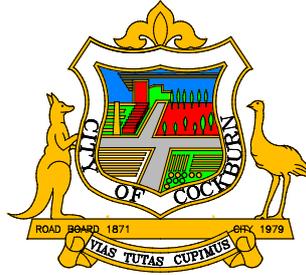


# **CITY OF COCKBURN**



## **ORDINARY COUNCIL**

## **AGENDA PAPER**

**FOR**

**THURSDAY, 10 DECEMBER 2015**

# CITY OF COCKBURN

## SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 10 DECEMBER 2015 AT 7:00 PM

---

---

	Page
1. DECLARATION OF MEETING.....	1
2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED) .....	1
3. DISCLAIMER (TO BE READ ALOUD BY PRESIDING MEMBER).....	1
4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (BY PRESIDING MEMBER) .....	1
5 (OCM 10/12/2015) - APOLOGIES AND LEAVE OF ABSENCE .....	1
6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE .....	1
7. PUBLIC QUESTION TIME .....	1
8. CONFIRMATION OF MINUTES.....	1
8.1 (OCM 10/12/2015) - MINUTES OF THE ORDINARY COUNCIL MEETING - 12 NOVEMBER 2015.....	1
9. WRITTEN REQUESTS FOR LEAVE OF ABSENCE.....	2
10. DEPUTATIONS AND PETITIONS .....	2
11. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (IF ADJOURNED) .....	2
12. DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER .....	2
13. COUNCIL MATTERS.....	2
13.1 (OCM 10/12/2015) - 2014/15 ANNUAL REPORT (022/002) (S SEYMOUR-EYLES) (ATTACH).....	2
13.2 (OCM 10/12/2015) - MINUTES OF THE AUDIT & STRATEGIC FINANCE COMMITTEE MEETING - 19 NOVEMBER 2015 (026/007) (S DOWNING) (ATTACH) .....	4
13.3 (OCM 10/12/2015) - MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING - 26 NOVEMBER 2015 (086/003; 182/001; 182/002) (D GREEN) (ATTACH).....	6
13.4 (OCM 10/12/2015) - COUNCIL DELEGATE - JANDAKOT AIRPORT COMMUNITY AVIATION CONSULTATION GROUP (028/043) (D GREEN).....	7
13.5 (OCM 10/12/2015) - APPOINTMENT TO REFERENCE GROUPS (028/009; 027/007; 027/014; 027/016) (D.GREEN).....	9

14.	PLANNING AND DEVELOPMENT DIVISION ISSUES .....	11
14.1	(OCM 10/12/2015) - SALE OF LOT 23 RUSSELL ROAD, HAMMOND PARK (5517621) (LEE GATT) (ATTACH) .....	11
14.2	(OCM 10/12/2015) - SALE OF LAND - PORTION OF LOT 9003 (PROPOSED LOT 803) DURNIN AVENUE, YANGETUP (6015949) (K SIM) (ATTACH) .....	14
14.3	(OCM 10/12/2015) - ACQUISITION PORTION OF LOT 5, 88 AND 89 JANDAKOT ROAD, JANDAKOT FOR ROAD - WORKS ASSOCIATED WITH THE DUPLICATION OF BERRIGAN DRIVE - KWINANA FREEWAY TO JANDAKOT ROAD - APPLICANT: CITY OF COCKBURN (5513633, 6005742, 6005743) ( K SIM) (ATTACH).....	17
14.4	(OCM 10/12/2015) - PROPOSED BAR & BRASSERIE (TAVERN) WITH ANCILLARY DRIVE-THROUGH LIQUOR STORE - LOCATION: PART LOT 9003 YANGETUP ROAD (CNR DURNIN AVENUE & BEELIAR DRIVE), BEELIAR - OWNER: CITY OF COCKBURN - APPLICANT: BEELIAR ONE PTY LTD. (6015949) (D BOTHWELL) (ATTACH).....	20
14.5	(OCM 10/12/2015) - THE LAKES REVITALISATION STRATEGY - LOCATION: NORTH LAKE AND PARTS OF BIBRA AND SOUTH LAKE - OWNER: VARIOUS (110/124) (R PLEASANT & L SANTORIELLO) (ATTACH) .....	39
14.6	(OCM 10/12/2015) - RETROSPECTIVE CHANGE OF USE - SINGLE HOUSE TO HOLIDAY HOME STANDARD - LOCATION: 3 (LOT 128) PERLINTE VIEW, NORTH COOGEE - OWNER: HENG PROPERTIES HOLDING PTY LTD - APPLICANT: ROWE GROUP ( 6015354 (DA15/0751)) ( P ANDRADE) (ATTACH) .....	54
14.7	(OCM 10/12/2015) - COCKBURN CENTRAL WEST LOCAL DEVELOPMENT PLAN INCORPORATING DESIGN GUIDELINES LOCATION: N/A OWNER: N/A APPLICANT: LANDCORP (110/070) (R PLEASANT) (ATTACH) .....	60
14.8	(OCM 10/12/2015) - SOUTHERN SUBURBS DISTRICT STRUCTURE PLAN - STAGE 3 (AMENDMENT) LOCATION: HAMMOND PARK - OWNER: VARIOUS (110/146) (L SANTORIELLO) (ATTACH) .....	68
15.	FINANCE AND CORPORATE SERVICES DIVISION ISSUES .....	74
15.1	(OCM 10/12/2015) - LIST OF CREDITORS PAID - OCTOBER 2015 (076/001) (N MAURICIO) (ATTACH).....	74
15.2	(OCM 10/12/2015) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - OCTOBER 2015 (071/001) (N MAURICIO) (ATTACH) .....	75
16.	ENGINEERING AND WORKS DIVISION ISSUES.....	84
16.1	(OCM 10/12/2015) - TENDER NO. (C100262) RFT20/2015 - BUILDING CONSTRUCTION SERVICES - CITY OF COCKBURN OPERATIONS CENTRE REDEVELOPMENT (STAGE 1) LOTS 50-52 WELLARD STREET BIBRA LAKE WA (RFT20/2015) (D VICKERY) (ATTACH).....	84

16.2	(OCM 10/12/2015) - TENDER NO. (C100268) RFT17/2015 - ROAD CONSTRUCTION SERVICES - BEELIAR DRIVE DUPLICATION - BEELIAR DRIVE (DURNIN AVENUE TO SPEARWOOD AVENUE), BEELIAR WA (C159/008) (J KIURSKI) (ATTACH).....	95
17.	COMMUNITY SERVICES DIVISION ISSUES.....	102
17.1	(OCM 10/12/2015) - PROCESS FOR NAMING THE COCKBURN RECREATION AND AQUATIC FACILITY (154/006) (S SEYMOUR-EYLES) (ATTACH).....	102
17.2	(OCM 10/12/2015) - MANAGEMENT AND OPERATIONS - COCKBURN RECREATION PHYSICAL ACTIVITY AND EDUCATION CENTRE (154/006) (R AVARD) .....	108
18.	EXECUTIVE DIVISION ISSUES .....	112
19.	MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN .....	112
20.	NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING.....	112
21.	NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY COUNCILLORS OR OFFICERS .....	112
22.	MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE.....	112
23.	CONFIDENTIAL BUSINESS .....	112
24	(OCM 10/12/2015) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995).....	112
25.	CLOSURE OF MEETING.....	113

**CITY OF COCKBURN****AGENDA TO BE PRESENTED TO THE ORDINARY  
COUNCIL MEETING TO BE HELD ON  
THURSDAY, 10 DECEMBER 2015 AT 7:00 PM**

---

---

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

Members of the public, who attend Council Meetings, should not act immediately on anything they hear at the Meetings, without first seeking clarification of Council's position. Persons are advised to wait for written advice from the Council prior to taking action on any matter that they may have before Council.
- 4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (by Presiding Member)**
- 5 (OCM 10/12/2015) - APOLOGIES AND LEAVE OF ABSENCE**
- 6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**
- 7. PUBLIC QUESTION TIME**
- 8. CONFIRMATION OF MINUTES**
  - 8.1 (OCM 10/12/2015) - MINUTES OF THE ORDINARY COUNCIL MEETING - 12 NOVEMBER 2015**

**RECOMMENDATION**

That Council adopt the Minutes of the Ordinary Council Meeting held on Thursday, 12 November 2015, as a true and accurate record.

**COUNCIL DECISION**

9. **WRITTEN REQUESTS FOR LEAVE OF ABSENCE**
10. **DEPUTATIONS AND PETITIONS**
11. **BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (If adjourned)**
12. **DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER**
13. **COUNCIL MATTERS**
  - 13.1 **(OCM 10/12/2015) - 2014/15 ANNUAL REPORT (022/002) (S SEYMOUR-EYLES) (ATTACH)**

**RECOMMENDATION**

That Council accepts the 2014/15 Annual Report, in accordance with Section 5.54(1) of the Local Government Act, 1995, as shown in the attachment to the Agenda subject to any minor information and typographical amendments being included in the final document.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COUNCIL DECISION**

**Background**

Council is required to accept the 2014/15 Annual Report to enable it to be available for the Annual Electors Meeting, scheduled to be held on Tuesday, 2 February 2015. The Local Government Act 1995 ('the Act') requires Council to accept the Report no later than 31 December each year. Elected Members were provided with the Financial Report and Auditor's Report at the Audit and Strategic Finance Committee Meeting

on 19 November 2015, the Minutes of which are presented at this Council Meeting. This report now being presented to Council will be consolidated with the Concise Financial Report in time for the Annual Electors Meeting. The full financial report will be available on the City's website.

### **Submission**

N/A

### **Report**

The 2014/15 Annual Report is provided in conformity with the following requirements of the Act and contains:

1. Mayoral Report
2. Chief Executive Officer's Report
3. Measurement of performance data
4. Overview of the Plan for the Future of the District
5. Report in relation to the Complaints Register subject to Section 5.121 of the Act
6. Report required under Section 29(2) of the Disabilities Services Act 1993
7. Divisional Reports
8. Financial Statements
9. Auditor's Report
10. Remuneration of Senior Employees

At the request of the Mayor, an additional inclusion in this year's Report is the Meeting attendance record of all Members at Council and Standing Committees. This information regularly appears in other local government Annual Reports and featured in City of Cockburn Annual Reports until discontinued several years ago.

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

- A responsive, accountable and sustainable organisation.

#### **Budget/Financial Implications**

The cost of producing 100 copies of the Report is provided for in Council's Municipal Budget.

#### **Legal Implications**

Sec 5.54 of the Local Government Act 1995 refers.

**Community Consultation**

The Report will be available for public access at the Annual Electors Meeting to be held on 2 February 2015.

**Attachment(s)**

2014/15 Annual Report

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**13.2 (OCM 10/12/2015) - MINUTES OF THE AUDIT & STRATEGIC FINANCE COMMITTEE MEETING - 19 NOVEMBER 2015 (026/007) (S DOWNING) (ATTACH)**

**RECOMMENDATION**

That Council receive the Minutes of the Audit and Strategic Finance Committee Meeting held on Thursday, 19 November 2015, and adopt the recommendations contained therein.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COUNCIL DECISION**

**Background**

A meeting of the Audit and Strategic Finance Committee was conducted on 19 November 2015.

**Submission**

N/A

## **Report**

The Audit and Strategic Finance Committee received and considered the following items:

1. Legal Proceedings between Council and Other Parties
2. Risk Management Information Report
3. Appointment of External Auditor for the 2016 Financial Year
4. Contract for Internal Auditing Services for the 2016 and 2017 Financial Years
5. Annual Performance Review of Monetary and Non-Monetary Investments for the Financial Year 2014/15
6. Internal Audit – Procurement Improvements
7. Annual Financial Statements 2014/15 and External Audit Report
8. Review of Rate Setting Statement – Phase 2

## **Strategic Plan/Policy Implications**

### **Leading & Listening**

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

### **Budget/Financial Implications**

As contained in the Minutes

### **Legal Implications**

As contained in the Minutes.

### **Community Consultation**

N/A

### **Attachment(s)**

Minutes of the Audit and Strategic Finance Committee Meeting – 19 November 2015.

### **Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**13.3 (OCM 10/12/2015) - MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING - 26 NOVEMBER 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 Thursday, 26 November 2015, and adopt the recommendations contained therein.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COUNCIL DECISION**

**Background**

The Delegated Authorities, Policies and Position Statements Committee conducted a meeting on 26 November 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 Policies and Position Statements and associated Delegated Authorities relevant to Planning and Development Services, 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 – 26 November 2015.

#### **Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

### **13.4 (OCM 10/12/2015) - COUNCIL DELEGATE - JANDAKOT AIRPORT COMMUNITY AVIATION CONSULTATION GROUP (028/043) (D GREEN)**

#### **RECOMMENDATION**

That Council appoint Cllr Lee-Anne Smith as its delegate to the Jandakot Airport Community Aviation Consultation Group (JACACG).

## COUNCIL DECISION

### Background

At the Special Meeting of Council conducted on 27 October 2015, Deputy Mayor Reeve–Fowkes was appointed to the JACACG as a delegate of the City of Cockburn. Clr Terblanche was elected as a Proxy (Deputy).

### Submission

N/A

### Report

Clr Lee–Anne Smith has expressed an interest in nominating for this position, however, she was an apology at the 27 October 2015 Meeting where the appointment was made. Deputy Mayor Reeve-Fowkes is willing to step down from the appointment, given she is a Council delegate on three other external organisations and it is preferable that a local (East) Ward member represents the interests of Council at JACACG meetings.

Meetings are conducted at Jandakot Airport on a quarterly basis (March, June, September and December) on a Wednesday, commencing at 4.00pm Clr Smith has advised that she is available to attend Meetings at these times.

Council's Manager, Strategic Planning, Andrew Trosic attends the Meetings as a Technical Advisor.

### Strategic Plan/Policy Implications

Policy PSPD7 'Jandakot Airport' refers.

### Leading & Listening

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

### Budget/Financial Implications

N/A

**Legal Implications**

Jandakot Airport is a Commonwealth Government operation which is governed by Federal legislation.

**Community Consultation**

The JACACG addresses local community concerns and issues as part of its Charter.

**Attachment(s)**

N/A

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**13.5 (OCM 10/12/2015) - APPOINTMENT TO REFERENCE GROUPS (028/009; 027/007; 027/014; 027/016) (D.GREEN)**

**RECOMMENDATION**

That Council appoint Cllr Lee-Anne Smith to the following Reference Groups:

1. Neighbourhood Watch Reference Group.
2. Cockburn Bushfire Advisory Reference Group
3. Community Safety & Crime Prevention Reference Group; and
4. Cockburn Sister Cities Reference Group

**COUNCIL DECISION**

## **Background**

At the Special Meeting of Council conducted on 27 October 2015, Council appointed membership to the various Reference Groups operated by the City of Cockburn (eleven in number). Cllr Smith was an apology at the Meeting.

## **Submission**

N/A

## **Report**

By e-mail received on 5 November 2015, Cllr Smith has nominated for appointment to four of these groups, as identified in the recommendation.

## **Strategic Plan/Policy Implications**

### **Community & Lifestyle**

- Community environments that are socially cohesive and embrace diversity.
- Safe communities and to improve the community's sense of safety.
- Conservation of our heritage and areas of cultural significance

### **Leading & Listening**

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

## **Budget/Financial Implications**

N/A

## **Legal Implications**

N/A

## **Community Consultation**

N/A

## **Attachment(s)**

N/A

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**14. PLANNING AND DEVELOPMENT DIVISION ISSUES**

**14.1 (OCM 10/12/2015) - SALE OF LOT 23 RUSSELL ROAD, HAMMOND PARK (5517621) (LEE GATT) (ATTACH)**

**RECOMMENDATION**

That Council subject to the completion of all statutory requirements required under Section 3.58 of the *Local Government Act 1995*;

- (1) accept the offer from Golden Gateway Development Pty Ltd for the purchase of Lot 23 Russell Road, Hammond Park (Lot 23) for a consideration of \$1,300,000 under the margin scheme; and
- (2) amend the 2015/16 adopted municipal budget by adding capital income of \$1,300,000 under the margin scheme from the sale proceeds into the Land Development and Investment Reserve Fund.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COUNCIL DECISION**

**Background**

Lot 23 was purchased by the City in 1998 as part of the severed portion of land that remained from the land purchased for the creation of Russell Road.

The lot is zoned for residential development, to form part of the surrounding Hammond Park neighbourhood. Consistent with the City's adopted Land Management Strategy; the opportunity arose in which to consider the sale of the land. The City has received an acceptable offer

and it is recommended the City proceed with the sale for the amount proposed.

### **Submission**

N/A

### **Report**

Lot 23 is a triangular shaped block with its largest frontage on Russell Road. The lot is located within walking distance (estimated 220 metres) to the Park Hive shopping centre in Hammond Park and approximately 600 metres to the future Aubin Grove Train Station.

The land has remained undeveloped since purchase in 1998 but was earmarked in the City's Land Management Strategy for potential sale.

The shape of the block and undeveloped state was not conducive to achieving a sale at a reasonable market price so the City looked at options to improve the property. The City engaged an Architect in 2014 to plan a suitable development for the site. A 28 unit two storey apartment development was designed and subsequently submitted and planning approval received in November 2014.

As Lot 23 was retaining a considerable amount of water, the City undertook to clear, fill and compact it ready for development. The works were finalised in May 2015 which created a level lot ready for the construction of the approved apartment development.

A recent valuation for lot 23 details its value at \$1,355,000 (incl. GST) which equates to \$1,231,818.18 (ex GST). The offer from Golden Gateway Development Pty Ltd is for \$1,300,000 on the Margin Scheme therefore it is recommended that Council accept the offer subject to there being no comments from the advertising in accordance with Section 3.58 *Local Government Act 1995*.

It is worth noting that investigations took place regarding the prospect of the City of Cockburn constructing a residential apartment complex on the land. In the current property market, there are a number of additional risks associated with construction, versus a land sale scenario as recommended by this option. Risks include:

- Residential apartment prices struggling, with questions about the amount of supply available on the market and that further falls in the property market may have a greater impact on apartment product;
- The residential construction market still being strong, meaning that savings associated with the mining investment down turn are struggling to flow through fully to this sector;
- Degree to which pre-sales could be secured;

- Degree to which completed development could be sold.

So while a built form product could yield a greater return, building an appropriate risk factor would recognise that such returns carry significantly more risk compared to the sale of land recommended in this item.

The plan for this block was for the City to develop the land by way of constructing 28 units. To this end the City engaged an architect to design a unit strata complex for which the City could obtain planning approval. A financial plan was drafted based on a 28 unit development. After consulting local real estate agents, it was believed the City could make a profit on such a development. In the last twelve months, the market for such units has softened which could make the development a higher risk proposal. Although a profit could still be made, it was believed the risk/reward ratio had deteriorated sufficiently to not proceed with bringing such a concept to Council for its consideration. The development margin has fallen from 26% to 10%, which is considered too low for the risk involved. At the same time, the City received an unsolicited offer another developer which was perceived as being reasonable and without risk.

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

- 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**

Amend the 2015/16 adopted municipal budget by adding capital income of \$1,300,000 under the margin scheme from the sale proceeds into the Land Development and 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 are required to be advertised in the newspaper for State-wide publication, for a period of two weeks. As the offer was received on 23 November 2015, the advertising will commence on 25 November 2015.

**Attachment(s)**

Map of area.

**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 Ordinary Council Meeting.10 December 2015.

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

Nil.

**14.2 (OCM 10/12/2015) - SALE OF LAND - PORTION OF LOT 9003 (PROPOSED LOT 803) DURNIN AVENUE, YANGETUP (6015949) (K SIM) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) accepts the offer from RPD1 Pty Ltd to purchase portion of Lot 9003 (Proposed Lot 803) Durnin Avenue, Yangebup for a consideration of \$1,740,000 (GST Included) subject to there being no objection arising from statutory advertising as required by Section 3.58 of the *Local Government Act 1995*; and
- (2) amend the 2015/16 adopted municipal budget by adding capital income of \$1,740,000 from the sale proceeds against a new CW project – Sale of Proposed Lot 803 Durnin Avenue, Yangebup and transferring these into the Land Development and Investment Fund Reserve.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COUNCIL DECISION**

## **Background**

Proposed Lot 803 is a portion of Lot 9003 Beeliar Drive, Beeliar. Lot 9003 is a freehold lot created as a balance lot following the sale of Lots 801 and 802 Ivankovich Avenue, Beeliar to the Coles Group in 2013. Lot 9003 as a balance title consists of three discrete parcels of land.

The proposed Lot 803 is 3317 square metres. The land is situated on the northwest corner of the intersection of Beeliar Drive and Durnin Avenue, Beeliar.

Council previously resolved to sell Lot 803 to Yangebup 803 Pty Ltd at its meeting held on 9 April 2015, this sale did not proceed as the purchaser invoked the due diligence clause in the contract to terminate the agreement.

## **Submission**

N/A

## **Report**

The intersection of Beeliar Drive and Durnin Avenue is controlled by a traffic roundabout, with development having been completed on two of the parcels located on the southern side of the intersection. This location will become a landmark entry into the developing town centre. City officers have had a number of inquiries from potential purchasers for the subject land and now RPD1 Pty Ltd has made an offer to purchase the land.

The previous potential purchaser and RPD1 Pty Ltd have raised a concern with the fenced drainage sump which is situated between the roundabout and the subject land. Discussion with the City's Engineering Team revealed that the drainage sump is required to be retained at that location, and that there is no possibility to reshape it into a swale configuration or the like. A second carriageway is to be constructed along Beeliar Drive, and the sump being at the low point will take more stormwater on completion of the second carriageway.

At the conclusion of the second carriage-way construction, it is proposed that the City replace the woven wire sump fence with an aesthetically pleasing wall on the boundary facing the roundabout. This will help manage some of the amenity impacts that are currently associated with the fenced sump.

The offer of \$1,740,000.00 (GST incl.) from RPD1 Pty Ltd is equal to the valuation provided by a licensed valuer commissioned by the City. 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 two weeks from the date of the advertisement.

Notice concerning the proposal has been 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.

A subdivision application for this proposal and the creation of three additional lots has been made to the Western Australian Planning Commission. Subdivision estimated costs, which will include the provision of all services, have been provided by a consulting Engineer. The costs of the services required by the subdivision are estimated at \$1,000,000, but importantly cover all four lots being the subject of the subdivision. These will significantly value add to the remaining portions of Lot 9003, which will enable highest realisation of this asset.

It is recommended that Council support the disposition of land.

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

- 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**

Amend the 2015/16 adopted municipal budget by adding capital income of \$1,740,000 from the sale proceeds against a new CW project – Sale Lot 803 Durnin Avenue, Beeliar 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 have been advertised in the newspaper for State-wide publication, for a period of two weeks commencing on 25 November 2015.

No objections to the sale were received by the closing date of the advertising being 9 December 2015.

### Attachment(s)

1. Location Plan
2. Valuation

### 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 10 December 2015 Council Meeting.

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

Nil.

### 14.3 (OCM 10/12/2015) - ACQUISITION PORTION OF LOT 5, 88 AND 89 JANDAKOT ROAD, JANDAKOT FOR ROAD - WORKS ASSOCIATED WITH THE DUPLICATION OF BERRIGAN DRIVE - KWINANA FREEWAY TO JANDAKOT ROAD - APPLICANT: CITY OF COCKBURN (5513633, 6005742, 6005743) ( K SIM) (ATTACH)

#### RECOMMENDATION

That Council

- (1) acquire 740 sq. m. of Lot 5 Jandakot Road for a purchase price of \$37,000;
- (2) acquire 350 sq. m. of Lot 89 Jandakot Road for a purchase price of \$32,500;
- (3) acquire 1,771 sq. m. of Lot 88 Jandakot Road for a purchase price of \$149,384;
- (4) meet all costs associated with the surveying and application for new certificates of title for 1, 2 and 3 above; and
- (5) seek the dedication of the acquired portions of Lots 5, 88 and 89 as road reserve.

**COUNCIL DECISION**

**Background**

Funds have been placed on the 2015/16 Budget to duplicate the carriageway of Berrigan Drive between the Kwinana Freeway and the Jandakot Road roundabout. The engineering design has resulted in the requirement for road widening on the southern side of Jandakot Road east of the roundabout.

**Submission**

N/A

**Report**

Valuation reports have been prepared by Licensed Valuer Kirsty Norquay from Valuations WA on behalf of the City and from Licensed Valuer Max Nevermann National Property Valuers on behalf of the owners of Lot 88 and 89 Jandakot Road.

A land requirement plan was prepared and forwarded to the Licensed Valuer Kirsty Norquay engaged by the City of Cockburn. The value of the land required for road widening from Lots 5 was determined to be \$37,000, Lot 88 to be at the square metre rate of \$60 and Lot 89 at the square meter rate of \$60.

Letters sent to the three owners included the valuation report prepared for the City of Cockburn by Valuations WA and also an offer to meet the costs for the owners to get their own valuation. This offer to meet the costs of an alternative valuation was conditional on the report being prepared by a licensed valuer and that the report could be used in any subsequent negotiation.

The owners of Lot 88 and 89 engaged National Property Valuers who have determined that Lot 89 has a value of \$92.9 per square metre and Lot 88 has a value of \$84.4 per square metre.

After the valuation reports from National Property Valuer's were received the City's Engineers have determined that an additional area of 1363 square metres of Lot 88 will be required to house a drainage basin. The alternative to the drainage basin within Lot 88 would be an

underground system located at the north-west corner of the roundabout. Below ground drainage systems are typically expensive to construct and maintain into the future.

The owner of Lot 88 has confirmed that he will accept a purchase price at the same square rate determined by his valuer for the enlarged portion of land now required.

The resolution of the land acquisition needs to be finalised before the award of the road construction tender. The tender is anticipated to be awarded in January 2016.

The acquisitions as recommended are supported by Licensed Valuer reports and should be agreed to enable the road construction to commence in early 2016.

The process to be followed if Council resolves to follow the recommendation is that contracts will be drawn up with the three owners that allow subdivision applications to be lodged with the Western Australian Planning Commission, together with access to the land in time for the road construction.

### **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.

#### **Moving Around**

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

### **Budget/Financial Implications**

Funds have been allocated in the 2015/16 Budget.  
WC 00146 is the account reference.

### **Legal Implications**

Land Administration Act 1997.

### **Community Consultation**

N/A

**Attachment(s)**

Plan of the proposed road widening.

**Advice to Proponent(s)/Submissioners**

The three affected land owners have verbally accepted the purchase prices.

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

Nil.

- 14.4 (OCM 10/12/2015) - PROPOSED BAR & BRASSERIE (TAVERN) WITH ANCILLARY DRIVE-THROUGH LIQUOR STORE - LOCATION: PART LOT 9003 YANGETUP ROAD (CNR DURNIN AVENUE & BEELIAR DRIVE), BEELIAR - OWNER: CITY OF COCKBURN - APPLICANT: BEELIAR ONE PTY LTD. (6015949) (D BOTHWELL) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) grant planning approval for the proposed bar and brasserie with ancillary drive-through liquor store, in accordance with the attached plans and subject to the following conditions and advice notes:

Conditions

1. The submission of final material, colour and finish schedule for assessment and approval by the City prior to issue of a Building Permit.
2. Prior to the issue of a Building Permit, the submission of an amended design and associated material, colour and finish details for the southern (Beeliar Drive) elevation to the satisfaction of the City.
3. Car parking bays and access driveways shall be designed, constructed and maintained to comply with AS2890.1 to the satisfaction of the City. Details of the car parking bays and access driveways shall be submitted to the City for assessment and approval prior to the issue of a Building Permit.
4. The provision of on-site motorcycle parking on-site, the

details in respect of which are to be provided for assessment and approval by the City prior to the issue of a Building Permit.

5. Prior to the issue of a Building Permit, the submission of amended plans showing a minimum of 8 bicycle parking spaces shall be provided to the satisfaction of the City. All bicycle parking is to comply with Australian Standard 2890.3.
6. A detailed landscaping plan shall be submitted to and approved by the City, prior to the issue of a Building Permit and shall include the following:-
  - (a) the location, number, size and species type of existing and proposed trees and shrubs, including calculations for the landscaping area;
  - (b) any lawns to be established;
  - (c) any existing landscape areas to be retained;
  - (d) those areas to be reticulated or irrigated; and
  - (e) verge treatments.
7. The landscaping shall be implemented during the first available planting season post completion of development. Any species which fail to establish within a period of 12 months from planting shall be replaced to the satisfaction of the City.
8. Prior to the issue of a Building Permit, details are to be submitted to and approved by the City showing the provision of a shared path around the perimeter of the site. The shared path shall be constructed to the satisfaction of the City. All paths extending around the perimeter of the site shall be a minimum of 2.0 metres wide.
9. Prior to the issue of a Building Permit, a category one flora and fauna survey and subsequent fauna relocation management plan for the subject property is to be submitted to the satisfaction of the City.
10. All outdoor lighting must be installed and maintained in accordance with Australian Standard AS 4282 - 1997 "Control of the Obtrusive Effects of Outdoor Lighting".
11. The development site must be connected to the reticulated sewerage system of the Water Corporation before commencement of any use.

12. All earthworks, cleared land and batters must be stabilised to prevent sand or dust blowing to the satisfaction of the City.
13. A further Acoustic Report shall be submitted to and approved by the City, prior to the lodgement of a Building Permit, and implemented thereafter, to the satisfaction of the City.
14. Written confirmation from the builder that all recommendations made in the Acoustic Report prepared by Herring Storer Acoustics and the further Acoustic Report required under condition 13 have been incorporated into the proposed development, shall be submitted to and approved by the City prior to the lodgement of the Building Permit Application.
15. The builder is to provide written confirmation that the requirements of the Acoustic Report referred to in condition 13 have been incorporated into the completed development with the Form BA7 Completion Form, prior to occupation of the development.
16. No wash-down of plant, vehicles or equipment is permitted on the premises. Industrial, commercial or wash-down wastes must not enter stormwater disposal systems or otherwise be discharged to the environment.
17. The bin enclosure must be of an adequate size to contain all waste bins and graded to a 100mm diameter industrial floor waste with a hose cock, all connected to sewer.
18. All service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, being suitably located from public view and/or screened from view from adjacent streets and/or the public domain.
19. The submission of a Construction Management Plan for the development for assessment and approval by the City prior to the issue of a Building Permit detailing how it is proposed to manage:
  - (a) access to and from the site;
  - (b) the delivery of materials and equipment to the site;
  - (c) the storage of materials and equipment on the site;
  - (d) the parking arrangements for contractors and subcontractors;
  - (e) other matters likely to impact on surrounding

- properties; and  
 (f) management of construction waste.
20. No building or construction related activities associated with this approval causing noise and/or inconvenience to neighbours shall occur between the hours 7.00pm and 7.00am, Monday to Saturday, and shall not occur at all on Sundays or Public Holidays.
21. The Prior to the issue of a Building Permit, arrangements being made to the satisfaction of the City for the pro-rata developer contributions towards those items listed in the City of Cockburn Town Planning Scheme No. 3.
22. Prior to the issue of a Building Permit, the owner/applicant shall:
- (a) submit to the City for approval a preliminary proposal for an art work designed be a professional artist at a cost of 1% of the total project cost (to a maximum of \$250,000), to be located within the subject site as an integral part of the development;
  - (b) submit to the City for approval an 'Application for Art Work Design';
  - (c) enter into a contract with a professional artist/s to design and install (if appropriate) the art work approved by the City; and
  - (d) the art work shall then be installed prior to occupation of the building/development and maintained thereafter to the satisfaction of the City.
23. The design of the car park and access driveways shall comply with AS2890 to the satisfaction of the City's Engineering Services section. Details to be provided to the City prior to the issue of a Building Permit.
24. Prior to the issue of a Building Permit, amended plans shall be submitted showing the provision of traffic calming devices on the east-west and north-south internal roads within the site to the satisfaction of the City.
25. Prior to the issue of a Building Permit, the Tavern Management Plan being reviewed in detail to ensure the content of the document is comprehensive and complete for the purpose of addressing all aspects of the Tavern use capable of being managed to the satisfaction of the

City.

26. Prior to the issue of a Building Permit, amended plans shall be submitted showing the provision of dedicated Taxi bay(s) in a location within close proximity to the entry of the Tavern.

Department of Planning Conditions

27. Vehicular access to Beeliar Drive must be restricted to left-in/left-out only.
28. The existing bus stop is to be relocated only with the written agreement of the Public Transit Authority. The bus stop must not be located within the left deceleration lane of the Beeliar Drive access.
29. Only one shared access point is permitted to Lot 9003 (proposed Lot 804 per WAPC subdivision 151639) to/from Beeliar Drive. Any future development of the subject lot will require reciprocal rights of access and additional access points to Beeliar Drive will not be permitted.
30. The proposed access must be relocated to ensure a minimum 70m deceleration lane length for a 70km/hr road. This will facilitate necessary future upgrades to Beeliar Drive and/or the intersection of Beeliar Drive/Durnin Avenue.
31. A footpath must be constructed on Beeliar Drive. This footpath must connect the existing footpath to Durnin Avenue to the relocated bus stop east of the proposed access.

Advice Notes

1. With regards to condition 2 above, the expectation is for the blank portion of wall to the restaurant on the south elevation to incorporate windows/glazing to create a more interactive façade. The blank wall to the service areas is also expected to have increased levels of articulation through the incorporation of design features or public art.
2. With regard to condition 13 above, the acoustic report must be prepared by a suitably qualified and recognised acoustic consultant, address the requirements of the Herring Storer Acoustic Report (Ref 19631-2-15245;

dated 23 September) and must demonstrate that the design of the development as well as the design and location of plant and other sources of noise within the development (such as air-conditioners, entry gates or buzzers, music and break out noise) will not exceed the assigned noise levels set out in the Environmental Protection (Noise) Regulations 1997 (as amended). The Acoustic Report is to include a Noise Management Plan addressing:

- (a) Predictions of anticipated noise emissions associated with activities plant or equipment (such as bin areas, air-conditioners, refrigeration or pools);
  - (b) Predictions of anticipated break out noise levels;
  - (c) Sound proofing measures proposed to mitigate noise;
  - (d) Control measures to be undertaken (including monitoring procedures); and
  - (e) A complaint response procedure.
3. All food businesses must comply with the Food Act 2008 and Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only). Under the Food Act 2008 the applicant must obtain prior approval for the construction or amendment of the food business premises. An Application to Construct or Alter a Food Premises must be accompanied by detailed plans and specifications of the kitchen, dry storerooms, coolrooms, bar and liquor facilities, staff change rooms, patron and staff sanitary conveniences and garbage room, demonstrating compliance with Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only).

The plans are to include details of:

- (a) the structural finishes of all floors, walls and ceilings; the position, type and construction of all fixtures, fittings and equipment (including cross-sectional drawings of benches, shelving, cupboards, stoves, tables, cabinets, counters, display refrigeration, freezers etc.);
- (b) all kitchen exhaust hoods and mechanical ventilating systems over cooking ranges, sanitary conveniences, exhaust ventilation systems, mechanical services, hydraulic services, drains, grease traps and provisions for waste disposal; and

- (c) These plans are to be separate to those submitted to obtain a Building Permit.
4. This development has been defined as a public building and shall comply with the relevant provisions of the Health Act 1911 (as amended), and the Health (Public Buildings) Regulations 1992. A Building Permit Application must be submitted for approval, prior to works commencing.
  5. The With regards to Condition 22, the art work shall be in accordance with Council's Local Planning Policy LPP5.13 (formerly APD80) Percent for Art and the 'Application for Art Work Design' and shall include a contract between the owner/applicant and the artist, full working drawings (including an indication of where the art work is located) and a detailed budget being submitted to and approved by the City. Further information regarding the provision of art work can be obtained from the City's Community Arts Officer on 9411 3444.
  6. The Any signage which is not exempt under Schedule 5 of the City of Cockburn Town Planning Scheme No. 3 must be the subject of a separate development approval.
  7. It is advised that you will be required to obtain a clearing permit from the Department of Environmental Regulation prior to undertaking the clearing of natural vegetation at the subject property.

#### Department of Planning Advice Notes

8. In accordance with Part 1: Section 3.2.4 of *Australian Standards for Parking Facilities* (AS2890.1), consideration should be given to the relocation of the parking bay in the northeast corner of the site. A minimum of 2.5m from the property boundary should be clear of obstructions to visibility.
9. In accordance with Element 2: Recommendation 31 of the WAPC's *Liveable Neighbourhoods* (LN), a footpath may be required along the length of the Yangebup Road frontage to the subject site. Footpaths/shared paths may be required on both sides of a street where pedestrian traffic is high (e.g. local centres).
10. Provision of dedicated taxi parking bay/s.

- (2) notify the applicant and those who made a submission of Council's decision.

## COUNCIL DECISION

### Background

The land which is the subject of this application is bound by Yangebup Road to the north, Beeliar Drive to the south, Durnin Avenue to the west and a railway reserve (freight line) to the east. The subject site forms part of Lot 9003, with the other part of the lot located on the other side of Beeliar Drive, immediately to the east of the Beeliar Village Shopping area. The site is currently vacant and contains a small amount of Banksia Woodland and a number of Grass trees. There is a sewer easement running east-west across the site with access required at a man hole close to Durnin Avenue. The site is relatively flat and contains some existing banksia woodland and grass trees. The location of the centre including the Beeliar Village is strategically positioned as the centre point to three residential suburbs in Beeliar, Yangebup and Munster.

At its meeting held on 26 July 2012, the Metro South-West Joint Development Assessment Panel (JDAP) resolved to approve a development application for a Mixed Use Development at Lot 9001 Beeliar Drive, Beeliar which is located directly opposite the site on the southern side of Beeliar Drive. The approved development (now known as the Beeliar Village Centre) comprised of the Coles Supermarket, retail tenancies, liquor store, fast food outlet (McDonalds), tavern and petrol filling station (Shell). It should be noted that the Tavern element of the proposal did not go ahead, instead a Child Care centre was included in the development which has recently been completed.

The proposal for a Bar & Brasserie (Tavern) and ancillary drive-through liquor store which is the subject of this report, has been the subject of a comprehensive pre-lodgement process. Officers from the City's Statutory and Strategic planning services have met with the developer and architect prior to lodgement where the merits of the proposal, along with a range of opportunities and concerns discussed in length. The proposal is being referred to Council for determination as objections were received during advertising therefore removing staff delegation.

## Submission

The application received for the subject land is for the development of a Bar & Brasserie (Tavern) with ancillary drive-through liquor store, specifically comprises the following:

- Tavern with a total floor area of 659m<sup>2</sup>;
- Lounge Bar area of 168m<sup>2</sup> (70% or 118m<sup>2</sup> seated & 30% or 50m<sup>2</sup> standing);
- Casual Dining and Drinking area of 365m<sup>2</sup> (80% or 292m<sup>2</sup> or 20% or 73m<sup>2</sup>);
- Dedicated Table Service area of 126m<sup>2</sup> (100% seated)
- 185 dedicated car parking bays & bicycle parking spaces;
- Adjoining drive-through liquor component of 200m<sup>2</sup>; and
- Proposed vehicular access points off Beeliar Drive, Durnin Avenue & Yangebup Road.

In support of the proposal, the applicant states the following:

*“The Bar & Brasserie model proposed is a small but typical family neighbourhood establishment, with a focus on food as the primary generator of trade similar to the Quarie Bar & Brasserie in Hammond Park.*

*The external areas have been located to have access to northern and western (afternoon) sun whilst also addressing the intersection of Beeliar Drive and Durnin Avenue.*

*The draft management plan included in this submission goes to great lengths to minimise any potential disturbances to neighbours, including limiting deliveries between the hours of 7.00am and 7.00pm, restricting keg movement and rubbish clearing between 7.00am and 10.00pm and maintenance of a logbook for any complaints regarding noise or any disturbance in the area.*

*The independent Traffic Impact Statement included in this submission includes recommendations for minor modifications to kerb radii, aisle widths and road markings, as well as reinforcement of standard parking bay widths and entry/exit conditions to both sites as indeed proposed and complaint in the submission. The modifications, as indicated on KCTT’s overlays and achievable and as such, all initiatives recommended in both, the Traffic Impact Statement as well as the Acoustic Report will be implemented, including sound attenuation and noise management measures.*

*The proposed Bar & Brasserie development allows for 185 parking bays on site. Under the City of Cockburn Town Planning Scheme a total 185 bays should be made available.*

*Under the City of Cockburn Town Planning Scheme a total of 8 bike racks should be made available. 8 bicycle rack spaces will be provided as part of the development.*

*KCTT have provided a Transport Impact Statement for the proposed development of a portion of Lot 9001 Beeliar Avenue, Beeliar.*

*The purpose of this document is to provide commentary and analysis on the parking requirements and potential traffic and transport impacts that the proposed development of this site may have on the surrounding road and transportation networks.*

*The proposed Bar & Brasserie development includes high quality architectural design features which incorporate colours and materials which reflect the subject site's coastal location.*

*Internally, the development will be configured to provide a cohesive, architecturally refined environment. Functionally, the areas will consist of 2 bars, and a restaurant dining area.*

*The external alfresco areas have been designed to create a lush urban oasis, with mature plantings and architectural elements providing shade and softening the hard landscape and courtyard walls. Decking and purposefully designed seating and furniture will create an atmosphere and ambience that makes the development a welcoming and relaxing place to enjoy a meal &/or a drink.*

*The activation of the adjacent streetscapes will improve the amenity of the area, making it safer and more appealing for those who use or pass by the site.*

*The development will incorporate taxi bays, providing a place for patrons to safely and quietly leave the premises. The taxi bays are located within the carpark so as to minimise potential noise and disturbances to surrounding residences.*

*The service yard will be screened and the lighting to the service area will be augmented."*

## **Report**

The following comments deal with the compliance of the proposal in relation to the planning controls that apply to the subject land and location. The majority of planning considerations applicable in the assessment of the proposal are contained within the City's TPS.

### Town Planning Scheme No.3 Considerations

### *Zoning and Use*

The land is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Development' under the City of Cockburn's Town Planning Scheme No. 3 (TPS 3). A development zone under TPS 3 provides for development in accordance with a structure plan prepared and adopted under the Scheme. In December 2004, the City adopted a Local Structure Plan (LSP) for the location referred to as 'Cell 6, Yangebup'. This was subsequently endorsed by the Western Australian Planning Commission (WAPC) in March 2005 and in February 2011 was subject to modification which was approved by the City under delegated authority.

Under the LSP, the land is identified as a 'Local Centre' zone. For assessment purposes, the use classifications and provisions applicable to development within a Local Centre zone have been used. The proposed predominant use of a Tavern is an 'A' use which means that it is not permitted unless the Council has exercised its discretion and granted approval following consultation. The ancillary use of liquor store is an 'Unlisted Use' which also requires advertising prior to determination. The use of the site for tavern and drive-through liquor store purposes can therefore be considered for approval by Council.

### *Layout and Design*

The design of the proposed building is considered to be acceptable and the building addresses the corner of Durnin Avenue and Beeliar Drive in a sufficient manner. In the proposed location, the building will define the corner, signifying one of the main entrances to the local centre. This is achieved through the prominent Beeliar Tavern signage located on the corner as well as a number of contrasting building materials such as vertical profiled metal deck cladding. It is considered that the proposed Tavern will assist in activating the important corner of Durnin Avenue and Beeliar Drive through the 'Alfresco 1' area shown on the ground floor plan located adjacent to the street environment.

In relation to the south (Beeliar Drive) elevation, it is considered that there is an opportunity for increased engagement and articulation to Beeliar Drive. On the south elevation plan, it is apparent that there are two (2) portions of blank masonry wall. The first portion is to the Restaurant which could be better activated through the insertion of windows/glazing. This would assist in creating an interactive and engaging façade with diners in the restaurant able to view the Beeliar Drive frontage and vice versa.

The second portion of blank wall abutting the Beeliar Drive frontage is to the service areas such as the keg store, store and bins. It is

acknowledged that it would not be ideal for these portions of wall be incorporate windows in a similar manner to the restaurant. However, it is still considered that the blank masonry wall could be modified incorporate a number of design features such as a contrasting render finish or public art to create a more interesting and engaging street frontage to Beeliar Drive. It is to be noted that the development will be the subject of a percentage for art contribution which, if approved would be imposed as a condition of approval. Should Council resolve to approve this proposal, a condition should be imposed requiring amended plans to be submitted and approved by the City showing increased articulation and activation to the south elevation.

### *Pedestrian Connectivity & Amenity*

The City was very keen to ensure that a sufficient level of pedestrian connectivity and amenity is provided in the development. One way of achieving this is through the provision of perimeter pedestrian paths providing connectivity around, into and out of the site. Should Council resolve to approve this proposal, a condition should be imposed requiring the provision of a shared path around the perimeter of the site to the satisfaction of the City. Pedestrian cover at the entrances of the proposed Tavern as well as overhanging eaves from the building roof and the provision of mature plantings along the Durnin Avenue and Yangebup Road frontages are considered to contribute to a pedestrian friendly environment in and around the subject development.

### *Traffic*

As mentioned in the *Consultation* section of this report, the DoP is supportive of vehicular access to Beeliar Drive subject to a series of conditions, one of which being for access to be restricted to left-in/left-out only. This is consistent with the recommendations of the Traffic Report and supported by the City.

The City's Transport Engineer has ~~also~~ identified several traffic treatments/modifications that should occur. The location of the ACROD parking bays shown on the site plan is not considered to be desirable. The reason for this is that no crossing facility of the main access aisle has been provided to link those bays to the Tavern entry. It has been suggested by the City's Transport Engineer that these ACROD bays be relocated to the smaller car park on the east side of the building. It has also been noted that the ACROD bays do not appear to comply with the Australian Standards as there is no shared space and bollard adjacent to the subject ACROD bays.

Another traffic treatment recommendation from the City is for the provision of speed humps on the internal access roads within the development. It is considered that the long, uninterrupted access roads

running east-west and north-south through the site require speed humps to keep vehicle speeds down and discourage through traffic. The provision of speed humps and compliant ACROD bays are both items which would involve compliance with the relevant Australian Standard – AS2890. As such, should Council resolve to approve the proposal, a condition should be imposed requiring the design of the car park and the access driveways being modified to comply with AS2890. It is to be noted that the City has also imposed a condition for amended plans to be submitted showing the provision of traffic calming devices within the site to the satisfaction of the City.

### *Car Parking*

TPS 3 requires a car parking rate for the use of a Tavern of 1:2m<sup>2</sup> of net lettable area (NLA) of drinking area. The traffic report undertaken by Uloth & Associates for the Quarie Tavern (Hammond Park) identified that it was not appropriate for the required car parking to be based on the TPS 3 requirement of 1 bay for every 2m<sup>2</sup> of drinking area. This position was considered to be acceptable by the City at the time given the large amount of area within the Quarie Tavern which was dedicated seated/dining areas. In this case the car parking rate for a restaurant under TPS3 of 1 car bay for every 4 seats was applied in the City's assessment of seating areas within the Quarie Tavern which is a similar development to this proposal. This position is considered logical and reasonable and as such, the seated areas of the proposed Tavern have also been based on the car parking requirement for a 'Restaurant' under the City's TPS 3. A summary of the car parking analysis is found below:

- Seated Area (1 space per 4 persons or 1 space per 4 seats – as per TPS3 for 'Restaurant' or 1 space per 5 m<sup>2</sup> - as per Quarie Traffic Report)  $536\text{m}^2 / 5 = 107.2$  or 108 car bays
- Standing Area (1 space per 2m<sup>2</sup> as per TPS3 for 'Tavern')  $123\text{m}^2 / 2 = 61.5$  or 62 car bays
- 'Bottle Shop' (1 space per 12m<sup>2</sup> as per TPS3 for 'Shop')  $200\text{m}^2 / 12 = 16.6$  or 17 car bays
- Total Required – 187 car bays  
Total Provided – 185 car bays

Consistent with the Quarie Traffic Report, KCTT as part of their TIA for the proposed Beeliar Tavern have assumed that 4 seats will require 5m<sup>2</sup> of NLA. This is simply based on the average table of 4 occupying 5m<sup>2</sup>. This ratio of 1 car bay for every 5m<sup>2</sup> of NLA is considered acceptable and a practical way of calculating the car parking rate for the seated areas of the Tavern.

In their TIA, KCTT note that the parking rate for the proposed liquor store component should be reduced by 30% based on the fact that this is a “drive-through” liquor store. Although it is acknowledged that a drive-through liquor store may not demand the same amount of car parking than a conventional walk-in liquor store, it is considered that the TPS 3 car parking ratio of 1:12m<sup>2</sup> NLA is appropriate and has been applied to the City’s parking assessment. Given that the City’s parking calculations do not include the 30% reduction for the drive-through liquor store recommended in the TIA, there are some discrepancies between the car parking bay numbers determined by the City and KCTT as part of the TIA. A car parking shortfall of 2 car parking bays is proposed based on the City’s calculations.

The applicant has stated in their submission that at peak periods, it is not envisaged that there will be more than 617 patrons. The City’s Environmental Health Services have confirmed that based on the limiting factors such as the number of exits and toilets this number would be acceptable subject to final assessment of the plans at the Building Permit stage. The applicant has further stated that given the Taverns model for a bias towards food based trade, the bistro function areas will be predominately used as a bistro/restaurant. However, it is acknowledged that at certain times of year the bistro areas will be used for functions but the applicant has stated that these functions will not be held during peak trading times of Friday and Saturday nights due to demand of general trade. It is noted that functions will be one off events such as Melbourne Cup day which will occur in no-peak periods.

On balance, it is considered that the 185 car bays proposed as part of the Tavern would be sufficient for the proposed use based on the respective floor areas and envisaged patron numbers.

### *Landscaping*

The landscaping concept submitted as part of the application is supported in principle. The City’s Landscape Architect has assessed the site plan which shows the provision of trees with the car parking area and supports this on the provision of a detailed landscaping plan showing details of the planting species proposed. The applicant has suggested that there is the possibility for the mature grass trees currently existing on the vacant land to be transplanted in the final landscaping scheme. Should Council resolve to approve the proposal, a condition should be imposed requiring a detailed landscaping plan to be submitted to and approved by the City prior to the issue of a Building Permit.

### Other

### *Public Consultation*

A total of 117 submissions were received in response to the advertising of the development application. Of these, 43 objected and 74 were supportive of the proposal. A schedule of submissions received has been provided as an attachment to this report. It should also be noted that a petition objecting to the proposal and signed by 65 persons. It is to be noted that of these 65 persons, 10 lived outside of a 1 kilometre radius of the site and 15 resided outside of the City of Cockburn.

Support for the proposal is based on but not limited to the following:

- Convenience of having a dining venue close by that is not fast food;
- Currently no family friendly pub between Fremantle and Success;
- Activation/Surveillance of the area;
- Venue for locals to get together and socialise;
- Need more social places as lack of facilities given recent growth in the area; and
- The creation of local employment opportunities.

Objection to the proposal is based on but not limited to the following:

- Incompatibility of the use with the residential nature of the locality;
- Concern over increased anti-social behaviour and crime;
- Proximity to other liquor outlets/bars and primary school;
- Concern over noise generated from the use;
- Concern over traffic/car parking related matters; and
- Concern over environmental issues.

### *Comments in response to submissions received*

The development proposed is located on a significant portion of land which has been identified for a 'Local Centre' zone for in excess of 10 years. The LSP applicable for the land identifies a local centre that includes the type of use that is proposed. Bearing this in mind, whilst the concerns raised about the incompatibility with the adjoining residential land, the expectations for the land and the location incorporate commercial development.

It is acknowledged that there is a stigma of anti-social behaviour associated with taverns. Larger taverns are often associated with binge drinking and gambling at TAB outlets. However, the model for the proposed tavern relies heavily on food as the primary generator of trade and this is reflected in the plans provided with 536m<sup>2</sup> of seated

area and 123m<sup>2</sup> of standing area. The applicant has confirmed that there is no TAB proposed as part of the development.

A number of the comments received relate to the management of the use, not the use itself. A Management Plan for the proposed Bar & Brasserie has been submitted as part of this development application. If approved, a condition should be imposed for the Management Plan to be reviewed in detail by the City to ensure the content of the document is comprehensive and complete for the purpose of addressing all aspects of the tavern use capable of being managed. This includes noise management, patron behaviour and operating procedures. The view expressed from the consultation period that the proposed use will increase the crime rate is not supported. In fact, it is considered that the proposed development will activate the area and provide surveillance to the immediate locality deterring this type of undesirable behaviour through outdoor lighting, security cameras/staff and employees/patrons of the tavern.

The notion that the proposed tavern will increase drink-driving activity reflected in the objection comments is a police matter, not planning consideration. However, the proposed Tavern will be within a walkable catchment to many residents living in the surrounding residential areas. The subject site is also located on a high frequency bus route with a bus stop located adjacent to the site and on the opposite side of Beeliar Drive outside the Beeliar Village centre. It is envisaged that there will be a number of Tavern patrons who will catch the bus to the Tavern on the bus network from the surrounding residential areas. In addition, if Council resolve to approve the proposal, a condition should be imposed for the provision of dedicated taxi bay(s) in a location within close proximity to the entrance of the Tavern. This is considered to facilitate and promote the use of taxis for patrons of the Tavern.

There were a number of objections received relating to the proximity of the Tavern and drive-through liquor store to the South Coogee Primary School located on the southern side of the Beeliar Village shopping complex approximately 200m from the subject site. It is to be noted that the Metro South-West JDAP at their meeting held on 26 July 2012 resolved to approve a mixed-use development which is the Beeliar Village development on the opposite side of Beeliar Drive to the subject property. Included in this proposal was a Tavern which was subsequently replaced for a child care centre. It is considered that the subject lot, which is further from the school, is a much more desirable location as the Beeliar Village Shopping Centre and Beeliar Drive acting as a buffer between the Tavern/drive-through liquor store and the school. It is to be noted that the South Coogee Primary School P & C have submitted a letter of support for the Tavern commenting that it will be a positive addition to the immediate locality.

A number of concerns were also raised in relation to the proposed Tavern being located within close proximity to other liquor outlets and Taverns. It is acknowledged that the drive-through liquor store is close to the existing 'Liquorland' attached to the Coles Development at Beeliar Village. However, the proposed liquor store component is considered to be ancillary to the predominant use of Tavern and the drive-through offering provides a point of difference to the existing 'Liquorland'. Some of the objections noted that there were too many other Taverns/Pubs in the immediate locality, however, this is not supported. It is considered that the western end of Beeliar Drive is relatively void of lifestyle/service type uses given the large catchment of the residential suburbs of Beeliar, Yangebup and Munster. This was reflected in the comments in favour of the proposed development with a many noting that the area is in need of a use of this kind. It is also considered that the food and beverage style use will complement the existing Beeliar Village development which is predominately a retail offering.

There were also a number of objections received which identified noise generated from the proposed use as a point of concern. Similar to controlling patron behaviour, noise is also largely controlled through the management procedures. The management plan submitted addressed the restriction of music times, times in which bins can be emptied etc. As mentioned above, should Council resolve to approve the proposal, a condition should be imposed requiring the Management Plan to be reviewed to the satisfaction of the City.

As part of the development application, an Acoustic Assessment of the proposed Tavern and associated alfresco areas has been provided. The assessment indicates that during the design phase of the project noise level emission at neighbouring locations would be more clearly defined and noise control measures, where and if necessary, would be addressed at this stage. If approved, a condition should be imposed requiring a further Acoustic Report be submitted prior to the issue of a Building Permit. Furthermore, a written confirmation from the builder is to be provided that all recommendations made in the Acoustic Report have been incorporated into the completed development. In relation to potential noise generated from traffic generated by the proposed Tavern, it is considered that blocking the vehicle entrance point to Yangebup Road and restricting vehicular access to Beeliar Drive and Durnin Avenue will assist in reducing potential vehicle related noise to the residential properties north of Yangebup Road.

The concerns in relation to the increase in traffic and demand for car parking generated from the use have been duly noted. There was some concern expressed over potential negative impacts of traffic associated with the proposed Yangebup Road vehicle access point. It is to be noted that the Director of Engineering is supportive of the proposed

vehicular access point from Yangebup Road. It is envisaged that there will be a relatively low volume of traffic utilising the crossover from Yangebup Road with approximately 10% of the traffic entering the site being from the proposed crossover from Yangebup Road. It is considered that the traffic entering the site will be balanced through the proposed three (3) vehicular access points to the site. The proposed vehicle access point proposed from Yangebup Road is also considered to reduce the pressure on the roundabouts at the intersections of Beeliar Drive/Durnin Avenue and Yangebup Road/Durnin Avenue as well as the vehicle access points from Beeliar Drive and Durnin Avenue which are restricted to left-in/left-out.

There was some concern also identified in the advertising period in relation to environmental issues, specifically, potential impact on the existing flora and fauna on-site. It was commented that there was some Banksia Woodland within the natural vegetation on the subject land which could home the Forest Red Tailed Black Cockatoo. The City's Environmental Manager has advised that given the relatively low number of Banksia Trees that exist in the subject land, there would be a very low risk that the Cockatoo's would be impacted.

It was also noted in the submissions that a clearing permit would be required unless exempt. This is supported, and given that the subject site exceeds 1 hectare in size, a clearing permit will be required from the Department of Environmental Regulation (DER) prior to clearing/commencing works on-site. In addition, should Council resolve to approve the proposal, a condition should be imposed requiring a flora and fauna survey to be undertaken and a subsequent fauna relocation management plan to be provided. It is considered that this condition will assist in eliminating any potential impact on the native fauna currently inhabiting the site.

## **Conclusion**

It is considered that the proposed use is compatible with the Local Centre zoning of the land and is generally consistent with the TPS 3 provisions. The Tavern would assist in filling the void which currently exists in terms of lifestyle/entertainment/food and beverage type uses and will complement the existing Beeliar Village development. It is also considered that the development will contribute to the greater sustainability of the local environment through a stronger sense of community and local identity. Given that the design of the building is considered acceptable and the car parking provided is considered to adequate to accommodate the proposed use, it is recommended that the application be approved subject to the extensive range of conditions outlined above that deal with the management of the use, traffic treatments and detailed building design.

## **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.
- Investment in industrial and commercial areas, provide employment, careers and increase economic capacity in the City.

### **Community & Lifestyle**

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

## **Budget/Financial Implications**

N/A

## **Legal Implications**

Town Planning Scheme No.3  
Planning & Development Act

## **Community Consultation**

### Public Consultation

The application has been the subject of public consultation. The predominant land use proposed of a Tavern is classified as an 'A' use under TPS 3 within a Local Centre zone requiring advertising prior to determination. The ancillary use of liquor store is an unlisted use which also requires advertising prior to determination.

The proposal was advertised, with approximately 130 letters sent to adjoining and nearby landowners with the development application plans placed at the front counter of the City's Administration building. In addition, the application and accompanying details were listed on the City's website.

It should be noted that an extension to the advertising period was granted at the request of the Yangebup Progress Association (YPA) to give them the opportunity to put the matter to a vote in a community forum. At this meeting held at the Yangebup Family Centre on 10 November, representatives from the developer/applicant as well as the City's Statutory Planning Department attended to answer any questions the community has in relation to the proposed.

The results of the public consultation are covered in greater detail below.

#### Consultation with other Agencies or Consultants

The application was referred to the WAPC for comment as the site abuts the Beeliar Drive Metropolitan Region Scheme (MRS) road reservation. In a letter to the City dated 4 November 2015, the Department of Planning (DoP) advised that it supports the proposal on regional transport planning grounds. The DoP further advised that they supported access to Beeliar Drive subject to a number of conditions and advice notes, which if Council approves the proposal can be imposed.

#### **Attachment(s)**

1. Development Application Plans
2. Schedule of Submissions
3. Front page of Petition

#### **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 10 December 2015 Council Meeting.

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

Nil.

#### **14.5 (OCM 10/12/2015) - THE LAKES REVITALISATION STRATEGY - LOCATION: NORTH LAKE AND PARTS OF BIBRA AND SOUTH LAKE - OWNER: VARIOUS (110/124) (R PLEASANT & L SANTORIELLO) (ATTACH)**

##### **RECOMMENDATION**

That Council

- (1) adopt the draft Lakes Revitalisation Strategy for the purposes of advertising;
- (2) adopt the draft Lakes Background report for the purposes of advertising;
- (3) adopt the proposed residential density plans and note that the density plan is intended for public comment at this stage and not yet adopted for the purposes of a Scheme Amendment pursuant

- to City of Cockburn Town Planning Scheme No. 3; and
- (4) advertise the Background Report and Strategy for 60 days, including a public forum for North Lake / Bibra Lake and for South Lake.

## COUNCIL DECISION

### Background

The purpose of this report is to provide an overview of the Lakes Revitalisation Strategy ("Strategy") and the associated Background Report; and to seek Council's support to advertise these documents for public comment for a period of 60 days.

### Submission

N/A

### Report

#### Overview

Council previously resolved to support the preparation of the Strategy on 12 March 2015. The purpose of the Strategy is to guide the future delivery of residential development within the suburbs of North Lake, Bibra Lake and South Lake. The Strategy seeks to identify opportunities to diversify the housing stock and to identify any required infrastructure to support housing growth.

A key focus is to ensure the Lakes area continues to be a popular, liveable place to reside in and the suburbs continue to protect and promote the local environmental qualities. These suburbs are notably located adjacent to one of the region's most significant environmental assets, the Beeliar wetlands.

The Western Australian Planning Commission ("WAPC") in 2015 released the draft Perth and Peel@3.5million suite of strategic land use planning documents which identify the need to accommodate 3.5 million people by 2050. This latest metropolitan plan seeks to guide the future growth of Perth and Peel, building on the soon to be superseded

*Directions 2031 and beyond: Metropolitan planning beyond the horizon.*

This forecast demonstrates the need to reduce the negative impacts of urban sprawl through accommodating further residential development through urban infill. This includes identifying further growth opportunities in existing suburbs such as those in the Lakes area.

Contributing to this overarching objective, the City has been undertaking revitalisation strategies since 2009 to identify further housing opportunities while at the same time identifying plans to revitalise suburbs. The Lakes follows on from the following revitalisation strategies: Coolbellup (2014), Hamilton Hill (2012), and the Phoenix Revitalisation Strategy (2009).

The Lakes area is considered a well-connected location and is situated to contribute to the delivery of infill targets. It is also considered a unique location to provide further development opportunities and associated revitalisation work due to the following factors:

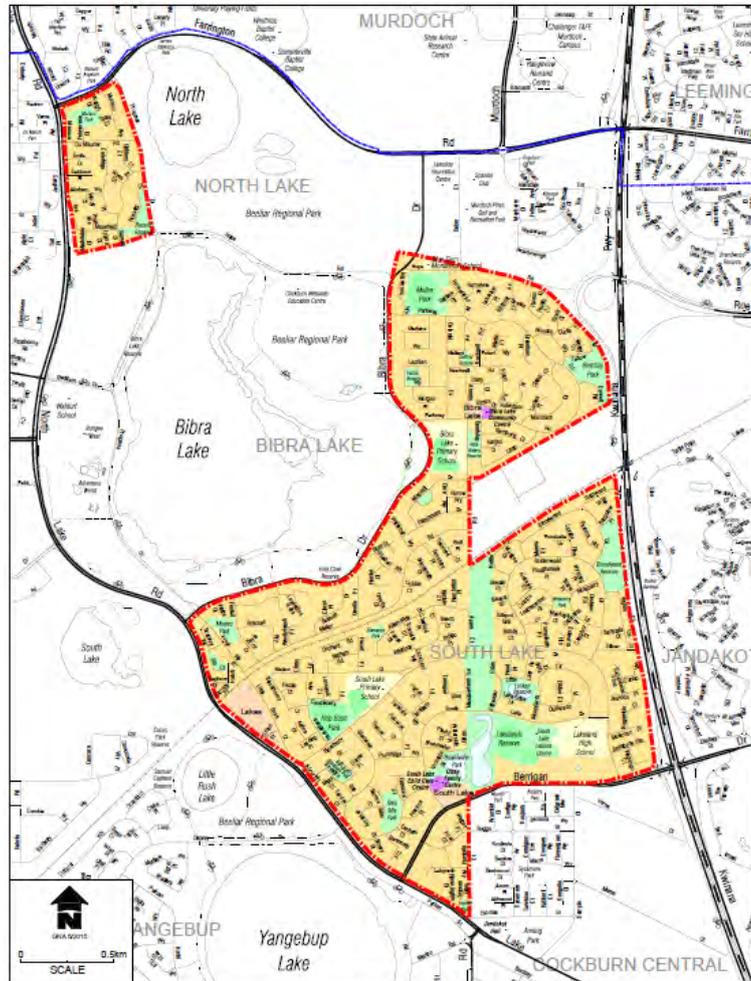
- The Lakes study area is strategically placed within the heart of the rapidly expanding south west corridor.
- Is a well-connected inner ring location in proximity to the new Fiona Stanley Hospital, Murdoch University Precincts and the emerging Cockburn Central Activity Centre.
- Good levels of infrastructure with direct access to the Kwinana Freeway.
- The physical age of built form within the study area being such that decisions for redevelopment and/or renewal are expected to be made by landowners over the coming years, providing the opportunity to consider whether redevelopment to other forms of housing (grouped and multiple) should take place.
- A unique age demographic which sees the opportunity to explore more diverse responses in housing variety and form through the three suburbs.

### Study area

At the commencement of the project the City considered the scope of the revitalisation strategy to include the entire suburbs of North Lake, Bibra Lake and South Lake. Residents and landowners in these suburbs were notified of the commencement of the Lakes Strategy by way of a letter. The notification letters invited stakeholders to participate in two community engagement forums and to complete a survey.

As a result of the comments received during this process and in addition to the background research undertaken, it was accepted that

the older parts of the suburbs (i.e. developed before the 1990s) should be the focus. While newer developments existed in parts of Bibra Lake (St Pauls / St Andrews estate) and in South Lake, these areas did not require the same levels of revitalisation as those on the eastern side. It was confirmed that the study area should relate to North Lake, Bibra Lake East and South Lake. As identified below.



### Document structure

The Strategy is presented in two parts, the Strategy document and a supporting Background Report. The first section of the Strategy provides a discussion detailing why the draft Strategy was prepared, the context in terms of locality and State planning policy objectives. This is followed by a summary of the analysis findings identified within the Background Report.

Section two identifies the draft Strategy recommendations and Section three details the implementation information.

### Strategy recommendations

The draft Strategy provides a balance of opportunities for further housing growth while recognising the elements that contribute to the character of the Lakes. The Strategy does this by identifying three guiding principles of which each of the identified actions are drawn from:

- Program 1 – Encourage and support appropriate development and diverse housing options;
- Program 2 – Promote active modes of transportation, public transport and identify and improve the road network within the Lakes area; and
- Program 3 – Improve the Lakes public spaces.

Key recommendations of this Strategy include a residential density up-code to most residential land within the Study Area. The exception being the local commercial centres of which are already appropriately zoned 'local centre'. No change is proposed to some clusters of smaller, recently developed residential lots.

The proposed draft residential up-code maps are provided in attachment 2.

### Proposed density changes - North Lake

Generally, North Lake residents expressed a low appetite for density code changes across their suburb. The residents did however support a diversification of building stock in select areas.

In response a base density code of R30 is recommended. The R30 proposed base code will maintain the existing local character of North Lake while allowing flexibility for increased development opportunities for land owners. The proposal will provide opportunity to allow most lots to provide two dwellings, should owners seek to develop their properties.

The only further draft scheme map change, for North Lake, is for land adjacent to Public Open Space (POS) and in proximity to North Lake Road. In these locations it is proposed to be up-coded to a density of R40. A range of lot sizes exist in this area (mostly between 700 – 850m<sup>2</sup>). This would allow most single residential lots to be redeveloped into three single or grouped dwellings. Lots in this size range could be redeveloped into 6-8 multiple dwellings, should owners seek to develop their properties. This would allow for some diversity in the suburb while

still recognising the desire to retain the current suburban character of North Lake.

It is important to note that the density up-coding map is not statutory in nature. Council adoption of this map, for public comment, does not result in a statutory change to density, for the purposes of implementing the City's Town Planning Scheme No. 3 ("Scheme"). For a change in density codes to the Scheme, a formal Scheme amendment (separate process) is required at a later date.

#### Proposed density changes - Bibra Lake

Consistent with the proposal for North Lake, the proposed base code for Bibra Lake is drafted at R30. While Bibra Lake residents expressed a low-medium desire for change, there was some support for some limited higher density codes, as follows:

Land adjacent to POS, in proximity to Parkway Drive, Bibra Drive and within the 800m walkable catchment of the Bibra Lake Local Centre is proposed to be up-coded to a density of R40.

Land fronting the Bibra Lake Local centre is proposed to be up-coded to a density of R60. The intent of this up-coding is to create greater diversity of development and activity around the local centre.

It is also considered the walkable catchment of the shops is appropriate for the provision of increased densities given proximity to services including direct access to high frequency buses.

Lots between the Bibra Lake Local Centre and Parkway Drive are proposed to be mixed-use. The Mixed-use zone proposed over these lots is informed by the following considerations:

- Immediate proximity to the Bibra Lake Local Centre; and
- The Mixed-Use zone allows for residential uses to transition over time if required to alternative uses, supporting the growth of the Local Centre into the future.

#### Proposed density changes - South Lake

The Community feedback from South Lake is quite different to that of North Lake and Bibra Lake. A base code of R40 is proposed for South Lake. This is higher than the proposed base code of Bibra and North Lake, recognising different opportunities for revitalisation including a different building stock in this area. The community in South Lake expressed the greatest desire for increases to residential density of the three suburbs within the study area.

Land adjacent to POS, in proximity to Elderberry Drive, Berrigan Drive and within the 800m walkable catchment of the Lakes Neighbourhood Centre is proposed to be up-coded to a density of R60. This would allow most single residential lots (lots which predominantly range from 700m<sup>2</sup> to 800m<sup>2</sup>) to be redeveloped into three to five single or grouped dwellings. Lots in this size range could be redeveloped into 6-8 multiple dwellings, should landowners seek to develop their properties in this way.

Lots fronting Little Rush Close and the Lakes Neighbourhood Centre are proposed to be up-coded to a density of R80. The R80 code proposed over these lots is informed by the following considerations:

- Immediate proximity to the Lakes Neighbourhood Centre;
- An R80 coding is consistent with densities proposed on the neighbourhood centre site; and
- Little Rush Close (adjacent to the Neighbourhood Centre) is proposed to be modified to accommodate a dedicated separate formal bike path. On street parking and/ or street trees are recommended to be provided to narrow the street width which will reduce motor vehicle speeds and provide a safer environment for cyclists and pedestrians. A more pedestrian and cyclist friendly environment is better suited to a higher density. This will encourage a greater number of current and future residents to benefit from active modes of travel, in close walking and cycling distance, to and from the Lakes Neighbourhood Centre.

Lots fronting Berrigan Drive Local Centre are proposed to be Mixed-Use with a residential density code of R80. The Mixed-Use zone proposed over these lots is informed by the following considerations:

- Immediate proximity to the Berrigan Drive Local Centre where a higher density can result in a greater number of people residing in walking distance to a Local Centre; and
- The Mixed-Use zone allows for residential uses to transition over time to alternative uses, supporting the growth of the Local Centre into the future.

### Movement and connectivity initiatives

A clear opportunity exists to further improve the connection between the Lakes suburbs with the natural asset of Bibra Lake, key public spaces and public transport nodes. All are vital in promoting a sense of place for residents and encouraging active modes of transport including walking, cycling and public transport.

In particular a greater connection to the emerging activity centre of Cockburn Central will provide greater access to essential services including medical services, the emerging Regional Recreation Facility,

the Success Library, Gateways Shopping Centre and Cockburn Central Train Station.

Aligning with this objective is the power line easement cutting through residential land in a North - South direction through the middle of the Lakes area, down through and past Cockburn Central to the South.

The below figure illustrates how this stretch of land has the potential to connect several residential neighbourhoods and recreation facilities with the Lakes Area. Importantly the benefits of this project correlate with the objectives of the draft Cockburn Central Activity Centre Structure Plan which seeks also to provide better connections between the suburbs surrounding Cockburn Central.

Portions of this easement have already been revitalised and now present as active and passive public spaces including large areas of grassland, landscaping and water areas. The draft Strategy recommends the remaining portions of the easement are upgraded in a similar manner.



A range of transport related actions have resulted from a thorough transport assessment within the Background report. The Lakes residents have expressed a desire for accessibility in and out of the suburbs to be improved and vitality for new development not to

negatively impact on traffic levels. These actions are closely linked with the City of Cockburn *Integrated Transport Plan Strategy Report*.

A month-long community engagement period during August 2013 was held in the course of the City of Cockburn's 'Integrated Transport Plan'. The community input was solicited using an online e-engagement tool called 'Collaborative Map'.

Users were able to add an unlimited number of comments to the map by category and were able to 'agree' or 'disagree' with comments posted by others on the map. Over the month-long engagement a total of 612 unique comments were posted. There were 938 visits to the website and 2,360 votes were made on the comments.

Public Transport was a key focus of the community during the collaborative mapping exercise.

The collaborative mapping exercise as produced by the ITP in 2014 included a brief questionnaire on current travel patterns and reasons for using a chosen travel mode. The two key lessons learnt are outlined below:

1. *Car use is high because motorists do not have public transport as an available alternative.* This is either a perception requiring more information on available public transport options to be made available or that there are limited public transport options available and the existing options require improvement.
2. Convenience is a strong reason why some people chose non-car travel modes.

As a result four overarching recommendations are identified within the draft Strategy as follows:

1. Action 2.2 Work with the Public Transport Authority to undertake a review of bus services and infrastructure.
2. Action 2.3 Undertake initiatives to promote cycling and walking in and around the Lakes area.
3. Action 2.4 Undertake road improvements to improve safety and ease congestion.
4. Action 2.5 Promote safe Public Access Ways.

### Public Transport

The Lakes Study area has a higher dependency of car usage than people using public transport to get to work each day. In comparison to the City of Cockburn average, the Lakes Study area has a higher proportion of people who drive to work, as a passenger or as a driver, and a lower proportion of people that use public transport to work.

The proportions of people who walk to work in the Lakes Study area are relatively consistent with that of the City of Cockburn as a whole.

The issues raised as a result of the survey which relate to the Lakes Study area can be summarised as follows;

1. Bibra Lake: lack of public transport services to this employment node.
2. General Comment: 'long travel times' and limited service coverage at evenings and on the weekends.
3. General Comment: Cycle lanes terminating short of intersections
4. General Comment: Lack of maintenance on existing pathways.
5. North Lake Road: desire for continuous paths on the busy arterial road.

The Lakes study area is well connected to public transport with the area being serviced by five bus routes of which three services provide access to the Murdoch Station, Cockburn Central Station or the Fremantle Station.

The local bus services provide public transport to two train stations, which intern provide residents with access to the wider metropolitan area. The Background report reflects that there is possibly the need for a behavioural change towards public transport, and the need to improve the infrastructure and services, to better suit local residents.

### Cycling and walking

The State target is to double the number of cycling trips in WA within five years. The objectives of the WA Bike Network Plan take a whole-of-government approach to cycling, which includes:

1. Build evidence and demonstrate the benefits of cycling for the community;
2. Encourage cycling to build active and healthy communities;
3. Provide a high-quality, interconnected bicycle network;
4. Improve the level of safety for people cycling; and
5. Build and enhance relationships with advocacy groups and stakeholders.

The above five objectives form an integral part of the 'Recommendations for Bike & Pedestrian Planning', as detailed within the Background report and listed within the Strategy report. The underlying principle to be mindful of with regards to active modes of travel has been summarised in a message within the document 'Moving Australia 2030' which is;

*“Across the developed world, there are a number of constant factors in travel behaviour, which have not changed noticeably in decades. Among these are that most car journeys are short enough to be walked or cycled (Moving Australia 2030).”*

### Road improvements

Current traffic conditions in the City of Cockburn involve pronounced peak traffic conditions during weekday commuter peaks and in the lead up to long weekends due to people travelling south along Kwinana Freeway. North-south heavy vehicle flow between western industrial areas such as Henderson and Fremantle, and east-west between the Kwinana Freeway and Fremantle, also affect the overall congestion within the transport network in the City of Cockburn.

The City of Cockburn's Integrated Transport Plan Strategy Report revealed the City of Cockburn community's concerns in relation to road safety. The concerns raised by the community were received from the entire municipality area which includes the Lakes Study area.

The Community has expressed concerns that there are road safety issues within the Study Area. These are identified and addressed within the Background report in detail. The concerns relate to;

- Speeding on residential streets.
- Lack of pedestrian footpaths and pedestrian crossings.
- Issues around schools, such as vehicles parking on footpaths, motorists exceeding 40km/h in school zones and a need for more dedicated off-street parking.
- Localised issues where roundabouts, stop signs, turning pockets or signals are recommended.
- Poor road geometry, such as blind corners and motorists speeding around curves.
- Long delays to access busy roads such as Beeliar Drive, from side streets.
- Maintenance issues relating to road surfaces and obstruction of sight distances by roadside vegetation.
- “Hooning” behaviour in residential streets.

The Background report identifies, in detail, the road safety comments raised by the Lakes community in 2014 overlaid over the actual crash data (sourced from Main Roads Western Australia) for the period 2008 to 2012 specific to the Lakes Study area.

The analysis identifies a clear correlation between community views on locations where road safety is an issue and actual crash occurrences. This is not surprising given that congestion can lead to safety issues mainly stemming from driver impatience and frustration. Examples include travelling too close to the vehicle in front (i.e. tailgating), speeding through signalised intersections, running amber/ red signals, picking insufficient gaps to enter the major traffic stream from side streets/ driveways and traffic queues blocking intersections.

The Background report and the Strategy document seek to explore and provide a number of recommendations which address a variety of road improvement options.

### Public spaces

Further recommendations are provided regarding the upgrade of existing parks as identified in the Strategy document. The identified upgrades have been directly informed by the City of Cockburn's Parks and Environment Teams key Strategy documents including the City of Cockburn Public Open Space Strategy 2014-2024.

Further to these recommendations, a clear desire by residents is a key public space and gathering area on the eastern side of the lake. Also desired was an enclosed area for dogs and a cafe. While the City has very little influence on the provision of a cafe, other than allowing for the appropriate zone to allow a cafe business to operate, it can provide the area and facilities for a food van to pull up in the area.

As a result the draft Strategy illustrates a concept plan for such a space to accommodate these functions. However it is noted that this area falls within the Bibra Lake Management Plan area and therefore there is a requirement for the plan to be amended before these works can be undertaken.

Further concept plans are illustrated to guide public realm upgrades to the three local centres within the draft Strategy document.

### Noise and Vibration considerations

Excessive noise has the potential to affect the health and amenity of a community as a whole, as well as the wellbeing of an individual. Sleep, relaxation and conversation can all be adversely affected by high levels of noise. There is also documented evidence that long-term exposure

to high levels of noise may cause serious health, learning and developmental problems.

The Western Australian Planning Commission's *State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning* ('SPP 5.4') and the associated *'Implementation Guidelines'* aim to promote a system in which sustainable land use and transport are mutually compatible.

SPP 5.4 seeks to minimise the adverse impact of transport noise, without placing unreasonable restrictions on noise-sensitive residential development, or adding unduly to the cost of transport infrastructure. SPP 5.4 aims to provide a standardised and consistent triple bottom line framework for the consideration and management of the impacts of transport noise and freight operations.

North Lake Road, Farrington Road, Kwinana Freeway and the freight railway line are considered to be 'major transport corridors' within the Lakes Revitalisation Strategy area. These major transport corridors are located in the vicinity of existing residential development and potential future residential development sites. It is possible that as North Lake, Bibra Lake and South Lake evolve as suburbs over time these transport routes will be flanked by higher density housing.

The SPP 5.4 guidelines give detailed information on methods for measuring and predicting transport noise levels for the purpose of undertaking noise assessments.

For new residential noise-sensitive developments, SPP 5.4 specifies noise assessments should generally be conducted as early as is practicable in the planning process. On this basis the City of Cockburn project team engaged the services of an Acoustic Consultancy to assess the Lakes study area to help formulate vehicle noise and vibration analysis. This analysis has partially informed the draft proposed density plan. The full report and its findings, following its future finalisation, are proposed to be made publically available to assist landowners in making informed development decisions for the future. This information is not intended and in no way precludes residential development. The findings are purely for community and landowner consideration at the onset of any new development consideration.

The findings within the draft Lakes Revitalisation Strategy Acoustic Analysis Report can be considered, in some respect, as a platform for further discussion with regard to noise and vibration sensitive design principles. Further discussions can be organised at the request of a landowner with either the City's Environmental Health Officers - 'Acoustic Specialists' or the City's planning departments. The City's

project team will work towards preparing *The Lakes Acoustic Guidelines* in the future which will aim to provide further clarification and direction with regard to the acoustic report's 'summary of findings'.

SPP 5.4 currently specifies that in areas where the outdoor noise limit is likely to be exceeded a detailed noise assessment in accordance with the guidelines should be undertaken by the developer or landowner. The Lakes Revitalisation Strategy Acoustic Report is not intended to act as or replace any a lot specific noise assessment report for the purposes of SPP 5.4. The Lakes Revitalisation Strategy Acoustic Report, as mentioned above, can assist in initial development decision making. The early decision making regarding noise and vibration can lead to higher levels of amenity for residents.

Landowners with properties in proximity to major corridors should aim to incorporate good noise sensitive design into their proposed new dwellings before they commence the house design process. Early noise and vibration consideration can achieve development outcomes which are more effective, efficient and within budget.

### **Strategic Plan/Policy Implications**

#### **Growing City**

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

#### **Infrastructure**

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

#### **Environment & Sustainability**

- A community that uses resources in a sustainable manner.

#### **Moving Around**

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

### **Budget/Financial Implications**

Certain recommendations, such as the scheme amendment process required to implement the recommended residential density changes, will be implemented as part of the City's normal processes using existing resources and allocations. However there are costs associated with the recommendations relating to park upgrades, streetscape upgrades and transport related initiatives. As a result the recommendations have been costed - noting that the costs are an in-house estimate only. The estimated costs are provided at attachment 5, illustrating:

<b>Recommendations from existing CoC Strategies and plans*:</b>	\$3,725,000
<b>New recommendations identified within this Strategy:</b>	\$1,640,000
<b>Total:</b>	<b>\$5,365,000</b>

\*Note the recommendations here relate to actions identified in previously adopted Council Strategies and plans such as – *The Integrated Transport Plan, The CoC Trails Masterplan, CoC POS Strategy 2014-2024.*

The proposed works will need to be funded and planned for within the City's budgeting framework.

### **Legal Implications**

N/A

### **Community Consultation**

The draft Strategy and Background report will be advertised to all affected stakeholders for 60 days. Notification will be made by letter and details provided on the City's website. An advertisement will also be placed within the local newspaper.

### **Attachment(s)**

1. Existing residential density plans
2. Proposed draft (non-statutory) residential density plans
3. Draft Lakes Revitalisation Strategy
4. Draft Lakes Background Report
5. Recommendation cost sheets

### **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 10 December 2015 Council Meeting.

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

Nil.

**14.6 (OCM 10/12/2015) - RETROSPECTIVE CHANGE OF USE - SINGLE HOUSE TO HOLIDAY HOME STANDARD - LOCATION: 3 (LOT 128) PERLINTE VIEW, NORTH COOGEE - OWNER: HENG PROPERTIES HOLDING PTY LTD - APPLICANT: ROWE GROUP ( 6015354 (DA15/0751)) (P ANDRADE) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) refuse to grant planning approval for a Holiday Home (Standard) at 3 (Lot 128) Perlinte View, North Coogee for the following reasons:
  1. Approve of the proposal is likely to adversely impact on amenity of the current and future residents in the locality as per Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015.
  2. Approval of the proposal would not constitute orderly and proper Planning as per Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015.
  3. Approval of the proposed development would set an undesirable precedent.
- (2) notify the applicant and those who made a submission of Council's decision.

**COUNCIL DECISION**

**Background**

The subject site is located in Perlinte View North Coogee and comprises of a two storey terrace style single house. The dwelling has rear garage access from Orsino Boulevard via an easement across adjoining lots. The site is 167m<sup>2</sup> in area and is located approximately 67m from the foreshore reserve.

In June 2015 the City received complaints alleging that the subject dwelling was being used for short-term accommodation without

planning approval. A site inspection was conducted on 9 June 2015 which confirmed the complaint to be valid. As a consequence the landowners of the subject site were made aware of the breach to the City's Town Planning Scheme No. 3 (TPS 3) for using the dwelling for this purpose without first obtaining planning approval. Subsequently, the landowners lodged a planning application for the retrospective change of use from a 'Single House' to a 'Holiday Home (Standard)' (DA15/0452). This application was refused under delegated authority and the owners were given 60 days to cease using the dwelling as a Holiday Home (Standard). After the 60 days lapsed the City received further complaints that the use was still in operation and therefore on 8 October 2015 the City issued a Directions Notice under the *Planning and Development Act 2005* to cease the use immediately.

The City has now received a further development application (the subject of this report) for the retrospective change of use of the dwelling from a Single House to Holiday Home - Standard which includes a Management Plan and Code of Conduct that was not included in the previous development application.

The proposal is being referred to Council for determination in response to a request from an Elected Member.

### **Submission**

The proposal consists of:

- A minimum of 3 night stay for guests;
- All parts of the dwelling being accessible to guests;
- Accommodation for up to 6 guests;
- A maximum of 4 visitors; and
- Car parking for two cars in the double garage.

The use is intended to be managed as per the submitted property Management Plan and Code of Conduct to be signed by guests (attachment 3).

The applicants' justification letter (attachment 4) is summarised as follows:

- The proposed land use is not permissible within any other zone within the Scheme area;
- The proposal is consistent with the provisions of Bulletin 99 as the subject site is located within close proximity to high amenity areas such as Coogee Beach and the Port Coogee Marina;
- Sufficient car parking is provided for guests and visitors; and
- A suitable Property Management Plan and Code of Conduct have been prepared and proposed for the Holiday Home.

## Report

### *Statutory Planning Framework*

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

Under TPS 3 and the Port Coogee Local Structure Plan (LSP) which was approved under TPS, the lot is zoned 'Residential R80'. The use is classed as a 'Holiday Home (Standard)' which as per the Land Use Table (Table 1) is an 'A' use in a residential zone. This means the use is not permitted unless the local government has exercised its discretion and granted planning approval after being advertised.

Holiday Home (Standard) is defined as:

*“a single house (excluding ancillary accommodation), which may also be used for short stay accommodation for no more than six people (but does not include a bed and breakfast, guesthouse, chalet and short stay accommodation unit).”*

*Western Australian Planning Commission (WAPC) Planning Bulletin 99: Holiday Homes – Short-stay use of residential dwellings*

The WAPC bulletin is a guideline which recommends the following:

- That initial approvals be granted for one year and renewed on a three to five year basis for certainty and flexibility reasons;
- That non-problematic holiday homes should be considered for longer approvals;
- That holiday homes be on freehold titled lots; and
- Be preferably within an identified tourism orientated area and/or next to areas of high tourism amenity and close proximity to key attractions such as the beach, town centre or rural areas.

With regards to this document and the development, the following points are provided:

- The applicant is seeking to establish the Holiday Home on a permanent basis – not temporary. Given the complaints already generated, temporary approval should not be supported.
- The lot is technically a freehold lot, however, is burdened by a significant right of access easement. The lot shares its access with a minimum of 19 other residential dwellings and is further accessible to the surrounding general public. Given this the lot should be treated more like a grouped dwelling.
- The lot is not defined within a tourism precinct however, within the Port Coogee vicinity.

It should be noted that Council has no Local Planning Policy addressing the development requirements or standards for Holiday Homes however it is recognised that there may be value in pursuing the development of such a policy.

### *Community Consultation*

In accordance with Clause 64 of the *Development (Local Planning Schemes) Regulations 2015*, the previous Development Application which was refused under delegated authority, was advertised to seven (7) neighbouring residents for a period of 14 days. During the advertising period, two (2) objections and one (1) non-objection were received.

A summary of the objections are as follows:

- Dwellings were built for residential use and not holiday rentals;
- It would set precedent in the area and would lower the amenity of their everyday lives;
- Guests arriving late at night and noise generated from this;
- Lack of care from guests about the area and neighbours;
- Vehicles parking incorrectly and dangerously (on verge and easement areas);
- More than 6 people occupying the premises at any one time; and
- Loud noise from parties and guests which would occur more frequently with this use.

The current application was also advertised in accordance with Clause 64 of the *Development (Local Planning Schemes) Regulations 2015* to the same seven (7) adjoining property owners, for a period of 14 days. During the advertising period two (2) objections and (1) general comment has been received.

The objections received are the same as above from the same landowners; however, the following has been added by the objecting landowners:

- Security for near-by landowners as there will be constant random neighbours;
- The management plan is contrary to advertisements;
- Management and their plan has not abated current problems; and
- Appropriateness of the use at the site.

The landowner that made comments (not specifically an objection) had stated that they continue to have no objection to the use however, would like car parking in the garage enforced.

*Issues*

*Management*

It is clear that there are prevailing issues with management on-site, given the City was made aware of the use via complaint. There are major concerns that the proposed application including management plan will not resolve the issues which are impacting on the amenity of neighbours. It should be noted that potentially affected neighbouring landowners were previously approached by the operators of the holiday home to discuss the management of the holiday home however this has not abated problems and hence their further reasons for objecting.

It should also be noted that the proposal has conflicting details in the management plan which are inconsistent with the holiday home's advertisements and current practice which causes concern and these include:

- Check-in times – Online states 24/7 check-in instead of 3pm.
- Maximum persons – Online states 7 people maximum in lieu of 6 people detailed in the Management Plan.
- Minimum stay – Online states 2 night minimum in lieu of 3 nights detailed in the Management Plan.

Should Council consider supporting the proposal, the above inconsistencies would need to be addressed.

*Appropriateness of Use*

Under the Port Coogee LSP, this lot was designated for a residential purpose. A Holiday Home (Standard) under Table 1 of TPS 3 can only be established in a residential area, however, discretion and advertising is to occur. Given the validity of the objectors concerns and history of the use, it does question whether such a use is appropriate in this location.

The City has other short-term accommodation in the vicinity operating including the Coogee Caravan Park and various bed and breakfasts and lodging houses. There is also a hotel site earmarked on the Port Coogee Local Structure Plan to be established within the Port Coogee area.

There is some concern that approval of this retrospective development application could lead to a precedent of holiday homes being established sporadically throughout the area with no strategic basis or coordination which may impact on the amenity of residents in the area.

With regards to this specific proposal, if approved, guests could stay a minimum of 3 nights. This means in a one week period, there could be up to 18 guests entering the premises at any given time. Concerns raised by adjoining landowners relate to the impacts on amenity and enjoyment of the residential area. The operation of a holiday home can result in the dwelling being used at irregular times which may make it difficult for adjoining landowners to distinguish when someone is home or whether someone is meant to be there. This creates a detachment to the locality.

### *Noise*

All residential dwellings are expected to generate some levels of noise. It is anticipated that all households have guests entering and exiting the house at some stage. Vehicle movements to and from dwellings also generate noise. These factors are increasingly heightened for short-term accommodation given the concentrated amount of visitors entering and exiting the site

### *Vehicle Parking*

Several objections related to vehicle parking. It is considered that approval of a Holiday Home in this location, which does not have its own private driveway, may have an impact on adjoining and nearby residents which may be greater than that of a single residential dwelling. This is worsened due to the rear garage arrangement which results in a shared rear access (via an easement) for at least 19 other dwellings similar to a grouped dwelling development with a common property access driveway. As the owners would not be present on site, managing vehicle parking in and around the dwelling may be difficult.

### *Conclusion*

Whilst holiday homes can provide an important accommodation option for tourists and others seeking short term accommodation, it should be provided in a location and form that does not negatively impact the amenity of adjoining and nearby residents who reside permanently in close proximity. Holiday homes are used differently to single residential dwellings used for permanent housing, specifically in relation to frequency of people entering and existing the dwelling, vehicle parking and noise. The proposed terraced-style dwelling is in very close proximity to other dwellings (sharing boundary walls on both sides) and provides a shared vehicle access to all dwellings to the rear of 19 other dwellings with no separate driveway. All of these factors have the potential to negatively impact the surrounding neighbours, several who have objected. The proposal is not considered suitable for this location and is therefore recommended for refusal.

### **Strategic Plan/Policy Implications**

#### **Growing City**

- Development that is soundly balanced between new and existing areas.
- Diversity of housing to respond to changing needs and expectations.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A

### **Community Consultation**

As mentioned under 'Community Consultation'.

### **Attachment(s)**

1. Location Plan
2. Site Plan
3. Property Management Plan & Code of Conduct
4. Applicant's letter of justification
5. Dwelling Floor Plan

### **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 10 December 2015 Council Meeting.

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

Nil.

- 14.7 (OCM 10/12/2015) - COCKBURN CENTRAL WEST LOCAL DEVELOPMENT PLAN INCORPORATING DESIGN GUIDELINES LOCATION: N/A OWNER: N/A APPLICANT: LANDCORP (110/070) (R PLEASANT) (ATTACH)**

#### **RECOMMENDATION**

That Council

- (1) in accordance with Clause 48 of the Deemed Provisions of City

of Cockburn Town Planning Scheme No. 3, approve the Local Development Plan for the Cockburn Central West Design Guidelines subject to the following modifications:

1. Refinement of objectives and development controls to ensure they are achievable and measurable by applicants.
2. Administrative amendments including:
  - a) Changes to text on the masterplan – page 5;
  - b) Modification to the text on page 8 to consolidate the various planning instruments;
  - c) Modification/refinement to some key headings;
  - d) The climatic zone description on page 10 requires a reference to the environment and sustainability controls towards the rear of the document to inform applicants;
  - e) Amendment to the contents page – duplicate headings and some numbering;
  - f) Clarification on the figures referenced within the urban design diagrams on page 16.
3. Additional diagrams to support the desired vision for the precinct and to articulate the design opportunities and considerations for future built form, including:
  - a) A contextual analysis drawing supported with images for site context (5.1);
  - b) The inclusion of concept plans and illustrations demonstrating the design intent of the public spaces and the overall precinct;
4. The lots on the North-West corner and the South-East corner of Centenary Lane and Veterans Parade being nominated “non-residential uses encouraged”.
5. Further illustrations being provided regarding the development interface with public open space, in particular providing sketches to demonstrate design considerations for lots abutting the rugby fields and the oval.
6. The inclusion of provisions which detail how the requirement for affordable housing will be achieved and implemented.
7. Modifications to provide an alternative design response for development abutting the rugby pitch and the oval such that residents aren’t required to rely on these environments for their direct access.
8. Modifications to remove locations that are unsuitable for

crossovers. These have been based on traffic related conflict areas. These locations need extending for some sites to ensure street tree locations are not impacted.

9. Modifications to extend the requirement for an Acoustic assessment to lots fronting Midgegoroo Avenue.
10. Modifications to all relevant plans and text to depict a possible future grade separated crossing leading from the main pedestrian link across Beeliar Drive, between Wentworth Parade and Midgegoroo Avenue.

(2) advise the applicant accordingly.

## COUNCIL DECISION

### Background

The draft Cockburn Central West Design Guidelines (the draft Design Guidelines) have been prepared to guide development and urban form of the Cockburn Central West Precinct. These guidelines represent collaborative inputs prepared by the City, the Office of the Government Architect, CODA Architects, LandCorp and Taylor Burrell Barnett.

The draft Design Guidelines aspire to promote high amenity mixed-use developments that respond to the unique public spaces and facilities, including the emerging Cockburn Regional Recreation facility.

It is intended that the draft Design Guidelines be adopted as a Local Development Plan pursuant to Clause 48 of the Deemed Provisions of City of Cockburn Town Planning Scheme No. 3.

Landcorp have obtained subdivision approval for Stage 1 of 3 stages and have commenced civil works. Expressions of interest were sought in September 2015 from potential purchasers and developers. As a result, it was considered by Landcorp (and the City) an opportune time for the design guidelines to be prepared and finalised.

Given the importance of Cockburn Central West, including its contribution to the wider activity centre, in addition to the considerable

development being planned, the Design Guidelines are presented to Council for consideration and adoption.

### **Submission**

N/A

### **Report**

In order to provide design guidance for the approximate 1,000 residential dwellings, and 20,000sqm of retail/commercial floor space, as identified within the Cockburn Central West Local Structure Plan (the Local Structure Plan), the Local Structure Plan requires the draft Design Guidelines to address (but not be limited to) the following matters:

- Appropriate building bulk and scale;
- The promotion of pedestrian scale developments that consider height and setbacks;
- Fine grain development;
- Materials and articulation;
- Landmark and corner sites;
- Utility corridor interfaces;
- Privacy;
- Signage;
- Land use;
- Sustainability objectives;
- Ground floor activation;
- Car parking requirements, and;
- Private open spaces.

The draft Design Guidelines do not relate to any public land (public open spaces or roads for example) or the Regional Recreation Centre.

### Structure and approach

The draft Design Guidelines have drawn from the Cockburn Town Centre Design Guidelines. A copy of the draft Design Guidelines are provided at Attachment 1.

The draft Design Guidelines, similar to the Town Centre Design Guidelines, is structured into 3 broad sections – local contextual and urban design considerations, built form requirements, and site specific development controls.

The site specific controls have been developed and informed through the development of a three dimensional model of which was required to understand the unique opportunities and constraints across the

Cockburn Central West precinct, including – the considerable change in levels across the site and the various interface considerations including but not limited to; lots abutting public open space, the power line easement and key roads.

While a considerable amount of collaboration has been undertaken in the preparation of the draft Design Guidelines, it is recommended several further modifications be made. It is not envisaged the modifications will change the scope of the draft, rather the modifications are seen as a refinement of the considerable work undertaken to date.

These modifications are outlined as follows.

*1. Objectives and development controls*

The approach embedded in the draft Design Guidelines is based on three elements to assist landowners in preparing development applications – objectives, development controls and design guidance.

A range of objectives, and lesser so development controls, referred to within the draft Design Guidelines require refinement to ensure they are achievable and measurable by applicants. The scope of these modifications is unlikely to change the intent of any of the sections, rather it is envisaged the review of the objectives will make the development assessment process clearer through the provision of clear, easy to read paragraphs.

*2. Administrative amendments*

The draft Design Guidelines require several administrative changes including:

- Changes to text on the masterplan – page 5.
- Modification to the text on page 8 to consolidate the various planning instruments.
- Modification/refinement to some key headings.
- The climatic zone description on page 10 requires a reference to the environment and sustainability controls towards the rear of the document to inform applicants.
- Amendment to the contents page – duplicate headings and some numbering.
- Clarification on the figures referenced within the urban design diagrams on page 16.

### 3. *Additional diagrams*

In order to support the desired vision for the precinct and to articulate the design opportunities and considerations for future built form, it is considered appropriate further illustrations and diagrams are provided including:

- A contextual analysis drawing supported with images for site context (5.1).
- The inclusion of concept plans and illustrations demonstrating the design intent of the public spaces and the overall precinct. This additional information will also reference the intended returned service persons theme envisaged for the precinct. The purpose of this recommendation is to communicate the design work already undertaken for the public spaces and ensure applicants can respond appropriately.

### 4. *Land use requirements*

In order to promote a strong link along Veterans Way (linking the town centre with the Recreation Centre) and to promote commercial and retail uses on important corner sites, it is suggested in addition to the lots identified on page 14 of the draft Design Guidelines that the lots on the North-West corner and the South-East corner of Centenary Lane and Veterans Parade be also nominated non-residential uses encouraged.

### 5. *Development interface with public open space*

The draft Design Guidelines do not provide sufficient clarity as to the intended built form interface around some of the public spaces. It is suggested this can be improved through further illustrations and in particular providing sketches to demonstrate design considerations for lots abutting the rugby fields and the oval.

It is suggested this information be included within the Public Domain Interface section (6.6).

### 6. *Affordable housing*

It is proposed that developments that go beyond a plot ratio of 3.0 (likely to be approximately 8-10 storeys) should be required to provide affordable housing options integrated within their development. While the City agrees with this in principle, further discussion is required with the applicant to refine the details and to understand how this can be achieved and implemented. This section requires review.

7. *Private access to the oval and rugby pitches*

Currently the controls require lots that directly abut public spaces to provide direct access for residents. This is not appropriate for lots fronting the rugby pitch or the oval and therefore further consideration of controls requires an alternative response. The further diagrams suggested previously will assist in this regard.

8. *Vehicle access for private lots*

The site specific controls identify locations that are unsuitable for crossovers. These have been based on traffic related conflict areas. These locations need extending for some sites to ensure street tree locations are not impacted.

9. *Acoustic assessment requirements*

The Design Guidelines identify lots fronting North Lake Road and Beeliar Drive as requiring an acoustic report at the development assessment stage. This needs to be amended to include development on lots fronting Midgegooroo Avenue as identified within the Local Structure Plan.

10. *Public realm – Beeliar Drive*

The long term strategic plan for Beeliar Drive is set out within the draft Cockburn Central Activity Centre Structure Plan. The draft Plan identifies the need to address Beeliar Drive in terms of its impact on the wider activity centre including amenity and accessibility for pedestrians. This includes providing better connections with Cockburn Central West and the southern side of Beeliar Drive.

Importantly the draft Design Guidelines contribute to this long term plan by aligning streets with important desire lines for pedestrians and additionally built form will be required to contribute to these objectives through orientation and frontages that respond appropriately to the streetscape.

There is a possibility that Beeliar drive may not realise the desired pedestrian scale environment in the short to medium term and therefore the option of a pedestrian overpass has been considered, connecting CCW with the southern side of Beeliar Drive. Such an overpass would require a lift on either side and there is sufficient room within the road reserve on both sides of the road (in front of the Cockburn Health Centre) to accommodate such a structure. It is expected that such a project while still requiring detailed design and costing would be in the vicinity of \$7 million.

It is therefore required that the design guidelines be updated to clearly reflect the future potential of a grade separated crossing at this point.

### Conclusion

The draft Design Guidelines have been prepared to guide the creation of a high quality development that ensures the design aspirations of the Cockburn Central West Local Structure Plan is achieved. The draft Design Guidelines require several modifications before they are acceptable for adoption; however, the Draft Design Guidelines present a considerable amount of design work that promises to deliver a quality built form outcome.

### **Strategic Plan/Policy Implications**

#### **Infrastructure**

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

#### **Community & Lifestyle**

- Communities that are connected, inclusive and promote intergenerational opportunities.
- Safe communities and to improve the community's sense of safety.

#### **A Prosperous City**

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

### **Budget/Financial Implications**

N/A.

### **Legal Implications**

N/A.

### **Community Consultation**

As per Clause 50 of the Planning and Development Regulations 2015 the City is not required to advertise a Local development Plan if it is satisfied that the plan is not likely to adversely affect any owners or occupiers within the area covered by the plan or an adjoining area.

The City does not believe the draft design Guidelines require advertising for the following reasons:

- Consultation occurred with adjacent land owners during the local structure plan preparation stage and these draft design Guidelines are consistent with the adopted Local Structure Plan.
- The area covered by the draft Design Guidelines does not contain any residents.
- The nearest properties are not considered to be impacted due to major roads or infrastructure separating the proposed development with adjacent developments.

**Attachment(s)**

Draft Cockburn Central West design Guidelines

**Advice to Proponent(s)/Submissioners**

The Proponent(s) have been advised that this matter is to be considered at the 10 December 2015 Council Meeting.

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

Nil.

**14.8 (OCM 10/12/2015) - SOUTHERN SUBURBS DISTRICT STRUCTURE PLAN - STAGE 3 (AMENDMENT) LOCATION: HAMMOND PARK - OWNER: VARIOUS (110/146) (L SANTORIELLO) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) adopt the proposed amendment to the Southern Suburbs District Structure Plan – Stage 3 (“SSDSP3”), for the purpose of providing a guiding document to inform the preparation of future Structure Plans, which clarifies the planning associated with Wattleup Road realignment; and
- (2) advertise the proposed SSDSP3 map for community consultation for a period of 42 days.

**COUNCIL DECISION**

## Background

Subdivision and development within the southern portion of Hammond Park has been guided by the Southern Suburbs District Structure Plan - Stage 3 ("SSDSP3") which was originally adopted by Council in August 2005. The area guided by SSDSP3 relates to the land on the western side of the Kwinana Freeway, south of Gaebler Road to Rowley Road, Hammond Park and from the Freeway west along Wattleup Road. The SSDSP3 area is shown in Attachment 1.

Since the original SSDSP3 was adopted, a number of factors have led to the need for the City to undertake modifications of the plan. The purpose of this report is to consider a separate amendment to the District Structure Plan as it pertains to the planning for Wattleup Road.

## Submission

N/A

## Report

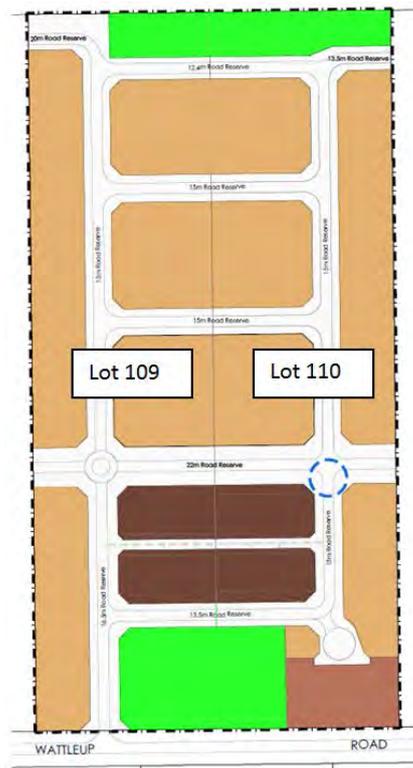
### Planning Framework

The Southern Suburbs District Structure Plan – Stage 3 ("SSDSP3") area is predominantly zoned 'Urban' under the Metropolitan Region Scheme and 'Development' under City of Cockburn Town Planning Scheme No. 3 ("Scheme").

The scheme details several Development Areas which require the preparation of Structure Plans in order to coordinate future subdivision and development. These structure plans are adopted under the statutory process prescribed by the *Planning and Development (Local Planning Schemes) Regulations 2015* Part 4 – Structure Plans deemed provisions, which results in Structure Plans (once approved) providing for later details of subdivision.

In areas of highly fragmented land ownership it is often difficult to coordinate individual structure plans without some form of broader district framework in which to guide decision making. This is overcome through the preparation of District Structure Plans to act as 'guiding documents' for future structure planning processes. These sit outside of the Scheme by necessity, however do provide a degree of policy guidance appropriate to the assessment of structure plans under the Scheme. The SSDSP3 guides decision making at a local government level and that of the Western Australian Planning Commission.





The concept behind the east/west design, as shown on the above structure plan, as opposed to the District Structure Plan concept is in response to the lack of certainty around the timing of the construction of Rowley Road (refer to Attachment 1 for details).

In the absence of a commitment to the delivery for Rowley Road, Wattleup Road remains the primary east west link utilised by heavy vehicles. To contemplate therefore a deviation of the road through a residential neighbourhood, as currently provided in the SSDSP3 document, would create significant conflict and impacts on the residential area.

The project officers are concerned that should the SSDSP3 design be followed through (with the 'V' road concept) then the new residential areas would be saddled with significant heavy truck movements, from the current to the realigned Wattleup Road. By reorienting the realigned Wattleup Road to run parallel (now called Whadjuk Drive) it discourages these movements, while allowing the existing Wattleup Road to serve this function until Rowley Road is upgraded to service Latitude 32. By providing strong north south connections between the two east west running roads, traffic will also be spread more effectively and importantly conflict between freight and local traffic reduced. The City's planning and engineering project officers consider this as an optimal outcome.



## Conclusion

It is recommended that Council approve the proposed SSDSP3 map change for the purposes of landowner and community consultation. Officers are of the view that it adequately responds to the site characteristics of the land, and provides a robust guideline to help in the preparation of future structure plans. It is recommended that the proposed amendment to the District Structure Plan be advertised for community consultation for a period of 42 days.

## **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**

N/A

## **Legal Implications**

N/A

## **Community Consultation**

It is recommended that the proposed amendment to the District Structure Plan be advertised for community consultation for a period of 42 days.

## **Attachment(s)**

1. Aerial photograph/ location plan
2. SSDSP3 Comparison plan
3. Proposed SSDSP3 map

**Advice to Proponent(s)/Submissioners**

The Proponent(s) have been advised that this matter is to be considered at the 10 December 2015 Council Meeting.

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

Nil.

**15. FINANCE AND CORPORATE SERVICES DIVISION ISSUES**

**15.1 (OCM 10/12/2015) - LIST OF CREDITORS PAID - OCTOBER 2015 (076/001) (N MAURICIO) (ATTACH)**

**RECOMMENDATION**

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

**COUNCIL DECISION**

**Background**

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

**Submission**

N/A

**Report**

The list of accounts for October 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 – October 2015.

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**15.2 (OCM 10/12/2015) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - OCTOBER 2015 (071/001) (N MAURICIO) (ATTACH)**

<b>RECOMMENDATION</b>																													
That Council																													
(1)	adopt the Statement of Financial Activity and associated reports for October 2015, as attached to the Agenda; and																												
(2)	amend the 2015/165 Municipal Budget by the following net adjustment amounts as detailed in the attachment:																												
<table border="1"> <tr> <td colspan="3"><b>Expense Adjustments:</b></td> </tr> <tr> <td>Capital Expenditure</td> <td>Reduce</td> <td>(\$1,046,596)</td> </tr> <tr> <td>Operating Expenditure</td> <td>Increase</td> <td>\$92,000</td> </tr> <tr> <td>Transfers to Reserves (from land sales)</td> <td>Reduce</td> <td>(8,600,000)</td> </tr> <tr> <td><b>Total Expenditure/TF to Reserves</b></td> <td></td> <td><b>(\$9,554,596)</b></td> </tr> <tr> <td colspan="3"><b>Funding Adjustments:</b></td> </tr> <tr> <td>Capital Income – Sale of Assets</td> <td>Reduce</td> <td>\$8,600,000</td> </tr> <tr> <td>Grants &amp; Contributions</td> <td>Increase</td> <td>(\$45,404)</td> </tr> <tr> <td>Transfers from Reserves</td> <td>Reduce</td> <td>\$1,000,000</td> </tr> </table>			<b>Expense Adjustments:</b>			Capital Expenditure	Reduce	(\$1,046,596)	Operating Expenditure	Increase	\$92,000	Transfers to Reserves (from land sales)	Reduce	(8,600,000)	<b>Total Expenditure/TF to Reserves</b>		<b>(\$9,554,596)</b>	<b>Funding Adjustments:</b>			Capital Income – Sale of Assets	Reduce	\$8,600,000	Grants & Contributions	Increase	(\$45,404)	Transfers from Reserves	Reduce	\$1,000,000
<b>Expense Adjustments:</b>																													
Capital Expenditure	Reduce	(\$1,046,596)																											
Operating Expenditure	Increase	\$92,000																											
Transfers to Reserves (from land sales)	Reduce	(8,600,000)																											
<b>Total Expenditure/TF to Reserves</b>		<b>(\$9,554,596)</b>																											
<b>Funding Adjustments:</b>																													
Capital Income – Sale of Assets	Reduce	\$8,600,000																											
Grants & Contributions	Increase	(\$45,404)																											
Transfers from Reserves	Reduce	\$1,000,000																											

Total Funding/TF from Reserves	\$9,554,596
--------------------------------	-------------

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COUNCIL DECISION**

**Background**

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

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

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

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

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

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

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

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

Whilst this level of variance reporting helps to inform the mid-year budget review, detailed analysis of all budget variances is an ongoing exercise. Certain budget amendments are submitted to Council each month where deemed necessary to do so ahead of the mid-year review.

### **Submission**

N/A

### **Report**

#### *Opening Funds*

The opening funds of \$13.7M brought forward from last year have been audited and finalised. These compare closely to the adopted budget of \$13.5M, with the additional surplus to be transferred into the Roads & Drainage Infrastructure Reserve (as adopted at the November Council Meeting). These include the required municipal funding for carried forward works and projects of \$9.7M versus the original \$10.5M estimated in the adopted budget.

#### *Closing Funds*

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

The City's closing funds of \$85.5M are \$6.1M lower than the YTD budget target. This comprises a number of unfavourable cash flow variances across the operating and capital programs (as detailed later in this report) and the minor variance in the opening funds described earlier.

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

#### *Operating Revenue*

Consolidated operating revenue of \$102.4M was just under the YTD budget target by \$0.6M.

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

Nature or Type Classification	Actual Revenue \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Rates	86.2	86.6	0.4	89.0
Specified Area Rates	0.3	0.3	(0.1)	0.3
Fees & Charges	9.5	10.4	0.8	25.1
Service Charges	1.0	1.0	(0.0)	1.0
Operating Grants & Subsidies	2.7	2.6	(0.1)	7.3
Contributions, Donations, Reimbursements	0.3	0.3	(0.0)	0.7
Interest Earnings	2.2	1.8	(0.4)	5.4
Other Revenue	0.0	0.0	(0.0)	0.0
<b>Total</b>	<b>102.4</b>	<b>103.0</b>	<b>0.6</b>	<b>128.8</b>

The significant variances within this result were:

- Commercial landfill fees at \$2.3M ended up \$1.0M behind the adjusted YTD budget.
- Rates revenue was \$0.4M behind budget due to a delay in processing interim rates whilst systems and resources were impacted by the rates concession issue.
- Commercial lease revenue was \$0.2M behind YTD budget settings.
- Interest earnings were \$0.4M ahead of budget mainly due to interest on rates being \$0.29M ahead of the cash flow budget.

#### *Operating Expenditure*

Reported operating expenditure (including asset depreciation) of \$39.0M was under the YTD budget by \$1.0M and comprised the following significant items:

This result comprised the following significant items:

- Material and Contracts were \$1.0M under YTD budget mainly due to underspending in parks & bushland maintenance of \$0.5M and RRRC entry fees for waste collection under by \$0.2M.
- Insurances were \$0.8M over YTD budget as second instalment charges were received a month earlier than budgeted.

- Salaries and direct employee on-costs were \$0.3M under YTD budget across the board without any material variances (i.e. greater than \$0.2M) in any one business area.
- Depreciation on assets was \$0.5M under the YTD budget mainly due to lower depreciation for road assets following the EOFY revaluation.

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

Nature or Type Classification	Actual Expenses \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Employee Costs - Direct	14.0	14.3	0.3	46.5
Employee Costs - Indirect	0.2	0.2	0.0	1.1
Materials and Contracts	11.0	12.0	1.0	36.8
Utilities	1.4	1.6	0.2	4.6
Interest Expenses	0.0	0.0	0.0	0.1
Insurances	2.1	1.2	-0.8	2.1
Other Expenses	2.3	2.0	-0.3	8.9
Depreciation (non-cash)	8.8	9.3	0.5	27.9
Internal Recharging-CAPEX	-0.7	-0.6	0.1	-3.0
<b>Total</b>	<b>39.0</b>	<b>40.0</b>	<b>1.0</b>	<b>125.1</b>

### *Capital Expenditure*

The City's total capital spend at end of October was \$13.6M, representing an under spend of \$5.8M against the YTD budget of \$19.4M.

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

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	FY Revised Budget \$M	Commit Orders \$M
Roads Infrastructure	1.8	2.8	1.0	13.5	0.6
Drainage	0.2	0.2	0.1	1.6	0.0
Footpaths	0.3	0.3	0.0	1.1	0.0
Parks Hard Infrastructure	0.8	1.0	0.3	7.3	0.2
Parks Soft Infrastructure	0.1	0.2	0.1	1.2	0.0
Landfill Infrastructure	0.1	0.2	0.1	0.6	0.1
Freehold Land	0.1	0.9	0.9	1.9	0.1
Buildings	8.6	11.0	2.4	66.2	70.5

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	FY Revised Budget \$M	Commit Orders \$M
Furniture & Equipment	0.0	0.0	0.0	0.0	0.0
Computers	0.2	0.5	0.4	1.0	0.1
Plant & Machinery	1.4	2.2	0.7	6.2	0.4
<b>Total</b>	<b>13.6</b>	<b>19.4</b>	<b>5.8</b>	<b>100.7</b>	<b>72.0</b>

These results included the following significant items:

- The CCW RAEPEC (\$1.6M) and Civic building HVAC upgrade works (\$0.3M) were the significant variances in the net \$2.3M underspend against YTD budget for Buildings.
- The roads construction program was \$1.0M underspent against the YTD budget, mainly due to Berrigan Drive [Kwinana Fwy to Jandakot Rd] under by \$0.9M; and North Lake Road [Hammond to Kentucky] under by \$0.4M.
- The plant replacement program was \$0.7M behind the YTD budget with several light and heavy fleet items on order.

#### *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 \$8.6M below YTD budget due to the capital budget under spends.
- Developer contributions received under the Community Infrastructure plan were \$0.7M over the YTD budget and \$0.4M over the YTD budget for DCP1 - Success North.
- Development partner contributions for the CCW RPAEC project were \$2.2M behind the YTD budget, correlating to the project's lower expenditure to date and awaiting ministerial 'in principle' support to complete legal processes for agreements.
- Government funding for the CCW RPAEC project was \$1.1M less than the cash flow budget.
- Proceeds from the sale of land were \$4.3M behind YTD budget attributable to delayed land sales (to be reviewed), and \$0.7M behind budget for the plant replacement program.

#### *Cash & Investments*

The closing cash and financial investment holding at month's end totalled \$172.7M, slightly down from \$173.9M the previous month.

\$100.2M of the closing balance represented the amount held for the City's cash backed financial reserves. Another \$6.8M represented restricted funds held to cover deposit and bond liabilities. The remaining \$65.7M represented the cash and financial investment component of the City's working capital, available to fund current operations, capital projects, financial liabilities and other financial commitments (e.g. end of year reconciling transfers to financial reserves).

The City's investment portfolio made a weighted annualised return of 3.00% for the month, down from 3.04% the previous month and 3.16% the month before. Whilst this result compares favourably against the UBS Bank Bill Index and the various short term BBSW indices, it continues to trend downwards. This is due to the interest rates being offered on new investments being lower than those that applied to maturing investments. The cash rate currently sits at 2.00% with financial markets pricing in a possible cut to the cash rate early next year. If this eventuates, the City's interest revenue budget of \$5.4M for the 2015/16 financial year may need to be revised. An analysis will be undertaken as part of the mid-year budget review.

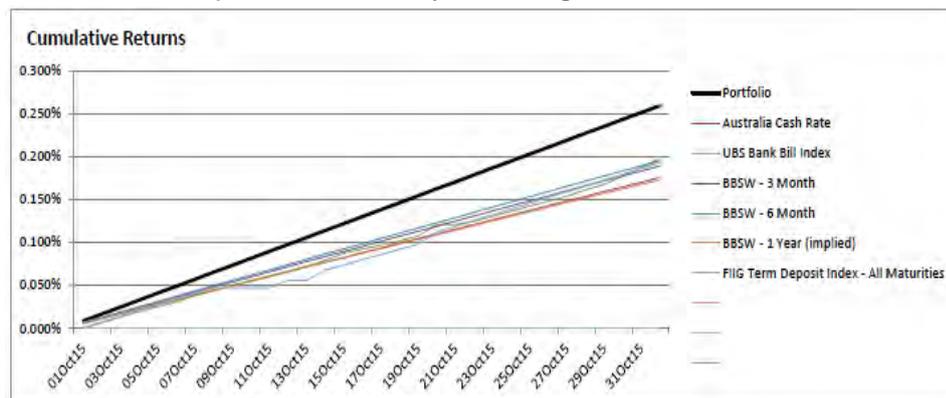


Figure 1: COC Portfolio Returns vs. Benchmarks

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 other than those made under previous statutory requirements and grandfathered by the new provisions.

TD investments fall within the following Standard & Poors short term risk rating categories:

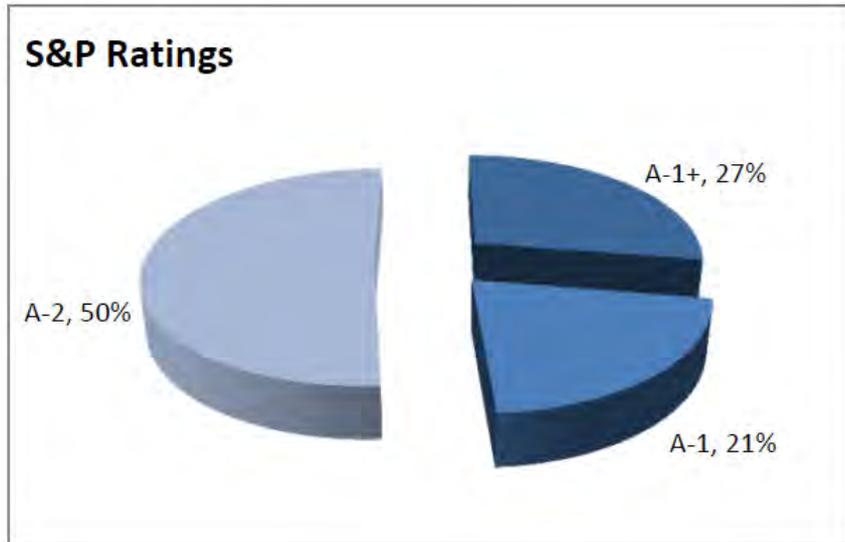


Figure 2: Council Investment Ratings Mix

The current investment strategy seeks to secure the best possible rate on offer over the longer duration terms allowed under legislation and policy (6 to 12 months for term deposits), subject to cash flow planning requirements. The City's investment portfolio currently has an average duration of 136 days (down from 147 days last month) with the maturity profile graphically depicted below:

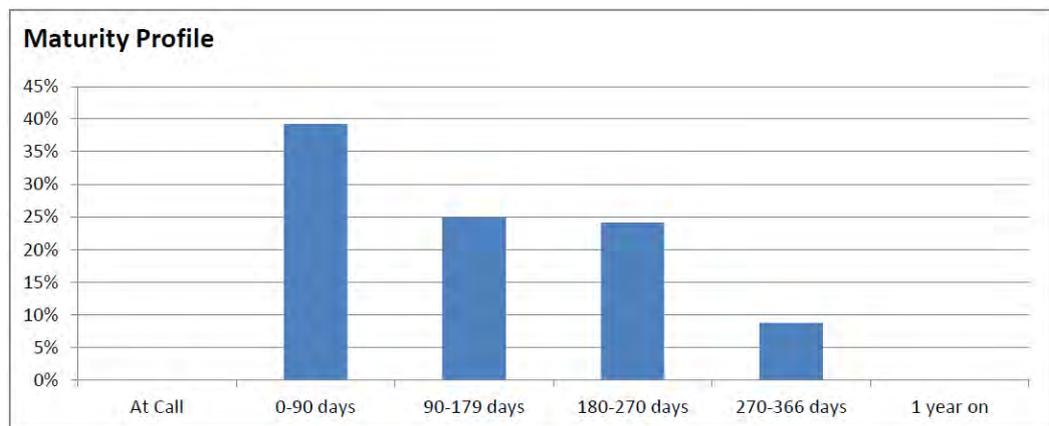


Figure 3: Council Investment Maturity Profile

### Budget Revisions

Several budget amendments are recommended to deal with the following matters:

- Adding depreciation for CCTV assets not accounted for previously \$184,788.
- Transfers from the Elected Members Budget Contingency to fund increases to Strategic Planning conference & training costs of

\$2.5K, business intelligence software of \$34k and staff Christmas gifts of \$3K.

- Transfer \$70k of design consultancy for Beale Park clubrooms to consultancy for the Community Sport and Recreation Strategic Facilities Plan.
- Received extra funding to upgrade disability access at Botany Park \$23K.
- Received extra funding from landowners for hydro mulching \$22K.
- Eliminate the annual budget allocation for the \$1.0M development cost for Lot 804 Beeliar Drive and \$8.6M sale proceeds from lot 804 Beeliar Drive, as this project was already included in the carried forward projects adopted by Council in November.

There is a table in the attached financial report with the details of these amendments.

#### *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**

A number of budget amendments are proposed for adoption as detailed within this report. There is no change to the City's end of year closing financial position.

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Attachment(s)**

Statement of Financial Activity and associated reports – October 2015.

### **Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

## **16. ENGINEERING AND WORKS DIVISION ISSUES**

### **16.1 (OCM 10/12/2015) - TENDER NO. (C100262) RFT20/2015 - BUILDING CONSTRUCTION SERVICES - CITY OF COCKBURN OPERATIONS CENTRE REDEVELOPMENT (STAGE 1) LOTS 50-52 WELLARD STREET BIBRA LAKE WA (RFT20/2015) (D VICKERY) (ATTACH)**

#### **RECOMMENDATION**

That Council accepts:

- (1) the Tender submission for Tender No. RFT 20/2015 – Building Construction Services - City Of Cockburn Operations Centre Redevelopment (Stage 1) Lots 50-52 Wellard Street, Bibra Lake from Pindan Contracting Pty Ltd for the Lump Sum Contract value of \$9.544M (Incl. GST) (\$8.676M Ex GST); and

- (2) the additional Schedule of Rates for determining variations and additional services.

## COUNCIL DECISION

### Background

The City of Cockburn has embarked on a depot redevelopment project for its 52-54 Wellard Street, Bibra Lake site which involves construction of a new centralised Operations Building, new animal pound building, modifications to the workshop and various other enhancements. An ancillary project is the provision of a sewer main from the depot through to the nearest connection on the west side of Stock Road.

The works are being staged, forward works were undertaken to relocate the Rangers and CoSafe buildings and extend the staff vehicle carpark at the front. The next 'Stage 1' (being the subject of this tender) comprises the construction of the new Operations Centre building and new Animal Pound and associated visitor and Council vehicle parking in the north-west quarter of the depot site.

For this first stage the architectural design and construction tender documentation has been completed and the Project Management Services tender has been awarded.

Tender Number RFT 20/2015 Building Construction Services - City Of Cockburn Operations Centre Redevelopment (Stage 1) Lots 50-52 Wellard Street Bibra Lake WA was advertised on Wednesday, 23<sup>rd</sup> September 2015 in the Local Government Tenders section of "The West Australian" newspaper.

The tender was also displayed on the City's e-tendering website between Wednesday, 23<sup>rd</sup> September 2015 and Wednesday, 28<sup>th</sup> October 2015.

### Submission

Tenders closed at 2:00pm (AWST) Wednesday, 28<sup>th</sup> October 2015. Tender submissions were received from the following ten (10) companies':

<b>Tenderer's Name:</b>	<b>Registered Business Name</b>
Brightway Earthmoving Pty Ltd	Brightway Earthmoving Pty Ltd
Bistel Pty. Ltd	Bistel Construction Pty Ltd
ADCO Constructions Pty Ltd	ADCO Constructions
Wiseclass Investments Pty Ltd	Integria Construction
Pact Construction	PACT Construction
EMCO Building	EMCO Building
Pindan	Pindan Contracting
Maintenance and Construction Services Australia (MACS)	Maintenance and Construction Services (Australia) Pty Ltd
Streamline Roofing	Streamline Roofing
Shelford Constructions Pty Ltd	Shelford Constructions Pty Ltd

Note: The last two (2) tender submissions (Streamline Roofing & Shelford) were released by Tenderlink from their secure server, to the City of Cockburn on Friday 6 November 2015, after the closure of tenders, following a determination to confirm their validity. This acceptance applies solely to Tender No. RFT 20/2015 and the Principal neither accepts, infers nor implies that any precedent in relation to any previous or future tender submission is established or applicable.

## Report

### A. Compliance Criteria

Criteria Ref.	Description
A	Compliance with the Conditions of Tendering (Part 1) of this Request.
B	Compliance with the WA Registered Building Contractor and WA Registered Building Practitioner requirements and completion of Clauses 3.3 and 3.4.
C	Compliance with and completion of Clauses 3.7 and 3.8
D	Compliance with the Specifications (Part 2) contained in the Request.
E	Compliance with Insurance Requirements and completion of Clause 3.5.7
F	Compliance with Qualitative Criteria requirements and completion of Section 3.6.2 (Separate Document).
G	Compliance with Fixed Price and completion of Clause 3.10.2
H	Compliance with Sub-Contractors Requirements and completion of Clause 3.9

I	Compliance with and completion of the Price Schedule in the format provided in Part 4.(Refer to Clause 1.11.2)
J	Compliance with OSH Requirements & completion of Appendix A.
K	Compliance with ACCC Requirements and completion of Appendix B.
L	Attendance at the Mandatory Site meeting in accordance with Clause 1.6
M	Acknowledgement of any Addenda / Clarification issued.

B. Compliant Tenders

<b>Tenderers Name</b>	<b>Compliance Assessment</b>
Brightway Earthmoving Pty Ltd	<b>Non-Compliant</b>
Bistel Pty. Ltd	Compliant
ADCO Constructions Pty Ltd	Compliant
Wiseclass Investments Pty Ltd T/A Integria Construction	Compliant
Pact Construction	Compliant
EMCO Building	Compliant
Pindan	Compliant
Maintenance and Construction Services Australia (MACS)	Compliant
Streamline Roofing	<b>Non-Compliant</b>
Shelford Constructions Pty Ltd	Compliant

All submissions were subject to Criteria Compliance check by Procurement Services; four RFT submissions were deemed fully compliant with another four (4) submissions deemed to have minor non-compliance issues regarding levels of insurance.

The matter of insurance is minor and at the lower end of compliance, the four (4) effected tender submissions were forwarded to the Evaluation Panel.

The submissions from Brightway and Streamline were deemed non-compliant for failing to comply with the Conditions of Tendering as defined within Part 1 of the RFT document.

C. Evaluation Criteria

Tenderers were assessed against the following criteria:

<b>Evaluation Criteria</b>	<b>Weighing Percentage</b>
Relevant Experience	15%
Company Profile	10%
Tenderer's Resources	10%
Methodology	10%
Sustainability Experience	5%
Tendered Price	50%
Total Weightings	100%

D. Tender Intent/Requirements

The City is seeking the services of a suitably qualified, experienced and licenced commercial building construction Contractor to undertake the redevelopment by constructing a new Operations Centre and Animal Facility as Part of Stage 1 on Lots 50-52 Wellard Street, Bibra Lake, WA.

The works include construction of a two (2) story administration building and single storey animal facility, security fencing, automated gates, site transformer, cooling tower, fire pump house, parking bays, external lighting and CCTV cameras, and associated site works.

Provision also needs to be allowed for preparing the site for specialist Contractors nominated by the Principal to install the communications tower, ancillary portable building and emergency power generator as coordinated under the main contract.

It is envisaged the construction should commence in February 2016 and the build period is expected to be fifty five (55) weeks.

E. Evaluation Panel

The tender submissions were evaluated by the following City of Cockburn Officers and one external Consultant. The Procurement Services representative attended in a probity role only.

<b>Name</b>	<b>Position &amp; Organisation</b>
Mr Doug Vickery (Chair & SBMG Rep)	Manager – Infrastructure Services

Mr Stuart Downing	Director – Finance & Corporate Services
Mr Anton Lees	Manager – Parks & Environmental Services
Mr Bruce Mentz	Ranger & Community Safety Services Mgr
Mr Terry Holton	Consultant – Holton Conner
<b>Probity Role Only</b>	
Mr Stephen White	Contracts Officer (Procurement Services) - City of Cockburn

F. Scoring Table

The below table represents the scoring of the tender submission from a Qualitative Criteria/Non-Cost and Cost perspective.

The assessment panel evaluated the Qualitative Criteria of the tender submission in the absence of the tendered price (two-envelope system) and then the score was consolidated.

Tenderer's Name	Percentage Scores		
	Qualitative Criteria Evaluation	Cost Evaluation	Total
	50%	50%	100%
<b>Pindan Contracting Pty Ltd **</b>	<b>37.59</b>	<b>45.29</b>	<b>82.88</b>
Pact Construction	34.83	46.01	80.84
Shelford Constructions	31.69	48.05	79.74
EMCO Building	31.46	47.20	78.66
Integria Construction	28.29	48.91	77.20
ADCO Constructions Pty Ltd	30.90	46.18	77.08
Bistel Pty. Ltd	22.05	50.00	72.05
Maintenance and Construction Services Australia (MACS)	21.63	45.98	67.61

## *Evaluation Criteria Assessment*

### Relevant Experience

In this criterion, tenderers were rated on the nature and comparability of the construction projects that they have undertaken including with the involvement of key staff nominated for the tendered works.

Pindan Construction followed by PACT Construction scored highest for this criterion, citing projects of a comparable scale and complexity to the tendered works and which their key nominated personnel had been involved in the successful delivery of various of these projects. The projects nominated included building construction works for local government and construction projects in shared 'brownfields' environments such as will be the case for the depot works.

Next highest rated were Shelford Construction and Emco Building, followed by Integria and ADCO. These tenderers demonstrated they had broadly relevant experience in delivering projects including lower value LG facilities (in the case of Shelford) and/or other types of buildings such as warehouses with offices, apartment buildings and/or college campus type buildings. In the case of Integria, this experience related to key staff working for another company.

Less higher scoring again was MACS and Bistel, neither tenderer indicating they had the relevant company and key staff experience to take on a project of the scope, value and complexity (in respect to the working environment) of the tendered works..

### Company Profile

In this criterion Tenderers submissions were evaluated on the profile of the company, their quality management systems, the indicative skill level within the organisation and the strength of the company's financial resources.

Pindan rated highest, fairly closely followed by PACT Construction. These companies are large in size with solid history, a good range of skills and levels of expertise, appear strong financially, have large reputable client lists and have quality management systems.

Next highest scoring were ADCO, Shelford and EMCO, each displaying reasonable company size and capability with years of

experience in the industry and indicatively some degree of strength financially.

Bistel, Integria and MACS respectively were the least highest scoring of the tenderers in this criterion. Each rated as satisfactory on business profile including organisation structure. For inherent company skills and expertise Integria are drawing on that gained by their head personnel from previous employment, whilst MACS appeared weak in this area. Bistel looked okay in regard to financial position whilst MACS and Integria looked a little weaker in this respect.

### Tenderer's Resources

For this criterion tenderers were assessed specifically on the structure, qualifications and experience of their proposed project team and the extent of concurrent commitments and backup resources to deliver the tendered works.

Pindan scored highest for this criterion, proposing what was considered by the panel to be an appropriate project team structure, with persons in nominated key roles strong on relevant experience and well supported organisationally.

PACT, EMCO and Shelford rated comparably next highest for this criterion, also proposing personnel in key positions with broadly relevant experience, team composition that appeared suitable and some depth of resource availability, although this varied across the companies.

ADCO followed by Integria rated next highest in this criterion, also nominating experienced personnel, provided basic project delivery organisation structures and indicative availability to undertake the project.

Bistel and MACS scored lowest on this criterion, including on account that it was not apparent that their nominated key staff had experience with projects of the nature of the works tendered, project team composition was scant on detail and the depth of resource and risk with current commitments was a concern.

### Methodology

In submissions for this criterion tenderers nominated three key issues they would expect to encounter with the project and how they would deal with them, and submitted their proposed project delivery program (Gantt chart).

Pindan again scored highest in this criterion, citing some pertinent issues and logical approach to dealing with them, and provided a very comprehensive indicatively appropriate program of work delivery.

PACT scored next highest, similarly nominating pertinent issues and management proposals and providing a comprehensive logical program of work activity.

ADCO, Integria, Shelford and Emco rated similarly next highest, followed by MACS and then Bistel lowest, each citing issues of relevance and provided basic works programs.

### Sustainability Experience

For this criterion tenderers were rated on their Environmental Management System and sustainability focussed policies and practices.

Pindan, followed by PACT, then ADCO all rated highly for this criterion, each having EMS certification and cited waste management and other sound sustainability focussed practices.

Shelford, Integria and EMCO scored next highest respectively, showing some form of EMS framework and/or policy statements and practices geared toward environmentally sustainable activity.

Bistel and MACS scored least on this criterion, offering just a statement supporting environmentally sustainable practices.

### Summation and Recommendation

For all the Qualitative Criteria Pindan Construction Pty Ltd scored highest, their tender demonstrating to the panel that they have the company structure and profile, inherent expertise, key staff skills and experience and understanding of the project needs that rated them most suitable to undertake the project works.

PACT Construction rated next highest, also demonstrating that they have the capability and expertise and approach suitable to undertake the work.

Shelford, EMCO, ADCO and Integria rated respectively next highest on Qualitative criteria and could be expected to be capable of undertaking the work.

Bistel and MACS both rated comparatively low on qualitative assessment and accordingly would not be considered suitable to take on the contracted works.

Once the lump sum price is included, total scores have PINDAN scored highest on 82.88%, followed by PACT on 80.84%.

The tendered price as offered by Pindan, the highest scoring tenderer, is within the project cost estimate and is considered a fair price for the works entailed. Although the price tendered by Pindan Contracting Pty Ltd was not the lowest price submitted; the fact that Pindan Contracting Pty Ltd did not have a list of exceptions or conditions on their tender (as compared to a number of the lower priced tenders) was the final supporting aspect to supporting their tender.

Considering all of the tender submissions, the evaluation panel, recommends that Council accept the tender from Pindan Construction Pty Ltd for the estimated lump sum value of \$9.544M (incl. GST) (\$8.676M ex GST).

A financial due diligence was undertaken by the City on Chamois Unit Trust trading at Pindan Contracting Pty Ltd. The due diligence was performed by Corporate Scorecard, a division of Veda Advantage. The outcome reported Pindan Contracting Pty Ltd as a sound building company financially speaking.

## **Strategic Plan/Policy Implications**

### **Infrastructure**

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

### **Community & Lifestyle**

- Promotion of active and healthy communities.

## **Budget/Financial Implications**

The current budget allocation (CW4385/WC00003) for the construction of the Operations Centre redevelopment is \$9.171M, with a current balance of funds of \$8.627M.

A balance of these funds totalling \$49,000 will be provided in the 2016/17 FY budget to cover the expenditure on RFT20/2015 through to its completion in early 2017, as well additional funds will be provided to cover the cost of the ancillary project costs of the sewer connection and the project management and technical support costs also related

to this Stage 1 of the depot redevelopment project as detailed below (also Ex GST):.

Building Cost.....	\$8.676M
Project Management.....	\$0.239M
Deep Sewer .....	\$1.600M
Other costs .....	\$0.430M
Total.....	\$10.945M

Other costs include Architect (\$21k), completion of the outstanding forward works (\$19k) and the building fitout costs allowance (\$390k).

In all, the contract value for RFT20/2015 is within expectations and does not indicate any detrimental outcome in respect to the City's budget allocation outcomes.

### **Legal Implications**

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

### **Community Consultation**

N/A

### **Attachment(s)**

The following attachments are provided under separate cover:

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

### **Advice to Proponent(s)/Submissioners**

Those who lodged a submission on the proposal have been advised that this matter is to be considered at the 10 December 2015 Council Meeting.

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

Nil.

**16.2 (OCM 10/12/2015) - TENDER NO. (C100268) RFT17/2015 - ROAD CONSTRUCTION SERVICES - BEELIAR DRIVE DUPLICATION - BEELIAR DRIVE (DURNIN AVENUE TO SPEARWOOD AVENUE), BEELIAR WA (C159/008) (J KIURSKI) (ATTACH)**

**RECOMMENDATION**

That Council accepts the Tender submission for Tender No.RFT17/2015 – Road Construction Services – Beeliar Drive Duplication – Beeliar Drive (Durnin Avenue to Spearwood Avenue), Beeliar from Tracc Civil Pty Ltd – Alternative for the lump-sum contract value of \$2,089,358.98 (incl. GST) (\$1,899,417.25 ex-GST).

**COUNCIL DECISION**

**Background**

The City proposes to construct the second carriageway of Beeliar Drive between Stock Road and Spearwood Avenue in the suburb of Beeliar, as part of the City's ongoing major roadworks program.

The first stage of the project involves the section between Durnin Avenue and Spearwood Avenue with reconstruction of the intersection of Beeliar Drive and Birchley Road that has been designed and proposed for construction in the 2015/16 financial year.

The project consists of 1.5km of road widening of the existing carriageway by duplicating the two existing traffic lanes to provide two lanes in each direction, divided by a median island and the on road cycling lane on both sides of the road. The scope includes upgrading the street lighting (to be undertaken by Western Power), line-marking and signage (by Main Roads WA), along with landscaping.

Tender No. RFT 17/2015 – Road Construction Services – Beeliar Drive Duplication - Beeliar Drive (Durnin Avenue to Spearwood Avenue), was advertised on Wednesday, 28<sup>th</sup> October 2015 in the Local Government Tenders section of "The West Australian" newspaper.

The Tender was also displayed on the City's e-tendering website between Wednesday, 28<sup>th</sup> October 2015 and Thursday, 12 November 2015.

## Submission

Tenders closed at 2:00pm (AWST) Thursday, 12<sup>th</sup> November 2015. Eleven (11) tender submissions were received from the following ten (10) companies':

<b>Tenderer's Name:</b>	<b>Registered Business Name</b>
All Earth Group Pty Ltd	All Earth Group
Ballem Civil Pty Ltd	Ballem Civil
Croker Construction (WA) Pty Ltd	Croker Construction (WA) Pty Ltd
Curnow Group (Hire) Pty Ltd	Curnow Group (Hire) Pty Ltd
Ertech Pty Ltd	Ertech Pty Ltd
Jaxon Civil Pty Ltd	Jaxon Civil Pty Ltd
Ralmana Pty Ltd	RJ Vincent & Co
Tracc Civil Pty Ltd	Tracc Civil Pty Ltd
Tracc Civil Pty Ltd – Alternative	Tracc Civil Pty Ltd - Alternative
Valmec Pty Ltd	Valmec Pty Ltd
Wormall Civil Pty Ltd	Wormall Civil Pty Ltd

## Report

### a. Compliance Criteria

Criteria Ref.	Description
A	Compliance with the Conditions of Tendering (Part 1) of this Request.
B	Compliance with the Specifications (Part 2) contained in this Request.
C	Compliance with Sub-Contractors Requirements and completion of Section 3.3.3
D	Compliance with Financial Position Requirements and completion of Section 3.3.5.
E	Compliance with Insurance Requirements and completion of Section 3.3.6.
F	Compliance with Qualitative Criteria requirements and completion of Section 3.4.2.
G	Compliance with Fixed Price and completion of Section 3.5.2.
H	Compliance with and completion of the Price Schedule (including breakdown of Lump Sum) in the format provided in Part 4

I	Compliance with Occupational Safety and Health Requirements & completion of Appendix A.
J	Compliance with ACCC Requirements and completion of Appendix B.
K	Acknowledgement of any Addenda issued.

#### **b. Compliant Tenders**

A Compliance Criteria check was undertaken by Procurement Services, all submissions were deemed compliant and evaluated.

#### **c. Evaluation Criteria**

Tenderers were assessed against the following criteria:

<b>Evaluation Criteria</b>	<b>Weighing Percentage</b>
Demonstrated Experience	25%
Tenderer's Resources	20%
Methodology	10%
Sustainability Experience	5%
Tendered Price	40%
Total Weightings	100%

#### **d. Tender Intent / Requirements**

The City of Cockburn (The Principal) requires the services of a suitably qualified and experienced Road Construction Contractor for the construction of the duplication of Beeliar Drive between Durnin Avenue and Spearwood Avenue, Beeliar.

The requirements includes 1.5km of road widening to the existing carriageway by duplicating the two existing traffic lanes to provide two lanes in each direction. The work includes site preparation and earthworks, drainage (stormwater), roadworks, retaining walls, fencing, and completion of 'As Constructed' Drawings.

It is envisaged the construction should commence in February 2016 with the expected build period of ten (10) weeks.

#### **Evaluation Panel**

The tender submission was evaluated by the following City of Cockburn officers. The Procurement Services representative attended in a probity role only.

Name	Position & Organisation
Mrs Jadranka Kiurski (Chair & SBMG Representative)	Manager Engineering
Mrs Jennifer Baker	Rates & Revenue Manager
Mr Ah Lek Tang	Road Contracts Coordinator
<b>Probity Role Only</b>	
Mr Gary Ridgway	Contracts Specialist

#### e. Scoring Table

The table below represents the scoring of the tender submissions from a Qualitative Criteria (Non-Cost) and Cost perspective.

The assessment panel evaluated the Qualitative Criteria of the tender submissions in the absence of the tendered prices (two-envelope system) and then the score was consolidated.

Tenderer's Name	Percentage Scores		
	Qualitative Criteria Evaluation	Cost Evaluation	Total
	60%	40%	100%
<b>Tracc Civil P/L - Alternative</b>	<b>40.70%</b>	<b>36.57%</b>	<b>77.27%</b>
Ertech Pty Ltd	43.53%	31.63%	75.16%
Wormall Civil P/L	37.10%	38.03%	75.13%
Valmec Australia P/L	34.90%	39.86%	74.76%
All Earth Group P/L	33.92%	40.00%	73.92%
Tracc Civil P/L	40.37%	33.35%	73.71%
Croker Construction (WA) P/L	31.63%	39.65%	71.28%
Curnow Group (Hire) P/L	31.57%	39.30%	70.86%
Jaxon Civil P/L	36.70%	33.42%	70.12%
Ralmana P/L	33.20%	29.33%	62.53%
Ballem Civil P/L	21.33%	30.18%	51.51%

#### Evaluation Criteria Assessment

##### Demonstrate Experience

Tracc Civil Pty Ltd presented a vast range of projects of relevant experience and in particular two projects that involved the same scope of works to the Beeliar Drive tender. The projects (cost range \$3.7M - \$4.8M) have been completed for the City of Kwinana and the City of Rockingham; demonstrated to the panel that Tracc have the appropriate level of experience required to undertake the works required. Additionally, Tracc Civil submitted an alternative tender to re-use materials on site by screening and blending existing subgrade materials.

Ertech Pty Ltd presented a vast range of projects of relevant experience and in particular three projects that involved scope of works relevant to the Beeliar Drive duplication project (cost range \$1.M - \$6.6M).

Wormall Civil Pty Ltd presented a vast range of projects of relevant experience in civil works within new developments. Wormall Civil provided three projects (cost range \$1.5M - \$5.M) in particular that demonstrated elements relevant to the project in question.

All Earth Group, Ballem Civil, Croker Construction, Curnow Group, Jaxon Civil, Ralmana and Valmec Australia all demonstrated lesser experience in similar projects, mostly providing details of road construction works in new residential/land developments.

### Tenderer's Resources

Tracc Civil, Ertech, Wormall All Earth Group, Croker Construction, Curnow Group, Jaxon Civil, Ralmana, and Valmec all scored comparatively high in this area, demonstrating that they have the key personnel with the required experience, a degree of depth in their resource pool and a capacity to undertake the work in respect to concurrent commitments.

Ballem Civil were assessed as having the lowest level of personnel experience and staffing capacity to undertake the works required.

### Methodology

These qualitative criteria assessed the Tenderers understanding of the project and contract requirements in regards to the key issues they see likely to be encountered and require management of.

Tracc Civil, Ertech, Wormall Civil and All Earth Group scored marginally higher than the other Tenderers, in particular demonstrating a good understanding of the key issues likely to be encountered and proposed approach to managing such issues.

The majority of the Tenderers confirmed that the estimated ten (10) week construction period is accurate. Ralmana and Wormal Civil estimated a 12 week period whilst Ertech stated 19 weeks. Most Tenderers nominated a two week mobilisation period prior to commencement of the construction works.

### Sustainability Experience

Sustainability experience is centred on the company's current level of Environmental Management System certification and focus on sustainability across their organisation. All Tenderers rated well for this criterion, each having EMS certification, and/or environmental policies in place and other sound sustainability focussed practices.

### **Summation and Recommendation**

Tracc Civil (Alternative) has ranked the highest on total score (qualitative and tender price) scored highly in regard to the key non-price criteria including experience, capacity, understanding of the required works and an appropriate methodology in undertaking those works.

A referee check was undertaken on Tracc Civil (Alternative), where the key Representatives who were contacted responded with a positive view of Tracc's methodology, organisation systems, and capacity and in respect to the Project Director and Project Manager nominated in their tender.

Based on achieving the highest combined score, together with extensive demonstrated experience, resources experience and capability, understanding of the works to be undertaken and positive referee comments, the evaluation panel recommends that Council accept Tracc Civil Pty Ltd - Alternative as the most advantageous submission.

A financial due diligence was undertaken by the City on Tracc Civil Pty Ltd. The financial due diligence was performed by Corporate Scorecard, a division of Veda Advantage. The outcome reported Tracc Civil Pty Ltd as financially sound, capable of undertaking the tendered work, financially speaking.

A financial due diligence was undertaken by the City on Tracc Civil Pty Ltd. The financial due diligence was performed by Corporate Scorecard, a division of Veda Advantage. The outcome reported Tracc Civil Pty Ltd as financially sound, capable of undertaking the tendered work, financially speaking.

## **Strategic Plan/Policy Implications**

### **Infrastructure**

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

### **Moving Around**

- An integrated transport system which balances environmental impacts and community needs.
- Facilitate and promote healthy transport opportunities.
- A safe and efficient transport system.
- A defined freight transport network.
- Infrastructure that supports the uptake of public transport and pedestrian movement.

### **Budget/Financial Implications**

The current budget allocation (CW2475/WC00213) for the construction/duplication of the Beeliar Drive (Spearwood - Stock) is \$3,965,806.

The indicative construction cost of the first stage of the project which involves the section of road between Durnin Avenue and Spearwood Avenue and reconstruction of the intersection of Beeliar Drive and Birchley Road is \$2,748,475 excluding GST, which is higher than the recommended lump sum tendered price from Tracc Civil Pty Ltd - Alternative of \$1,899,417.25 excluding GST.

### **Legal Implications**

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

### **Community Consultation**

N/A

### **Attachment(s)**

The following attachments are provided under separate cover:

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

### Advice to Proponent(s)/Submissioners

Those who lodged a submission on the proposal have been advised that this matter is to be considered at the 10 December 2015 Council Meeting.

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

Nil.

## 17. COMMUNITY SERVICES DIVISION ISSUES

### 17.1 (OCM 10/12/2015) - PROCESS FOR NAMING THE COCKBURN RECREATION AND AQUATIC FACILITY (154/006) (S SEYMOUR-EYLES) (ATTACH)

#### RECOMMENDATION

That Council approve:

- (1) for three focus groups (one in each Ward) to be conducted on the following proposed names for the Cockburn Recreation and Aquatic Centre:
  1. AVIVA Cockburn
  2. Requa Cockburn
  3. Stadium Central
  4. Cockburn Arc
- (2) that the results of these focus groups are used to recommend the name to be presented to Council in February 2016.

#### COUNCIL DECISION

### Background

Council needs to approve a name for the new Recreation and Aquatic Facility to enable a brand style guide to be developed to inform the outfit of the interior of the facility, signage and marketing material. A rigorous naming process was researched and developed by the Corporate Communications and Recreation Services Team. This

resulted in four names being shortlisted. The recommendation is that these four names are presented to three independently run focus groups (one in each Ward) and that the results of these focus groups is used to recommend the name to be presented to Council in February.

### **Submission**

N/A

### **Report**

The Cockburn Recreation Physical Activity and Education Centre is being developed as a community facility that will provide programs and services for all ages. It is being developed as a regional facility and will service residents of the whole of Cockburn Local Government area. Some of the attractions will draw people from the wider southern Perth region, with the waterslides likely to attract people from an even broader distance. It will be one of the most significant LGA facilities in Australia with state-of-the-art: aquatic, fitness, sports, rehabilitation, wellness, café and occasional care facilities. There are multiple stakeholders including the co-location of the Fremantle Football Club (FFC) training facilities, Curtin University, sporting clubs, commercial tenants and the general public.

The facility will need to compete in a highly competitive market. There are Local Government Leisure facilities in the surrounding areas and a number of private sector health clubs, gyms and facilities in close proximity to the new facility (as detailed in the Business Plan).

To achieve the sales required, the facility will require solid marketing and branding from the outset. The facility needs to have a name and brand that support the aspirations of the facility to be a destination in its own right that people want to visit, experience and return to and not just another Local Government Leisure Centre.

Effective names have a number of qualities:

- They communicate something meaningful about the essence of the brand;
- They are distinctive, easy to remember, say and spell;
- They are future oriented e.g. positioned for growth, change and success;
- They should be modular i.e. enable brand extensions;
- They are protectable, meaning they can be trademarked and domain names are available;
- They feel positive and certainly have no negative connotations;
- The word should be visual i.e. will lend itself to graphic presentation in a logo, in text and in brand architecture.

The names were developed from considering a vision for the facility. This involved the Working Group defining the core pillars of the destination, understanding the value proposition for the customers and extensive research into effective branding. The pillars were defined as 'active,' 'social,' 'health,' 'community' and 'destination'. These words were further expanded to assist the Working Group in developing a working vision for the facility (see page 8 attachment, 'The Brand Agency CRAPEC Naming evaluation presentation'). The working vision is:

*to be the best destination of its kind in Australia, we are constantly focusing on an innovative experience that is fun, healthy and social for active lifestyles.*

*We greet people by name, we know and understand their needs and we communicate and inform in an effortless village-like way.*

*To provide a destination of excellence, we believe in collaboration between our four main pillar groups – active, social, health and community – which allows us to evolve with our user landscape in ways that others cannot.'*

Seven different names types were investigated and assessed:

- Founder – *Ben & Jerrys, Ralph Lauren, Ford*
- Descriptive – *YouSendit, Toys "R" Us*
- Fabricated – *Pinterest, Kodak*
- Metaphor – *Nike, Patagonia, Apple*
- Acronym – *IBM, BMW*
- Magic Spell – *Flickr, Netflix*
- Combinations – *CitiBank, eBay*

Over a period of several months, a series of workshops were undertaken internally and 200 plus names were distilled down to preferred names through a process of elimination. Initial workshops were around creative name generation with subsequent workshops used to analyse options based on key criteria. The core Working Group rated a pool of around 60 names to reduce the number of names to 25. These 60 names included five Nyungar Aboriginal names that had been researched and their derivations. Examples include - BOOLA (many); Boola West, Boola Central; YIRA (up) – Yira Central, Yira Place; DJINDA (star) – Jindaplace; Jindapoint; KORANG (twist/turn) – Korang Central; KADA (across; bridge; link) – Kada Place; Kada Junction.

These 25 were then rated by the broader group. The highest scoring names were taken (Viva Stadium and Aspire) plus two options to satisfy more traditional tastes (Cockburn Central Arena and Success Arena). Of these preferred names, preliminary investigations showed

trade marking difficulties for three of them and Success Arena was considered confusing for its locator, as the facility is not in Success. Two additional names (Stadium Central and Arena Central) were added for investigation by Executive. The word Arena was problematic for trade marking in the category of recreation and aquatic facilities, therefore Arena Central was dropped. The team then reviewed VIVA which became AVIVA and reverted to investigating names that were highly trade markable, due to the tight timeframes. REQUA came from this research, as did Cockburn ARC. The final list of four names comprises names that have shown no issue in regard to being trade-marked, so they will be in the process of being trade-marked. These are:

- AVIVA Cockburn
- Requa Cockburn
- Stadium Central (Executive addition)
- Cockburn ARC

The City received notice on 23 November from IP Australia that all four names have passed the examination stage. The names will now be advertised in the Australian Official Journal of Trademarks, at which point, the public has two months to oppose registration of the trade-mark. If it is not opposed, IP Australia will register the trademark. This will occur approximately five months from the filing date of the applications (7 October 2015).

City Officers applied for all four names, so that Elected Members could be briefed on four names, provide guidance as to their preferred option and know that whichever name was recommended could continue the trade-marking process.

The City has also purchased acceptable website addresses/domain names relating to the four final names.

Once Council has agreed on the name of the facility there will need to be a brand style guide prepared that will inform the community on the unique nature of the facility and include the logo, uniforms, promotional art work and signage. A website will need to be prepared very soon to generate interest in the progress of the facility up to opening day and then be a key source of information for all users and those with an interest in the facility.

It is proposed that three focus groups are conducted in each Ward in December 2015. Typically there are 10 -12 people (maximum) recommended in a focus group in accordance with research industry standards. The focus groups would be run independently to ensure no bias and the advice would be that no one outcome is sought. Neither staff nor Elected Members would be present to influence any discussion. The focus groups would comprise a presentation on branding and naming; of

the process followed to date and a presentation of the four shortlisted names and their pros and cons. The facilitator would lead a discussion on these names to obtain a view from the Group. These results would be provided to the Administration and form the basis of a report to Council in February with a final recommendation for a name for the new Recreation and Aquatic Facility.

Recruitment of these focus groups would be via the South Lake Leisure Centre Database; by inviting representatives from the City's Community Groups and Sporting Groups, as well as an invitation to 120 residents who took part in a survey about their possible future use of the Centre and who provided their contact details to receive future information about the new Recreation and Aquatic Centre. It would be a requirement that representatives of each focus Group reside in the relevant Ward.

### Timing

The Brand Style Guide needs to be developed by 1 May 2016 for the architects to integrate the brand in to the building i.e. the colours are incorporated throughout the design of the building and the brand is incorporated within the signage. If a Council decision is made in February, the following timeline would apply.

<b>Action</b>	<b>Date</b>	<b>Outcome</b>	<b>Comment</b>
Focus Groups	15-17 December		Very tight deadline but necessary to make final deadline
Council Agenda item with name recommendation	Week 1 – February 2016	Name is decided	
Three further brand/logo concepts are worked up on the preferred name	4 weeks – complete w/e 6 March 2016	There are six logo options to choose from	Project planning of content/client meetings; two weeks to design secondary graphic elements and examples of brand applications; one week approval process
Preferred three options are presented to the reference group for discussion	9-12 March	Logo option is decided	
Brand Style Guide is Developed	4 weeks by 10 April	Brand Style Guide is used by architects to inform interior/signage; is used to develop future promotional	

Action	Date	Outcome	Comment
		material including websites; advertisements; e-newsletters; uniforms; membership cards etc.	
Architects require brand style guide to inform interior/signage	By 1 May	Brand is integrated in to the building	
Work on project website can commence 13 April 2016	Completed by mid - May	Project website informing status of project; what is coming in the new facility	

### Strategic Plan/Policy Implications

#### Infrastructure

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

#### Budget/Financial Implications

Develop three further concepts for the final logo - \$2,000

Develop Brand Style Guide - \$30,000

Develop project website - \$5,000 (this is not the ultimate website for the facility, which will need to be budgeted for separately for 2016-17).

Three Focus Groups – \$8,000

#### Legal Implications

Trade-marks for this name are currently being filed. The initial assessment in September indicated that the chosen name would meet the requirements for acceptance for registration under the Trade Marks Act 1995. Where this is the case, IP Australia advised that it is almost certain that the trade mark will be approved.

#### Community Consultation

Up to 50 staff representatives of broad demographics, many of whom are Cockburn residents, took part in initial workshops/internal focus groups. It is proposed that 3 community based Focus Groups provide a final recommendation for the preferred name.

#### Attachment(s)

1. The Brand Agency Briefing on the naming of the Facility.
2. Overview of the naming of the process

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**17.2 (OCM 10/12/2015) - MANAGEMENT AND OPERATIONS - COCKBURN RECREATION PHYSICAL ACTIVITY AND EDUCATION CENTRE (154/006) (R AVARD)**

**RECOMMENDATION**

That Council seeks requests for proposals (RFP) from suitably qualified and experienced entities to manage and operate the new Cockburn Recreation, Physical Activity and Education Centre in accordance with the requirements set out in the report.

**COUNCIL DECISION**

**Background**

Council at its meeting of 12 February 2015 resolved to adopt the Cockburn Recreation Physical Activity and Education Centre Plan (CRPAEC), and the CRPAEC Business Operations and Management Plan prepared by Warren Green Consulting. These reports and the associated business plan budgets were based on an in-house operation, that is, the facility would be managed and operated by City of Cockburn staff.

Recently, the City received correspondence from a private sector operator of Recreation Centres across Australia indicating that it could guarantee a substantial financial return to Council for the first two years of operation if it was granted an arrangement under Contract to manage the new facility on behalf of the City of Cockburn.

**Submission**

N/A

## Report

The Warren Green Report identified a range of options for the operation and management of the CRPAEC which included in general terms the following:

- City Management - such as the current arrangement with the South Lake Leisure Centre (SLLC) in-house operation).
- Out-sourced Management Agreement - where an operator manages the facility on behalf of the Local Authority.
- Lease to an independent party - hands off relationship between the operator and the Local Authority.

The City has been operating under the in-house model at SLLC since first opening and has proven to work effectively. There has never been a market test for the facility therefore it is not known whether a more effective management model could have been utilised.

The second alternative of out-sourced management is a more collaborative management and operations model in which there are a number of prescribed roles and responsibilities for each party. The Local Authority in this situation would have a level of control over a number of aspects of the facility operation such as fees and charges, opening hours, cleaning and maintenance.

The third option is a more commercial arrangement where the lessee essentially operates all aspects of the facility. The Local authority has little say in the day to day operational matters and would establish several high level Key Performance Indicators for the lessee. It is suggested that this option would not be acceptable to Council as it gives the City little control over critical aspects of the operation and the provision of services to residents of the City.

City Officers have met with a range of Local Authorities here and interstate that has out-sourced the operation of their recreational facilities. Generally they were happy with the arrangement in providing a cost effective customer focussed service. Frequently they emphasised the importance of having a very clear and tight contract with a skilled and competent facility manager. The preferred option of these authorities was the collaborative management model in which the Local Authority establishes a number of key requirements with the ability to adjust as conditions and situations change.

It is proposed that the Council test the market for an operator of the CRPAEC with the following parameters based on assumptions made in the Warren Green Report:

1. The City will provide a fully completed facility with the requisite furniture and equipment.
2. Staff currently employed by the City would be offered positions with the contractor appropriate to their experience and skills.
3. Fees and charges for all aspects of the facility usage will be established by the City.
4. Prescribed opening hours will be set by the City.
5. The café/kiosk area will be available for lease by the contractor.
6. The contractor will be able to operate a retail shop for sport related clothing and equipment. It is to be understood that the Fremantle Football Club will also have a retail store for club merchandise and other sporting related equipment and clothing.
7. Energy costs (power and gas) -The City will pay all energy costs for the first 2 years. After that time the City will negotiate with the contractor on who will pay the cost for power.
8. For the period of the contract the City will be responsible for all major maintenance items. Operational maintenance will be the responsibility of the contractor (indicatively items up to the value of \$5,000 will be paid by the contractor).
9. The contractor will be responsible for all other operational matters.
10. The contract will be for 5 years with the City retaining the option to extend for a further 5 years.

A Request for Proposal (RFP) with parameters as described above will be called to allow the City to make some comparison between the business case adopted by Council in the Warren Green Reports and the tendered proposals. A scope will be included for tenderers to provide alternative proposals with their submission.

It is anticipated that practical completion and handover of the building to the City will occur toward the end of 2016. There is an enormous amount of work that needs to be done by the complex manager whether the person is appointed by the City or another party. To achieve a smooth transition from the SLLC to the new complex a decision on who will manage the facility needs to be made early in 2016. This will allow time for the facility manager to be employed by at least mid-2016.

Should Council agree to proceed with the Request for Proposal incorporating the parameters noted above it is proposed that a report be submitted to Council providing an analysis of the proposals submitted and compare them against the in-house business plan prepared by Warren Green Consulting. A preferred RFP could be the basis for a contract to manage and operate the CRPAEC should this be the desire of Council.

## 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.
- Partnerships that help provide community infrastructure.
- Facilities that promote the identity of Cockburn and its communities.

### Community & Lifestyle

- People of all ages and abilities to have equal access to our facilities and services in our communities.
- Promotion of active and healthy communities.

### A Prosperous City

- A range of leading educational facilities and opportunities.
- Creation and promotion of opportunities for destination based leisure and tourism facilities.

## Budget/Financial Implications

In the current Business Plan adopted by Council the following is budgeted: (before depreciation).

Year 1 Loss.....	\$611,178
Year 2 Profit.....	\$72,960
Year 3 Profit .....	\$464,995
Year 4 Profit.....	\$725,336

## Legal Implications

Tenders for services are to be called in accordance with section 3.57 of the Local Government Act 1995.

## Community Consultation

This is a public tender in accordance with the requirements of the Local Government Act.

Staff at the South Lake Leisure Centre have been briefed on the proposal and will be progressively kept informed of the outcomes.

**Attachment(s)**

N/A

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

18. EXECUTIVE DIVISION ISSUES
19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN
20. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING
21. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY COUNCILLORS OR OFFICERS
22. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE
23. CONFIDENTIAL BUSINESS
24. (OCM 10/12/2015) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995)

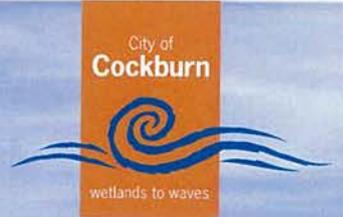
**RECOMMENDATION**

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

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

**COUNCIL DECISION**

**25. CLOSURE OF MEETING**



2015

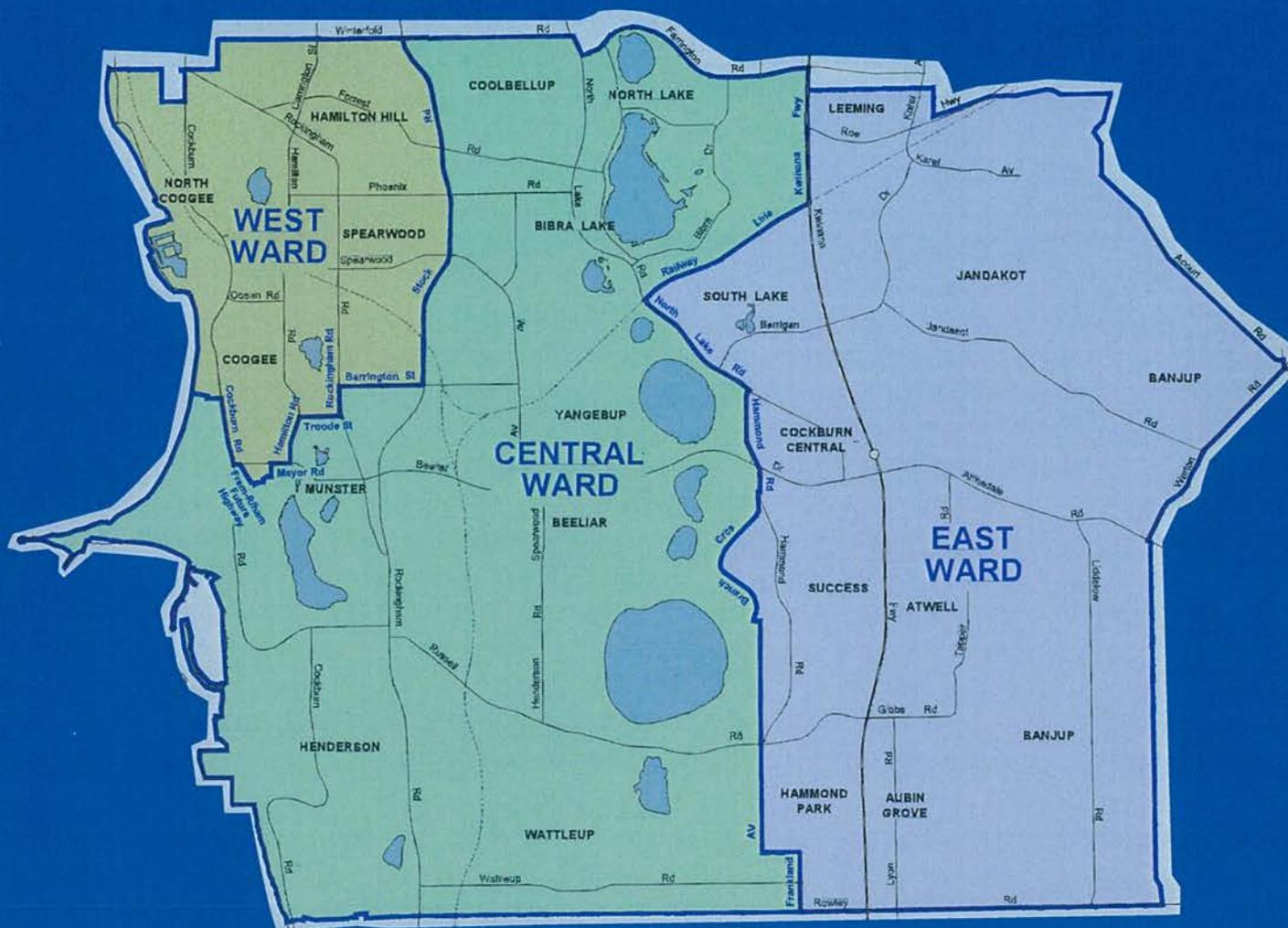


# ANNUAL REPORT

COCKBURN.WA.GOV.AU

# City of Cockburn

## Ward Map 2015



### Council Meeting Attendance of Elected Members and Councillors 2014-15

	Ordinary Council Meeting	Special Council Meeting	DAPPS*	Audit & Strategic Finance Committee
<b>Elected members</b>				
Mayor Logan Howlett	11	4	N/A	N/A
Deputy Mayor Carol Reeve-Fowkes	9	4	4	3

Front Cover: Cockburn Masters Swimming Club Enjoy Safe Swimming Within the Newly Installed Shark Barrier at Coogee Beach

## Elected Members 2014-15



**Logan K Howlett JP**  
Mayor



**Carol Reeve-Fowkes**  
Deputy Mayor



**Stephen Pratt**  
Councillor  
West Ward



**Kevin Allen**  
Councillor  
West Ward



**Lyndsey Wetton**  
Councillor  
West Ward



**Bart Houwen**  
Councillor  
Central Ward



**Philip Eva JP**  
Councillor  
Central Ward



**Steven Portelli**  
Councillor  
East Ward



**Lee-Anne Smith  
OAM**  
Councillor  
East Ward



**Yaz Mubarakai**  
Councillor  
East Ward



**Stephen Cain**  
Chief Executive  
Officer



**Daniel Arndt**  
Director Planning  
and Development



**Charles Sullivan**  
Director Engineering  
and Works



**Don Green**  
Director Governance  
and Community  
Services



**Stuart Downing**  
Director Finance  
and Corporate  
Services

	Ordinary Council Meeting	Special Council Meeting	DAPPS*	Audit & Strategic Finance Committee
<b>Councillors</b>				
Steven Portelli	11	4	4	N/A
Yaz Mubarakai	10	3	1	2
Lee-Anne Smith	7	0	N/A	0
Kevin Allen	7	4	N/A	3
Lyndsey Wetton	9	3	4	N/A
Stephen Pratt	10	3	2	N/A
Philip Eva	9	4	N/A	3
Bart Houwen	10	3	N/A	N/A

\* Delegated Authorities Policies and Position Statements Committee



The Mayor, Councillors and Staff of the City of Cockburn acknowledge the Nyungar people who are the traditional owners of this land. The City would like to thank the Aboriginal Reference Group for their enthusiastic support and assistance in implementing the Reconciliation Action Plan.



## Contents

Elected Members and Executive Team	2
Mayor's Message	6
Report of the Chief Executive Officer	8
Demographic Data	10
Strategic Community Plan	12
Awards and Achievements	13
Measuring our Performance	14
State of Sustainability Report	16
National Competition Statement	18
Remuneration of Senior Employees	19
The Year Ahead	20
Organisational Chart	21
Governance and Community Services Directorate	22
Engineering and Works Directorate	38
Planning and Development Directorate	50
Finance and Corporate Services Directorate	56
Annual Financial Statements (concise version)	60

Left: Guided Indigenous Walk, Rose Shanks Reserve



Top: Digger Cleak, Arthur Stanton (both Cockburn RSL) with Mayor Howlett Viewing a Map of Streets that will be Named to Honour ANZACS

Above left: End of Reform celebrations, Heather Atwell, Ugo De Marchi, Kate Jones and Mayor Logan Howlett

Bottom left: Serena Anderson, Shogo Williams Matsuoka with Mayor Howlett at the City of Cockburn 35th Anniversary Gala Dinner 2014

Above right: Premier's Australia Day Active Citizenship Award Recipients 2015 with Mayor Howlett: Alex Corinaldesi, Emily Hamilton and Cockburn Community Steering Group, Represented by Daryll Smith

## Mayor's Message

I am pleased to provide my seventh annual report statement. Our City continues to provide for the growing number of people choosing to make Cockburn their home or place of work. Our local government district has benefited from the pioneering families who laid the foundations for a strong and resilient community, reflecting the values of family, hard work, honesty and integrity.

The City's Reconciliation Action Plan 2013–2016 indicates that our actions and achievements aimed at 'closing the gap' have made significant progress since the adoption of the inaugural plan in 2011. I congratulate the members of the City's Aboriginal Reference Group for their contribution in achieving the outcomes to date.

Outstanding results continue to be achieved in the annual independent Community Perceptions Survey. The results reflect the leadership provided by elected members, the executive and staff across a wide range of disciplines. The input from our increasing volunteer base adds significant and unique value to the myriad of programs and activities available to our community and to the Perceptions Survey outcomes.

The ongoing promotion and implementation of sustainability projects and awareness programs continues to be a high priority for the City. Partnerships with our community, businesses, not-for-profits, schools, the Cockburn Wetlands Education Centre and Native ARC represent a sound investment and one we can all be proud of going forward.

The City continues to plan for the future with the new Integrated Health and Community Facility and library in Success drawing an increasing number of customers to its doorstep. As the ink dries on the paperwork, construction commences on the world class Regional Aquatic and Recreation Facility and the new home of the Fremantle Football Club. This project is the result of a new and collaborative business model that adds value to what is already a major win for our community.

Investment in new roads, drainage, pedestrian/cycleways and existing facilities continues to meet the increasing demand for infrastructure across Cockburn.

As we now know, local government reform that was planned to come into effect on 1 July 2015 came to an end with the announcement by the Premier in February this year. The proposed new local government boundaries in the Perth metropolitan region were withdrawn. There is no planned amalgamation with the City of Kwinana or the loss of our northern communities to the cities of Fremantle or Melville.

That aside, our City has been working through a number of reforms to strengthen our capacity to meet the needs of a growing population and to ensure our capital works programs, operating costs and service delivery standards reflect a modern and progressive local government.

I thank the elected members, the executive group, members of staff, our volunteers and the Cockburn community for the achievements made throughout the year. As many of our pioneering families have done over generations, we need to ensure that Cockburn remains a place of choice to live, work, visit and invest for an ever increasing number of people. The decisions we make today will provide opportunities for our children and grandchildren to grow, prosper and to develop into responsible adults with community at their heart.



**Logan K Howlett, JP**  
Mayor

## Report of the Chief Executive Officer

On average around eight new residents move into Cockburn each day. This is a simple arithmetic based on the City's continued 3% growth rate, which now sees our population exceed 106,000 residents. Year on year this growth not only makes Cockburn a more dynamic place to live, it also challenges the City in its capacity to create spaces for new residents and provide the infrastructure they need.

The City has responded to these demands through its urban 'revitalisation' projects. Following the success of the Phoenix (Spearwood) and Hamilton Hill precincts, the past year saw the Coolbellup project achieve another milestone with the finalisation of its rezoning plan.

Work also started on the Lakes area, encompassing the suburbs of Bibra Lakes, North Lakes and South Lakes. Hundreds of residents responded to the City's public consultation workshops, with the final version due for completion by the middle of 2016.

To complement these urban plans the City has continued upgrades of the urban realm. A new childrens nature play area was opened at Enright Reserve (Hamilton Hill), plans were completed for a Regional children's playground (Bibra Lake) and a new skate park was opened at Market Garden Swamp (Spearwood).

The new parts of Cockburn similarly continue to flourish. Landcorp commenced construction of the first stage of Cockburn Coast (Shoreline Precinct). Port Coogee continued to evolve with work on the main retail precinct also underway. The City continued its development of the Coogee Beach foreshore, with approval for undergrounding of power in the reserve and expansion of the public car park at the surf lifesaving club. Over the next decade a high quality coastal reserve will stretch from Woodman Point in the south through to South Beach on the border with Fremantle.

Expansion of the City's southern suburbs continued along the urban corridor either side of the Kwinana Freeway. This has brought thousands of new residents to the City, but has also placed significant pressure on the local and regional road network.

The City continues to prioritise investment in its roads program. A major focus has been to have the State Government commit to upgrade the freeway crossings to ease east-west movement across the City. The announcement in the State budget of \$38M in additional funding for the duplication of Russell Road and further widening of the Kwinana Freeway is testament to the City's engagement with the State. These works will tie into the Aubin Grove train station development, due for completion in early 2017.

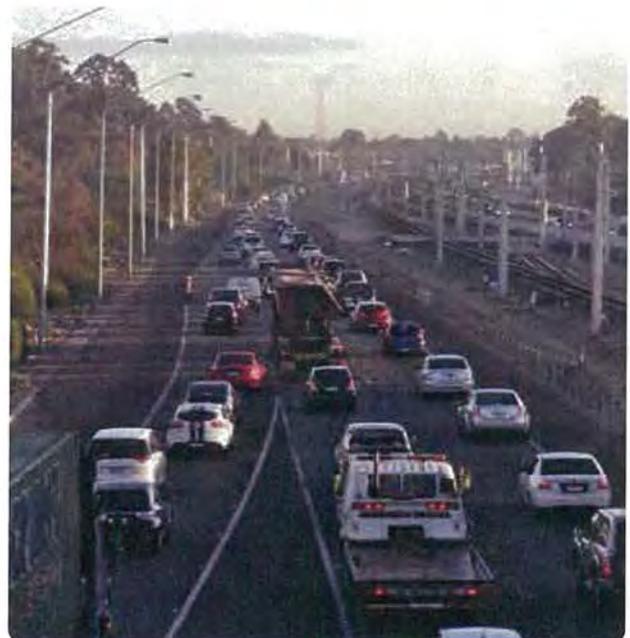
The City also unveiled its proposal for 'Community Connect South,' a \$300M plan to duplicate Armadale Road and construct a new bridge at North Lake Road. This project is being developed in conjunction with the City of Armadale and will be the focus of political engagement over the forthcoming Federal and State electoral cycles.

Development of Cockburn Central into a major regional centre remains a continuing focus for the City. Landcorp acquired the Cockburn Central West development and has commenced the civil works for the precinct. The centrepiece of this development is the City's \$109M aquatic and recreation facility, also being developed as the future home of the Fremantle Football Club. When this facility opens in early 2017 it will provide a focal point for residents as well as the broader south-west region.

Despite the challenges of growth, the annual Community Perceptions Survey (2014) produced the highest level of community satisfaction ever recorded. These results help to confirm that our residents believe their City is developing to be a great place to live, work, visit and invest in. While the challenge of growth will remain, the City will continue to grasp the great new opportunities that it presents.



**Stephen Cain**  
Chief Executive Officer

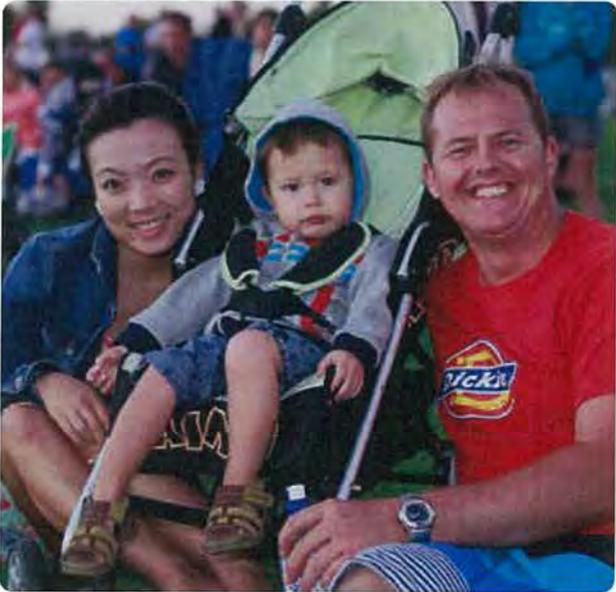


Top: Construction of the Aquatic and Recreation Facility  
Left: Cockburn Central, Image Courtesy of Cardno  
Right: Traffic Congestion around Cockburn Central

## Demographic Data

There is a forecast of strong growth between 2% and 3% over the medium to long term.

Photos: Our Community



## Demographic Data

<b>City of Cockburn - Population Estimate 2015</b>	<b>Number</b>	<b>%</b>
<i>Based on 2011 Census data. Estimate source: Economy ID</i>		
Babies and pre-schoolers (0 to 4)	7,966	7.6
Primary schoolers (5 to 11)	9,769	9.3
Secondary schoolers (12 to 17)	7,842	7.9
Tertiary education and independence (18 to 24)	10,137	9.6
Young workforce (25 to 34)	16,903	15.7
Parents and homebuilders (35 to 49)	24,322	23.3
Older workers and pre-retirees (50 to 59)	12,615	11.7
Empty nesters and retirees (60 to 69)	8,979	8.0
Seniors (70 to 84)	6,044	5.8
Elderly (85 and over)	1,422	1.1
<b>Total population</b>	<b>105,998</b>	<b>100%</b>

<b>Greater Perth and Cockburn Population Comparison*</b>		
<b>Population Comparison</b>	<b>City of Cockburn (%)</b>	<b>Greater Perth (%)</b>
Parents and homebuilders	23.3	21.6
Young people in the workforce	15.7	14.7
People with Italian ancestry	9.2	5.4
People with Croatian ancestry	3.3	0.9
People with Portuguese ancestry	2.7	0.5
People with English ancestry	34.0	37.6
Seniors	5.8	7.0
Empty nesters and retirees	8.0	9.2

\* Compared to Greater Perth. Based on 2011 Census data

There is a forecast of strong growth between 2%-3% over the medium to long term. Population change estimates to 2036 are below:

### Components of Population Change

<b>City of Cockburn</b>	<b>Forecast period</b>				
	<b>2012 – 2016</b>	<b>2017 – 2021</b>	<b>2022 – 2026</b>	<b>2027 – 2031</b>	<b>2032 – 2036</b>
<b>Component</b>					
Births	8,013	9,763	11,418	12,554	13,043
Deaths	2,385	2,749	3,151	3,542	3,912
Natural increase/decrease	5,628	7,014	8,266	9,012	9,131
Net migration	9,847	14,603	11,405	5,454	-1,281
Change in persons in non-private dwellings	202	249	250	198	0
<b>Total population change</b>	<b>15,278</b>	<b>21,866</b>	<b>19,921</b>	<b>14,663</b>	<b>7,850</b>

Source: Population ID October 2013

## Strategic Community Plan

“Our mission is to make the City of Cockburn the most attractive place to live, work, visit and invest in, within the Perth Metropolitan area.”

The Strategic Community Plan 2012-2022 identifies seven key themes to meet future development needs and address community priorities.

<b>01</b>	<b>Growing the City</b> Plan for growth of our City.	Cater for a population expansion of around 25,000 new residents and increase the amount of serviced industrial land.
<b>02</b>	<b>Community and Lifestyles</b> Improve communities and lifestyle options.	Provide existing and new residents with high quality services, safe places to recreate and interact, as well as activities for their leisure time.
<b>03</b>	<b>A Prosperous City</b> Strengthen our economic base.	Create opportunities for businesses to develop, helping people to access education and/or improve their skills and increase local employment and career opportunities.
<b>04</b>	<b>Environment and Sustainability</b> Sustainably manage our environment.	Protect, manage and enhance our unique natural habitats, manage our natural resources sustainably and minimise risks to human health.
<b>05</b>	<b>Infrastructure</b> Provide community and civic infrastructure.	Create and maintain sporting, educational, social facilities, waste and other civic requirements for our community.
<b>06</b>	<b>Moving Around</b> Facilitate movement.	Develop road, pedestrian and cycleway networks to facilitate the safe movement of people and goods. Advocate for improvements to the public transport system.
<b>07</b>	<b>Leading and Listening</b> Deliver sustainable governance.	Lead the community through an exercise of stewardship over the City's assets and resources, and listen and engage with our residents and ratepayers.

## Awards and Achievements

<p><b>2014 Department for Local Government and Communities and Council on the Ageing</b></p>	<p>Inaugural 2014 Age Friendly Communities Local Government Award.</p>
<p><b>2014 Public Health Advocacy Institute of WA</b></p>	<p>Won the overall category for Child Care Centre Design and Placement for the Children’s Health and Environment Report Card Project, as well as winning commendations in three categories.</p>
<p><b>2014 WA Heritage Awards</b></p>	<p>Merit certificate awarded to the Historical Society of Cockburn for their ongoing work.</p>
<p><b>2014 Public Health Advocacy Institute of WA</b></p>	<p>City of Cockburn won a commendation for Child Health and Environment Report Card in the categories of Shade in Public Spaces, Aboriginal Child Health and Healthy Eating.</p>
<p><b>2015 Disability Services Commission</b></p>	<p>City of Cockburn won a tender to become a panel member for the My Way National Disability Insurance Services Cockburn and Kwinana Trial.</p>
<p><b>2015 Library Board of Western Australia</b></p>	<p>Award for Excellence, Highly Commended, for creating a Virtual Library Branch through the website.</p>
<p><b>2015 Heart Foundation</b></p>	<p>Local Government Award, WA State Winner, National Highly Commended.</p>
<p><b>2015 Australian Aged Care Quality Agency</b></p>	<p>Cockburn Community Care was independently assessed as meeting or exceeding all Quality Assurance requirements.</p>



Top left: Seniors Active Ageing Award  
 Bottom left: Public Health Advocacy Institute of WA Awards  
 Above: Library Award for Excellence

## Measuring Our Performance

The City annually measures residents' perceptions of the City's services, infrastructure and facilities to see how satisfied people are to live in Cockburn. This year's independent survey was undertaken by Catalyse in April from a representative sample of City of Cockburn residents. The majority of the statistics detailed below are from this survey. The percentage (%) relates to how many people rated the question out

of ten in the survey, with one representing 'totally dissatisfied/totally disagree' and 10 representing 'extremely satisfied/totally agree.' Comparisons are based on results from the same survey undertaken in 2014. These measurements relate directly back to the City's commitments outlined on page 12 and in more detail in the City's Strategic Community Plan.

MEASUREMENT	2015 (%)	2014 (%)
Residents who agree that the City has developed and communicated a clear vision.	65	63
Residents who agree that the City has a good understanding of the community's needs.	74	71
Overall satisfaction with access to housing that meets community needs.	79	79
<b>Delivered infrastructure that meets the community's needs and is well maintained.</b>		
Overall satisfaction with the:		
Maintenance of local roads.	85	84
Community buildings, halls and toilets.	83	75
Sport and recreation facilities.	88	87
<b>Well-developed partnerships with strategic stakeholders.</b>		
The City maintained strong relationships with a wide range of stakeholders including the South West Group, State and Federal Government Departments, Community Groups, Advisory and Reference Groups, The Melville Cockburn Chamber of Commerce, the WA Police and local clubs.		
<b>Demonstrated a strong commitment to sustainability.</b>	81	77
Satisfaction with efforts to promote and adopt sustainable practices.		
<b>STRONG JOB GROWTH, INCREASED VISITOR NUMBERS AND MORE JOBS</b>		
2014-15		
2013-14		
Visitor numbers are not currently reported by Tourism Western Australia for the City of Cockburn.		
Number of jobs in Cockburn (not full-time employees).	46,585	44,653
<b>Increased educational and skill development opportunities.</b>		
Measurement: Percentage of residents in Cockburn who had a qualification.	2011 55.6%*	

\* Source Australian Bureau of Statistics (ABS) 2011. Most recent available data

<b>OUR COMMUNITY</b>	<b>2015 (%)</b>	<b>2014 (%)</b>
Enjoy living in the City of Cockburn.	93	95
Feel included and connected to the community.	80	80
<b>Satisfaction with:</b>		
The way Council performs.	88	91
Mobile security patrols.	71	73
Safety and security.	82	73
How local history and heritage is preserved and promoted.	80	75
The way the environment is managed.	81	78
Our customer service.	85	78
Sports and recreation options.	93	92
The way we care for those with special needs.	80	76



Top left: Netball at Success Regional Sporting Facility  
 Top right: Customer Service  
 Bottom left: Community Concert - Eskimo Joe  
 Bottom right: Old Canteen Park, Scholar Terrace, Coolbellup

# State of Sustainability Report 2014-2015

The City of Cockburn's fifth annual State of Sustainability Report is a snapshot of the City's collective efforts in working towards a sustainable future for the 2014-15 financial year.

For this reporting period, the City had 97 indicators for sustainability across the organisation. There has been a significant improvement in the number of Key Performance Indicators (KPIs) achieved during 2014-2015, particularly in the areas of governance and economy. The City's environmental and community programs have continued to deliver great outcomes for the community and the natural environment.

Sustainability highlights include:

- Significantly increased the percentage of sustainability clauses included in tenders
- Continued investment in renewable energy with the installation of two electric vehicle charging stations, approval for geothermal at the new Cockburn Aquatic and Recreation Facility and a tender for additional photovoltaic cells
- Delivered more than 50 environmental and sustainability events, including the Sustainable Living Series, sustainability grants and various rebates and subsidy programs

Below: Speed date a sustainability expert



- Partnered with the University of Western Australia (UWA) and Solar Dwellings to develop six sustainable home building designs
- Increased opportunities for cycling with the implementation of the City's Bike Plan and the inclusion of end of trip facility provisions into the Local Planning Policy for Industrial Developments.

A snapshot of the City's progress towards sustainability can be found below.



## Governance

Governance is the cornerstone of the City's approach to sustainability. Through this the City is able to listen to and guide its residents and ratepayers in building a sustainable future.

28 KPIs



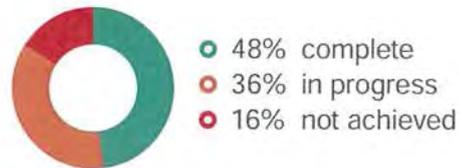


### Environment

The environment is the foundation for sustainability in the City of Cockburn.

Our natural areas and resources must be sustainably managed into the future.

#### 27 KPIs



### Society

Society is the heart of sustainability in Cockburn. Our people – from our residents, ratepayers and businesses, to schools, visitors and employees – inform the way we develop, now and into the future.

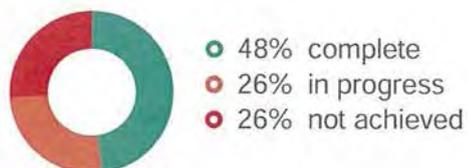
#### 28 KPIs



### Economy

A strong economy underpins the City's sustainable development and must be robust and resilient in the face of future uncertainty and risk. The City's economy is integrated with its society and environment.

#### 22 KPIs



To read the report visit [cockburn.wa.gov.au/sustainability](http://cockburn.wa.gov.au/sustainability)

# National Competition Statement

## The Competition Policy Statement

In 2007, all Australian governments recommitted to the Competition Principles Agreement (11 April 1995).

The Competition Principles Agreement is an intergovernmental agreement between the Commonwealth and State/Territory governments that sets out how governments will apply National Competition Policy Principles to public sector organisations within their jurisdiction. The National Competition Policy itself concluded in 2005-06 and has been succeeded by Australia's National Reform Agenda which is an addition to, and continuation of, the highly successful National Competition Policy reforms. The COAG reform agenda is implemented through National Agreements, National Partnerships, Water Management Partnerships under the Agreement on Murray-Darling Basin Reform, and other intergovernmental agreements. The National Reform Agenda comprises three streams — competition, regulatory reform and improvements to human capital. The competition and regulatory reform streams can be regarded as falling broadly within the framework established by the previous National Competition Policy, with a focus on productivity and economic efficiency of activities and industries within product markets.

The Competition Principles Agreement as amended 13 April 2007 sets out nominated principles from the agreement that now apply to local government. The provisions of clause 5 within the Competition Principles Agreement require local government to report annually on the implementation, application and effects of Competition Policy.

Competition Policy does not require contracting out or competitive tendering. It does not preclude local government from continuing to subsidise its significant business activities from general revenue, nor does it require privatisation of government functions. It does require local governments to identify their significant business activities and apply competitive disciplines to those businesses which compete with the private sector.

A number of the City's services are exempt from Competition Policy, as it applies only to business activities that generate income in excess of \$0.2M from fee revenue that is directly generated from external users and an operating expenditure greater than \$2M. Activities undertaken by the City which have previously been considered for market testing, owing to the competitive nature of the service, are:

- South Lake Leisure Centre
- Domestic Waste Collection
- Waste Disposal Site.

The City has resolved to retain the in-house provision of the leisure centre and its domestic waste collection. Council has awarded approximately 15% of its waste disposal site operation to the private sector.

## Legislative Review

Under the clause 5 Statement of the Competition Principles Agreement, local governments must review their Local Laws to ensure that they do not unnecessarily restrict competition unless it can be demonstrated that:

- The benefits of the restriction outweigh the costs to the community
- The objective of the law can only be achieved through such a restriction.

The City of Cockburn has completed a review of its Local Laws to ensure compliance with the National Competition Policy.

## Complaints of Breach

No official complaints have been lodged pursuant to Sec.5.121 of the Local Government Act during the year and accordingly no details are required to be entered into the complaints register established for this purpose.

## Remuneration of Senior Employees

### Annual Salary

Annual Salary (\$)	No. of Employees
100,000 – 109,999	14
110,000 – 119,999	6
120,000 – 129,999	4
130,000 – 139,999	5
140,000 – 149,000	1
150,000 – 159,999	NIL
160,000 – 169,999	NIL
170,000 – 179,999	2
180,000 – 189,999	NIL
190,000 – 199,999	2
300,000 – 309,999	1

This information is correct as at 30 June 2015



Above: South Lake Leisure Centre Castle

Below: Domestic Waste Collection



## The Year Ahead

Council adopted the 2015–2016 budget in June 2015. The budget is used to fund major projects and services including:

- » **\$34.07M** for waste collection and disposal, environmental works, sustainability initiatives, town planning and regional development.
- » **\$25.93M** for roads, footpaths and drainage, road planning and design, and depot operations.
- » **\$50M** (out of a total \$107M) for the largest community facility the City has undertaken, the Cockburn Aquatic and Recreation Facility to be built in Cockburn Central West.
- » **\$3.05M** for playground and park upgrades.

### Recreation and Culture

**\$27.39M** for providing outdoor recreational areas and facilities, the South Lake Leisure Centre, Council's three libraries, community centres and cultural and arts activities, including the program of free community events.

### Education and Welfare

**\$13.09M** for support services for families, youth, social support and recreation services, child care services, facilities and recreational activities for seniors, the aged and people with a disability.

### Economic and Other Services

**\$2.64M** for building construction licensing and compliance monitoring services, tourism and area promotion projects, land services in the areas of leasing, land development and acquisition and disposal transactions.

### Governance and General Purpose Funding

**\$11.79M** for providing corporate governance including those for elected members, executive staff, and public meetings and consultation; corporate support costs and costs for collecting rates income.

### Law, Order and Public Safety

**\$5.46M** for ranger services including animal control, parking regulation and law enforcement, community safety projects including a community security service, fire prevention and control activities and emergency service operations.

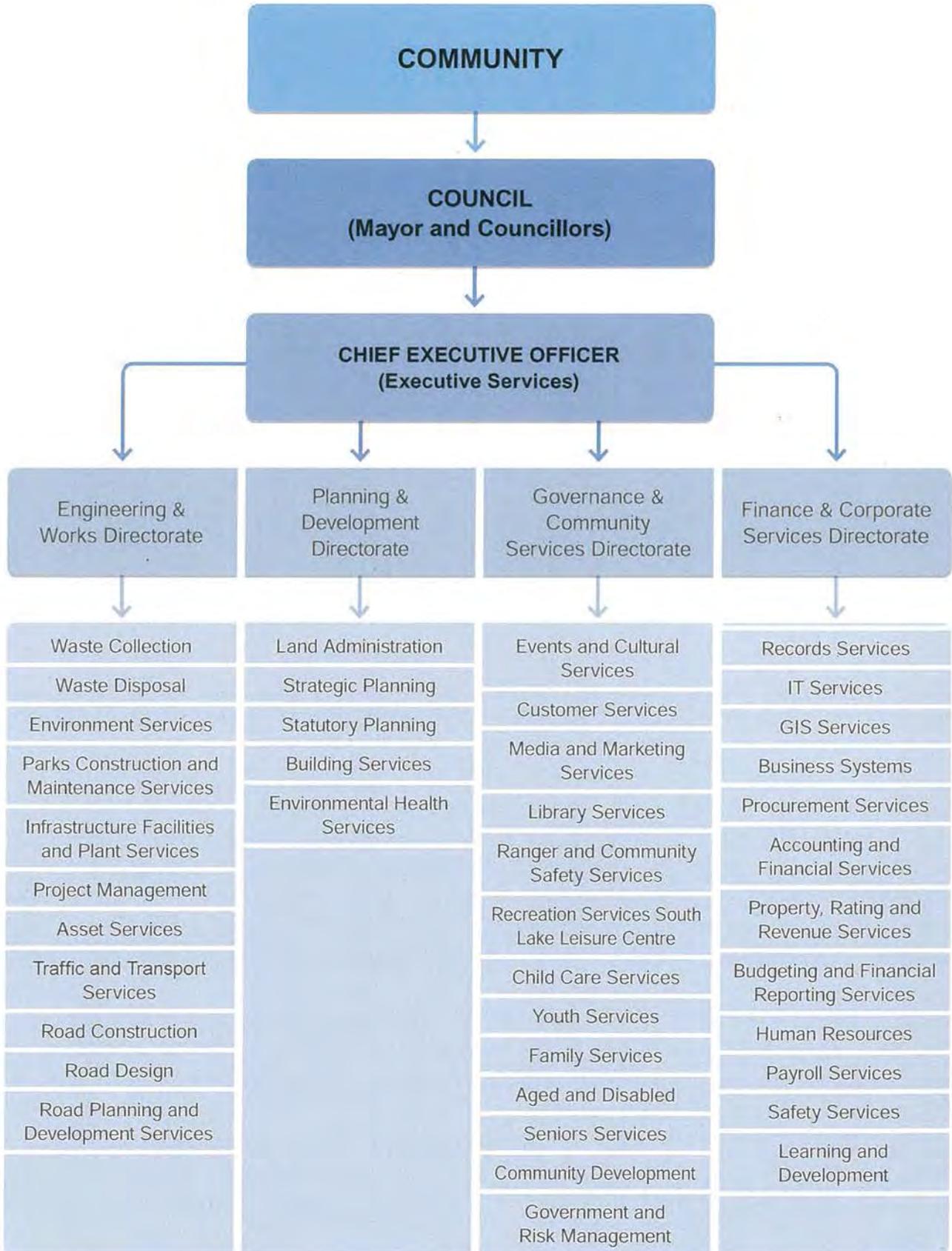
### Health

**\$2.38M** for public health monitoring, assessment and compliance services for food premises, pest control, industrial premises, noise control and managing contaminated sites.



Above: Artist's Impression – Cockburn Aquatic and Recreation Facility

# Organisational Chart



# Governance and Community Services Directorate

The aim of the Governance and Community Services Directorate is to improve quality of life of residents and to ensure good governance. The Directorate is responsible for providing community safety and development initiatives, events, recreation, rangers and a wide range of human services, as well as communications including the operation of the Customer Contact Centre.

## HIGHLIGHTS

**75,033**

Number of jobs Cockburn Safety and Security Service (CoSafe) attended to.

**447,215**

Number of visits to South Lake Leisure Centre.

**14,415**

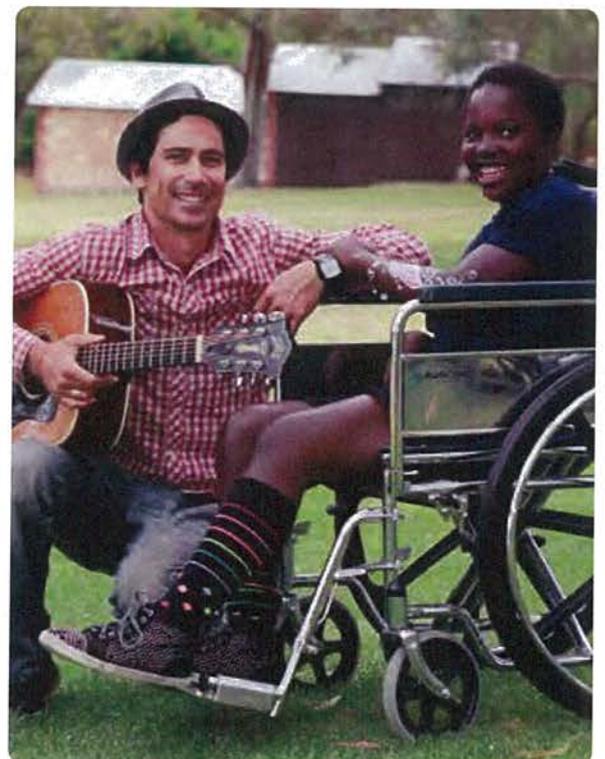
Number of jobs attended by rangers.

**93%**

Percentage of residents who like living in the City of Cockburn.

**20,375**

Number of attendees at library events.



Left: Premier Colin Barnett, Mayor Logan Howlett, Fremantle Football Club President Steve Harris, Minister for Sport and Recreation, Mia Davies. Right: Celebrate Ability Event

## LIBRARY SERVICES BUSINESS UNIT

### *Public Library and Information Service*

City libraries aspire to be accessible, vibrant places that instil and encourage the joy of reading for pleasure, recreation and lifelong learning. They provide connection to innovative services, knowledge, ideas and works of imagination.

### **Public Library and Information Service**

#### Achievements

- Increased attendance at library events and use of services to 20,375 (+40%)
- Increased number of self-service loans (+5.3%)
- Increase library visits to 375,860 (+10%)
- Increased number of new Facebook users (+29%)
- Delivered 2,081 Better Beginnings Bags to 30 schools within the City of Cockburn
- Increased regular children's events due to larger attendance numbers, including Pram Jams, Story Times and well attended holiday programs
- Hosted many events to encourage lifelong learning including cooking, health education, English conversation and sustainable lifestyles
- Introduced scanning to USB for library clients
- Installed digital directory touchscreens in partnership with Environmental Services to showcase Greensense solar information and to promote council events and information
- Introduced online membership eliminating the use of paper forms
- Installed a Radio Frequency Identification (RFID) Auto Returns Sorter at Success Library, the first such installation in a public library in Western Australia (WA)
- Opened the new Success Library on 23 September 2014.

## COMMUNITY SERVICES BUSINESS UNIT

### *Ranger and Community Safety Services*

Rangers and Community Safety Services work to improve the security of City residents and visitors. They do this through applying local laws and state legislation and by using a range of education, prevention and mitigation strategies.

### **Ranger Services**

#### Achievements

The City's rangers attended to 14,415 jobs:

- 3,121 parking complaints
- 2,691 dog related reports and animal patrols. Of these:
  - » 706 dogs were impounded
  - » 480 were returned to their owners
  - » 216 were re-homed/rescued
  - » 10 were euthanised
- 117 other animals were picked up
- 392 cat related reports and complaints since 1 November 201~~3~~<sub>4</sub>. Of these:
  - » 255 cats were impounded
  - » 180 were returned to their owners
  - » 20 were re-homed/rescued (Cat Haven)
  - » 55 were euthanised (feral and gravely ill)
- 290 off-road vehicle complaints
- 567 litter complaints
- 1,023 additional patrol jobs.

The Ranger Service vehicles were equipped with CCTV.

x

## Governance and Community Services Directorate (continued)

### Community Safety Services

#### *Cockburn Community Security and Safety Service (CoSafe)*

The main four jobs attended to by CoSafe continue to be:

- Ranger-related complaints, outside normal ranger operating hours
- Suspicious activity
- Anti-social behaviour
- Noise complaints
  - residential and commercial.

#### Achievements

- Increased number of jobs attended to by CoSafe, 75,033 compared to 70,555 last year
- Attended 92% of call-outs within 15 minutes
- Increased CCTV installation (Cockburn Health and Community Facility and the City's Administration building), bringing the total CCTV cameras to 136
- Assisted with 143 crime-related incidents through CCTV footage
- Eight joint promotions in conjunction with WA Police.

#### *Emergency Services*

The City assisted with numerous emergency events during the dry summer of 2014-2015. In response to the increased occurrence of arson, the City is working with WA Police and Department of Fire and Emergency Services to raise awareness to be vigilant.

#### Achievements

- Became the first local government in WA to adopt a Bushfire Risk Management Plan (2015–2020) in accordance with the guidelines set by the Office of Bushfire Risk Management



Above: CoSafe Vehicle

- Launched the Disaster Aware Smart Phone Application, which shows residents how to be better prepared for emergencies while providing updates as major emergencies unfold
- Trialled a new Disaster Preparedness workshop directed at teenagers. The project, called Apocalypse Cockburn, is an interactive presentation that teaches teenagers about how disasters unfold and prompts them to think about what they would do. The lesson is based on a notional invasion of the City of Cockburn by zombies.

### Recreation Services

Provide and facilitate a range of sport, recreation and leisure opportunities for residents of the City.



Left: Soccer on Floodlit Reserve. Right: Success Library



### Capital Works

A number of capital works projects were completed which included the following:

Cost of Major Projects	(\$)
Bakers Square netball courts resurface	75,000
Botany Park drainage swales perimeter fencing	15,000
Cockburn Bowling Club lighting upgrade	100,000
Davilak Clubroom verandah extension	85,000
Davilak Oval floodlighting Stage 2	65,000
Lucius Park change rooms Stage 2	30,000
Success netball courts function room upgrade	25,000
Tempest Park kitchen upgrade and patio works	20,000

### Club Development

The City continued to provide ongoing support to Clubs through the City's club development initiative 'Champion Clubs' and through seven club development events, including:

- Meet and greet functions
- Club Talk workshop
- Super Club Development workshop
- Healthy Club Checklist workshop
- Come and Try Day
- Get Connected
- Sundowner event.

### Achievements

- Gave \$12,019 to 14 clubs for sporting equipment
- Completed \$36,836 worth of works at local sporting clubs on clubroom and reserve facilities via the City's Minor Capital Works grants

## Governance and Community Services Directorate (continued)

- Over 706 kids participated in club sport through the KidSport program which equated to approximately \$141,200 in club fees
- 6,132 participants involved in club sport on reserves within the City of Cockburn
- Hosted the 2014 Bibra Lake Fun Run with over 750 participants
- Hosted a Super Club workshop in March 2015 with strong participation
- Gave funding to 120 residents aged 18 or younger to represent WA or Australia in sporting events interstate and overseas, equating to \$47,800 in grants.

### South Lake Leisure Centre

#### Achievements

- 447,215 visits to the centre (highest to date)
- 1,817 swimming lesson enrolments in term one, 2015 (highest to date)
- Over 1,700 subscribers to the centre e-Newsletter.

### Community Development

#### Achievements

- Hosted the Celebrating Cockburn Campaign incorporating 'Neighbour Day' with 30 households hosting events for over 400 neighbours
- 50 people attended the Community Conversations visioning workshop
- Reached 13,852 people with the 35 Tiny Things social media campaign
- Delivered seven training workshops accessed by 125 community leaders and volunteers covering a range of skills to build capacity within the community
- Delivered the Get Connected Expo with over 300 people attending showcasing community and business partnerships in 2014
- Supported 16 community-led projects and events through the On-the-Job support initiative



Above: Mayor Logan Howlett and Stephen Portelli with Dive into Volunteering competition winners

- Financially supported Cockburn Residents Associations to deliver 17 newsletters into their respective suburbs.

### Cockburn Volunteer Resource Centre (CVRC)

- Hosted a Cockburn networking event for 234 volunteers in collaboration with the Recreation Services team
- 502 guests attended the 2014 Inspirational Volunteer Awards, which received 99 nominations
- Received 52 student entries from five schools for the Dive into Volunteering Student Initiative
- Hosted the City's inaugural Step into Volunteering taster workshop.



Left: Family Day Care 2014. Right: Cockburn Youth Centre, Local Government Week 2014

## HUMAN SERVICES BUSINESS UNIT

### Child Care Services

This service unit administers grants and fees provided to Council for the operation of child care services including Family Day Care (FDC) and In-Home Child Care (IHC) Services. The City has a policy to support child care services within the City of Cockburn, which encourages the location of child care centres adjacent to schools, public open spaces and other spaces for community or recreational use.

#### *Family Day Care Service (FDC)*

The City supports the selection, monitoring, resourcing and training of educators to provide quality early education and care in compliance with the Service Educator Membership Agreement, which includes the National Early Education and Care Services legislation.

#### Achievements

- Provided 281,730 hours of childcare within the FDC service
- Enabled 56 FDC educators to operate in contract with the not-for-profit FDC Service.

#### *In-Home Child Care Service (IHC)*

IHC Service enables a limited number of families to receive childcare within the family home. The Commonwealth partially funds the service which is only for families who are unable to access existing child care services and who meet certain criteria.

#### Achievements

- Provided 80,708 hours of childcare within IHC service
- Enabled 29 IHC educators to operate in contract with the not-for-profit IHC service.

#### *Outside School Hours Care (OSHC)*

Due to ongoing viability issues, the City made the decision to close the South Lake OSHC Centre from 19 December 2014. The South Lake Child Care Centre transferred their OSHC service to the City of Cockburn venue from 2 January 2015.

#### Achievements

- Successfully implemented the Count Me In child care inclusion project.

## Governance and Community Services Directorate (continued)

### Family Services

Administer grant and Council-funded services, programs, community development and events aimed at providing and developing increased support, activity and wellbeing of individuals and families. Services include Early Years.

### Support Services

Include the City's externally funded Financial Counselling and Family Support Services, which provide counselling, information, advocacy, options and referrals to individuals living in the City.

### Achievements

- Financial Counsellors assisted approximately 554 individuals and families through face-to-face appointments
- Family Support Services assisted approximately 945 individuals through face-to-face appointments, support groups, workshops and events
- Distributed Christmas hampers of food and toys to 30 families.

### Children's Development

This service area plays a community development role in responding to the identified needs of children and families in the City of Cockburn, as well as networking and advocating about issues and service gaps related to children up to the age of 12.



Above: Run For Reconciliation 2015

### Achievements

- Won the overall category for Child Care Centre Design and Placement for the Children's Health and Environment Report Card Project, as well as winning three commendable categories
- Conducted parent survey with 413 respondents
- Delivered Froggy's Fun on the Green mobile outdoor play program for families with children 0-5 years each week, with over 100 participants attending each session
- 16 families attended the weekly Atwell Play Club for parents and their three year old children during school term
- 1,500 people attended the Hello Baby event for parents of new babies
- Delivered Cockburn Kids, a quarterly online parent newsletter, to over 350 families and service providers.



Left: Reconciliation Week Flag Raising. Right: Hello Baby Event

### *Aboriginal Community Development*

Provides information and support to Aboriginal community groups and individuals living in Cockburn and assists the Aboriginal Reference Group to strengthen communication between the Aboriginal community and the City.

#### **Achievements**

- Three events were held for Reconciliation Week, a Run for Reconciliation at Bibra Lake for over 400 people, the annual Cultural Bus Tour and the Reconciliation Flag Raising event
- Hosted an array of NAIDOC Week events including a catered lunch for 90 seniors, a youth event for over 100 young people and cultural activities at the libraries
- Implemented actions from the City's second Reconciliation Action Plan including:
  - » A community bus tour, raising Aboriginal cultural awareness
  - » Provision of Aboriginal Cultural Competency training to staff
  - » Provision of mentor support to Aboriginal staff.

## Governance and Community Services Directorate (continued)

### *Disability Access and Inclusion*

Disability Access and Inclusion offers a point of liaison between people with disabilities in the community and the City on issues of concern. The Officer provides information, raises awareness around access and inclusion and supports projects and events that enhance participation for people with a disability.

#### Achievements

The seven outcome areas of the City's Disability Access and Inclusion Plan 2012-17 provide a framework for translating the principles and objectives of the Disability Services Act into achievable results.

#### **Outcome 1: People with disabilities can access the services and events organised by the City of Cockburn.**

##### Achievements

- Provided transport support upon request for residents with a disability
- Provided accessible parking and toilet facilities at all events
- Trained staff in how to book an Australian Sign Language (AUSLAN) interpreter or translator
- Established a comprehensive database of service providers to directly communicate services and event notifications to people with disabilities.

#### **Outcome 2: People with a disability have the same opportunities as other people to access the buildings and other facilities at the City of Cockburn.**

##### Achievements

- Conducted an access audit at the Wally Hagan Basketball Centre to assess the access needs of the centre



Above: 100 Dolls in a Day, Seniors Centre

- Developed a procurement guideline to address the need for an access consultant to be engaged for relevant infrastructure planning and development
- Advised the City's Disability Reference Group on access for major project developments
- Built a new toilet block at Manning Park, with accessible toilets constructed to current Australian standards.

#### **Outcome 3: People with a disability receive information from the City of Cockburn in a format that will enable them to access the information as readily as other people.**

##### Achievements

- All City publications include the 'text available in alternative formats' option upon request
- The City's quarterly newsletter, Cockburn Soundings, is available in a tagged PDF format



Left: Generational Lunch, Seniors Centre. Right: Munster Skate Park Opening

- Trained key Customer Service staff in facilitating translator/interpreter services
- Two pull-up banners for use at events to inform people of Access and Inclusion Services and contacts at City of Cockburn
- The Disability Access and Inclusion Officer and Disability Reference Group have been consulted on the City's style guide and design templates.

**Outcome 4: People with a disability receive the same level of quality service from the staff of the City of Cockburn as other people do.**

#### Achievements

- More than 75% of staff completed Disability Awareness Training
- Created a brochure to promote the City's access and inclusion services and activities
- An Information for Applicants with a Disability document is available to assist those applying for employment at the City
- The City has committed to offering one traineeship per year for a person with a disability
- Added a mental health component to the City's Disability Awareness training schedule.

**Outcome 5: People with a disability have the same opportunity as other people to make complaints to the City of Cockburn.**

#### Achievements

- Continued provision of access to the National Relay Service (NRS), a phone solution for people who are deaf or have a hearing or speech impairment
- Trained staff in the City's Customer Contact Centre in NRS who are familiar with the procedures of communication with the customer via a relay officer
- Trained key customer service staff in supporting a person with a disability by lodging a complaint on their behalf.

**Outcome 6: People with a disability have the same opportunity as other people to participate in public consultation by the City of Cockburn.**

## Governance and Community Services Directorate (continued)

### Achievements

- Provided a voice to people with a disability and making their needs and aspirations known to Council through the City's Disability Reference Group (DRG). Membership is open to all residents and service providers in Cockburn
- Established a contact database to inform people with a disability of upcoming consultations and for the City to be better informed of their needs
- Contributions to public consultations can be made on differing social media platforms including Facebook and Twitter where appropriate.

### **Outcome 7: Businesses and services within the City of Cockburn are encouraged to improve the access and inclusion of their businesses for people with a disability.**

#### Achievements

- Improved employment opportunities for people with a disability, through active participation in employment forums and projects
- Provided information about disability access to businesses upon request.

### **Cockburn Community Care**

Administers grant and fee funded frail aged and disability support services and programs aimed at providing increased support and wellbeing. Services include personal care, day centre programs, supported transport, home help services, home maintenance, social support, and carer support to enable the frail aged and people with disabilities to remain living in the community.

#### *Home Services (HACC)*

A variety of services are provided including help with cleaning, shopping, bill paying, social support to engage in the community, respite, personal care, transport and basic home and garden maintenance.

#### Achievements

- Provided 18,622 client hours of service
- Provided 483 individual transport services.



Above: Aboriginal Hand Sculpture Opening, Doolette Street 2014

#### *Social Clubs (also known as Group Social Support and Centre-Based Day Care)*

The social clubs provide a range of activities and outings and also function as respite for carers. Programs include those for seniors, younger people with disabilities and for people with dementia. Lunch and refreshments are included and transport is provided in specially equipped vehicles to allow easy access for people with physical disabilities.

#### Achievements

- Provided 15,726 client hours of service
- Provided 5,923 transport services (to and from the centre).

#### *Carer Support Service*

Provides services for carers (someone who provides care and support for a parent, partner, child, relative or friend who has a disability, is frail, aged or has a chronic mental illness) including monthly coffee mornings, occasional luncheons and weekend retreats, support and advocacy, information and assistance to access respite.



Left: ANZAC Day Parade 2015. Right: Len Zuks, Show Off XI Art Exhibition 2015

### Achievements

- Provided 124 client hours of service.

### Home Care Packages

Home Care Packages are individually funded to meet the needs of seniors with extensive and complex requirements, including medication prompting. These seniors are eligible for residential care but prefer to remain in their own homes. Cockburn Community Care is funded to provide packages for up to 35 clients. All packages from 1 July 2015 must be delivered on a Consumer Directed Care (CDC) basis.

### Achievements

- Provided 6,165 client hours of service.

### Kwobarup Aboriginal Program

This centre-based day care service caters specifically for Aboriginal people and runs an art program, activities and outings in a relaxed and friendly atmosphere.

### My Way/NDIS

My Way is a pilot National Disability Insurance Scheme (NDIS) funded service to roll out individually funded services for people with a disability. Cockburn Community Care submitted a successful tender to provide Home Support Services, Group Social Support and Life Skills training.

### Achievements

- City of Cockburn submitted a successful tender to become panel contract member for My Way/NDIS.

### Seniors Services

Administers Council-funded services, programs, community development, events and facilities aimed at providing and developing increased amenity, active ageing and leisure opportunities for senior citizens. This includes the provision of the Cockburn Seniors Centre-based programs, outings, events, meals and seniors community development activities, including support to the ongoing management of the interim Cockburn Community Men's Shed.

## Governance and Community Services Directorate (continued)

### *Cockburn Seniors Centre*

The Cockburn Seniors Centre has grown continuously since it opened six years ago, offering a diverse range of programs to promote an active ageing community.

#### Achievements

- Over 1,000 members averaged 1,900 visits to the centre each month
- 14 hours per week of physical activities including Heartmoves classes, Pilates, yoga, line dancing, Zumba, table tennis, tai chi, social dancing and belly dancing
- Over 50 volunteers contributed more than 250 hours each week in the kitchen, running the café, driving buses and running programs
- More than 5,000 affordable healthy meals last year were prepared by the Centre cook and volunteers.

#### Youth Services

Administers grant and Council-funded services, programs, community development, events and facilities aimed at providing and developing increased support, activity and leisure opportunities for young people. This includes a dedicated Youth Centre which offers a variety of targeted programs and services for youth aged 10-14 years.



Above: Cockburn Men's Shed at Yarra Vista Dog Park Opening

#### *Youth Work*

#### Achievements

- Employed three full-time youth workers and two part-time youth workers to support at risk young people in Cockburn aged 10–18 years and their families
- Provided ongoing individual case management, information, advocacy and support as well as group programs for young people up to the age of 18 years.

#### *Youth Centre*

#### Achievements

- Over 20,000 visits to the centre
- Provided accredited training courses during school hours through a partnership with the Challenger TAFE Institute.



Left: Munster Skate Park. Right: Children's Reference Group attend Cockatoo Kids Club March 2015 opening

### *Youth Development*

The City provides a broad range of activities and programs that are accessible to all young people aged 10 to 24 years that live in the city.

#### **Achievements**

- Completion of the Spearwood Market Garden Swamp Skate Park Facility
- Facilitated the City's Youth Advisory Collective ensuring effective inclusion of young people's voices into the local community
- Delivered Blissco – a free mobile youth service available throughout the City three times a week
- Received grant funds to partner with the South West Metro Community Drug Services Team to deliver a recreation and education program Blissco at the Coolbellup Hub.

### **CORPORATE COMMUNICATIONS BUSINESS UNIT**

Is responsible for the preparation and delivery of communication materials and services for the City including marketing, media relations, public relations, events, graphic design, photography and arts and culture.

#### *Marketing, Customer Services and Media Liaison*

Provide a range of communications material and services that ensure the community is engaged with, and informed about the City's services and programs.

#### **Achievements**

- The annual Community Perceptions and Business Perceptions Surveys were undertaken (see page 15 for some of the results)
- Council supported an anti-Roe 8/Perth Freight Link campaign championed by local community groups including Rethink the Link. The campaign was highly visible and assisted in getting other Councils on-board

## Governance and Community Services Directorate (continued)

- Produced video and timeline of key events to celebrate the 35th anniversary of the City of Cockburn
- Community Connect South - commenced work on messaging, strategies and costing in relation to a significant marketing campaign to be undertaken in 2015-16. The campaign will be run in conjunction with the City of Armadale to secure significant funding for the duplication of Armadale Road and the building of the North Lake Road Bridge
- 572,678 visits from 316,305 users (includes repeat visitors) to the City's website.

### Events, Arts, Culture and Heritage Services

#### Achievements

- Official opening of the Cockburn Health and Community Facility and Yarra Vista Dog Park
- Sod turning event for the new Recreation and Aquatic Facility at Cockburn Central West on 21 July 2014 was attended by the Hon Colin Barnett MEdc MLA, Premier of Western Australia and board and players from the Fremantle Football Club
- Other events included the City's Christmas event, with concerts by Eskimo Joe, Pinked
- Hiroshima Day 30th Anniversary was attended by local schools and Japanese Consul General Yoshii
- Memorial Hall 90th birthday celebration was organized by the City, Cockburn RSL and the Cockburn Historical Society. Activities included 10th Light Horse demonstrations on the beach, a ride to Light Horse Memorial Hall for a formal greeting by the Mayor followed by a celebration lunch
- Show Off 11 – Cockburn artist exhibition saw 59 artists participating with 160 works on show. 1500 visits and 30 works sold
- There were seven successful applications for cultural grants, totalling \$16,400 and seven youth art scholarships totalling \$3,450.



Above: Emergency Services Demonstration at Cockburn Rotary Spring Fair

#### ANZAC Centenary

- Exhibitions included:
  - » The 10th Light Horse exhibition in Success library and Memorial Hall
  - » A Camera on Gallipoli photographic exhibition from Canberra
  - » ANZAC Dawn Service – more than 5,000 people attended. 1,500 attended the 10am service; 1,400 students took part in the ANZAC Youth Parade, with Her Excellency the Honourable Kerry Sanderson AO and the Governor of Western Australia in attendance
- Cockburn Historical Society contributed 200 knitted and crocheted poppies representing the local Cockburn soldiers for the ANZAC centenary celebrations in Albany.



Above: Roe 8 Protest. Right: Skate Park Opening, Munster, 2015

### *Azelia Ley Museum*

- Donations of hand-made market garden machinery poured in from local market gardeners, who are keen to see these unique carrot washers, potato planters, cauli carts, onion sorters and other machinery preserved for future generations
- The museum has eight significant historical costumes donated by the Manning descendants, including Azelia's wedding gown. Six have been restored with the assistance of \$15,000 Lotterywest funding.

### **Customer Service**

Customer Service provides information to the general public and community by answering the main telephone number, emails and social media enquiries, raising customer requests, dealing with enquiries on the front counter and cashiering.

#### **Achievements**

- 106,609 calls to contact centre
- 15,020, front counter enquiries
- 10,966 customer requests raised
- 9,738 transactions processed at the front counter.

# Engineering and Works Directorate

Responsible for delivering and maintaining a safe road, cycleway and path network; developing and maintaining parks and managing the natural environment for the enjoyment of all. This directorate is also responsible for collecting and disposing of waste from all residential properties in the City and providing and maintaining buildings and other facilities on Council property for community use as well as promoting and implementing sustainability.

## HIGHLIGHTS

**10,515**

Tonnes of waste recovered and recycled at Henderson.

**66,268**

Bins lifted per week by the City's trucks.

**64,680**

Number of plants and trees planted in Cockburn.

**36,173**

Street trees across Cockburn.

**2,098**

Kilometres of verges and kerbs mowed.



Park Upgrades. Left: Enright Reserve, Hamilton Hill. Right: MacFaul Park, Spearwood

<b>Asset Development</b>	<b>\$M</b>
Roads, footpath and drainage	11.7
Developer contributed infrastructure	11.9
Parks and environment	5.0
Buildings	15.5
Landfill site	0.39
Plant – new and replacement	3.4
<b>Total</b>	<b>47.9</b>

<b>Operational Activities</b>	<b>\$M</b>
Roads, footpaths and drainage maintenance	8.1
Parks and environment maintenance	12
Waste disposal	5.9
Waste collection	12.5
Facilities maintenance	5.3
Plant maintenance	3.4
<b>Total</b>	<b>47.2</b>

## WASTE SERVICES BUSINESS UNIT

### Waste Disposal Services

Operates a landfill site at the Henderson Waste Recovery Park to accept waste in accordance with the requirements of a Class III site, under the Environmental Protection Act. The service aims to maximise the financial return of the site.

#### *Henderson Waste Recovery Park (HWRP)*

##### Achievements

- Improved recovery of recyclable items by 24% to 10,515 tonnes (or 11.7% of the total waste received)
- Improved Recycle Shop sales, with a 61% increase in tonnes of product diverted from landfill through the Recycle Shop
- Increased resale of Western Power poles
- Achieved an overall reduction in the incoming waste tonnages (down by 26.5% from 13-14)
- Removed 75 tonnes of toxic household hazardous waste from the waste stream that otherwise would have been landfilled, representing a 39% increase from 2013-2014
- Reduced carbon dioxide emissions to under required levels of the National Greenhouse and Energy Reporting System (down 8% on 2013-2014) by capturing 4.7M m<sup>3</sup> landfill gas
- Completed the new Household Hazardous Waste Store
- Renewed the Waste Gas Resources Contract document
- Constructed a new viewing area above leachate Pond B, to provide visitors with a safe location to view the landfilling process
- Hosted a component of the pre-conference tour for delegates attending the Waste and Recycling Conference in Fremantle in September 2014.

## Engineering and Works Directorate (continued)

### Waste Collection Services

Provide a regular, reliable and safe waste and recycling domestic collection service for eligible properties within the district. Ensure an environmentally acceptable manner of waste disposal.

#### Achievements

- Lifted 66,268 bins per week (2% increase from 2013–2014), by 13 waste trucks, seven recycle trucks and six composting trucks, amounting to 3,446 million bin lifts for the year
- Reduced general waste by 1.2% in municipal tonnage, owing largely to the City's Waste Education Program. This decrease occurred despite allowing for an extra 1,093 tonnes from an additional 1,200 new residents
- Collected 2,710 tonnes of hard waste and 1,875 tonnes of green waste (total 4,585 tonnes) via the City's verge collection program (0.6% increase on the previous year)
- Recovered and recycled 41 tonnes of mattresses and 14 tonnes of e-Waste prior to collection during hard waste verge programs
- Approved 71 Waste Management Plans
- Completed the "In Your Kitchen Bin Trial" to help educate residents to recycle better, offering a free recycling tub, compost caddy and compostable bin liners. 360 pre-trial surveys were completed and recycle packs distributed, with 79 post trial surveys returned
- Installed new recycling hubs in Spearwood and Coolbellup Libraries. These units improve the look of the community recycling hubs that currently cater for dry-cell batteries, printer toner cartridges and mobile phones
- Purchased a second 8m<sup>3</sup> low profile, rear loading truck
- Installed 15 custom-made Public Place Recycling Units
- Completed the Waste Education Trailer in partnership with the Australian Association of Environmental Education. The project was part funded by the Waste Authority. It spreads the Reduce, Reuse, Recycle and Waste Hierarchy message.

### PARKS AND ENVIRONMENT BUSINESS UNIT

Deliver the design, construction, rehabilitation and maintenance of the City's open spaces. Manage water resources, greenhouse gas emissions, natural and wetland areas, highly manicured playing fields, passive parks, foreshore areas, streetscapes and park infrastructure. Responsible for facilitating sustainability throughout the organisation and the community.

#### Parks Service Unit

The Parks Service unit manages the development of strategies and policies, provides advice on park and horticultural-related matters, assesses district and local structure plans and constructs and maintains parks, ovals and streetscapes on Council-owned land in accordance with agreed service levels.

#### Parks Operations

Perform a range of ground maintenance activities across the City, providing functional and attractive public amenities for use by residents and visitors.

#### Achievements

- Maintained over 578 hectares of turf and landscape areas on sporting ovals, passive parks and community facilities
- Installed collection stations to monitor leachate and nutrient content to accurately determine fertiliser programs
- Managed and maintained 215 playgrounds, of which 42 have shade sails
- Assessed and actioned 3,369 customer requests
- Maintained over 116 hectares of streetscapes, including roundabouts, median islands and verge treatments
- Maintained major streetscapes, including Spearwood Avenue (Friendship Way), Beeliar Drive, Wentworth Parade and Cockburn Road
- Maintained over 650km of verges
- Mowed 1,448km of kerb line.



Left: Bibra Lake Regional Playground Plan Unveiling. Right: Cockburn Youth Centre Success 2015

### *Street Tree Management*

An audit of all of the City's street trees was completed in 2015.

#### **Achievements**

- Assessed and mapped 36,173 street trees, comprising 247 different species
- Estimated total asset value of street trees \$130,394,388 (Helliwell valuation methodology)
- Pruned 5,094 street trees under power lines
- Average tree value – \$3,605.

### *Ground Water Operating Strategy*

Provides strategic direction for the City's management and monitoring of groundwater abstraction, in accordance with Department of Water Licence conditions.

#### **Achievements**

- Managed and monitored 211 bore locations
- Monitored 205 locations each month to enable individual water budgets for each park
- Monitored the water quality of five significant locations adjacent to environmentally sensitive areas: Kurrajong Reserve, Kevin Bowman Reserve, Manning Reserve, Bibra Lake Picnic Area and Waterbuttons Park
- Produced an Annual Report for the Department of Water outlining the City's abstraction per licence, water quality and impact in water draw from aquifer.

### **Parks Development**

Designs and constructs a wide range of park infrastructure and facilitates the renewal of equipment that has reached the end of its useful life.

#### **Achievements**

- Constructed and/or renewed nine playgrounds including Atwell Community Centre, Atwell Reserve, Tapper Reserve, Denise Oates and Hakea Park
- Replaced irrigation systems at Mosedale Park, Carlhausen Park and Tapper Reserve
- Installed seven water meters to bore head works
- Planted street trees along Osprey Drive, Bibra Drive, Elderberry Drive
- Conducted hydrozoned streetscape planting on Wentworth Parade and landscaping along Beelias Drive (Stage 1)
- Provided 495 street trees to residents upon request.

### *Phoenix Revitalisation Strategy*

Facilitates the urban renewal of the Phoenix precinct; this includes the enhancement of existing public open space.

#### **Achievements**

- Improvements to MacFaul Park.

## Engineering and Works Directorate (continued)

### *Shade Sail Strategy*

Identifies the criteria for installing shade sails and planting trees around playgrounds.

#### Achievements

Installed shade sails at:

- Hopbush Park
- Santich Park
- Versailles Park
- Solta Park
- Cockburn Youth Centre.

### *Bibra Lake Management Plan*

The plan guides best practice sustainable management of the Bibra Lake Reserve for maximum environmental and community benefit.

#### Achievements

- Revised the Bibra Lake Management Plan
- Completed the design of the Regional Adventure Playground
- Planted 26,000 tube stock in revegetation works over 1.5 hectares.

### *Coogee Beach Master Plan*

The plan ensures the pristine coastal environment is sustained while providing strategic direction for ongoing upgrades to the Coogee Beach precinct.

#### Achievements

- Demolished the old surf club building and reinstated landscaping
- Provided approvals for the undergrounding of power to Powell Road
- Endorsed the preferred carpark facility for the Coogee Beach Surf Club
- Commenced designs and a clearing permit for the widening of Poore Grove.

### *Cash In-Lieu Strategy*

The strategy provides a coordinated approach to the expenditure of funds held within the City's public open space (POS) reserve accounts in



Above: Manning Stairs 2015

accordance with the Planning and Development Act (2005). Funds can only be allocated to specified infrastructure to ensure improved functionality and useability of a particular park.

#### Achievements

- Atwell
  - » Installed a playground shade sail, bridge, carpark and exercise equipment at Tapper Reserve
  - » Installed a playground shade sail at Goodwill Park
  - » Installed soccer goals at Freshwater Reserve.
- Aubin Grove
  - » Installed park seating, shelters and landscaping at Bologna Park
- Beeliar
  - » Installed playground equipment, seating, shelter, a drinking fountain and paths, and carried out landscaping at Wanarie Park
- Hamilton Hill
  - » Installed a playground shade sail at Enright Reserve



Left: Corporate Tree Planting Day. Right: Sustainable Home 2015

- » Installed a playground shade sail at Goodchild Reserve
- Hammond Park
  - » Installed seating and shelter at Roper Reserve
- Jandakot
  - » Installed a playground shade sail at Turnberry Park
- Munster
  - » Installed a playground shade sail, seating, shelter and a park sign at Albion Park
- South Lake
  - » Installed park lighting at Kurrajong Reserve
  - » Installed exercise equipment at Anning Park

#### *Public Health Plan*

This plan provides a framework of actions to ensure the City's occupants have an acceptable level of health today and in the future.

#### *Achievements*

- Exercise equipment at the Cockburn Youth Centre.

#### **ENVIRONMENT SERVICE UNIT**

Incorporates the combined disciplines of natural area management, environmental education, climate change and sustainability, providing excellent customer service and striving to maintain and continuously improve environmental values and sustainable outcomes for the City. The service unit is comprised of environmental operations and management.

#### *Environmental Operations – Natural Area Management*

Seeks to improve and protect the environmental values of conservation reserves by undertaking rehabilitation and intensive maintenance programs. Manages more than 1,100 hectares of natural areas.

#### *Achievements*

- Planted 64,680 plants over 5.96 hectares including Manning Lake uplands, Bibra Lake and Yangebup Lake
- Continued the Feral Animal Control Program at a variety of reserves across the City
- Undertook the Reptile Tracking Program at Banksia Eucalypt Woodland Reserve to assess reptile movements within natural areas

## Engineering and Works Directorate (continued)

- Undertook dieback treatment within Denis De Young, Banksia Eucalypt Woodland, Holdsworth and Bandicoot Reserves
- Undertook veldt grass control in numerous reserves to reduce fuel loading and prevent biodiversity loss
- Undertook fire control measures in a number of reserves to minimise fire risk
- Mapped the condition of 328 hectares of reserves including Barfield, Bibra Lake, Eco Park, Gardiner, Katsura, Kurrajong, Macrozamia, Success and Warthwyke.

### *Environmental Operations – Capital Works Projects*

- Commenced the construction of a stairway from the southern car park at Manning Lake to the eastern lookout, which boasts spectacular views towards the Darling Scarp and Cockburn Sound
- Commenced works on a solar pump nutrient stripping basin at Yangebup Lake to pump nutrient rich water from the lake into a living stream for treatment
- Continued installation of limestone firebreaks at Rose Shanks, Lukin Swamp, Triandra, Buckingham Reserves and Lot 800 Gwilliam Drive, Bibra Lake
- Installed new fences at Rose Shanks and Manning Park to prevent unauthorised vehicle access
- Constructed a new carpark at the entrance to Lake Coogee
- Constructed a new fire access point at Baler Reserve.

### *Environmental Operations – Grants*

- Received a \$26,000 Community State Natural Resource Management (NRM) grant to assist towards a solar powered nutrient stripping basin at Yangebup Lake
- Received a \$22,000 Community State NRM Lotterywest grant to revegetate a section of Rose Shanks Reserve to improve biodiversity values and habitat.



Above: Compliant Verge Hamilton Hill

- Received \$100,000 from Lotterywest to assist with the construction of Manning Stairs
- Supported 18 landowners within the City of Cockburn through the Landowner Biodiversity Grant Scheme. \$35,000 was made available to maintain and protect remnant bushland and wetlands within rural residential properties.

### *Environmental Operations – Community Events*

- Delivered nine community and 14 school planting events
- Held the annual World Environment Day Schools Festival, which provided a day of environmental education for seven participating primary schools with a number of activities to connect students with the local, regional and international environment. This project was a partnership between Cockburn Wetlands Education Centre, Native ARC and the Bibra Lake Scouts.

### *Environmental Management – Renewable Energy / Greenhouse*

#### **Achievements**

- Progressed towards meeting emissions reduction targets



Left: Eco Shark Barrier, Coogee Beach. Right: Electric Vehicle Car Charging, Administration Building

- Completed an Open Space Lighting Feasibility Study
- Implemented the Solar Photovoltaic Implementation Plan (ongoing)
- Offered free advisory visits for 30 households, community and childcare centres as part of the Energy Audit Program.

#### *Environmental Management – Sustainability Achievements*

- Adopted the 2015-2016 Sustainability Action Plan
- Awarded 15 'A Better Tomorrow' sustainability grants to groups to implement sustainability projects and events within the City of Cockburn
- Organised Speed Date a Sustainability Expert, involving 27 of Perth's leading home designers, architects and sustainability experts who provided free 20 minute consultations to residents to discuss their renovating and building ideas
- Introduced six new innovative and inspirational sustainable house designs, which were prepared by UWA architectural students and finalised by Solar Dwellings. An information booklet entitled 'Building a Sustainable Home' showcases the designs
- Hosted a free Sustainable Design Master Class, featuring eco-architect Sid Thoo and celebrity gardener Chris Ferreira
- Delivered a Sustainable Living Event Series, including a workshop on:
  - » Make your Own: Coconut Yoghurt, Organic Peanut Butter and Jam
  - » Grow Your Own Superfoods
  - » Plastic – Bits I Can Live Without and 5 Bits I Can't
  - » Make your Own: Haloumi and Feta Cheese
  - » Community Planting Days
  - » A visit to Kanyana Wildlife Rehabilitation Centre
- Supported a number of corporate sustainability initiatives through the City's sustainability committee, including:
  - » Improved at-desk recycling via a waste audit
  - » Investigated more sustainably sourced cleaning cloths for the depot workshop
  - » Reduced paper printing wastage through the introduction of innovative printing methods
  - » Maintained the staff community vegetable garden and organised a spring planting event for staff

## Engineering and Works Directorate (continued)

- Initiated investigations into the City's approach to divestment
- Delivered a corporate staff tree planting day
- Participated in Plastic Free July.

### Environment and Waste Education

- Conducted eight school tours of Henderson Waste Recovery Park
- Delivered over 100 subsidised worm farms and four worm farm workshops, 25 compost bins and 10 bokashi bins as part of the Resident Worm Farm/Compost Subsidy Scheme
- Supported eight schools to attend Waste and Recycling Tours at the Regional Resource Recovery Centre in Canning Vale
- Conducted 34 environmental and waste education incursions at local schools
- Delivered 28 events for the Get Wild About Wetlands Holiday Program, with over 500 children participating
- Delivered the annual Native Plant Subsidy Scheme with over 3,666 plants sold at a discounted rate
- Enabled 65 students to participate in the Adopt-a-Beach School Program (Coastcare/ UN Sandwatch) partnership with South Coogee Primary School and Coastcare, which involved in-class learning, on-ground action and links with a school-in Kiribati
- Awarded 10 Environmental Education Initiatives Grants
- Supported 11 community groups to undertake clean-up sites within the City as part of Clean Up Australia Day, with over 400 volunteers participating.

### Environmental Management - Water Campaign

#### Achievements

- Maintained Water Wise Council status
- Undertook wetland litter audits
- Progressed towards meeting water management targets to help reduce water consumption and improve water quality in Cockburn



Above: Staff Quit Smoking Program a Success

- Delivered on-ground activities to improve water quality in Yangebup Lake
- Continued partnership with Cockburn Wetlands Education Centre.

## INFRASTRUCTURE SERVICES BUSINESS UNIT

### Asset Services

Ensure that Council assets are managed in a cost effective way for optimal service delivery through a balance of creation, preservation, enhancement and disposal.

#### Achievements

- Adopted Asset Management Plans for Fleet and Plant, Roads, Footpaths, Buildings, Drainage, and Parks and Environment for the period of 2014-2017
- Completed a mobile computing trial within Parks operations to enhance service delivery
- Embedded infrastructure assets into the City's asset management system and Geographic Information System (GIS) via a mapping functionality with Intramaps 8



Left: Port Coogee Marina. Right: Coogee Beach

- Implemented project management software to assist the Engineering and Works directorate in the delivery, management and reporting of project activities and expenditure for the City's capital works programs
- Improved the Revaluation Reports to achieve compliance with the implementation of Fair Value Regulations for the City's infrastructure assets.

#### *Project Management and Development Services*

Provide a consistent framework and methodology for the development and implementation of all major projects within the City.

#### *Achievements*

- Completed the Operations Depot carpark extension along with the tender documentation for the Operations Centre and Animal Facility
- Completed the landscape and civil tender documentation for the Regional Playground
- Completed the Western Suburbs Skate Park at Market Garden Swamp Reserve
- Completed the Cockburn Community Men's Shed tender documentation (further progress subject to grant funding)
- Completion of Stage two and commissioning of Stage 3 of the Cockburn Sound Coastal Vulnerability and Adaption Plan project. The City is the lead agency and project manager for the Cockburn Sound Coastal Alliance (comprising the Cities of Fremantle, Cockburn, Kwinana and Rockingham and Perth Region NRM)
- Successfully trialled and reinstalled the Eco-Shark Barrier at Coogee Beach
- Implemented a number of sustainability initiatives associated with energy use reduction and increased renewable energy uptake for the City's buildings and facilities
- Investigated the potential incorporation of electric vehicles (EV) into the City's vehicle fleet
- Provided publicly accessible EV charge stations.

## Engineering and Works Directorate (continued)

### Facilities and Plant Services

Manage all Council-owned buildings and structures, and maintain and deliver fleet and plant services for staff and the community.

### Achievements

- Constructed and/or refurbished various community sporting buildings including Lucius and Davilak Park clubrooms
- Constructed a new toilet block in the northern part of Manning Park
- Upgraded works at Jandakot Hall
- Installed solar street lighting at Naval Base Reserve Holiday Park
- Demolished the Joe Cooper Building
- Refurbished Coogee Beach foreshore amenities, including portions of the jetty
- Installed a fire suppression system at Azelia Ley Homestead in Manning Park
- Delivered improvements to the Wally Hagen basketball stadium
- Commenced the Coogee Beach café toilet sewerage upgrade project
- Upgraded the CCTV system at the City's Civic Centre
- Ongoing audits and improvements of the City's buildings and facilities for asbestos and accessibility
- Purchased three replacement side loader waste collection trucks, a hook lift truck and a replacement low profile rear loader
- Purchased a replacement road services truck, road sweeper and water truck
- Purchased ride-on mowers and deck plates for Parks Services
- Purchased 36 new and replacement light vehicles.



Above: Beeliar Drive

## ENGINEERING BUSINESS UNIT

### Road Construction Services

Construct and maintain roads, drains and associated infrastructure in accordance with adopted designs.

### Achievements

- Completed 80% of the construction work of a second carriageway for North Lake Road between Hammond Road and Midgegooroo Avenue
- Completed 6.5km of pavement resurfacing works
- Completed a major path and cycleway construction and rehabilitation program, including the provision of on-road and off-road cycleways along North Lake Road between Hammond Road and Midgegooroo Avenue, and an off-road shared path along Beenanrup Road between Gibbs Road and Tapper Road
- Completed Black Spots projects at the intersection of North Lake Road and Bibra Drive (roundabout) and the North Lake Road/ Osprey Drive intersection (traffic signal improvement).



Left: Tapper Swamp. Right: Staff Sustainability Committee Plant the Community Garden

### Road Design Services

Provide design services for roads, paths and drains. Conduct development assessments and traffic management treatments under the responsibility of Council in accordance with Australian Standards and industry best practice.

#### Achievements

- Completed the design of road upgrades to Beeliar Drive, involving a duplication of road between Durnin Avenue and Spearwood Avenue
- Completed 90% of the design of Berrigan Drive duplication between Kwinana Freeway and Jandakot Road/Dean Road
- Completed design of a major path and cycleway, including the provision of on-road and off-road cycleway along North Lake Road between Hammond Road and Midgegooroo Avenue, and an off-road shared path along Beenanrup Road between Gibbs Road and Tapper Road
- Completed design of Black Spots projects at the intersection of North Lake Road and Bibra Drive (Roundabout) and North Lake Road/Osprey Drive intersection (traffic signal improvement).

### Road Planning and Development Services

Ensure development occurs in accordance with all relevant Australian Standards and Council's development conditions and specifications.

#### Achievements

- Completed the Banjup Quarry (Calleya Estate) southern precinct development. Civil constructions are currently underway for the northern precinct
- Civil constructions at the Cockburn Coast Development (underway)
- Civil constructions for the Cockburn Central West development (underway).

### Transport and Traffic Services

Ensure that planning and development of the transport network within the City meets the community's and industry needs while minimising environmental impact.

#### Achievements

- Completed Black Spot submission for the intersection of North Lake Road and Berrigan Drive
- Completed the Integrated Transport Plan and TravelSmart Plan for the City of Cockburn.

# Planning and Development Directorate

Responsible for managing statutory and strategic planning for the City and overseeing heritage, urban design and sustainable development. This directorate manages building approvals, development compliance and environmental and public health services, as well as the acquisition and sale of the City's land assets.

## HIGHLIGHTS

**\$591M**

Value of development applications submitted this year.

**3.8cm**

Average waist reduction for participants in the HEAL healthy lifestyle program.

**6,692**

Number of pools and spas registered with the City.

**854**

Number of food premises inspections in the City.



Left: Environmental Health Team. Right: Public Consultation

## BUILDING SERVICES BUSINESS UNIT

Ensure that buildings and structures within the City provide acceptable levels of public safety and comply with all relevant building legislation, codes, standards and regulations.

### Achievements

- 3,652 building permits issued, and increase of 18.6%
- 45% increase in building works to \$771M (total value)
- 21% increase in fee income to \$1.27M
- Average time to issue all building permits remained at 14 working days.

The average issuance time for a building permit in 2014-15 was:

- Certified – 10 working days
- Uncertified – 20 working days
- All building permits – 14 working days

The highest recorded total value of building works and permits in the City to date occurred in 2014-2015.

### Electronic Lodgement System

- These applications are completed, stamped and issued electronically. The City expects this form of lodgement to continue increasing over the coming years.

### Achievements

- Issued 900 online building permit approvals for residential/grouped dwellings (62% increase on previous year)

### Other Building Services Approvals

- Issued 207 occupancy permits (36% increase on previous year)
- Issued 57 demolition permits (32% decrease on previous year)
- Issued 34 sign licences (47% increase on previous year)
- Issued 37 built strata title clearances (7.5% decrease on previous year).

### Mandatory Private Swimming Pool Inspections

The total number of registered pools and spas in 2014-15 was 6,692.

### Achievements

- 1,123 pools were checked for compliance.

### Building Act

The introduction of the new Building Act (2011) in April 2012 has continued to provide challenges for Building Services. The Act and associated Building Regulations are changed a number of times each year by the State Government. These changes require an ongoing review of business process and information system processes.

Building approvals trends for the previous four years are as follows:

Year Ending	Number of Permits	\$ (M) Value	\$ (M) Fee	Residential	Commercial	Industrial	Other
30/06/11	2,578	380	1,375	899	186	1	1,492
30/06/12	2,519	476	1,151	919	154	2	1,447
30/06/13	2,914	574	0.987	983	186	17	1,728
30/06/14	3,079	530	1.05	1,238	130	73	1,638
30/06/15	3,652	771	1.27	1,536	335	65	1,716

## Planning and Development Directorate (continued)

### ENVIRONMENTAL HEALTH BUSINESS UNIT

Works to maintain and improve wellbeing in the community by ensuring the conduct and operation of premises and activities within the City comply with accepted public health standards and practices. As well as this the unit also works to protect the quality of the environment and improve and manage public health by implementing the City's Public Health Plan.

#### Healthy Lifestyle Initiatives

As a result of the combined outcomes of the Co-Health Lifestyle programs and the Your Move Get Active program, the City won the prestigious 2015 WA Heart Foundation Local Government Award.

#### Co-Health Healthy Lifestyle Programs

##### Achievements

- Delivered Co-Health Lifestyle programs such as HEALTHM, Heartmoves, BEAT IT, Heart Foundation Walking groups, Nordic Walking and two community gardens which all attracted hundreds of participants
- Facilitated an average 3.8cm reduction in waist measurement in 69 (of 79) HEALTHM participants who agreed to be measured
- Established external partnerships with Fremantle Medicare Local (FML), South Lake Ottey Family Centre, St John of God and the Salvation Army
- Established internal partnerships with the South Lake Leisure Centre, Cockburn Seniors Centre and Cockburn Youth Centre. Helped provide resources for the programs including an \$85,000 grant from Fremantle Medicare Local
- Established new partnerships with Cockburn Integrated Health and Curtin University Clinics, providing a potentially sustainable and cost effective model for the delivery of health promotion programs targeted at overweight and obesity.

#### TravelSmart

The City delivered the Your Move program in partnership with the Departments of Transport and Sport and Recreation, which was completed in 2014. The program was designed to get people active through walking and cycling and using public transport to reduce congestion. The program was evaluated in 2015 and confirmed to be enormously successful. The program is now being implemented in Wanneroo.

##### Achievements

- 10,000 households across Cockburn participated
- 5% reduction in car trips
- 8% of people moved from insufficient to sufficient levels of physical activity
- Estimated \$1M saved in public health care costs
- Five large local businesses participated in TravelSmart Workplace to ensure their staff are supported to get active
- Fifteen primary schools participated in TravelSmart schools. Infrastructure was installed in 10 of these schools to encourage their staff to become more active.
- Helped to reduce the percentage of adults who are either overweight or obese in Cockburn (currently 74%).

#### Public Health Plan

The City's Public Health Plan provides the blueprint for City officers to implement improved public health outcomes for the community. Approximately 70% of the actions in the Public Health Plan have been completed.

##### Achievements

- Provided health screening at community events
- Installed fitness equipment in a number of parks
- The City achieved one of the very few Gold Standard Healthy Workplaces awards from the Heart Foundation.



Left: Artists Impression of Cockburn Aquatic and Recreation Facility at Cockburn Central West  
Right: Port Coogee Marina and Beach

## Environmental Health Initiatives

### Food

Under the Food Act 2008, the City issued infringements totalling \$7,000 in the 2014-2015 financial year.

### Achievements

- Issued infringements to 16 food businesses due to cleanliness, repeated non-compliance, unsafe storage of food and pest control
- Issued four companies with modified penalties of \$1,000 each and 12 individuals with modified penalties of \$250 each
- Conducted 854 inspections of 627 food premises
- Approved 46 new food premises
- Approved 192 temporary food premises
- Provided 15 food safe training sessions, resulting in 153 persons trained
- No Food Act prosecutions.

### Noise

The City has a unique noise environment with the freeway and other busy roads, the passenger rail line, freight rail line, planes from Jandakot Airport, substantial industrial areas and intense City Centre areas. Development near these noise sources must be designed to minimise noise intrusion, especially at night. The City adopted a new Planning Policy to address this.

211 noise complaints were received concerning the following sources:

- Air conditioning (7)
- Alarms (5)
- Birds (23)
- Construction (44)
- Hotels (3)
- Industrial (8)
- Music (68)
- Power tools (10)
- Swimming pools (4)
- Transport (5)
- Vibration (4)
- Other (30)

## Planning and Development Directorate (continued)

This does not include the out-of-hours complaints (about 400) lodged with CoSafe, which will be reported next year.

Four infringements were issued for noise, namely loud construction work before 7am. A modified penalty of \$250 each were issued.

### *Dust*

The City is rapidly developing with dust a more common cause for complaint in Cockburn than other Council areas in Perth. In the lead up to the 2014-2015 summer moratorium, developers also indicated an increased willingness to complete high risk earthworks before 1 October or, if continuing or commencing during the moratorium, to reduce active works areas into low-risk separate stages. A total of seven developments were approved for low-risk bulk earthworks in this manner during the moratorium period. This approach continues to be workable for both industry and the City to achieve satisfactory dust management outcomes.

- Issued seven Local Law infringements totalling \$4,500 to developers for non-compliance
- Issued three \$500 penalties for failure to submit a dust management plan
- Issued four \$500 penalties for failure to abate dust or sand from a property.

### *Mosquito Program*

The City received 22 notifications from the WA Department of Health for follow-up patient interviews during summer. This involved:

- 20 for Ross River Virus (RRV)
- Two for Barmah Forest Virus (BFV)
- The number of cases of RRV and BFV have reduced considerably in recent years since the City commenced the implementation of its Mosquito Management Plan.
- 398 stormwater structures were treated with larvaecide. Treatments focused on suburbs around Thomson's Lake – Success, Atwell, Aubin Grove, Hammond Park, Coolbellup and Beeliar.

### *Industrial Premises Program*

The Industrial Premises Officer works proactively with proprietors to achieve compliance with a wide range of minimum environmental management standards. A new standard Industrial Premises Audit was launched based on similar checklists from the City of Belmont. The City is currently working with the Department of Environment Regulation to set up a standardised Industrial Premises Audit program for all the Metropolitan Local Governments in Perth. This is partially based on the City of Cockburn's model.

- 353 premises were visited in regard to mechanical, equipment hire and transport/ laydown depots. Of these 46 were non-compliant, with the main offence being discharging a Schedule 1 material to stormwater soak wells and/or soil onsite or into the City's reserves
- Achieved 100% compliance with the cooperation of proprietors
- Conducted 160 preliminary site visits
- Re-visited 116 premises to ensure compliance
- Received 31 complaints relating to industrial premises
- Issued one \$500 infringement for knowingly dumping forklift oil into a soak well. Total clean-up and disposal costs were estimated at \$2,000.

## **STATUTORY PLANNING BUSINESS UNIT**

Provides control and management of development, land use and subdivision functions within the City to ensure standards of amenity are maintained. Statutory planning also undertakes compliance and enforcement action against unapproved development.

### *Achievements*

- Received 1,135 development applications (a decrease of 1.2% on last year)
- Determined 1,177 applications (an increase of 6% on last year)

- Submitted 18 development applications for determination under the Joint Development Assessments Panel (down from 20 last year)
- Reduced the average processing time for development applications (42 calendar days, 44 last year)
- Western Australian Planning Commission conditionally approved 3,071 new lots following City recommendations and conditions of support
- Approved 19 new Detailed Area Plans for small lot development
- Logged and investigated 273 development compliance matters over the 12 month period (an increase of 15% on last year)
- \$591M is the estimated construction value of all development applications received over this period (an increase of 16% from last year).

### STRATEGIC PLANNING BUSINESS UNIT

Prepare structure plans, scheme amendments, formulate strategies and adopt policies which provide guidance and direction for the growth of the City.

#### Achievements

- Prepared and adopted the City's Economic Development Directions Strategy
- Prepared and adopted the City's Housing Affordability and Diversity Strategy
- Developed and adopted Structure Plans for the Hammond Park locality, extending to the west side of the future Hammond Road extension
- Adopted the Coolbellup Revitalisation Strategy and priority planning actions (new zonings)
- Updated the City's Local Government Inventory (annual)
- Completed the Cockburn Coast Power Station Master Plan enabling the lifting of urban deferment to proceed and concurrent changes to the City's Local Planning Scheme.

### Housing Density

The City has a wide range of residential development opportunities - from traditional family sized dwellings through to grouped dwellings and apartment style dwellings.

#### Achievements

- Provide a good range of housing choice, which helps to contribute to housing affordability.

### Planning Approaches

The City engaged the community in all aspects of its strategic planning.

#### Achievements

- Engaged with the community as part of the Economic Development Directions Strategy and Housing Affordability and Diversity Strategy.

### Land Administration

The City's Land Administration division ensures that the City's property interests and land portfolio are appropriately managed to maximise social, economic and environmental outcomes, which underpin the City's governance approach to sustainability.

#### Achievements

- Subdivided and developed land owned by the City
- Completed the sale of former drainage sump land that was rezoned for residential development, filled and compacted providing the opportunity for a new residential lot
- Completed the land sale associated with the Phoenix Rise Master Plan, enabling residential development to take place in the area together with an upgraded new park
- Completed the land sale of a residential lot on Winterfold Road, enabling a new household within the Coolbellup area
- Progressed four lot residential subdivisions on Goldsmith Road, Spearwood, from the value adding associated with a former drainage sump.

# Finance and Corporate Services Directorate

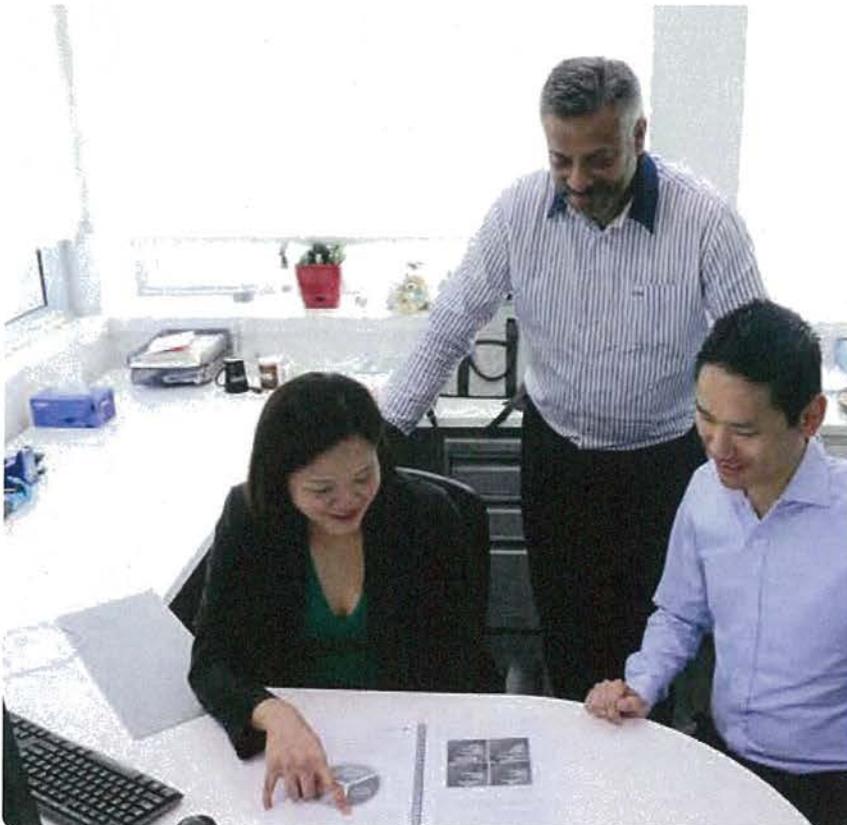
This division is responsible for managing the City's finances including annual budgeting, financial reporting, long-term financial planning, procurement, rates/revenue, banking, treasury and taxation. The division also delivers information services, technology and business systems, as well as human resource management (including recruitment, payroll, learning/development and occupational health and safety).

## HIGHLIGHTS

**\$128.58M** Operating Revenue.

**\$49.9M** Capital Expenditure.

**\$18.49M** Capital Income.



Left: Budgeting and Financial Reporting Services. Right: Procurement Services

## FINANCIAL SERVICES BUSINESS UNIT

### *Local Government Reform*

All service units within Financial Services supported the proposed local government amalgamation process by developing and agreeing project briefs, participating in implementation planning workshops and engaging with project managers and Kwinana counterparts. This activity was the central focus of project work within the business unit up until February 2015 when local government reform was abandoned by the State Government.

### *Internal Audit*

The Council's internal audit activities were curtailed during 2014-2015 due to Local Government reform activities, with an audit assignment initially planned to assist with reform matters. Following the collapse of the reform program, the internal audit function resumed.

### *Achievements*

- Undertook a review of recently completed procurement improvement initiatives, which addressed a significant number of recommendations from previously completed audits and reviews.

### *External Audit*

The City's external auditors completed their interim review into the City's finances in June 2015. This covered a review of the accounting and internal control procedures, as well as selected transaction testing.

### *Achievements*

- No significant matters were reported by the auditor in the interim audit report to the Audit and Strategic Finance Committee in July 2015
- 2014-15 Annual Financial Statements adopted by the Audit and Strategic Finance Committee in November 2015 for their review and subsequent adoption by Council,

### *Strategic Financial Systems*

#### *Achievements*

Implemented innovative solutions across the organisation, targeting improvement in the performance of financial systems and internal controls, and transitioned to automated and paperless financial business processes.

### **Budgeting and Financial Reporting Services**

Provides financial management reporting, budget variance analysis and asset accounting services to all business units, management groups and Council to ensure Council's compliance with statutory financial reporting and audit requirements. Coordinates Council's financial planning function, including compiling the annual budget and long-term financial plans.

#### *Achievements*

- Developed the City's corporate budgeting software to facilitate more efficient and controlled processing of budget amendments
- Improved the integrity and operation of the general ledger chart of accounts through the configuration of Component Charts methodology within the Technology One Financials software
- Prepared a preliminary budget for a reduced Cockburn due to proposed divestment of several suburbs through Local Government reform
- Developed a financial model to book accounting provisions for post closure and rehabilitation costs for the City's landfill operation, as required by Australian Accounting Standards.

## Finance and Corporate Services Directorate (continued)

### Accounting Services

Provides financial services for the City related to meeting its statutory and business obligations with respect to financial risks, taxation and all outgoing payments; and to ensure the efficient deployment of works and project costing systems and the development of associated budgets.

#### Achievements

- Completed the Capital Works and Project Management project for the Engineering division which integrates with financials and purchasing system application processes
- Implemented a streamlined internal refund payment process replacing manual paper forms and eliminating duplication of entries
- Continued purchasing systems training (hands-on) throughout the organisation and supported the compulsory new user training guideline
- Reviewed existing insurance policies against assessed risk levels and insured against cyber liability for the first time.

### Procurement Services

Facilitate efficient and cost effective procurement for all stakeholders through an effective centre-led procurement model, providing support services in competitive sourcing and contract management. The service works to ensure organisational compliance with statutory and internal procurement requirements.

#### Achievements

- Developed and implemented Procurement Activity Reporting to supplement contract management, purchasing analysis and team performance
- Commenced full implementation of eQuotes supplier quotation software, an improved process for all approved suppliers to the City
- Provided procurement support and guidance on significant projects including the Cockburn Aquatic and Recreation Facility at Cockburn Central West
- Completed procurement induction for new and existing employees with other awareness programs under development
- Developed analytics and commenced a

review of qualifying suppliers in preparation for category management within target areas.

### Property, Rating and Revenue Services

Delivers rates levying (and other property-based charges) and collection services, whilst maintaining the central property database for the City and meeting all applicable statutory obligations. Also controls and delivers all revenue-related services including invoicing and collection and prepares the Electoral Roll for Council.

#### Achievements

- Incorporated health and planning infringements into the property and rating system for more effective management and developed an online application form and procedure for receiving infringement appeals
- Assisted Library Services to implement an online payment system for library fines
- Implemented the use of allocated electronic funds transfer accounts by settlement and property agents and debtors for more efficient processing of revenue received
- Improved the completeness of the City's property database system by adding 'child' properties to land structures so that applications can be attached to the correct property
- Improved the efficiency and accuracy of receipting payments made to the City through expanding the payment options available and utilising barcoding for various invoice types
- Produced a Creation of Names and Address Procedure document in consultation with other service units and key users to ensure consistency across the City.

### HUMAN RESOURCES MANAGEMENT BUSINESS UNIT

Provide policy, programs and advice which shape the workforce to ensure it is capable of achieving business objectives now and in the future.

### Achievements

- Participated in the Amalgamation Project Group for Local Government Reform Project Planning and provided support to the organisation for change management
- Conducted an Organisational Structure Review post-reform to determine whether the structure needed to be changed to better reflect the priorities of the Strategic Community Plan
- Reconfigured the Technology One human resources and payroll system to enable improved monitoring of workforce data, vacancy control and better management of staffing and associated costs
- Implemented a Learning Management System to introduce online learning for key areas such as contractor safety inductions, legislative requirements, knowledge development and core communication skills
- Implemented Exception Reporting for administrative staff in appropriate business units including on time and attendance recording to progress the City toward contemporary management practice. This change is to focus staff on productive work outcomes, accountability, mutual trust, respect and flexibility.

### INFORMATION SERVICES BUSINESS UNIT

Information Services (IS) is the internal business unit responsible for the operation of the City's information technology, systems and records management. Information Services currently supports around 530 users in 13 locations. In the 2014-2015 financial year, the unit completed 37 out of 54 projects.

#### Information Technology Services

Deliver support, maintenance and planning for future enhancement and growth of the Council's information technology requirements.

#### Achievements

- Implemented a Disaster Recovery site
- Implemented dual redundant internet links into the organisation coupled with improved firewall, proxy and monitoring tools

- Consolidated and upgraded a telephony system
- Upgraded meeting room audio visual technology.

#### Business Systems

Provide ongoing development and support of business systems to enhance the effectiveness and efficiency of Council's operations through the use of technology.

#### Achievements

- Implemented Facilities Management and Booking System for Recreation Services
- Modified the Property and Rating and eProperty systems to introduce electronic rates (eRates)
- Implemented eSubmit Building Applications.

#### Geographic Information Systems (GIS) Services

Deliver the support, maintenance and development of GIS systems and datasets that provide stakeholders with the tools to analyse, visualise and explore corporate location-based information.

#### Achievements

- Integrated Intramaps with Planning Compliance module in Technology One
- Implemented WEB Image Services for Technology One embedded maps to replace Nearmaps.

#### Records Services

Provide a high standard of technologically advanced records management services to support the governing functions of Council.

#### Achievements

- Transferred the City's archives to a single offsite storage provider to ensure they are now stored in suitable conditions that comply with legislative requirements
- Completed a variety of projects to ensure corporate records are registered in the Enterprise Content Management System.

## CITY OF COCKBURN

### SUMMARY OF MINUTES OF AUDIT & STRATEGIC FINANCE COMMITTEE MEETING HELD ON THURSDAY, 19 NOVEMBER 2015 AT 6:00 PM

	Page
1. DECLARATION OF MEETING .....	1
2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED) .....	1
3. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATION .....	1
4. (ASFC 19/11/2015) - APOLOGIES & LEAVE OF ABSENCE .....	1
5. PUBLIC QUESTION TIME .....	2
6. (ASFC 19/11/2015) - DEPUTATIONS & PETITIONS .....	2
7. CONFIRMATION OF MINUTES .....	2
7.1 <u>(MINUTE NO 158)</u> (ASFC 19/11/2015) - MINUTES OF THE AUDIT AND STRATEGIC FINANCE COMMITTEE MEETING - 16 JULY 2015 .....	2
8. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (IF ADJOURNED) .....	3
9. DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER .....	3
10. COUNCIL MATTERS .....	3
10.1 <u>(MINUTE NO 159)</u> (ASFC 19/11/2015) - LEGAL PROCEEDINGS BETWEEN COUNCIL AND OTHER PARTIES (118/001) (J NGOROYEMOTO) (ATTACH) .....	3
10.2 <u>(MINUTE NO 160)</u> (ASFC 19/11/2015) - RISK MANAGEMENT INFORMATION REPORT (021/012) (J NGOROYEMOTO) (ATTACH) .....	5
10.3 <u>(MINUTE NO 161)</u> (ASFC 19/11/2015) - APPOINTMENT OF EXTERNAL AUDITOR FOR THE 2016 FINANCIAL YEAR (067/002) (N MAURICIO) (ATTACH) .....	10
10.4 <u>(MINUTE NO 162)</u> (ASFC 19/11/2015) - CONTRACT FOR INTERNAL AUDITING SERVICES FOR THE 2016 & 2017 FINANCIAL YEARS (067/002) (N MAURICIO) .....	13
11. PLANNING & DEVELOPMENT DIVISION ISSUES .....	16
12. FINANCE & CORPORATE SERVICES DIVISION ISSUES .....	16
12.1 <u>(MINUTE NO 163)</u> (ASFC 19/11/2015) - ANNUAL PERFORMANCE REVIEW OF MONETARY AND NON-MONETARY INVESTMENTS FOR THE FINANCIAL YEAR 2014/15 (073/001; 073/004) (S DOWNING) .....	16
12.2 <u>(MINUTE NO 164)</u> (ASFC 19/11/2015) - INTERNAL AUDIT - PROCUREMENT IMPROVEMENTS (067/004) (N MAURICIO) (ATTACH) .....	21

12.3	( <u>MINUTE NO 165</u> ) (ASFC 19/11/2015) - ANNUAL FINANCIAL STATEMENTS 2014/15 AND EXTERNAL AUDIT REPORT (071/003; 067/001) (N MAURICIO) (ATTACH).....	26
12.4	( <u>MINUTE NO 166</u> ) (ASFC 19/11/2015) - REVIEW OF THE RATE SETTING STATEMENT - PHASE 2 (150/016) (D GREEN/N MAURICIO/S DOWNING) (ATTACH) .....	32
13.	ENGINEERING & WORKS DIVISION ISSUES.....	38
14.	COMMUNITY SERVICES DIVISION ISSUES .....	38
15.	EXECUTIVE SERVICES DIVISION ISSUES .....	38
16.	MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN.....	38
17.	NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING .....	39
18.	NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF MEETING BY COUNCILLORS OR OFFICERS .....	39
19.	MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE .....	39
20.	CONFIDENTIAL BUSINESS.....	39
21	(ASFC 19/11/2015) - CLOSURE OF MEETING.....	39

## CITY OF COCKBURN

### MINUTES OF AUDIT & STRATEGIC FINANCE COMMITTEE MEETING HELD ON THURSDAY, 19 NOVEMBER 2015 AT 6:00 PM

#### PRESENT:

##### ELECTED MEMBERS

Mr L Howlett	-	Mayor
Mrs C Reeve-Fowkes	-	Deputy Mayor
Mr S Portelli	-	Councillor
Dr C Terblanche	-	Councillor

##### IN ATTENDANCE

Mr D. Arndt	-	Acting Chief Executive Officer
Mr S. Downing	-	Director, Finance & Corporate Services
Mr C. Sullivan	-	Director, Engineering & Works
Mr N. Mauricio	-	Manager, Financial Services
Mr J Ngoroyemoto	-	Governance & Risk Co-ordinator
Mrs B. Pinto	-	PA to Directors – Fin. & Corp. Services & Governance & Comm. Services

#### 1. DECLARATION OF MEETING

The Acting Chief Executive Officer declared the meeting open at 6.03 pm.

#### 2. APPOINTMENT OF PRESIDING MEMBER (If required)

The Acting Chief Executive Officer advised the meeting that he received one nomination for Presiding Member from Cllr Steve Portelli, and invited those present if they wished to nominate. There being no further nominations, Cllr Portelli was appointed Presiding Member.

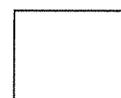
Cllr Steve Portelli assumed the role of Presiding Member.

#### 3. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATION

Nil

#### 4 (ASFC 19/11/2015) - APOLOGIES & LEAVE OF ABSENCE

Cllr Kevin Allen	-	Apology
Cllr Bart Houwen	-	Apology
Mr Stephen Cain	-	Apology



**5. PUBLIC QUESTION TIME**

Nil

**6 (ASFC 19/11/2015) - DEPUTATIONS & PETITIONS**

The Presiding Member invited Mr Anthony Macri and Mr Mit Gudka from Macri Partners to brief the Committee on the work the Auditors have undertaken during the conduct of the 2014/15 external audit. Mr Macri outlined how the audit was conducted and the type of reports that have been produced and audit technique applied.

Mr Gudka provided a brief on Council's obligation in recognising the liability with regard to providing for future closure costs of the Henderson Waste Recovery Facility.

He also spoke in relation to the write-down of the asset class of parks landscaping.

The Presiding Member thanked Mr Macri and Mr Gudka for their presentation.

The Presiding Member invited Mr Andrew Baldwin from Deloitte Touche Tohmatsu in relation to the Review of the Rate Setting Process – Phase 2. He outlined what process was undertaken and how it would apply to the 2016/17 Rate Setting Strategy.

Mayor Howlett complimented Mr Baldwin on the report presented which was very thorough and comprehensive with a lot of work and effort put into preparing the report.

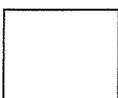
The Presiding Member thanked Mr Baldwin for his presentation.

**7. CONFIRMATION OF MINUTES**

**7.1 (MINUTE NO 158) (ASFC 19/11/2015) - MINUTES OF THE AUDIT AND STRATEGIC FINANCE COMMITTEE MEETING - 16 JULY 2015**

**RECOMMENDATION**

That Council adopt the Minutes of the Audit and Strategic Finance Committee Meeting held on Thursday, 16 July 2015, be adopted as a true and accurate record.



**COMMITTEE RECOMMENDATION**

MOVED Mayor L Howlett SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

**CARRIED 4/0**

**8. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (IF ADJOURNED)**

Nil

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

Nil

**10. COUNCIL MATTERS**

**10.1 (MINUTE NO 159) (ASFC 19/11/2015) - LEGAL PROCEEDINGS BETWEEN COUNCIL AND OTHER PARTIES (118/001) (J NGOROYEMOTO) (ATTACH)**

**RECOMMENDATION**

That Council receive the report on legal proceedings commenced or responded to by the City, during 2014 – 2015 financial year.

**COMMITTEE RECOMMENDATION**

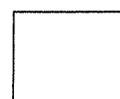
MOVED Deputy Mayor C Reeve-Fowkes SECONDED Mayor L Howlett that the recommendation be adopted.

**CARRIED 4/0**

**COUNCIL DECISION**

**Background**

At its meeting held on 12 October 2006, Council adopted a new Position Statement PSES13 "Legal Proceedings Between Council and Other Parties".



**Submission**

N/A

**Report**

Under Clause 2 of Position Statement PSES13, sub-clause (8) and (9) states:

*(8) The Chief Executive Officer shall establish and maintain a procedure which enables those matters which are subject to the terms of this Position Statement to be centrally recorded and updated, as appropriate.*

*(9) A record of the procedure mentioned in (8) above shall be presented to the Audit Committee at least annually, or as often as considered appropriate by the Chief Executive Officer or as requested by any member of the Audit Committee.*

The Audit Calendar – Part 6 in the month of November states:

*(6) Monitor the progress of any major law suits facing the Council. (Internal Audit).*

A Summary of the Legal Proceedings commenced or responded to by the City during the 2014 – 2015 financial year has been circulated under separate confidential cover.

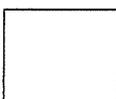
**Strategic Plan/Policy Implications****Leading & Listening**

- A responsive, accountable and sustainable organisation.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

**Budget/Financial Implications**

The table below highlights the legal fees expensed during 2014/15 with commensurate, where relevant, fines and penalties arising from the incurring of the legal expenditure. The City, further incurs expenses for rates recovery, but in 90% of the cases, the amounts expended are recovered. The break-up of where the funds are spent is detailed in the table below as well.

LEGAL SERVICES 2014/15		
Legal Firms	Actual	Budget
General - McLeods	\$375,764	
General - Kott Gunning	\$67,061	
Total General	\$442,825	\$336,397



CCW - Jackson McDonald	\$446,085	\$400,000
Local Govt Reform - Hammond & Co	\$47,193	\$47,193
Leasing COC Health & Community - Murfitt Legal	\$6,868	\$6,868
Leasing COC Health & Community - Rockwell Olivier	\$91,025	\$85,000
<b>Rates Recovery</b>		
Debt Collection	\$185,259	\$185,259
Recoveries	-\$166,422	-\$166,422
Net	\$18,837	\$18,837
Fines and Penalties Income	-\$142,593	\$0
<b>Net Legal Fees</b>	<b>\$910,240</b>	<b>\$894,295</b>
		\$15,945

### Legal Implications

Position Statement PSES13 'Legal Proceedings between Council and Other Parties, refer.

### Community Consultation

N/A

### Attachment(s)

Summary of Legal Proceedings commenced and/or responded to by the City (provided under separate confidential cover).

### Advice to Proponent(s)/Submissioners

N/A

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

Nil.

## 10.2 **(MINUTE NO 160)** (ASFC 19/11/2015) - RISK MANAGEMENT INFORMATION REPORT (021/012) (J NGOROYEMOTO) (ATTACH)

### RECOMMENDATION

That Council :

- (1) receive the report on the Risk Management Program;



- (2) endorse the City of Cockburn's 2015 Organisational Risk Registers, as shown in the attachments to the Agenda;
- (3) endorse the City of Cockburn's Risk Management Strategy, as shown in the attachments to the Agenda; and
- (4) endorse the City of Cockburn Business Continuity Plan, as shown in the attachments to the Agenda.

**COMMITTEE RECOMMENDATION**

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

**CARRIED 4/0**

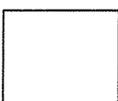
**COUNCIL DECISION**

**Background**

At the Ordinary Council Meeting (OCM) of 13 June 2013, Council endorsed the City's risk management policy and associated roll-out program. Subsequently at the Ordinary Council Meeting (OCM) of 11 December 2014, via the Audit Committee, Council endorsed the Risk Management Strategy. The City is progressing in implementing the Risk Program, and this report provides an update on the key milestones achieved over the past 4 months since the last information report was submitted to the Audit Committee.

The City's Risk Program, through adopting the guidelines and principles of the Australian risk standard, AS/NZ ISO 31000:2009 is committed to a culture of risk management. City policy SC51 Enterprise Risk Management (the policy) is a commitment by the City to ensuring that sound risk management practices and procedures are fully integrated into its strategic and operational processes and day to day business practices. The city continues to roll out the Risk Program in line with the Risk Management Strategy.

Risk Registers for the Operational areas (Business Units) of the City of Cockburn were developed, and a commitment was given at the time that the second step in the process was the review of the registers annually. It was proposed to update the Registers as the risks are addressed and progressively report these achievements to the Committee.



## Submission

N/A

## Report

*Risk Management Program;*

### 1. The City's Risk Monitoring and Reporting System

All of the City's operational risks are housed on excel spreadsheet. Investigations are continuing to identify an appropriate risk management software database. Requirements documents have been created, and a request for quotation (RFQ) has been prepared to invite risk management software providers. The risk review Group will be responsible for the final selection process.

### 2. Risk Controls Review Testing

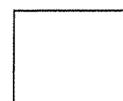
A control review provides another level of insight on the degree to which management has confidence that current controls are effective. This level of scrutiny gives assurance that key risks are actively controlled and control mechanisms are in place reduce the risk profile of the City. Control Reviews were conducted in August 2015. The results indicated that risk controls identified in the risk registers were in place and were included in the control review reports. The registers have been amended accordingly.

This involved an intensive program of meetings with relevant staff to identify and document the risks associated with the operations of the City of Cockburn and what is being, or should be, done in order to reduce, or eliminate, any liability exposure for Council. Five risks were selected from each directorate, and the relevant controls were scrutinised.

Accordingly, the Risk Register for the organisation is considered to represent an accurate account of the most likely areas of foreseeable risk exposure for Council and is able to demonstrate that these risks have sufficient controls applied to ensure that Council is not unreasonably exposed to liability.

### 3. Annual Organisational Risk Registers Review

The process of producing the Registers has involved staff responsible for specific operational areas to identify the major cause of perceived or potential risks to their Business/Service Units and record these, along with an index of the associated level of risk. The Registers are then completed by applying mitigation mechanisms against each risk, to ensure that Council's exposure is reduced to an acceptable level. This process has required intensive



negotiation between management and operational staff to agree on risk assessments, with an acceptable level of retained risk being the outcome.

As a result most of the risk statements have been amended to reflect a service activity based approach, focusing on identifying risks, based on the critical success outcomes of each service area, and concentrating on the effect of uncertainty in providing those services. The Risk Registers are now sufficiently updated to enable them to be presented to the Committee for perusal.

#### 4. Risk Management Strategy

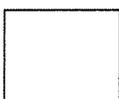
To validate the effectiveness of the current risk management systems and processes, to ensure that targets are being met to reduce risk, a Risk Management Strategy was first adopted in 2014 and is recommended that this review be formally endorsed by Council. A formal Risk Management Training program has been included in the strategy, based on a needs analysis for Council to determine the scope of training in risk required by operational areas.

It is vital that the City can validate the effectiveness of its risk management function to ensure that risks are being adequately controlled, identified and that the overall risk profile of the organisation is reduced. This ensures that the City sets compliance requirements to measure the effectiveness of its risk management systems, but also has the ability to identify, absorb and control any new risks. Setting compliance benchmarks is good governance and gives the City confidence that it is proactively protecting the business and community from risks.

#### *The City's Business Continuity Program*

The City's business continuity program underwent a testing exercise in May 2015. LGIS facilitated a Business Continuity Scenario with the Crisis Team lead by the Chief Executive Officer to test the City's Business Continuity Plan (BCP) and Crisis Management capabilities.

Following the Business Continuity Management exercise, the Business Continuity Plan was reviewed. Business Impact Analysis (BIA) discussions were held to confirm, update and review the critical business functions, maximum acceptable outage and recovery strategies. The plan was amended with the BIA results and updated taking into consideration of the recommendations from the exercise. This included review of the crisis team meeting place, recovery locations, expansion of crisis team, inclusion of a recovery location procedure, insertion of checklists to guide the process, and review of the contact list. The Business Continuity Plan review is now complete, and is presented for adoption.



As the City continues to implement and embed risk management through its Risk Program, it will continue to focus on the following key areas and current initiatives:

- (i) Strategic Risk review - A key focus in the next 4 months is for the CEO and Executive to develop the Strategic Risk Register, facilitated by an external provider.
- (ii) Internal Audit Planning - Risk Review Group to develop an internal audit plan
- (iii) Risk Management Monitoring and Reporting System – RFQ evaluation process for risk management software, followed by appointment of vendor and configuration of selected software in preparation for the training, and rollout of the selected risk management database.
- (iv) Review of Position Statement 'PSES7 Reports to Council' to incorporate Risk Management into the Council's standard template.

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

- A responsive, accountable and sustainable organisation.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

### **Budget/Financial Implications**

The City's 2015/16 Annual Budget makes provision for the continued development of and further introduction of Risk Management Framework.

### **Legal Implications**

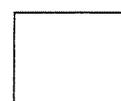
Local Government (Audit) Regulations 2013, Reg. 17.

### **Community Consultation**

N/A

### **Attachment(s)**

1. City of Cockburn 2015 Organisational Risk Registers
2. Draft City of Cockburn Risk Management Strategy
3. Draft City of Cockburn Business Continuity Plan 2015



**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**10.3 (MINUTE NO 161) (ASFC 19/11/2015) - APPOINTMENT OF EXTERNAL AUDITOR FOR THE 2016 FINANCIAL YEAR (067/002) (N MAURICIO) (ATTACH)**

**RECOMMENDATION**

That Council extend the appointment of Macri Partners as the City's External Auditor for a further one year period ending with the audit of the 2016 financial year.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COMMITTEE RECOMMENDATION**

MOVED Mayor L Howlett SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

**CARRIED 4/0**

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

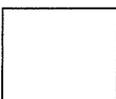
**COUNCIL DECISION**

**Background**

Council is required to appoint an external auditor to audit the financial statements of the City in accordance with Section 7.3 of the Local Government (LG) Act as follows:

**7.3 Appointment of auditors**

- (1) *A local government is to, from time to time whenever such an appointment is necessary or expedient, appoint\* a person, on the recommendation of the audit committee, to be its auditor.\* Absolute majority required.*
- (2) *The local government may appoint one or more persons as its auditor.*



- (3) *The local government's auditor is to be a person who is*  
 —  
 (a) *a registered company auditor; or*  
 (b) *an approved auditor.*

Section 7.6 of the LG Act allows for the appointment of a local government's auditor for a term of not more than five financial years, but states an auditor is eligible for re-appointment.

Council appointed the incumbent auditor (Macri Partners) in April 2012 for a four year period covering the 2012-2015 financial years. This followed a four year period where Grant Thornton was the City's external auditor.

### **Submission**

N/A

### **Report**

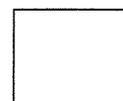
Macri Partners was previously appointed as the City's external auditor, following a quotation process using the Western Australian Local Government Association (WALGA) Preferred Supplier panel contract for Audit Services. The WALGA pre-qualification process ensured that auditors appointed to the panel met the qualification requirements of the LG Act.

The agreement entered into by the City with Macri Partners had an initial term of four years commencing 1 July 2011 to 30 June 2015, with a Principal instigated option to extend the contract by a further one year period to a maximum of five years.

Due to the previously anticipated amalgamation of the Cities of Cockburn and Kwinana, it was expected that the new City of Jervoise Bay would be appointing an external auditor in the first several months of 2015/16 for that financial year and beyond. Now that reform is off the political agenda, the City needs to appoint its external auditor for at least the current financial year.

The performance of Macri Partners over the past four years is considered to have met the City's expectations and needs, and fulfilled the terms of the audit agreement. They have successfully worked with management to ensure the City's audits and various grant acquittals are completed within set deadlines and offered professional guidance to improve the standard and compliance of the City's financial reporting.

The thoroughness and rigour applied to the conduct of the City's audits over the past four year has been at a level that engenders a high degree of management confidence in the financial reports presented to Council. A key measure of audit performance is the quality and experience of the audit team itself. Macri Partners have delivered the



City's audit services using a reasonably stable and experienced team of auditors, making audit queries and responses less onerous for staff and ensuring that audit attention is focused on higher priority matters.

Given the good performance of the external auditor to date, it is recommended that the City instigate the one year contract extension option covering external audit services for the 2015-16 financial year. A CPI based increase will be negotiated and applied to the schedule of audit costs pertaining to the final year of the current audit agreement.

The City will then look to go back out to the market for the next four or five year audit contract sometime in 2016.

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

- A responsive, accountable and sustainable organisation.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

### **Budget/Financial Implications**

The cost of the external audit is set at \$26,000 (ex GST) for 2014/15 and will increase by a small CPI adjustment for 2015/16.

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Attachment(s)**

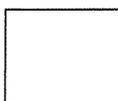
External Audit Contract Agreement 2012-2015.

### **Advice to Proponent(s)/Submissioners**

N/A

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

Nil.



**10.4 (MINUTE NO 162) (ASFC 19/11/2015) - CONTRACT FOR INTERNAL AUDITING SERVICES FOR THE 2016 & 2017 FINANCIAL YEARS (067/002) (N MAURICIO)**

**RECOMMENDATION**

That Council extend the contract with Deloitte for the provision of internal auditing services for a further two year period ending 30 June 2017.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COMMITTEE RECOMMENDATION**

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

**CARRIED 4/0**

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

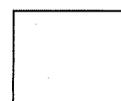
**COUNCIL DECISION**

**Background**

Council appointed Deloitte in August 2011 on a four year contract ending June 2015 to provide internal auditing services to the City. The procurement was made through a formal quotation process inviting submissions from suppliers on the WALGA Preferred Supply Panel for audit services.

The Local Government (Audit) Regulations 1996 requires the audit committee to provide assistance to council in the process of selecting and appointing an auditor. Whilst this relates specifically to the appointment of the external auditor, the City also chooses to bring the appointment of the internal auditor to the audit committee for better governance. The terms of reference for the Audit & Strategic Finance Committee also require it to provide assistance to Council in the process of selecting and appointing an auditor.

Certain functions of the internal audit complement the external auditor's role. As the external auditor plans for an effective audit they assess and determine whether to include outcomes from internal audit. All internal audit reports are referred to the audit committee for consideration.



The scope of the internal audit function is set by the audit committee (with input from the CEO and Management) and the internal auditor reports functionally to the audit committee.

### Submission

N/A

### Report

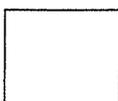
Internal auditing is an independent, objective assurance and consulting activity designed to add value and improve an organisation's operations. It helps an organisation accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, control, and governance processes.

Deloitte completed their first four year contract with the City in July 2015 with the completion of the Procurement Improvement internal audit. However, they were sourced to complete the urgent audit review into the City's 2015/16 rates setting processes in August, which was presented to the September meeting of Council. Part B of this audit will assess issues and impacts that should be considered by Council for the 2016/17 rates setting strategy. This report is being presented to the November meeting of the Audit & Strategic Finance Committee.

The following table summarises the internal audit plan delivered by Deloitte over the contract term:

Auditable Issues/areas	Originally Proposed Timetable	Status
Fraud Control Assessment	2011/12	Completed 2011/12
Procurement/Supply Chain Management Process	2011/12	Completed 2012/13
Exercise of Delegated Authorities	2012/13	Completed 2012/13
Revenue Recognition (rates and other sources)	2012/13	Completed 2013/14
Audit salaried employee timekeeping practices	2013/14	Completed 2013/14
Review implementation of fraud risk management	2013/14	Completed 2013/14
Procurement Improvement	New	Completed 2014/15
2015/16 Rates Setting Process	New	Completed 2015/16

Deloitte's audit reports and the recommendations made have been assessed by management to be of high quality and have met the stated objectives for the internal audit function. The delivery of the internal audit plan has been overseen by the same audit manager over the contract term, who has developed a good understanding of the operating environment and business activities of the City.



Given the performance of Deloitte over the past four years and their proven capacity to assist the City with high priority audit assignments at short notice, it is recommended that the City extend their contract for another two financial years. This period includes the current financial year where Deloitte have already provided services in relation to the rates setting audit review.

Deloitte continue to be preferred suppliers with WALGA on their supply panel for Audit Services. This two year extension will ensure the reappointment of internal and external auditors are staggered and not made in the same financial year. The City will next go back out to the market for internal auditing services in 2017.

Future internal audit plans will be facilitated through the City's Risk Review Group (comprising cross functional managers), with input from the internal auditor. Audit planning will be informed by the City's operational and strategic risk registers, where assessed risk levels will influence audit priorities. The next iteration will be brought to the March meeting of the Audit & Strategic Finance Committee

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

- A responsive, accountable and sustainable organisation.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

### **Budget/Financial Implications**

The cost for internal audit assignments is determined at the time of agreeing the terms of reference. Hourly fees are set in accordance with the WALGA supply panel contract for Audit Services, which are subject to annual CPI increases.

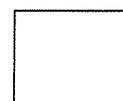
The City's budget includes an allocation for compliance/internal audit costs of \$32,000. However, this will need to be revised at the mid-year budget review due to the unplanned internal audit into the City's rate setting practices this year.

### **Legal Implications**

N/A

### **Community Consultation**

N/A



**Attachment(s)**

N/A

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**11. PLANNING & DEVELOPMENT DIVISION ISSUES**

Nil

**12. FINANCE & CORPORATE SERVICES DIVISION ISSUES**

**12.1 (MINUTE NO 163) (ASFC 19/11/2015) - ANNUAL PERFORMANCE REVIEW OF MONETARY AND NON-MONETARY INVESTMENTS FOR THE FINANCIAL YEAR 2014/15 (073/001; 073/004) (S DOWNING)**

**RECOMMENDATION**

That Council receive the information.

**COMMITTEE RECOMMENDATION**

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

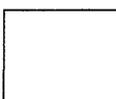
**CARRIED 4/0**

**COUNCIL DECISION**

**Background**

Council Policy SFCS1 'Investments' Clause 5.2 requires:

*An annual report on the performance of the investment portfolio will be submitted to Council outlining the performance of the portfolio for the financial year."*



**Submission**

N/A

**Report**

As per the Investments Policy SFCS1, the following report is divided into two parts. The first part is a report on cash investments held by the City and the second part is for non-cash investments.

*Cash Investments*

The City earned the following interest income during 2014/15:

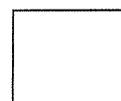
Municipal/Reserve funds	\$5.164m
Rates – Administration Interest	\$0.329m
Rates – Penalty Interest	\$0.178m
Deferred Pension rates	\$0.023m
ESL Interest	\$0.022m
<b>Total Interest income</b>	<b>\$5.717m</b>

Interest income from the surplus cash in the municipal fund and reserves (MFR) amounted to \$5.164m. The opening balance for MFR at 1 July 2014 was \$109.19m and the closing balance was \$133.52. (These balances include current and non-current cash and cash equivalent investments earning interest). The interest rates earned by the MFR over the twelve months varied from 3.92% in July 2014 to 3.36% in June 2015. The reduction over the twelve months came about due to the easing of the cash rate by the RBA which fell in the corresponding period from 2.5% to 2.0%.

The interest income earned from the other four sources, Rates – Penalty Interest, Rates – Administration Interest, Deferred Pension Rates, and ESL Interest, was not earned on the management of surplus cash but on outstanding debts due to the Council. The Local Government Act provides the heads of power for a council to impose interest on outstanding rates. Rates – Administration Interest and ESL Interest are charged at 4%, whilst Rates – Penalty Interest is charged at 8%. The Local Government Act has a maximum interest rate of 11%. The Council has always elected to impose a lower interest rate. The rate for Deferred Pension Rates was 2.85% as at 30 June 2015.

All surplus funds are invested in accordance with the Local Government Act and associated regulations.

The funds are invested in term deposits with APRA regulated financial institutions apart from two investments. The amendment to the regulations requiring Council's only invest in term deposits with a maturity less than twelve was gazetted with an over-rider allowing



existing investments with a maturity greater than twelve months and in non-term deposits to go to maturity.

The first investment is for \$2m in a CBA zero coupon senior bond paying 7.18%. The maturity date for the return of the \$4m is January 2018. (The additional \$2m is the capitalised interest compounded over the life of the bond).

The second investment is the reverse mortgage backed security, Emerald. The original investment was \$3m in three \$1m tranches. The City is receiving interest at the rates of 2.58%, 2.88% and 3.18% on the respective tranches. Additional 'step-up' interest is also accruing on these three tranches at 0.9%, 1.5% and 1.9% respectively, which will be paid to the City upon maturity. The City has also received capital repayments totalling \$0.262m with an outstanding balance due for the investment of \$2.737m.

#### *Non-Cash Investments*

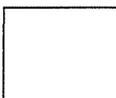
The City has substantial freehold land on its balance sheet. As at the 30 June 2015 that total was \$99m. The makeup of the land comprises sumps, reserves, land available for sale, freehold parks and land on which council buildings and facilities occupy. The Land Management Strategy had identified a range of land assets that are surplus to requirement or land that could be made saleable with investment from Council. The concept is to monetise freehold land (where possible) so as to re-invest in income producing property to receive a stream of rental income. The Land Management Strategy provides for a reconciliation of the freehold land and that which is surplus to requirements.

#### *Rental Income*

The City received rental income for 2014/15 on a number of commercial properties:

<b>Commercial Property</b>	<b>Income</b>
Coogee Beach Caravan Park	\$208,985
Cockburn Health and Community Facility	\$1,022,846
Cockburn GP Super Clinic	\$568,684
Youth Centre	\$157,380
Naval Base Shacks	\$439,261
Coogee Beach Café	\$54,316
Baptist Recreation Centre - Land Lease	\$24,479
Spearwood Dalmatinac - Land Lease	\$20,372
Cockburn Bowling Club - Land Lease	\$9,267
Emergency Services Facility - DFES Sub-lease	\$26,133
<b>Total Rental Income</b>	<b>\$2,531,723</b>

Rental Income for the Cockburn Health and Community Facility noted above takes into account cash rent received. This figure does not equate to a full year rental as a number of the tenants are still in a rent

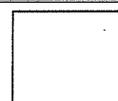


free period, offered by the City as standard commercial practice on the advice of the City's Leasing Agent, MMJ. A full year rental income is \$1,428,000 before the impact of rent increases for 2015/16. Total full year rent from the Cockburn Health and Community Facility (including GP Super Clinic) will be \$2.0m. The original business plan indicated rent of approximately \$2.05m. The net rental revenue from the Cockburn Health and Community Facility is quarantined within a financial reserve for the purpose of future maintenance requirements for the facility. This is to ensure that there is no future demand for the Municipal Fund to meet capital or operating maintenance costs. Once the level of funds meets the target, dividends will be paid to the municipal fund. The City also quarantines funds received from the Naval Base Shacks to meet the future capital maintenance needs of this unique asset.

### *Land Sales*

The City had budgeted to sell the following land with outcomes as noted:

Land for Sale	To be sold - Budget	Sold	Settlement received	Comment
Subdivision Lot 702 Bellier Pl & Lot 65 Erpingham Rd Hamilton Hill	\$1,402,727	\$2,500,000		Sold & Settlement deferred, now in Nov 15 excludes \$75k interest paid by the purchaser to defer settlement. Contract price is \$2.5m + interest
Lot 133 Arthur Street – Hamilton Hill	\$92,500	\$91,500	\$91,500	Sold & Settled
Lot 40 Cervantes Loop - surveying and construction of access	\$900,000			Ready for sale – delayed due to sub-division application
Subdivision and development of Lot 4219 Quarimor Drive	\$720,000			Lot 4219 Withdrawn - No interest at this stage
Lot 23 Russell Road, Hammond Park	\$1,000,000			Withdrawn - waiting for construction of train station before testing the market again
Lot 33 Davilak Ave Hamilton Hill	\$1,300,000			Sale fell through. Now on market
213 Winterfold Ave Coolbellup	\$255,841	\$266,727	\$266,727	Sold & Settled
Lot 432 25 Stanyford Place - Rodd Reserve	\$2,400,000	\$2,400,000	\$2,400,000	Sold & Settled
Lot 9003 Beelias Drive Beelias	\$9,600,000	\$9,600,000		Sold & Contract in place, waiting for



Land for Sale	To be sold - Budget	Sold	Settlement received	Comment
				Services & settlement. Contract price is \$9.6m.
Total	\$17,671,068	\$14,858,227	\$2,758,227	

Whereas funds are generally allocated to income producing assets, the exception is the sale of land at Lot 9003 Beeliar Drive. The proceeds have been allocated in the 2015/16 budget to the redevelopment of the Council Depot.

### Strategic Plan/Policy Implications

#### Growing City

- Development that is soundly balanced between new and existing areas.
- Investment in industrial and commercial areas, provide employment, careers and increase economic capacity in the City.

#### Infrastructure

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

#### Leading & Listening

- A responsive, accountable and sustainable organisation.
- Manage our financial and infrastructure assets to provide a sustainable future.

### Budget/Financial Implications

N/A

### Legal Implications

N/A

### Community Consultation

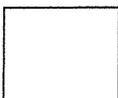
N/A

### Attachment(s)

N/A

### Advice to Proponent(s)/Submissioners

N/A



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

Nil.

**12.2 (MINUTE NO 164) (ASFC 19/11/2015) - INTERNAL AUDIT - PROCUREMENT IMPROVEMENTS (067/004) (N MAURICIO) (ATTACH)****RECOMMENDATION**

That Council receive the Procurement Improvement Internal Audit Report, as shown in the attachment to the Agenda.

**COMMITTEE RECOMMENDATION**

MOVED Mayor L Howlett SECONDED Cllr C Terblanche that the recommendation be adopted.

**CARRIED 4/0****COUNCIL DECISION****Background**

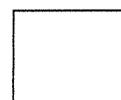
Council's Audit and Strategic Finance Committee agreed at its July meeting to the internal audit of the City's progress towards improving its procurement related activities and addressing the many recommendations arising from several prior year audits and risk reviews.

The City's annual procurement spend is around \$70M, comprising approximately 8,000 to 10,000 purchasing transactions per annum.

Importantly, contract related procurement risk was identified as one of the City's seven strategic risk areas in a high level risk report prepared in 2013. The risk was defined as "an inconsistent method of managing contracts throughout the City of Cockburn (including performance management, consistent documentation, transparent process, etc).

The following scope was developed for the audit:

*The internal audit will assess the City's progress in implementing action plans designed to address the opportunities for improvement and recommendations raised (38 in total) in the*



*following audits and reviews of the City's procurement function, conducted during 2012 and 2013:*

- *Deloitte Fraud Control and Risk Assessment (January 2012)*
- *Deloitte Procurement Internal Audit (November 2012)*
- *CCC Procurement Audit (January 2013)*
- *RMRI High level operational risk review (September 2013).*

*Consideration will also be given to any further improvement opportunities evident in the City's current and proposed procurement function and model.*

This was the one and only audit assignment commenced in 2014/15, due to the work effort being focused on local government reform activities and the intention for internal audit to review the associated divestment of assets and liabilities to the Cities of Fremantle and Melville.

This audit work also contributes to the City's obligations under Reg. 5(2)(c) of the Local Government (Financial Management) Regulations 1996, which requires the Chief Executive Officer to undertake regular reviews of the appropriateness and effectiveness of financial management systems and procedures and to report the results of these reviews to Council.

### **Submission**

N/A

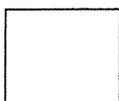
### **Report**

As part of the City of Cockburn's 2014/15 Internal Audit activity, the City's internal auditor (Deloitte) undertook an assessment of the City's progress in addressing key issues and recommendations raised in previous audits and reviews on the City's procurement function. A total of 38 procurement-related improvement opportunities and action plans were identified through those four audits and reviews and these formed the basis of the audit.

The audit reviewed the City's records of progress towards the implementation of each recommendation and sought evidence of the relevant actions being implemented. Testing was also carried out to validate the implementation of new controls, where necessary.

### *Key results*

Overall, the internal audit found that the progress made in implementing the action plans had resulted in a positive change and significant improvement to the City's procurement function. The key achievements included:



- the development and implementation of a strategic procurement function;
- the strengthening and implementation of process and system controls;
- the assessment and management of fraud control and risk within the procurement function;
- the review and update of procurement policies and procedures.

Key outcomes within the last two years had included:

- the review of delegated financial authorities (DFA), purchasing and approval process and the purchase order amendment process;
- the creation and appointment of the Strategic Procurement Manager role;
- a new procurement model and framework proposed by the Strategic Procurement Manager and implemented by the City.

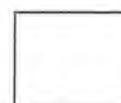
Between July 2014 and February 2015, the City had concentrated on the proposed council amalgamation, slowing the rate of progress. However, the current status of the implementation of action plans (as determined by audit) shows that considerable progress has been made. The following table extracted from the audit report serves to demonstrate this:

	Total improvement opportunities	Completed	Closed out	In progress	Outstanding
Fraud Control and Risk Assessment (January 2012)	4	4	0	0	0
Procurement Internal Audit (November 2012)	14	12	0	2	0
CCC Procurement Audit (January 2013)	14	10	1	3	0
High level operational risk review (September 2013)	6	5	0	1	0
<b>Total</b>	<b>38</b>	<b>31</b>	<b>1</b>	<b>6</b>	<b>0</b>

It is worth noting that of the 31 'completed' recommendations, the audit found that the Procurement Team had implemented additional actions for 15 of these. By going beyond the original treatment plans, the Procurement Team had shown commitment to addressing the identified issues and their dedication to further enhance the procurement function.

The six recommendations that the audit found to be still 'in progress' were grouped into the following four main initiatives:

1. Contract Management Module – the 'CoC Contracts' workplace is to be rolled out to contract users;
2. Expenditure report – further enhance the system-generated report to reduce spreadsheet reliance;



3. Documentation for DFA review procedure – Management review and sign off procedure of DFA levels to be included in the end of financial year (EOFY) formal processes.
4. Purging of inactive suppliers.

It is expected that these remaining initiatives will be completed by 30 June 2016 and they have been included in the Procurement Services action plan for 2015/16.

#### *Further Improvement Opportunities*

The audit considered all the actions implemented and formed a holistic view of the current procurement function and its risk profile. The following areas were identified as potential areas for improvement, due to audit's view of heightened risk:

#### Contract Management Process

The City's Contract Management process is a high risk area with genuine opportunities for positive change, particularly to enhance contract development and management practices and to educate/train key staff. The City needs to establish consistent expectations and processes for how contractors are to be managed once they are engaged

*Management Response: The City has developed a number of KPI's to provide greater visibility over contract compliance. Improved contractor management processes have also been planned, starting from the initial contractor selection. Greater emphasis will be put on educating contractors on the contract process in order to reduce future contract breaches.*

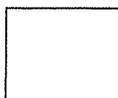
#### Single Person Reliance

The Strategic Procurement Manager has implemented the majority of the changes within the procurement team. As a result, he has a lot of knowledge and systems access. The risk is over reliance on a single person, who has limited monitoring of his actions and decisions.

*Management Response: The procurement function is heavily scrutinised across the City due to its high impact on business. Procurement outcomes are closely monitored with extensive reporting through to various levels within the organisation. The City is progressively building capacity within the procurement team to mitigate over reliance on any single person.*

#### Spreadsheet Reliance

An Excel spreadsheet is currently used to monitor and track annual expenditure by business unit, vendor and users/purchasers. The



manual input of data could result in intentional or unintentional errors, in turn leading to misleading reporting. A system-generated expenditure report could be enhanced to make it more useful and relevant and increase the level of reporting and transparency.

*Management Response: A system generated report out of TechnologyOne will be developed to reduce the need for manual preparation in future. This will be achieved as part of the implementation of the Business Intelligence Reporting Project, which is due to commence in 2016/17.*

Whilst this audit found substantial improvement in the functioning and performance of procurement services across the City, it also recognised that for the City to pursue its strategic direction towards better practice procurement (intended to deliver greater value to the City), the City will need to commit ongoing effort and resources.

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

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

#### **Budget/Financial Implications**

Funding for internal audit activities is provided for within the City's operational budget.

#### **Legal Implications**

N/A

#### **Community Consultation**

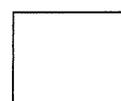
N/A

#### **Attachment(s)**

City of Cockburn Procurement Improvement Report – October 2015.

#### **Advice to Proponent(s)/Submissioners**

N/A



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

Nil.

**12.3 (MINUTE NO 165) (ASFC 19/11/2015) - ANNUAL FINANCIAL STATEMENTS 2014/15 AND EXTERNAL AUDIT REPORT (071/003; 067/001) (N MAURICIO) (ATTACH)**

**RECOMMENDATION**

That Council adopt the Annual Financial Statements and Audit Completion Report for the year ended 30 June 2015, as attached to the Agenda.

**COMMITTEE RECOMMENDATION**

MOVED Cllr C Terblanche SECONDED Deputy Mayor C Reeve-Fowkes that adopt the recommendation subject to the following amendments:

- (1) replace Page 33 of the Annual Financial Statements – Attachment 1 – Note 9b Movements in Carrying Amounts – Property, Plant and Equipment with new Page 33 as attached; and
- (2) replace Page 75 of the Annual Financial Statements – Attachment 1 – Note 34 Opening and Closing Funds Used in the Rate Setting Statement with new Page 75 as attached

to the Minutes.

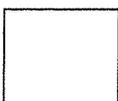
**CARRIED 4/0**

**COUNCIL DECISION**

**Reason for Decision**

Current Page 33 contains an incorrect Work in Progress figure in the "Acquisition" column – all other figures are correct.

Current Page 75 used the opening funds rather than closing funds figures in the 2013/14 comparison columns.



## Background

The Audit and Strategic Finance Committee is required to consider and recommend the adoption of the annual financial report to Council, as set out in the terms of reference for the committee.

At the March meeting of the Audit and Strategic Finance Committee, the draft audit plan submitted by Macri Partners was recommended for adoption and subsequently adopted by Council. This outlined the purpose and scope of the external audit to be conducted for the 2014/15 financial year and explained the audit approach and methodology to be used.

The Local Government (Audit) Regulations 1996 state that the principal objective of the external audit is to carry out such work as is necessary to form an opinion as to whether:

- a) the accounts are properly kept; and
- b) the annual financial report:
  - is prepared in accordance with financial records; and
  - represents fairly the results of the operations of the local government at 30 June in accordance with Australian Accounting Standards and the Local Government Act 1995.

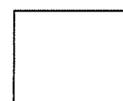
The duties and responsibilities of the Audit & Strategic Finance Committee include reviewing Council's draft annual financial report, focussing on:

1. accounting policies and practices;
2. changes to accounting policies and practices;
3. the process used in making significant accounting estimates;
4. significant adjustments to the financial report (if any) arising from the audit process;
5. compliance with accounting standards and other reporting requirements;
6. significant variances from prior years.

The terms of reference also require representatives of the external auditor to attend those committee meetings considering the annual financial report and for them to discuss the results of the external audit.

## Submission

N/A



## Report

### *2014/15 - Annual Financial Report*

The annual financial report is presented to the Audit and Strategic Finance Committee in two formats:

1. Annual Financial Statements including all accounting and supporting notes (Detailed).
2. Concise Annual Financial Statements excluding all accounting and supporting notes.

Both sets of financial statements are the same but the former is longer and provides more detail in the accompanying notes. Both sets of financial statements have been approved by the City's Chief Executive Officer and by the City's auditor (Macri Partners).

The Concise Annual Financial Statements will be included within the City's Annual Report as per the recent practice, whilst the detailed Annual Financial Statements will be published separately on the Council's website for easy access by interested stakeholders.

### *Changes to Accounting Policies & Practices*

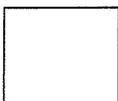
An impairment write-off of \$15.7M for previously recognised Parks landscaping assets was taken up. This was necessary in order to complete the exercise of recognising all fixed assets at fair value in accordance with local government legislative requirements. The City and its auditors agreed that determining sufficiently reliable and verifiable estimates of fair value and useful life for landscaping (living) assets was not currently feasible.

The City also recognised (for the first time) a rehabilitation asset and corresponding provision of \$8.6M for future post closure decommissioning and rehabilitation costs at the landfill site. This ensured the City complied with the relevant Australian Accounting Standard (AASB 137) and brought its reporting into line with other metropolitan local government landfill operators.

### *Statement of Comprehensive Income*

The City's net result (before asset revaluations) was up \$1.8M on the previous year to \$31.6M with operating activities adding \$2.6M to the result and non-operating activities declining overall by \$0.8M.

Overall, operating revenues of \$128.6M were up \$9.3M year on year. Revenue sources up for the year included general rates of \$65.4M (+\$6.6M) and operating grants and subsidies of \$11.8M (+\$3.3M). Interest earnings of \$5.7M (-\$0.4M) were slightly down on last year. Fees and charges were slightly down to \$40.3M (-\$0.4M) primarily due



to a reduction in commercial fees from the HWRP landfill facility outstripping other general fee increases across the City.

Operating expenses were up for the year by \$6.7M (6%) to \$116.4M. Employee costs, the City's biggest operational expense item, were up \$3.0M (5.3%) to \$45.1M. Spending on materials and contracts was up 2.6% to \$33.5M (+\$0.9M). Insurance premiums came in \$0.3M (13%) lower than last year at \$1.9M due to savings generated in property, plant and workers compensation premiums. Interest expenses were minimal at \$0.1M and relate primarily to the self-funding underground power scheme.

Depreciation expenses (non-cash) were up by \$3.1M (14%) to \$25.0M, mainly as a consequence of revalued asset values for buildings and roads taken up at 30 June 2014 and commencing annual depreciation for landfill infrastructure assets.

Capital grants received of \$6.7M were up \$2.3M year on year mainly impacted by the receipt of \$3M state funding towards the regional aquatic and recreation centre at Cockburn Central West. Net profit from the sale of assets was up year on year by \$2.4M primarily due to higher land sales activity.

Developer contributions received continued strongly at \$11.8M (+\$1.7M) with the community infrastructure contribution plan collecting \$6.3M (-\$0.3M), road infrastructure developer plans collecting \$1.8M (+\$0.7M) and capital contributions totalling \$2.3M received for both the GP super clinic and regional aquatic and recreation centre at Cockburn Central West.

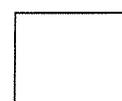
An impairment write-off for Parks landscaping (living) assets was taken up of \$15.7M in order to ensure the City complied with local government legislation requiring all fixed assets to be held at fair value. This had limited impact on the City's year on year net result change due to the offset provided by the recognition of a larger value in gifted developer assets.

#### *Statement of Financial Position*

The City's net assets and total equity increased by \$68.3M during the reporting year to \$1,103.9M. This predominantly reflects increases in non-current assets of \$53.9M and current assets of \$24.7M. These were offset by an increase in total liabilities of \$10.3M.

The increase in current assets of \$24.7M includes an additional \$24.2M in cash and investments mainly due to a greater amount of cash held in financial reserves. Receivables also increased modestly \$0.5M year on year.

The increase in non-current assets of \$53.9M comprised a net increase of \$32.5 in the value of infrastructure assets and \$11.2M in property,



plant & equipment assets. The City has also recognised a rehabilitation asset for the first time of \$8.6M. This offsets a non-current liability provision for the same amount in the first year. There was also an increase of \$1.6M in other investments mainly attributable to the SMRC joint venture.

Current liabilities were little changed down \$0.4M year on year to \$14.1M due to lower trade & other payables. The current portion of borrowing liabilities (\$1.4M) and leave provisions (\$4.6M) were relatively unchanged from last year.

Non-current liabilities increased by \$10.8M from last year, primarily due to an increase in provisions of \$8.8M and contributed to by the first time provision of \$8.6M for the rehabilitation of the landfill site. Security deposits and bonds payable were also \$3.4M higher year on year. Offsetting these, borrowings were paid down by \$1.4M.

#### Changes in Equity

Cash/investment backed reserves held by the City increased by \$21.5M to \$107.1M during the year.

The asset revaluation surplus increased by \$36.7M to \$568.2M as a result of the management valuation of roads, footpaths, drainage and parks infrastructure.

The City's accumulated surplus increased by \$10.1M to \$428.6M. This represented the \$31.6M net operating surplus result, less the \$21.5M net transfer of funds to financial reserves.

#### Statement of Cash Flows

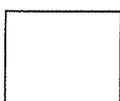
The City's net incoming cash flows from operating activities increased by \$3.6M to \$37.2M for the reporting year. This continues to reflect the strong financial capacity of the City to fund new assets and asset renewal and upgrades as they become necessary.

Cash of \$36.5M was outlaid on capital spending, down \$6.8M on the previous year. This mainly reflected reduced spending on building construction (down \$12.6M) and additional spending on roads infrastructure assets (up \$4.3M).

Cash flows from grants and contributions received for the development of assets increased by \$4.0M to \$18.5M, with \$8.1M coming from the City's developer contribution plans.

Cash received from the sale of assets was down slightly by \$0.4M to \$4.0M.

The City repaid \$1.37M of the \$3.54M in outstanding borrowings for the underground power and emergency services building projects.



Cash and cash equivalents increased for the year by \$24.2M to \$129.0M strengthening the City's already strong liquidity position.

#### *Rate Setting Statement*

The City's closing funds position was \$13.7M compared to the balanced budget position contained in the adopted budget for 2014/15. \$9.7M of the closing funds is unspent monies required to complete carried forward works and projects. The balance of \$4.0M covers the forecast \$3.0M end of year surplus included in the adopted budget for 2015/16, with an additional \$1.0M available to be transferred into financial reserves in accordance with Council's budget policy.

The total amount raised from general rates of \$65.0M was \$6.5M (11.1%) higher than the previous year. This result reflects the 4% increase in the rates in the dollars (RID) adopted for 2014/15, together with continuing strong growth within the rating base from new land developments and building activity within the district.

#### *Audit Report*

The 2014/15 Annual Financial Statements were audited by Macri Partners and their assigned Audit Partner, Mr Tony Macri. They were signed off as being true and fair and without qualification.

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

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

#### **Budget/Financial Implications**

N/A

#### **Legal Implications**

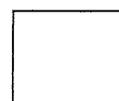
N/A

#### **Community Consultation**

N/A

#### **Attachment(s)**

1. Annual Financial Statements for 2014/15 (detailed)



2. Audit Completion Report to the Audit and Strategic Finance Committee for the year ended 30 June 2015 – Macri Partners

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**12.4 (MINUTE NO 166) (ASFC 19/11/2015) - REVIEW OF THE RATE SETTING STATEMENT - PHASE 2 (150/016) (D GREEN/N MAURICIO/S DOWNING) (ATTACH)**

**RECOMMENDATION**

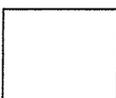
That Council:

- (1) receive the 2015/16 Rates Setting Process – Internal Audit: Phase Two Report as attached to the Agenda;
- (2) continue the incorporation of rates and service charges for Residential Improved properties as part of its future rates process;
- (3) require the Delegated Authorities and Policy and Position Statements Committee prepare an amended Policy SC34 – Budget Management to reflect the following:
  1. Continue with incorporation of the waste management and community surveillance service charges into the residential improved rates;
  2. Receive an independent assessment of the modelling annually;
  3. Third Budget Forum to specifically consider Differential Rates and the modelling associated with the application of the proposed differential rates; and
  4. The Annual Municipal Budget be adopted by a Special Meeting of Council.

**COMMITTEE RECOMMENDATION**

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

**CARRIED 4/0**



<b>COUNCIL DECISION</b>
-------------------------

### **Background**

Arising from the report to the Ordinary Council Meeting held on 10 September 2015 *Application Of Rates Concession For 2015 / 16 Financial Year*, the resolution of Council as stated in recommendation 5 of the report was:

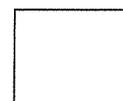
*review Policy SC 34 "Budget Management" for the purpose of considering a strategy to incorporate Service Charges into the General rate charges on an ongoing basis and to include an "equalisation" concession to ensure reasonable equity is maintained for rate increases;*

As part of the report, Deloitte's were to be commissioned to undertake a second stage of their review as noted below:

#### Strategy for the Future

*To provide an assurance to Council and its ratepayers that mitigates against the likelihood of a repeat of these circumstances, it is important that a process which enables necessary checks and balances of the anticipated rates income is introduced for future years. A well-considered approach to this matter would result if Council employed the following strategy:*

1. *Review Policy SC34 "Budget Management" to incorporate:*
  - *The ongoing inclusion of a Waste Service Charge and Security Service (Co safe) Charge into the General Rates levied against rateable properties.*
  - *Grant provision of a "Waste and Co safe" equalisation Concession each year as a fundamental principle of the Rating Strategy to overcome inequitable variances to rates to higher GRV properties, but maintain the capacity for eligible pensioners to continue claiming a rebate on the rates assessment, inclusive of Waste and Security Service Charges.*
  - *Detailed estimated rates income modelling will be prepared and independently reviewed, prior to being separately presented to a specific "Rates Setting Workshop" as a requirement of the annual Budget timetable*



2. *Engage Council's appointed Internal Auditor (Deloitte) to corroborate the proposed Rate Setting schedule annually, prior to presentation of this information to Elected Members during the Budget Worksop dedicated for this purpose each year.*

### **Submission**

N/A

### **Report**

In August 2015, Deloitte was assigned to undertake an internal audit assessment of the City's rate setting process for the 2015/16 budget with a focus on the implementation of the strategy to incorporate compulsory waste service and CoSafe security charges into the general rate in the dollar for residential improved properties (the incorporation rate setting strategy).

A two-phased approach was applied to this assessment, being:

- Phase One - Addressing scope items relating to the processes and outcomes for the 2015/16 budget year; and
- Phase Two - Addressing scope items to be considered by Council for the 2016/17 budget rate setting (the focus of this report).

The audit report for Phase one was presented to Council in September. This outlined a number of key issues that should be considered as part of the audit scope for Phase two, these being:

- Basis of concessions, if any, to be built into the rates setting process
- Calculation of a comparable RID to fund any concession (considering the proposed 2015/16 concession draws on the funds available from the over-charging error)
- The impact on other rates setting decisions (e.g. minimum rates)
- The potential change in the State Government rebate scheme (potential rebate cap).

As such the following audit brief was prepared by Manager, Financial Services:

*If Council continues with incorporating waste & CoSafe charges in the RID for residential improved properties in 2016/17 and future years:*

- Basis of concessions, if any, to be built into the rates setting process
- Calculation of a comparable RID to fund any concession (considering the proposed 2015/16 concession draws on the funds available from the overcharging error)



- Impact on pensioners from the potential change in the State Government rebate scheme (potential rebate cap).
- The impact on other rates setting decisions (e.g. minimum rates).
- Issues to consider if extending incorporated charges to non-residential improved properties.
- Modelling requirements to inform Council deliberations.

*If Council reverts to having separately levied waste & CoSafe charges for residential improved properties (no concession requirement):*

- Impact on ratepayers: those that received a comparative advantage from incorporation (compared to 2014/15 rates); those that received a concession in 2015/16; pensioners
- The impact on other rates setting decisions (e.g. minimum rates).
- Modelling requirements to inform Council deliberations.

The report from Deloitte on Phase two of the audit (attached to the agenda) has addressed the audit brief and made the following findings:

*1. Modelling within the 2016/17 rates setting process (and the conduct of a third budget workshop to focus on rate setting)*

- There are two main benefits to scheduling a Rates Setting briefing after the Capital Expenditure and Operational Expenditure briefings, namely:
  - A greater understanding of costs, and therefore the revenue required to meet those costs, will lead to a more accurate modelling outcome
  - The later the Rates Setting briefing is held, the more new properties will be included in the modelling process
- The City may consider formalising its process of reviewing the rates revenue assessment process, considering it was challenged during the 2015/16 rate setting process
- Council should be provided detailed modelled outcomes, with examples for various property types (including those that Elected Members can personally relate to, such as properties with GRVs similar to their own properties) in order to understand the modelling process and impact on ratepayers
- The modelling process and impact analysis should be subject to independent review
- The main decision to be made by Council is which method (no incorporation, incorporation with a concession, incorporation without a concession) to use for the coming year. It is reasonable to make this decision before commencing the rate modelling process, which is likely to be resource intensive



- Any further decision to continue the concession beyond the 2016/17 year should be made ahead of the beginning of modelling for that year.

*2. Scenario 1: Continued incorporation strategy*

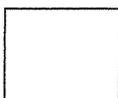
- In the City's current circumstances, the advantages of incorporation (the benefit to pensioners, the treatment of waste as a service no different from others and the simplified rates structure) appear to outweigh the disadvantages
- The concession ensures that ratepayers of properties with a higher GRV do not feel the full impact of the move to incorporation and should be continued for the 2016/17 year if the City is to be consistent with its strategy for the 2015/16 year
- To assist in covering the cost of the concession, the minimum rate should be raised by at least the same percentage as, and preferably slightly more than, the general rate increase (whilst remaining within legal parameters)
- The concession should be based on capping the percentage rate increase at a level the City feels confident will be tolerated by residents (and ideally higher than the average increase)
- The City should be mindful of the need to communicate clearly the complexities of its decisions and impacts on ratepayers in its annual Objects and Reasons Statement.

*Extending incorporated charges to non-residential improved properties*

- The City should:
  - Model the impacts of incorporated waste charge for the full range of GRV properties
  - Not make the decision to incorporate waste charges for non-residential properties without considering how to soften the impact on the properties with higher GRVs.

*3. Scenario 2: Separate waste and CoSafe charges (reversal of incorporation)*

- The groups likely to be impacted by this decision are:
  - Those ratepayers who had a relative advantage in 2015/16 (in particular those who received a decrease in rates from 2014/15 to 2015/16) are likely to be relatively disadvantaged (comparing 2016/17 rates to 2015/16 rates) if incorporation is reversed
  - Pensioners who can no longer claim a rebate on the waste and CoSafe charges (as noted above, the final overall impact will also depend on the State Government's policy)



- There is unlikely to be any need for a concession if there is no incorporation, however an impact analysis will still be required to highlight any groups which may be adversely affected by the reversal.
- Some of the risks associated with fixed waste and CoSafe charges include:
  - Pensioners will be disadvantaged and to a greater extent if the State government rebate policy remains unchanged
  - These services will continue to be treated differently from the wide range of other services offered by the City.
- If the City chooses not to incorporate waste charges it should consider incorporating CoSafe security charges for consistency with non-residential improved properties.

Deloitte's report also provides recommendations for the type of modelling and impact analysis information to be presented to the rate setting budget workshop.

#### Summary and Conclusion

On balance, the Deloitte Report shows that the City should continue with the incorporation rate setting strategy.

As noted in the Report, pensioners will on the whole be better off if the City maintains the current incorporation of the rates and service charges. In addition, the concession methodology will allow the City to provide the management tool to cap rate increases equitably.

Policy SC34 'Budget Management' will have to be amended at the next Delegated Authorities, Policies and Position Statements Committee Meeting to be held on 26 November 2015'. The following amendments are flagged for review and amendment:

1. Third Budget Forum to specifically consider Differential Rates and the modelling associated with the application of the proposed differential rates;
2. Continue with incorporation of the rates and service charges;
3. Review an independent assessment of the modelling;
4. Have the Annual Municipal Budget adopted by a Special Meeting of Council rather than an Ordinary Council Meeting.
5. Prepare a new timetable to accompany the Policy SC34.

#### **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.

Policy SC34 'Budget Management' refers.

### **Budget/Financial Implications**

The financial implications of the Deloitte's Phase 2 report will be considered by Elected Members as part of the Budget Forums to be held in 2016 in preparation of the 2016/17 Annual Municipal Budget.

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Attachment(s)**

2015/16 Rates Setting Process – Internal Audit – Phase 2.

### **Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

## **13. ENGINEERING & WORKS DIVISION ISSUES**

Nil

## **14. COMMUNITY SERVICES DIVISION ISSUES**

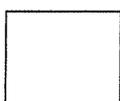
Nil

## **15. EXECUTIVE SERVICES DIVISION ISSUES**

Nil

## **16. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Nil



**17. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING**

Nil

**18. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF MEETING BY COUNCILLORS OR OFFICERS**

Nil

**19. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**

Nil

**20. CONFIDENTIAL BUSINESS**

Nil

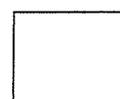
**21 (ASFC 19/11/2015) - CLOSURE OF MEETING**

7.02 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: ...../...../.....



NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
**9b. Movements in Carrying Amounts - Property, Plant & Equipment**

The following table reconciles the carrying amount at the beginning and end of the current financial year for each class of non-current assets:

Asset Classification	Carrying amount at beginning of the year	add	add	add / (dec)	dec	Transfers	Carrying amount at end of the year
		Acquisitions	Gifted Development Assets	Revaluation increments/ (decrements)	Disposals & Write Offs	Depreciation	Works Completed & Capitalised During the Year
Freehold Land	100,204,680	10,105					99,470,600
Buildings	78,654,900	0	1,458,317		(744,105)	(4,548,676)	126,314,409
Furniture & Equipment	565,327				(650,148)		412,086
Computer Equipment	172,121	956,428				(153,240)	1,033,345
Plant & Machinery	11,521,646	3,426,802			(781,659)	(95,204)	11,364,424
Work in Progress	58,392,983	15,117,499				(2,802,365)	22,100,466
	249,501,577	19,510,833	1,458,317	0	(2,175,912)	(7,599,485)	260,695,330

## NOTES TO AND FORMING PART OF THE FINANCIAL REPORT

### 34. Opening & Closing Funds used in the Rate Setting Statement

	2015 (30 June 2015 Carried Forward) \$	2015 (1 July 2014 Brought Forward) \$	2014 (30 June 2014 Carried Forward) \$
<b>Surplus/(Deficit) - Rate Setting Statement</b>	13,676,287	13,175,076	13,175,076
<b>Comprises:</b>			
Cash and Cash Equivalents	129,018,060	104,834,013	104,834,013
Investments Held to Maturity			
Trade & Other Receivables	5,470,423	5,512,040	5,512,040
Other Assets	621,686		
Inventories	18,634	39,421	39,421
	135,128,804	110,385,474	110,385,474
<b>Less:</b>			
Trade & Other Payables	(8,063,526)	(8,623,945)	(8,623,945)
Provisions	(4,618,800)	(4,552,635)	(4,552,635)
	(12,682,327)	(13,176,581)	(13,176,581)
<b>Net Current Assets</b>	122,446,477	97,208,893	97,208,893
<b>Less:</b>			
Restricted Financial Assets - Reserve Funds	(101,503,929)	(79,664,906)	(79,664,906)
Land Held for Re-sale			
Restricted Financial Assets - Deposits & Bonds	(6,203,155)	(2,802,292)	(2,802,292)
Committed Financial Assets (unspent grants & contributions)	(5,569,838)	(5,923,657)	(5,923,657)
	(113,276,921)	(88,390,855)	(88,390,855)
<b>Add:</b>			
Restricted Financial Assets held in Non Current Investments	4,506,731	4,357,037	4,357,037
<b>Surplus/(Deficit)</b>	13,676,287	13,175,076	13,175,076

#### Difference:

There was no difference between the Surplus/(Deficit) 1 July 2014 Brought Forward position used in the 2015 audited financial report and the Surplus/(Deficit) Carried Forward position as disclosed in the 2014 audited financial report.

### 35. Events after the Reporting Date

There have been no significant events after the reporting period that are required to be included in the 2014/15 Annual Financial Report.

## CITY OF COCKBURN

### SUMMARY OF MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING HELD ON THURSDAY, 26 NOVEMBER 2015 AT 6:00 PM

	Page
1. DECLARATION OF MEETING .....	1
2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED) .....	1
3. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (BY PRESIDING MEMBER).....	2
4. APOLOGIES & LEAVE OF ABSENCE .....	2
5. CONFIRMATION OF MINUTES .....	2
5.1 <u>(MINUTE NO 329)</u> (DAPPS 26/11/2015) - MINUTES OF THE DELEGATED AUTHORITIES, POLICIES AND POSITION STATEMENTS COMMITTEE MEETING - 27 AUGUST 2015.....	2
6. DEPUTATIONS & PETITIONS .....	2
7. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (IF ADJOURNED) .....	2
8. DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER.....	2
9. COUNCIL MATTERS.....	3
9.1 <u>(MINUTE NO 330)</u> (DAPPS 26/11/2015) - NOTICES OF MOTION - MAYOR HOWLETT - PROPOSED AMENDMENT TO COUNCIL POLICY SC3 'COUNCIL MEETINGS' (086/003) (D GREEN) (ATTACH).....	3
9.2 <u>(MINUTE NO 331)</u> (DAPPS 26/11/2015) - CONSIDERATION OF ELECTRONIC EQUIPMENT USAGE POLICY (086/003; 193/001) (D.GREEN).....	7
9.3 <u>(MINUTE NO 332)</u> (DAPPS 26/11/2015) - MATTER FOR INVESTIGATION - CLR PORTELLI - MANDATING OF COUNCIL REPORTS (086/003) (D GREEN) (ATTACH) .....	9
10. PLANNING & DEVELOPMENT DIVISION ISSUES.....	12
10.1 <u>(MINUTE NO 333)</u> (DAPPS 26/11/2015) - REVIEW OF POLICIES, POSITION STATEMENTS AND DELEGATED AUTHORITIES OF THE PLANNING AND DEVELOPMENT DIVISION MINOR ADMINISTRATIVE CHANGES (086/001, 086/002, 086/003) (A LEFORT, A TROSIC, J WEST) (ATTACH) .....	12

10.2	( <u>MINUTE NO 334</u> ) (DAPPS 26/11/2015) - RETITLE AND PROPOSED AMENDMENTS TO POLICIES APD29 & APD43 TO POSITION STATEMENTS PSPD29 & PSPD30 AND DELETION OF POLICY APD41 & APD81 (086/001, 086/002, 086/003) (A LEFORT) (ATTACH).....	18
10.3	( <u>MINUTE NO 335</u> ) (DAPPS 26/11/2015) - PROPOSED AMENDMENTS TO LOCAL PLANNING POLICY LPP5.10 'TELECOMMUNICATIONS INFRASTRUCTURE' (182/001) (A LEFORT) (ATTACH).....	21
10.4	( <u>MINUTE NO 336</u> ) (DAPPS 26/11/2015) - REVIEW OF POLICIES, POSITION STATEMENTS AND DELEGATED AUTHORITIES OF THE PLANNING AND DEVELOPMENT DIVISION (086/001, 086/002, 086/003) (A LEFORT, N JONES, A TROSIC, J WEST) .....	24
10.5	( <u>MINUTE NO 337</u> ) (DAPPS 26/11/2015) - PROPOSED AMENDMENT TO POSITION STATEMENT PSPD19 'STREET ADDRESSING' (107/003) (G AMOS) (ATTACH) .....	27
11.	FINANCE & CORPORATE SERVICES DIVISION ISSUES .....	30
11.1	( <u>MINUTE NO 338</u> ) (DAPPS 26/11/2015) - REPLACEMENT OF CITY OF COCKBURN RECORDS MANAGEMENT POSITION STATEMENT PSFCS19 WITH PROPOSED NEW RECORDS MANAGEMENT POLICY (182/001) (E MACHURA) (ATTACH) .....	30
11.2	( <u>MINUTE NO 339</u> ) (DAPPS 26/11/2015) - PROPOSED AMENDMENTS TO POLICY SC34 'BUDGET MANAGEMENT' (086/003) (S DOWNING) (ATTACH).....	33
11.3	( <u>MINUTE NO 340</u> ) (DAPPS 26/11/2015) - PROPOSED CHANGE TO POLICY SC38 'PROCUREMENT' (182/001) (S DOWNING) (ATTACH).....	36
12.	ENGINEERING & WORKS DIVISION ISSUES.....	38
12.1	( <u>MINUTE NO 341</u> ) (DAPPS 26/11/2015) - REVIEW OF ENGINEERING AND WORKS DELEGATED AUTHORITY AEW3 'STREET LIGHTING' (086/003) (J KIURSKI) (ATTACH).....	38
12.2	( <u>MINUTE NO 342</u> ) (DAPPS 26/11/2015) - PROPOSED NEW POLICY AEW12 'INSTALLATION OF PRIVATE MEMORIAL PLAQUES IN PUBLIC OPEN SPACE' AND ASSOCIATED DELEGATED AUTHORITY AEW10 (182/001; 086/003) (A LEES) (ATTACH) .....	40
12.3	( <u>MINUTE NO 343</u> ) (DAPPS 26/11/2015) - TREES ON STREET VERGES (182/001) (C SULLIVAN) (ATTACH) .....	43
13.	COMMUNITY SERVICES DIVISION ISSUES .....	47
14.	EXECUTIVE DIVISION ISSUES .....	47
15.	MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN.....	47
16.	NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING .....	47

17.	NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF MEETING BY COUNCILLORS OR OFFICERS .....	47
18.	MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE .....	47
19.	CONFIDENTIAL BUSINESS.....	47
20	(DAPPS 26/11/2015) - CLOSURE OF MEETING .....	47

## CITY OF COCKBURN

### MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING HELD ON THURSDAY, 26 NOVEMBER 2015 AT 6:00 PM

---

#### PRESENT:

Mr L. Howlett	-	Mayor
Mrs C Reeve-Fowkes	-	Deputy Mayor
Mr K. Allen	-	Councillor
Ms L. Wetton	-	Councillor
Mr S. Portelli	-	Councillor
Mr S. Pratt	-	Councillor
Mr P. Eva	-	Councillor

#### IN ATTENDANCE:

Mr S. Cain	-	Chief Executive Officer
Mr D. Green	-	Director, Governance & Community Services
Mr S. Downing	-	Director, Finance & Corporate Services
Mr D. Arndt	-	Director, Planning & Development Services
Mr C. Sullivan	-	Director, Engineering & Works
Mr J Ngoroyemoto	-	Governance & Risk Co-ordinator
Mrs B. Pinto	-	PA to Directors - Finance. & Corporate Services/Governance & Community Services

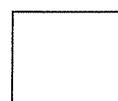
#### 1. DECLARATION OF MEETING

The Chief Executive Officer declared the meeting open at 6.03 pm.

#### 2. APPOINTMENT OF PRESIDING MEMBER (If required)

The Chief Executive Officer advised the meeting that he had received one nomination for Presiding Member from Deputy Mayor Carol Reeve-Fowkes, and invited those present if they wished to nominate. There being no further nominations, Deputy Mayor Reeve-Fowkes was appointed Presiding Member.

Deputy Mayor Carol Reeve-Fowkes assumed the role of Presiding Member.



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

Nil

4. **APOLOGIES & LEAVE OF ABSENCE**

Nil

5. **CONFIRMATION OF MINUTES**

5.1 **(MINUTE NO 329) (DAPPS 26/11/2015) - MINUTES OF THE DELEGATED AUTHORITIES, POLICIES AND POSITION STATEMENTS COMMITTEE MEETING - 27 AUGUST 2015**

**RECOMMENDATION**

That Council adopt the Minutes of the Delegated Authorities, Policies and Position Statements Committee as a true and accurate record.

**COMMITTEE RECOMMENDATION**

MOVED Mayor L Howlett SECONDED Cllr S Portelli that the recommendation be adopted.

**CARRIED 7/0**

6. **DEPUTATIONS & PETITIONS**

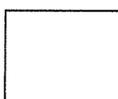
Nil

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

Nil

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

Nil



## 9. COUNCIL MATTERS

**NOTE:** AT THIS POINT IN THE MEETING, THE TIME BEING 6.09 PM THE FOLLOWING ITEMS WERE CARRIED BY AN "EN BLOC" RESOLUTION OF COMMITTEE:

9.1	10.2	11.1	12.1
9.2	10.3	11.3	12.2
9.3	10.4		

### 9.1 **(MINUTE NO 330)** (DAPPS 26/11/2015) - NOTICES OF MOTION - MAYOR HOWLETT - PROPOSED AMENDMENT TO COUNCIL POLICY SC3 'COUNCIL MEETINGS' (086/003) (D GREEN) (ATTACH)

#### RECOMMENDATION

That Council

- (1) not change the day for conducting the Ordinary Council Meeting; and
- (2) amend Policy SC3 'Council Meetings' to enable Council discretion, by resolution, for the conduct of Ordinary Council Meetings at venues other than the Council Chambers, as shown in the attachment to the Agenda.

#### COMMITTEE RECOMMENDATION

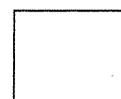
MOVED Cllr S Portelli SECONDED Cllr K Allen that the recommendation be adopted.

**CARRIED 7/0**

#### COUNCIL DECISION

#### Background

By email received 2 October 2015, Mayor Howlett submitted the following Notice of Motion for consideration by the Committee:



*That Council:*

- 1. Change the Ordinary Council Meeting from a Thursday night to a Tuesday or Wednesday night from February 2016;*
- 2. Amend the relevant Policy to reflect the outcome of 1. above and*
- 3. Advertise the amended Policy and Council meeting dates, if adopted.*

*Reason*

*The majority, if not all local governments (in the metropolitan area) conduct their Ordinary Council Meetings on a Tuesday or Wednesday night. This puts the City of Cockburn out of sync, particularly when South West Metropolitan, regional or metropolitan wide events are held, as the scheduling of these are generally based on Thursday nights being free (of competing priorities) for most local governments*

At the July 2015 Council Meeting, Mayor Howlett requested the following matter be investigated:

*Council Meetings in the Community*

*A report be presented to the August 2015 meeting of Council outlining a plan to introduce Ordinary Council Meetings in each ward of the district, i.e. 3 meetings to be held each year outside of the City's Administration Building*

At the August 2015 Council Meeting, the matter was referred to the Delegated Authorities, Policies and Position Statements (DAPPS) Committee for further consideration, as the holding of Council Meetings is subject to the Policy requirements of Policy SC3 "Council Meetings

### **Submission**

N/A

### **Report**

1. Since 2006, Ordinary Council Meetings have been conducted on the second Thursday of each month. Prior to that, the Meeting day was the second Tuesday of each month.

From an administrative perspective, there are very few (if any) impediments to switching the Ordinary Council Meeting (and associated briefing) cycle from a Thursday night. However, from an Elected Member perspective, there are a number of



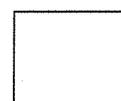
Reference Groups, external associates and Community Groups which schedule meetings on Tuesdays or Wednesdays, as follows:

- Jandakot Regional Park Committee – Tuesdays (from 5.30pm)
- Melville Cockburn Chamber of Comm. – Wednesdays (evening)
- Disability Reference Group – Tuesdays – (from 4pm)
- Cockburn Youth Advisory Reference Group – Wednesdays (evenings)
- Neighbourhood Watch Reference Group – Wednesdays (7pm)
- Cockburn Children`s Reference Group – Wednesdays (4pm)
- Bibra Lake Resident Association – Tuesdays (7pm)
- Aubin Grove Community Association – Tuesdays (6.30pm)
- Coogee Beach Progress Association – Tuesdays (6.45pm)
- Hamilton Hill Community Group – Wednesdays (7pm)
- Hammond Park Community Association – Wednesdays (7pm)
- Harvest Lakes Resident Association – Wednesdays – (7pm)
- Yangebup Progress Association – Tuesdays (7.30pm)
- Friends of the Community – Tuesdays (evenings)

Accordingly, it is open for Committee to recommend an amended day of the week for the purpose of holding the monthly Ordinary Council Meeting. However, given other internal and external commitments of Elected Members, it is not suggested a change be recommended.

2. Council Policy SC3 "Council Meetings" stipulates (in clause (1)) that Council Meetings are to be held in the Council Chamber, which is located in the Spearwood Administration Building. While it is not a statutory requirement for this to be the case, the Chamber is a logistically fit for purpose facility, containing all the necessary furniture and equipment required for efficient and effective transmission of Council business. Furthermore, there is a requirement to set up the Chamber for its monthly (and other) meetings, which requires City staff (caretakers) to provide the necessary labour to achieve this. There is no other facility in the City which is suitably fit to conduct Council meetings to the same standard as that available in the Council Chambers. In addition, there are labour requirements which would be necessary to convert the capability for other potential venues to host Council Meetings.

It is acknowledged that there are some modern facilities within the City that have the capacity to hold Council Meetings (e.g. Integrated Health Facility, Success and Surf Life Saving Club,



Coogee) which could be readily converted for the purpose if necessary. However, it would still require substantial input from the City to enable even these facilities to be converted to the standards necessary and expected for the formal Council decision making process.

Accordingly, it is considered that the current Council Policy should retain the Council Chamber as the priority location for the conduct of its ordinary Council Meetings, however, a minor amendment to the Policy could enable Council to determine, by resolution, that Council Meetings be held elsewhere on occasions, if desired.

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

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

Council Policy SC3 'Council Meetings' refers.

#### **Budget/Financial Implications**

Should Council resolve to hold Council Meetings external to the Council Chamber located at the Spearwood Administration Building, there would be additional costs associated with fitting out the premises selected to an acceptable standard.

#### **Legal Implications**

Part 5 of the Local Government Act 1995 refers.

#### **Community Consultation**

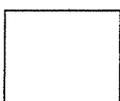
If a change of day for the conduct of Ordinary Council Meetings is approved by Council, an extensive awareness of the amendment needs to be included in Council publicity avenues prior to the commencement date.

#### **Attachment(s)**

1. Notice of Motion – Mayor Howlett
2. Proposed amended Policy SC3 'Council Meetings'.

#### **Advice to Proponent(s)/Submissioners**

N/A



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

Nil.

**9.2 (MINUTE NO 331) (DAPPS 26/11/2015) - CONSIDERATION OF ELECTRONIC EQUIPMENT USAGE POLICY (086/003; 193/001) (D.GREEN)**

**RECOMMENDATION**

That Council include in its forthcoming review of the City of Cockburn Local Law Relating to Standing Orders the matter of electronic equipment usage at Council and Standing Committee Meetings.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr K Allen that the recommendation be adopted.

**CARRIED 7/0**

**COUNCIL DECISION**

**Background**

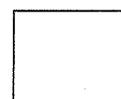
At the July 2015 Ordinary Council Meeting Clr Smith raised the following matter for investigation:

*That an Electronic Equipment Usage Policy be prepared and presented to a future Council Meeting.*

At the August 2015 Council Meeting, the matter was referred to the Delegated Authorities, Policies and Position Statements (DAPPS) Committee for consideration.

**Submission**

N/A



## **Report**

Council issues electronic equipment to all Elected Members and Executive Staff for use at Council and Committee meetings. These devices are primarily provided for the purposes of accessing documentation forwarded to them by the City's Administration. One important document is the Council Meeting Agenda, which is downloaded for viewing purposes and referral during the Council Meeting. However, Council does not have a mechanism in place to regulate the usage of such devices (ie. iPads and iPhones) during formal meetings, either by way of Policy, or by reference in the Standing Orders Local Law.

As this matter mostly impacts on the conduct of Council (and Standing Committee) Meetings, it is recommended that the forthcoming review of Council's Local Law relating to Standing Orders consider the potential for regulating the use of electronic devices at these Meetings, rather than adopt a Policy which is less likely to be used as a regular reference document applicable to the Council Meeting process.

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

- A responsive, accountable and sustainable organisation.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

Part 8 of Council's Local Law Relating to Standing Orders refers.

### **Community Consultation**

N/A

### **Attachment(s)**

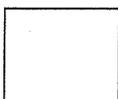
N/A

### **Advice to Proponent(s)/Submissioners**

N/A

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

Nil.



9.3 **(MINUTE NO 332) (DAPPS 26/11/2015) - MATTER FOR INVESTIGATION - CLR PORTELLI - MANDATING OF COUNCIL REPORTS (086/003) (D GREEN) (ATTACH)**

**RECOMMENDATION**

That Council note the information.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr K Allen that the recommendation be adopted.

**CARRIED 7/0**

**COUNCIL DECISION**

**Background**

At the Ordinary Council Meeting held on 10 September 2015, the following "Matter for Investigation Without Debate" was listed by Clr Portelli:

1. *Can a policy be put in place that mandates that all reports, whether created internally or externally are provided to Council?*
2. *Can all such reports be noted and dated as to when such reports were presented to Council?*
3. *Can a running list of all reports and all presentations be provided in the Elected Members Newsletter for the Financial Year along with a link to such documents?*
4. *Can a draft of the policy be presented to the next DAPPS for their review and consideration?*
5. *Can the Council Meeting agenda have a titled box for "Outstanding Investigations Without Debate" items."*

**Submission**

N/A



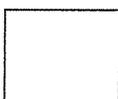
## Report

An initial assessment of the requirements associated with implementing the proposal put forward has revealed that considerable staff resourcing would be necessary in first establishing a system that enabled the access sought, but more importantly, being able to identify the type of documents which would be necessary to include within the system.

Having enquired to the relevant Elected Member for clarification, it was specifically mentioned that the District Traffic Studies 2006 and 2013 had not been provided to Council, or Elected Members. However, no other information could be supplied which would substantiate the need for Elected Members to be provided with the broad, undefined access to information held in the City's records being suggested. For example, officers are required to provide regular status update reports to their supervisor on operational matters. Occasionally, some are deemed to be of sufficient interest to be provided to Elected Members (Engineering Divisional Update; Community Infrastructure Update), however, the majority of them are purely for internal use only (Human Resources Report; Library Statistical Report) and are of no value or benefit to Elected Members. In addition, the City receives reports from a wide variety of other organisations, such as government departments and community service providers, some of which are relevant to City provided services, but again would be of little interest for Elected Members. In the past 12 months, over 700 such documents have been recorded in Council's records. Where there is some known relevance to Members, these are provided in the regular Newsletter; however, it would be impractical to copy them all to Members.

From a statutory perspective, Elected Members are entitled to access any information held by the City in order for them to fulfil their role, functions and duties. While this in itself is very broad in its application, there are some logical restrictions placed on Members from accessing the City's records. Without some definition of what is sought by the establishment of a resource intensive system as a matter of entitlement, it is difficult to comprehend what benefits the introduction of such a system would bring. If the primary issue is that occasionally a document that would be useful for Members has not for some reason been provided to them, then this should be the focus of attention and not be addressed by the introduction of an unwieldy system designed for mass distribution of documentation.

Council already has a Policy which provides guidance to Members and the Administration on how to access information held by the City in Policy SC31 "Access to Information by Council and Committee Members" for matters associated with fulfilling their civic functions. This requires Members to be specific about the information they are



seeking, but does not provide unrestricted access to the City's records or other unspecified databases.

In a more generic sense, Elected Members are provided with all necessary reports, plans and studies that require a Council decision in the normal monthly briefing and meeting cycle. In addition, information provided to members in the form of briefings from external parties is also made available to Members in the form it is available.

It is acknowledged that the City accumulates a large volume of documents in the ongoing operation and management of the City of Cockburn. Some of these documents are required by Elected Members in the performance of their functions or for fulfilling their duties to Council. The current system of identifying and providing these to Members at the appropriate time is considered to be satisfactory. To address this concern, the City's Administration will endeavour to ensure that all documents necessary for distribution to Elected Members are identified and forwarded in a timely manner.

Accordingly, it is not considered necessary, nor appropriate, for Council to establish a policy which requires a broad based non-specific system of access to information by Elected Members, simply because documents are held in the City's record repository, when a proper Policy already exists to accommodate the provision of necessary information for specified reasons.

In relation to item 5 of the "Matter for Investigation", this issue is currently addressed by the inclusion of outstanding matters being investigated on the Agenda Summary listing, provided with the alternative recommendations for each meeting.

### **Strategic Plan/Policy Implications**

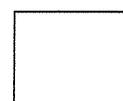
#### **Leading & Listening**

- A responsive, accountable and sustainable organisation.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

Policy SC31 'Access to Information by Council and Committee Members'.

### **Budget/Financial Implications**

N/A



**Legal Implications**

Part 5 Division 7 of the Local Government Act 1995 refers.

**Community Consultation**

N/A

**Attachment(s)**

Policy SC31 'Access to Information by Council and Committee Members'.

**Advice to Proponent(s)/Submissioners**

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

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

Nil.

**10. PLANNING & DEVELOPMENT DIVISION ISSUES**

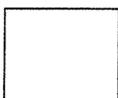
**10.1 (MINUTE NO 333) (DAPPS 26/11/2015) - REVIEW OF POLICIES, POSITION STATEMENTS AND DELEGATED AUTHORITIES OF THE PLANNING AND DEVELOPMENT DIVISION MINOR ADMINISTRATIVE CHANGES (086/001, 086/002, 086/003) (A LEFORT, A TROSIC, J WEST) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) adopt the proposed amendments to Local Planning Policies in accordance with Clause 5 (2) of the Planning and Development (Local Planning Schemes) Regulations 2015, as shown in the attachments to the Agenda; and
- (2) adopt the proposed Non-Local Planning Policies, Position Statements and Delegations, as shown in the attachments to the Agenda.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**



**COMMITTEE RECOMMENDATION**

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

- (1) adopt the proposed amendments to Local Planning Policies in accordance with Clause 5 (2) of the Planning and Development (Local Planning Schemes) Regulations 2015, with the exception that:
1. Delegated Authority OLPD33 (Town Planning Scheme No.3 - Development Control) retain the Manager Strategic Planning as a sub-delegate; and
  2. Strategic Policies SPD1 (Bushland Conservation), SPD3 (Native Fauna Protection) and SPD5 (Wetland Conservation Policy) be modified so that the responsible Directorate is Engineering and Works Service, the responsible Business Unit Parks and Environment, the responsible Service Unit Environment, and the responsible Manager being the Manager Parks and Environment;
- as shown in the attachments to the Minutes; and
- (2) as recommended.

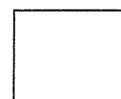
**CARRIED 7/0**

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COUNCIL DECISION****Reason for Decision**

The alternative recommendation in relation to 1(a) will enable the Manager Strategic Planning to be a sub-delegate for Delegated Authority OLPD33. This will enable the Manager to particularly attend to State Administrative Tribunal matters as they pertain to statutory planning matters, given the interlinked nature of strategic and statutory planning.

The alternative recommendation in relation to 1(b) will place all three policies in their appropriate position within the organisation, noting that Environment comes under the Engineering and Works Directorate.



## Background

Pursuant to Council Policy SC47, Council is to review its Delegated Authorities, Policies and Position Statements (DAPPS) at least every two years.

The purpose of this report is to review Policies, Position Statements, and Delegated Authorities pertaining to the Planning and Development Division that require minor administrative changes. As the changes are minor administrative only, the modified Policies, Position Statements, and Delegated Authorities have not been attached to this report.

## Submission

N/A

## Report

The minor administrative changes proposed to policies the subject of this report have been made due to one or more of the following reasons:

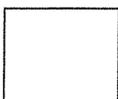
### The Planning and Development (Local Planning Schemes) Regulations 2015

*The Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) were gazetted on 25 August 2015 and took effect on 19 October 2015, replacing the *Town Planning Regulations 1967*. The Regulations are a major part of Western Australia's planning reform agenda, affecting arrangements for local planning strategies, schemes and amendments. In addition to a Model Scheme Text, the Regulations introduced a set of deemed provisions that now form part of every local planning scheme in the State.

Insertion of the new deemed provisions into the City's Town Planning Scheme No.3 (TPS 3) have affected the layout, clauses and numbering of the scheme and Amendment No. 111 to TPS 3 was adopted by Council at its meeting held on 8 October 2015 to make the relevant changes. However, all local planning policies that make reference to a particular section or clause number of the scheme which is no longer relevant have been amended accordingly.

### Changes to Policy Prefix and numbering

Currently, all policies associated with the Planning and Development Directorate have the same prefix (APD) and numbering system and there is no differentiation of Local Planning Policies adopted under the



TPS 3. Local Planning Policies (LPPs) adopted under TPS 3 require different adoption and consultation requirements which is guided by deemed provisions outlined in the new Regulations (discussed above). Therefore, to provide clarity and consistency, all LPPs adopted under TPS 3 have a new prefix (LPP) and new numbering system which separates the policies into the following groups:

- Residential (LPP1)
- Rural (LPP2)
- Industrial & Commercial (LPP3)
- Design Guidelines (LPP4)
- Miscellaneous (LPP5)

The new prefix and numbering system is logical and consistent with many other Local Government and State Government planning policies. Given most LPPs are accessed not only by City Officers, but by those undertaking development, adopting a more customer-based approach rather than a corporate approach is considered appropriate.

#### Minor Administrative Changes

It is proposed that some of the LPPs, policies, position statements and delegations will have minor administrative amendments that do not alter the intent of the document or its provisions.

#### List of Policies, Position Statements and Delegations

No.	Old Ref	New Ref	
<b>Policies</b>			
1	APD2	LPP 3.8	Industrial Subdivision Policy
2	APD4	LPP 5.1	Public Open Space
3	APD6	LPP 1.11	Residential Rezoning and Subdivision Adjoining Midge Infested Lakes and Wetlands
4	APD7	LPP 2.1	Rural Subdivision Policy
5	APD9	LPP 5.12	Subdivision Retaining Walls
6	APD10	LPP 3.10	Discretion to Modify Development Standards – Non-Residential Development
7	APD11	LPP 1.3	Ancillary Dwellings
8	APD12	LPP 1.4	Aged or Dependent Persons Dwellings
9	APD14	LPP 1.9	Domestic Satellite Dishes
10	APD18	LPP 2.4	Outbuildings
11	APD20	LPP 5.2	Design Principles for Incorporating Natural Management Areas Including Wetlands and Bushlands in Open Space and / or Drainage Areas.
12	APD21	N/A	Pedestrian Access Way Closures
13	APD26	LPP 5.3	Control Measures for Protecting Water

No.	Old Ref	New Ref	
14	APD27	LPP 2.2	Resources in Receiving Environments Subdivision in Jandakot and Banjup North of Armadale Road
15	APD31	LPP 5.5	Detailed Area Plans
16	APD30	LPP 5.15	Access Street - Road Reserve and Pavement Standards
17	APD35	LPP 5.11	Filling of Land
18	APD36	LPP 3.4	Service Stations and Petrol Filling Stations
19	APD39	LPP 5.4	Location of High Voltage Overhead Power lines and Microwave Towers
20	APD42	LPP 2.3	The Keeping of Horses and Other Animals in the Resource Zone
21	APD44	LPP 3.1	Childcare Centres
22	APD48	LPP 5.8	Sea Containers
23	APD49	LPP 1.1	Residential Design Codes Alternative Deemed to Comply Provisions
24	APD52	N/A	Appointment of Real Estate Agent to Sell Council Owned Property
25	APD53	LPP 1.7	Coogee Residential Height Requirements
26	APD54	LPP 3.5	Alfresco Dining
27	APD55	LPP 2.5	Relocation of Building Envelopes
28	APD56	LPP 1.5	Single Bedroom Dwellings
29	APD58	LPP 1.2	Residential Design Guidelines
30	APD59	LPP 4.1	Phoenix Business Park Design Guidelines
31	APD60	LPP 4.2	Cockburn Central North (Muriel Court) - Structure Plan Design Guidelines
32	APD61	LPP 4.3	Newmarket Precinct Design Guidelines
33	APD62	LPP 5.6	Vehicle Access
34	APD63	LPP 5.9	Renewable Energy Systems
35	APD64	LPP 4.4	Heritage Conservation Design Guidelines
36	APD65	LPP 4.5	Naval Base Holiday Park – Heritage Area
37	APD67	LPP 1.6	Lodging House Design Guidelines
38	APD68	LPP 3.6	Licensed Premises (Liquor)
39	APD69	LPP 5.7	Uniform Fencing
40	APD70	LPP 1.14	Waste Management in Multiple Unit Developments
41	APD71	LPP 3.9	Industrial Development
42	APD72	LPP 3.7	Signs and Advertising
43	APD73	LPP 4.6	Cockburn Coast Design Guidelines for Robb Jetty and Emplacement Precincts
44	APD76	LPP 1.10	Subdivision around Thomsons Lake
45	APD77	LPP 1.8	Flagpoles & Camera Poles
46	APD78	LPP 3.3	Health Studios
47	APD79	LPP 3.2	Educational Establishments
48	APD80	LPP 5.13	Percent for Art
49	APD82	LPP 1.13	Bushfire Prone Areas
50	APD83	LPP 1.12	Noise Attenuation
51	APD84	LPP 5.14	Cockburn Coast Percent for Art
52	SPD1	N/A	Bushland Conservation



No.	Old Ref	New Ref	
53	SPD2	N/A	Community Facilities Infrastructure Planning
54	SPD3	N/A	Native Fauna Protection Policy
55	APD13	LPP 5.10	Telecommunications Infrastructure
<b>Position Statements</b>			
56	PSPD20	N/A	Naming of Parks & Reserves
57	PSPD23	N/A	Clause 32 Applications
58	PSPD26	N/A	Retrospective Development Applications
<b>Delegated Authorities</b>			
59	APD9	LPP 5.2	Retaining Walls
60	APD21	N/A	Pedestrian Access Way Closures
61	APD39	LPP 5.4	Location of High Voltage Overhead Power Lines & Microwave Towers
62	APD52	N/A	Appointment of Real Estate Agent to Sell Council Owned Property
63	APD55	N/A	
64	APD56	N/A	Building Permits/Strata Plans
65	OLPD33	N/A	Town Planning Scheme No.3 – Development Control

### Strategic Plan/Policy Implications

#### Growing City

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

#### Leading & Listening

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

### Budget/Financial Implications

N/A

### Legal Implications

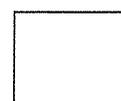
N/A

### Community Consultation

N/A

### Attachment(s)

Various Policies, Position Statements and Delegated Authorities - 64



**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**10.2 (MINUTE NO 334) (DAPPS 26/11/2015) - RETITLE AND PROPOSED AMENDMENTS TO POLICIES APD29 & APD43 TO POSITION STATEMENTS PSPD29 & PSPD30 AND DELETION OF POLICY APD41 & APD81 (086/001, 086/002, 086/003) (A LEFORT) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) delete the Local Planning Policies APD41 and APD81 in accordance with Clause 6 (2) of the Planning and Development (Local Planning Schemes) Regulations 2015, as shown in the attachments to the Agenda; and
- (2) adopt proposed new Position Statement PSPD29 - 'Development Compliance Process' and 'PSPD30 'Outstanding Development Conditions' as shown in the attachments to the Agenda.

**COMMITTEE RECOMMENDATION**

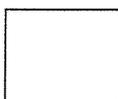
MOVED Cllr S Portelli SECONDED Cllr K Allen that the recommendation be adopted.

**CARRIED 7/0**

**COUNCIL DECISION**

**Background**

Pursuant to Council Policy SC47, Council is to review its Delegated Authorities, Policies and Position Statements (DAPPS) at least every two years.



The purpose of this report is to review four Policies pertaining to the Planning and Development Division that require deletion.

### **Submission**

N/A

### **Report**

The following four Local Planning Policies are recommended for deletion:

#### Position Statement PSPD29 'Development Compliance Process'

The purpose of this policy is to:

*'provide a clear position and process for ensuring that development of land complies with the City of Cockburn Town Planning Scheme.'*

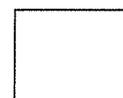
Given the policy basically outlines the compliance process and procedures. The ability to undertake planning compliance is guided by the Planning and Development Act 2005 and this policy simply reiterates various sections of the Act including penalties and the processes associated with taking compliance action. It is therefore recommended that the policy be readopted as a Position Statement with minor modifications.

#### Policy APD41 'Authorisation of Development Compliance and Planning Officers to Enter Land within the District'

The purpose of the above Local Planning policy is to:

*'provide a legal ability for the City's Development Compliance Officer and other planning officer's and any person(s) appointed on an interim basis by the Director Planning and Development to enter land and buildings within the district.'*

However, this is not technically correct. A Local Planning Policy cannot legally provide ability for the City's Officer's to enter land and buildings in the district. The ability to enter land is provided under the City's Town Planning Scheme and delegated to officers in accordance with the existing Delegation – Development Control (OLPD 33). Therefore this Local Planning Policy is superfluous and should be deleted.



Position Statement PSPD30 'Outstanding Development Conditions'

The purpose of this policy is to:

*'establish a process to be followed prior to the determination of an application by the City where an existing development does not comply with one or more conditions of a previous approval.'*

As the policy simply outlines a non-statutory procedure to be followed when enforcing a particular section of the Town Planning Scheme associated with outstanding conditions, it should be readopted by Council as a Position Statement with minor modifications.

Policy APD81 'Structure Plan and Structure Plan Variations'

The purpose of this policy is to:

*'provide further guidance on the process and requirements for proposed structure plans and structure plan variations pursuant to clause 6.2.14 of the Scheme.'*

The introduction of the new Planning and Development Regulations (Local Planning Schemes) in October 2015 has led to changes in the statutory processes relating to structure plans which make the subject policy redundant.

**Strategic Plan/Policy Implications**

**Growing City**

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

**Leading & Listening**

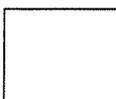
- A culture of risk management and compliance with relevant legislation, policy and guidelines

**Budget/Financial Implications**

N/A

**Legal Implications**

N/A



**Community Consultation**

N/A

**Attachment(s)**

1. Proposed new Position Statement APD29 'Development Compliance Process'
2. Proposed deleted Policy APD41 'Authorisation of Development, Compliance and Planning officers to enter land within the District'
3. Proposed new Position Statement PSPD30 'Outstanding Development Conditions'
4. Proposed deleted Policy APD81 'Structure Plan and Structure Plan Variations'

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**10.3 (MINUTE NO 335) (DAPPS 26/11/2015) - PROPOSED AMENDMENTS TO LOCAL PLANNING POLICY LPP5.10 'TELECOMMUNICATIONS INFRASTRUCTURE' (182/001) (A LEFORT) (ATTACH)**

**RECOMMENDATION**

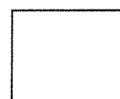
That Council

- (1) adopt proposed amendments to Policy LPP5.10 'Telecommunications Infrastructure – High Impact Facilities', for the purposes of advertising; and
- (2) publish a notice of the proposed amendments to Policy LPP5.10 'Telecommunications Infrastructure – High Impact Facilities', in accordance with Clause 5 (1) of the Planning and Development Regulations 2015, as shown in the attachment to the Agenda.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr K Allen that the recommendation be adopted.

**CARRIED 7/0**



**COUNCIL DECISION****Background**

Modifications to State Planning Policy SPP 5.2 were gazetted in September 2015. This has led to the need for a review of Council's Local Planning Policy APD 13 'Telecommunications Infrastructure – High Impact Facilities' to ensure that it remains generally in accordance with the revised SPP.

**Submission**

N/A

**Report**

A summary of the proposed modifications to the policy include:

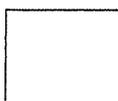
- Minor revisions to the Background and policy section;
- A list of clear exemptions which is in accordance with those listed in SPP 5.2.
- Modifications to the locational criteria to simply accord with SPP 5.2 rather than duplicating the provisions which is unnecessary;
- Removal of the 200m setback buffer which SPP 5.2 states should not be included in local planning policies;
- Minor revisions to the 'Application Procedure' and 'Details to be submitted' sections to refer directly to SPP 5.2 and avoid duplication; and
- Modifying the title of the policy to remove the reference to 'High Impact Facilities' for consistency with SPP 5.2.
- Renumbering the policy in accordance with all other Local Planning Policies.

The two major changes to the policy are further discussed below:

**Exemptions**

Whilst the installation of low-impact facilities have always been exempt from the need to obtain planning approval, SPP 5.2 suggests that local governments should consider exempting infrastructure subject to the following:

- The infrastructure has a maximum height of 30m from the finished ground level;
- The proposal complies with the measures outlined in this policy; and



- The proponent has undertaken notification of the proposal in a similar impact to 'low impact facilities' as defined and set out in the Mobile Phone Base Station Deployment Industry Code.

Exemption of lower infrastructure that complies with SPP 5.2 is reasonable and may encourage lower infrastructure in the industry which have a reduced impact on visual amenity of the area.

#### Setback/Buffers

The current Local Planning Policy includes the following clause:

*'No new telecommunications towers are to be located within 200 metres of any existing/proposed residence or other sensitive land use activity.'*

Policy SPP 5.2 states that:

*'Buffer zones and/or setback distances are not included I local planning schemes or local planning policies...'*

Clearly, the existing policy is inconsistent with SPP 5.2 which is undesirable. A generic setback and/or buffer is not considered relevant as each proposal should be based on its merits in accordance with the policy measures outlined in the SPP. It is therefore considered that removal of the 200m setback/buffer to accord with the SPP is appropriate.

### **Strategic Plan/Policy Implications**

#### **Growing City**

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

#### **Leading & Listening**

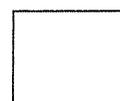
- A culture of risk management and compliance with relevant legislation, policy and guidelines

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A



**Community Consultation**

N/A

**Attachment(s)**

Amended Policy LPP5.10 'Telecommunications Infrastructure'

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

- 10.4 **(MINUTE NO 336)** (DAPPS 26/11/2015) - REVIEW OF POLICIES, POSITION STATEMENTS AND DELEGATED AUTHORITIES OF THE PLANNING AND DEVELOPMENT DIVISION (086/001, 086/002, 086/003) (A LEFORT, N JONES, A TROSIC, J WEST)

**RECOMMENDATION**

That Council adopt Policies, Position Statements and associated Delegated Authorities relevant to the Planning and Development Division with no changes, as shown in the table under the heading 'Report'.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

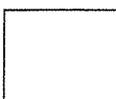
**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr K Allen that the recommendation be adopted.

**CARRIED 7/0**

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COUNCIL DECISION**



## Background

Pursuant to Council Policy SC47, Council is to review its Delegated Authorities, Policies and Position Statements (DAPPS) at least every two years.

The purpose of this report is to review Policies, Position Statements, and Delegated Authorities pertaining to the Planning and Development Division.

## Submission

N/A

## Report

This report details the Policies, Position Statements and Delegated Authorities pertaining to the Planning and Development Division that have been reviewed and do not require updating at this time.

<b>Policies</b>	
APD66	Food Act 2008- Fee Exemption
APD74	Large Public Events - Approval
APD75	Naming of Streets and Public Open Space
SPD5	Wetland Conservation Policy
SPD6	Health Act 1911 – Authorisation of Deputies
SPD7	Prevention of Sand Drift From Subdivisions and Development Sites
SPD 8	Cockburn Sound Catchment Area
<b>Position Statements</b>	
PSPD4	Control of Smoke and Dust From Development Sites
PSPD5	Copies of Approved Building Plans
PSPD6	Inspection of Building Under Construction
PSPD7	Jandakot Airport
PSPD11	Public Buildings
PSPD15	Design Guidelines for Cockburn Commercial Park – Lot 502 Sudlow Road Bibra Lake
PSPD18	Design Guidelines for the LandCorp portion of South Beach Development
PSPD21	Uninhabitable premises
PSPD22	Fire Management Plans
PSPD24	Public Works and Development by Public Authorities
PSPD25	Response to Appeals
PSPD27	Town Planning Infringement Notices
PSPD28	Licensed Premises

<b>Delegated Authorities</b>	
APD57	Naming of Streets and Public Open Space
APD58	Large Pubic Events - Approval
SPD7	Prevention of Sand Drift from Subdivision and Development Sites
OLPD17	City of Cockburn – Town Planning Scheme No.3 – Developer Contributions
LGAPD4	Local Government Act, 1995 – Preparation of Business Plans for Disposal of Land

**Strategic Plan/Policy Implications**

**Growing City**

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

**Leading & Listening**

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

**Budget/Financial Implications**

N/A

**Legal Implications**

N/A

**Community Consultation**

N/A

**Attachment(s)**

N/A

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.



10.5 **(MINUTE NO 337)** (DAPPS 26/11/2015) - PROPOSED AMENDMENT TO POSITION STATEMENT PSPD19 'STREET ADDRESSING' (107/003) (G AMOS) (ATTACH)

**RECOMMENDATION**

That Council adopt the proposed amendments to Position Statement PSPD19 'Street Addressing', as shown in the attachment to the Agenda.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr K Allen that the recommendation be adopted subject to amending Clause 3 (1) by adding the words 'in height' after 55mm, as shown in the attachments to the Minutes.

**CARRIED 7/0**

**COUNCIL DECISION**

**Reason for Decision**

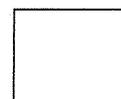
To clarify that the requirement specifies the minimum height for the numbers displayed.

**Background**

Position Statement PSPD19 'Street Addressing' was first adopted by Council on 13 December 2007. Its purpose was to formalise the principles and practices relating to street numbering within the City of Cockburn ("City"). The Position Statement was subsequently amended by Council on 11 March 2010 and 11 October 2012.

The Position Statement references the City of Cockburn (Local Government Act) Local Law 2000; and the AS/NZS 4819:2011, Rural and Addressing Standards.

The Position Statement provides acceptable alternatives to the above references in the assignment of street addressing, and administrative procedures for changing street addresses. Changing trends in the display of street numbers has necessitated a further review of this Position Statement.



## Submission

N/A

## Report

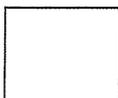
The City is responsible for assigning and administering street numbering. This is undertaken in accordance with the following legislative components:

- Part IX Division 5 of the City of Cockburn (Local Government Act) Amendment Local Law 2010 which provides the authority for officers to assign and change street numbers, prescribes how street numbers are to be displayed and provides enforcement powers to ensure compliance.
- AS/NZS 4819:2011, Rural and Urban Addressing Standard which prescribes the general principles for street numbering to uniquely and clearly identify each address site and enable it to be readily identified and located.
- Position Statement PSPD19 - Street Addressing references Part IX Division 5 of the City of Cockburn (Local Government Act) Amendment Local Law 2010, and expands upon AS/NZS 4819:2011, Rural and Urban Addressing Standards. It provides acceptable alternatives in the allocation of street addresses in specific situations, and administrative procedures for changing a street address.

A current trend in the display of street numbering is that the sizes of the numbers in some instances are relatively small and unable to be clearly read when viewing from the roadside.

Clause 8.4.1 Address number display in the Standards states that “The placement and display of an assigned address number shall clearly identify the applicable address site so that it is unambiguous and is clearly legible from where the site is normally accessed.”, and Clause 9.13 (1) in the Local Laws “...in the opinion of the local government or an authorised person, clearly display and maintain the current street number assigned...”. As the minimum size and legibility of the street number to be displayed is an authorised officer’s opinion, this could vary between officers and is open to different interpretations. Specifying a minimum size eliminates this and achieves consistency in interpreting the Standards.

Increased housing densities have seen an increase in grouped dwelling and multiple dwelling complexes. This has led to many units/dwellings not being able to be located once on the property, even



though the street number assigned is displayed on the letterbox. It more commonly occurs when there are two or more rear units with a shared driveway, or a multiple dwelling complex with a bank of letterboxes. This is of particular concern for emergency responders and service providers. An additional unit number/letter displayed on the front door or on the building would clearly identify each individual unit/dwelling.

It is recommended that Council adopt the amendments to 'Position Statement PSPD19 'Street Addressing' as shown in the attachment to the Agenda. This will enable the City to continue to implement appropriate street addressing practices for properties.

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

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

### **Budget/Financial Implications**

N/A

### **Legal Implications**

City of Cockburn (Local Government Act) Amendment Local Laws 2010.

### **Community Consultation**

N/A

### **Attachment(s)**

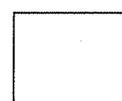
Proposed amended Position Statement PSPD19 'Street Addressing'.

### **Advice to Proponent(s)/Submissioners**

N/A

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

Nil.



11. FINANCE & CORPORATE SERVICES DIVISION ISSUES

11.1 **(MINUTE NO 338)** (DAPPS 26/11/2015) - REPLACEMENT OF CITY OF COCKBURN RECORDS MANAGEMENT POSITION STATEMENT PSFCS19 WITH PROPOSED NEW RECORDS MANAGEMENT POLICY (182/001) (E MACHURA) (ATTACH)

**RECOMMENDATION**

That Council adopt proposed new Policy SC57 'Records Management', to replace Position Statement PSFCS19 'Records Management', as shown in the attachment to the Agenda.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr K Allen that the recommendation be adopted.

**CARRIED 7/0**

**COUNCIL DECISION**

**Background**

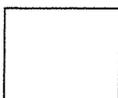
The Council first adopted the City of Cockburn Records Management Position Statement (PSFCS19) in July 2004. As the City's electronic recordkeeping system and associated processes have now changed, the position statement needs to be amended. Rather than amend the position statement, it is proposed to replace the position statement with a policy in order to emphasise the importance of records management within the City of Cockburn and to ensure full compliance with the State Records Act 2000 and associated State Records Commission (SRC) Standards.

Principle 2 of SRC Standard 2 states:

*A recordkeeping policy, in the form of one or more identifiable policy statements, should be authorized at an appropriate senior level, promulgated throughout the organization, and be available to all employees.*

**Submission**

N/A



## Report

The proposed City of Cockburn Records Management Policy is attached to the Agenda, together with the current City of Cockburn Records Management Position Statement (PSFES19) for comparison purposes.

The proposed policy incorporates much of PSFCS19. The intent is unchanged, however, all references to the City's former recordkeeping system and procedural information have been removed; and updated recordkeeping practices have been added.

In addition to a new Records Management Policy, two new guidelines have been developed, these are:

- Employees Recordkeeping Guidelines
- Elected Members Recordkeeping Guidelines

The guidelines are attached to this report and have been developed to support the policy and to assist staff and Elected Members to meet their recordkeeping requirements.

Following its adoption by Council, provision will be made for the new policy and supporting guidelines to be placed on the staff intranet and communicated to all staff.

Reference to the adopted policy and guidelines will also be made during Records Awareness Training for new staff and during ongoing records system training and refresher sessions to ensure staff are aware of their recordkeeping responsibilities.

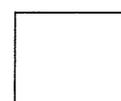
Elected Members will be provided with a copy of the policy and the Elected Members Recordkeeping Guidelines and both documents will be included in future induction packages for all new Elected Members.

The Records Management Policy and supporting guidelines will be reviewed periodically and may be amended from time to time to reflect any changes in recordkeeping practices, procedural requirements and legislative changes.

## 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.
- Quality customer service that promotes business process improvement and innovation that delivers our strategic goals.
- 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**

N/A

**Legal Implications**

Pursuant to the State Records Act 2000

**Community Consultation**

N/A

**Attachment(s)**

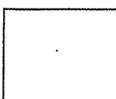
1. Proposed new Policy SC57 'Records Management'.
2. Position Statement PSFCS19 'Records Management'.
3. Employee Record Keeping Guidelines.
4. Elected Member Record Keeping Guidelines.

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.



11.2 **(MINUTE NO 339)** (DAPPS 26/11/2015) - PROPOSED AMENDMENTS TO POLICY SC34 'BUDGET MANAGEMENT' (086/003) (S DOWNING) (ATTACH)

**RECOMMENDATION**

That Council adopt proposed amendments to Policy SC34 'Budget Management', as shown in the attachment to the Agenda.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr K Allen that the recommendation be adopted subject to amending the proposed Policy document by deleting the proposed amendments to Clause (1) 4, 5 and 6 and deleting Clause (1) 11.

**MOTION LOST 2/5**

CLR PORTELLI REQUESTED HIS VOTE FOR THE MOTION TO BE RECORDED.

MOVED Clr L Wetton SECONDED Clr S Pratt that the recommendation be adopted.

**CARRIED 5/2**

CLR PORTELLI REQUESTED HIS VOTE AGAINST THE MOTION TO BE RECORDED.

**COUNCIL DECISION**

**Background**

As a result of the adoption of the Municipal Budget for 2015/16, a number of changes have been proposed to the Council Policy SC34 'Budget Management'. The areas reflect changes to the preparation of the Rate Setting Statement and modelling of proposed future increases to rates. In addition, a number of changes have been presented to

define the term rates in relation to the allocation of a percentage of rates to specific allocations within the annual budget.

**Submission**

N/A

**Report**

The following changes are proposed:

1.2 – Deletion of the term Plan for the District with the current term Long Term Financial Plan.

*Reason:* to comply with the Integrated Planning Framework.

1.4 – 6 - Amend the three clauses of the Policy by providing a definition of Rates Revenue.

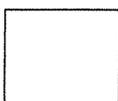
*Reason:* By incorporating the waste management and community surveillance (CoSafe) service charges into rates for 2015/16 and for future years, this definition would compel a sizeable increase in the allocation to three areas, namely Grant and Donations, Summer of Events and the Contingency Fund. The proposed definition – Rates Revenue excluding the waste management, community surveillance (CoSafe) service charge and interim rates reflects how funds are allocated to these areas currently.

The inclusion of upto the percentage allows for Council to consider a lesser amount to be allocated to the nominated areas if the Council so chose in the case of budgetary constraints.

A new 1.11 – Rates modelling to be presented to a Third Budget Forum of Elected Members to demonstrate the incorporation on the waste management and community surveillance service charges into the residential improved rate in the dollar/minimum payment (with concession management) to provide the most advantageous outcome .

*Reason:* As part of the review of the 2015/16 Budget by Deloittes, the Council agreed to have additional information provided to Elected Members to determine the impact of rate increases on ratepayers. The modelling will be independently reviewed as part of the process and the review comments to be presented to the Elected Members.

6 – Budget Timetable - As part of the review of the 2015/16 Budget, Elected Members believed a Special Council Meeting should be held to adopt the Annual Budget.



The timetable within the body of the policy has been amended to reflect the comments noted above.

*Reason:* A Special Council Meeting just to deal with the annual budget will provide Elected Members a further opportunity to review the annual budget prior to adoption.

**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.

**Budget/Financial Implications**

N/A

**Legal Implications**

N/A

**Community Consultation**

N/A

**Attachment(s)**

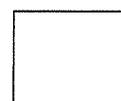
Proposed amended Policy SC34 'Budget Management'.

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.



11.3 **(MINUTE NO 340) (DAPPS 26/11/2015) - PROPOSED CHANGE TO POLICY SC38 'PROCUREMENT' (182/001) (S DOWNING) (ATTACH)**

**RECOMMENDATION**

That Council adopt proposed amendments to Policy SC38 'Procurement', as shown in the attachment to the Agenda.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr K Allen that the recommendation be adopted.

**CARRIED 7/0**

**COUNCIL DECISION**

**Background**

Amendments to the Functions and General Regulations were gazetted on 18 September 2015 and came into effect on 1 October 2015. As a result Policy SC38 'Procurement' has been reviewed and amended.

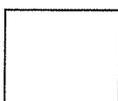
**Submission**

N/A

**Report**

In summary the amendments to the Functions and General Regulations are as follows:

- Tender threshold has been amended to \$150,000 from \$100,000;
- New process to permit the establishment of panels of pre-qualified suppliers and associated requirements to adopt a Panel Policy;
- New tender exemptions relating to Australian Disability Enterprises (unlimited threshold) and registered Aboriginal Businesses (\$250,000 threshold)
- New regulation to ensure variations and renewals can apply to existing contracts;
- Clarifying amendments include:
  - Reg. 12 (1) and (2) – Anti avoidance as it relates to aggregate expenditure and the tender threshold,



- Reg. 15 (1) – Submitting tenders must have a minimum time period has been further reinforced,
- Reg. 16 – Opening tenders process to include other personnel,
- Reg. 30 - Disposition of property threshold to \$75 000

The key changes to the Policy SC38 'Procurement' underwrites and clarifies the accountability in the quotation, purchasing, tendering and contracts process. The key additions and amendments are listed below:

- Introduce a principal term 3 (three) years for contracts and aggregation analysis;
- Allow a panel of pre-qualified suppliers to be utilised along with the current practice of multiple awards when applicable;
- Update the procurement threshold with the addition of \$150,000 limit with further alteration on the compliance requirements on all levels thresholds;
- Introduce the social procurement organisation, with tender exemption restriction, Namely Aboriginal controlled and ADE's;
- Further document the evaluations and the contract execution process to ensure compliance requirements within the procurement systems and process, and
- Minor improvement on current practice through the entire process.

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

- A responsive, accountable and sustainable organisation.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

#### **Budget/Financial Implications**

N/A

#### **Legal Implications**

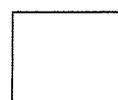
Local Government (Functions and General) Regulations 11A

#### **Community Consultation**

N/A

#### **Attachment(s)**

Proposed amended Policy SC38 'Procurement'



**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**12. ENGINEERING & WORKS DIVISION ISSUES**

**12.1 (MINUTE NO 341) (DAPPS 26/11/2015) - REVIEW OF ENGINEERING AND WORKS DELEGATED AUTHORITY AEW3 'STREET LIGHTING' (086/003) (J KIURSKI) (ATTACH)**

**RECOMMENDATION**

That Council adopts the Engineering and Works Directorate Delegated Authority AEW3 'Street Lighting' with no changes as attached to the Agenda.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COMMITTEE RECOMMENDATION**

MOVED Cllr S Portelli SECONDED Cllr K Allen that the recommendation be adopted.

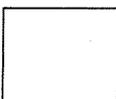
**CARRIED 7/0**

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COUNCIL DECISION**

**Background**

In accordance with the annual review of Council Delegated Authorities, Policies and Position Statements relevant officers have reviewed the Delegated Authorities, Policies and Position Statements and are presented for adoption.



**Submission**

N/A

**Report**

The Engineering and Works Policy AEW3 'Street Lighting' has been reviewed and adopted on 27 August 2015 but the Delegated Authority – Pursuant to Administrative Council Policy AEW3 was not reviewed at the time.

Delegated Authority – Pursuant to Administrative Council Policies AEW3 has been reviewed and there are no change recommended, and is presented for Committee consideration

**Strategic Plan/Policy Implications****Infrastructure**

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

**Environment & Sustainability**

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

**Moving Around**

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

**Budget/Financial Implications**

N/A

**Legal Implications**

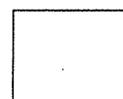
N/A

**Community Consultation**

N/A

**Attachment(s)**

Delegated Authority AEW3 'Street Lighting'



**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

- 12.2 **(MINUTE NO 342)** (DAPPS 26/11/2015) - PROPOSED NEW POLICY AEW12 'INSTALLATION OF PRIVATE MEMORIAL PLAQUES IN PUBLIC OPEN SPACE' AND ASSOCIATED DELEGATED AUTHORITY AEW10 (182/001; 086/003) (A LEES) (ATTACH)

**RECOMMENDATION**

That Council adopts the proposed new policy AEW12 'Installation of Private Memorial Plaques in Public Open Space' and associated Delegate Authority AEW10, as attached to the Agenda.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr K Allen that the recommendation be adopted.

**CARRIED 7/0**

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COUNCIL DECISION**

**Background**

The installation of memorial plaques in Public Open Space requires a very clear set of guidelines to ensure that the City's reserves aren't overused for these purposes. Additionally the types and specifications of these memorial plaques need to be standardised so there is consistency throughout the City and equity to all applicants



**Submission**

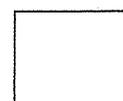
The purpose of this policy is to give clear guidance to applicants regarding what is required for approval from the City, what type of memorial plaque is allowed, what sites are available (if any), the specifications for the memorial plaque and who is responsible for the associated costs.

This policy applies only to memorials in reserves and not to Council facilities, buildings, outbuildings or jetties.

**Report**

The following guidelines will apply for applications received for the installation of private memorial plaques to POS:

- (1) A brief submission, in writing, shall be issued to the Parks Services that demonstrates the significance of the individual, the nature of the memorial and POS location
- (2) Applications will be considered on a case-by-case basis with the final location approved by the Parks Services. The applicant is to note that not all memorials will be approved.
- (3) The City, in consultation with the applicant, will endeavour to locate the memorial plaque on an existing piece of park furniture, i.e. park bench seat within the designated Public Open Space.
- (4) Where a POS has no or limited park furniture the combination of a plaque on an item of approved park furniture will only be considered.
- (5) Where POS is already well appointed with park furniture containing memorial plaques an alternate location will need to be considered.
- (6) The City will provide a standard template for the plaque and a selection of park furniture suitable for a memorial. This will normally be in the form of a park bench.
- (7) The memorial plaque and park furniture, if approved, shall be funded by the applicant and include the full cost of the procurement, manufacture and installation, including a concrete pad (if required).
- (8) When the park furniture containing the plaque reaches the end of its useful life the City will attempt to return the plaque to the original applicant whenever possible. There is no guarantee that



a new asset will be made available for the re-installation of the plaque.

- (9) Burials or internment of ashes are not permitted on any Council reserve

### **Strategic Plan/Policy Implications**

#### **Infrastructure**

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

#### **Leading & Listening**

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

#### **Environment & Sustainability**

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

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Attachment(s)**

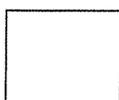
Proposed new Policy 'Installation of Private Memorial Plaques in Public Open Space'

### **Advice to Proponent(s)/Submissioners**

N/A

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

N/A.



12.3 **(MINUTE NO 343) (DAPPS 26/11/2015) - TREES ON STREET VERGES (182/001) (C SULLIVAN) (ATTACH)**

**RECOMMENDATION**

That Council note the information in the report.

**COMMITTEE RECOMMENDATION**

MOVED Mayor L Howlett SECONDED Cllr P Eva that Council:

- (1) amend the current Position Statement PSEW15 'Pruning and Removal of Trees' by adding a Clause 7, as shown in the attachments to the Minutes, that provides for the removal of trees on land under the direct care, control and management of the City as follows:

Trees shall not be removed unless they are:

1. Dead;
  2. In a state of decline to the point that survival is unlikely;
  3. Structurally unsound, to the point of constituting imminent danger to persons or property;
  4. Damaging or likely to damage property, where alternatives to prevent damage are not possible;
  5. Part of a tree replacement program;
  6. Obstructing a Council approved works program, such as road and drainage works; or
  7. Adversely impacting on home owners by way of tree root invasion that is damaging their homes, driveways, letter boxes, fences or other assets on their property.
- (2) any cost of removing the tree to be borne by the City;
- (3) wherever practicable, a new tree be planted that does not have invasive root systems; and
- (4) amend any other associated policies or position statements to reflect the addition of Clause 7 above.

**CARRIED 7/0**

**COUNCIL DECISION**

## Reason for Decision

Ratepayers and residents of the City should not be exposed to property damage caused by trees planted on the City's verges and/or parklands (by the City or Developers). Greater care needs to be taken in the selection of trees that do not cause damage to ratepayers and residents properties, local and/or State government assets.

## Background

On 30 October 2015 Mayor Howlett submitted a Notice of Motion as follows:

### 1. *Trees on Verges*

*That a new policy be developed that provides for the removal of verge trees that are adversely impacting on home owners by way of tree root invasion that is damaging their homes, driveways, letter boxes, fences or other assets on their property.*

*The matter of falling leaves and/or pine cones/needles that are causing damage to assets on private property needs to be addressed in the policy review.*

*The cost of the removal to be borne by the City.*

#### Reason

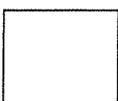
*The ongoing complaints from residents about verge trees planted by the City or developers needs to be addressed given the damage that is being done to assets on their property.*

### 2 *Tree Type Selection*

*A review be conducted of the trees that are listed as being approved by the City to ensure that they are suitable in terms of their root systems, provision of shade, potential to create leaf litter or their level of susceptibility to dropping limbs.*

#### Reason

*A review of the approved list of tree types is required given the ongoing complaints from residents about the damage being done to the assets on their property.*



*Damage is also being caused to important State Government assets and our own local government's assets.*

### **Submission**

N/A

### **Report**

#### *Trees on Verges*

The City's current Position Statement PSEW15 'Pruning and Removal of Trees' provides for the following:

Removal of trees on land under the direct care, control and management of the City.

Trees shall not be removed unless they are:

1. Dead;
2. In a state of decline to the point that survival is unlikely;
3. Structurally unsound, to the point of constituting imminent danger to persons or property;
4. Damaging or likely to damage property, where alternatives to prevent damage are not possible;
5. Part of a tree replacement program; or
6. Obstructing a Council approved works program, such as road and drainage works.

City Officers are of the opinion that point 4 above satisfies the intent of point 1 of the Notice of Motion and no new policy is required. City officers make an assessment of each site in accordance with Position Statement PSEW15 "Removal and Pruning of Trees' and either remove the tree or install protection measures to the assets affected or likely to be affected. It is also important to note that the City's insurer LGIS does not accept claims for damages caused by trees in public road reserves based on the terms of the insurance policy and custom and precedent. Hence any tree removals and replacements are presently carried out at the City's cost, based on the existing Position Statement.

#### *Tree Type Selection*

The proposed review is underway. The City is approximately three quarters through a street tree audit of all verge trees in the Municipality. The completion of the project is subject to forthcoming budget allocations. Minute 5548 'Management of the City's Street Trees' from the OCM of 9/7/2015 includes a report by City officers on the subject



which details how the street tree database, once completed, will form the basis of a City wide street tree master plan where the most appropriate tree species will be identified for the various locations and conditions around the City. A management plan will then be produced to address locations where trees must be removed and replaced with species suitable to that location.

### **Strategic Plan/Policy Implications**

#### **Infrastructure**

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

#### **Leading & Listening**

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

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Attachment(s)**

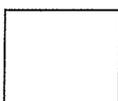
1. Notice of Motion – Mayor Howlett
2. Position Statement PSEW15 'Removal & Pruning of Trees'
3. Minute No,5548 - OCM 9/7/2015 'Management of the City's Street Trees'

### **Advice to Proponent(s)/Submissioners**

N/A

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

Nil.



**13. COMMUNITY SERVICES DIVISION ISSUES**

Nil

**14. EXECUTIVE DIVISION ISSUES**

Nil

**15. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Nil

**16. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING**

Nil

**17. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF MEETING BY COUNCILLORS OR OFFICERS**

Nil

**18. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**

Nil

**19. CONFIDENTIAL BUSINESS**

Nil

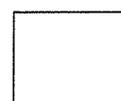
**20 (DAPPS 26/11/2015) - CLOSURE OF MEETING**

6:34 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: ...../...../.....



DA	<b>TOWN PLANNING SCHEME NO. 3 – DEVELOPMENT CONTROL</b>	OLPD33
----	---	--------

<b>DELEGATED AUTHORITY CODE:</b>	OLPD33
<b>DIRECTORATE:</b>	Planning and Development
<b>BUSINESS UNIT:</b>	Statutory Planning
<b>SERVICE UNIT:</b>	Statutory Planning
<b>RESPONSIBLE OFFICER:</b>	Manager Statutory Planning
<b>FILE NO.:</b>	086/003
<b>DATE FIRST ADOPTED:</b>	11 June 2015
<b>DATE LAST REVIEWED:</b>	
<b>POLICY REF.:</b>	N/A
<b>VERSION NO.</b>	1

<b>Dates of Amendments / Reviews:</b>	
DAPPS Meeting:	2 June 2015
OCM:	

**FUNCTION DELEGATED:**

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

1. Local Development Plans:
  - a) The authority to approve local development plans with or without conditions.
  - b) The authority to refuse to approve local development plans and, where the proposed local development plan was submitted by an owner, to provide reasons for this to the owner.
2. Amending or cancelling development approval:
  - a) The authority to amend or cancel a planning approval prior to the commencement of the use or development subject of a planning approval.
  - b) The authority to refuse to issue an approval for the further use or development of land where one or more conditions of an approval have not been complied with to the satisfaction of the City.
3. Unauthorised Existing Subsequent approval of development
  - a) The authority to grant planning approval to a use or development already commenced or carried out regardless of when it was commenced or carried out, if the development conforms to the provisions of the Scheme.
4. Determination of Applications
  - a) The authority to grant approval with or without conditions.
  - b) The authority to refuse to grant planning approval.
5. Form and Date of Determination

DA	<b>TOWN PLANNING SCHEME NO. 3 – DEVELOPMENT CONTROL</b>	OLPD33
----	---	--------

- a) The authority to convey its determination to the applicant in the form of the “Notice of determination on application for development approval” prescribed in TPS 3.
- 6. Temporary Planning Approval
  - a) The authority to impose conditions limiting period of time for which an approval is granted.
- 7. Approval Subject to Later Approval of Details
  - a) The authority to grant development approval subject to a condition that further details any works or use specified in the condition must be submitted to, and approved by, the City before the developer commences the development..

**CONDITIONS/GUIDELINES:**

- 1. The authority to determine applications subject to those applications being in accordance with the relevant legislative, scheme and policy requirements.
- 2. The authority to determine applications where advertising of an application is required in accordance with TPS 3 subject to:
  - a) No objections are received during the consultation period.
  - b) The objection can be resolved through a condition imposed on an approval or negotiation of a design change with the applicant.
  - c) The objection does not relate to valid planning considerations associated with the proposal (as confirmed and authorised in writing by Director Planning and Development or Manager Statutory Planning).
- 3. The authority to determine applications excludes the determination of category “A” Heritage places and those applications proposing demolition of any category of heritage building as contained in the Local Government Heritage List and Inventory.
- 4. The authority to determine applications excludes the determination of applications for ‘Industry – General (Licenced) proposing a lesser distance from residential properties than is recommended in the Environmental Protection Authority’s document ‘Guidance for the Assessment of Environmental Factors – Separation Distances between Industrial and Sensitive Land Uses’
- 5. The authority to issue a renewal of a planning approval or extension of the approval period prior to expiry subject to:
  - a) The lodgement of a new MRS Form 1, prescribed fee and plans.
  - b) The development being substantially the same as that previously approved by Council or the City under delegation.
  - c) Unless circumstances have changes, any conditions of development approval shall be the same as those previously imposed.

DA	<b>TOWN PLANNING SCHEME NO. 3 – DEVELOPMENT CONTROL</b>	OLPD33
----	---	--------

- d) A new “Notice of determination on application for development approval” shall be issued.
6. In relation to a decision that is subject to a review in the State Administrative Tribunal, sub-delegated officers may:
- a) Attend directions hearings, mediations and hearings.
  - b) Appear as an expert witness in a hearing.
  - c) Provide evidence in a hearing.
  - d) Prepare any written documents required as part of matter the subject of a review.
7. All transactions utilising this delegation are to be recorded in the Recording of Delegations Decisions Register by the officer responsible for initiating the action taken, or by another officer under the direction of the initiating officer.

**AUTONOMY OF DISCRETION:**

As provided for in Conditions (1) to (6) above.

**LEGISLATIVE REQUIREMENTS/COUNCIL POLICY:**

City of Cockburn Town Planning Scheme No.3.

**DELEGATE:**

Chief Executive Officer

**SUB-DELEGATE/S:**

Director Planning and Development  
 Manager Statutory Planning  
 Coordinator Statutory Planning  
 Manager, Strategic Planning  
 Co-ordinator, Strategic Planning  
 Senior Planning Officer (Statutory)  
 Planning Officer (Statutory)

POL	BUSHLAND CONSERVATION	SPD1
-----	-----------------------	------

<b>POLICY CODE:</b>	SPD1
<b>DIRECTORATE:</b>	<u>Planning &amp; Development</u> <u>Engineering &amp; Works</u>
<b>BUSINESS UNIT:</b>	<u>Strategic</u> <del>_____</del> <u>Planning</u> <u>Parks</u> <del>_____</del> <u>&amp; Environment</u>
<b>SERVICE UNIT:</b>	<u>Strategic Planning</u> <u>Environment</u>
<b>RESPONSIBLE OFFICER:</b>	Manager, <u>Strategic</u> <del>_____</del> <u>Planning</u> <u>Parks</u> <del>_____</del> <u>&amp; Environment</u>
<b>FILE NO.:</b>	086/001
<b>DATE FIRST ADOPTED:</b>	19 August 1997
<b>DATE LAST REVIEWED:</b>	10 September 2015
<b>ATTACHMENTS:</b>	N/A
<b>DELEGATED AUTHORITY REF.:</b>	OLPD33
<b>VERSION NO.</b>	3

<b>Dates of Amendments / Reviews:</b>		
DAPPS Meeting:	27 September 2012 22 August 2013	2 June 2015 27 August 2015
OCM:	17 September 2002 11 October 2012	12 September 2013 11 June 2015

## BACKGROUND:

The conservation of local bushland is an issue of a growing concern to the local community. The City of Cockburn is mindful of this issue, and strives to ensure an appropriate balance between development and the conservation of bushland occurs.

It is important the City develops a strategic approach to dealing with the conservation, protection and management of local bushland within the District and to ensuring the recreational needs of the community are met. This policy should be read in conjunction with SPD3; SPD5; LPP5.1; LPP5.2; State Planning Policy 2.8 'Bushland Policy for the Perth Metropolitan Region'; the Western Australian Planning Commission's 'Planning for Bush Fire Protection'; and Liveable Neighbourhoods Community Design Code.

## PURPOSE:

To provide a clear position and a range of strategies and initiatives for ensuring the effective preservation and management of local bushland within the District.

## POLICY:

- (1) Public open space objectives

POL	BUSHLAND CONSERVATION	SPD1
-----	-----------------------	------

The objectives of Public Open Space design and distribution is provided under Element 4 of Liveable Neighbourhoods. This emphasises accessible, functional, useable and sustainable open space and that there is a balance between conservation and active and passive recreational use in district, neighbourhood and local open space. The early formulation of structure planning is underpinned by such objectives, which inherently require a careful balance of the competing priorities for open space provision and design.

(2) Statement of position

Recognising the important environmental, social, cultural and educational values of bushland, the City seeks to effectively manage its governance and planning responsibilities as they relate to the conservation, protection and management of local bushland within the district.

(3) Strategies

The following strategies and initiatives will be utilised to help achieve the purpose of the policy.

1. Protection of bushland through the planning and development process
  - (a) Where remnant vegetation is present proponents will be required to undertake flora and fauna surveys to identify the values of native vegetation on land proposed to be subdivided or developed.
  - (b) Structure plans, subdivisions and development applications should demonstrate that site clearing is minimised, the presence of bushland has been considered, and that consideration has been given to vegetation condition and ecological linkages.
  - (c) Through the structure planning process consideration will be given to higher residential densities where there is a greater provision of public open space required for bushland conservation.
  - (d) The City will generally not accept small parcels of public open space that are wholly comprised of remnant bushland, unless it is of high conservation significance. Ideally bushland should form part of an area of public open space that includes other recreational and amenity functions to ensure the recreational needs of the future community are met. Notwithstanding this, all planning proposals need to demonstrate the provision of an

POL	BUSHLAND CONSERVATION	SPD1
-----	-----------------------	------

adequate balance between active and passive public open space.

- (f) Where applicable, conditions preventing or restricting the clearing of vegetation within subdivision and development approvals will be applied in order to facilitate the maximum retention and function of bushland, consistent with endorsed structure plans and related planning decisions.
- (g) Council's Town Planning Scheme prevents over clearing of bushland on land within the District.

2. Management of Council controlled bushland

- (a) The ongoing maintenance and management of bushland which is in the care and control of the Council will be undertaken to ensure that the values of these bushland areas are not degraded, and are enhanced where possible.

3. Privately owned bushland

- (a) The City will endeavour to support private landowners in pursuing practical mechanisms by which to secure the protection of locally significant bushland in perpetuity.

4. Linkages

- (a) The connectivity of local natural bushland areas is an important consideration within structure planning and subdivisions as the connection of natural areas maintains and enhances ecological linkages and promotes genetic diversity.
- (b) City of Cockburn landscaping and revegetation programmes will give priority to projects which re-establish linkages between bushland areas.

5. Community Education

- (a) The development of educational programmes to highlight the value of local bushland to the community will be encouraged to ensure that the community understands these values and avoids activities which can lead to degradation of bushland areas.

6. Protection of Fauna

- (a) The development of a Fauna Relocation and Management Plan will be a condition on a planning approval in situations

POL	BUSHLAND CONSERVATION	SPD1
-----	-----------------------	------

where bushland containing fauna is to be removed to facilitate development.

- (b) For existing zoned land which is proposed to be subdivided, recommendations will be made to the WAPC that conditions be placed on land known to contain fauna or significant habitat, requiring that a fauna management and/or relocation plan be prepared to the satisfaction of the City and Department of Parks and Wildlife.
- (c) Where practical, trees are to be protected and retained within developments and new subdivisions, with details provided demonstrating how feasible retention will be achieved.

#### 7. Bushland Resource Recovery

Where good quality bushland is to be cleared, the City will seek agreement with the proponent to:

- Make topsoil available for rehabilitation projects.
- Permit seed collection to occur prior to clearing.
- Permit plant salvage to occur prior to clearing.
- Permit large habitable logs to be salvaged.
- Permit access to mulch from the site if it is not to be used elsewhere.
- Be encouraged to utilise salvage and existing vegetation within areas to be landscaped.

POL	NATIVE FAUNA PROTECTION	SPD3
-----	-------------------------	------

<b>POLICY CODE:</b>	SPD3
<b>DIRECTORATE:</b>	Planning & Development <u>Engineering &amp; Works</u>
<b>BUSINESS UNIT:</b>	Strategic <del>Planning</del> <u>Parks &amp; Environment</u>
<b>SERVICE UNIT:</b>	<u>Environment</u>
<b>RESPONSIBLE OFFICER:</b>	Manager, <u>Parks &amp; Environment</u>
<b>FILE NO.:</b>	182/001
<b>DATE FIRST ADOPTED:</b>	16 February 1999
<b>DATE LAST REVIEWED:</b>	<u>11 June 2015</u>
<b>ATTACHMENTS:</b>	N/A
<b>DELEGATED AUTHORITY REF.:</b>	OLPD33
<b>VERSION NO.</b>	4

<b>Dates of Amendments / Reviews:</b>		
DAPPS Meeting:	27 September 2012 22 August 2013	26 February 2015 2 June 2015
OCM:	17 September 2002 11 October 2012	12 September 2013 12 March 2015

## BACKGROUND:

Natural areas within the City provides habitat for a range of native fauna including mammals, birds, reptiles and insects. Native fauna are protected under legislation and must be managed in accordance with legislative conditions.

Ongoing development can lead to the loss of natural habitat through clearing and disturbance which can create a major threat to faunal populations. Management of fauna, in situations where development requires habitat removal, may be necessary to minimise adverse impacts.

## PURPOSE:

Provide strategies and initiatives to minimise the impact on native fauna in situations where development results in the loss of habitat.

## POLICY:

- (1) Where development is planned to occur on land, which in the opinion of Council, is likely to provide habitat for native fauna, the proponent will be required to undertake a fauna and flora survey and, if deemed necessary by the City, prepare a Native Fauna Management Plan to the satisfaction of Council and the Department of Parks and Wildlife.

POL	NATIVE FAUNA PROTECTION	SPD3
-----	-------------------------	------

- (2) The requirement to undertake a fauna survey and, if required, prepare a Native Fauna Management Plan will be necessary for:-
- land which is proposed to be rezoned, subdivided or developed where existing bushland is proposed to be cleared.
  - Where subdivisions are proposed on existing zoned land, Council may recommend to the WAPC that conditions be placed on approvals requiring the preparation of a Fauna Survey and, if deemed necessary as a result of the survey, the preparation of a Fauna Management Plan.
- (3) Where a fauna survey indicated that fauna are likely to be critically impacted and there is likely to be the requirement to prepare a Native Fauna Management Plan, the plan will need to address the methods of protecting existing habitats and/or the relocation of the fauna to a suitable alternative location.

All endeavours are to be made to protect and retain trees that have been identified, in the fauna survey, as providing significant habitat value.

- (4) Development proposals which are deemed to impact on fauna that is considered rare and/or endangered will require the proposal to be referred to state and/or federal authorities in line with the guidelines outlined under the Environmental Protection and Biodiversity Act (1999) and the Western Australian Wildlife Conservation Act (1950). Proponents may also be required to submit their proposal to the Environmental Protection Authority (EPA)

POL	WETLAND CONSERVATION	SPD5
-----	----------------------	------

<b>POLICY CODE:</b>	SPD5
<b>DIRECTORATE:</b>	<del>Planning &amp; Development</del> <u>Engineering &amp; Works</u>
<b>BUSINESS UNIT:</b>	<del>Planning &amp; Development</del> <u>Parks &amp; Environment</u>
<b>SERVICE UNIT:</b>	<del>Strategic Planning</del> <u>Environment</u>
<b>RESPONSIBLE OFFICER:</b>	Manager, <del>Strategic Planning</del> <u>Parks &amp; Environment</u>
<b>FILE NO.:</b>	182/001
<b>DATE FIRST ADOPTED:</b>	21 March 2000
<b>DATE LAST REVIEWED:</b>	<del>12 March 2015</del>
<b>ATTACHMENTS:</b>	N/A
<b>DELEGATED AUTHORITY REF.:</b>	N/A
<b>VERSION NO.</b>	4

<b>Dates of Amendments / Reviews:</b>	
DAPPS Meeting:	27 September 2012 22 August 2013 26 February 2015
OCM:	17 September 2002 11 October 2012 12 September 2013

## BACKGROUND:

The conservation of wetlands within the district is an issue of growing concern to the local community and Council generally. The district is fortunate to have many and varied types of wetlands within it, many of which possess high conservation values. Ongoing development often creates conflict in terms of the conservation and protection of wetlands. It is important that Council develops a clear policy on wetland protection in order to provide a consistent long term approach to wetland protection.

## PURPOSE:

To provide Council with a clear position and range of strategies for the protection of wetlands within the district.

## POLICY:

### 1. Statement of Position

Recognising the important environmental, social, cultural, educational and aesthetic values of the range of wetlands which exist within the district, Council will make every reasonable effort to ensure the conservation,

POL	WETLAND CONSERVATION	SPD5
-----	----------------------	------

protection and management of all wetlands within the municipality, with the exception of lakes protected under the Environmental Protection (Swan Coastal Plain Lakes) Policy 1992.

## 2. Objectives

The following objectives have been developed in meeting the above goal:-

- 2.1 Ensure that wetlands are adequately assessed and their environmental values determined within the development process.
- 2.2 Ensure that land development which has the potential to adversely impact on wetlands is able to be adequately and appropriately managed.
- 2.3 Provide Council and landowners with clear and consistent guidelines for development within areas adjacent to or within the influence of wetlands within the district.
- 2.4 Overcome conflicts between the need to provide active public open space, drainage and wetland conservation within development areas.
- 2.5 Establish procedures and processes for ensuring the wetlands are adequately protected and managed during construction and development.
- 2.6 Require that development adjacent to wetlands be suitably set back from the wetland boundary to allow for the retention of the wetland dependent vegetation and to maintain its environmental values and functions.
- 2.7 Wetlands and their setback may be included in the POS calculation for subdivision providing that this does not compromise the proper and adequate provision of active and passive public open space areas required within the locality.
- 2.8 Wetlands used for stormwater drainage as approved by the EPA are to be reserved for drainage purposes.
- 2.9 Drainage associated with development and land use is to be managed in line with the following principles:-
  - Discharge of drainage directly into wetlands will not be permitted.
  - Discharge of drainage to wetlands may be acceptable following suitable treatment to remove nutrients and other pollutants, provided that adverse hydrological impacts will not occur.

POL	WETLAND CONSERVATION	SPD5
-----	----------------------	------

- The integrity of wetland and buffer vegetation is to be maintained where drainage facilities are established within the setback to the wetland.
- 2.10 Make recommendations to the WAPC in respect to subdivision conditions to require the subdivider to prepare a Drainage and Pollution Management Plan which details the measures required to be taken to maintain the hydrological balance of the wetland and to prevent pollution, for land within 200 metres of the typical high watermark of a wetland which has the potential to pollute.
- 2.11 Where on-site effluent disposal is within 100 metres of the typical high watermark of a wetland, Council will require the use of appropriate alternative on-site effluent disposal systems to prevent the pollution of the wetland.

POS	STREET ADDRESSING	PSPD19
-----	-------------------	--------

<b>POSITION STATEMENT CODE:</b>	PSPD19
<b>DIRECTORATE:</b>	Planning & Development
<b>BUSINESS UNIT:</b>	Planning and Development Services
<b>SERVICE UNIT:</b>	Strategic Planning Services
<b>RESPONSIBLE OFFICER:</b>	Manager, Strategic Planning Services
<b>FILE NO.:</b>	182/002
<b>DATE FIRST ADOPTED:</b>	13 December 2007
<b>DATE LAST REVIEWED:</b>	<del>12 March 2015</del>
<b>ATTACHMENTS:</b>	N/A
<b>VERSION NO.</b>	<u>45</u>

<b>Dates of Amendments / Reviews:</b>		
DAPPS Meeting:	27 September 2012 22 August 2013	26 February 2015
OCM:	11 March 2010 11 October 2012	12 September 2013

## BACKGROUND:

This Position Statement references Division 5 of Part IX – Streets Numbering of the 'City of Cockburn (Local Government Act) Amendment Local Laws 2010', and expands upon the current 'AS/NZS 4819:2011, Rural and urban addressing' standards. These standards superseded 'AS/ANZ 4819:2003, Geographic information – Rural and urban addressing', of which this position statement previously referenced.

This position statement provides acceptable alternatives in the assignment of street addresses in specific situations, administrative procedures for changing a street address and requirements for the displaying of street number(s).

## PURPOSE:

To uniquely and clearly identify each address site and enable it to be readily identified and located.

## POSITION:

### (1) Assignment of Street Numbers

1. The 'A/NZ 4819:2011, Rural and Urban Addressing' standards shall be used in the assignment of street addresses.

The following methods may be used to either expand upon in further detail, or be used as an acceptable alternative to the above Standards

POS	STREET ADDRESSING	PSPD19
-----	-------------------	--------

(a). Reserving numbers (*clause 5.8.2 of the Standards*)

- (i) Residential development sites for large frontage lots with subdivision or development potential for which there is no subdivision or structure plan showing all future lots, the following standard frontage shall apply for the purpose of assigning street numbers:
- R20 – 15 metre lot frontage
  - R25/R30 – 10 metre lot frontage
  - R40 and above – 7 metre lot frontage
  - Where no R-code is specified – 15 metre lot frontage
- (ii) Where there is a barrier or large space on one side of the road (e.g. a Recreation Reserve or the road runs parallel to a main road) and there is no further subdivision potential, then the first number after the barrier or space shall be close to the number on the opposite side of the road. (eg. No.21 if the number on the opposite side is No.22).

(b) Corner Sites (*clause 5.8.3 of the Standards*)

- (i) For residential address sites a number shall be assigned to the street with the least amount of frontage, with a second alternative number reserved for the second street. Once built upon, the street address assigned to the property shall take into account the following:
- Letterbox location
  - House orientation and entrance
  - Driveway location, except in the case of rear laneway lots.
- (ii) For commercial and industrial address sites a number shall be assigned to the street with the largest amount of frontage, with a second alternative number reserved for the second street. Once built upon, the street address assigned to the property shall be from which the main car park and driveway, and/or from which building access is obtained from.

(c) Numbers unavailable – Use of Suffixes (*clause 5.4.8 of the Standards*)

Where there are no address numbers available for an address site due to existing assignments, alpha-suffixes shall be assigned. The following alternative methods to that as outlined in the Standards may be used for Residential address sites:

POS	STREET ADDRESSING	PSPD19
-----	-------------------	--------

- (i) New address site(s) at the rear of an existing dwelling – the existing number may be used for the existing dwelling and alpha-suffixes shall be used for new address sites (e.g. 1 (existing), 1A (new), 1B (new))
- (ii) New address site(s) at the rear of an existing address site that is vacant land – may be numbered using alpha-suffixes using one of the following methods:
- (iii)
  - In sequential order (e.g. 1A, 1B)
  - In order from the address site closest to the road to the furthest from the road (e.g. 1A (front dwelling), 1B (rear dwelling)).

- (d) Application of sub-addressing (*clause 5.10.1 of the Standards*)

The preferred method for Strata lots in industrial/commercial areas is sub-addressing.

- (e) Rural address site without access point (*clause 5.9.2 of the Standards*)

The rural number assigned shall be calculated at approximately the midpoint of the lot frontage. The assigned rural number may change subject to an access point being subsequently created.

- (f) Matters not covered by the Standards

The following variations may be used:

- (i) Subdividable 'superlots' (i.e. large developable lots that are undergoing stage subdivision) are to be assigned the lot number with an 'L' suffix (e.g. Lot 100 would be '100L').
- (ii) Industrial and Commercial Land – street addresses may be assigned using either the urban or rural addressing methods. The existing method being used near to the subdivision will be taken into account when considering which method to adopt. If the urban addressing method is adopted, a 'standard' industrial lot frontage shall be 20 metres.
- (iii) 'Cottage' lots with a rear laneway – street addresses to be along the primary road that the lot fronts onto. Letterboxes are to be on the primary road. The street addressing is not to be along the rear laneway unless absolutely necessary. That is, there is no road or access by road to the front of the lot due to a physical constraint (e.g. public open space, water body, high retaining wall).

POS	STREET ADDRESSING	PSPD19
-----	-------------------	--------

2. As provided for in the Local Laws, the local government or an authorised person pursuant to City's Local Laws may assign a number to land in a street, thoroughfare or way in the district and may from time to time assign another number instead of that which was previously assigned.
3. When considering the renumbering of a lot or lots, all possible alternatives will be investigated. In order to achieve clear, logical and unambiguous street addresses, street numbers may be reassigned for a section or the whole of the street rather than just a single property. In this event all affected owners and occupiers are to be advised in writing of their new address and their obligations under the Local Laws.

(2) Change of Street Address

1. Owners and occupiers of land shall be notified in writing of any change to their street address, whether it be developed or vacant. This includes confirmation of an existing address if requested by the owner(s). The City's property database shall be amended and various Council departments advised in accordance with current office procedure. Landgate shall be notified to amend their database and the certificate of title. All other advices are the responsibility of the owner.
2. A street address can only be changed by either the local government or an authorised person pursuant to City's Local Laws. A request can be made by the owner of the land and a new number may be assigned providing that the new address is in accordance with the Standards and/or other methods as outlined in this Position Statement.
3. An owner may request that consideration be given to reassigning a street number already assigned to another property in the same street. When making such application, the requesting owner shall provide the City with the written agreement of the other owner to the proposed change. When considering such requests all possible alternatives will be assessed to ensure that the resultant street numbering will be clear, unambiguous and in a logical sequence.
4. Requests from owners for changing street addresses will only be considered if the owner can demonstrate that the current numbering is not clear, logical, or is ambiguous. Street numbering will not be changed for non-technical reasons such as possible or perceived impacts on property value or personal beliefs/reasons.
5. All costs associated with a change of street address are the responsibility of the affected owner(s)/occupiers regardless of whether the requirement is initiated by the owner(s) or the City. This includes but is not limited to the replacement and/or relocation of letterboxes, costs of new numbers etc, alterations to numbers on buildings,

POS	STREET ADDRESSING	PSPD19
-----	-------------------	--------

replacing/removing painted kerb side numbers, notifications to government agencies, utilities, companies, business contacts, friends and acquaintances etc, alterations to business and personal stationary, advertising costs, and mail re-direction costs.

(3) Display of Street Number(s)

1. The size of an assigned street number displayed (including sub-addresses) shall be a minimum of 55mm in height. The assigned street number is to be more prominent than sub-address numbers (if applicable).
2. For sub-address sites whereby the street number is not displayed directly in front of the sub-address site (e.g. two or more rear units with a shared driveway, or a grouped/multiple dwelling complex with a letterbox bank), an additional unit number/letter shall be displayed on the front door or on the building to clearly identify it.

POS	REMOVAL & PRUNING OF TREES	PSEW15
-----	----------------------------	--------

POSITION STATEMENT CODE:	PSEW15
DIRECTORATE:	Engineering & Works
BUSINESS UNIT:	Parks Department
SERVICE UNIT:	Parks Maintenance Services
RESPONSIBLE OFFICER:	Manager, Parks & Environment
FILE NO.:	182/002
DATE FIRST ADOPTED:	20 May 2003
DATE LAST REVIEWED:	10 September 2015
ATTACHMENTS:	N/A
VERSION NO.	42

<b>Dates of Amendments / Reviews:</b>	
DAPPS Meeting:	27 August 2015
OCM:	11 December 2014

## BACKGROUND:

Trees are regarded as highly desirable and integral to the urban landscape, providing a range of social, environmental and economic advantages. As such they are considered to be an integral part of the total public landscape amenity affecting and benefiting all residents within the locality, individually and collectively.

From time to time requests are received from residents for the removal or pruning of trees.

## PURPOSE:

To provide clear direction to the City's officers when requests are received for the removal or pruning of trees growing on land under the direct care, control and management of the City.

## POSITION:

*Removal of Trees on Land under the direct care, control and management of the City*

(1) Trees shall **not** be removed unless they are:

1. Dead;
2. In a state of decline to the point that survival is unlikely;
3. Structurally unsound, to the point of constituting imminent danger to persons or property;
4. Damaging or likely to damage property, where alternatives to prevent damage are not possible;
5. Part of a tree replacement program; or

POS	REMOVAL & PRUNING OF TREES	PSEW15
-----	----------------------------	--------

6. Obstructing a Council approved works program, such as road and drainage works.

7. Adversely impacting on home owners by way of tree root invasion that is damaging their homes, driveways, letter boxes, fences or other assets on their property.

(2) Any cost of removing the tree to be borne by the City.

(3) wherever practicable, a new tree be planted that does not have invasive root systems.

#### *Loss of Amenity*

Trees growing on land under the direct care, control and management of the City, that are considered to be unduly interfering with the amenity available to adjacent residents in the use of their land, may be removed or pruned at the discretion of the Council.

In such circumstances, trees shall not be removed unless:

1. A request in writing for removal of the tree has been received from the adjacent property owner by the City's Officers, clearly stating the reasons for requesting removal;
2. An Officer's report detailing the request and associated issues has been presented to the Council for its consideration, including any consultation undertaken; and
3. The Council has formally resolved to authorise removal of the tree.

Where the Council has resolved to authorise removal of a tree at the request of an adjacent property owner:

1. Removal shall be at full cost to the property owner who made the request for removal;
2. The tree shall be dismantled to the ground, removed from the site and the stump shall be ground out;
3. The tree shall be removed by a suitable contractor engaged by the City for the purpose;
4. The tree shall not be removed until the City has received payment for the full cost of removal; and
5. The City at the Council's cost shall plant a replacement tree suitable for the location, within six months of removing the original tree.

#### *Planning, Building, and Other Approvals*

Where a planning, building or other approval has been granted by the City, that necessitates removal of a tree growing on land under the direct care, control and management of the City:

POS	REMOVAL & PRUNING OF TREES	PSEW15
-----	----------------------------	--------

1. Removal shall be at full cost to the property owner who made the request for removal;
2. The tree shall be dismantled to the ground, removed from the site and the stump shall be ground out;
3. The tree shall be removed by a suitable contractor engaged by the City for the purpose; and
4. The City at the Council's cost shall plant a replacement tree suitable for the location and as near as practical to the original location, within six months of removing the original tree.

#### *Pruning of Trees*

Generally, trees shall be allowed to develop their natural canopy and shall not be pruned.

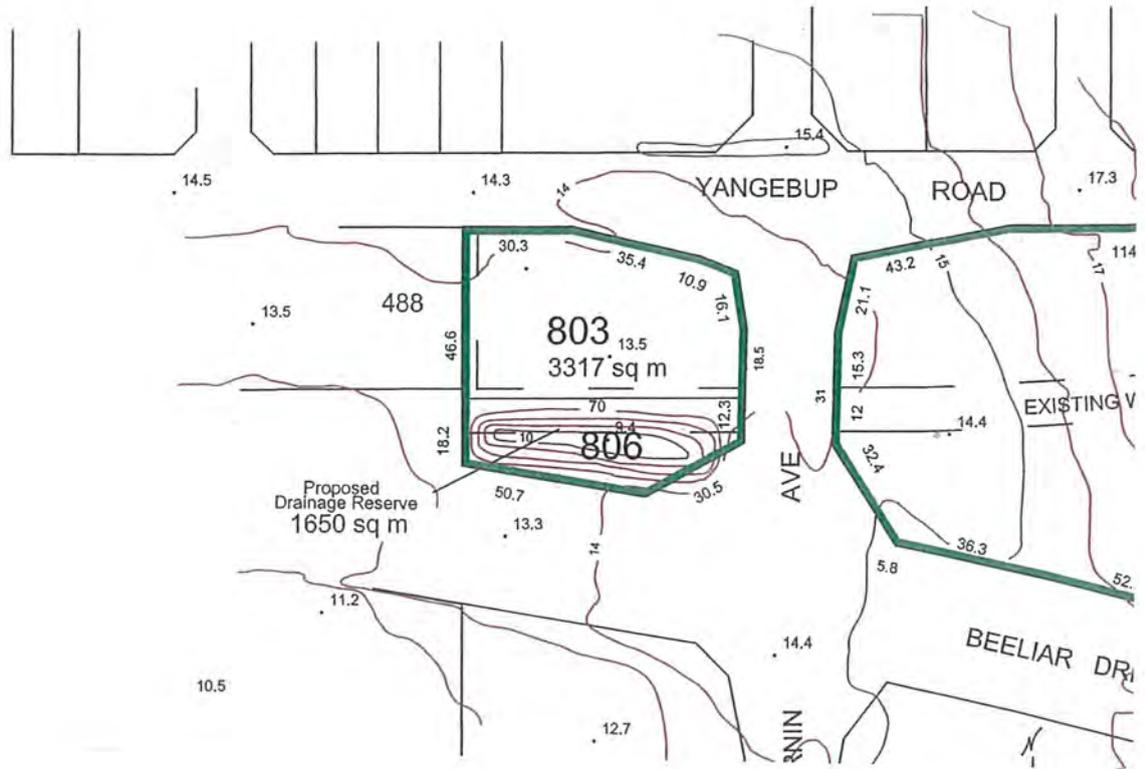
Where pruning is essential, pruning shall only be carried out in accordance with Australian Standard AS 4373 – 1996, *Pruning of Amenity Trees*, and for the express purposes of:

1. Providing clearance for pedestrian movement;
2. Improving the safety, structure and health of the tree;
3. Maintaining clearances for utility services, eg powerlines;
4. Improving vehicle driver's line of sight along vehicle carriageways; and
5. Preventing branches encroaching into neighbouring property from public property.

Lot 23 Russell Road, Hammond Park



OCM 10/12/2015 - Agenda item 14.2 Attach 1



Level 2  
26 Clive Street  
West Perth WA 6005  
PO Box 1285  
West Perth WA 6872  
T 08 9476 2000  
F 08 9321 9203  
perth@mcgees.com.au  
www.mcgees.com.au

Our Ref: V090-15

10 November 2015

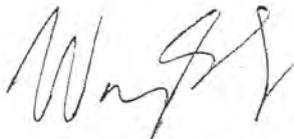
City of Cockburn  
PO Box 1215  
BIBRA LAKE DC WA 6965  
**Attention: Kevin Sim – Land and Property Officer**

Dear Kevin

**Re: Market Valuation  
Proposed Lot 803 cnr Yangebup Road and Durnin Avenue, Beeliar**

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

Yours faithfully  
**McGees Property**



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

**A Valuation Report prepared for**  
**Proposed Lot 803 cnr Yangebup Road & Durnin Avenue, Beeliar**  
**Under instructions from City of Cockburn**

## Table of Contents

<b>EXECUTIVE SUMMARY .....</b>	<b>1</b>
<b>VALUATION REPORT .....</b>	<b>3</b>
1.0 VALUATION INSTRUCTIONS.....	3
2.0 DATE OF VALUATION.....	3
3.0 PROPERTY ADDRESS.....	3
4.0 LEGAL DESCRIPTION .....	3
4.1 Date of Search.....	3
4.2 Title Particulars .....	3
4.3 Registered Proprietor.....	3
4.4 Easements and Encumbrances .....	3
4.5 Date of Last Transaction .....	3
5.0 LOCATION.....	4
6.0 ACCESS .....	4
7.0 SITE DESCRIPTION .....	4
7.1 Dimensions.....	4
7.2 Topography.....	5
8.0 TOWN PLANNING AND DEVELOPMENT .....	5
8.1 Town Planning Scheme .....	5
8.2 Cell 6 - Yangebup Local Structure Plan .....	6
8.3 Metropolitan Region Scheme.....	6
9.0 ENVIRONMENTAL, HERITAGE AND CULTURAL ISSUES .....	7
9.1 Soil Contamination.....	7
9.2 Asbestos .....	8
9.3 Heritage Consideration .....	8
9.4 Aboriginal Sites .....	8
9.5 Flooding.....	8
9.6 Climate Shift .....	8
10.0 SERVICES.....	8
11.0 IMPROVEMENTS.....	8
12.0 LEASE DETAILS.....	8
13.0 GENERAL COMMENTS .....	9
13.1 Location .....	9
14.0 RESIDENTIAL MARKET COMMENTARY .....	9
15.0 VALUATION METHODOLOGY .....	9
16.0 VALUATION .....	15
17.0 LIMITATIONS .....	16

**Appendices:**

- (1) Valuation Instruction
- (2) Parent Certificate of Title
- (3) Deposited Plan 74903
- (4) Photographs

## Executive Summary

<b>Property Address:</b>	Proposed Lot 803 cnr Yangebup Road and Durnin Avenue, Beeliar.
<b>General Description:</b>	The subject proposed lot comprises a vacant 3,317m <sup>2</sup> parcel of land zoned "Development" in accordance with the City of Cockburn's Town Planning Scheme No.3 and "Local Centre" in accordance with Local Structure Plan "Cell 6 – Yangebup".
<b>Purpose of Valuation:</b>	To assess the fair current market value of the proposed lot for disposal purposes.
<b>Valuation:</b>	\$1,740,000  The value stated above is inclusive of a Goods and Services Tax.
<b>Date of Inspection:</b>	4 November 2015
<b>Date of Valuation:</b>	4 November 2015
<b>Senior Valuer:</b>	<b>Wayne Srhoy</b> AAPI, Masters (Property) Certified Practising Valuer Licensed Valuer No. 44175 Western Australia

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

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

### **Definition of "Market Value":**

*The International Valuation Standards Council (and as adopted by the Australian Property Institute) defines market value as:*

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

### **Assumptions, Conditions and Limitations:**

- o The planning and cadastral details obtained from the Western Australian Planning Commission, Main Roads Western Australia, Landgate and Local Authority websites are current and correct.
- o Adjoining land owners or community groups do not impede or restrain development as foreseen.
- o We are not aware of any notices currently issued against the property and we have made no enquiries in this regard.
- o A visual site inspection has not revealed any obvious asbestos contamination. Nevertheless, we are not experts in the detection or quantification of asbestos problems and accordingly, have not carried out a detailed investigation. Therefore, this valuation is made on the assumption that there are no actual or potential asbestos contamination issues affecting the subject property.

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

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

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

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

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

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

\*\*\*\*\*

## Valuation Report

### 1.0 VALUATION INSTRUCTIONS

We have received instructions from Kevin Sim – Land and Property Officer at the City of Cockburn to undertake a market valuation of the proposed lot for disposal purposes.

### 2.0 DATE OF VALUATION

4 November 2015.

### 3.0 PROPERTY ADDRESS

Proposed Lot 803 cnr Yangebup Road and Durnin Avenue, Beeliar.

### 4.0 LEGAL DESCRIPTION

At the date of valuation, a Certificate of Title for the proposed lot had not yet been issued, with the legal particulars of the parent parcel detailed as follows.

#### **4.1 Date of Search**

5 November 2015.

#### **4.2 Title Particulars**

The parent land is legally described as an estate in fee simple being Lot 9003 on Deposited Plan 74903, wholly contained in Certificate of Title Volume 2808 Folio 753.

#### **4.3 Registered Proprietor**

City of Cockburn.

#### **4.4 Easements and Encumbrances**

- (1) C335195. Easement to Metropolitan Water Supply Sewerage and Drainage Board for sewerage purposes – see Sketch on Deposited Plan 74903. Registered 5.4.1982.
- (2) D612032. Easement to Water Authority of Western Australia for sewerage purposes – see Sketch on Deposited Plan 74903. Registered 25.11.1987.
- (3) Easement Burden created under Section 167 P&D Act for electricity purposes to Electricity Networks Corporation – see Deposited Plan 74903 as created on Deposited Plan 60800.

As per the appended Deposited Plan 74903, the abovementioned Easements are not located on the proposed lot. As a result our valuation has assumed that the subject property is not encumbered by any easement.

A copy of the parent Certificate of Title and Deposited Plan 74903 are appended to this report.

#### **4.5 Date of Last Transaction**

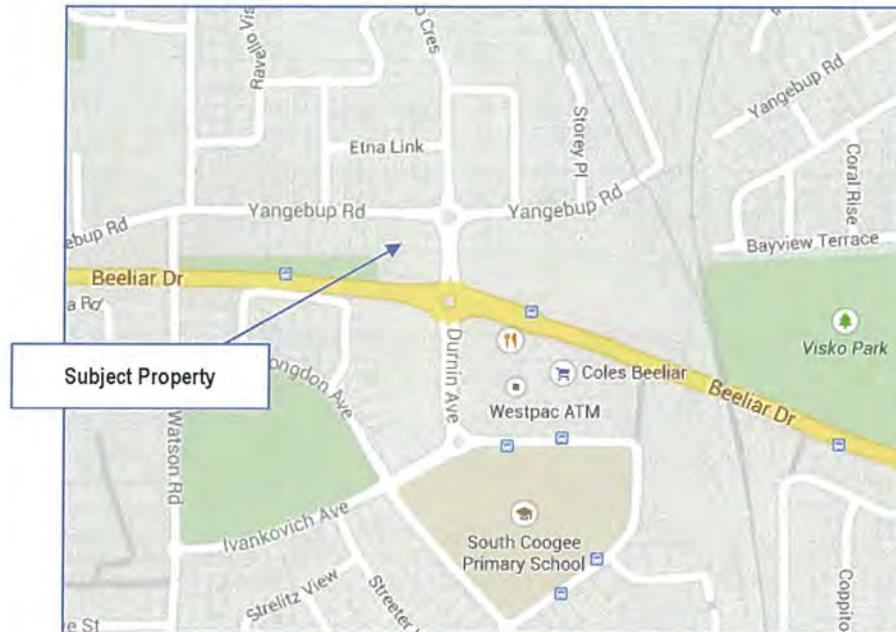
The property has not sold within the past 3 years.

## 5.0 LOCATION

The subject land is situated within a 20 kilometre radius south-east of Perth city centre, being more particularly located on the south-western corner on the intersection of Yangebup Road and Durnin Avenue within the suburb of Beeliar.

The subject land is located in close proximity to both new and established residential estates and benefits from being located directly opposite Beeliar Village which is a new neighbourhood shopping centre that is anchored by a Coles supermarket.

The location of the subject land is best illustrated by reference to the following Location Plan:



We have also noted that the subject land is located approximately 10 kilometres south-east of the port city of Fremantle, 4.5 kilometres south-east of the Port Coogee Marina, 1 kilometre north of the Cockburn Cement factory and 3.5 kilometres west of the Gateway Shopping Centre.

Schools located within close proximity to the subject property include the South Coogee Primary School and Emmanuel Catholic College in Beeliar.

## 6.0 ACCESS

Our valuation has assumed that access into the subject land will be via both Durnin Avenue and Yangebup Road.

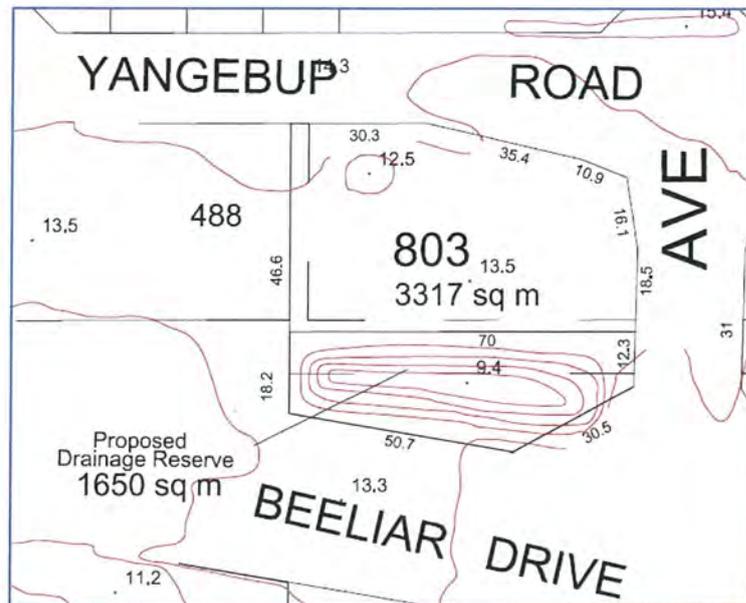
Access to the Perth city centre is via Durnin Avenue, Beeliar Drive and the Kwinana Freeway system.

## 7.0 SITE DESCRIPTION

### 7.1 Dimensions

The proposed lot is slightly irregular in shape with a total land area of 3,317m<sup>2</sup>.

The size and shape of the proposed lot is best illustrated on the following Map:



**7.2 Topography**

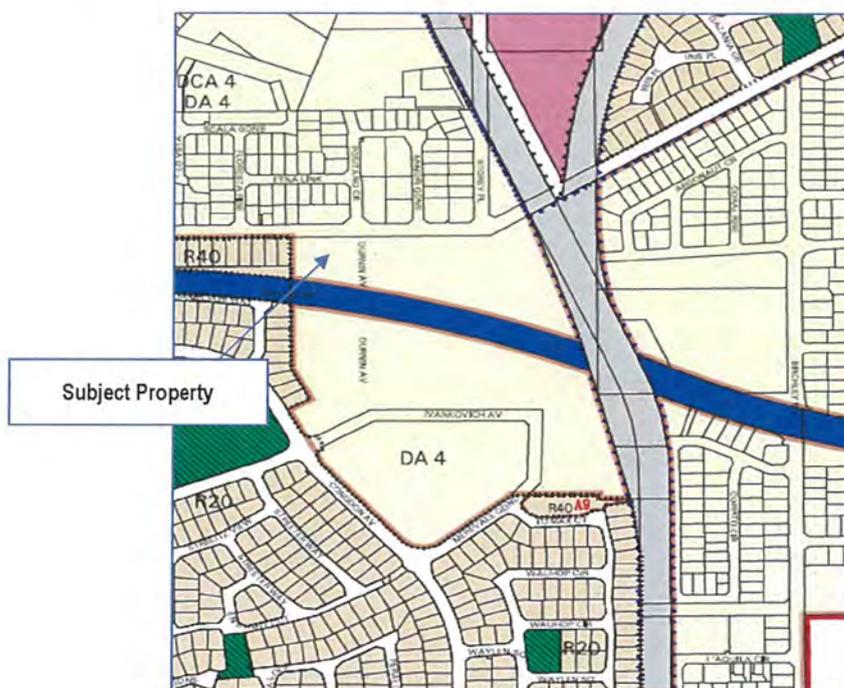
The subject lot is cleared with minor undulations. Onsite soils appear to be of a sandy nature and appear to provide adequate natural drainage.

**8.0 TOWN PLANNING AND DEVELOPMENT**

**8.1 Town Planning Scheme**

We have been advised by the City of Cockburn that the proposed lot is zoned “Development” in accordance with the City of Cockburn Town Planning Scheme No. 3.

The zoning is as depicted on the following TPS Zoning Map:

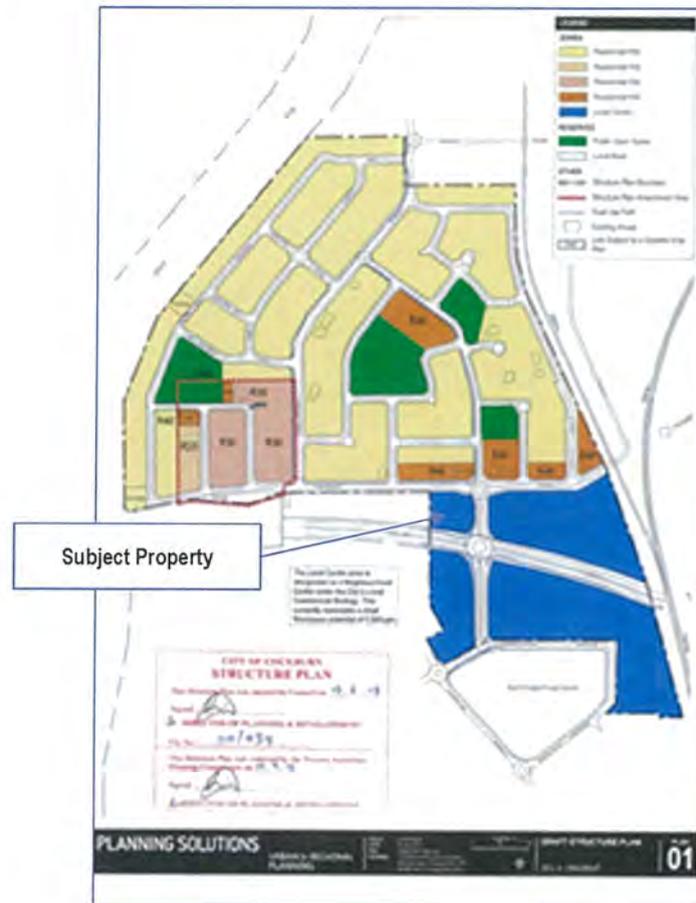


### 8.2 Cell 6 - Yangebup Local Structure Plan

In accordance with Cell 6 – Yangebup Local Structure Plan, we are aware that the proposed lot is identified as “Local Centre”.

We are aware that Cell 6 - Yangebup Local Structure Plan was approved by the City of Cockburn on 13 June 2013 and by the WA Planning Commission on 9 September 2013.

The zoning of the proposed lot is best depicted on the following Structure Plan:

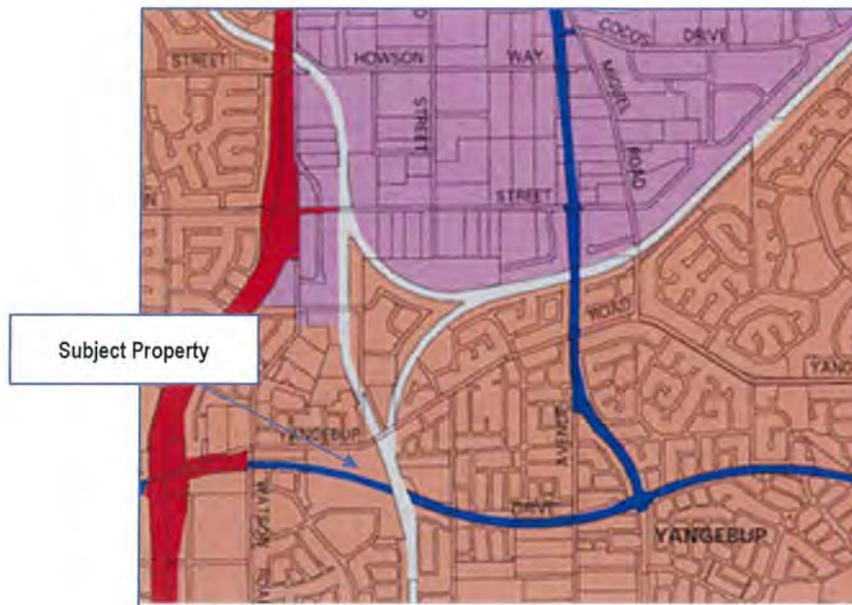


In accordance with the City of Cockburn’s Town Planning Scheme No. 3, a “Local Centre” zoning permits the following uses:

- Childcare Premises
- Civic Use
- Dwelling
- Home Business
- Home Occupation
- Home Office
- Bank
- Convenience Store/Lunch Bar
- Shop
- Home Store

### 8.3 Metropolitan Region Scheme

The zoning of the land under the Metropolitan Region Scheme is “Urban”, as depicted on the following MRS Zoning Map:



## 9.0 ENVIRONMENTAL, HERITAGE AND CULTURAL ISSUES

### 9.1 *Soil Contamination*

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

Accordingly, in making our assessment of the value of the property, we have carried out a basic search of the Register at 1.10pm on 5 November 2015 and this discloses that the land is not classified.

We do not accept any responsibility or liability whatsoever for the accuracy of the information indicated by the search of the Register.

Further, we do not accept any responsibility or liability for any loss or damage or for consequential loss or damage of any kind arising from our negligence or otherwise to you or any person in relation to the valuation of the property.

This includes any loss or damage arising from our failure or omission to consider any factors which would affect the value of the land including but not limited to any possible environmental site contamination, or any failure to comply with environmental legislation.

Although the subject property is not recorded on the Contaminated Sites Register, we recommend a search of the Reported Sites Register that reports properties which are in the process of being classified.

The Reported Sites Register can be searched by written application to the Department of Environment and Conservation (DEC).

As it will take time for the Register to be fully established, together with the fact many owners may be unaware that their property is contaminated, we believe the carrying out of an independent Environmental Survey by an appropriate expert is the best way to ascertain whether a property is contaminated or otherwise.

Subject to the above caveats, this valuation is made on the assumption that there is no contamination of the land.

### **9.2 Asbestos**

The subject property is a vacant parcel and accordingly the presence of asbestos fibre is not apparent.

We must point out however, that we are not experts in this area and therefore, in the absence of an environmental consultant's report concerning the presence of any asbestos fibre within the subject property, this valuation is made on the assumption that there is no health risk from that source.

### **9.3 Heritage Consideration**

There are no buildings situated on the subject lot.

### **9.4 Aboriginal Sites**

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

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

### **9.5 Flooding**

There was no evidence of flooding at the date of inspection and the elevation of the land is such that we would not expect flooding to occur to the land.

### **9.6 Climate Shift**

Although not conclusive, current thinking from a variety of scientific authorities around the world indicates that various issues are contributing to climate shift, whereby changing weather patterns have the potential to alter the traditionally understood cycles and ranges, including but not limited to ambient temperatures, rainfall, sea levels, and storm activity.

Whilst the full implications of this theory are not fully quantifiable, we consider it appropriate to highlight that over a protracted period a variety of peripheral environmental factors have the potential to impact upon the development potential and/or market value of the subject property at a future date.

In light of these potential environmentally based externalities, we would recommend that the valuation advice contained herein be reviewed if and when these factors become evident or more definite.

## **10.0 SERVICES**

At the date of valuation the subject property represented a vacant parcel of land and we are aware that essential services were not yet connected to the proposed site.

Essential services available within close proximity to the land include scheme water, electricity, deep sewer, natural gas, telephone, and postal.

## **11.0 IMPROVEMENTS**

At the date of inspection, the proposed lot comprised a vacant parcel of land.

## **12.0 LEASE DETAILS**

We have not been advised of any lease agreement pertaining to the proposed lot and our valuation is subject to the lot being unencumbered by any such agreement.

## 13.0 GENERAL COMMENTS

### 13.1 Location

The proposed lot benefits from its proximity to Beeliam Village, a recently constructed neighbourhood shopping centre that is anchored by Coles supermarket.

At the date of valuation Beeliam was considered to be a fast growing residential area.

## 14.0 RESIDENTIAL MARKET COMMENTARY

In the September 2015 quarter, the Perth median house price decreased by 4.2% from the previous 12 months to sit at a median house price of \$522,000.

The recent downturn in the Perth residential market can be largely attributed to lowering market sentiment as a result of the slowing Western Australian resources sector in 2015.

At the date of valuation, we would be aware that REIWA had not released the September 2015 quarter median house price statistics for the suburb of Beeliam.

In the June 2015 quarter, the median house price within the immediate suburb of Beeliam had increased by 2.8% from the previous 12 months to sit at a median house price of \$550,000.

In 2015, we would argue that the market for residential development sites was considered to be not as buoyant as it was in 2013/2014.

In our opinion, the residential development site market has been slightly impacted by the slowing Western Australian economy and the recent slowing of the Perth residential market as indicated by the recent decrease in the Perth median house price.

## 15.0 VALUATION METHODOLOGY

As the subject property represents a vacant parcel of land, we have utilised the direct comparison approach as our primary and only method of valuation. We have analysed comparable sales on both an improved and vacant land rate per square metre basis.

Our adopted land value has taken into consideration the property size, shape, location and market factors.

We are aware that the proposed lot comprised a 3,317m<sup>2</sup> vacant parcel of land zoned "Local Centre" that is situated within the future Beeliam town centre.

At the date of valuation the subject property benefitted from its corner configuration and its proximity to the Beeliam Village Shopping Centre.

In adopting a market value on the subject lot, we are aware that the subject lot was under contract at a purchase price of \$2.2m inclusive of GST (Margin Scheme) negotiated in January 2015. The contract price reflected a land rate of \$663/m<sup>2</sup>. Based on comparable sales at the time, we would argue that the \$2.2m sale contract represented market value at the upper end of market parameters.

As the previous contract was conditional, we are aware that the potential purchaser failed to proceed with the sale contract.

Since January 2015 we would argue that the Perth residential development site market has continued to deteriorate. We believe the previous contract price of \$2.2m inclusive of GST would not be achievable in the current market.

In adopting a market value of the subject lot, we acknowledge that there are a number of residential development site sales evidence that have occurred in 2013 and 2014 which are now considered to be dated.

As a result, we have placed the importance on residential development site sales evidence that have occurred within 2015.

The sales evidence we have relied upon is detailed out as follows:

**Address:** 63 (Lot 502) Gaebler Road, Hammond Park  
**Sale Price:** \$815,000 inclusive of GST in February 2015  
**Land Area:** 1,531m<sup>2</sup>  
**Zoning:** "Local Centre (R60)"  
**Improvements:** Vacant land  
**Analysis:** The sale price reflects a land rate of **\$532.00/m<sup>2</sup>** inclusive of GST or **\$81,500/unit** site.  
**Comments:** The property comprises a 10 unit development site situated on the corner of Gaebler Road and Botany Parade. The regular shaped vacant lot is located in close proximity to residential development and an established primary school.  
**Comparability:** *A smaller landholding situated in a comparable location. The subject would attract a slightly lower land rate per square metre.*

**Address:** 1 (Lot 627) Birch Road, Aubin Grove  
**Sale Price:** \$730,000 inclusive of GST in June 2015  
**Land Area:** 1,192m<sup>2</sup>  
**Zoning:** "Local Centre (R60)"  
**Improvements:** Vacant land  
**Analysis:** The sale price reflects a land rate of **\$612.00/m<sup>2</sup>** inclusive of GST or **\$104,286/unit** site.  
**Comments:** The property comprises a 7 unit development site which enjoys three street frontage to Birch Road, Lyon Road and Geneva Close. The regular shaped vacant lot is located in close proximity to a Local Centre and new residential development. We are aware that the property was purchased by a medical operator.  
**Comparability:** *A smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.*

**Address:** 4 (Lot 8) Walter Road, East Bassendean  
**Sale Price:** \$900,000 inclusive of GST in August 2015  
**Land Area:** 1,553m<sup>2</sup>  
**Zoning:** "Residential R20/R40"  
**Improvements:** The property is improved with an older four bedroom, one bathroom brick and tile 1960s built residence.  
**Analysis:** The sale price reflects an improved land rate of **\$580.00/m<sup>2</sup>** inclusive of GST or **\$128,571/unit** site.  
**Comments:** The property comprises a 7 unit development site which is located directly opposite established residential development. The regular shaped development site is located within a quiet location in close proximity to the Swan River.  
**Comparability:** *A smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.*

**Address:** 65 (Lot 111) Hutton Street, Stirling  
**Sale Price:** \$2,000,000 inclusive of GST in May 2015  
**Land Area:** 4,047m<sup>2</sup>  
**Zoning:** "Residential R40"  
**Improvements:** The property is improved with a 1940s built two bedroom, one bathroom fibro and tile residence which adds minimal to no value.  
**Analysis:** The sale price reflects an improved land rate of **\$494.00/m<sup>2</sup>** inclusive of GST or **\$111,111/unit** site.  
**Comments:** The property comprises an 18 unit development site situated on a busy thoroughfare within the suburb of Stirling. Hutton Street is considered to be a busy thoroughfare. The property represents an infill development site located within an established residential suburb.  
**Comparability:** ***A larger landholding situated in a comparable location. The subject would attract a slightly higher land rate per square metre.***

**Address:** Lot 301 Clontarf Road, Hamilton Hill  
**Sale Price:** \$1,033,000 inclusive of GST in March 2015  
**Land Area:** 1,623m<sup>2</sup>  
**Zoning:** "Residential R30"  
**Improvements:** Vacant land  
**Analysis:** The sale price reflects a land rate of **\$636.00/m<sup>2</sup>** inclusive of GST or **\$206,600/unit** site.  
**Comments:** The property comprises a regular shaped 5 unit development site with wide frontage to Clontarf Road. The property represents an infill development site and is surrounded by established residential development.  
**Comparability:** ***A smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.***

**Address:** 57 (Lot 1) Edeline Street, Spearwood  
**Sale Price:** \$1,080,000 inclusive of GST in February 2015  
**Land Area:** 1,761m<sup>2</sup>  
**Zoning:** "Residential R30"  
**Improvements:** The property is improved with a 1961 built three bedroom one bathroom brick and tile residence.  
**Analysis:** The sale price reflects an improved land rate of **\$613.00/m<sup>2</sup>** inclusive of GST or \$216,000/unit site.  
**Comments:** The property comprises a rectangular 5 unit site located within the heart of the suburb of Spearwood. The existing improvements add minimal to no value.  
**Comparability:** ***A smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.***

**Address:** 12 (Lot 146) Lavinia Crescent, Coolbellup  
**Sale Price:** \$3,250,000 inclusive of GST in October 2014  
**Land Area:** 7,277m<sup>2</sup>  
**Zoning:** "Residential R40"  
**Improvements:** At the date of sale we are aware that the property was sold with a WAPC approval for a 32 lot subdivision. The subdivision approval was reflective of an "R60" density.  
**Analysis:** Vacant land.  
**Comments:** The sale price reflects a land rate of **\$447.00/m<sup>2</sup>** inclusive of GST. The property comprises a residential infill development site which enjoys four street frontage to Benedick Road, Lavinia Crescent, Rinaldo Crescent and Rinaldo Place.

The development site is also situated directly opposite two attractive public open space areas.

The cleared site is considered to have a north to south crossfall. A slightly dated sale.

**Comparability:** *A larger landholding situated in a comparable location. The subject would attract a higher land rate per square metre.*

**Address:** **32 (Lot 2057) Congenial Loop, Atwell**  
**Sale Price:** \$1,850,000 inclusive of GST in December 2014  
**Land Area:** 4,585m<sup>2</sup>  
**Zoning:** "Residential R50"  
**Improvements:** Vacant land.  
**Analysis:** The sale price reflects a land rate of **\$403.00/m<sup>2</sup>** inclusive of GST.  
**Comments:** The property comprises a residential infill development site located within LandCorp's 'Harvest Lakes' subdivision.

The site which was purchased by prominent developer – Niche Developments – enjoys four street frontage to Flourish Loop, Congenial Loop, Hygera Bend and Borage Lane.

The irregular shaped lot is bounded to the west by the Kwinana Freeway and may experience potential noise issues.

Despite the above, the residential development site benefits from being located approximately 200m from the future Aubin Grove train station and in close proximity to the Harvest Lakes Shopping Centre. A slightly dated sale.

**Comparability:** *A larger landholding situated in a comparable location. The subject would attract a higher land rate per square metre.*

**Address:** **Lot 702 Bellier Place & Lot 65 Erpingham Road, Hamilton Hill**  
**Contract Price:** \$2,535,000 inclusive of GST in November 2014  
**Land Area:** 4,860m<sup>2</sup>  
**Zoning:** "Residential R40"  
**Improvements:** Lot 702 is improved with a 1980's built brick and tile residence.  
**Analysis:** The contract price reflects an improved land rate of **\$521.00/m<sup>2</sup>** inclusive of GST or **\$115,000/unit** site.

**Comments:** The property comprises an irregular shaped 22 unit development site situated within an area known as "Southwell".

The site rises steadily from its Bellier Place frontage and will require significant siteworks to develop. Despite the above, the site has the potential to attractive valley views.

We were advised by the City of Cockburn that the property was likely to settle in November 2015. A slightly dated sale contract.

**Comparability:** *A larger landholding situated in a comparable location. The subject would attract a higher land rate per square metre.*

**Address:** **25 (Lot 432) Stanyford Place, Hamilton Hill**  
**Sale Price:** \$2,640,000 inclusive of GST in October 2014  
**Land Area:** 4,504m<sup>2</sup> (R30 developable portion)  
**Zoning:** "Residential R30"  
**Improvements:** Vacant land.  
**Analysis:** The sale price reflects a land rate of **\$586.00/m<sup>2</sup>** inclusive of GST or **\$176,000/unit** site.

**Comments:** The property comprises a 15 unit development site situated within an area known as "Southwell".

Lot 432 comprised a larger 7,639m<sup>2</sup> site and we are aware that the contract was conditional upon 3,135m<sup>2</sup> of the site being ceded by the purchaser free of cost to the City of Cockburn as "Parks and Recreation".

The lot has narrow street frontage to Rodd Place and has a relatively steady north to south crossfall. The development site will adjoin public open space and have attractive valley and Cockburn Sound views. A slightly dated sale.

**Comparability:** *A larger landholding situated in a comparable location. The subject would attract a higher land rate per square metre.*

**Address:** **Lot 56 Juliet Road, Coolbellup**  
**Sale Price:** \$2,425,000 inclusive of GST in June 2014  
**Land Area:** 4,000m<sup>2</sup>  
**Zoning:** "Residential R50"  
**Improvements:** Vacant land.  
**Analysis:** The sale price reflects a land rate of **\$606.00/m<sup>2</sup>** inclusive of GST or **\$53,889/unit** site.  
**Comments:** The property comprises a 45 unit development site situated to the corner of Juliet Road and Montague Way within LandCorp's 'The Playground Estate'.  
 The development site enjoys wide frontage to Juliet Road and is located opposite proposed Public Open Space. A slightly dated sale.

**Comparability:** *A larger landholding situated in a comparable location. The subject would attract a lower land rate per square metre.*

**Address:** **Lots 1 and 25 Linkage Avenue, Cockburn Central**  
**Sale Price:** \$5,049,000 inclusive of GST in March 2014  
**Land Area:** 8,415m<sup>2</sup> (2 lots)  
**Zoning:** "Regional Centre"  
**Analysis:** The sale price reflects a land rate of **\$600.00/m<sup>2</sup>** inclusive of GST.  
**Comments:** The property comprises two development sites zoned "Regional Centre" located within the Cockburn Central town centre. The two lots were sold in one deal by LandCorp to the same purchaser. A slightly dated sale.

**Comparability:** *A larger landholding situated in a slightly superior location. The subject would attract a lower land rate per square metre.*

**Address:** **219 (Lot 196) Berrigan Drive, Jandakot**  
**Sale Price:** \$875,000 exclusive of GST in May 2014  
**Land Area:** 1,956m<sup>2</sup>  
**Zoning:** "Local Centre/R60"  
**Improvements:** Vacant land  
**Analysis:** The sale price reflects a land rate of **\$447.00/m<sup>2</sup>** exclusive of GST.  
**Comments:** The property comprises a vacant local centre lot situated on a busy road which backs onto a golf course. A slightly dated sale.

**Comparability:** *A smaller landholding situated in a comparable location. The subject would attract a higher land rate per square metre.*

**Address:** **23 (Lot 2180) Gibbs Road, Atwell**  
**Sale Price:** \$1,200,000 exclusive of GST in May 2014  
**Land Area:** 2,566m<sup>2</sup>  
**Zoning:** "Local Centre"  
**Improvements:** Vacant land  
**Analysis:** The sale price reflects a land rate of **\$468.00/m<sup>2</sup>** exclusive of GST.  
**Comments:** The property is situated in close proximity to a new residential estate. A slightly dated sale.  
**Comparability:** ***A smaller landholding situated in a comparable location. The subject would attract a higher land rate per square metre.***

**Address:** **28 (Lot 11) Signal Terrace, Cockburn Central**  
**Sale Price:** \$2,500,000 inclusive of GST in December 2014  
**Land Area:** 2,991m<sup>2</sup>  
**Zoning:** "Regional Centre"  
**Analysis:** The sale price reflects a land rate of **\$836.00/m<sup>2</sup>** inclusive of GST.  
**Comments:** The property comprises a development site zoned "Regional Centre" that is situated on the corner of Signal Terrace and Points Way in the heart of the Cockburn Central town centre. A slightly dated sale.  
**Comparability:** ***A smaller landholding situated in a slightly superior location. The subject would attract a lower land rate per square metre.***

**Address:** **Lot 2 Fettler Lane, Cockburn Central**  
**Sale Price:** \$1,980,000 inclusive of GST in June 2014  
**Land Area:** 3,006m<sup>2</sup>  
**Zoning:** "Regional Centre"  
**Analysis:** The sale price reflects a land rate of **\$659.00/m<sup>2</sup>** inclusive of GST.  
**Comments:** The property comprises a vacant development site within the Cockburn Central town centre. A slightly dated sale.  
**Comparability:** ***A slightly smaller landholding situated in a slightly superior location. The subject would attract a lower land rate per square metre.***

**Address:** **55 (Lots 2166 and 2167)  
 cnr Flourish Loop and Esteem Lane, Atwell**  
**Sale Price:** \$3,439,000 inclusive of GST in January 2014  
**Land Area:** 5,675m<sup>2</sup> (two lots) comprising:  
 Lot 2166: 3,835m<sup>2</sup>  
 Lot 2167: 1,840m<sup>2</sup>  
**Zoning:** "Residential R80"  
**Analysis:** The sale price reflects a land rate of **\$606.00/m<sup>2</sup>** inclusive of GST.  
**Comments:** Two separate development sites located in close proximity to each other within the Harvest Lakes development. Lot 2166 has frontage to both Flourish Loop and Justice Link, whilst Lot 2167 has frontage to Justice Link, Lyon Road and Esteem Lane. The two properties were purchased by Niche Developments. The lots are located opposite the Kwinana Freeway reserve and as such are impacted by traffic noise. Notwithstanding this, the sites will benefit from completion of the Aubin Grove train station, expected late 2016. We understand that although the lots were transacted as a multi-lot transfer, Lot 2166 was negotiated at a price of \$2,324,000, and Lot 2167 at \$1,115,000.

Lot 2166 is intended for development as a 48 unit apartment complex over three levels, with the sale price reflecting **\$48,417/unit** site. Lot 2167 is intended for development as a 20 unit apartment complex over two levels, with the sale price reflecting **\$55,750/unit** site. A slightly dated sale.

**Comparability:** *A larger landholding situated in a comparable location. The subject would attract a lower land rate per square metre.*

**Address:** **60 (Lot 2177) Flourish Loop, Atwell**  
**Sale Price:** \$3,000,000 inclusive of GST in December 2014  
**Land Area:** 3,986m<sup>2</sup>  
**Zoning:** "Local Centre/R80"  
**Analysis:** The sale price reflects a land rate of **\$753.00/m<sup>2</sup>** inclusive of GST.  
**Comments:** A vacant development site with wide frontage to Flourish Loop, together with western street frontage, and rear adjacency to a right of way. The site's multiple street access is considered conducive for apartment development.  
 We are aware that the property was purchased by BGC Developments who plan to construct 60 units on the site. Based on the above-mentioned purchase price, the sale reflects a rate of **\$50,000/unit** site. A slightly dated sale.

**Comparability:** *A larger landholding situated in a comparable location. The subject would attract a lower land rate per square metre.*

Based on the above comments and the identified sales evidence, we have adopted the following value:

➤ Proposed Lot 803      3,317m<sup>2</sup> @ \$525/m<sup>2</sup> = \$1,741,425

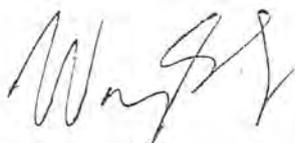
Adopt **\$1,740,000** inclusive of GST

Our adopted market value of \$1,740,000 represents a 21% fall from the previous contract price of \$2,200,000 which was negotiated in January 2015.

## 16.0 VALUATION

After consideration of the factors outlined above and the analysis of relevant market evidence, we are of the opinion the market value of the subject property applying as at 4 November 2015 and subject to an unencumbered fee simple title is an amount of **One Million Seven Hundred and Forty Thousand Dollars** (\$1,740,000).

The value stated is inclusive of GST.



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

**17.0 LIMITATIONS**

This valuation is current as at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period of time (including as a result of general market movements or factors specific to the particular property). Liability for losses arising from such subsequent changes in value is excluded as is liability where the valuation is relied upon after the expiration of 3 months from the date of valuation or such earlier date if you become aware of any factors that have an effect on the valuation.

Neither the whole nor any part of this report or any reference thereto may be included in any document, circular or statement without our written approval of the form and context in which it will appear.

In accordance with the Code of Conduct laid down under the provisions of the Land Valuers Licensing Act 1978, we are required to hold this valuation confidential unless directed by our client in writing or required by law to disclose the valuation; and we are not permitted to allow the use of confidential information contained in the valuation for the benefit of any party other than our client. Therefore, use of confidential information contained in this report by an unauthorised third party is not permitted unless express permission in writing is provided.

This valuation is for the use only of the party to whom it is addressed and for no other purpose. No responsibility is accepted to any other party who may rely on the whole or any part of the content of this valuation.

*Liability limited by a scheme approved under Professional Standards Legislation.*

Yours faithfully  
**McGees Property**



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

## **Valuation Instruction**



**City of Cockburn**

ABN 27 471341 209  
 PO BOX 1215, BIBRA LAKE DC WA 6965  
 9 Coleville Crescent, Spearwood WA 6163

**Purchasing Office**

Direct Tel: +61 8 9411 3525  
 +61 8 9411 3527  
 Fax: +61 8 9434 1383  
 Purchasing Officer: Manuel Aguiar

**PURCHASE ORDER**

Order No: 075293 Page: 1 of 1  
 Order Date: 3/11/2015

Tender/Contract Number:

Quotation Details/Number:  
 E-mail

**DELIVERY INSTRUCTIONS**

City of Cockburn  
 Administration Building  
 9 Coleville Crescent  
 Spearwood WA 6163

**Requesting Officer:**

Kevin Sim  
 Direct Tel: 9411 3546

McGees National Property Consultants  
 PO Box 1285  
 West Perth WA 6872

Attention : Wayne Srhoy

**Payment Terms**

- Invoices to be lodged by 28th day of each month via email to: [accounts payable@cockburn.wa.gov.au](mailto:accounts payable@cockburn.wa.gov.au)
- Payment made Thirty (30) days from EOM

Please refer to your copy of our Terms and Conditions for more information.

*Manuel Aguiar*  
 Signature:  
 Manuel Aguiar  
 Purchasing Officer:

Item	Part/Prod Code	Description	Qty.	Unit	Inclusive Unit Price	Exclusive Amount	GST	Inclusive Amount
1		VALUATION SERVICES Valuation Lot 803 Durmin 803 Ave Beeliar	0.00	ONLY	0.00	1,000.00	100.00	1,100.00
<b>Order Total :</b>								\$1,100.00

**Parent Certificate of Title**

WESTERN



AUSTRALIA

REGISTER NUMBER <b>9003/DP74903</b>	
DUPLICATE EDITION <b>1</b>	DATE DUPLICATE ISSUED <b>29/4/2013</b>

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

VOLUME **2808** FOLIO **753**

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



REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 9003 ON DEPOSITED PLAN 74903

**REGISTERED PROPRIETOR:**  
(FIRST SCHEDULE)

CITY OF COCKBURN OF 9 COLEVILLE CRESCENT, SPEARWOOD  
(AF M225778 ) REGISTERED 28 MARCH 2013

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

1. C335195 EASEMENT TO METROPOLITAN WATER SUPPLY SEWERAGE AND DRAINAGE BOARD FOR SEWERAGE PURPOSES - SEE SKETCH ON DEPOSITED PLAN 74903. REGISTERED 5.4.1982.
2. D612032 EASEMENT TO WATER AUTHORITY OF WESTERN AUSTRALIA FOR SEWERAGE PURPOSES - SEE SKETCH ON DEPOSITED PLAN 74903. REGISTERED 25.11.1987.
3. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR ELECTRICITY PURPOSES TO ELECTRICITY NETWORKS CORPORATION - SEE DEPOSITED PLAN 74903 AS CREATED ON DEPOSITED PLAN 60800.

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

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

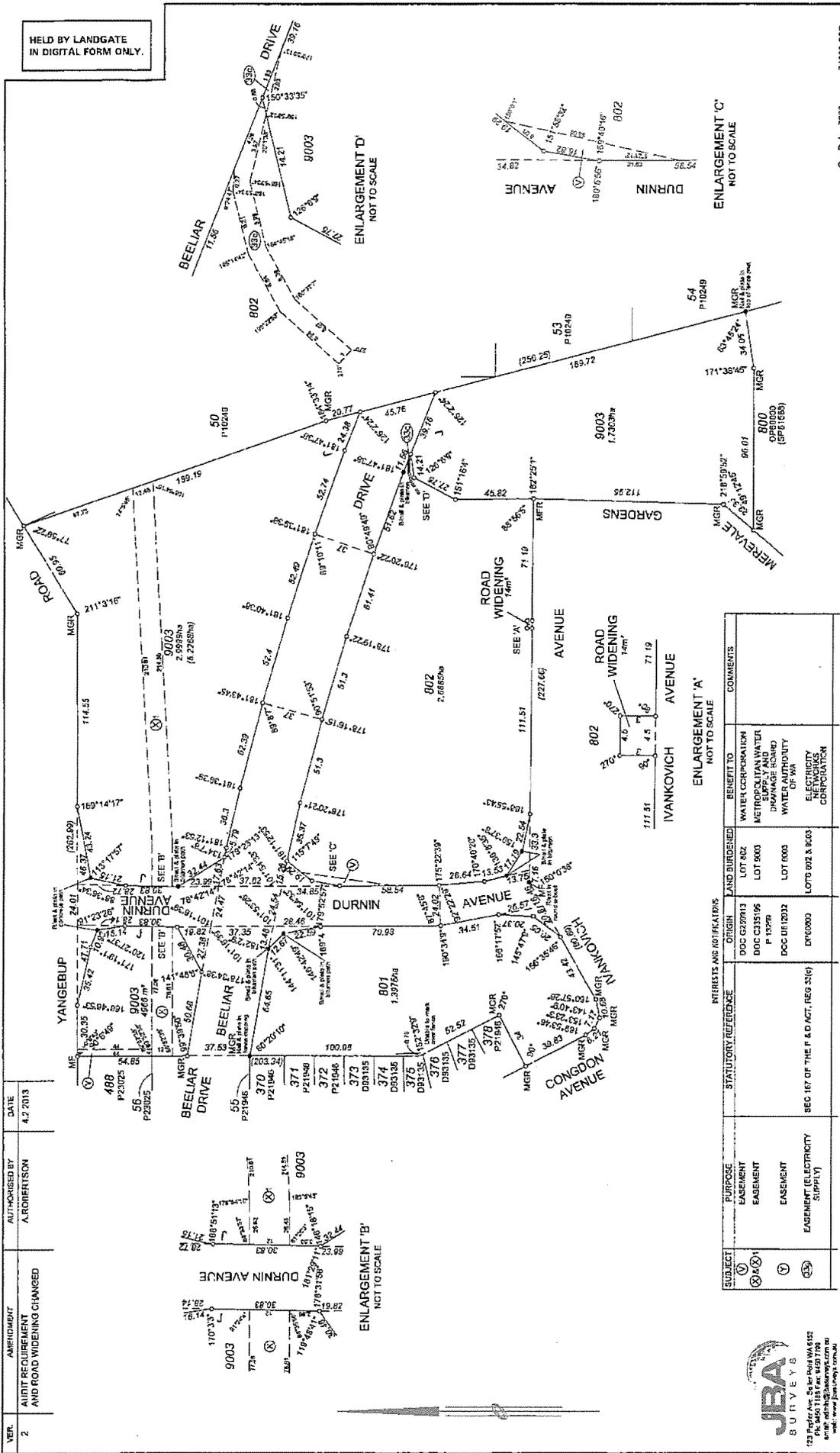
**STATEMENTS:**

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

SKETCH OF LAND: DP74903.  
PREVIOUS TITLE: 2760-789.  
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.  
LOCAL GOVERNMENT AREA: CITY OF COCKBURN.

## **Deposited Plan 74903**

HELD BY LANDGATE  
IN DIGITAL FORM ONLY.



**Landgate**  
Western Australian Land Information Authority

DEPOSITED PLAN  
**74903**

SHEET 1 OF 1  
VERSION 2

DATE: 28 MAR 2013  
TIME: 12:00:00

FOR: INSPECTOR OF PLANS & SURVEYS / APPROVED LAND OFFICER  
APPROVED: [Signature]

INSPECTOR OF PLANS & SURVEYS / APPROVED SURVEY OFFICER

IN ORDER FOR DEALINGS

SEARCHED TO: Section 88(1)(f) of the P & D Act  
Section 88(2) of the P & D Act

DATE: 15 JAN 13  
TIME: 12:00:00

FILE: 145771

TYPE OF VALIDATION	LOGGED	DATE
SEARCHED TO: Section 88(1)(f) of the P & D Act Section 88(2) of the P & D Act	15-Jan-13	15-Jan-13
APPROVED BY: [Signature]	FILE: 145771	12/03/2013

SCALE @ A2 1:1500  
ALL DISTANCES ARE METERS

APPROVED BY: [Signature]

INDEX	OR	FORMER TITLE
BG34 (3) 1006		LOT 801
BG34 (2) 0905		DP10069
		CIT 2700-769

TYPE: FREEHOLD  
SUBDIVISION: PLAN OF

LOTS 801, 802, 9003, ROADS & ROAD WIDENING

DISTRICT: COCKBURN SCOUT  
TOWNSHIP: COCKBURN  
LOCAL AUTHORITY: CITY OF COCKBURN

SUBJECT	PURPOSE	STATUTORY REFERENCE	INTERESTS AND NOTIFICATIONS	LAND BURDENED	BENEFIT TO	COMMENTS
(V)	EASEMENT	SEC 167 OF THE P & D ACT, REG 31(4)		DOC G28913	WATER CORPORATION	
(V)	EASEMENT			DOC C315196	METER WATER SUPPLY AND DRAINAGE BOARD	
(V)	EASEMENT (ELECTRICITY SUPPLY)			DOC DF12032	WATER AUTHORITY OF WA	
(V)	EASEMENT			DOC 00000	ELECTRICITY CORPORATION	

**JBA SURVEYS**  
123 Pacific Ave, Suite 100, Rockingham WA 6116  
www.jbasurveys.com.au

P74903

Lot Number Part Register Number Section

801 2808/751  
9003 2808/753

Lot Number Part Register Number Section

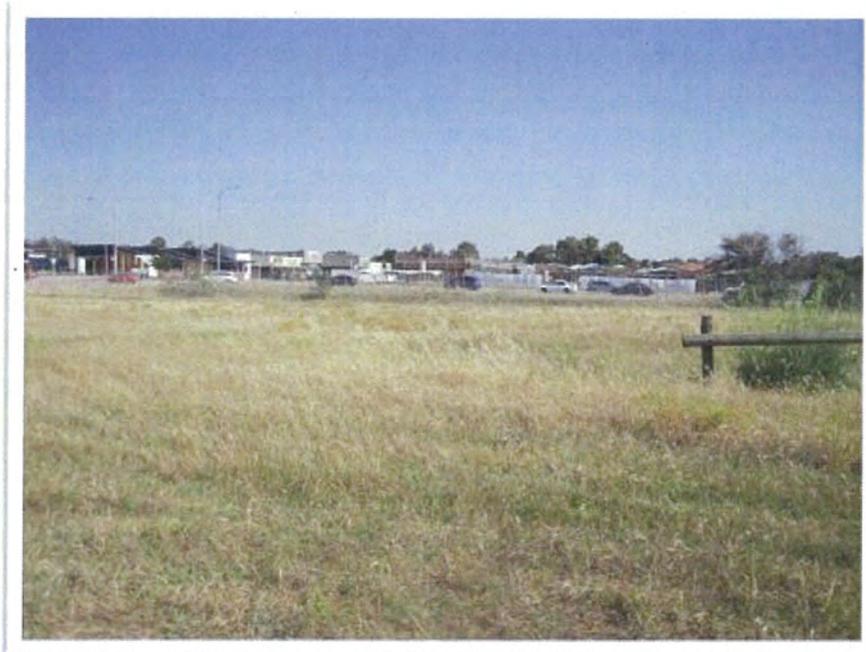
802 2808/752

## **Photographs**

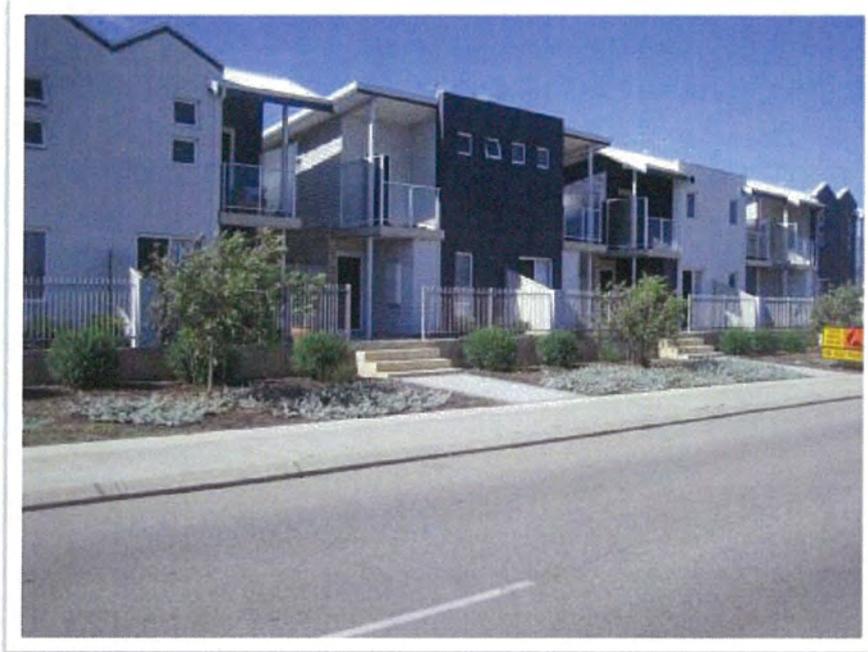
V090-15



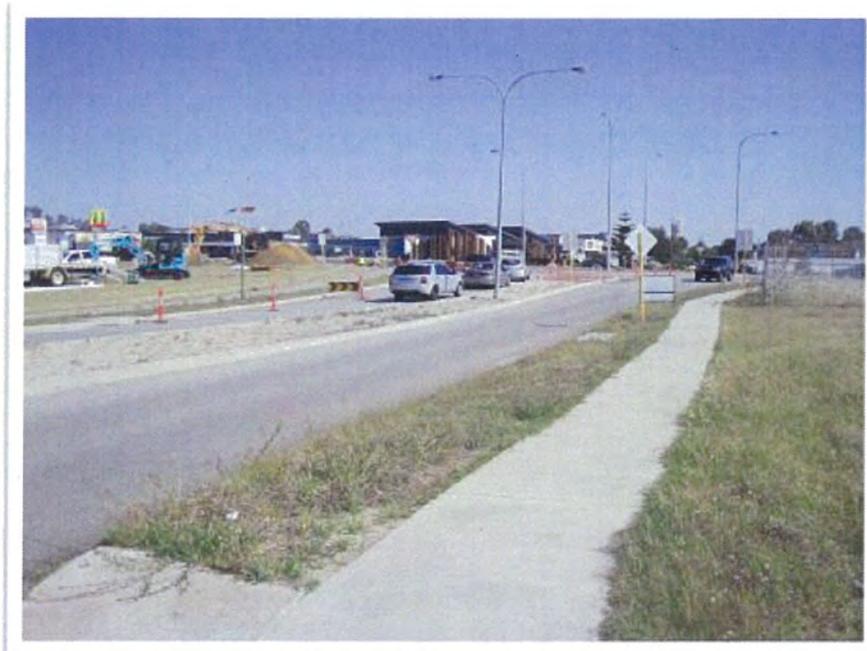
Yangebup Road



Proposed Lot 803



Adjoining Development



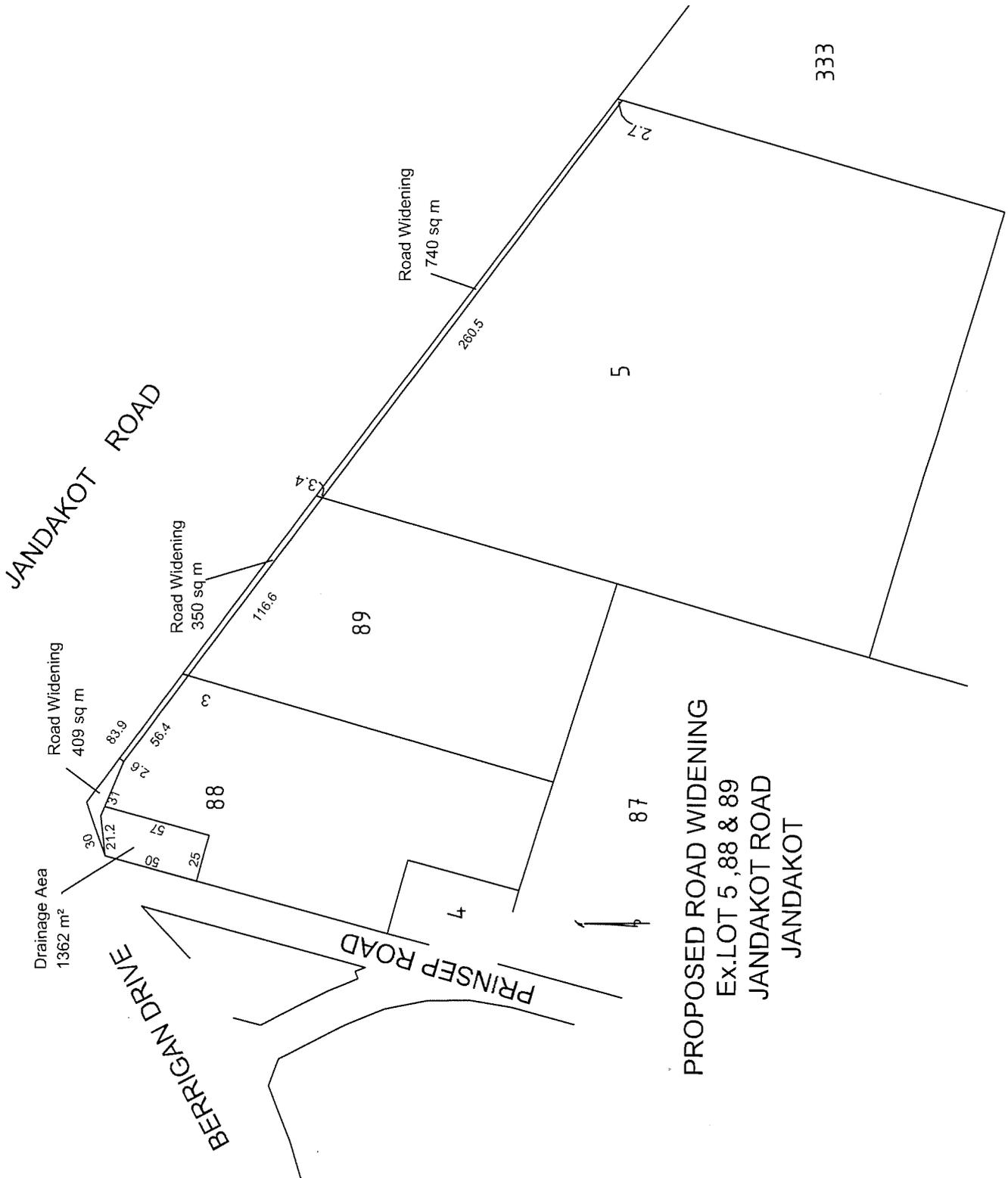
Durnin Avenue



Adjoining Drain



Beelihar Village



PROPOSED ROAD WIDENING  
Ex. LOT 5, 88 & 89  
JANDAKOT ROAD  
JANDAKOT



# Beeliar Tavern

## Development Application

23 09 2015 15032

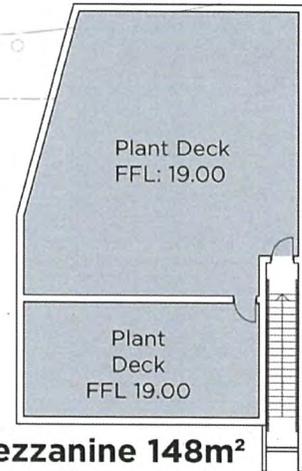
OCM 10/12/2015 - Agenda item 14.4 Attach 1

TAYLORROBINSON  
TWENTYEARS  
[www.taylorrobinson.com.au](http://www.taylorrobinson.com.au)

100%  
25%  
100%  
100%



YANGEBUP ROAD



**Mezzanine 148m<sup>2</sup>**

**Lot 9003  
30020 m<sup>2</sup>**

DURNIN AVENUE

**Carpark  
185 Bays**

24015

7895.0

**Tavern  
536m<sup>2</sup> seated  
123m<sup>2</sup> standing  
659m<sup>2</sup> total**

Liquor  
200m<sup>2</sup>

BEELIAR ROAD

Total Areas zone	area
Tavern	659m <sup>2</sup>
Bottle Shop	200m <sup>2</sup>
	<b>859m<sup>2</sup></b>

Tavern Areas zone	area	seated	standing
Lounge Bar (LED)	168m <sup>2</sup>	118m <sup>2</sup> (70%)	50m <sup>2</sup> (30%)
Casual Dining & Drinking (CDD)	365m <sup>2</sup>	292m <sup>2</sup> (80%)	73m <sup>2</sup> (20%)
Dedicated Table Service (DTS)	126m <sup>2</sup>	126m <sup>2</sup> (100%)	
Bottle Shop	200m <sup>2</sup>		
	<b>859m<sup>2</sup></b>	<b>536m<sup>2</sup></b>	<b>123m<sup>2</sup></b>

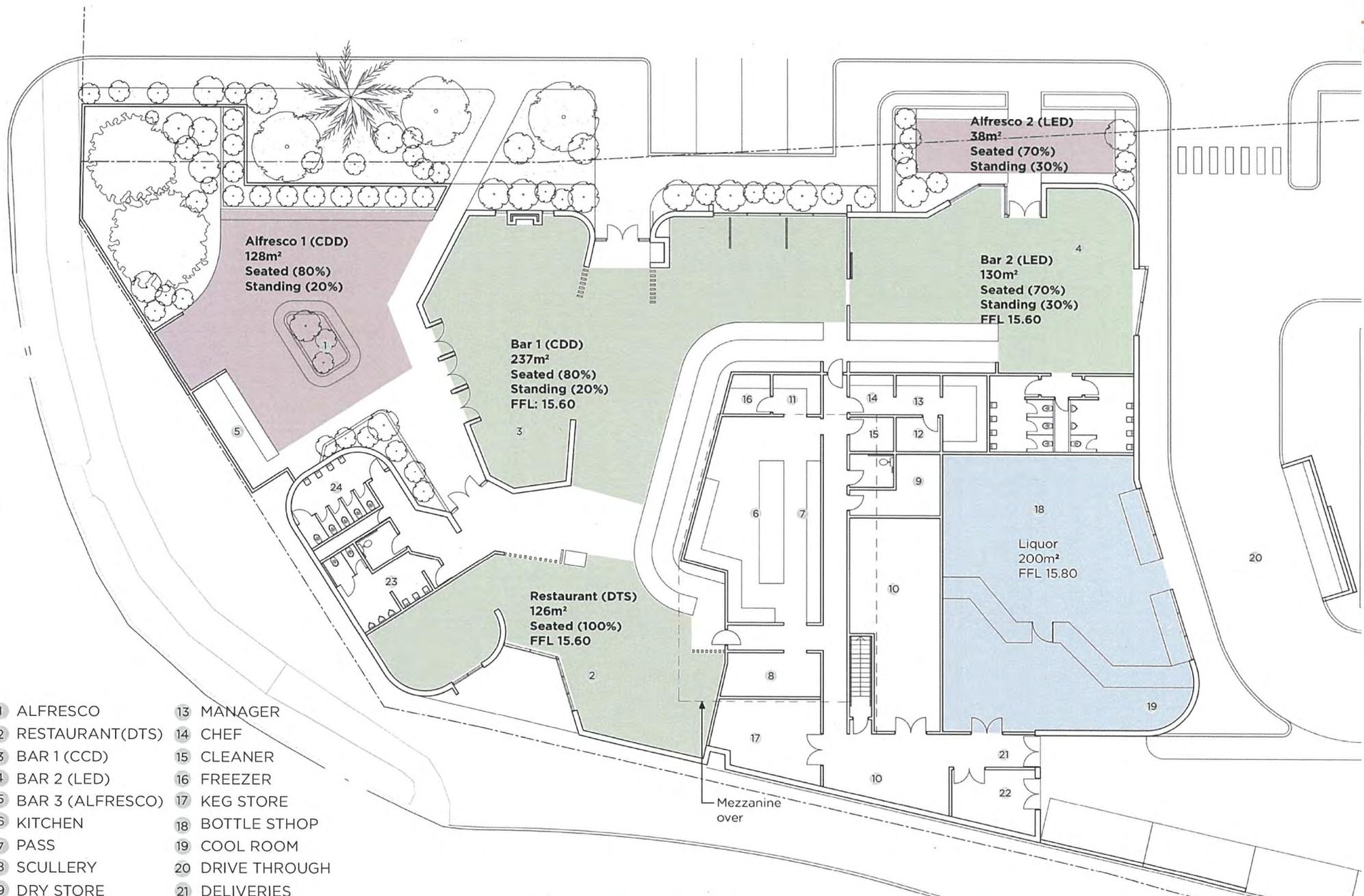
Site Plan  
Beeliar Tavern  
Development Application

TAYLOR ROBINSON  
TWENTYEARS  
www.taylorrobinson.com.au

254 RIVERWAY  
WEST MELBURY VIC  
3108 9548 100

1:500 @ A3 / 1:250 @ A1  
15032  
25 09 2016  
MD SH DOB

DA01



- |                    |                  |
|--------------------|------------------|
| 1 ALFRESCO         | 13 MANAGER       |
| 2 RESTAURANT(DTS)  | 14 CHEF          |
| 3 BAR 1 (CCD)      | 15 CLEANER       |
| 4 BAR 2 (LED)      | 16 FREEZER       |
| 5 BAR 3 (ALFRESCO) | 17 KEG STORE     |
| 6 KITCHEN          | 18 BOTTLE SHOP   |
| 7 PASS             | 19 COOL ROOM     |
| 8 SCULLERY         | 20 DRIVE THROUGH |
| 9 DRY STORE        | 21 DELIVERIES    |
| 10 STORE           | 22 BINS          |
| 11 FRIDGE          | 23 FEMALE        |
| 12 CASH            | 24 MALE          |

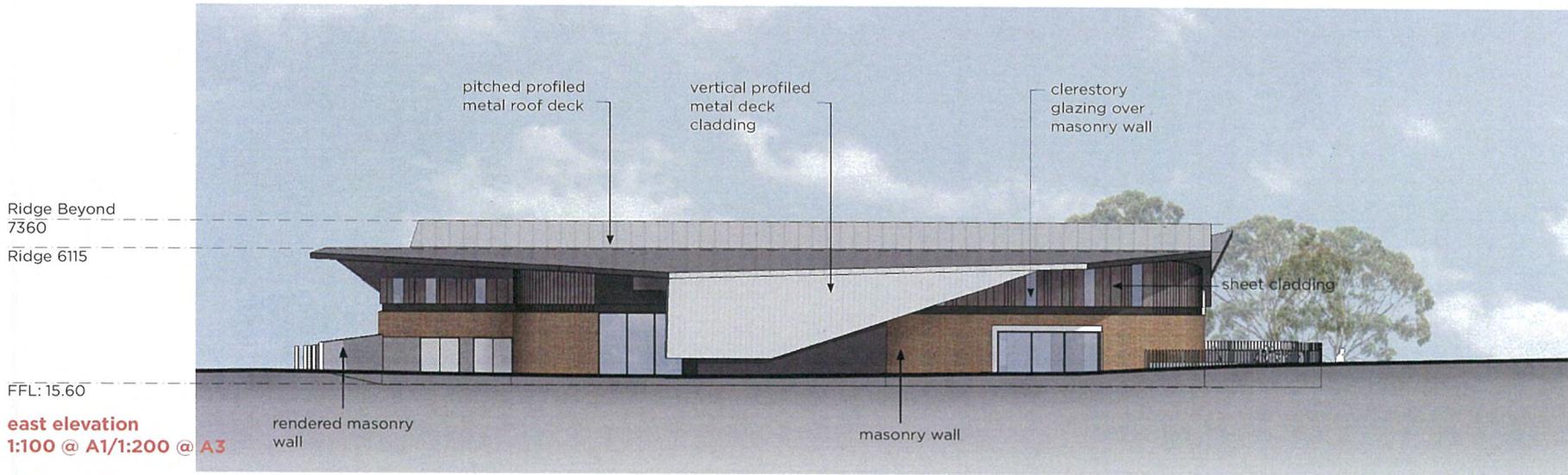
Groundfloor Plan  
Beelias Tavern  
Development Application

TAYLORROBINSON  
TWENTYEARS

254-255, 257-258, 260-261, 263-264, 266-267, 269-270, 272-273, 275-276, 278-279, 281-282, 284-285, 287-288, 290-291, 293-294, 296-297, 299-300, 302-303, 305-306, 308-309, 311-312, 314-315, 317-318, 320-321, 323-324, 326-327, 329-330, 332-333, 335-336, 338-339, 341-342, 344-345, 347-348, 350-351, 353-354, 356-357, 359-360, 362-363, 365-366, 368-369, 371-372, 374-375, 377-378, 380-381, 383-384, 386-387, 389-390, 392-393, 395-396, 398-399, 401-402, 404-405, 407-408, 410-411, 413-414, 416-417, 419-420, 422-423, 425-426, 428-429, 431-432, 434-435, 437-438, 440-441, 443-444, 446-447, 449-450, 452-453, 455-456, 458-459, 461-462, 464-465, 467-468, 470-471, 473-474, 476-477, 479-480, 482-483, 485-486, 488-489, 491-492, 494-495, 497-498, 500-501, 503-504, 506-507, 509-510, 512-513, 515-516, 518-519, 521-522, 524-525, 527-528, 530-531, 533-534, 536-537, 539-540, 542-543, 545-546, 548-549, 551-552, 554-555, 557-558, 560-561, 563-564, 566-567, 569-570, 572-573, 575-576, 578-579, 581-582, 584-585, 587-588, 590-591, 593-594, 596-597, 599-600, 602-603, 605-606, 608-609, 611-612, 614-615, 617-618, 620-621, 623-624, 626-627, 629-630, 632-633, 635-636, 638-639, 641-642, 644-645, 647-648, 650-651, 653-654, 656-657, 659-660, 662-663, 665-666, 668-669, 671-672, 674-675, 677-678, 680-681, 683-684, 686-687, 689-690, 692-693, 695-696, 698-699, 701-702, 704-705, 707-708, 710-711, 713-714, 716-717, 719-720, 722-723, 725-726, 728-729, 731-732, 734-735, 737-738, 740-741, 743-744, 746-747, 749-750, 752-753, 755-756, 758-759, 761-762, 764-765, 767-768, 770-771, 773-774, 776-777, 779-780, 782-783, 785-786, 788-789, 791-792, 794-795, 797-798, 800-801, 803-804, 806-807, 809-810, 812-813, 815-816, 818-819, 821-822, 824-825, 827-828, 830-831, 833-834, 836-837, 839-840, 842-843, 845-846, 848-849, 851-852, 854-855, 857-858, 860-861, 863-864, 866-867, 869-870, 872-873, 875-876, 878-879, 881-882, 884-885, 887-888, 890-891, 893-894, 896-897, 899-900, 902-903, 905-906, 908-909, 911-912, 914-915, 917-918, 920-921, 923-924, 926-927, 929-930, 932-933, 935-936, 938-939, 941-942, 944-945, 947-948, 950-951, 953-954, 956-957, 959-960, 962-963, 965-966, 968-969, 971-972, 974-975, 977-978, 980-981, 983-984, 986-987, 989-990, 992-993, 995-996, 998-999, 1000-1001, 1003-1004, 1006-1007, 1009-1010, 1012-1013, 1015-1016, 1018-1019, 1021-1022, 1024-1025, 1027-1028, 1030-1031, 1033-1034, 1036-1037, 1039-1040, 1042-1043, 1045-1046, 1048-1049, 1051-1052, 1054-1055, 1057-1058, 1060-1061, 1063-1064, 1066-1067, 1069-1070, 1072-1073, 1075-1076, 1078-1079, 1081-1082, 1084-1085, 1087-1088, 1090-1091, 1093-1094, 1096-1097, 1099-1100, 1102-1103, 1105-1106, 1108-1109, 1111-1112, 1114-1115, 1117-1118, 1120-1121, 1123-1124, 1126-1127, 1129-1130, 1132-1133, 1135-1136, 1138-1139, 1141-1142, 1144-1145, 1147-1148, 1150-1151, 1153-1154, 1156-1157, 1159-1160, 1162-1163, 1165-1166, 1168-1169, 1171-1172, 1174-1175, 1177-1178, 1180-1181, 1183-1184, 1186-1187, 1189-1190, 1192-1193, 1195-1196, 1198-1199, 1200-1201, 1203-1204, 1206-1207, 1209-1210, 1212-1213, 1215-1216, 1218-1219, 1221-1222, 1224-1225, 1227-1228, 1230-1231, 1233-1234, 1236-1237, 1239-1240, 1242-1243, 1245-1246, 1248-1249, 1251-1252, 1254-1255, 1257-1258, 1260-1261, 1263-1264, 1266-1267, 1269-1270, 1272-1273, 1275-1276, 1278-1279, 1281-1282, 1284-1285, 1287-1288, 1290-1291, 1293-1294, 1296-1297, 1299-1300, 1302-1303, 1305-1306, 1308-1309, 1311-1312, 1314-1315, 1317-1318, 1320-1321, 1323-1324, 1326-1327, 1329-1330, 1332-1333, 1335-1336, 1338-1339, 1341-1342, 1344-1345, 1347-1348, 1350-1351, 1353-1354, 1356-1357, 1359-1360, 1362-1363, 1365-1366, 1368-1369, 1371-1372, 1374-1375, 1377-1378, 1380-1381, 1383-1384, 1386-1387, 1389-1390, 1392-1393, 1395-1396, 1398-1399, 1401-1402, 1404-1405, 1407-1408, 1410-1411, 1413-1414, 1416-1417, 1419-1420, 1422-1423, 1425-1426, 1428-1429, 1431-1432, 1434-1435, 1437-1438, 1440-1441, 1443-1444, 1446-1447, 1449-1450, 1452-1453, 1455-1456, 1458-1459, 1461-1462, 1464-1465, 1467-1468, 1470-1471, 1473-1474, 1476-1477, 1479-1480, 1482-1483, 1485-1486, 1488-1489, 1491-1492, 1494-1495, 1497-1498, 1500-1501, 1503-1504, 1506-1507, 1509-1510, 1512-1513, 1515-1516, 1518-1519, 1521-1522, 1524-1525, 1527-1528, 1530-1531, 1533-1534, 1536-1537, 1539-1540, 1542-1543, 1545-1546, 1548-1549, 1551-1552, 1554-1555, 1557-1558, 1560-1561, 1563-1564, 1566-1567, 1569-1570, 1572-1573, 1575-1576, 1578-1579, 1581-1582, 1584-1585, 1587-1588, 1590-1591, 1593-1594, 1596-1597, 1599-1600, 1602-1603, 1605-1606, 1608-1609, 1611-1612, 1614-1615, 1617-1618, 1620-1621, 1623-1624, 1626-1627, 1629-1630, 1632-1633, 1635-1636, 1638-1639, 1641-1642, 1644-1645, 1647-1648, 1650-1651, 1653-1654, 1656-1657, 1659-1660, 1662-1663, 1665-1666, 1668-1669, 1671-1672, 1674-1675, 1677-1678, 1680-1681, 1683-1684, 1686-1687, 1689-1690, 1692-1693, 1695-1696, 1698-1699, 1701-1702, 1704-1705, 1707-1708, 1710-1711, 1713-1714, 1716-1717, 1719-1720, 1722-1723, 1725-1726, 1728-1729, 1731-1732, 1734-1735, 1737-1738, 1740-1741, 1743-1744, 1746-1747, 1749-1750, 1752-1753, 1755-1756, 1758-1759, 1761-1762, 1764-1765, 1767-1768, 1770-1771, 1773-1774, 1776-1777, 1779-1780, 1782-1783, 1785-1786, 1788-1789, 1791-1792, 1794-1795, 1797-1798, 1800-1801, 1803-1804, 1806-1807, 1809-1810, 1812-1813, 1815-1816, 1818-1819, 1821-1822, 1824-1825, 1827-1828, 1830-1831, 1833-1834, 1836-1837, 1839-1840, 1842-1843, 1845-1846, 1848-1849, 1851-1852, 1854-1855, 1857-1858, 1860-1861, 1863-1864, 1866-1867, 1869-1870, 1872-1873, 1875-1876, 1878-1879, 1881-1882, 1884-1885, 1887-1888, 1890-1891, 1893-1894, 1896-1897, 1899-1900, 1902-1903, 1905-1906, 1908-1909, 1911-1912, 1914-1915, 1917-1918, 1920-1921, 1923-1924, 1926-1927, 1929-1930, 1932-1933, 1935-1936, 1938-1939, 1941-1942, 1944-1945, 1947-1948, 1950-1951, 1953-1954, 1956-1957, 1959-1960, 1962-1963, 1965-1966, 1968-1969, 1971-1972, 1974-1975, 1977-1978, 1980-1981, 1983-1984, 1986-1987, 1989-1990, 1992-1993, 1995-1996, 1998-1999, 2000-2001, 2003-2004, 2006-2007, 2009-2010, 2012-2013, 2015-2016, 2018-2019, 2021-2022, 2024-2025, 2027-2028, 2030-2031, 2033-2034, 2036-2037, 2039-2040, 2042-2043, 2045-2046, 2048-2049, 2051-2052, 2054-2055, 2057-2058, 2060-2061, 2063-2064, 2066-2067, 2069-2070, 2072-2073, 2075-2076, 2078-2079, 2081-2082, 2084-2085, 2087-2088, 2090-2091, 2093-2094, 2096-2097, 2099-2100, 2102-2103, 2105-2106, 2108-2109, 2111-2112, 2114-2115, 2117-2118, 2120-2121, 2123-2124, 2126-2127, 2129-2130, 2132-2133, 2135-2136, 2138-2139, 2141-2142, 2144-2145, 2147-2148, 2150-2151, 2153-2154, 2156-2157, 2159-2160, 2162-2163, 2165-2166, 2168-2169, 2171-2172, 2174-2175, 2177-2178, 2180-2181, 2183-2184, 2186-2187, 2189-2190, 2192-2193, 2195-2196, 2198-2199, 2200-2201, 2203-2204, 2206-2207, 2209-2210, 2212-2213, 2215-2216, 2218-2219, 2221-2222, 2224-2225, 2227-2228, 2230-2231, 2233-2234, 2236-2237, 2239-2240, 2242-2243, 2245-2246, 2248-2249, 2251-2252, 2254-2255, 2257-2258, 2260-2261, 2263-2264, 2266-2267, 2269-2270, 2272-2273, 2275-2276, 2278-2279, 2281-2282, 2284-2285, 2287-2288, 2290-2291, 2293-2294, 2296-2297, 2299-2300, 2302-2303, 2305-2306, 2308-2309, 2311-2312, 2314-2315, 2317-2318, 2320-2321, 2323-2324, 2326-2327, 2329-2330, 2332-2333, 2335-2336, 2338-2339, 2341-2342, 2344-2345, 2347-2348, 2350-2351, 2353-2354, 2356-2357, 2359-2360, 2362-2363, 2365-2366, 2368-2369, 2371-2372, 2374-2375, 2377-2378, 2380-2381, 2383-2384, 2386-2387, 2389-2390, 2392-2393, 2395-2396, 2398-2399, 2400-2401, 2403-2404, 2406-2407, 2409-2410, 2412-2413, 2415-2416, 2418-2419, 2421-2422, 2424-2425, 2427-2428, 2430-2431, 2433-2434, 2436-2437, 2439-2440, 2442-2443, 2445-2446, 2448-2449, 2451-2452, 2454-2455, 2457-2458, 2460-2461, 2463-2464, 2466-2467, 2469-2470, 2472-2473, 2475-2476, 2478-2479, 2481-2482, 2484-2485, 2487-2488, 2490-2491, 2493-2494, 2496-2497, 2499-2500, 2502-2503, 2505-2506, 2508-2509, 2511-2512, 2514-2515, 2517-2518, 2520-2521, 2523-2524, 2526-2527, 2529-2530, 2532-2533, 2535-2536, 2538-2539, 2541-2542, 2544-2545, 2547-2548, 2550-2551, 2553-2554, 2556-2557, 2559-2560, 2562-2563, 2565-2566, 2568-2569, 2571-2572, 2574-2575, 2577-2578, 2580-2581, 2583-2584, 2586-2587, 2589-2590, 2592-2593, 2595-2596, 2598-2599, 2600-2601, 2603-2604, 2606-2607, 2609-2610, 2612-2613, 2615-2616, 2618-2619, 2621-2622, 2624-2625, 2627-2628, 2630-2631, 2633-2634, 2636-2637, 2639-2640, 2642-2643, 2645-2646, 2648-2649, 2651-2652, 2654-2655, 2657-2658, 2660-2661, 2663-2664, 2666-2667, 2669-2670, 2672-2673, 2675-2676, 2678-2679, 2681-2682, 2684-2685, 2687-2688, 2690-2691, 2693-2694, 2696-2697, 2699-2700, 2702-2703, 2705-2706, 2708-2709, 2711-2712, 2714-2715, 2717-2718, 2720-2721, 2723-2724, 2726-2727, 2729-2730, 2732-2733, 2735-2736, 2738-2739, 2741-2742, 2744-2745, 2747-2748, 2750-2751, 2753-2754, 2756-2757, 2759-2760, 2762-2763, 2765-2766, 2768-2769, 2771-2772, 2774-2775, 2777-2778, 2780-2781, 2783-2784, 2786-2787, 2789-2790, 2792-2793, 2795-2796, 2798-2799, 2800-2801, 2803-2804, 2806-2807, 2809-2810, 2812-2813, 2815-2816, 2818-2819, 2821-2822, 2824-2825, 2827-2828, 2830-2831, 2833-2834, 2836-2837, 2839-2840, 2842-2843, 2845-2846, 2848-2849, 2851-2852, 2854-2855, 2857-2858, 2860-2861, 2863-2864, 2866-2867, 2869-2870, 2872-2873, 2875-2876, 2878-2879, 2881-2882, 2884-2885, 2887-2888, 2890-2891, 2893-2894, 2896-2897, 2899-2900, 2902-2903, 2905-2906, 2908-2909, 2911-2912, 2914-2915, 2917-2918, 2920-2921, 2923-2924, 2926-2927, 2929-2930, 2932-2933, 2935-2936, 2938-2939, 2941-2942, 2944-2945, 2947-2948, 2950-2951, 2953-2954, 2956-2957, 2959-2960, 2962-2963, 2965-2966, 2968-2969, 2971-2972, 2974-2975, 2977-2978, 2980-2981, 2983-2984, 2986-2987, 2989-2990, 2992-2993, 2995-2996, 2998-2999, 3000-3001, 3003-3004, 3006-3007, 3009-3010, 3012-3013, 3015-3016, 3018-3019, 3021-3022, 3024-3025, 3027-3028, 3030-3031, 3033-3034, 3036-3037, 3039-3040, 3042-3043, 3045-3046, 3048-3049, 3051-3052, 3054-3055, 3057-3058, 3060-3061, 3063-3064, 3066-3067, 3069-3070, 3072-3073, 3075-3076, 3078-3079, 3081-3082, 3084-3085, 3087-3088, 3090-3091, 3093-3094, 3096-3097, 3099-3100, 3102-3103, 3105-3106, 3108-3109, 3111-3112, 3114-3115, 3117-3118, 3120-3121, 3123-3124, 3126-3127, 3129-3130, 3132-3133, 3135-3136, 3138-3139, 3141-3142, 3144-3145, 3147-3148, 3150-3151, 3153-3154, 3156-3157, 3159-3160, 3162-3163, 3165-3166, 3168-3169, 3171-3172, 3174-3175, 3177-3178, 3180-3181, 3183-3184, 3186-3187, 3189-3190, 3192-3193, 3195-3196, 3198-3199, 3200-3201, 3203-3204, 3206-3207, 3209-3210, 3212-3213, 3215-3216, 3218-3219, 3221-3222, 3224-3225, 3227-3228, 3230-3231, 3233-3234, 3236-3237, 3239-3240, 3242-3243, 3245-3246, 3248-3249, 3251-3252, 3254-3255, 3257-3258, 3260-3261, 3263-3264, 3266-3267, 3269-3270, 3272-3273, 3275-3276, 3278-3279, 3281-3282, 3284-3285, 3287-3288, 3290-3291, 3293-3294, 3296-3297, 3299-3300, 3302-3303, 3305-3306, 3308-3309, 3311-3312, 3314-3315, 3317-3318, 3320-3321, 3323-3324, 3326-3327, 3329-3330, 3332-3333, 3335-3336, 3338-3339, 3341-3342, 3344-3345, 3347-3348, 3350-3351, 3353-3354, 3356-3357, 3359-3360, 3362-3363, 3365-3366, 3368-3369, 3371-3372, 3374-3375, 3377-3378, 3380-3381, 3383-3384, 3386-3387, 3389-3390, 3392-3393, 3395-3396, 3398-3399, 3400-3401, 3403-3404, 3406-3407, 3409-3410, 3412-3413, 3415-3416, 3418-3419, 3421-3422, 3424-3425, 3427-3428, 3430-3431, 3433-3434, 3436-3437, 3439-3440, 3442-3443, 3445-3446, 3448-3449, 3451-3452, 3454-3455, 3457-3458, 3460-3461, 3463-3464, 3466-3467, 3469



**north elevation**  
 1:100 @ A1/1:200 @ A3



**east elevation**  
 1:100 @ A1/1:200 @ A3

**Elevation**  
 Beeliar Tavern  
 Development Application

**TAYLORROBINSON**  
 TWENTY YEARS  
 www.taylorrobinson.com.au

Taylor Robinson  
 254 railway pde  
 west hampshire  
 T 02 9388 6000

1:200 @ A3 / 1:100 @ A1  
 15032  
 23 09 2015  
 MD SH DOB

**DA03**



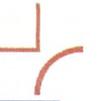
Elevation  
Beelias Tavern  
Development Application

TAYLORROBINSON  
TWENTYEARS  
www.taylorrobinson.com.au

Taylor Robinson  
254 railway pde  
west leynesville  
T: 08 9388 6111

1:200 @ A3 / 1:100 @ A1  
15032  
23 09 2015  
MD SH DOB

DA04



View from roundabout - Beeliam Drive

3D View  
Beeliam Tavern  
Development Application

TAYLORROBINSON   
TWENTYEARS  
[www.taylorrobinson.com.au](http://www.taylorrobinson.com.au)

Taylor Robinson  
254 Railway Parade  
West Melbourne  
VIC 3003 Australia  
T 08 9398 6300

15032  
25 09 2015  
MD SH DGB



DA05

## SCHEDULE OF SUBMISSIONS

### Bar & Brasserie (Tavern) with Ancillary Liquor Store (Unlisted Use)

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Robert & Gina Sain PO Box 300 MELVILLE WA 6956	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- Increase in traffic &amp; noise;</li> <li>- Road Network not capable of handling increase in traffic;</li> <li>- Increase in anti-social behavior &amp; crime;</li> <li>- Residential area with schools and day care nearby.</li> </ul>	Noted.
2	Christine Shan 41 Yangebup Road YANGEBUP WA 6164	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- Noise, drunkenness, 185 car bays;</li> <li>- Bar &amp; Liquor store to close to our houses &amp; children.</li> </ul>	Noted.
3	Ana Moura 15 Storey Place YANGEBUP WA 6164	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- Too close to 'The Last Drop' &amp; 'The Gate', Liquor Land next to Coles and Bottle shop at Beeliar IGA;</li> <li>- Crime has increased since Beeliar Shopping Centre and McDonalds Beeliar opened;</li> <li>- Increased noise from alfresco and car park areas.</li> </ul>	Noted.
4	Jan Szemray 3 View Way KALAMUNDA WA 6076	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- Bottle shop will have constant traffic;</li> <li>- Bar &amp; Bottle Shop is not family friendly;</li> <li>- School children/daycare so close nearby.</li> </ul>	Noted.
5	Cris and Carmelia Di Lazzaro 33 Storey Place YANGEBUP WA 6164	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- Traffic flow is not clearly explained, especially with regards to Bottle shop;</li> <li>- Beeliar drive must be dueled from Stock Road to Spearwood Drive before extra development approved;</li> </ul>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<ul style="list-style-type: none"> <li>- Tavern does not meet the needs of the community;</li> <li>- Bus stop on the south of the development should not be cited so close to the drive through bottle shop.</li> </ul>	
6	Christine Hilleard 2/2 Minori Gardens YANGEBUP WA 6164	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- The Last Drop and Gate in this area;</li> <li>- Since the shops have gone up on that corner we have had nothing but trouble.</li> </ul>	Noted.
7	Maria & Sebastiano Gimmillaro 11 Etna Link YANGEBUP WA 6164	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- Too much traffic;</li> <li>- Too much noise;</li> <li>- It's a residential area;</li> <li>- There is a School and Child Care Centre nearby;</li> <li>- The road system is not capable of handling traffic;</li> <li>- Increase in anti-social behavior.</li> </ul>	Noted.
8	Josie Furness & Frank Dobra 21 Storey Place YANGEBUP WA 6164	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- No riff raff in my area, in my area me have enough break-ins;</li> <li>- Safe family area, would like it to stay that way.</li> </ul>	Noted.
9	Boris & Sheryl Ivcevic 14 Scala Gardens YANGEBUP WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
10	Joaquim Dos Reis 3/2 Minori Gardens YANGEBUP WA 6164	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- Lot more noise;</li> <li>- Drunk tenancies will cause a lot of mayhem;</li> <li>- Public coming and going all hours of day and night.</li> </ul>	
11	Mr G. Harder 5/2 Positano Crescent YANGEBUP WA 6164	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- Pub &amp; Tavern will increase the drinking/crime/drugs rate;</li> <li>- Must consider impact on impact on the school children.</li> </ul>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
12	Mat & Tracey Trichet No address provided	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- Will be a great addition to the area and will be in walking distance of a lot of residents thus cutting down on drink driving;</li> <li>- Based on the Last Drop Brewery, there is a great demand in this area for more facilities like this.</li> </ul>	Noted.
13	Ninetta Tsagaris 8 Scala Gardens YANGEBUP WA 6164	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- A lot of excessive vehicle noise comes from McDonald's car park in the early hours;</li> <li>- If noise could be kept to a minimum would be great for the area.</li> </ul>	Noted.
14	Ved Jakovich No address provided	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- Last thing we need is more alcohol consumption in the area;</li> <li>- Don't think there will be many families in that crowd then there is the noise levels to consider;</li> <li>- Council does not have the resources or the power to police all the problems it is going to generate;</li> <li>- We are putting up with burn outs every Friday and Saturday nights and council is doing nothing about it.</li> </ul>	Noted.
15	Lisa Chappell 30 Minori Gardens YANGEBUP WA 6164	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- Proposed development including the car park will take up the majority of the land, telling local residents that the total floor area is 659m<sup>2</sup> is completely misleading;</li> <li>- 23% seated area leads me to believe that it is more of a pub serving occasional food rather than an establishment with focus on food;</li> <li>- Previous proposal to have the tavern as part of the Beeliar Village was not supported;</li> <li>- Day care centre is directly adjacent to the proposed</li> </ul>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		tavern; - Children will have to walk past the tavern on their daily commute to school or bus stop; - Liquorland at Beeliar Village Shopping Centre, having two liquor shops within 100m of each other is unnecessary. - Increase in anti-social behavior.	
16	Laurie Zagari 16 Minori Gardens YANGEBUP WA 6164	<b>OBJECTION</b>  - We need less encouragement in undesirable behavior; - Trail bike riders tearing up park and running their bikes at all hours of the night; - Already more than enough liquor stores in the vicinity.	Noted.
17	The Fitzpatrick Family No address provided	<b>OBJECTION</b>  - Too close to Primary School and Day Care Centre; - Increased traffic; - Increased crime rate; - Noise pollution.	Noted.
18	David Orr 22 Scala Gardens YANGEBUP WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
19	Lisa Thomas 4 Ravello Vista YANGEBUP WA 6164	<b>SUPPORT</b>  - Great place to have a Bar & Brasserie which will hopefully bring the community together for drinks and dining; - Would be in favour of an enclosed play area for children similar to Little Creatures.	Noted.
20	K & I Sheridan	<b>OBJECTION</b>  - We do not need Yangebup Road to be any busier or have drunk driver leaving the pub or honing along our street.; - We have enough hoons already without encouraging them to the pub on our street;	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<ul style="list-style-type: none"> <li>- We have enough local pubs/restaurants;</li> <li>- It should have been built in the Coles shopping complex if it was to be built.</li> </ul>	
21	Jena & Darren Gunthers 11 Wauhop Circle BEELIAR WA 6164	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- It's too big of a development, too many car parking bays and its situated on the end of a quiet section of Yangebup Road;</li> <li>- Increase in noise, traffic, anti-social behavior, rubbish &amp; drink driving around a residential &amp; school area;</li> <li>- Smaller development with less car bays and entrances off Beelias Drive would be more desirable.</li> </ul>	Noted.
22	Caroline Waddell 6 Scala Gardens YANGEBUP WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
23	Stu & Michelle Green 24 Minori Gardens YANGEBUP WA 6164	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- Would be a benefit to our community area to have a place where families can dine out;</li> <li>- Our community has been expanding in this area and the closest tavern we have is either Spearwood or down Beelias Drive towards Cockburn Central.</li> </ul>	Noted.
24	Marlyon Sebilla Slany 18B Scala Gardens YANGEBUP WA 6164	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- Increase noise levels – particularly loud music with strong bass beat close to residential homes;</li> <li>- Tendency for Australian at pubs to stay and get pissed and then indulge in anti-social behavior.</li> </ul>	Noted.
25	Zane & Lisa Chappell No address provided	<b>OBJECTION</b> <ul style="list-style-type: none"> <li>- Inadequate assessment to quantify the environmental impact in relation to flora &amp; fauna.</li> <li>- Clearing of the site may not be permitted due to presence</li> </ul>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>of the Forest Red Tailed Black Cockatoo.</p> <ul style="list-style-type: none"> <li>- Clearing will require a Clearing Permit unless exempt.</li> <li>- Imperative that flora &amp; fauna assessment be commissioned by qualified Environmental Scientists.</li> </ul>	
26	Linda White 8 Nankeen Elbow BEELIAR WA 6164	<p><b>OBJECTION</b></p> <ul style="list-style-type: none"> <li>- 3 Taverns very close, Liquor Land at Coles, near day care, school.</li> <li>- Will attract unwanted behavior from drinking.</li> <li>- The Gate Tavern has problems associated with anti-social behavior.</li> </ul>	Noted.
27	Christine Koza 8 Callicoma Court SOUTH LAKE WA 6164	<p><b>OBJECTION</b></p> <ul style="list-style-type: none"> <li>- Too close to schools, day care centres, causing negative impact on area.</li> <li>- Enough drive-through bottle shops and pubs in the area.</li> </ul>	Noted.
28	Yangebup Progress Association Inc C/- Yangebup Family Centre 11 Dunraven Drive YANGEBUP WA 6164	<p><b>SUPPORT</b></p> <ul style="list-style-type: none"> <li>- Support the proposed Beeliar Tavern.</li> <li>- Ask for consideration on pedestrian crossing across Beeliar Drive &amp; children's playground within the premises for families to use when dining.</li> </ul>	Noted.
29	South Coogee Primary School P & C No address provided	<p><b>SUPPORT</b></p> <ul style="list-style-type: none"> <li>- No opposition or anything negative to say about the development.</li> <li>- It is seen as growth in our community and a positive source of family entertainment.</li> <li>- See as a place for job opportunities in the community.</li> </ul>	Noted.
30	Michael Sussa 14 Minori Gardens YANGEBUP WA 6164	<p><b>OBJECT</b></p> <ul style="list-style-type: none"> <li>- No vehicular access from Yangebup Road.</li> <li>- Negative impact from noise.</li> <li>- Overflow of car parking.</li> <li>- Proximity to primary school.</li> </ul>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<ul style="list-style-type: none"> <li>- When we bought our block it was not zoned "Town Centre". It was "Future residential" and no mention of pub.</li> <li>- The primary trade of a bottle shop is alcohol not food.</li> <li>- Antisocial behavior/crime will increase.</li> <li>- Increased Traffic.</li> <li>- The City should consider the effects of this development will have on the community as a whole.</li> <li>- Too many other pubs &amp; liquor stores in the area.</li> <li>- Architectural design does not fit into the area.</li> </ul>	
31	Margaret Persic 30 Spinnaker Heights	<b>OBJECT</b> <ul style="list-style-type: none"> <li>- Various traffic issues</li> </ul>	Noted.
32	Lorenzo Zagari 16 Minori Gardens YANGEBUP WA 6164	<ul style="list-style-type: none"> <li>- Object as too close to nearby bars &amp; liquor stores.</li> <li>- Too close to residential homes.</li> <li>- A continuation of the residential zoning would be a better outcome.</li> <li>- Negative impacts from traffic.</li> </ul>	Noted.
33	Chris Hine 17 Congdon Avenue BEELIAR WA 6164	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- About time we had a pub</li> <li>- An excellent community facility</li> </ul>	Noted.
34	Daniel Papaphotis 11 Ravello Vista YANGEBUP WA 6164	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- Yangebup needs to remove its perceived "dodgy" suburb and introduce places like the tavern for families and the public to enjoy.</li> </ul>	Noted.
35	Carlo Mannucci 23 Bayview Terrace YANGEBUP WA 6164	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- I support the proposal.</li> </ul>	Noted.
36	Frank Amato 6 Etna Link YANGEBUP WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
37	Simone Galipo 31 Sinagra Way YANGEBUP WA 6164	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- Will add entertainment for locals &amp; community.</li> <li>- Allows family's to stay local and not have to travel to venues outside of Cockburn.</li> </ul>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<ul style="list-style-type: none"> <li>- Positive for the growing community.</li> <li>- Our family would use the venue.</li> </ul>	
38	Lisa Wardle 9 Iris Place YANGEBUP WA 6164	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- Very supportive of local developments like this, it's where communities can grow and meet each other.</li> </ul>	Noted.
39	Paul Smithdale 4 Scala Gardens YANGEBUP WA 6164	<b>OBJECT</b> <ul style="list-style-type: none"> <li>- Traffic &amp; pedestrian safety issues.</li> </ul>	Noted.
40	Vincenzina Reale 10 Belladonna Drive YANGEBUP WA 6164	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- This part of Cockburn is crying out for a relaxed dining venue that is not fast food.</li> <li>- Looks to be quite modern but still suitable for the whole family.</li> </ul>	Noted.
41	Hermanus Marais 2 Caloundra Street SECRET HARBOUR WA 6173	<b>OBJECT</b> <ul style="list-style-type: none"> <li>- Negative impact in terms of noise and general unpleasantness.</li> <li>- Negative impact in terms of anti-social behavior.</li> </ul>	Noted.
42	Jason Brown 5 Ravello Vista YANGEBUP WA 6164	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- Can hardly wait for this Tavern to be built, it couldn't come quicker.</li> <li>- Would like to see the Tavern made kid friendly so I can walk the family down and have a nice feed and a beer.</li> </ul>	Noted.
43	Fiona Larsen 15 Lugano Terrace BEELIAR WA 6164	<b>OBJECT</b> <ul style="list-style-type: none"> <li>- Too close to quiet, private residences with young families &amp; small kids.</li> </ul>	Noted.
44	John Neeson 20 Yangebup Road YANGEBUP WA 6164	<b>OBJECT</b> <ul style="list-style-type: none"> <li>- Concern over anti-social behavior.</li> <li>- Concern over traffic issues</li> </ul>	Noted.
45	Christine Green 15 East Churchil Avenue BEELIAR WA 6164	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- Would like to be able to walk to a great venue for a meal.</li> </ul>	Noted.
46	Frank van Wees 13 Tidewater Close	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- Support the family tavern in Yangebup.</li> </ul>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	YANGEBUP WA 6164	- We do need something for the whole family like 10 pin bowling associated with a neighborhood tavern.	
47	Joyce Smith No address provided	<b>OBJECT</b> - Concern over increased anti-social behavior/crime. - Too close to liquor outlet near McDonalds.	Noted.
48	Jordan 21 Hamelin Drive MUNSTER WA 6166	<b>OBJECT</b> - Concern over increased crime throughout the area. - Too close to other liquor outlets/Taverns. - Public safety concerns.	Noted.
49	Jo Forward 10 Lesuer Pass BEELIAR WA 6164	<b>SUPPORT</b> - Would like it to be kid friendly & include a children's play area.	Noted.
50	Shannon No address provided	<b>OBJECT</b> - Community does not need another pub and/or bottle shop. - Concern over increase in crime/anti-social behavior.	Noted.
51	Chontelle Sands 6 Naper Mews YANGEBUP WA 6164	<b>SUPPORT</b> - Include a kids playground - Omit the TAB - Omit the bottle shop – there is a liquor outlet across the road.	Noted.
52	Scott Paterson 20 Belladonna Drive YANGEBUP WA 6164	<b>SUPPORT</b> - Would love to have an establishment nearby that we can visit for proper pub food & drinks. - We have no concerns at all with having tavern in this location. - We are sure the development will enhance the area.	Noted.
52	Rosie Da Conceicao 13 Howe Street BEELIAR WA 6164	<b>SUPPORT</b> - Fully support tavern however not the bottle shop. - Better to have larger eating areas.	Noted.
53	Adam White Shallcross Street	<b>SUPPORT</b> - Great addition to the area. - Somewhere close to take the family would be fantastic.	Noted.
54	Shane Sands	<b>SUPPORT</b>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	Napier Mews YANGEBUP WA 6164	- Support this development 100% only ask that no tab be present at this facility.	
55	Simone Moloney 11A Sumich Gardens COOGEE WA 6166	<b>SUPPORT</b> - No family pub between Fremantle & Success that offer a safe clean environment for families to attend.	Noted.
56	Stuart Ford 11 Bundegi Grove YANGEBUP WA 6164	<b>SUPPORT</b> - New tavern will provide employment opportunities for the local community. - Good to be able to walk home as opposed to driving.	Noted.
57	Stuart Thoms 3 Par Court JANDAKOT WA 6164	<b>SUPPORT</b> - Would be a benefit to the community.	Noted.
58	Ross Lambkin 9 Ingrilli Court MUNSTER WA 6166	<b>SUPPORT</b> - Very advantageous to the local people. - Believe this is what is needed in the area.	Noted.
59	Natasha Rudge No address provided	<b>SUPPORT</b> - Please please please go ahead with tavern development. - Have been waiting 16 years for the land to be developed.	Noted.
60	Michelle Brooke's 106 Britannia Avenue BEELIAR WA 6164	<b>SUPPORT</b> - Fantastic idea! - We need more venues like this to liven up the area. - Better than looking at bush and waste of land. - A lot of young families in this area are all social with each other.	Noted.
61	Jared Brooke's 107 Britannia Avenue BEELIAR WA 6164	<b>SUPPORT</b> - Great use of unused land for this area. I fully support the idea.	Noted.
62	Liliana Rebola 8 Coppito Circle BEELAR WA 6164	<b>SUPPORT</b> - Great to have a family pub so close to us. - If it had an indoor paly ground or kid's entertainment area it would be even better.	Noted.
63	Charissa 45 Belladonna Drive	<b>SUPPORT</b>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	YANGEBUP WA 6164	No comments provided.	
64	Nicole Camarda 26 Cincotta Loop BEELAR WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
65	Kylie Bailey 84 East Churchill Avenue BEELIAR WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
66	Debbie Camarda 26 Cincotta Loop BEELIAR WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
67	Bianca David 22 Mainsail Terrace YANGEBUP WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
68	Vince Camarda 26 Cincotta Loop BEELIAR WA 6164	<b>SUPPORT</b>  No comment provided.	Noted.
69	Cameron Dixon 25 Williambury Drive YANGEBUP WA 6164	<b>SUPPORT</b> - Tavern is needed in this location at the western end of Beeliar Drive is lacking in facilities for recent growth in the area.	Noted.
70	Roland Geczko 18 Ameer Way BEELIAR WA 6164	<b>SUPPORT</b> - Great opportunity for the area, it will help growth within this small community as well as future sales of property. - New place where neighbors can go and socialise.	Noted.
71	Colin van Raalte 71 East Churchill Avenue BEELIAR WA 6164	<b>SUPPORT</b> - Important to have somewhere close to go for a quiet drink and a feed.	Noted.
72	Carmel Doria 1 Hague Pass BEELIAR WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
73	Joana Faustino 18 Ameer Way BEELIAR WA 6164	<b>SUPPORT</b> - Will be great for area and help with growth of the community.	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		- Somewhere for people who live in the area to get together and socialise.	
74	Carla Galati 31 Gordona Parade BEELIAR WA 6164	<b>OBJECT</b> - Will increase crime rate which is already bad enough.	Noted.
75	Simon Miller Success	<b>SUPPORT</b>	Noted.
76	Jacque van Raalte 71 East Churchill Avenue BEELIAR WA 6164	<b>SUPPORT</b>	Noted.
77	Narelle Kean 79 Watson Road BEELIAR WA 6164	<b>SUPPORT</b> - Great idea, a good family tavern brings the community together.	Noted.
78	Enza Vegliante 75 Watson Road BEELIAR WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
79	Warren 4 Ravello Vista	<b>SUPPORT</b> - Support tavern but not liquor store. - Would like entrance to be off Beeliar Drive & not the estate for safety of the locals.	Noted.
80	Rebecca Kennington 12B Garbin Place MUNSTER WA 6166	<b>SUPPORT</b> - A long time coming, excited to have a family friendly tavern close to home.	Noted.
81	Vinzenza Vegliante 75 Watson Road BEELIAR WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
82	Mathew Albanese 4 Amalfi Crest YANGEBUP WA 6164	<b>OBJECT</b> - We have enough places to get alcohol. - Alcohol is not the answer.	Noted.
83	Ken Barrett 12A Carnation Place YANGEBUP WA 6163	<b>SUPPORT</b>  No comments provided.	Noted.
84	Doug Searle	<b>SUPPORT</b>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	8 Desertpea Road BEELIAR WA 6164	<ul style="list-style-type: none"> <li>- It will be fantastic to have a tavern in the surrounding neighborhood where families can go and enjoy.</li> </ul>	
85	Kathryn White 8 Beckett Close MUNSTER WA 6166	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- Support on condition that it be focused on food &amp; family similar to the Quarie Tavern.</li> </ul>	Noted.
86	Teresa Searle 8 Desertpea Road BEELIAR WA 6164	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- With Beelias Village being so popular I support the Beelias Tavern as long as it is similar nature as the Quarie Tavern.</li> <li>- It will be an exciting addition to the area.</li> </ul>	Noted.
87	Lynette Jakovcevic Congdon Avenue BEELIAR WA 6164	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- As long as this tavern is similar to the Quarry, suitable for families to enjoy lunch or dinner to relax.</li> <li>- Somewhere you can take your kids and enjoy a nice lunch or dinner as a family. This is important.</li> <li>- Having McDonalds in the area does more harm for your health than a tavern.</li> </ul>	Noted.
88	Susan Pettet 79 East Churchill Avenue BEELIAR WA 6164	<b>OBJECT</b>  No comments provided.	Noted.
89	Chelsea Little 22 Minori Gardens	<b>OBJECT</b> <ul style="list-style-type: none"> <li>- Not appropriate for family oriented location with schools and daycare nearby.</li> <li>- Doesn't appear to be a relatively small scale family neighborhood establishment with primary focus on food.</li> <li>- Will change the atmosphere and dynamics of our community.</li> <li>- Have kids in the street who currently have the freedom to ride their bikes around and play alongside the park.</li> <li>- Too large and relies on local (and quiet) streets to service its needs.</li> </ul>	Noted.
90	Melissa Jackaman 10 Giudice Way YANGEBUP WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
91	Daniel & Christine Librizzi 39 Yangebup Road YANGEBUP WA 6164	<b>OBJECT</b>  No comments provided.	Noted.
92	Maria Rossillo Hamilton Road, Spearwood	<b>OBJECT</b>  <ul style="list-style-type: none"> <li>- Too many people go down and get drunk.</li> <li>- Too close to my grandchildren and the children in the houses and the school.</li> </ul>	Noted.
93	Lauren Beacroft Yangebup Road YANGEBUP WA 6164	<b>OBJECT</b>  <ul style="list-style-type: none"> <li>- Do not want a tavern, bar and bottle shop 20m from my house.</li> <li>- Traffic already increased in the area.</li> <li>- Kids should feel safe to play out the front.</li> <li>- Tavern should be built in an industrial area not 10m from houses.</li> <li>- Please reconsider and build in a commercial area where it will not affect current residents.</li> <li>- Tavern/pub/bottle shop 10m from day care facility is a little contradicting.</li> </ul>	Noted.
94	Carla Sussa 14 Minori Gardens YANGEBUP WA 6164	<b>OBJECT</b>  <ul style="list-style-type: none"> <li>- No vehicular access from Yangebup Road.</li> <li>- Negative impact from noise.</li> <li>- Overflow of car parking.</li> <li>- Proximity to primary school.</li> <li>- When we bought our block it was not zoned "Town Centre". It was "Future residential" and no mention of pub.</li> <li>- The primary trade of a bottle shop is alcohol not food.</li> <li>- Antisocial behavior/crime will increase.</li> <li>- Increased Traffic.</li> <li>- The City should consider the effects of this development will have on the community as a whole.</li> <li>- Too many other pubs &amp; liquor stores in the area.</li> </ul>	Noted.
95	Kimberley Sheridan Yangebup Road	<b>OBJECT</b>  <ul style="list-style-type: none"> <li>- This is a suburban residential area not a commercial area.</li> </ul>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	YANGEBUP WA 6164	<ul style="list-style-type: none"> <li>- Concern over extra cars, noise, extra crime and drunk people.</li> <li>- Already bottle shop 50m from the proposed site.</li> <li>- Pub already built 5 minute drive away.</li> </ul>	
96	Luke and Elizabeth van der Zanden 8 Minori Gardens YANGEBUP WA 6164	<p><b>OBJECT</b></p> <ul style="list-style-type: none"> <li>- Not a suitable location for a tavern as this is a residential area.</li> <li>- Will bring noise pollution and anti-social behavior in our community.</li> <li>- Why does it need 185 car bays?</li> <li>- Don't support the drive-through bottle shop component.</li> <li>- Too close to nearby liquor outlet at Coles.</li> <li>- Contradictory that Council opposes Roe 8 but have no problem destroying small piece of habitat for unique flora and fauna.</li> <li>- Has an ecological survey been done to determine impact on Pink and Gray Galah or the Red Tailed Black Cockatoo?</li> <li>- We hope Councilor's understand our concerns and reconsider this development and find a location that does not impact on residents.</li> </ul>	Noted.
97	Bianca 14/18 Deanmore Bend Hammond Park WA 6164	<p><b>SUPPORT</b></p> <p>No comments provided.</p>	Noted.
98	Sonia Pedtana 9 Seascape View YANGEBUP WA 6164	<p><b>SUPPORT</b></p> <ul style="list-style-type: none"> <li>- Yangebup residents need a place where people of the community can come together and relax after a hard day's work where it is close by.</li> <li>- I believe it would be a place to get to know our neighbors and socialise.</li> </ul>	Noted.
99	Kimberley Smith 109 Yangebup Road YANGEBUP WA 6164	<p><b>SUPPORT</b></p> <p>No comments provided.</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
100	Harley Brown 22 Carello Circuit COOGEE WA 6166	<b>SUPPORT</b>  No comments provided.	Noted.
101	Aaron Smith 109 Yangebup Road YANGEBUP WA 6164	<b>SUPPORT</b>  - Support this venue 100% we need more social places and restaurant options for the area to awake from its slumber and get with the times.	Noted.
102	Slobodan Jakovcevic 9 Congdon Avenue BEELIAR WA 6164	<b>SUPPORT</b>  - As long as this is like the Quarry, it would be a great asset to the area. - I support this tavern.	Noted.
103	Candy Ferraro 12 Dugong View YANGEBUP WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
104	Linda Mafrici 48 Motril Avenue COOGEE WA 6166	<b>SUPPORT</b>  No comments provided.	Noted.
105	Andrew Jakovcevic 9 Congdon Avenue BEELIAR WA 6164	<b>SUPPORT</b>  - I support this tavern. - Great for the area and the use of that land. - Somewhere you can go and sit down and have a nice enjoyable quiet meal with friends and family....No loud music.	Noted.
106	Lisa Turner 18 Capri Rise YANGEBUP WA 6164	<b>SUPPORT</b>  - Great idea to have a family tavern in the area. - Great for locals to catch up with friends and also employment opportunities.	Noted.
107	Alex Sands Shallcross Street	<b>SUPPORT</b>  No comments provided.	Noted.
108	Alenka Jakovcevic 44 Riverina Parade MUNSTER WA 6166	<b>SUPPORT</b>  - Will be great for the area. - A nice quiet place to eat and drink with family and friends.	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
109	Anna 4 Wauhup Circle BEELIAR WA 6164	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- Would be great to have a Tavern so close to home, don't know why some people are against it, it's not next door to the school, there is a shopping centre between.</li> <li>- Thumbs up from me and my family.</li> </ul>	Noted.
110	Gary Turner 18 Capri Rise YANGEBUP WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
110	Anita Bavcevich 24 Streeter Way BEELIAR WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
110	Rob Lineham 14 Korcula Court MUNSTER WA 6166	<b>OBJECT</b> <ul style="list-style-type: none"> <li>- Don't think a Tavern will benefit the amenities of the area at all.</li> <li>- Dual carriageway should be in place before introducing drink drivers to an already tediously congested road.</li> </ul>	Noted.
111	Annette Erdsieck 10 Manberry Way YANGEBUP WA 6164	<b>SUPPORT</b> <ul style="list-style-type: none"> <li>- Quite happy with Tavern on provision that there is room for a playground and zebra crossing over Beeliar Drive.</li> </ul>	Noted.
112	Emily Levy 21 Verbania Loop BEELIAR WA 6164	<b>SUPPORT</b>  No comments provided.	Noted.
113	Raymond Hays 22 Carrello Circuit COOGEE WA 6166	<b>SUPPORT</b>  No comments provided.	Noted.
114	Leonie & Laurie Zagari 16 Minori Gardens YANGEBUP WA 6163	<b>OBJECT</b> <ul style="list-style-type: none"> <li>- Increased traffic congestion.</li> <li>- No buffer zones.</li> <li>- Restaurant area should be increased and drive through component removed.</li> <li>- Concern over noise and anti-social behavior.</li> <li>- Can trading hours be limited to 12am Fri and Sat and 10pm other days? Can McDonalds have their trading</li> </ul>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>hours reduced to 6am – midnight?</p> <ul style="list-style-type: none"> <li>- A restriction of patrons after 10pm limited to 300 or less.</li> <li>- Spearwood Bowling Club and Café at Visko Park will add additional licenses premises in the area, adding to traffic congestion, crime and anti-social behavior.</li> </ul>	
115	Michelle No address provided	<p><b>OBJECT</b></p> <ul style="list-style-type: none"> <li>- Too close to South Coogee Primary School</li> <li>- Drink driving a major concern.</li> <li>- Food is supposed to be the primary focus of the Tavern but the plans indicate ¼ dining area and ¾ drinking area. The Bottle shop is bigger than the Restaurant.</li> </ul>	Noted.
116	Jessica Morrison 14 Yangebup Road YANGEBUP WA 6164	<p><b>SUPPORT</b></p> <ul style="list-style-type: none"> <li>- I believe the impact on our property will be a positive one.</li> </ul>	Noted.
117	Tim Morrison 14 Yangebup Road YANGEBUP WA 6164	<p><b>SUPPORT</b></p> <ul style="list-style-type: none"> <li>- I think it will be a great addition to our community.</li> </ul>	Noted.

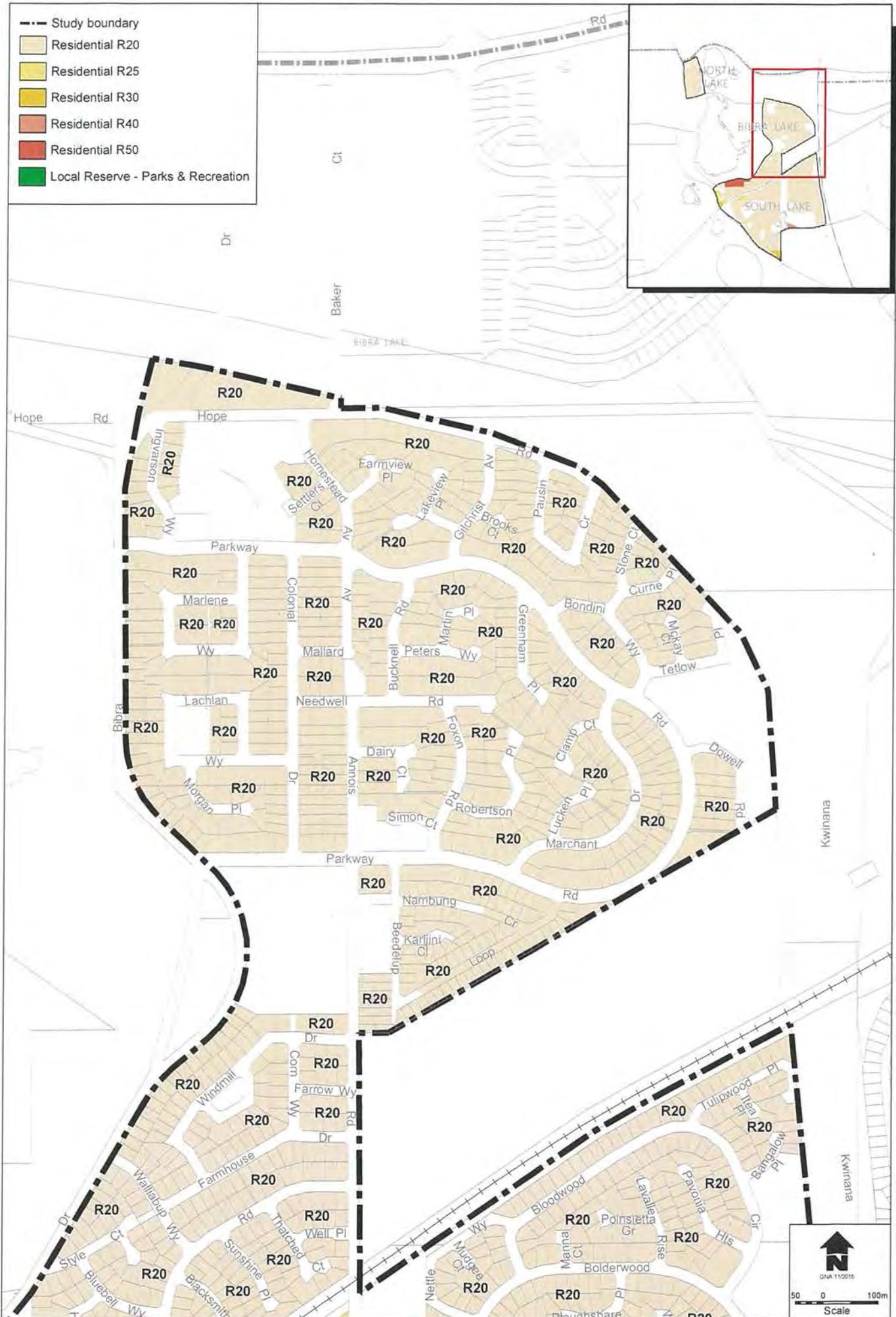
CITY OF COCKBURN	
DOC No	
DATE	NOV 2015
SUBJECT	082/002
RETENTION	25.18 D 30
PROPERTY	6015949
APP	DA15/0300
ACTION	011/006 fy. Don Bothwell

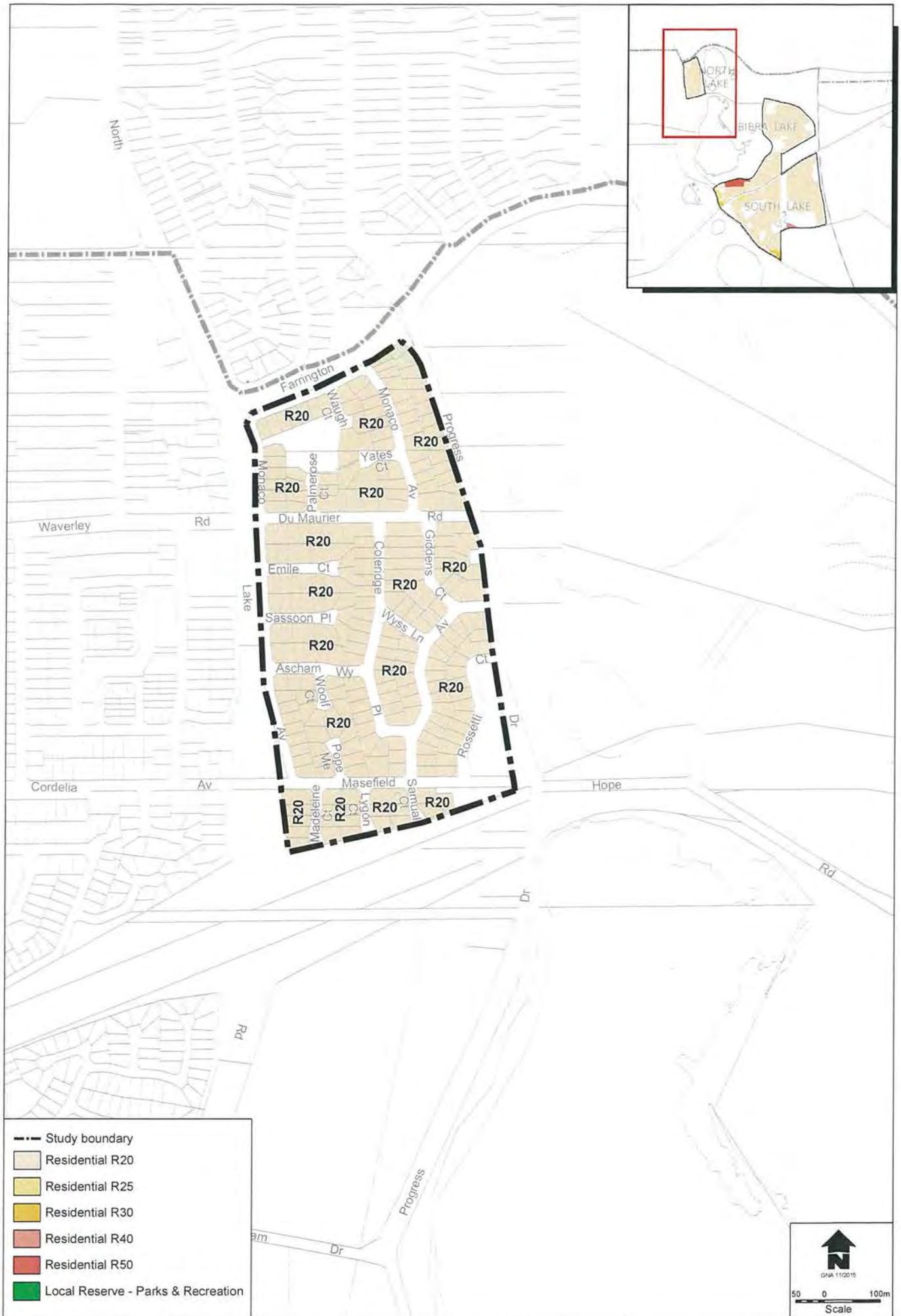
# Petition to Reject the Beelias Tavern with Ancillary Liquor Store

## 9003L Yangebup Road Beelias WA 6164

<b>Petition summary and background</b>	<p>The City of Cockburn has received the above Development Application at the above site. The proposal comprises the following buildings and land uses:</p> <ul style="list-style-type: none"> <li>- Total floor area of 659m<sup>2</sup>, 536m<sup>2</sup> being seated and 123m<sup>2</sup> standing;</li> <li>- 185 dedicated car parking bays, bicycle parking spaces &amp; taxi bays; &amp;</li> <li>- Adjoining Liquor Store component of 200m<sup>2</sup>.</li> </ul> <p>The Bar &amp; Brasserie is for a relatively small scale family neighborhood establishment with focus of food as the primary generator of trade. The building has been architecturally designed with a number of internal and external design features. An independent Transport Impact Statement has been provided addressing potential traffic and transport impacts as well as analysing the parking requirements. A Management Plan has also been submitted addressing trading hours, operating procedures ect.</p> <p>The application has been placed on public consultation as a result of the proposed use of Tavern being an "A" use under the City's Town Planning Scheme.</p> <p>If you wish to provide comments on the proposal, they should reach the City no later than 9 November 2015. All written comments should be addressed to Chief Executive Officer, PO Box 1215, Bibra Lake WA 6965.</p> <p>Or you can submit your comments online via: <a href="http://www.cockburn.wa.gov.au/onlinesubmissions">www.cockburn.wa.gov.au/onlinesubmissions</a></p> <p>Please note this consultation provides an opportunity for comment only and it should not be construed that Council approval will be granted. If comments are received, these may be summarised in the Officer's Report to Council for their determination. If you wish for your name to be withheld from any public document, please advise the City in your submission.</p> <p>Enquiries - Don Bothwell, Senior Planning Officer 9411 3444</p>
<b>Action petitioned for</b>	<b>We, the undersigned, are concerned citizens who urge our leaders to act now to reject this proposal and change it to a more family orientated facility [without the need to consume alcohol] that will be less of an impact on local residents.</b>

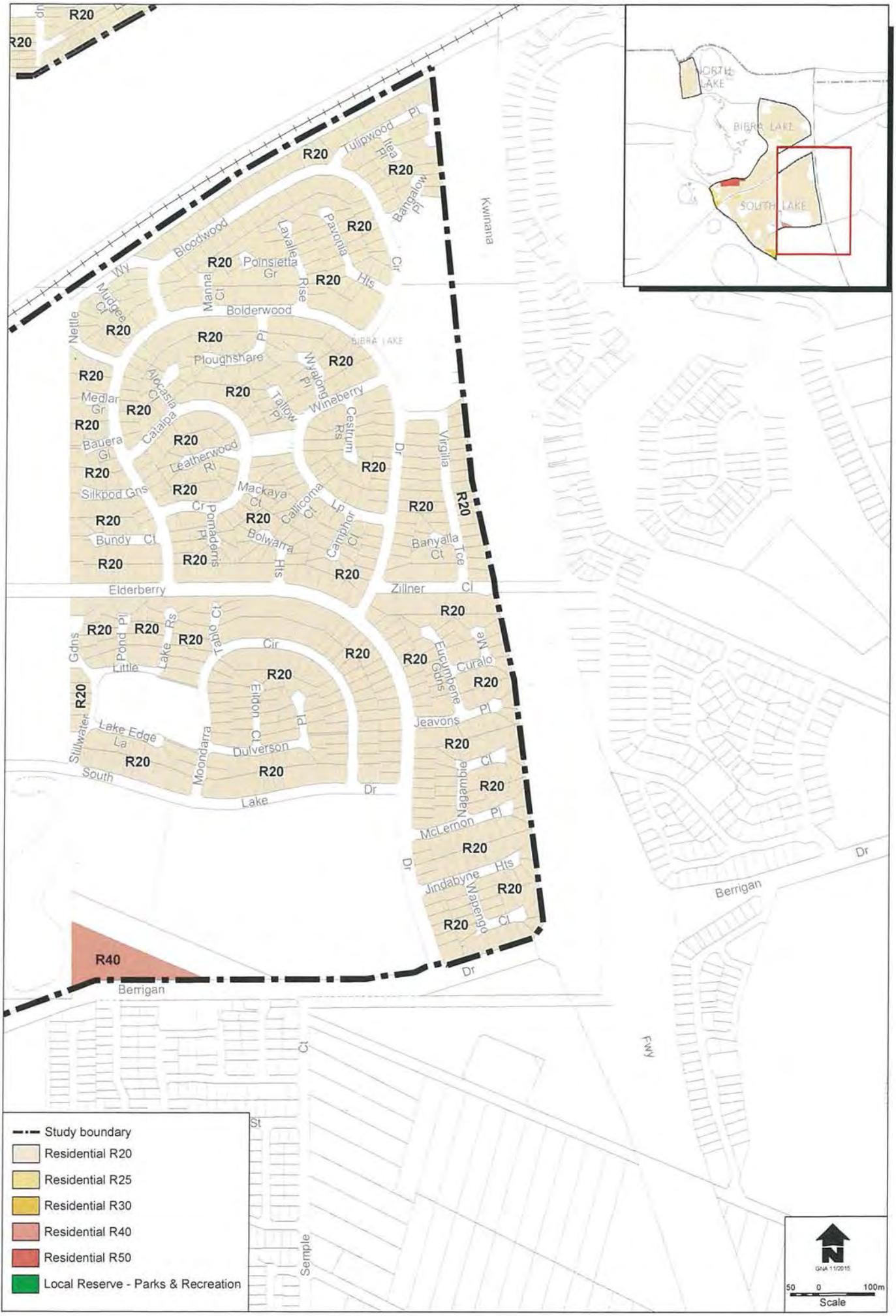
Printed Name	Signature	Address	Comment	Date
MICK BURNBY		19 BLONDELL DR MUNSTER	This is not a appropriate business for this location	1/11/15
DENISE BURNBY		19 BLONDELL DR MUNSTER	We have enough alcohol outlets in the area.	
LEONIE ZAGARI		16 MINORI GRDS YANEBUP	Not suitable for Family	1/11/15
LAURIE ZAGARI		16 MINORI GRDS YANEBUP	TOO MANY CHILDREN WILL BE AFFECTED	1/11/15
KATHE ANNE DELGADO		20 MINORI GRDS YANEBUP	WILL AFFECT CHILDREN'S SAFETY, COMMUNITY, ENVIRONMENT & INAPPROPRIATE LOCATION	01/11/15
ANNIE DELGADO		20 Minori Grds Yangebup	Enough Pubs already	1/11/15
LISA CHAPPELL		30 Minori Gardens, Yangebup	area is already busy with traffic	1/11/15
ADAM HARKEN		15 POSITANO GRDS YANEBUP	INAPPROPRIATE LOCATION	1/11/15





- Study boundary
- Residential R20
- Residential R25
- Residential R30
- Residential R40
- Residential R50
- Local Reserve - Parks & Recreation

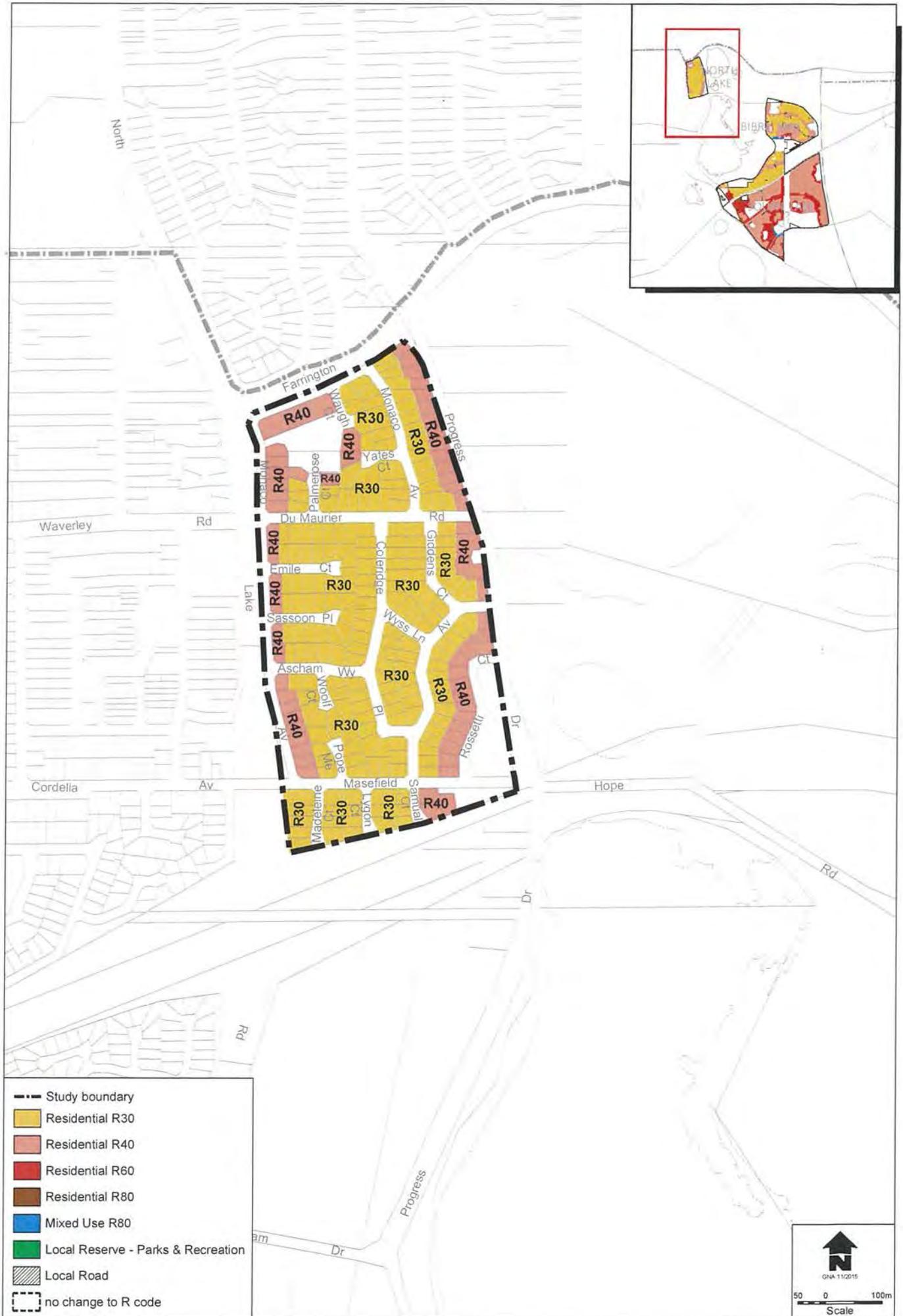
  
 GNA 1152015  
 50 0 100m  
 Scale



-  Study boundary
-  Residential R20
-  Residential R25
-  Residential R30
-  Residential R40
-  Residential R50
-  Local Reserve - Parks & Recreation

  
GHA 11/2015  
  
 Scale





- Study boundary
- Residential R30
- Residential R40
- Residential R60
- Residential R80
- Mixed Use R80
- Local Reserve - Parks & Recreation
- Local Road
- no change to R code

  
GN4-112015  
  
 Scale









CITY OF COCKBURN  
THE LAKES  
REVITALISATION  
STRATEGY

DECEMBER 2015

[www.cockburn.wa.gov.au](http://www.cockburn.wa.gov.au)

## Contents

---

**Introduction 3**

---

**Study area and scope 4**

---

**Background 6**

---

**Analysis findings 7**

---

**Summary of recommendations 10**

---

**Program 1 – Encourage and support appropriate development and diverse housing options 11**

---

**Program 2 – Promote sustainable transport options and easy ways to move in and around the Lakes area 26**

---

**Program 3 - Improve the Lakes Public Spaces 30**

---

## Introduction

---

The Lakes Revitalisation Strategy aims to guide the delivery of residential development across the suburbs of South Lake, Bibra Lake (East) and North Lake.

A key objective is to promote diverse dwelling types and enable current and future residents to make appropriate housing choices into the future.

A key focus is to ensure the Lakes area is an attractive place to live and visit into the future.

A revitalisation strategy for the Lakes is required to:

- Provide opportunities for further housing growth, meeting the needs of existing and future households;
- Contribute towards State Government urban infill aspirations;
- Ensure adequate services and infrastructure including promoting pedestrian orientated streetscapes:
- Allow for a variety of housing types and designs to encourage flexibility and affordability; and
- Preserve the natural environment and identify opportunities to enhance the character of the Lakes area.



**The information gathered through 4 community visioning forums has directly informed the recommendations of the Strategy.**

## Document structure

---

Part 1 of the Strategy provides a discussion as to why the Strategy was prepared, process undertaken, a summary of the analysis findings and key recommendations.

Part 2 details the recommendations and Implementation Program.

The Background Report, under separate cover, demonstrates the analysis work conducted, directly informing the Strategy outcomes detailed in Part 2. The Background Report details:

- The relevant planning framework and policies to be considered, and an explanation of the R-Codes;
- The Regional and local context analysis;
- A transport assessment;
- A streetscape and open space assessment;
- Urban infill and medium density development lessons learnt by the City and, Stakeholder consultation outcomes.

## Key Strategy Stages

---

### **Stage 1 Preparation and research**

February 2015

Background research and preparation including context analysis of local attributes and issues.

### **Stage 2 - Community visioning**

June - July 2015

The Lakes residents and property owners survey (almost 1100 received by the City).

Two community visioning sessions attended by 270 people. The Background report provides a summary of the process and outcomes and appendix 1 Background Report provides a full account of the 2 evenings.

### **Stage 3 - Draft Strategy preparation**

July - December 2015

Develop strategies based on outcomes of stages 1 and 2 and report to Council seeking support to advertise the Strategy.

### **Current stage**

### **Stage 4 - Community consultation period**

January – March 2016

60 day consultation period in which all residents and property owners are asked to provide comment on the Draft Strategy

### **Future stages**

### **Stage 5 - Final preparation and adoption of Strategy.**

May – June 2015.

Review and assessment of submissions provided by the community and a final Strategy document prepared for Council adoption.

### **Stage 6 - Implementation**

Refer to implementation plan (page 46)

## Study area and scope of the Strategy

---

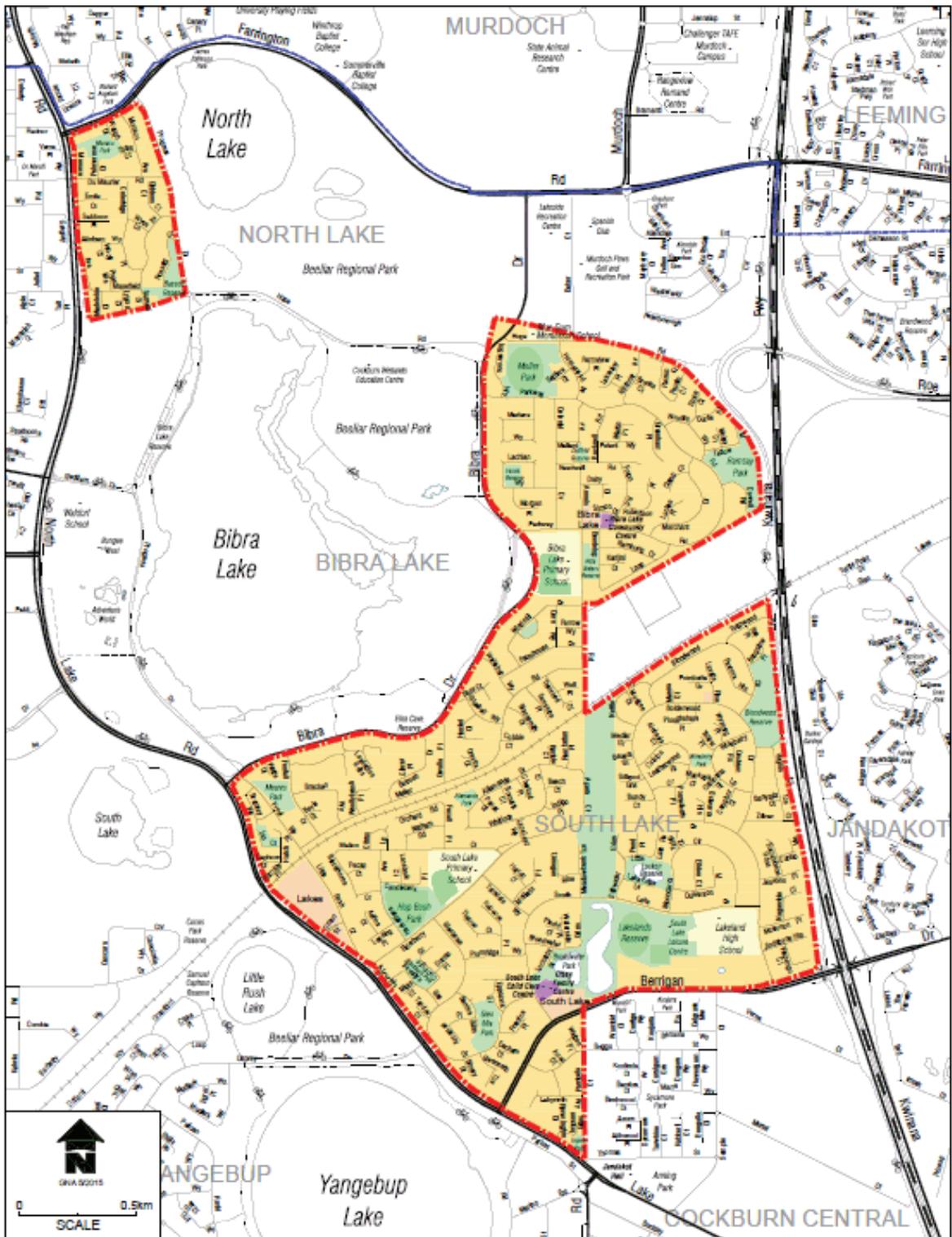
Figure (opposite page) illustrates the extent of the study area – South Lake, Bibra Lake East and North Lake.

The Strategy reviewed the western portion of Bibra Lake and found that given the age of the residential areas on the eastern side of the Lake (as compared to the Western side), that a revitalisation focus should be provided to the east in the first instance.

While the Strategy does make recommendations for streetscapes in and around the 3 local commercial centres, the scope of the Strategy does not extend to recommendations regarding the centres themselves. This is a result of the centres being owned under separate, multiple strata owners and the City having limited ability to influence these privately owned developments.

Further, the Strategy does not provide extensive discussion regarding the proposed Roe Highway extension. Rather, any impacts on residents will require a response form State Government. It is noted however the City, consistent with local community views, continues to not support the Roe Highway extension and will continue to lobby against the delivery of this project with the State Government.

For additional information about the project, please contact South Metro Connect Website: [www.southmetroconnect.com.au](http://www.southmetroconnect.com.au)



Above: Study area

## Background

The Western Australian Planning Commission ('WAPC') in 2015 released the draft Perth and Peel@3.5million suite of strategic land use planning documents of which identify the need to accommodate 3.5 million people by 2050.

This latest metropolitan plan seeks to guide the future growth of Perth and Peel, building on the current *Directions 2031 and beyond: Metropolitan planning beyond the horizon* ("Directions 2031").

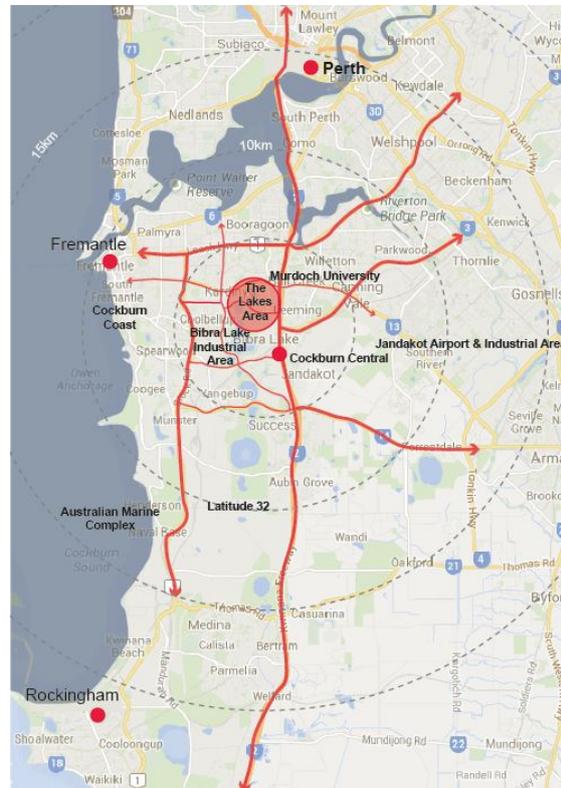
This forecast demonstrates the need to reduce the negative impacts of urban sprawl through accommodating further residential development through urban infill.

This includes identifying further growth opportunities in existing suburbs such as those in the Lakes area.

Contributing to this overarching objective, the City of Cockburn has been undertaking revitalisation strategies since 2009 to identify further housing opportunities while at the same time identifying plans to revitalise suburbs. The Lakes follows on from the following revitalisation strategies: Coolbellup (2014), Hamilton Hill (2012), and the Phoenix Revitalisation Strategy (2009).

The Lakes area is considered a well-connected location and is well situated to contribute to the delivery of these infill targets. It is also considered a unique suburb to provide further development opportunities and associated revitalisation work due to the following factors:

- The Lakes area is strategically placed within the heart of the rapidly expanding south west corridor;



- Is a well-connected inner ring suburb and in proximity to the new Fiona Stanley Hospital, Murdoch University Precincts and the emerging Cockburn Central Activity Centre;
- Good levels of infrastructure with direct access to the Kwinana Freeway;
- The physical age of built form within the suburb being such that decisions for redevelopment and/or renewal are expected to be made by landowners over the coming years, providing the opportunity to consider whether redevelopment to other forms of housing (grouped and multiple) should take place;
- A unique age demographic which sees the opportunity to explore more diverse responses in housing variety and form through the suburb.

## Analysis findings

---

### Population, housing and future development

- The age of residents in the Lakes is diverse. The suburbs of Bibra Lake and North Lake have the same median age of 39, which is significantly higher than South Lake and the City of Cockburn average. The suburb of South Lake has a median age of 33.
- The Lakes area has a relatively high number of residents above 65 years – a total of 18.64%. The Cockburn average is 10.3%. However it is important to recognise this high figure is contributed to by the residents in the aged care facility in Bibra Lake. Excluding this facility the number of over 65's in the study area is around 15.47%. Still higher than the Cockburn average.
- Residents in the Lakes area are highly car dependent. Public Transport use to work (5.6%), people who walk to work (1.13%) and people who drive to work (71.9%)
- The number of 1 and 2 person households is expected to rise from 46.5% (2011) to 53.8% (2026), to 54.4% (2036).
- More than 95% of dwellings are separate houses.
- There is a clear need to diversify the types of housing available into the future - providing an alternative to 3 and 4 bedroom homes. Particularly so that the ageing population has opportunities to continue to live in the area.
- Many homes – particularly in the South Lake area are in need of revitalisation.
- The 'appetite for change' varies between suburbs with North Lake and Bibra Lake having a desire for low to medium density changes (less so North Lake). South Lake however, has an appetite for medium to high change with zoning changes to allow for a greater diversity in housing options.
- Strong support for a greater variety of housing including town-houses, villas, apartments, grouped dwellings. Most support for battle-axe type dwellings. There was a high regard for ensuring a maximum of 2-3 storey developments throughout the suburbs.
- Density increases were supported within targeted areas such as along public transport routes, nearby local centres, parks and schools.
- South Lake residents generally supported a density increase in targeted areas and throughout the entire suburb.

### Character of the Lakes

- Residents appreciate and value the proximity to the chain of Lakes, wetlands and the overwhelming sense of the natural environment. As a result retention of trees, greenery and the flora and fauna it attracts and supports is important into the future.
- The suburbs are valued for their location and accessibility.
- A strong sense of community exists amongst residents with a number of residents reporting a feeling of safety and security.
- The walkable nature of the suburb layout and large blocks are also appreciated.
- An opportunity exists to build on

the natural areas of Bibra Lake by improving the connection between residential areas and the Lake. This includes improving the amenity and presentation of the eastern edge of Bibra Lake.

- Public Open Space areas are highly valued and appreciated by residents in all suburbs.
- Any opportunity to apply for future under-grounding of power lines should be completed as soon as possible.
- Planting of additional native and fruit trees within the suburbs is desired by residents.
- South Lake residents demonstrated support for high quality entrance statements into to suburb in the form of Public Art, Signage and/or landscaping.
- Residents in all suburbs showed support for local shopping centres to receive upgrades.



**The natural environment of Bibra Lake is highly valued by residents and contributes to a strong character for the surrounding residential areas.**

## Transport and accessibility

- There is strong support from the community against the Roe Highway extension.
- Despite bus services connecting through to outer areas including Cockburn Central and Murdoch, residents report a need to improve the frequency of services.
- Considered of value into the future, residents see a desire to improve traffic flows, ease congestion, reduce through traffic.
- An opportunity exists to improve signage and awareness of services.
- Further enhancement of streets, including further street tree planting could assist in promoting further walking and cycling.
- It is understood a number of residents access community services in Coolbellup and as a result public transport to Coolbellup should remain a priority.
- While on average 50% of residents use public transport there remain opportunities to promote a greater use of bus facilities.
- Overall, Traffic management and parking is considered safe and efficient within the Lakes area. Bibra Lake respondents 'agree' with this statement the most at 76%, followed by North Lake respondents at 75% and South Lake respondents 67%.

## Services

- As Cockburn central continues to evolve, the level of services available to residents will improve.
- There is a desire for a cafe and a community gathering area on the eastern side of Bibra Lake. This recognises the considerable number of facilities on the western side.
- An enclosed dog park is desired by residents.

## Parks and the natural environment

- Parks and open space are popular within the Lakes area. Between 83% and 89% of respondents of the survey 'agree' that the Parks meet the needs of themselves and their families.
- Residents in Bibra Lake and South Lake see a desire to improve: shelters, BBQs and play equipment.
- 40% of Bibra Lake respondents, 42% of North Lake and 40% of South Lake respondents would be interested in taking part in a tree planting program.
- Bushland and the natural environment should be protected and promoted as much as possible.
- A desire to upgrade the skate facility
- The lakes/wetlands/natural environment; the greenery/trees/flora/fauna are all very important to residents.
- There is a desire for more street trees need to be introduced – preferably native species.



## Part 2 - Recommendations

---

### **Program 1 – Encourage and support appropriate development and diverse housing options.**

- Action 1.1 Residential Density and Zoning Changes.
- Action 1.2 Undertake a drainage review for Bibra Lake and continue to monitor South Lake.
- Action 1.3 Prepare acoustic guidelines for the Lakes suburbs.

### **Program 2 – Promote sustainable transport options and easy ways to move in and around the Lakes area.**

- Action 2.1 Deliver the Recreation Loop – connecting the Lakes area with the emerging Baldivis tramway track and Cockburn Central.
- Action 2.2 Work with the Public Transport Authority to undertake a review of bus services and routes.
- Action 2.3 Undertake initiatives to promote cycling and walking in and around the Lakes area.
- Action 2.4 Undertake road improvements to improve safety and ease congestion.

### **Program 3 - Improve the Lakes Public Spaces and streets.**

- Action 3.1 Continue to revitalise key streets in the Lakes area by continuing street tree planting already commenced throughout the Lakes streets.
- Action 3.2 Continue upgrades to residential parks and improve the maintenance of the eastern side of Bibra Lake Reserve.
- Action 3.3 Create a multi-functional gathering space on the eastern side of Beeliar Wetland (skate area), encompassing: Facilities for food vans, skating, dog walking, picnic tables, shade areas.
- Action 3.4 Undertake public realm upgrades around the 3 local centres.
- Action 3.5 Facilitate the provision of underground power by applying for the next round of funding through the State Underground Power Program.

## Program 1 – Encourage and support appropriate development and diverse housing options.

### Action 1.1 Residential Density and Zoning Changes.

The residential density and zoning plans are shown on the following pages and propose a change to most residential land within the Study Area. The exception being the local centres, the aged care facility and a few residential areas that were recently developed and provide an increased density beyond R20. These areas remain unchanged.

The Residential Density and Zone Plan is based on the following principles:

- The base density code of R30 will maintain the existing local character of Bibra Lake East and North Lake while allowing flexibility for increased development opportunities for land owners.
- For South Lake and R40 base code has been applied due to the vital need for revitalisation in this area. This decision is supported by feedback obtained within the forums and the surveys - that being South Lake has a higher appetite for change.
- Provision of increased densities to ensure appropriately scaled streetscapes that provide a transition between changing densities.
- Higher density development is focused around:
  - The commercial and retail centres;
  - High frequency transport routes, and;
  - Areas of POS capable of supporting increased densities.

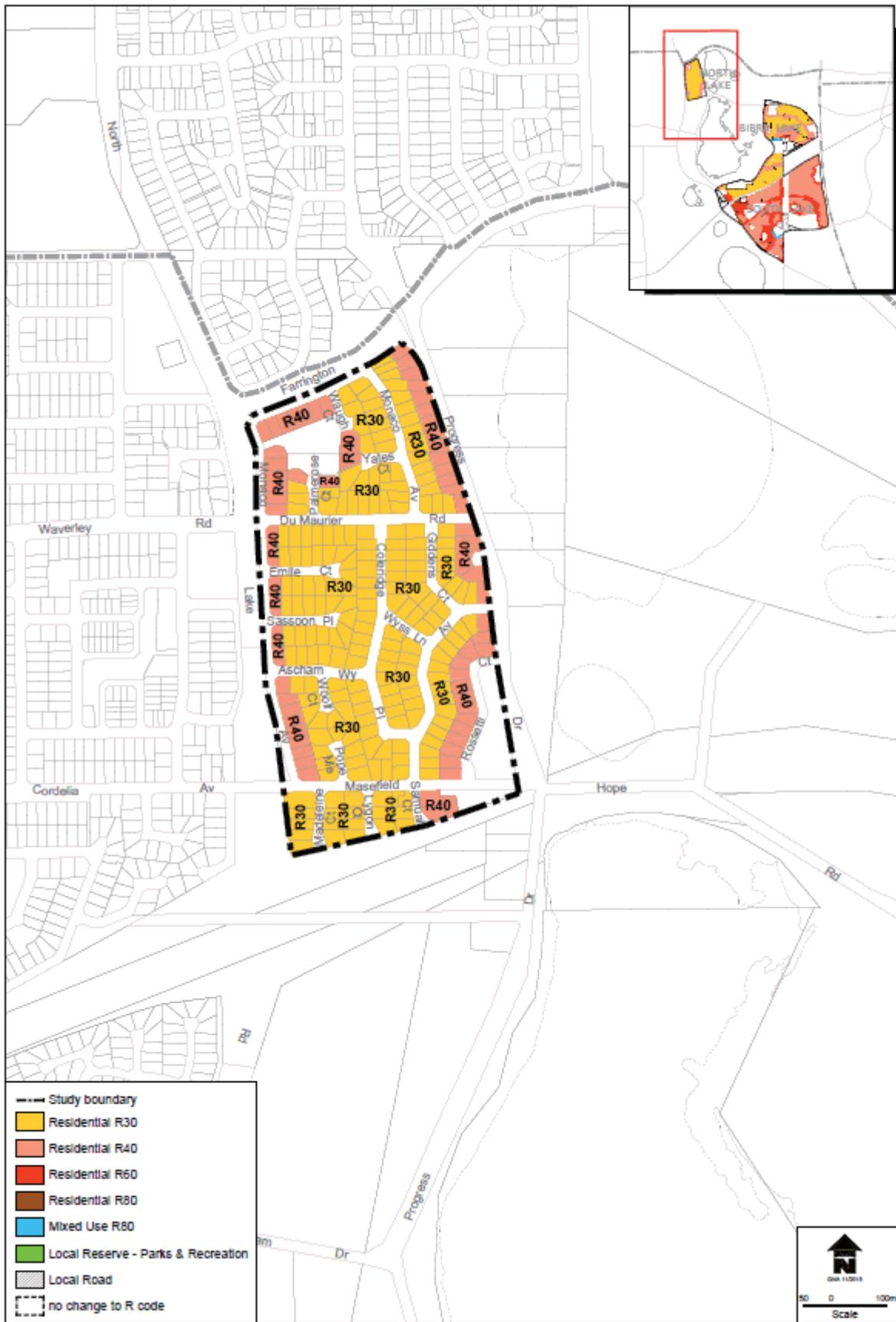
For reference, next to each proposed map is the existing residential density codings in the Study Area.

#### Explanation of residential density

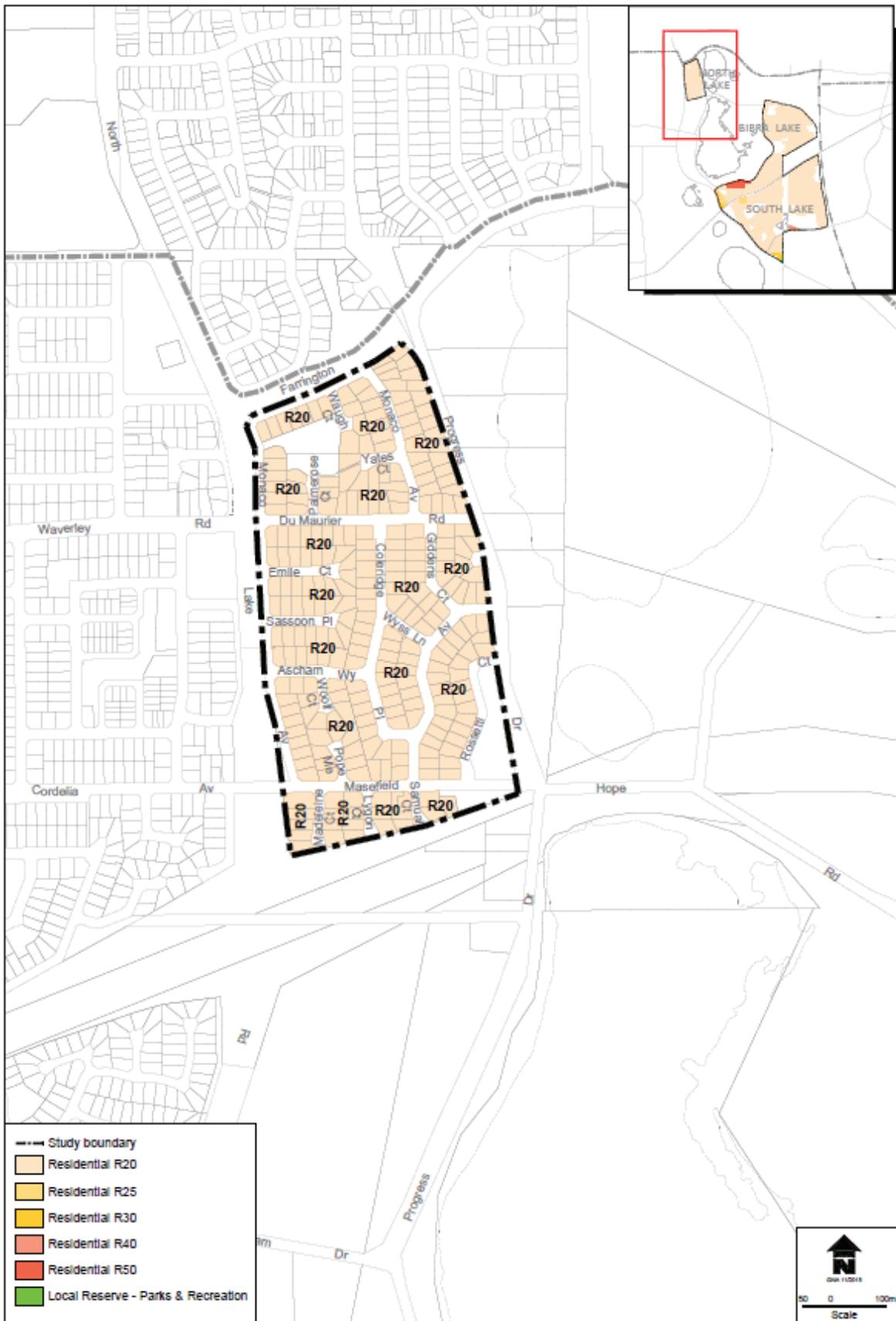
Residential density is the term used to describe the intensity or number of residential units allowed to be developed in a specified land area. The Residential Design Codes of Western Australia (“the R-Codes”) provides the basis for the control of residential density throughout Western Australia. The R-Codes specifies minimum and average lot areas, or plot ratios for each density code (ie R20, R30, R40 etc). Local planning schemes then apply a density coding to residential zoned land which is used to control the subdivision and development of land.

To assist the community understand the impact of the Residential Density and Zone Plan page 23 provides an explanation of development potential under a range of R-Code densities. The table on page 23 provides indicative lot yields under the varying densities. Multiple dwellings yield more lots than single or grouped dwellings on land coded R30 and above as multiple dwellings are controlled via plot ratio, maximum building height and minimum open space rather than minimum and average site area. The potential dwelling yield for multiple dwellings showing in Figure 8 have been calculated using an assumed average dwelling area of 65m<sup>2</sup>. However, dwellings can be as small as 40m<sup>2</sup>.

These lot yields are based on a hypothetical development scenario. Ultimate development yields will be influenced by many other factors such as the existing lots configuration, frontage, existing development etc.

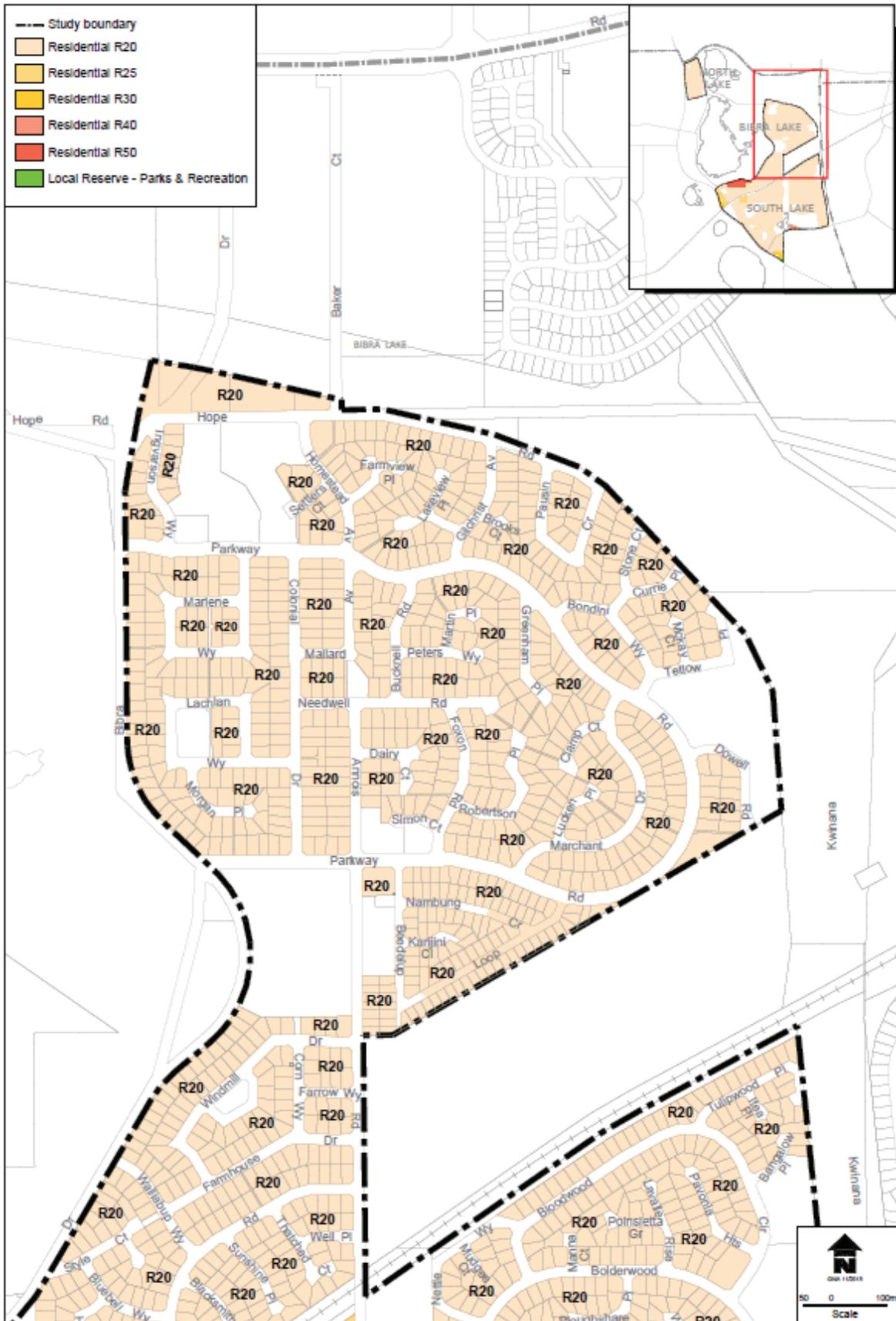


North Lake Proposed Residential Density and Zone Plan

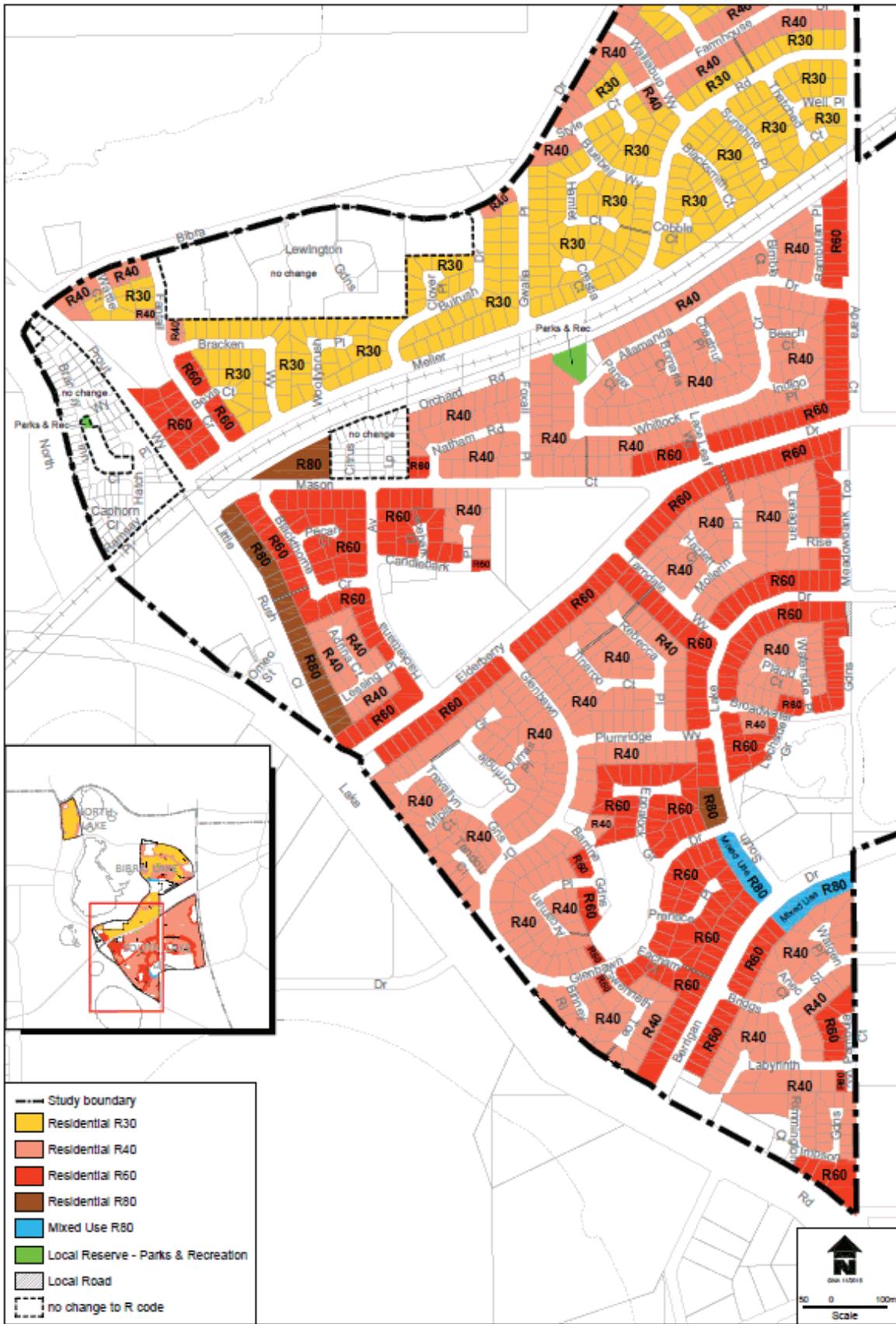


### North Lake Existing Residential Density and Zone Plan

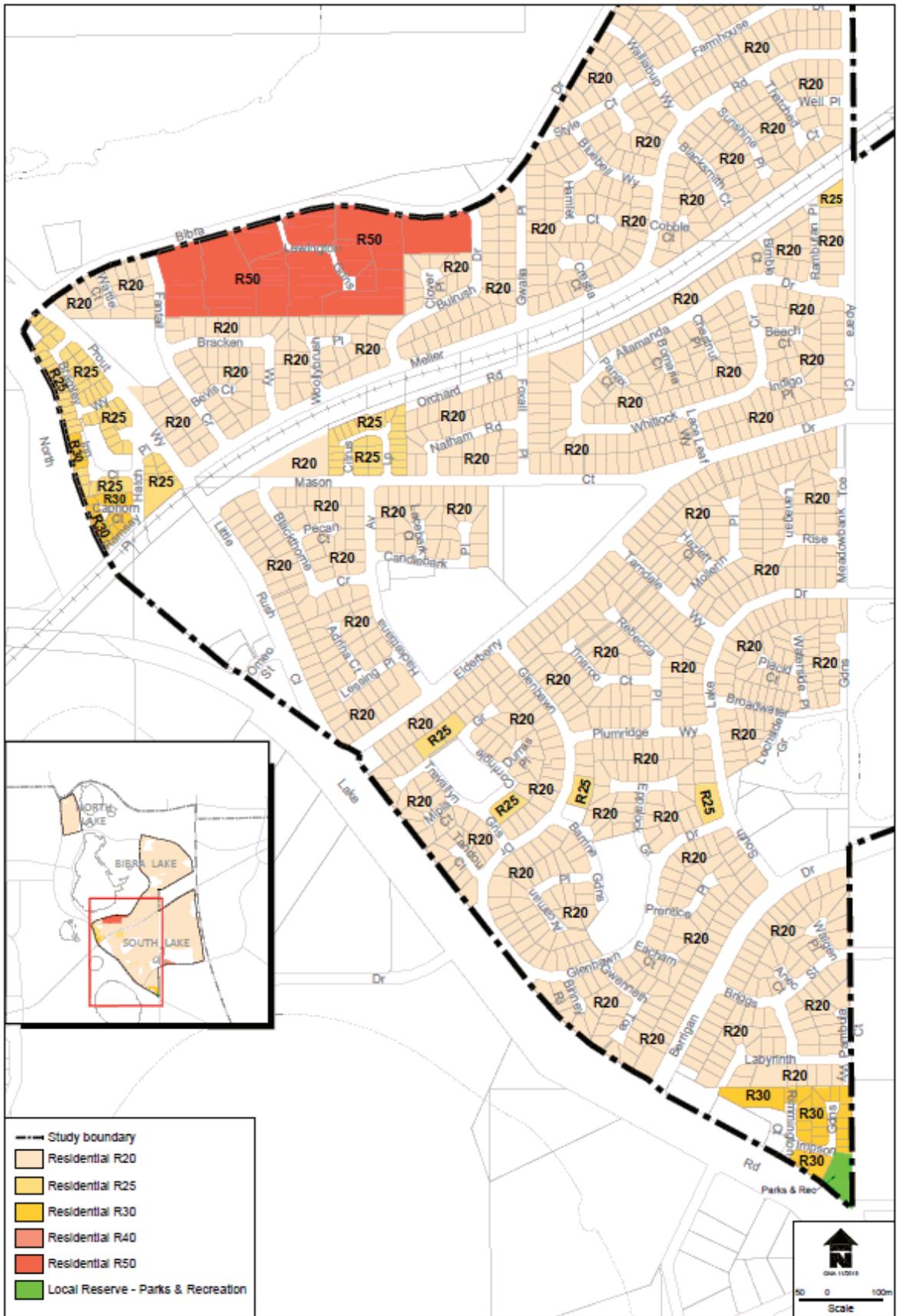




Bibra Lake (North) Existing Residential Density and Zone Plan



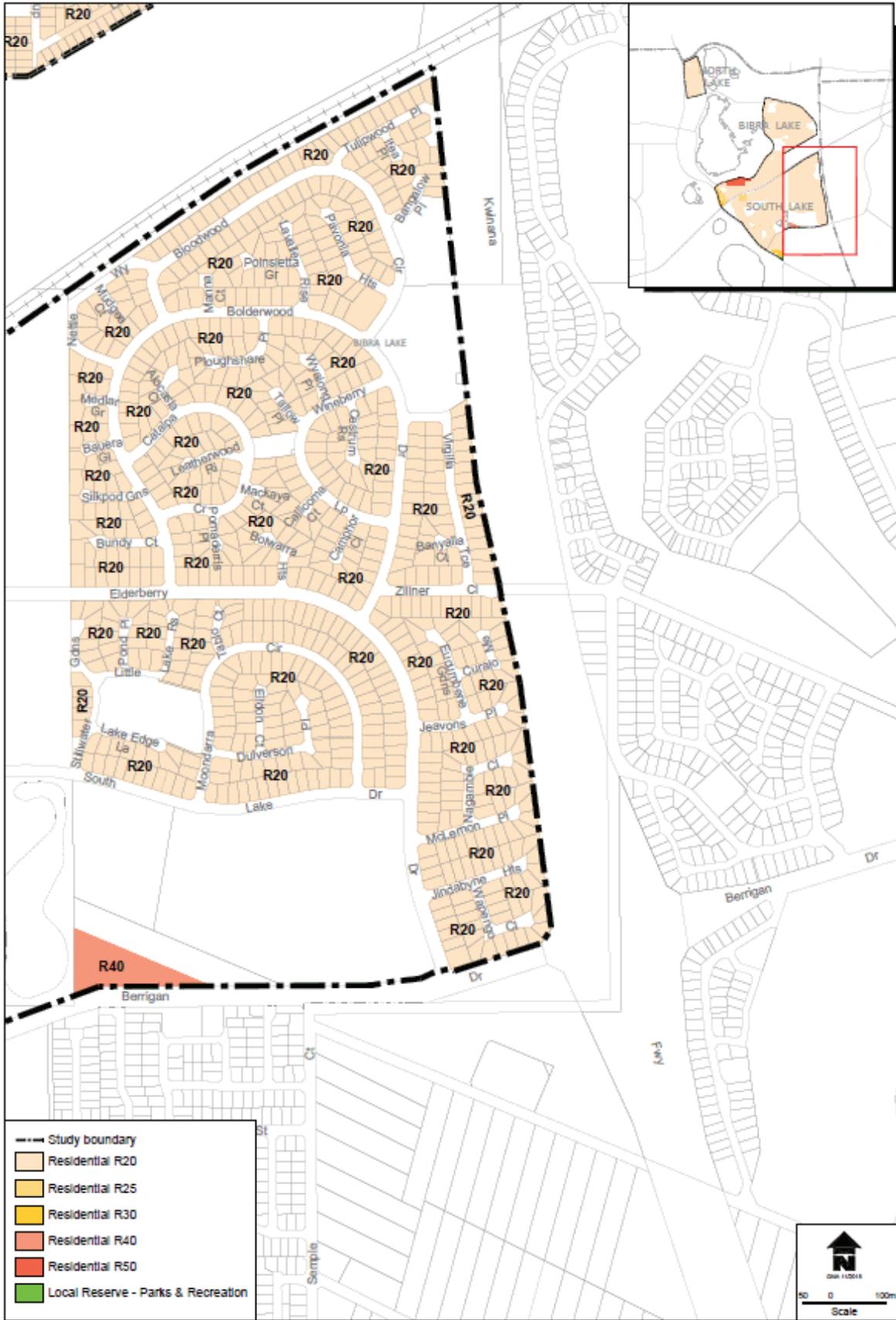
Bibra Lake (North - East) & South Lake (North) Proposed Residential Density and Zone Plan



Bibra Lake (North - East) & South Lake (North) Proposed Residential Density and Zone Plan



### South Lake (South) Proposed Residential Density and Zone Plan



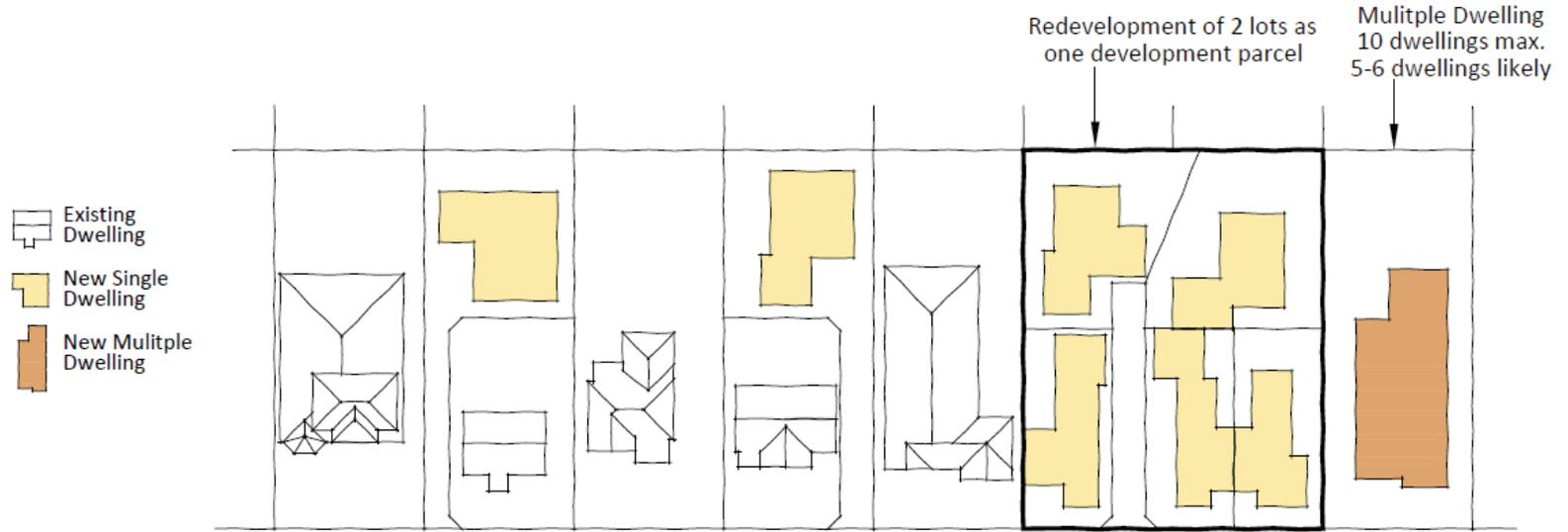
### South Lake (South) Existing Residential Density and Zone Plan



Hypothetical Development Illustration at R30



Hypothetical Development Illustration at R40



Hypothetical Development Illustration at R60

## Explanatory guide to the R-Codes for R20 to R80

An R Code of R20 means that an average of 450 m<sup>2</sup> is required per dwelling.

### R20

Existing Lot Size		450-899 m <sup>2</sup>	900-1,349 m <sup>2</sup>	1,350-1,799 m <sup>2</sup>	1,800-2,249 m <sup>2</sup>	2,250 m <sup>2</sup> plus
Potential No. of dwellings <sup>1</sup>	Single and Grouped Dwellings	1	2	3	4	5 or more
	Multiple Dwellings	1	2	3	4	5 or more

An R Code of R30 means that an average of 300 m<sup>2</sup> is required per dwelling.

### R30

Existing Lot Size		300-599 m <sup>2</sup>	600-899 m <sup>2</sup>	900-1,199 m <sup>2</sup>	1200-1499 m <sup>2</sup>	1,500 m <sup>2</sup> plus
Potential No. of dwellings <sup>*</sup>	Single and Grouped Dwellings	1	2	3	4	5 or more
	Multiple Dwellings	1	2	3	4	5 or more

#### Notes:

- The ultimate lot yield will be affected by other factors. Some of these are listed below
  - whether an existing house is retained or not,
  - whether the proposed development is for a "battle-axe" subdivision,
  - the ability to vary the minimum site area requirements under Clause 5.1.1 Site Area of the R-Codes.
- Potential No. of Multiple Dwellings (above R40) have been calculated using an assumed average dwelling area of 65m<sup>2</sup>. However, dwellings can be as small 40m<sup>2</sup>.

An R Code of R40 means that an average of 220 m<sup>2</sup> is required per dwelling.

### R40

Existing Lot Size		220-439 m <sup>2</sup>	440-659 m <sup>2</sup>	660-879 m <sup>2</sup>	880-1099 m <sup>2</sup>	1,100 m <sup>2</sup> plus
Potential No. of dwellings <sup>*</sup>	Single and Grouped Dwellings	1	2	3	4	5 or more
	Multiple Dwellings <sup>2</sup>	2-4	4-6	6-8	8-10	10 or more

An R Code of R60 means that an average of 150 m<sup>2</sup> is required per dwelling

### R60

Existing Lot Size		150-299 m <sup>2</sup>	300-599 m <sup>2</sup>	600-749 m <sup>2</sup>	750-899 m <sup>2</sup>	900 -1,049 m <sup>2</sup>	1,050-1,199 m <sup>2</sup>
Potential No. of dwellings <sup>*</sup>	Single and Grouped Dwellings	2	3	3-4	4-5	6-7	7-8
	Multiple Dwellings <sup>2</sup>	1-2	3-5	5-7	7-9	9-13	14-21

An R Code of R80 means that an average of 120 m<sup>2</sup> is required per dwelling

### R80

Existing Lot Size		180-359 m <sup>2</sup>	360-539 m <sup>2</sup>	540-719 m <sup>2</sup>	720-899 m <sup>2</sup>	900 -1,299 m <sup>2</sup>	1,300-1,999 m <sup>2</sup>
Potential No. of dwellings <sup>*</sup>	Single and Grouped Dwellings	1-2	2-3	3-4	4-6	7-9	10-15
	Multiple Dwellings <sup>2</sup>	2-5	5-8	8-11	11-13	13-19	19-30

## North Lake

### Base Code – R30

The lowest proposed density under the Residential Density and Zoning Plan is R30 and this is the base code selected for North Lake. Based on the average lot sizes in these areas most lots would be able to be redeveloped into two single, grouped or multiple dwellings.

Refer to the table on page 23 for estimated lot yields within an R30 zone.

See page 20 for a hypothetical illustration of new residential development at R30 on a standard Lakes area lower scale street.

### R40 adjacent to POS and in proximity to North Lake Road

Given the relatively low appetite for change in North Lake, the only further zone change is for land adjacent to POS and in proximity to North Lake Road, of which is proposed to be rezoned to a density of R40. A range of lot sizes exist in this area (mostly between 700 – 850m<sup>2</sup>). This would allow most single residential lots to be redeveloped into three single or grouped dwellings. Lots in this size range could be redeveloped into 6-8 multiple dwellings. This would allow for some diversity in the suburb while still recognising the desire to retain the current suburban character of North Lake.

Refer to the table on page 30 for estimated lot yields for larger lots sizes under the R40 zoning. See page 21 for a hypothetical illustration of new residential development at R40 on a standard street.

## Bibra Lake



**Lots fronting POS, including Bibra Lake are recommended for an R40 coding.**

### Base Code – R30

The lowest proposed density under the Residential Density and Zoning Plan is R30 and this is the base code selected for Bibra Lake. Based on the average lot sizes in these areas most lots would be able to be redeveloped into two single, grouped or multiple dwellings.

Refer to the table on page 23 for estimated lot yields within an R30 zone.

See page 20 for a hypothetical illustration of new residential development at R30 on a standard Lakes area lower scale street.

### **R40 adjacent to POS and in proximity to Parkway Drive, Bibra Drive and within the 800m walkable catchment of the Bibra Lake Local Centre**

Land adjacent to POS, in proximity to Parkway Drive, Bibra Drive and within the 800m walkable catchment of the Bibra Lake Local Centre is proposed to be rezoned to a density of R40. This would allow most single residential lots (lots which predominantly range from 700m<sup>2</sup> to 800m<sup>2</sup>) to be redeveloped into three single or grouped dwellings. Lots in this size range could be redeveloped into 6-9 multiple dwellings. Refer to the table on page 23 for estimated lot yields for larger lots sizes under the R40 zoning.

It is envisaged that higher densities will assist in creating a more defined street edge particularly along Parkway Drive.

See page 21 for a hypothetical illustration of new residential development at R40 on a standard street.

### **R60 adjacent to the Bibra Lake Local Centre**

Land fronting the Bibra Lake Local centre is proposed to be rezoned to a density of R60. The intent of this zone is to create greater intensity of development and activity around the local centre.

It is also considered the walkable catchment of the shops is appropriate for the provision of increased densities given proximity to services. Further, centre provides direct access to high frequency buses.

This would allow most single residential lots (lots which are between 700m<sup>2</sup> to 800m<sup>2</sup>) to be redeveloped with, in some cases, up to five single or grouped

dwellings. Lots in this size range could be redeveloped with up to eight multiple dwellings depending on lot size.

Refer to the table on page 23 for estimated lot yields for larger lots sizes under the R60 zoning.

See page 22 for a hypothetical illustration of new residential development at R60 on a standard street.

### **Mixed use fronting Parkway Drive**

Lots between the Bibra Lake Local Centre and Parkway Drive are proposed to be mixed-use. The Mixed-use zone proposed over these lots is informed by the following considerations:

- Immediate proximity to the Bibra Lake Local Centre;
- The Mixed-Use zone allows for residential uses to transition over time if required to alternative uses, supporting the growth of the Local Centre into the future;

## **South Lake**

### **Base Code – R40**

A base code of R40 is selected for South Lake. This is higher than the base code of Bibra and North Lake, recognising the more urgent need for revitalisation of building stock in this area and as a result of the greater appetite for change expressed by South Lake residents.

Based on the average lot sizes in these areas most lots would be able to be redeveloped into three single, grouped or multiple dwellings.

Refer to the table on page 23 for estimated lot yields within an R40 zone.

See page 21 for a hypothetical illustration of new residential development at R40 on a standard lower scale street.

### **R60 adjacent to POS and in proximity to Elderberry Drive, Berrigan Drive and within the 800m walkable catchment of the Lakes Neighbourhood Centre**

Land adjacent to POS, in proximity to Elderberry Drive, Berrigan Drive and within the 800m walkable catchment of the Lakes Neighbourhood Centre is proposed to be rezoned to a density of R60. This would allow most single residential lots (lots which predominantly range from 700m<sup>2</sup> to 800m<sup>2</sup>) to be redeveloped into three to five single or grouped dwellings. Lots in this size range could be redeveloped into 6-8 multiple dwellings. Refer to the table on page 23 for estimated lot yields for larger lots sizes under the R60 zoning.

See page 22 for a hypothetical illustration of new residential development at R60 on a standard street.

### **R80 fronting the Lakes Neighbourhood Centre (Little Rush Close)**

Lots fronting Little Rush Close and the Lakes Neighbourhood Centre are proposed to be rezoned to a density of R80. The R80 zone proposed over these lots is informed by the following considerations:

- Immediate proximity to the Lakes Neighbourhood Centre;
- An R80 coding is consistent with densities proposed on the neighbourhood centre site;
- Little Rush Close is a very wide street that has the capacity to accommodate increased densities of this scale.

### **Mixed use fronting Berrigan Drive Local Centre**

Lots fronting Berrigan Drive Local Centre are proposed to be mixed-use with a residential coding of R80. The Mixed-use zone proposed over these lots is informed by the following considerations:

- Immediate proximity to the Berrigan Drive Local Centre;
- The Mixed-Use zone allows for residential uses to transition over time if required to alternative uses, supporting the growth of the Local Centre into the future;

### **Action 1.2 Undertake a drainage review for Bibra Lake and continue to monitor South Lake.**

The proposed increased densities will have a direct impact on future drainage requirements. While landowners and developers are required to accommodate drainage requirements from developments on site, there is still nonetheless a requirement to continually monitor and upgrade the drainage system within public spaces and roads.

A drainage study was undertaken throughout most Cockburn suburbs in 2009. This included South Lake and North Lake. The current drainage provision in these suburbs is appropriate and therefore monitoring of the infrastructure as development intensifies is required.

Bibra Lake however was not part of the study and there are areas within the suburb that are not connected to a drainage network.

As a result, engineering will be conducting a drainage review of infrastructure in Bibra Lake in 2016. At this time the

proposed zones will be considered.

Recommendations will be made to ensure appropriate levels of drainage for an expanding suburb.

### **Action 1.3 Prepare acoustic guidelines for the Lakes suburbs.**

North Lake Road, Farrington Road, Kwinana Freeway and the freight railway line are considered to be 'major transport corridors' within the Lakes Revitalisation Strategy area. As a result, it is important to understand the potential impact of noise and vibration on nearby properties when making decisions regarding increased densities.

The Western Australian Planning Commission's State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning ('SPP 5.4')' seeks to minimise the adverse impact of transport noise, without placing unreasonable restrictions on noise-sensitive residential development, or adding unduly to the cost of transport infrastructure.

For new residential noise-sensitive developments (such as residential development), SPP 5.4 specifies noise assessments should generally be conducted as early as is practicable in the planning process. On this basis the City engaged the services of an Acoustic Consultancy to assess the Lakes study area to help formulate vehicle noise and vibration analysis. This analysis has, alongside other information, informed the proposed density plans identified within the draft Strategy.

While the analysis and resulting report provides useful guidance for landowners to develop in proximity to these high traffic

environments into the future (including where noise sensitive areas of the house should be located such as bedrooms) it does not remove the need for land owners to undertake an acoustic report in certain locations.

To assist landowners the City's Noise Attenuation Local Planning Policy and associated guidelines provides guidance to applicants as to when an acoustic consultant should be engaged and provide information on the type of assistance an acoustic consultant might provide.

The acoustic report and resulting guidelines, together with the Noise Attenuation Policy will assist landowners near noise sensitive locations wishing to development their land in the future.

While the full Lakes Acoustic Report is still being finalised, it will (prior to land being rezoned) be made available to assist landowners in making informed development decisions for the future.

This information is not intended and in no way precludes residential development. The findings are purely for community and landowner consideration at the onset of any new development consideration.

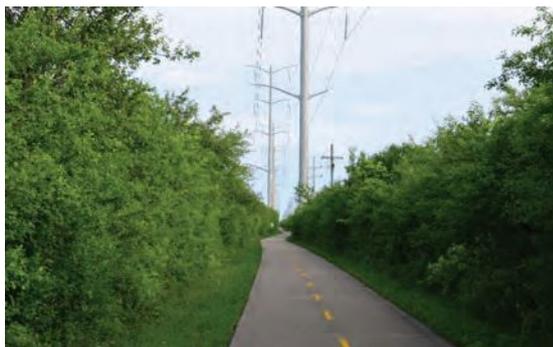
## Program 2 – Promote sustainable transport options and easy ways to move in and around the Lakes area.

### Action 2.1 Deliver the Recreation Loop – connecting the Lakes area with the emerging Baldivis tramway track and Cockburn Central.

Connecting the Lakes suburbs with the natural asset of Bibra Lake, public spaces and public transport are vital in promoting a sense of place for residents and encouraging people to walk, cycle and catch public transport.

In particular a greater connection to the emerging activity centre of Cockburn Central will provide greater access to essential services including medical services, the emerging Regional Recreation Facility, the Success Library, Gateways Shopping Centre and Cockburn Central Train Station.

The Beelihar Wetlands are the most important inland natural asset in the sub-regional catchment, providing a range of recreational facilities of which mostly occur on the western side of the Lake.



Right: Proposed recreation track for Cockburn Central area (shown in green), linking with the emerging regionally significant Tramways Trail Concept Plan and Cockburn Central.

Above: An example of turning a constraint into an asset.

An opportunity exists to better connect with this asset and promote usage on the eastern side of the lake.

Aligning with this objective is the power line easement cutting through residential land in a North - South direction through the middle of the Lakes area, down through and past Cockburn Central to the South.

The easement stretches for approximately 7km from Russell Road in the south and up to the southern boundary of the suburb of Bibra Lake. At which point the alignment continues North, through the partly upgraded easement (adjacent to North Lake Senior High). The easement terminates at the railways line and it is at this point cyclists and pedestrians are required to travel along Annois Road and onto the Bibra Lake Local Centre. A left hand turn at this point, at Parkways Drive, connects through to Bibra Lake.

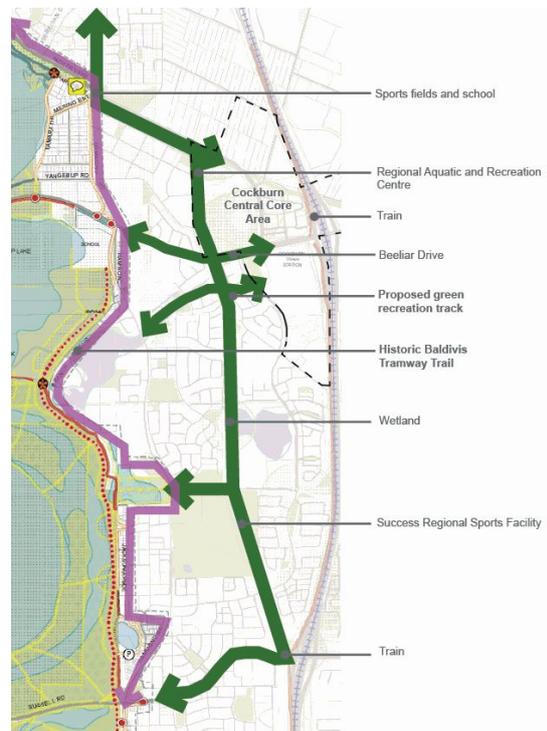


Figure (Right) illustrates how this stretch of land has the potential to connect several residential neighbourhoods and recreation facilities with the Lakes Area.

Importantly the benefits of this project correlate with the objectives of the Cockburn Central Activity Centre Structure Plan which seeks also to provide better connections between the suburbs surrounding Cockburn Central.

Portions of this easement have already been revitalised and now present as high quality areas including large areas of grassland, landscaping and water areas. It is recommended the remaining portions of the easement are upgraded in a similar manner. The concept plans are illustrated on page 30.

The enhancement of this easement should include planting, where opportunities exist, in an attempt to provide a green backdrop for residential areas and the Cockburn Central Activity Centre and in effect reduce the negative visual impact of the transmission lines.

This project will require consultation with Western Power.

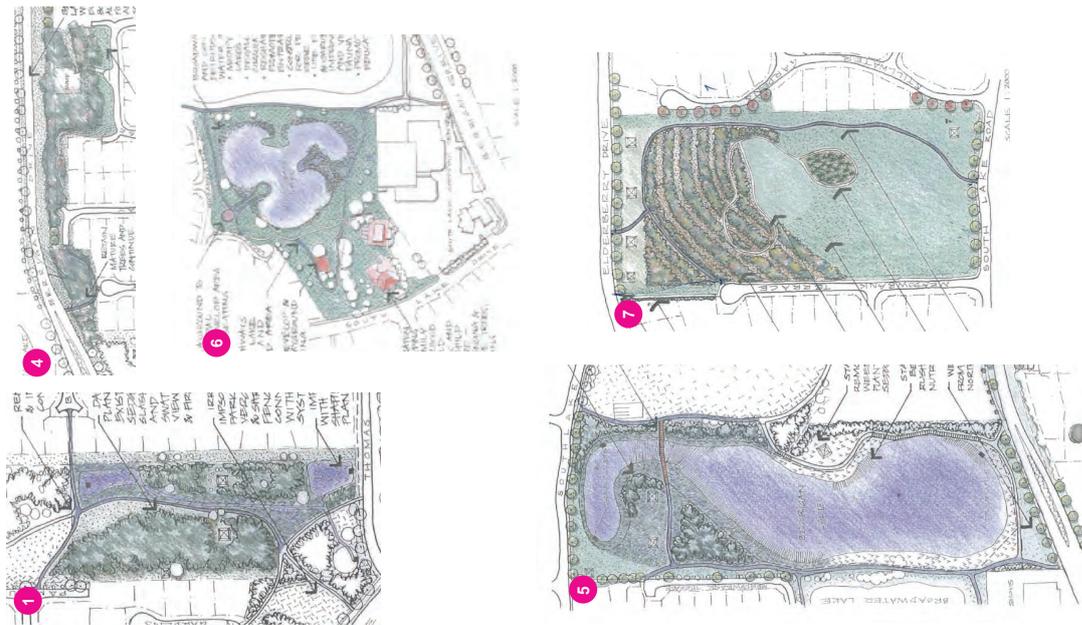
Further to this point, the City's Environmental Services Team are finalising the Tramways Reserve Trail, a historic linear trail approximately 32km in length running in a north south direction traversing the Cities of Cockburn, Kwinana and Rockingham. The trail also runs past a number of natural features including the Beeliar Regional Park with potential lookouts towards a linear chain of lakes including Yangebup, Kogalup and Thomsons Lakes. The trail was formerly a tram network for transporting harvested timber from Karnup to Jandakot. The network was running for a period of about five years in the 1920s until the timber stocks were exhausted; since then the rail lines have been pulled up.



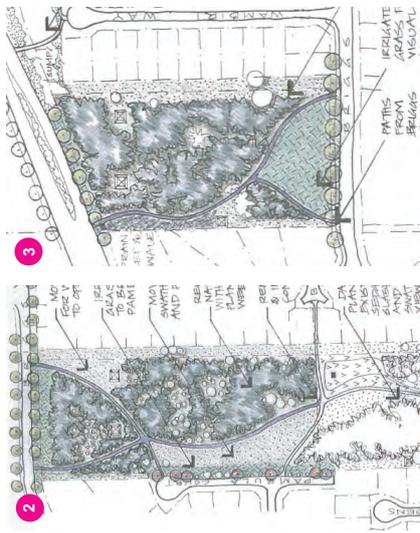
Proposed Recreation Loop (Northern Portion). Linking the Lakes area with Cockburn Central for cyclists and pedestrians.

This initiative has clear benefits in connecting Lakes residents with an important emerging activity centre and surrounding natural assets.

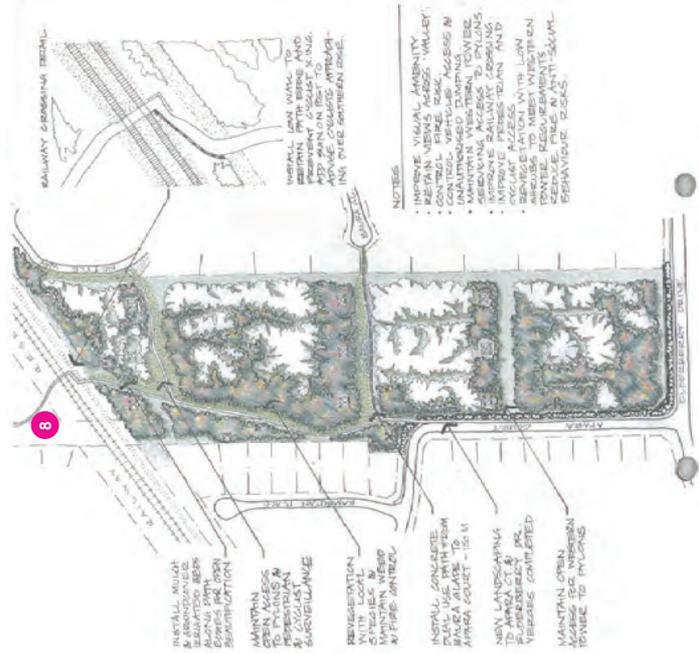
Landscape and park upgrades - Complete



To be undertaken



Further recommendation (Lakes Revitalisation Strategy)



Community consultation was undertaken on these plans in 2003 (Connecting South Lakes, 2003)

South Lake and Bibra Lake power line easement upgrades - 4 final components to be completed.

### **Action 2.2 Work with the Public Transport Authority to undertake a review of bus services and infrastructure.**

The Lakes study area is well connected to public transport with the area being serviced by five bus routes of which three services provide access to the Murdoch Station, Cockburn Central Station or the Fremantle Station. The local bus services provide public transport to two train stations (Cockburn Central and Murdoch), providing residents with access to the wider metropolitan area.

Important local community facilities are well serviced by public transport. Bibra Lake Primary School is serviced by the 514 service which runs from Murdoch Station to Spearwood Avenue/ Hamilton Road. This service runs centrally through the Lakes Study area along Bibra Drive, Parkway Road and Northlake Road which is within a 5 minute walking distances to most properties within the Lakes.

The 514 service runs directly past the Lakes Shopping Centre providing residents and students with direct access to the local shops, primary school and Murdoch Station. Along Northlake Road residents have access to the 520 service which connects from the 514 service extending centrally through South Lake past South Lake Primary School, Lakeland Senior High School and the Local Centre site at the corner of Berrigan Drive and South Lake Drive.

However improvements can be made to the provision of buses. Feedback obtained from residents suggests the following can be improved and therefore it is recommended the following point be discussed further with the Public Transport Authority. This recommendation will be undertaken by the City of Cockburn Engineering Team.

1. Improve public transport to the Bibra Lake Employment Area (Bibra Lake West)
2. Address “long travel times” and limited service coverage at evenings and on the weekends.

Several other public transport related initiatives are recommended and these are identified within the Transport Assessment of the Background Report. These relate to bus stop upgrades and promoting public transport initiatives.

### **Action 2.3 Undertake initiatives to promote cycling and walking in and around the Lakes area.**

The City of Cockburn Bicycle and Footpath Plan 2010 provides an assessment of the City’s pedestrian and cyclist networks. The plan identifies a range of built and non-built recommendations for improving the network, encouraging its use and monitoring future use. Opportunities exist to encourage walking and cycling through the upgrading of some of the pathway environments and to ensure important paths link with the wider network beyond the Lakes study area boundaries.

In early 2015 City project officers undertook a series of site inspections including bike tours to explore and rate the current bicycle networks within the Lakes study area. The table on page 34-36 and the corresponding map on page 33 identifies areas where the project officers consider bicycle network improvements are required, and includes the recommendations as outlined in the 2010 plan which have not yet been completed.

See the Background Report for the full Transport assessment.

## Action 2.4 Undertake road improvements to improve safety and ease congestion.

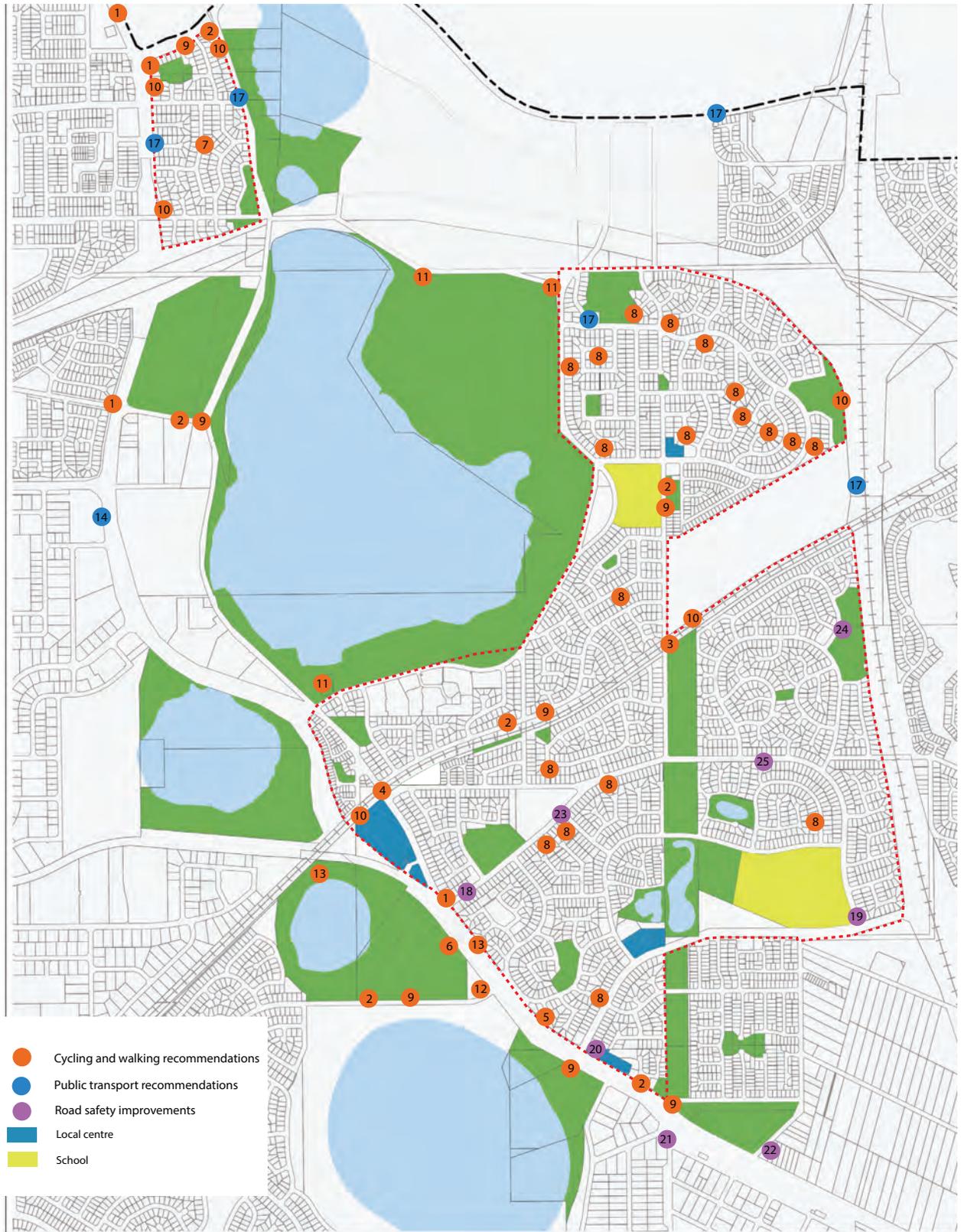
Transport infrastructure should be planned and, if need be, improved to match increased traffic demand. In the case of the Lakes Revitalisation study area the draft changes to existing density codes is predicted to have a negligible impact on the transport network in the short to medium term.

The predicted increased traffic flows can be managed by the existing road network and already planned intersection upgrades as outlined in the Transport assessment provided within the Background Report.

This recognises that development will occur incrementally as we have seen in Spearwood and Hamilton Hill. Over the long term monitoring and targeted improvements where required will be undertaken.

There are however some improvements that can be undertaken now and these are identified within the table on pages 34,35 and 36. The recommendations correspond with the map on page 33.





## Transport recommendations

Number (on plan)	Action	Target date	Works required	Cost estimate	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy, within the current works program or funded/ planned for within another program?
	<b>Cycling and walking related recommendations</b> (*Orange circles – see map)	Low: 5-10 years Med: 1-3 years High: 6 months – 1 years				
1*	Undertake a vehicular safety review and implement safety measures to improve the following road intersections for cyclists and pedestrians: a. Intersection of North Lake Road and Winterfold Road (SW8). b. Intersection of North Lake Road, Gwilliam Drive and Forrest Road (SW10). c. Intersection of North Lake Road and Farington Road (SW8). This intersection also requires vegetation overgrowth maintenance which currently obstructs pedestrian visibility. d. Intersection of North Lake Road and Elderberry Drive.	Short term	Safety Review	\$60,000	Engineering Services	Yes - Main Roads Western Australia crash statistics data and the City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
2*	Improve signage for all major 'SW' bike paths within the Study Area. The objective is to encourage increased cycling activity.	Medium term	Signage & Line Marking	\$50,000	Engineering Services	No – However relevant to the City of Cockburn 2010 Bicycle Network and Footpath Plan
3*	Implement safety measures to improve the pedestrian and cycle crossing at the Annois Road/ Aparra Court railway crossing. The crossing should perpendicularly meet the formal railway crossing rather than bend towards the formal crossing within 1 metre of the railway line.	Medium term	Safety Review & Design	\$30,000	Engineering (lead) with State Government	No – identified safety issue.
4*	Design and implement street improvements to Little Rush Close & Prout Way in favour of cyclists and pedestrians over cars.	Short Term	Investigation & Design	\$30,000	Engineering Services and Parks and Recreation	No – identified safety issue
5*	Line and image mark the existing stretch of path as a shared use path (SUP) on the northern side of North Lake Road from Semple Court to Elderberry Drive / Little Rush Close	Short term	Signage & Line Marking	\$25,000	Engineering Services	Yes - CoC Bicycle and Footpath Plan 2010.
6*	Formalise the PBN route SW34 north along North Lake Road to the Lakes Shopping Centre.	Medium term	Design & Construct	\$150,000	Engineering Services	Yes - CoC Bicycle and Footpath Plan 2010.
7*	Provide a new footpath through the core of North Lake along Coleridge Place.	Medium term	Design & Construct	\$65,000	Engineering Services	Yes - CoC Bicycle and Footpath Plan 2010.
8*	Public access ways (PAWs) within the lakes study area require vegetation maintenance, signage and the provision of bicycle symbol ground markings.	Medium term	Maintenance & Signage	\$50,000	Engineering Services	No - Identified safety and maintenance issues.
9*	Bicycle symbol ground markings require maintenance / repainting throughout the Lakes study area.	Medium term	Maintenance & Signage	25,000	Engineering Services	No – identified maintenance
10*	Implement the seven 'Proposed Actions' as specified by The Lakes Study area community cycling 'Hot Spots' of concern table.	Medium term	Review, Design, Construct	300,000	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
11*	Implement the upgrades to the 'Bibra Lake Circuit' (Project e) as identified by The City of Cockburn Trails Master Plan 2013 on page 46.	Medium term	Design and install signs and markers	30,000	Engineering Services and Parks and Recreation	Yes - The City of Cockburn Trails Master Plan 2013 (Project e)
12*	Implement the upgrades to the 'Little Rush Lake Trail' (Project i) as identified by The City of Cockburn Trails Master Plan 2013 on page 51.	Medium term	Maintenance and signage	\$80,000	Engineering Services and Parks and Recreation	Yes - The City of Cockburn Trails Master Plan 2013 (Project i)
13*	Implement the upgrades to the 'South Lake Trail' (Project q) as identified by The City of Cockburn Trails Master Plan 2013 on page 61.	Medium term	Planning maintenance, signage and trail construction	\$120,000	Engineering Services and Parks and Recreation	Yes - The City of Cockburn Trails Master Plan 2013 (Project q)

Number (on plan)	Action	Target date	Works required	Cost estimate	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy, within the current works program or funded/ planned for within another program?
	<b>Public transport (*Blue circles – see map)</b>	Low: 5-10 years Med: 1-3 years High: 6 months – 1 years				
14*	Engage with the PTA to: <ul style="list-style-type: none"> <li>Improve public transport to the Bibra Lake Employment Area (Bibra Lake West)</li> <li>Address "long travel times" and limited service coverage at evenings and on the weekends across the suburbs.</li> </ul>	Medium term	public transport review	\$20,000	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
15	Upgrade core bus stop infrastructure	Medium term	Review & Replace	\$50,000	Engineering Services (Liaise with WALGA and the Public Transport Authority)	No - Partnership Agreement between WALGA and the Public Transport Authority paper
16	<ul style="list-style-type: none"> <li>Continue to promote the use of Co-funded 'TravelSmart' programs.</li> <li>Continue the implementation of Healthy Spaces and Places initiatives</li> <li>Support programs that encourage active travel to school.</li> </ul>	Ongoing	Education Program	\$20,000	The City's Travel Smart Officer	No - The Department of Transport's 'TravelSmart' programs No - Healthy Spaces and Places – A national guide to designing places for healthy living.
17*	Implement the three identified actions as prescribed by <i>The Lakes Study area community public transport 'Hot Spots' of concern table.</i>	Short term	Traffic Review	\$20,000	Engineering Services to communicate with the Public Transport Authority and the City of Cockburn.	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).

Number (on plan)	Action	Target date	Cost estimate	Funding requirements	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy, within the current works program or funded/ planned for within another program?
	<b>Roads safety (*purple circles – see map)</b>	Low: 5-10 years Med: 1-3 years High: 6 months – 1 years				
19	Berrigan Drive and Elderberry Drive intersection - As shown in the Muriel Court Structure Plan it is planned to realign both the southern end of Elderberry Drive and the northern section of Semple Court to form a 4-leg intersection with Berrigan Drive. That new intersection will be constructed as a roundabout or traffic signals (subject to Main Roads WA approval), subject to further investigation.	This project is tentatively scheduled for 2020-22 on the City's Regional and Major works 2013-2030 plan, but timing will be dependent on funding availability and progress of development in the Muriel Court Precinct.	\$300,000	To be actioned as a DCA item based on demand, funding and MRWA approval.	MRWA, WAPC, City of Cockburn and community development/ DCA funding.	No – However relevant to the Muriel Court Local Structure Plan 110/007, 110/094
20	North Lake Road and Berrigan Drive Intersection – The City's Engineering Services Officers previously identified the need for some improvement of this intersection and have applied for grant funding from the 2015/ 2016 State Black Spot Program to extend the left turn lanes on the west (North Lake Road) and north (Berrigan Drive) legs of the intersection and improve street lighting.	Road upgrade project dependent upon funding. Waiting for announcement from the Minister for Transport. To then be actioned accordingly by the City's engineering services.	\$280,000	N/A - That project has been recommended for funding and it is anticipated an announcement will be made soon by the Minister for Transport.	MRWA, Department of Transport and the City of Cockburn.	Yes - State Black Spot Program funding request.
21	North Lake Road and Hammond Road roundabout leg intersection – This intersection will be improved as part of the current widening of North Lake Road, from Hammond Road to Kentucky Court, to 4-lanes. Separate turn lanes will be provided at Hammond Road for safety and to minimise disruption to continuing traffic.	Current works program	\$180,000	Municipal	Engineering Services	Yes - Current works program
22	North Lake Road and Semple Court intersection – This intersection will be improved as part of the current widening of North Lake Road to 4-lanes. A protected right-turn lane will be provided in the median for motorists turning into Semple Court, and motorists turning right from Semple Court will be able to turn in two stages by temporarily storing in the median on North Lake Road.	Current works program	\$150,000	Current works program	Engineering Services	Yes - Current works program
23	Elderberry Drive and Tamdale Way intersection – Local residents have raised the issue that "School parents parking inappropriately cause visibility issues and park too close to the corner". This intersection is located opposite a pedestrian access point. It is expected parents would park here during peak student pick up/ drop off times. Investigate possible parking provision options for this intersection or alternatively explore pedestrian entry point relocation away from the intersection.	Short term	\$30,000	Municipal	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
24	Bloodwood Circle and Pavonia Heights intersection – Local residents have raised the issue that "This junction of Bloodwood and Pavonia Heights is dangerous. Cars going south on Bloodwood go too fast down-hill there is also limited sight from Pavonia". City road engineer's to investigate and implement improvement options or nomination for State 'Black Spot' Funding. Subject to their professional review.	Medium Term	\$25,000	Municipal	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
25	Elderberry Drive – Local residents have raised the issue that "School zone is not clearly marked, road is too wide and signs are not seen or are ignored, Better line marking needed and electronic signs." City road engineer's in consultation with City Planners to investigate and implement traffic calming, parking provision, dedicated bicycle path and street tree provisions. Design concepts to be prepared by the Strategic Planning department for Elderberry Drive. Implementation of the works to be undertaken by the City of Cockburn Engineering department.	Short term	\$30,000	Municipal	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
Recommendations from existing CoC Strategies:			1,565,000			
New recommendations identified within this Strategy:			555,000			
Total:			2,111,000			

## Program 3 - Improve the Lakes Public Spaces.

### Action 3.1 Continue to revitalise key streets in the Lakes area by continuing street tree planting.

Attractive streetscapes are an integral part of enhancing the character of the Lakes area and encouraging pedestrian and cycle use both throughout the locality. If streets are well presented and functional, then there is a likelihood for a positive effect on land values and will contribute to a place people wish to live and visit and spend time in.

Feedback received from residents is that streets are generally considered attractive in the Lakes area. However improvements can be made to street tree provision and the current layout of Elderberry drive requires review to identify opportunities for on-street car parking and cycle lane markings. This is discussed further in the transport section recommendations.

See map opposite and actions on page 34 for Streetscape upgrade details.

### Action 3.2 Continue upgrades to residential parks and improve the maintenance of the eastern side of Bibra Lake Reserve.

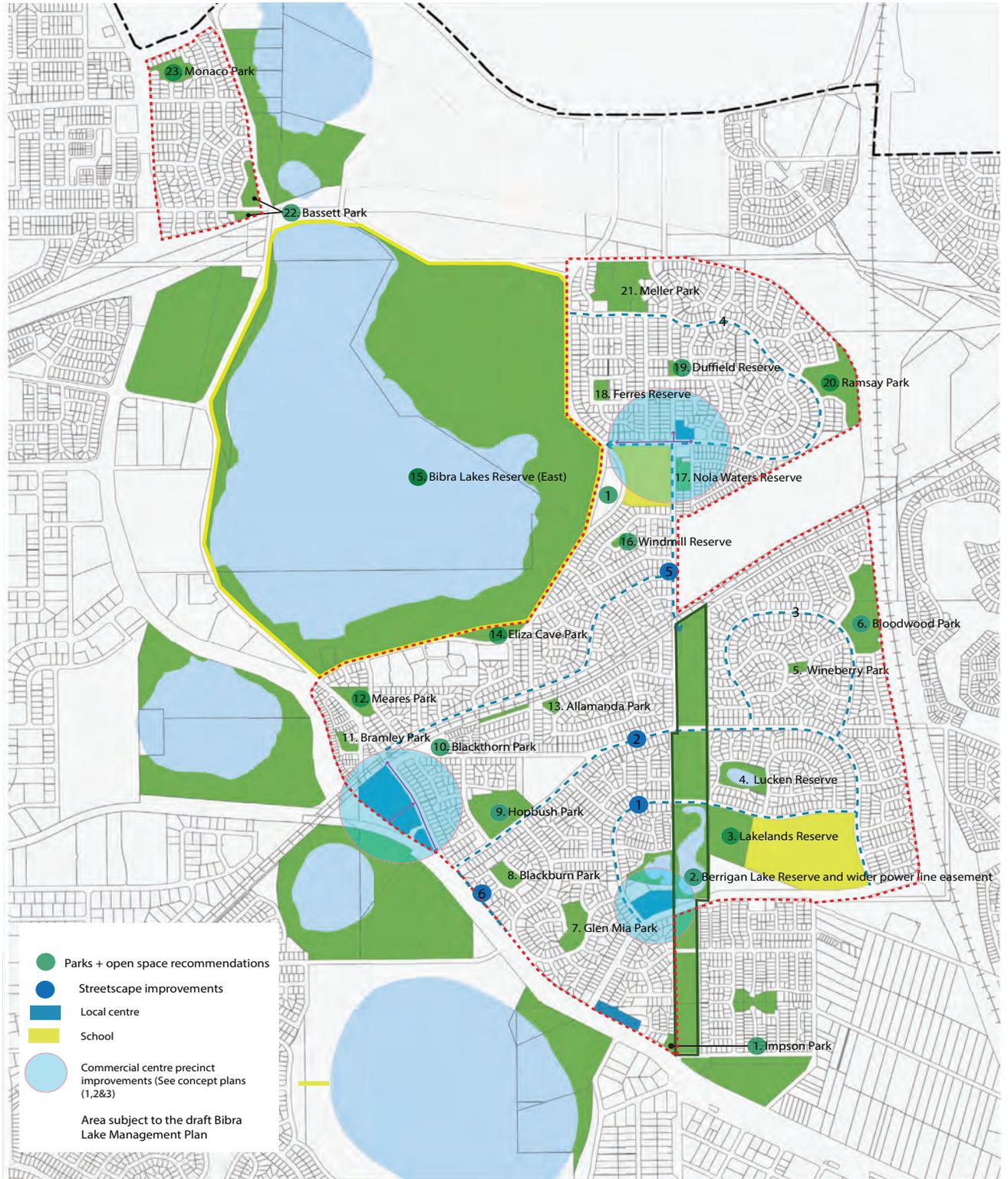
The Lakes area is provided with a wide variety of parks. Some are more natural - such as the areas adjacent to wetland areas, while others are used for more formal activities including sport and play areas for smaller children.

Parks and open space are popular within the Lakes area. Between 83% and 89% of respondents of the survey 'agree' that the Parks meet the needs of themselves and their families.

The map (opposite) identifies parks in the study area. These numbered parks correlate with the recommendations identified within the table on page 34.

With regard to the eastern side edge of Bibra Lake the biggest improvements can come from regular maintenance of this area. The below image illustrates the recommended actions.





Parks, streetscapes upgrades reference map (See page 34 for actions)

Number (on plan)	Park/street/project name	Park primary function	Action	Target date	Funding Requirements	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy?
<b>Parks (green circles)</b>							
1	Impson Park	Underutilised and undeveloped vacant land. Excess to needs.	Rezone to R80: <ul style="list-style-type: none"> <li>Land underutilised</li> <li>Sufficient POS adjoining</li> <li>Ensure a PAW on the northern boundary.</li> </ul>	When the scheme amendment is undertaken to implement the strategy objectives.		Strategic Planning and Land Management Departments	No – first time proposal
2	Berrigan Lake Reserve and wider power line easement	Recreation space	Implement the South Lake Precinct Upgrade and Redevelopment Plan	2019/2020	Stage 5 - \$350,000 Stage 6 - \$350,000	Parks Service Unit	Yes - The concept plan is an adopted concept as part of "Connecting South Lake 2003. The Parks Team are part way through actioning the plans.
3	Lakelands Reserve	Sport space	This park is under review for regional sport needs.	TBA	TBA	Parks Service Unit and Recreation Service unit	Yes - POS Strategy 2014-2024
4	Lucken Reserve	Recreation – passive, children's play.	No further improvements identified	-	-	-	Yes - POS Strategy 2014-2024
5	Wineberry Park	Recreation – passive, children's play.	No action recommended – A new playground recently added	-	-	-	Yes - POS Strategy 2014-2024
6	Bloodwood Park	Recreation – passive, children's play, BBQ facilities	Neighbourhood Park requiring BBQ, picnic settings, shelters and landscaping. Exercise Equipment to be installed in 2015/16 through the CIL Strategy.	Medium term	\$200,000	Parks Service Unit	Yes - POS Strategy 2014-2014 Yes - CIL Strategy 2014 - 2016
7	Glen Mia Park	Recreation – passive, children's play, dog exercise area	No further improvements identified	-	-	-	Yes - POS Strategy 2014-2024
8	Blackburn Park	Recreation – passive, children's play.	No further improvements identified	-	-	-	Yes - POS Strategy 2014-2024
9	Hopbush Park	Recreation – active and passive, children's play, BBQ facilities.	Exercise Equipment to be installed 2015/16 (CIL Strategy). Shelter and seating required to support existing infrastructure	Medium term	\$100,000	Parks Service Unit	Yes - POS Strategy 2014-2014 Yes - CIL Strategy 2014 - 2016
10	Blackthorn Park		Improve landscaping and amalgamate the play areas.	Medium term	\$100,000	Parks Service Unit	Yes - POS Strategy 2014-2024
11	Bramley Park	Recreation – passive, children's play.	No action recommended	-	-	-	Yes - POS Strategy 2014-2024
12	Mearns Park	Recreation – neighbourhood space, children's play	Playground Shade Sail, picnic setting, shelters and landscaping	Medium term	\$150,000	Parks Service Unit	Yes - POS Strategy 2014-2024
13	Allamanda Park	Recreation – passive, children's play.	No action recommended	-	-	-	-
14	Eliza Cave Park	Recreation – passive, children's play, cycling, walking	Proposed to relocate and upgrade 200m north – see the Bibra Lake Reserve (east) concept plan (recommendation 3.4 of the Lakes Revitalisation Strategy)	Medium term	Cost integrated into "Bibra Lake Reserve (east) concept plan"	Parks Service Unit	See recommendation 3.4 for further details.

Number (on plan)	Park/street/project name	Park primary function	Action	Target date	Funding Requirements	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy?
15	Bibra Lake Reserve (east) concept plan	Currently - Skate Park	See recommendation 3.4 of the Lakes Revitalisation Strategy. Recommend this space consolidate several activities required in the area and address desires identified in the community forum. Including: <ul style="list-style-type: none"> <li>Improved skate facilities over time (\$400,000-500,000)</li> <li>An enclosed dog area (\$55,000)</li> <li>Children's play area (\$100,000)</li> <li>Seating and tables (\$30,000)</li> <li>Car parking, including a hard stand area for a food van (\$300,000)</li> </ul>	Medium term	\$985,000	Parks and Service unit	No - This concept will require an amendment to the Bibra Lake Management Plan in the first instance.
16	Wind mill reserve	Recreation – local space, child play elements	Additional footpath required	Medium term	\$50,000	Parks Service Unit	Yes - POS Strategy 2014-2024
17	Nola Waters Reserve	Undeveloped	No action recommended	-	-	-	Yes - POS Strategy 2014-2024
18	Ferres reserve	Recreation – passive, children's play.	No action recommended	-	-	-	Yes - POS Strategy 2014-2024
19	Duffield Reserve	Recreation – passive, children's play.	Incorporate playground and shade sail, landscaping.	Medium term	\$100,000	Parks Service Unit	Yes - POS Strategy 2014-2024
20	Ramsay Park	Recreation Space – Neighbourhood park – social space and playground facilities	<ul style="list-style-type: none"> <li>Exercise equipment</li> <li>Bbq/s</li> <li>Picnic setting</li> <li>Landscaping</li> <li>Increase playground features</li> </ul>	Medium term	\$250,000	Parks Service Unit	Yes - POS Strategy 2014-2024
21	Meller Park	Recreation – unstructured sports, passive, children's play.	No action recommended	-	-	-	Yes - POS Strategy 2014-2024
22	Bassett Park	Recreation Space – Neighbourhood park – social space and playground facilities	Picnic seating areas, gazebo and sports infrastructure.	Medium term	\$150,000	Parks Service Unit	Yes - POS Strategy 2014-2024
23	Monaco Park	Recreation – passive, children's play, dog exercise area	Landscaping	Medium term	\$20,000	Parks Service Unit	Yes - POS Strategy 2014-2024
<b>Total:</b>					<b>2,805,000</b>		

## STREETSCAPES

Streets (Blue circles)	Street	Works recently undertaken/streetscape elements	Further recommendations	To be actioned by	Funding Requirement	Reference document and further comments
1	South Lake Road, South Lake		<ul style="list-style-type: none"> <li>Street tree planting required.</li> </ul>	Parks Service Unit	\$250,000	Yes - POS Strategy 2014-2024
2	Elderberry Drive	Street tree planting done on both sides of the street	<ul style="list-style-type: none"> <li>Street tree planting down centreline</li> </ul>	Parks Service Unit		Yes - POS Strategy 2014-2024
3	Bolderwood Drive	Street tree planting already undertaken	No further recommendation	-	-	-
4	Parkway Drive	Jacaranda's planted both sides of the street	No further recommendation	-	-	-
5	Berrigan Drive	<ul style="list-style-type: none"> <li>Good provision of advanced street trees.</li> </ul>	<ul style="list-style-type: none"> <li>Strengthen the gateway treatment on the corner of Elderberry Drive</li> <li>Strengthen the gateway treatment on the corner of Berrigan Drive.</li> </ul> <p>Both locations - As shown on map. Scale of landscaping/treatment to respond to context.</p>	Parks Service Unit	\$50,000	Yes - POS Strategy 2014-2024
6	North Lake Road (South- East of Elderberry Drive)	<ul style="list-style-type: none"> <li>Cnr of North Lake Road and Osprey Drive intersection recently upgraded by Main Roads.</li> </ul>	<ul style="list-style-type: none"> <li>Verge area where shared path is requires clearing on Eastern side of road.</li> </ul>	Parks Service Unit	NIL – Maintenance (clearing)	
<b>Total:</b>					<b>\$300,000</b>	

**Action 3.3 Create a multifunctional gathering space on the eastern side of Beeliar Wetland (skate area), encompassing: Facilities for food vans, skating, dog walking, picnic tables, shade areas.**

A clear desire by residents was a key public space and gathering area on the eastern side of the lake. Also desired was an enclosed area for dogs and a cafe.

While the City has very little influence on the provision of a cafe, other than allowing for the appropriate zone to allow a cafe

business to operate, it can provide the area and facilities for a food van to pull up in the area.

As a result the following concept plan provides details for such a space to accommodate these functions.

Given this area falls within the Bibra Lake Management Plan area there is a requirement for the plan to be amended before these works can be undertaken.

This ensures orderly planning and protection of the Lake and its natural assets.



**Bibra Lake Recreation Node**

### Action 3.4 Undertake public realm upgrades around the 3 local centres.

A clear opportunity to improve the amenity and character of the Lakes area is through Streetscape upgrades around the 3 local centres.

The concept plans establish a vision for future Streetscape enhancement in key locations. Key objectives of the regeneration of these streets are to:

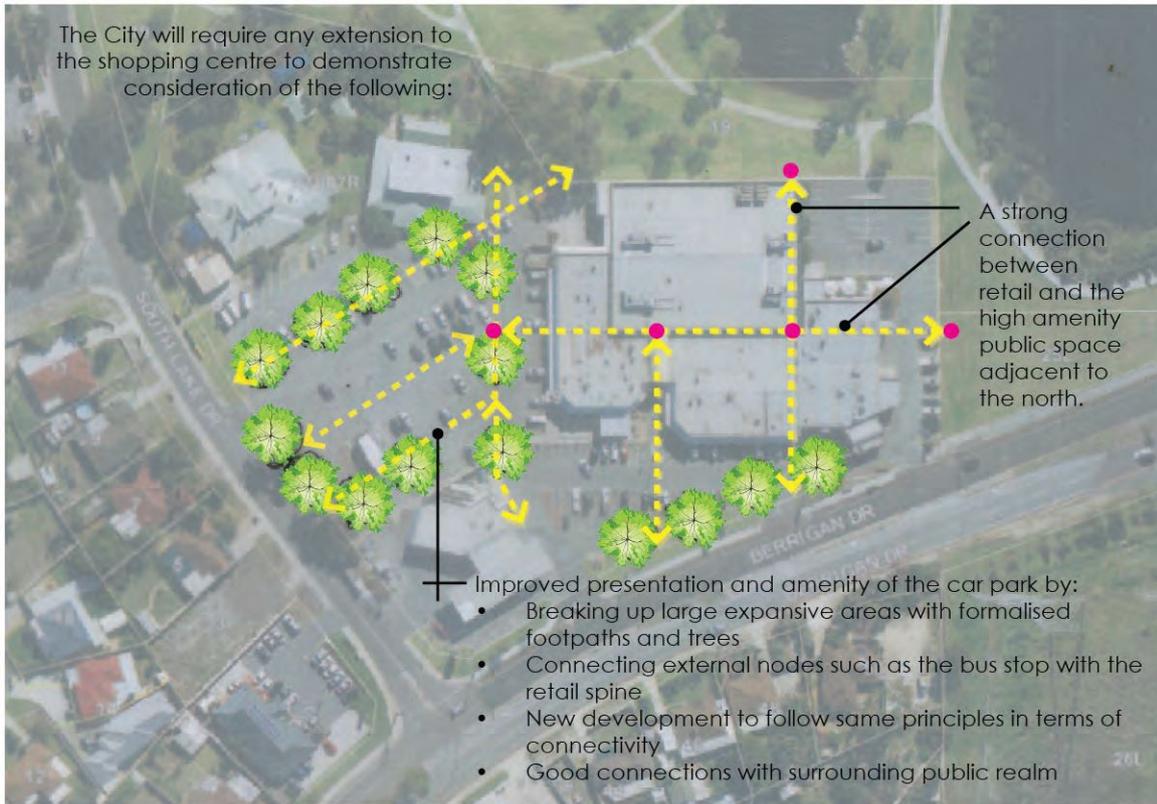
- Reinforce the centres as a strong focal point of the suburbs;
- Improve linkages and relationship between residential areas and the centres;
- Improve pedestrian amenity, safety, and street legibility;
- Encourage pedestrian and cycle

movement;

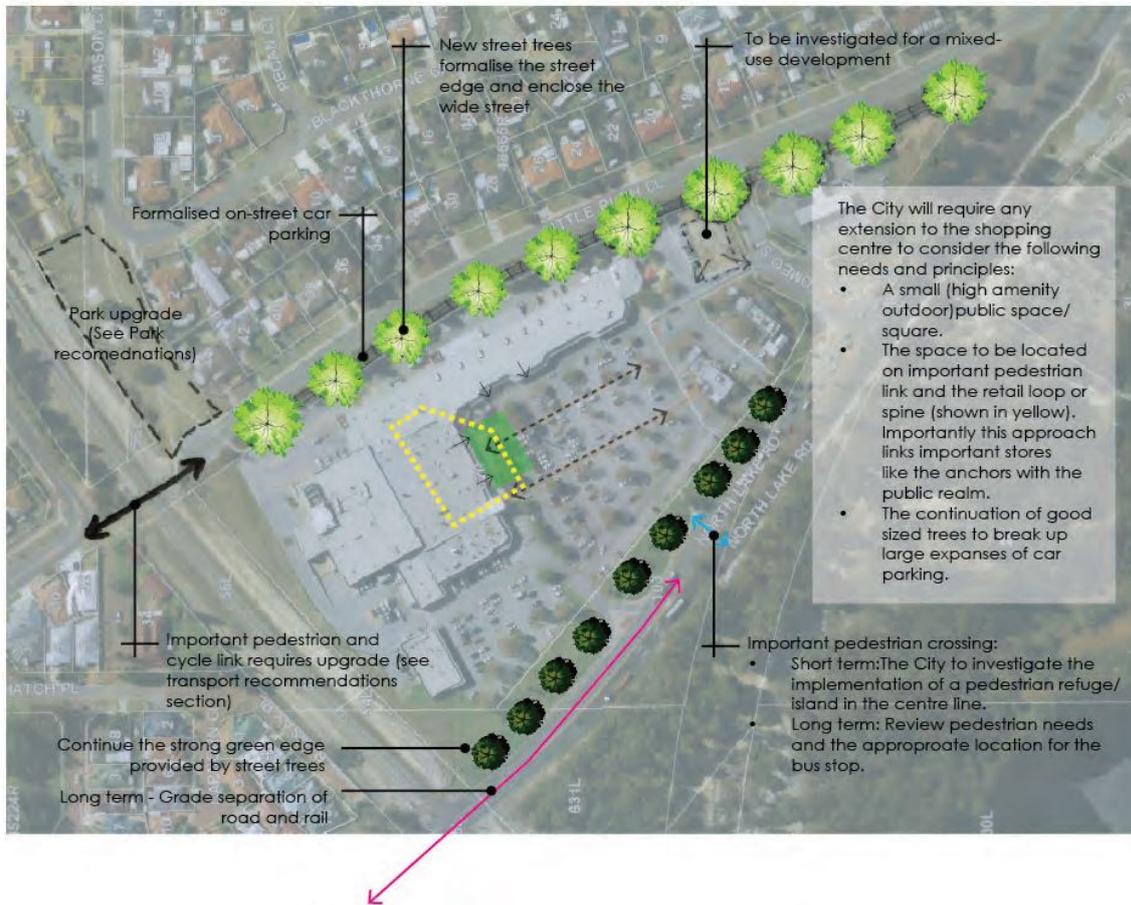
- Accommodate more trees;
- Define the street environment and assist in managing vehicle speeds;
- Provide flexible options for developments to accommodate car parking.



**Bibra Lake Local Centre Concept Plan**



### Berrigan Drive Local Centre Concept Plan



### The Lakes Neighborhood Centre Concept Plan

### **Action 3.4 Facilitate the provision of underground power by applying for the next round of funding through the State Underground Power Program.**

The Coolbellup East Underground Power Project in 2013 saw the undergrounding of power lines in the eastern portion of Coolbellup. This was a result of the State Underground Power Program which was a partnership between the Government of Western Australia (through the Office of Energy), Western Power and the City of Cockburn, to improve residential amenity and security of power supply.

The next round of funding is likely to apply for funding to provide underground power for the remaining, western side of Coolbellup.

It is also considered appropriate that the Lakes suburbs be included within this next application for funding.

It is noted the application is subject to approval and does require community consultation with affected landowners to identify support (80% required) for residents to contribute what is usually 50% of the costs.

Further information will be available to residents at such time as an application is commenced.

## **3.0 Implementation**

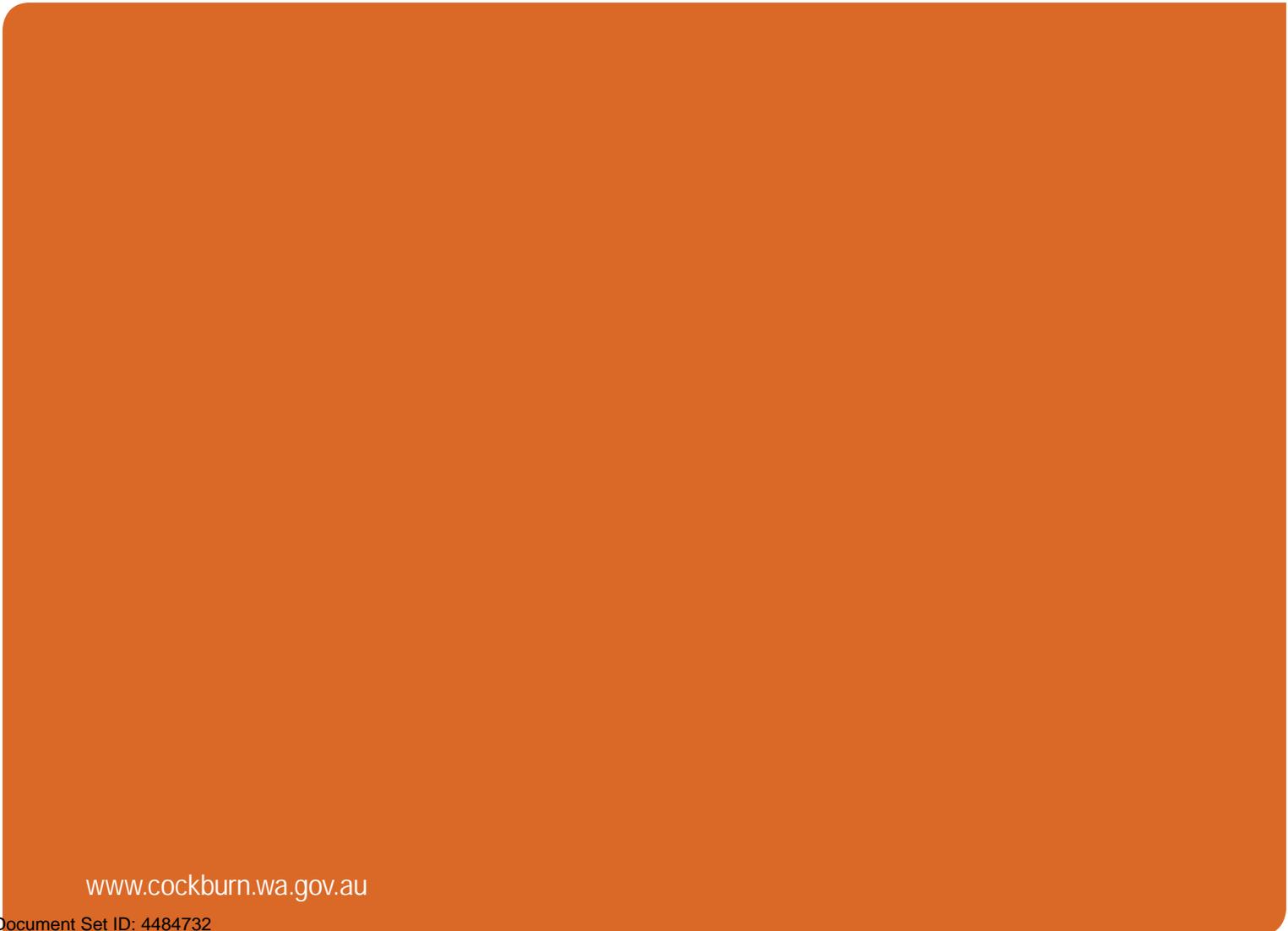
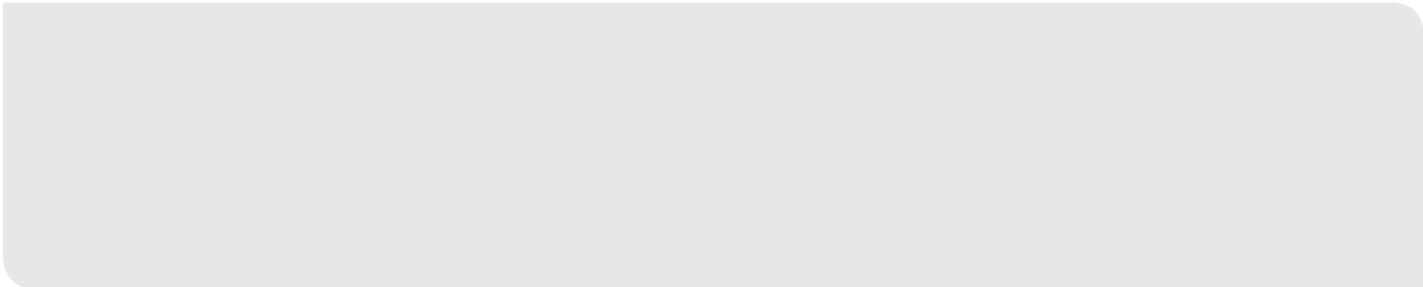
---

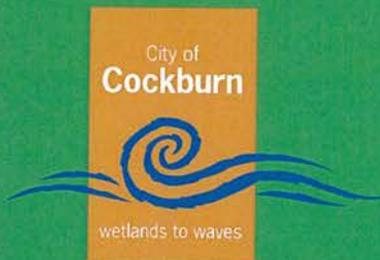
The revitalisation strategy will be implemented in accordance with the table on page 46.

Certain recommendations, such as the scheme amendment process required to implement the recommended residential density changes, will be implemented as part of the City's normal processes using existing resources and allocations. However there are costs associated with the recommendations relating to park upgrades, streetscape upgrades and transport related initiatives.

The proposed works will need to be funded and planned for within the City's budgeting framework.

Actions to implement the Lakes Revitalisation Strategy						
Actions		Stakeholders	Priority	Timeframe	Cost estimate	Relevant area of Strategic Plan
1.1	Amend TPS3 in accordance with the Residential Density and Zoning Plan.	Lead Department: Planning Services Department	High	6 months-1 year	Internal	Governance Excellence Demographic Planning
1.2	Undertake a drainage review.	Lead Department: Engineering	Medium	1 - 3 years	\$40,000*	Infrastructure development
1.3	Prepare acoustic guidelines to accompany the City's Noise Attenuation Local Planning Policy	Lead Department: Planning Services Department	High	6 months-1 year	Internal	Infrastructure development
2.1	Prepare an action plan to deliver the recreation loop concept and report to Council for adoption and funding support.	Lead Department: Planning Services Department	Medium	1 - 3 years	\$700,000*	Infrastructure development Lifestyle and aspiration achievement
2.2	Engage with the Public Transport Authority to undertake a review of bus services and routes within the locality.	Lead Department: Engineering	High	6 months-1 year	Internal	Lifestyle and aspiration achievement
2.2-2.4	Undertake the transport related recommendations identified within the table on page 34-36.	Lead Department: Engineering	Medium	1 - 3 years	\$2,420,000 (1,565,000*)	Infrastructure development
3.1	Continue street tree planting along South Lake Dr, Berrigan, Elderberry -Strength planting	Lead Department: Park and Environment Department Support Department: Planning Services External: Landowners	Medium	1 - 3 years	\$300,000*	Lifestyle and aspiration achievement
3.2	Undertake upgrades to residential parks as identified within the table on page 39-40.	Lead Department: Park and Environment Department	Ongoing – see page 39-40 for park specific timeframes	Ongoing	\$1,120,000*	Infrastructure development
3.3	1. Undertake an amendment to the Bibra Lake Management Plan in support of the Bibra Lake East Recreation Area Concept Plan. 2. Undertake more detailed design drawings and deliver the project.	Lead Department: Park and Environment Department Support Department: Strategic Planning	High	6 months-1 year	\$985,000	Infrastructure development
3.4	Undertake public realm upgrades around the 3 local centres.	Lead Department: Park and Environment Department	Medium	1 - 3 years	\$80-100,000	Infrastructure development
3.5	Facilitate the provision of underground power for the Lakes suburbs by applying for the next round of funding through the State Underground Power Program.	Lead Department: Engineering	High	6 months-1 year	To be costed.	Infrastructure development
<b>Recommendations from existing CoC Strategies and plans*:</b>					\$3,725,000]	
<b>New recommendations identified within this Strategy:</b>					\$1,640,000	
<b>Total:</b>					<b>\$5,365,000</b>	





CITY OF COCKBURN  
**THE LAKES REVITALISATION  
STRATEGY**

**BACKGROUND REPORT**

DECEMBER 2015

[www.cockburn.wa.gov.au](http://www.cockburn.wa.gov.au)

## Contents

---

**Introduction 3**

---

**Planning Policy Framework 3**

---

**Regional and Local Context 13**

---

**Indigenous and European History 13**

---

**Demographics 17**

---

**Town Centre and Community  
Facilities 20**

---

**Streetscape Assessment 22**

---

**Land in proximity to major roads and  
the railway line 24**

---

**Transport and Accessibility 30**

---

**Stakeholder Consultation 25**

---

**Appendix 1: Outcomes Report -  
Resident and Landowner survey**

---

**Appendix 2: Outcomes Report:  
Community Visioning Forums**

---

## Introduction

This Background Report provides the justification for the Strategy recommendations by detailing:

- Relevant planning framework and policies to be considered;
- An explanation of the R-Codes;
- Regional context;
- Local context including: History, demographics, town centre and community facilities;
- A streetscape assessment;
- An Integrated Public Open Space Assessment;
- A Transport and Accessibility Assessment;
- Urban infill and medium density development lessons learnt by the City, and;
- Stakeholder consultation outcomes.

At the end of each chapter, key findings are summarised to inform the Strategy recommendations.

The Revitalisation Strategy reflects the comprehensive State Government planning framework embodied in various strategies and policies. The City's local strategic plans is also embedded in the Plan.

## Planning policy framework

### State Planning Strategy 2050

The State Planning Strategy 2050 (SPS) provides a guide for public and local authorities to frame their legislative responsibilities in matters that regard land use planning, land development and transport planning. The Strategy provides a set of principles based upon Community, Infrastructure, Environment, Economy, Regional Development and Governance. Through these principles the Strategy guides future planning decisions.

The SPS identifies planning considerations and strategic direction that relates directly to the formulation of the Lakes Revitalisation Strategy and provides the agenda for urban infill and urban regeneration projects throughout Perth, those directions include;

- Land Availability – ensuring the sustainable supply, use and development of land with a strong presumption in favour of the sustainability of prime agricultural land.
- Spaces and Places – creating spaces and places that foster culture, liveability, enterprise and identity.
- Affordable Living – enabling affordable living through housing diversity and compact settlements.
- Health and Well-Being – encouraging active lifestyles, community interaction and betterment.
- Environment – conserving biodiversity, achieving resilient ecosystems, protecting significant landscapes and managing the state's natural resources in a sustainable manner.

To view the State Planning Strategy 2050 visit [www.planning.wa.gov.au](http://www.planning.wa.gov.au)

### Directions 2031 and beyond: Metropolitan planning beyond the horizon

"Directions 2031 and Beyond" is a high level strategic plan that establishes a vision for future growth of the Perth and Peel regions. It provides framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate growth.

A key objective within Directions 2031 and beyond is to manage and progress the relationship between where people reside and where people are employed, reduce travel times and cost, and the associated impact on transport systems and the environment.

### Perth and Peel @3.5 million (draft)

The Perth and Peel @3.5 million document seeks to update the Directions 2031 Strategy, developed to engage Perth in a discussion on future expectations around accommodating an increasing population whilst maintaining a familiar lifestyle for residents. The document provides a guide to manage urban growth, achieve increased urban consolidation and residential housing choice, required to accommodate the long term population growth.

Under the 'connected city' scenario, the need to provide urban infill has been identified at a target rate of 47%; meaning that by 2050, 380,000 of the 800,000 new dwellings will be within strategic infill positions. The connected city approach relies upon strategies such as the Lakes Revitalisation Strategy, and previous City of Cockburn strategies, to deliver its objectives for the Perth Metropolitan area.

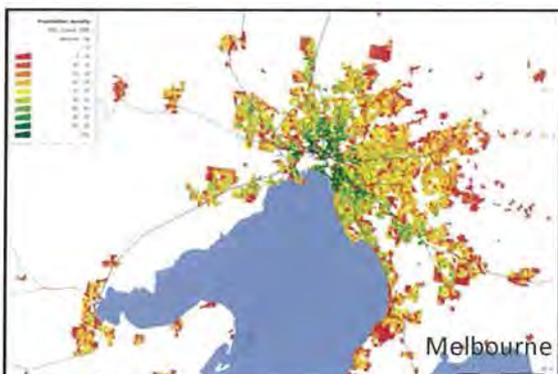
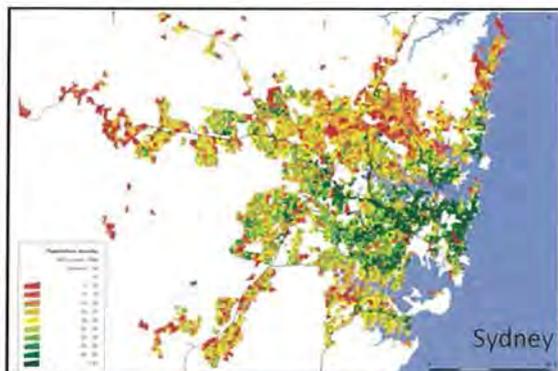
Images (Right) sourced from: <http://chartingtransport.com/2012/10/19/comparing-the-residential-densities-of-australian-cities-2011/>

Perth's population 2011 **2,021,200**

3.5 million Perth's projected population 2050

More than **1.5 million** new residents

**800,000** new dwellings



The above images demonstrate the low density nature of Perth compared to Sydney and Melbourne. Red = low density, green = high density. Illustrating the need to consolidate housing options and reduce the negative impact of sprawl.

### **South Metropolitan Peel Sub-Regional Planning Framework: Perth and Peel @ 3.5 million (draft)**

As an implementation mechanism of Perth and Peel @3.5 million, the Department of Planning released for advertising draft sub – regional planning framework documents, including the South Metropolitan Peel Sub-Regional Planning Framework. The draft Sub Regional Strategy focuses on establishing a long term and integrated framework for land-use and infrastructure provision.

Within the Sub-Regional Strategy the City of Cockburn is identified as requiring an estimated dwelling supply of approximately 14,678 dwellings that will provide an additional 32,292 residents by 2050. Furthermore, the draft strategy has identified a declining trend in the average household occupancy in the South-West subregion, together with an ageing population. This suggests it may be timely and appropriate to investigate opportunities to encourage diverse housing types when regenerating residential areas such as the Lakes area. Particularly given the ageing housing stock, some of which is up to 35 years old, currently located within the area.

### **State Planning Policy No. 3.1 – Residential Design Code of Western Australia**

The Residential Design Codes of Western Australia ("the R-Codes") provides the basis for the control, through local government, of residential development throughout Western Australia. The R-Codes aims to address emerging design trends, promote sustainability, improve clarity, and highlight assessment pathways to facilitate better residential design outcomes throughout Western Australia

The R-Codes provides minimum and average lot areas for each R code. Local planning schemes then apply an R coding, for example: R20, R30, R40, to residential zoned land which is used to control the subdivision of land.

Table (below) is an excerpt from Table 1 of the R-Codes and sets out the minimum and average site area for R20-R80 single and grouped dwellings and for multiple dwellings codes (above R30).

Please note that the table is inclusive of the amendments that were made to the R-Codes on 23 October 2015. This amendment affected the potential yield of apartments that can be built on blocks coded R30 and R35. A copy of the R-Codes and further details on the recent amendments can be found on the WAPC website.

R-Code	Dwelling Type	Minimum site area per dwelling (m2)
R20	Single house* or grouped dwelling**	Min 350 Ave 450
	Multiple dwelling	450
R25	Single house or grouped dwelling	Min 300 Ave 350
	Multiple dwelling	350
R30	Single house or grouped dwelling	Min 260 Ave 300
	Multiple dwelling	300
R35	Single house or grouped dwelling	Min 220 Ave 260
	Multiple dwelling	260
R40	Single house or grouped dwelling	Min 180 Ave 220
R50	Single house or grouped dwelling	Min 160 Ave 180
R60	Single house or grouped dwelling	Min 120 Ave 150
R80	Single house or grouped dwelling	Min 100 Ave 120

**Minimum site area requirements (extract from the R-Codes)**

Multiple dwellings on land coded R40 and above are controlled in a different manner. Multiple dwellings are controlled via a plot ratio, maximum building height and minimum open space. Plot ratio is the ratio of the gross total of all floors of buildings on a site to the area of land in the site boundaries. The following table is an excerpt from Table 4 of the R-Codes which summaries the key control relating to multiple dwellings on land coded R40 and above.

R-Code	Maximum Plot Ratio	Minimum Open Space (% on site)	Maximum height (m)		
			Top of external wall	Top of external wall (roof concealed)	Top of pitched roof
R40	0.6	45	6	7	9
R50	0.6	45	9	10	12
R60	0.7	45	9	10	12
R80	1.0	*	12	13	15

**Multiple and grouped dwelling general site requirements R30-R80 (extract from the R-Codes)**

It is important to note that there are additional requirements under the R-Codes when considering the development and subdivision of land.

The above description of the R-Codes only covers requirements which relate to dwelling yield. Other requirements of the R-Codes include:

- Streetscape;
- Boundary setbacks;
- Open space;
- Access and parking;
- Site works;
- Building height;
- Privacy; and
- Designing for climate.

Further information see the following information sources:

Further information regarding the R-Codes - [www.planning.wa.gov.au/Residential-design-codes.asp](http://www.planning.wa.gov.au/Residential-design-codes.asp)

For information to assist in further understanding:

- Housing types
- House and site design considerations
- Neighbourhood planning

See the *Towards Perth and Peel@3.5million - Diverse City by Design* document -

[www.planning.wa.gov.au/dop\\_pub\\_pdf/Diverse\\_City\\_by\\_Design\\_Fact\\_Sheets.pdf](http://www.planning.wa.gov.au/dop_pub_pdf/Diverse_City_by_Design_Fact_Sheets.pdf)

## Explanatory guide to the R-Codes for R20 to R80

### R20

An R Code of R20 means that an average of 450 m<sup>2</sup> is required per dwelling.

Existing Lot Size	450-899 m <sup>2</sup>	900-1,349 m <sup>2</sup>	1,350-1,799 m <sup>2</sup>	1,800-2,249 m <sup>2</sup>	2,250 m <sup>2</sup> plus
Potential No. of dwellings <sup>1</sup>	1	2	3	4	5 or more
	Single and Grouped Dwellings				
	Multiple Dwellings	2	3	4	5 or more

### R30

An R Code of R30 means that an average of 300 m<sup>2</sup> is required per dwelling.

Existing Lot Size	300-599 m <sup>2</sup>	600-899 m <sup>2</sup>	900-1,199 m <sup>2</sup>	1,200-1,499 m <sup>2</sup>	1,500 m <sup>2</sup> plus
Potential No. of dwellings <sup>1</sup>	1	2	3	4	5 or more
	Single and Grouped Dwellings				
	Multiple Dwellings	2	3	4	5 or more

### R40

An R Code of R40 means that an average of 220 m<sup>2</sup> is required per dwelling.

Existing Lot Size	220-439 m <sup>2</sup>	440-659 m <sup>2</sup>	660-879 m <sup>2</sup>	880-1,099 m <sup>2</sup>	1,100 m <sup>2</sup> plus
Potential No. of dwellings <sup>1</sup>	1	2	3	4	5 or more
	Single and Grouped Dwellings				
	Multiple Dwellings <sup>2</sup>	2-4	4-6	6-8	8-10

### R60

An R Code of R60 means that an average of 150 m<sup>2</sup> is required per dwelling

Existing Lot Size	150-299 m <sup>2</sup>	300-599 m <sup>2</sup>	600-749 m <sup>2</sup>	750-899 m <sup>2</sup>	900-1,049 m <sup>2</sup>	1,050-1,199 m <sup>2</sup>
Potential No. of dwellings <sup>1</sup>	2	3	3-4	4-5	6-7	7-8
	Single and Grouped Dwellings					
	Multiple Dwellings <sup>2</sup>	1-2	3-5	5-7	7-9	9-13

### R80

An R Code of R80 means that an average of 120 m<sup>2</sup> is required per dwelling

Existing Lot Size	180-359 m <sup>2</sup>	360-539 m <sup>2</sup>	540-719 m <sup>2</sup>	720-899 m <sup>2</sup>	900-1,299 m <sup>2</sup>	1,300-1,999 m <sup>2</sup>
Potential No. of dwellings <sup>1</sup>	1-2	2-3	3-4	4-6	7-9	10-15
	Single and Grouped Dwellings					
	Multiple Dwellings <sup>2</sup>	2-5	5-8	8-11	11-13	13-19

#### Notes:

- The ultimate lot yield will be affected by other factors. Some of these are listed below
  - whether an existing house is retained or not,
  - whether the proposed development is for a "baffle-axe" subdivision,
  - the ability to vary the minimum site area requirements under Clause 5.1.1 Site Area of the R-Codes.
- Potential No. of Multiple Dwellings (above R40) have been calculated using an assumed average dwelling area of 63m<sup>2</sup>. However, dwellings can be as small 40m<sup>2</sup>.

### City of Cockburn Planning Strategy

The City of Cockburn's Local Planning Strategy (LPS) sets out the long-term planning directions for Cockburn and provides the rationale for the zones and other provisions of the Town Planning Scheme 3. The LPS sets out the City's general aims and intentions for future long-term growth and change.

The following strategies from the LPS directly relate to the formulation of the Coolbellup Revitalisation Strategy:

- Promote development near public transport routes and minimise trip lengths in order to maximise local convenience and minimise the environmental impacts of private car users.
- Encourage cycling by defining and implementing cycle networks and promoting the provision of end-of-trip facilities.
- Provide a range of housing opportunities for a diverse mix of people.
- Promote mixed uses of land in communities, especially through the location of housing in commercial centres.
- Ensure neighbourhoods include appropriate amounts of local open space.
- Enhance local identity and character by preserving buildings and places with historic, architectural, scientific or scenic value.

### City of Cockburn Sustainability Action Plan 2015/16

The City of Cockburn's Sustainability Action Plan 2015 – 2016, forms part of the City's integrated reporting platform. The action plan assists in identifying how the City will work towards the City's vision as the most attractive place to live, work, visit and invest in, within the Perth Metropolitan area. The following actions directly relate to the development of the strategy:

- To plan neighbourhoods with a range of residential densities which increase towards the neighbourhood's centre;
- Develop a strategic approach to community engagement, and
- Enhance a sense of community ownership and promote Cockburn as an attractive place to live, work and visit.

Contributing to these actions is the identified requirement to deliver the Lakes Revitalisation Strategy is a key action identified.

### The Coolbellup, Hamilton Hill, and Phoenix Revitalisation Strategies.

All 3 strategies are adopted and provide a comprehensive plan to guide future development including guidance as to how future urban infill will be delivered and works required to facilitate improvements in the urban environment.

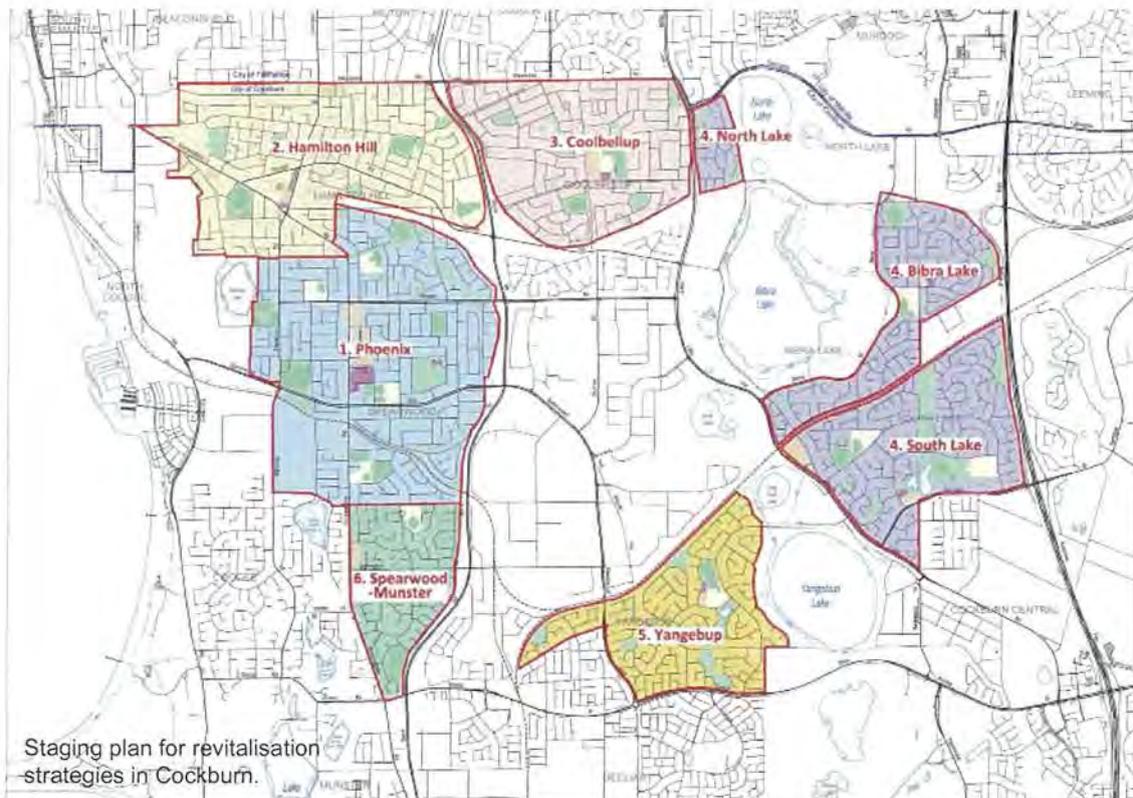
The Phoenix Revitalisation Strategy was a precursor to the Hamilton Hill Revitalisation Strategy and was finalised in May 2009. The Phoenix Strategy lies immediately to the south of the Hamilton Hill Strategy area. It provides a comprehensive plan to guide future development within the established suburb of Spearwood and a portion of Hamilton Hill. The Hamilton Hill Revitalisation Strategy identified amongst other recommendations identified strategies to address the ageing building stock and revitalise public areas.

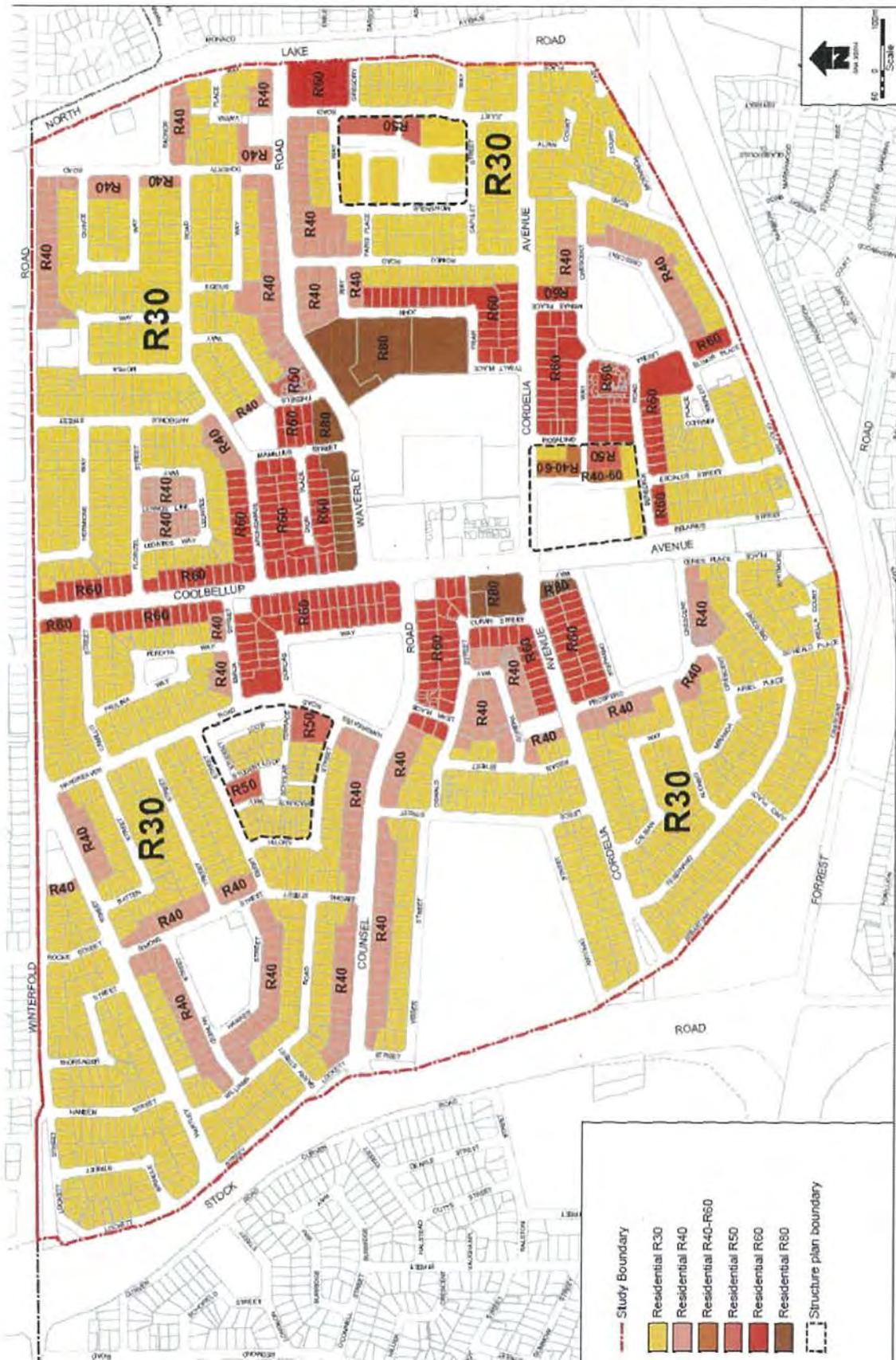
The Coolbellup Revitalisation Strategy for example focused on:

- Identifying opportunities to attract a more diverse building stock;
- Promoting good design outcomes by proposed changes to APD58 – Residential Design Guidelines, and;
- Opportunities to revitalise key streets.

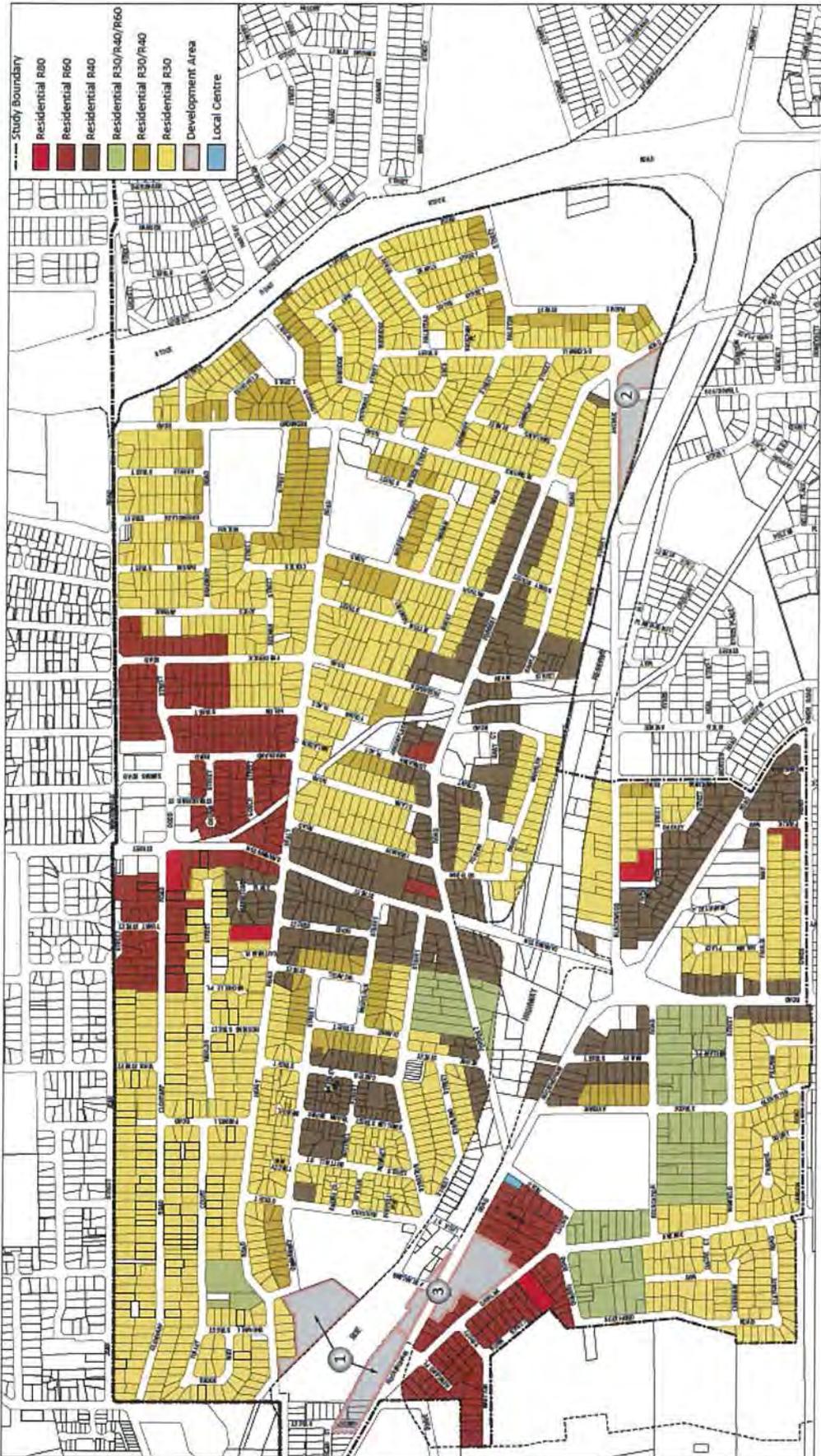
A copy of all 3 revitalisation strategies are available on the City's website.

The below figure provides the City's staging plan for revitalisation strategies across Cockburn.





Coolbellup Revitalisation Strategy Residential Density Zoning Plan (Extract from Coolbellup Revitalisation Strategy)



Hamilton Hill Revitalisation Strategy Residential Density Zoning Plan



## Regional context

The Lakes suburbs are located within the South West corridor of the Perth metropolitan region approximately 18km from Perth CBD. At a regional level the area is well connected and in close proximity to the new Fiona Stanley Hospital, Murdoch University precincts, Fremantle city centre. The evolving regional centre of Cockburn Central is located to the south of the Lakes area, providing a strong provision of retail, recreation and support services.

The strategy area is close to major employment nodes including Fremantle, the Australian Marine Complex in Henderson, Jandakot Airport and Kwinana heavy industrial area, the growing and future nodes of Latitude 32 industrial area, Cockburn Central and Cockburn Coast.

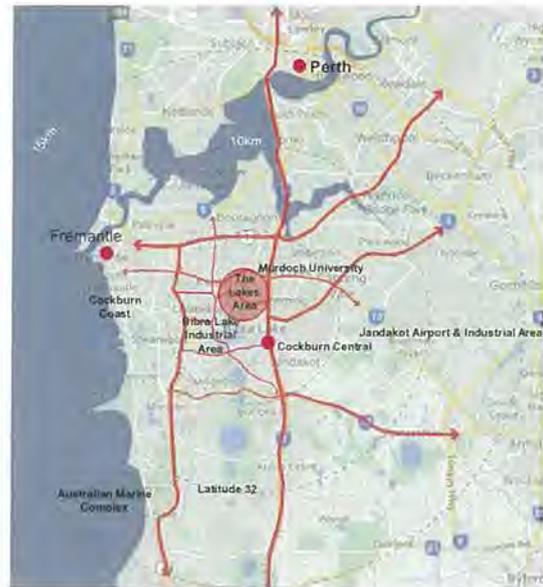
In close proximity are several educational centres including North Lake Senior High School, Lakelands High School and private institutions such as Waldorf School, Seton Catholic College and Emmanuel Catholic College. As a result the Lakes area is well located in terms of services, schools, community facilities and retail needs.

## Local context

### Aboriginal history

The City of Cockburn is known to the Indigenous traditional owners of the area as Beeljar Boodjar. Beeljar are one of the clans of the Whadjuk group of Nyungar and Beeljar Nyungar means 'river people'. Boodjar means land (City of Cockburn, n.d).

'The Dreaming' is a term used to describe Aboriginal creation stories about events



The Lakes suburbs and the surrounding region

within and beyond the living memories of Aboriginal people. The Dreaming shaped the physical, moral and spiritual world and continues to renew and sustain itself today. Nyungar responsibilities, beliefs and values have been based on the same principles. The content of Dreaming stories may change depending on the narrator, audience and location. However, the Rainbow Serpent, the Waakal is always depicted as fundamental to Nyungar Dreaming, creating the shape of the boodjar and giving foundation to the meaning of life. It is easy to look at the Beeljar wetland system and visualise this huge Waakal twisting up and down, making its way north to Fremantle and south to Mandurah (City of Cockburn, n.d).

Prior to European contact the Nyungar people were hunter gatherers who moved along definite routes determined by seasonal supplies of food and water. They lived in closely knit family groups related by kinship, and over the previous centuries, they had evolved a sound social framework and a finely tuned

established order (City of Cockburn, n.d).

The arrival of European explorers and settlers in the Swan River Colony in the late 1820s and the movement of people into the interior of Western Australia in the subsequent decade was to set in motion a period of enormous change for the Aboriginal inhabitants of Western Australia. The arrival of the Europeans, with their different attitudes to land ownership and tenure, was to have a devastating effect upon the traditional way of life of the people.

Investigation of the Cockburn region prior to European settlement in 1829 shows evidence of a large Aboriginal presence. Archaeological findings show camp sites in the vicinity of the freshwater lakes in the Cockburn Sound district, particularly near North and Bibra Lakes. Artefacts and rock engravings found in Cockburn reflect their use of the land.

There are still 16 archaeological sites found within Cockburn, most of which in the Lakes area. The Bibra and North lake area were used as campsites by Nyungar people due to the proximity to freshwater, good vegetation and the subsequent wildlife. Additional rock engravings are found in the area which reflects the use of the land by Nyungar people.

Given the different land management and attitudes between European settlers and Nyungar people, specific locations of the many campsites and artefacts are not recognised on City maps. However given the scope of the revitalisation strategy, there is no expectation that these sites will be disturbed. Rather what is important is to educate and highlight special areas of interest so as to encourage a link to the past and local heritage. This is already considerably discussed within the Bibra

Lake Management Plan but should also be embedded into the recommendations of the revitalisation strategy where possible such as through placemaking initiatives.

### European history

Bibra Lake was originally known as Walliabup Lake, a Nyungar name for the area that was accepted by many early European settlers. The name 'Bibra' comes from the initial surveyor of the Lakes area Benedict Von Bibra, who allocated and sold lots to future pastoralists. The remaining suburbs in the Lakes area are named simply after their geographical position, North Lake and South Lake.

Following the settlement of the Swan River Colony in 1829, the Lakes area along with the rest of the Cockburn region was gradually settled by pastoralists during the 1850's to 1870's. In the decades following the 1870's market gardens began to emerge as the key land use within the Lakes area.

Technological change and a lack of infrastructure brought about a decline in Market gardening during the 1920's. With the introduction of the automobile, the time it took to travel between markets and the farm decreased, thus farmers could afford to live further South in areas associated with better soils. 1921 saw the establishment of North and Bibra Lake Progress Association, who sought the advancement of the Lakes area to a similar standard of the nearby Hamilton Hill and Spearwood market gardeners and town sites with the inclusion of electricity and extension of North Lake road through the Canning Highway.

Urban development of the Lakes area occurred later than other Cockburn

regions with most residential development being constructed during the 1980's at a zoning of R20. In the years following several parcels of land notably in the Southern portion of Bibra Lake and South Lake have been developed during the early 2000's at a higher zoning of R30.

There are 5 sites with heritage interests in the Lakes Revitalisation Strategy area. These include:

- Jandakot Hall
- Jandakot Hotel (Site)
- Residence: Meller
- Moreton bay Fig Trees
- Norfolk Island Pine Trees



Jandakot Hotel



Jandakot Hall - Anning Park

### Jandakot Hall

Jandakot Hall has high social and recreational significance within the local community as a focal point for community activities.

The hall was constructed in the 1960's on the site formerly known as Anning Park Showground and Agricultural Hall. The hall is known for hosting Agricultural shows from 1902 and is still used for various sporting and is still regularly rented out for social events.

### Jandakot Hotel (Site)

Jandakot Hotel is a private residence, formerly used as a Hotel, Tavern and Inn. The site retains its original fabric and has social significance to members of the local community.

Original owner and licensee, Walter Lawrence, built the Jandakot Hotel. A fire in 1909 destroyed most of the structure and it was reconstructed using pressed red brick. In 1938 the property was sold to the Lucken family who used the premises as a private residence. Today it functions as a private residence.

### Residence: Meller

Residence: Meller is significant for its high architectural value as a substantial and well resolved residence within Cockburn. Built in 1890 as a homestead on the Meller family farm, the residence is now surrounded by suburban houses and public open space however, retains its exterior fabric of red sundried bricks.



Meller Residence

### Moreton Bay Fig Trees

In close proximity to the study area, the 3 Moreton Bay Fig Trees located adjacent to the western side of the lake, on Progress Drive, are significant for their high level of aesthetic value and association with the Currie family, a prominent dairying family who formerly owned and farmed the land. The trees are a living reminder to the previous land use of Bibra and North Lake.



Morton Bay Figs - Progress Drive

### Norfolk Island Pine Trees

The 2 Norfolk Island Pines, planted in 1900, are significant in their representation of vegetation that has survived urban development of the Bibra and North Lake. The trees have significant social and historical value to the former dairying land use and the Dixon family who planted the trees.



Norfolk Pine Trees located on Hope Road (cnr Progress Drive)

## Demographics

This section of the report analyses and documents current demographics of the Lakes area relative to the City of Cockburn and Perth averages and trends. This part of the background report helps in defining the unique character of the local population as well as predict the future populous of the area.

Collectively the Lakes area population is diverse, with diversity being demonstrated between the 3 suburbs – Bibra Lake, North Lake and South Lake.

The median age of residents in the Lakes area is 35 compared to the median age for all City of Cockburn residents of 34. When these figures are analysed a little closer it can be established that South Lake is generally represented by a younger demographic of 33 being the median age. North Lake and Bibra Lake median age sits at 39. This younger demographic is likely to be suggesting that younger families are entering the market in this location (in part) as a result of lower house prices (compared to Bibra Lake and North Lake).

The Lakes area has a significantly greater aged population profile than that of Cockburn overall with 18.6% of residents being 65 or older, compared with 10.3% respectively. However it is important to recognise that the Lakeside Village contributes greatly to this demographic trend and as a result the data is not reflective of the entire Lakes area. Rather the median age is likely to be more in line with the Cockburn average.

Almost 75% of households earn a weekly income between \$600 - \$3000 per week.

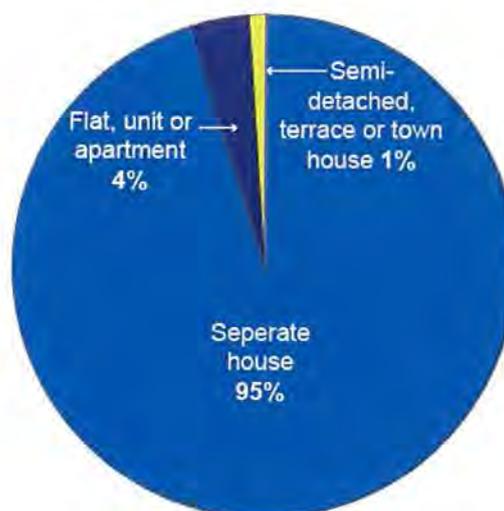
The type of jobs residents are employed to do relate to – 18.3% are classified as “Technicians and Trade workers” alongside 18.17% of ‘Professionals’.

These figures are very much consistent with the wider Cockburn average.

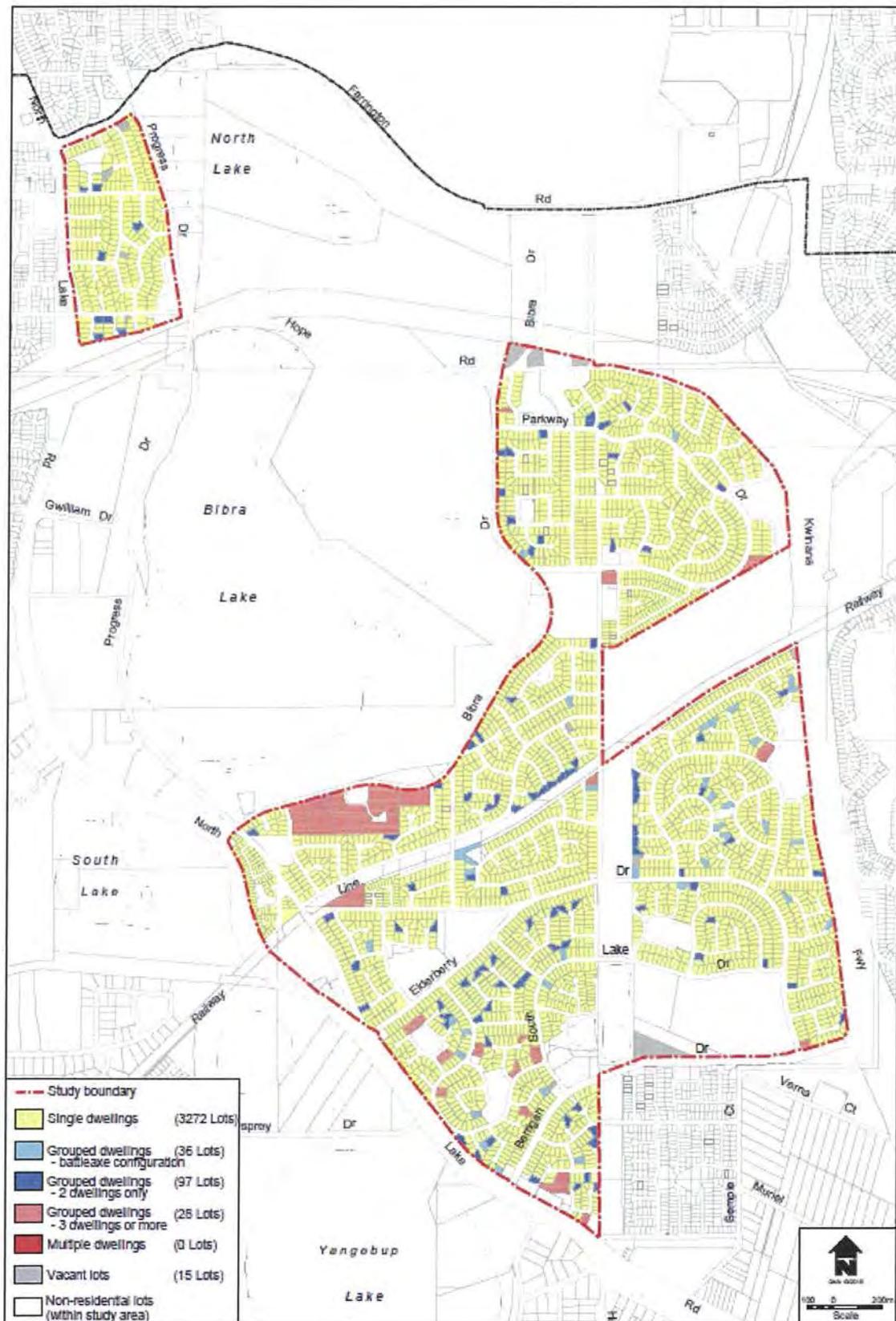
The Lakes residents are heavily dependent on car use as their primary form of travel to work. 71.9% of residents travel to work as a driver or passenger, similarly 71.5% of Cockburn residents uses the same method. Public Transport is a less utilised method with 5.6% of residents taking buses, trains and ferries to work, while Cockburn overall uses public transport for 7.3% of journeys. Walking to work is the least used transportation method with only 1.3% of Lakes residents walking to work and 1.1% of Cockburn overall walking to work.

## Housing

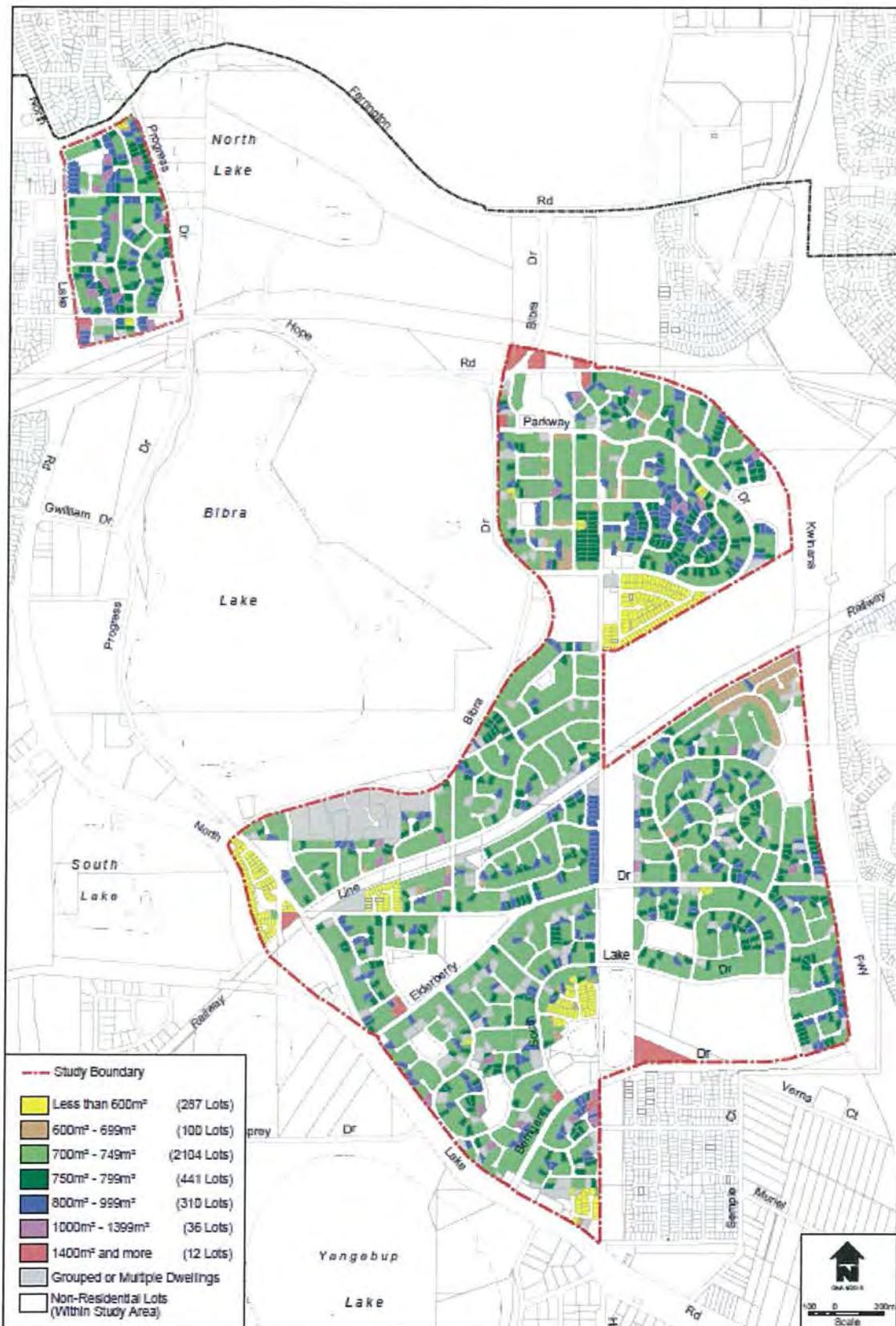
There are 3,791 dwellings in the Lakes area. The structure and number of dwellings is shown in the below figure, illustrating a much higher proportion of households live in separate houses. This is consistent with the wider trend across Cockburn and the metropolitan region. Demonstrating a need to provide alternative housing types such as apartments and town houses.



The Lakes Dwelling Structure



The Lakes Existing Dwelling Structure Types



The Lakes Existing Lot Size Map

grouped dwellings of various scale and multiple dwellings in the Lakes area. By far the most common are single dwellings (3272).

The "Lakes Existing Lot Size Map" shows the current density codings, R-Codes, prescribed to residential land within the Lakes suburbs. Page 6 and 7 provides a detailed explanation of the R-Codes and the development potential under various density codes.

The majority of the Lakes is coded R20.

Figure (Left) provides an indication of the size of the single residential lots and undeveloped lots in the study area. Most residential lots in the Lakes range between 700m<sup>2</sup> and 750m<sup>2</sup> however a proportion (750 lots) are larger in size, between 750m<sup>2</sup> and 1,000m<sup>2</sup>.

This analysis provides an understanding of the existing residential development within the area, but also the development implications of the proposed recoding's outlined in Part 2 of the Strategy.

### **Demographic and housing summary and implications**

The strategy must ensure that any future planning responds and supports demographic characteristics of the Lakes area currently, and forecasted. The key demographic characteristics and trends to be considered in the Lakes strategy relate to:

- A diverse and ageing population;
- Small and declining household sizes;
- A disproportionate number of single dwellings compared to smaller housing types
- High car dependency.

The purpose of the Strategy responds to the demographics characteristics and

trends. Through reviewing the residential densities, the Strategy supports creation of a greater diversity of housing types and sizes which will provide appropriate housing options for these smaller household sizes. Further the strategy seeks to encourage alternative transport modes through the revitalisation of the Lakes area key streets and public places.

Alternative, smaller, dwellings are likely to have the added advantage of contributing to an affordable living option.

## **Town Centre and community and recreation facilities**

### **Shopping needs**

There are 3 Local centres in the Lakes area;

- The Lakes Shopping Centre;
- South Lake Shopping Centre, and;
- Bibra Lake Shopping Centre.

These centres provide for daily short trip and in some cases, weekly shopping needs for the surrounding local catchment. In addition to these, the Lakes area is within the catchment of larger centres such as Gateways Shopping City, Kardinya Shopping Centre and Garden City. These centres provide more of the weekly shopping needs.

While the centres themselves provide for a range of shopping needs, and this will be improved with the arrival of ALDI at The Lakes Shopping Centre early 2016, opportunities exist to improve the presentation and interface with surrounding uses around these centres.

Any future works in and around the centres should include/consider:

- Opportunities to increase community events in and around the centres;
- Increased densities, particularly on land within the 400m walkable catchment. It is viewed that increased densities will contribute to the viability of the commercial centre by increasing the number of people in proximity to the Centre.
- Higher densities will assist in delivering larger buildings that will contribute towards reinforcing and enclosing these important areas and increasing activity and surveillance;
- Improve pedestrian amenity, safety, and street legibility;
- Encourage pedestrian and cycling to and from the centre through improved signage;
- Accommodate more trees; and
- Improve the relationship between the centres and surrounding public spaces and green areas.

The 3 concept plans provided on page X of the Strategy illustrate important concepts and functions to guide future development in and around these centres.

### Community and health facilities

Most community support services in the area are provided through outreach services, meaning residents have to travel for these services. Most of these are in Coolbellup however Cockburn Central also provides a number of services such as through the Integrated Health Centre, the Youth centre and the Success Library.

In addition, a strip of health services are located along the Western section of Berrigan Drive including medical and dental clinics and massage services. A

Medicare Local is located in South Lake.

While the extent of this revitalisation strategy does not extend to proposing or reviewing services, it nonetheless does highlight the importance of ensuring good levels of public transport and connections exist between the Lakes Area, Coolbellup and Cockburn Central. This is analysed further within Transport Section of this Background Report.

### Community halls and facilities

#### *Bibra Lake Community centre*

The Bibra Lake Community Centre is located immediately adjacent to the Bibra Lake Shopping Centre and the Bibra Lake Primary School. The hall was renovated 7 years ago with a focus on young children at which time the play area was upgraded. How the hall integrates with surrounding land uses into the future and addresses surrounding street frontages are important considerations to improve the amenity and function of the town centre.

#### *South Lake Ottey Family and neighbourhood Centre*

The Ottey Centre provides for a range of activities and functions including counselling, emergency food relief, co-health activities, classes, BBQ's for community events and has a children's play area. The centre is a facility that can be utilised for meetings.

The Ottey Centre is centrally located adjacent to the South Lake Shopping centre and fronts quality recreation open space area to the north of which links in with the green loop (See recommendation X). Good levels of public transport exist from Berrigan Drive.

## Schools

The Lakes area has a sufficient level of schools for the population catchment, with 1 high school, 2 public primary schools and 1 private primary school.

A further 2 private schools, the Perth Waldorf School (Gwilliam Drive) and the Steiner School (North Lake Rd), are located in the periphery of the study area, on the Western side of Bibra Lake.

When considering schools in the context of the revitalisation strategy, it is important to ensure safe options exist for walking and cycling. This has directly informed the regional green route recommendation – see page 28 and 29 of the Strategy.

## Entertainment and recreation facilities

Activities and infrastructure for teenagers in the study area and surrounding area include:

- The Youth Centre at Cockburn Central;
- Adventure World – Reportedly a number of young people have season passes access the western side of the lake;
- The skate ramps located on the eastern edge of Bibra Lake;
- The South Lake Leisure Centre (soon to relocate to Cockburn central West);



These combined with public transport options (buses to trains at Cockburn Central) provide relatively good facilities for teenagers. However opportunities exist to upgrade facilities surrounding the skate ramps. For example shade trees and group seating areas. This is discussed further in section X.

When the South Lake Leisure Centre closes good bus services to CCW will be required. This is discussed further in section X.

Recreation facilities in public parks are addressed within section X on page X.



## Streetscape assessment

Streets are important shared spaces and their presentation and form impacts on the perception of a place. Generally the feedback provided within the visioning forums and the surveys was that attractive streets are important and while most streets were viewed favourably throughout the Lakes area, the following improvements were identified as being important to revitalise key streets:

- More quality street trees
- Better connected footpaths and cycle paths
- Improved directional signage

Additionally, residents in North Lake and Bibra Lake highlighted a need to improve street lighting.

### Spatial definition of streets

The following provides an assessment on the spatial definition of streets within the study area:

#### North Lake

Given the quality landscaped frontages of most houses in the North Lake area, and the condition of homes, streets are generally present well.

Du Maurier Road and Masefield Avenue are important streets given their West-East connections for pedestrians and cyclists, in addition to Du Maurier Road being the central, main entry road into the suburb. These roads provide access through the suburb from Bibra Lake, through to Coolbellup.

The spatial definition of these streets is good given the consistent landscaping and dwelling setbacks.

### Opportunities

Generally both of these streets are relatively attractive suburban streets however:

- Signage could aid in understanding route options for cyclists and pedestrians.
- A gateway treatment such as landscaping (gateway trees on the corner) or an alternative natural feature could punctuate the entry to the suburb on the corner of Du Maurier Road and Progress Drive. Sufficient space exists in the road reserve on the north western side of Du Maurier Road.

Progress Drive is also an important connecting street and is also sufficiently landscaped given its immediate frontage with the Bibra Lake Reserve.

### Bibra Lake

4 streets given their extent and role as an important connector for most residents are important streets for Bibra Lake. These are Bibra Drive, Parkway Road, Annois Road and Meller Road.

### Opportunities

- Improve the maintenance and presentation of the eastern side of Bibra Lake, along the edge of Bibra Drive:
- Enhance street tree planting along Annois Road, particularly down to the south where the road joins the railways crossing shared path.

- The planting of Jacaranda's along Parkway drive has already been undertaken. Given the wide nature of this street, further increases in dwelling bulk and scale could easily be accommodated and is likely to contribute to a more enclosed streetscape.

### South Lake

- Street tree planting has already been undertaken along Elderberry Drive, Bolderwood Drive, Parkway Drive and Berrigan Drive.
- Opportunities exist to strengthen the gateways treatments along key entry points to the suburb.
- A portion of the North Lake Road verge requires maintenance to overgrown vegetation.

### Streetscape assessment conclusion and recommendations

The opportunities identified here have directly informed the Strategy's recommendations, including:

1. Increasing densities along wider roads that have direct access to high frequency public transport . This will directly contribute towards improving the spatial definition of streets.
2. Several recommendations relate to streets and the enhancement around the 3 local centres. These are identified within table X of the strategy.



## Stakeholder consultation

Stakeholder consultation took place through a resident and property owner's survey and two community visioning forums. The purpose of the consultation was to ensure the Lakes communities' views informed the preparation of the Strategy. The surveys and the forums were undertaken in June 2015.

### The Lakes residents and property owners survey

All Lakes residents and property owners were sent a survey to gauge their opinions on a number of topics relating to the future of the suburb and satisfaction with the areas parks, street environment, pedestrian and cycle paths and traffic. Over 1100 completed surveys were returned to the City.

### Outcomes

Key outcomes and resulting analysis is summarised as follows:

- While 78% of respondents currently consider their homes are about the right size, this number drops when considering future needs. In line with the forecasted national trend, this is likely to be in recognition of household sizes reducing due to children moving out of the family home, and an increase in older demographics. This highlights the importance of ensuring house types are diverse so that into the future the housing stock in the Lakes area meets the needs of residents.
- South Lake respondents are more likely to develop their property. North Lake and Bibra Lake are less likely. These figures suggest only some residents are interested in redeveloping and therefore this might suggest housing in targeted areas

rather than broad scale density. Like other suburbs the City has undertaken revitalisation work within, it also highlights the likelihood that change will be incremental, allowing change to be managed.

- Of the respondents who are likely to develop their property, 59% of South Lake respondents, 57% of North Lake respondents and 51% of Bibra Lake respondents would develop their property within 5 years.
- 18% of North Lake residents wish for an allowance of more Housing throughout suburb, as compared to 30% in Bibra Lake and 53% in South Lake.
- Of respondents who would like to see an increase in housing, the primary type of housing respondents would prefer to see is 'a diverse mix of all types'. Again, given the dominance of single detached dwellings in the Lakes area, it highlights the need to provide alternative housing types.
- Bibra Lake, 85%, and North Lake 81% are satisfied with the streetscape in their suburb. South Lake however (50%) is less satisfied that the suburb's streets are attractive
- Overall, respondents are pleased with pedestrian and cyclist paths in the Lakes area.
- Overall, Traffic management and parking is considered safe and efficient within the Lakes area. Bibra Lake respondents 'agree' with this statement the most at 76%, followed by North Lake respondents at 75% and South Lake respondents 67%.
- A good response from South Lake and

Bibra Lake residents was received regarding bus services however the majority of residents in North Lake believe services in and around their suburb could be improved.

- Parks and open space are popular within the Lakes area. Between 83% and 89% of respondents from each suburb 'agree' that the Parks meet the needs of themselves and their families
- More shelters, BBQs and play facilities were the top 3 desired items to be incorporated into parks upgrades.
- 40% of Bibra Lake respondents, 42% of North Lake and 40% of South Lake respondents would be interested in taking part in a tree planting program.

### Community visioning forums

Four community forums were held by the City in October aimed at drawing out and articulating The Lakes residents' "vision" for the future development of their suburbs.

The two Forums for North Lake and Bibra Lake residents were held on:

Monday June 8th, and

Wednesday June 10th

The two Forums for South Lakes residents were held on:

Monday June 22nd, and

Wednesday June 24th

The Bibra Lake and South Lake Forum were attended by approximately 160 community members. 110 attended the South Lakes Forums.

### Workshop structure

Attendees were separated into tables and were asked to discuss the following questions:

1. What aspects of your suburb do you value and are important for the future?
2. What is your appetite for change in terms of new residential development and redevelopment within your suburb? Low, med, high?
3. Would you support a greater variety of housing and therefore residential densities throughout your suburb? If yes, where would you like to see medium to high residential densities provided?
4. What public domain improvements should take place for your suburb? (E.g., street trees, parks, public art, plantings and car parking under power line easements, improved public transit and facilities)

The table facilitators were asked to stimulate debate amongst those at their table, and to record both individual comments and collectively-held views.

The Forum attendees were asked to complete the same questions on the questionnaire, and to return them to the facilitator at the end of each Forum.

Attendees were also encouraged by the table facilitators to discuss each of the four questions in turn, and the facilitators had the responsibility of formulating a consensus "table view" for each question.

At the end of the workshop phase, a spokesperson from each table was asked to present, in turn, their table's responses to the four questions. Both individual comments and collectively-held views were articulated.

## Community forum outcomes

Common responses emerged from these table presentations. These responses were briefly summarised and articulated by the facilitator after the individual table presentations were completed, and general agreement was voiced by the audiences. These consensus themes were generally consistent across both Forums, although the feedback from the second Forum was a little more diverse than from the first.

The following provides a summary of the consensus and themes for North Lake and Bibra Lake residents:

- Bibra Lake and North Lake residents greatly value and appreciate the lakes, wetlands and the natural environment. The existing trees, greenery, and flora and fauna are all rated highly by the community. The suburb's location and accessibility are seen as major advantages, and the sense of community is pronounced. The parks, other public open spaces, the quiet environment and the relative safety and security of the suburb are highly valued.
- Overall there is a low to medium appetite for change. Bibra Lake residents appear, however, to be more enthusiastic about change and renewal than North Lake residents.
- There is strong support for a greater variety of housing types to be provided: e.g., town houses, villas and grouped dwellings. A 2-3 storey maximum building height is generally supported.
- These higher density-type dwellings should preferably be provided in targeted areas, such as around shopping centres, parks and schools, and along the main public transport routes.
- There is good support for the view that subdivision of all single lots presently accommodating a single dwelling should generally be permitted, so that in future two dwellings can be accommodated on each lot in a "battle-axe"-type configuration.
- New housing should be of a high quality and maintain existing residential amenity, and development/design guidelines should be introduced alongside new R-Codes to ensure this occurs.
- The major public transport system in the locality (buses) is appreciated, but the community is strongly of the view that it needs upgrading through greater route choices, more direct routes, and higher frequency of services.
- More street trees need to be introduced – preferably native species.
- The quality and connectivity of the existing footpath and shared use path systems needs improving.
- Existing public open space reserves are highly valued, however there is scope for improvements to the standard and scope of the facilities within them. The opportunity exists to upgrade and improve the parks to encourage greater usage, particularly by the youth in the community. The value of the public open space reserves will increase over time as population and demand increases. Facilities that could be introduced include public toilets, shade

structures, drinking fountains, play equipment, seating etc. The local residents would like to be consulted by the City when changes are being planned.

- A café/food and drink outlet located on the edge of Bibra Lake would act as a new community focus, and would be welcomed. More public facilities generally around Bibra Lake would be appreciated, including on the Lake's east side.
- Better access into and out of the suburbs is required, and the two communities should be better linked.
- Some fenced-off dog exercise areas should be provided where dogs can be allowed to run without leads.
- The program of undergrounding the powerlines within the suburb should be completed as soon as possible.
- The local shopping centres could be upgraded and allowed to expand, provided sufficient car parking was also provided.
- There seems to be very little support, if any, for the extension of Roe Highway.
- The following provides a summary of the consensus and themes for South Lake residents:
- South Lake residents greatly value and appreciate the lakes, wetlands and the natural environment. The existing trees, greenery, and flora and fauna area all rated highly by the community. The suburb's location and accessibility are seen as major advantages, and the sense of community is pronounced. The parks, other public open spaces, the quiet environment, the attractive streetscapes and the relative safety and security of the suburb are highly valued. The suburb's walkability is valued, as are the large residential blocks with gardens.
- There is a medium to high appetite for change. Very few residents want to resist change. Initiating zoning changes to permit the development of a wider choice of housing types is a high priority for the community.
- There is strong support for a greater variety of housing types to be provided: e.g., town houses, villas, grouped dwellings and apartments. A 2-3 storey maximum building height is generally supported.
- There was also a need expressed for more aged care housing and over-55s housing.
- Higher density-type dwellings should preferably be provided in targeted areas, such as around shopping centres, parks, along selected main roads, and along the main bus routes. However, there was also good support for allowing redevelopment to occur throughout the suburb.
- There is good support for the view that subdivision of all single lots presently accommodating a single dwelling should generally be permitted, so that in future two dwellings can be accommodated on each lot in a "battle-axe"-type configuration.
- New housing should be of a high quality and maintain existing residential amenity, and development/design guidelines should be introduced alongside new R-Codes to ensure this occurs.

- Existing public open space reserves are highly valued, however there is scope for improvements to the standard and scope of the facilities within them. The opportunity exists to upgrade and improve the parks to encourage greater usage, particularly by the youth in the community. The value of the public open space reserves will increase over time as population and demand increases. Facilities that could be introduced include public toilets, shade structures, drinking fountains, play equipment, seating etc. The local residents would like to be consulted by the City when changes are being planned.
- The program of undergrounding the powerlines within the suburb should be completed as soon as possible.
- The major public transport system in the locality (buses) is appreciated, but the community is strongly of the view that it needs upgrading through greater route choices, more direct routes, a higher frequency of services and greater reliability of services.
- The quality and connectivity of the existing footpath and dual-use path systems needs improving.
- More street trees need to be introduced – preferably native species and/or fruit trees.



The Lakes' community consultation forum at Council Offices, June 2015.

- High quality entry statements to the suburb are required. These could be made up of a combination of attractive landscaping, signage and artworks.
- Street lighting should be upgraded, and better traffic management and traffic calming introduced to reduce vehicle speeds and improve safety for pedestrians and motorists.
- The existing, highly valued streetscapes should be maintained and/or improved.
- The appearance and parking availability of the local shopping centres require upgrading.
- There seems to be very little support, if any, for the extension of Roe Highway.

The key outcomes of the community consultation stage has directly informed the draft Strategy recommendations.

## Land in proximity to major roads and the railway line

North Lake Road, Farrington Road, Kwinana Freeway and the freight railway line are considered to be 'major transport corridors' within the Lakes Revitalisation Strategy area. Therefore it is important to understand the potential impact of noise and vibration on nearby properties when making decisions regarding increased densities.

As a result the City engaged the services of an Acoustic Consultant to assess the Lakes study area to help formulate vehicle noise and vibration analysis. This analysis has, alongside other information, informed the proposed density plans identified within the draft Strategy.

The final report is currently under review however the following provides a summary of the key elements of the report and issues which landowners should be mindful of.

### Understanding noise in Land Use Planning

Sound may be simply described as what we hear. Noise, for the purposes of this report, is unwanted sound. The World Health Organisation (WHO) in the *Night Noise Guidelines for Europe of 2009* considers there is 'sufficient evidence' that road and rail transport noise can adversely affect community health and amenity. The below image provides a range of measurements for typical noise levels. The 50dB to 60dB range is discussed further in the below sections with reference to land use planning.

**Range of typical noise levels (Decibel 'dB')**

Painful	120	Jet aircraft takeoff at runway edge
	110	Rock concert
	100	225mm angle grinder at 1 metre
	90	Heavy industrial factory interior
Noisy	80	Shouting at 1 metre
	70	Freeway at 20 metres
	60	Normal conversation at 1 metre
	50	Night time Outdoor Noise Target
Quiet	40	Office airconditioning
	30	Typical bedroom design target
Very quiet	20	Whisper, rural bedroom at night
	10	Human breathing at 3 metres
	0	Threshold of typical hearing

Road vehicle noise sources typically include engine exhausts (and truck engine braking), vehicle aerodynamics (flow turbulence) and the interaction between wheel and road or track.

Rail noise generally includes these factors plus safety horns, interaction or shunting between cars and wheel squealing on tight curves.

The below sections focusses on the issues of road and rail noise, and vibration, in the context of the Lakes Revitalisation Strategy.

### Road and Rail Noise and Vibration (SPP 5.4)

Road and rail transport corridors play a vital role in moving people and goods, and they provide economic and social benefits to the community. Growing volumes of general traffic and freight in Western Australia has led to transport noise becoming an increasingly important consideration in land use planning.

Excessive noise has the potential to affect the health and amenity of a community as a whole, as well as the wellbeing of an individual. Sleep, relaxation and conversation can all be adversely affected by high levels of noise. There is also documented evidence that long-term exposure to high levels of noise may cause serious health, learning and developmental problems.

The Western Australian Planning Commission's *State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning ('SPP 5.4')' and the associated 'Implementation Guidelines'* aim to promote a system in which sustainable land use and transport are mutually compatible.

SPP 5.4 seeks to minimise the adverse impact of transport noise, without placing unreasonable restrictions on noise-sensitive residential development, or adding unduly to the cost of transport infrastructure. SPP 5.4 aims to provide a standardised and consistent triple bottom line framework for the consideration and management of the impacts of transport noise and freight operations.

SPP 5.4 was prepared in conjunction and consultation with the Department of Environment and Conservation (DEC), Main Roads WA (MRWA), the Public Transport Authority (PTA) and the Western Australian Local Government Association (WALGA), as well as various industry bodies. SPP 5.4 has formed the basis for noise and vibration considerations within the drafting of the Lakes Revitalisation Study area.

### The Lakes Noise and Vibration considerations

The Lakes Revitalisation Strategy is partially directed towards promoting urban expansion, encouraging higher density residential development and employment close to public transport and activity centres. The Strategy also aims to reduce car dependency by promoting public transport and active modes of travel, such as cycling and walking.

North Lake Road, Farrington Road, Kwinana Freeway and the freight railway line are considered to be '**major transport corridors**' within the Lakes Revitalisation

Strategy area. These major transport corridors are located in the vicinity of existing residential development and potential future residential development sites. It is possible that as North Lake, Bibra Lake and South Lake evolve as suburbs over time these transport routes will be flanked by higher density housing. The below image spatially identifies these major transport corridors within the Lakes Revitalisation Study Area.

It is noted that the draft Roe 8 highway proposal includes its own separate Acoustic Report which was prepared by AECOM and peer reviewed by Lloyd George Acoustics.

The Roe 8 Acoustic report, as published on MRWAs website, specifies traffic noise monitoring will be conducted immediately post construction and then annually for 3 years to determine the accuracy of the predicted noise emissions and the adequacy of noise mitigation. The report further specifies if this post construction monitoring indicates that noise mitigation is not sufficient, Main Roads will consider upgrading the noise barriers adjacent to the affected areas.

At this early stage it is understood that the exact location, height and material of the noise walls associated with potential Roe 8 may be determined by the successful Alliance Contractor either late this year or early 2016. If the Roe 8 project comes to fruition, the construction of the noise walls will occur in accordance with the contactors detail construction program. For this reason, and that the City of Cockburn does not support Roe 8, the noise issues associated with Roe 8 have not been focused on in this report.

Noise issues and compliance with SPP 5.4 with regard to noise emissions from Roe 8 for existing noise sensitive development is the responsibility of Main Roads Western Australia. Roe 8 has therefore not been included in the below image. New noise sensitive development above the ground floor in the vicinity of Row 8, if constructed, will likely require some noise mitigation to ensure that noise sensitive areas are protected from noise intrusion, dependent upon development design.

## Major transport corridors within the Lakes Revitalisation Strategy area



### Noise Criteria

The noise criteria adopted within SPP 5.4 were developed after consideration of road and rail transport noise criteria in Australia and overseas, which were followed by a series of case studies to assess whether the levels were practicable. The SPP 5.4 noise criteria take into account the considerable body of research into the effects of noise on humans, particularly community annoyance, sleep disturbance, long-term effects on cardiovascular health, effects on children's learning performance, and impacts on vulnerable groups such as children and the elderly.

The below table sets out the outdoor noise criteria that apply to proposals for new noise-sensitive development. It is important to note SPP 5.4 does not place any noise restrictions on existing residential development. Therefore SPP 5.4 **does not** apply retrospectively to existing homes. This criterion is applicable only to new residences and only where these residences are affected by noise. The requirements of the Lakes Revitalisation Strategy Acoustic Analysis Report will apply only to new residential development in noise affected areas. The majority of residential land within the Lakes study area is predominantly not affected by excessive noise or vibration.

The outdoor noise criteria set out in the below table apply to the emissions of road and rail transport noise as received at a noise-sensitive land use. These noise levels apply at 1m from the most exposed, habitable façade of a proposed new building, at each floor level, and within at least one outdoor living area on each residential lot.

Time of day	Noise Target	Noise Limit
Day (6 am–10 pm)	$L_{Aeq(Day)} = 55dB(A)$	$L_{Aeq(Day)} = 60dB(A)$
Night (10 pm–6 am)	$L_{Aeq(Night)} = 50dB(A)$	$L_{Aeq(Night)} = 55dB(A)$

In the application of the above outdoor noise criteria applicable to new noise-sensitive developments, the objective of SPP 5.4 is to achieve;

- Acceptable indoor noise levels in noise-sensitive areas (for example, bedrooms and living rooms of houses); and
- A reasonable degree of acoustic amenity in at least one outdoor living area on each residential lot.

In areas where the noise target is likely to be exceeded mitigation measures will need to be implemented by the landowner or developer with a view to achieving the target levels in at least one outdoor living area.

### Noise Assessment

The SPP 5.4 guidelines give detailed information on methods for measuring and predicting transport noise levels for the purpose of undertaking noise assessments.

For new residential noise-sensitive developments, SPP 5.4 specifies noise assessments should generally be conducted **as early as is practicable in the planning process**. On this basis the City of Cockburn engaged the services of an Acoustic Consultancy to assess the Lakes study area to help formulate vehicle noise and vibration analysis. This analysis has partially informed the draft proposed density plan. The full report and its findings will soon (once finalised) be made **publically available** to assist landowners in making **informed development decisions** for the future. This information is **not** intended and in **no way precludes** residential development. The findings are purely for community and landowner consideration at the **onset** of any **new development** consideration. This approach is highly recommended by the City of Cockburn.

The findings within the *Lakes Revitalisation Strategy Acoustic Analysis Report* can be considered, in some respect, as a platform for further discussion with regard to noise and vibration sensitive design principles. Further discussions can be organised at the request of a landowner with either the City's Environmental Health Officers - 'Acoustic Specialists' or the City's planning departments. The City will work towards preparing *The Lakes Acoustic Guidelines* in the future, subject to Council approval,

which will aim to provide further clarification and direction with regard to the acoustic report's 'summary of findings'.

SPP 5.4 currently specifies in areas where the outdoor noise limit is likely to be exceeded a detailed noise assessment in accordance with the guidelines should be undertaken by the developer. The Lakes Revitalisation Strategy Acoustic Report is not intended to act as or replace a lot specific noise assessment report for the purposes of SPP 5.4. The Lakes Revitalisation Strategy Acoustic Report, as mentioned above, can assist in initial development decision making. The early decision making regarding noise and vibration can lead to higher levels of amenity for residents.

Landowners with properties in proximity to major corridors should aim to incorporate good noise sensitive design into their proposed new dwellings before they commence the house design process. Early noise and vibration consideration can achieve development outcomes which are more **effective**, **efficient** and **within budget**.

### **Possible noise management and mitigation measures**

A range of noise mitigation measures are available to meet the noise criteria. SPP 5.4 specifies the following as a guide;

- Construction of noise attenuation barriers such as noise walls (often brick or concrete);
- Building design, such as locating outdoor living areas and indoor habitable rooms away from noise sources; and
- Building construction techniques, such as upgraded glazing, ceiling insulation and sealing of air gaps. Note that where upgraded glazing is used, the benefit is only realised when windows are kept closed and, as such, mechanical ventilation will be required in these circumstances.

The document *'Reducing Traffic Noise - A Guide for Homeowners, Designers and Builders (published in 1991 by the State Pollution Control Commission, Roads and Traffic Authority, NSW Department of Housing)*' also provides appropriate guidance on site planning, housing design and building techniques to reduce road traffic noise. It can also be applied to rail noise.

### **Vibration Assessment**

Whilst under the SPP 5.4 vibration is excluded from the noise assessment requirements, the City recognises that ground borne vibration associated with freight rail transportation can have a considerable amenity impact to noise sensitive development. Noise emissions traveling through the air can generally be mitigated using common noise attenuation treatments to exclude noise from entering noise sensitive areas such as bedrooms and living areas where these areas are facing the noise source.

Vibration can however, cause noise effects to areas of the house which do not face the transport corridor. Referred to as regenerated noise, this is caused where ground vibration causes the building structure to vibrate and create noise within the building. This means that specific treatments and design measures to address regenerated noise, may be necessary where ground borne vibration is a concern.

### **Lakes Revitalisation Strategy Acoustic Analysis summary of findings**

As mentioned above, the draft Lakes Revitalisation Strategy Acoustic Analysis Report is currently a work in progress. The report will be made available to the public following its finalisation. The City's project team will work towards preparing **The Lakes Acoustic Guidelines** in the future which will aim to provide further clarification and direction with regard to the acoustic report's 'summary of findings'.

## Transport and accessibility

The final section of the Background Report provides a thorough analysis of transport with regards to the Lakes study area.

Residents expressed a desire for accessibility to be improved and vitally for new development not to negatively impact on traffic levels.

As a result the assessment has responded appropriately and informed the recommendations listed within the Strategy on page X.

Importantly these actions are closely linked with the City of Cockburn Integrated Transport Plan Strategy Report

### Transport

Streets within residential neighbourhoods provide a role and contribute to communities far beyond that of the needs of the car. If designed effectively, streets can enhance the general attractiveness and 'liveability' of a neighbourhood.

Liveability of an area can be enhanced through the aesthetics of the streets, spatial definition and good functionality for all transport modes including cycling, walking and driving. Well-designed streets can enhance the economic attractiveness of neighbourhoods and contribute to increased residential property values.

Residential development and the supporting road network was first established in the Lakes study area in the early 1980s and while the network still supports the locality, opportunities exist to revitalise the streets that are now approximately 35 years old. Accordingly this section provides a review of the networks current performance and provides recommendations to support future growth.

#### **Aerial Photograph – Initial residential subdivision of the Lakes Study area 1981.**



## Pedestrians and cyclists

The number of Perth residents cycling to work or for pleasure has increased more than fivefold over the past 15 years and the trend is expected to continue. The vision of the *Department of Transport's Western Australian Bicycle Network Plan 2014-2031* ('WABN') is to make WA a place where cycling is safe, connected, convenient and a widely-accepted form of transport. The State target is to double the number of cycling trips in WA within five years. The objectives of the WABN Plan take a whole-of-government approach to cycling, which includes:

1. *Build evidence and demonstrate the benefits of cycling for the community;*
2. *Encourage cycling to build active and healthy communities;*
3. *Provide a high-quality, interconnected bicycle network;*
4. *Improve the level of safety for people cycling; and*
5. *Build and enhance relationships with advocacy groups and stakeholders.*

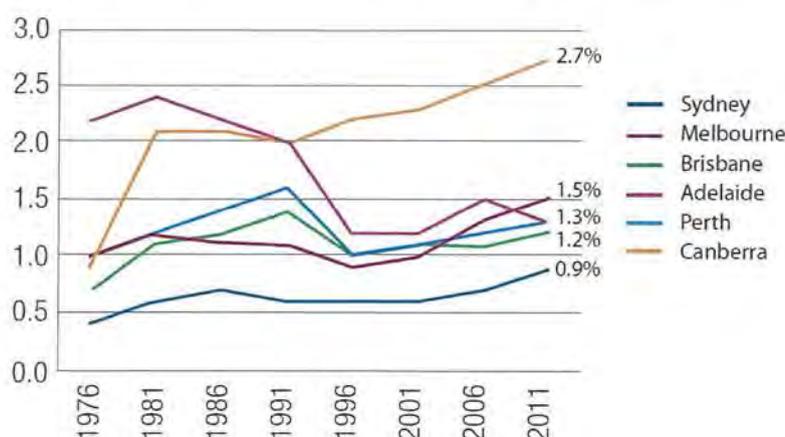
The above 5 objectives are very much supported by the City of Cockburn and form a guide to the 'Recommendations for Bike & Pedestrian Planning', as outlined below in this report.

### Existing Cyclist Volumes

*Main Roads Western Australia* and the *Department for Planning* separately undertake annual counts of cyclist which includes areas around the Perth CBD, Fremantle and other selected locations. Unfortunately, counts are not undertaken by the *Department of Planning* or *Main Roads Western Australia* within the City of Cockburn.

According to baseline data established for the *National Cycling Strategy 2011-2016: gearing up for active and sustainable communities*, Western Australia ('WA') has cycling participation rates significantly higher than the national average.

**Cycling rates – journeys to work by capital city 1967-2011 (source: WABN).**



Approximately 22 per cent of Western Australian residents cycle in a typical week (year 2011 data). It is encouraging to note that the national cycling survey revealed WA has one of the highest national levels of participation among children with roughly 57 per cent of children aged less than 10 years old and about 45 per cent of children aged 10-17 riding each week.

In a typical week 77 per cent of people who cycle do so for recreation, again a significant higher rate than the national average. Also in a typical week, about 159,000 people in WA make at least one trip for transport purposes, including riding to work, education, shopping or visiting friends and relatives.

*“Across the developed world, there are a number of constant factors in travel behaviour, which have not changed noticeably in decades. Among these are that most car journeys are short enough to be walked or cycled (Moving Australia 2030).”*

Perth’s relatively flat topography and Mediterranean climate, characterised by moderate rainfall, hot summers and mild conditions over the rest of the year, make it ideal for cycling. As a mode of transport, cycling provides numerous benefits for individuals and communities, broadly falling into three categories those being economic, environmental and social.

**Benefits of increasing cycling in the community (source: WABN).**



**Current government initiatives to encourage cycling and community social interaction**

‘Travel-Smart’ and ‘Your Move’ are two programs instrumental in inspiring local residents to opt for active travel modes for short trips in and around the City. Travel-

Smart is a state government initiative which is provided at a local level by the City's Travel-Smart Officer and provides a suite of initiatives and events to City employees, local schools and the local community.

The City's Travel-Smart Officer has worked closely with staff from the *Department of Transport* and the *Department of Sport and Recreation* to see the development and provision of 'Your Move'. 'Your Move' has resulted in over 10,000 Cockburn households setting personalised goals to motivate them to switch car trips to active modes and increase physical activity by providing highly personalised information, feedback and support.

The City's Travel-Smart officer has close contact with primary schools by engaging them with the 'Travel- Smart to School' program. The City supports schools to engage their teachers, parents and children in becoming more active for the school day commute by leaving their cars at home.

Children who ride, scoot, walk and take public transport to school benefit in many ways, additional minutes of physical activity, they engage with their surroundings, they can have a greater sense of confidence and connectedness to the communities and also develop an understanding and an interest in the concepts surrounding sustainability.

Parents who accompany their children by bike or on foot act to reduce the congestion on local roads and make roads safer for their school communities. The City Travel-Smart program provides small grants to schools to hold special event days to promote 'National Ride to School Day', 'Walk Safely to School Day', 'Walk Over October' and Walk to School Day to inspire and celebrate year round achievements of families who opt for active travel

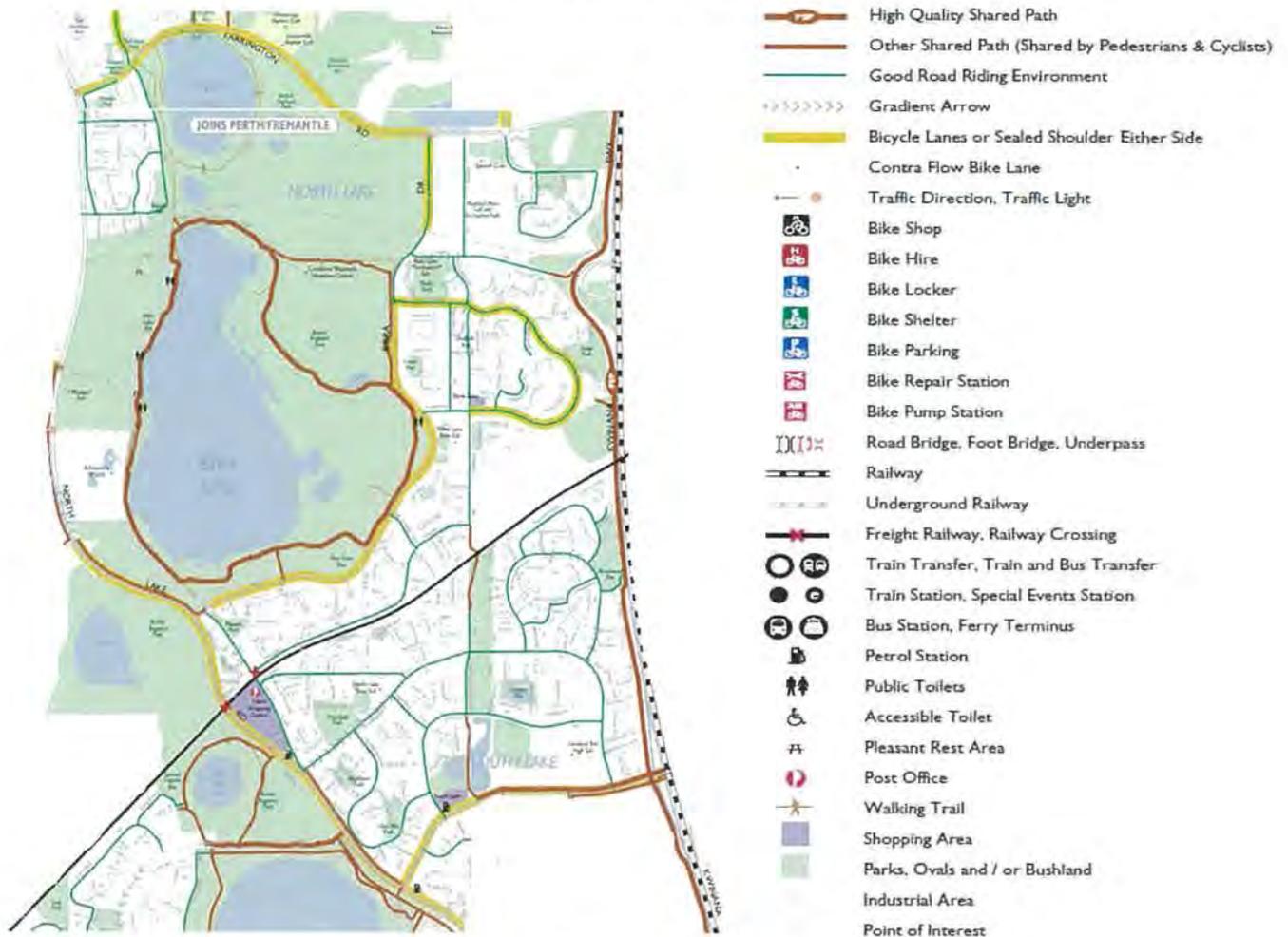
### **The Role of the Local Government in the delivery of the Western Australian Bicycle Network Plan**

With State Government support, the City of Cockburn is responsible for providing and maintaining bicycle facilities within the City of Cockburn. The *Department of Transport* is currently working with the City of Cockburn to complete new Local Bicycle Routes (LBR) through the *Perth Bicycle Network Local Governments Grants Program*. The responsibility of the City of Cockburn with regard to bicycle planning, as set by the State Government, includes the following tasks:

1. *Manage and maintain local cycling facilities to appropriate standards.*
2. *Complete and maintain local bicycle plans and ensure that they integrate with the WABN Plan and neighbouring LGA plans.*
3. *Ensure that the design of all roads, parks and other council facilities include adequate consideration of cyclists.*
4. *Ensure land is set aside along river foreshores for completion of the Recreational Shared Paths network.*

- Incorporate the requirement to provide end of trip facilities in buildings within local government town planning schemes.

**Existing major bicycle infrastructure and bike map for the Lakes study area (Source: Department of Transport)**



The above image makes reference to 'Principal Shared Paths' and displays 'Local Bicycle Routes'. For ease of reference and consistency these terms are defined below:

**Principal Shared Paths (PSPs):**

These high-standard routes are for longer, more direct trips between centres with minimal interruptions from other traffic and are strategic links into urban corridors. A standard PSP is 3-4 metres wide, as straight and flat as possible, surfaced with red asphalt with at least 0.5 metre compacted limestone shoulders. In addition, a 0.5 metre clearance from obstructions is required wherever possible and at intersections is adopted where feasible to give grade separation and uninterrupted access.

### Local Bicycle Routes (LBRs):

LBRs aim to provide connections for cyclists to undertake purpose-orientated trips across the metropolitan area. LBRs tend to follow quiet suburban access roads and pass shops, schools and other local community facilities. It is intended that these routes link with the strategic PSP networks. LBRs allow less confident and less experienced riders to cycle in quiet traffic environments where continuity and speed are not as important as safety. Additionally, all local roads should be designed to cater for cyclists' needs and just because a road is not marked as a LBR it should not be precluded for consideration.

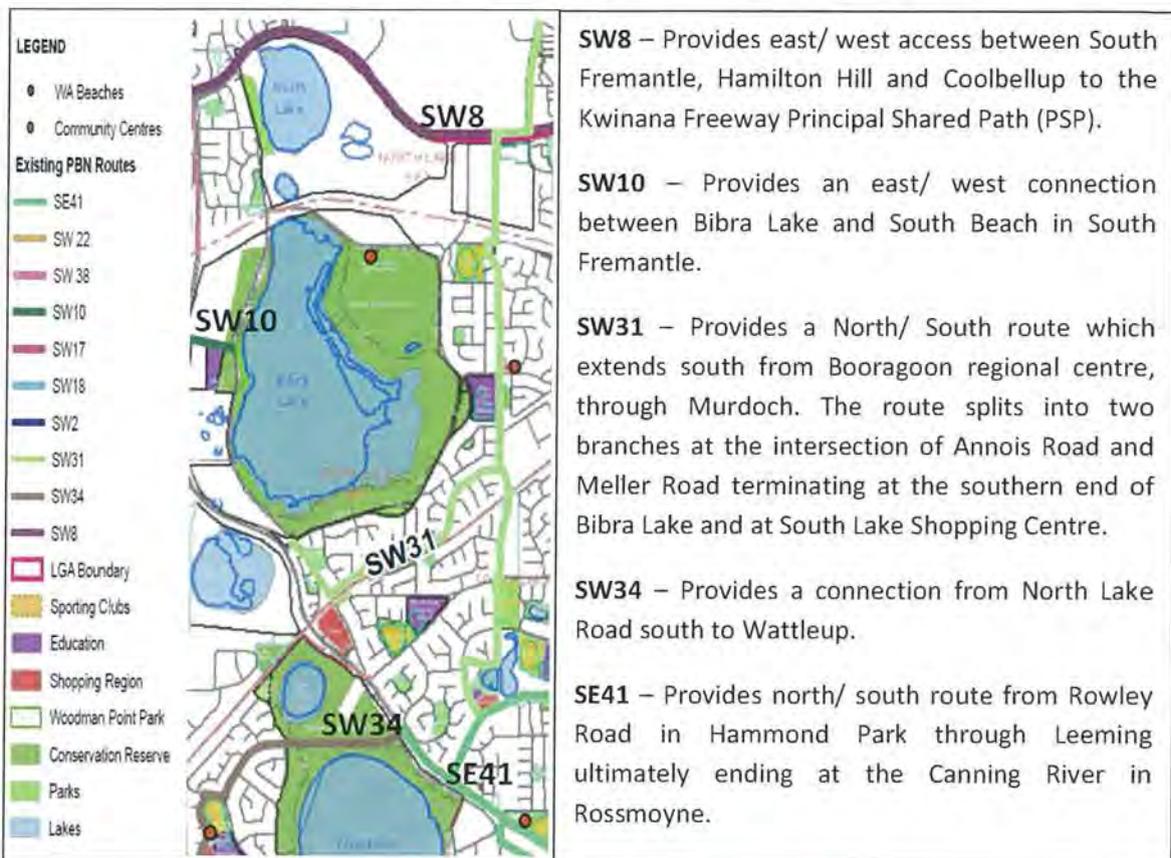
The City of Cockburn Bicycle and Footpath Plan 2010 provides an assessment of the City's pedestrian and cyclist networks. The plan identifies a range of built and non-built recommendations for improving the network, encouraging its use and monitoring future use. Opportunities exist to encourage walking and cycling through the upgrading of some of the pathway environments and to ensure important paths link with the wider network beyond the Lakes study area boundaries.

The Department of Transport has allocated \$45,000 to the City of Cockburn for the preparation of a City wide revised Bicycle Plan (source: Department of Transport 2015-2016 Awarded Projects). As the existing '*City of Cockburn Bicycle Network and Footpath Plan*' was prepared in July 2010 it is somewhat outdated and requires revision. The future revised Bicycle Plan project has not yet commenced however it is expected to be initiated at the end of 2015.

In early 2015 the City's Lakes study area project officers undertook a series of site inspections including bike tours to explore and rate the current bicycle networks within the Lakes study area. The below sections further identifies areas where the project officers consider bicycle network improvements are required, and includes some of the recommendations as outlined in the 2010 plan which have not yet been completed.

It is important to note that the future revised bicycle plan will include targeted community consultation as a separate process. The future revised bicycle plan will be focused on the City of Cockburn as a whole and therefore aspects of the plan will cover the Lakes study area.

This image illustrates the existing major bicycle routes within The Lakes study area (source City of Cockburn 2010 Bicycle Network and Footpath Plan)



### Road intersection analysis, pedestrian and cyclist safety

Crash statistics maintained by Main Roads WA provides locations where potential safety issues exist for cyclists and pedestrians on the road network. In total there has been an average of 11.8 cyclist crashes and 13.6 pedestrian crashes from 2003 to 2007 within the City of Cockburn.

In total 6 intersections within the City's top twenty intersections, ranked by frequency of crash, are on an existing Perth Bicycle Network route of which 3 are directly within, or within close proximity, to The Lakes study area. These locations are summarised in the below table.

**Intersection located on existing Perth Bicycle Network involving crashes – The Lakes study area**

City Rank (out of 20)	Road 1	Road 2	Road 3	PBN Route	Crash involving pedestrians	Crash involving a Cyclist
3	North Lake Road	Winterfold Road	N/A	SW8	0	0
4	North Lake Road	Gwilliam Drive	Forrest Road	SW10	0	1
6	North Lake Road	Farrington Road	N/A	SW8	0	1

Whilst the number of cyclists and pedestrians involved in crashes at these intersections is relatively low the impacts of a crash on these vulnerable road users can be very high. These locations are large un-signalised intersections carrying high volumes of traffic including heavy vehicles. The below figures provide a visual representation of these locations.

**Top 20 ranked intersections for crashes within the City of Cockburn that involved either a pedestrian or a cyclist – Item 3 – Corner North Lake Road and Winterfold Road.**



Top 20 ranked intersections for crashes within the City of Cockburn that involves either a pedestrian or a cyclist – Item 4 – Corner North Lake Road and Forrest Road.



Top 20 ranked intersections for crashes within the City of Cockburn that involves either a pedestrian or a cyclist – Item 6 – Corner North Lake Road and Farrington Road.



The high volume of crashes at Give Way or un-signalised intersections suggests that at these locations motorists are perhaps not expecting to stop. This is coupled with the fact that the majority of crashes at intersections are 'right angle' crashes, which suggests that one or more of the parties are either failing to stop, give way or see the other party.

The above three intersections are within the City's top 20 crash locations for the City of Cockburn. Intersections 4 and 6 are located on the existing Perth Bicycle Network route whilst intersection 3 on occasion is used by cyclists to cross North Lake Road.

Cyclists are required to use these intersections, either on road or off road. Most crashes reported by *Main Roads Western Australia* occurred at mid-block locations suggesting that there may be a lack of safe mid-block crossing facilities available within these locations. Opportunities exist for improvement in these three locations.

### Physical Barriers to Walking and Cycling

Physical barriers to cycling can take a number of forms. Within the Lakes study area, barriers include significant road and rail infrastructure as well as large areas of regional open space. The below image outlines the regional barriers to cycling and pedestrian movement.

**Barriers to cyclist & pedestrian movement at a regional level**



Whilst none of the barriers identified within the above figure may actually prevent people from cycling or walking for a particular trip they often discourage the use of these modes. Physical barriers can discourage the use of these modes by adding a significant distance to a trip or through the creation of a hostile environment for pedestrians and cyclists.

Significant physical barriers to walking and cycling within and surrounding the Lakes study area include:

1. Roe Highway (future extension – shown as a dashed red line in above figure).
2. Freight Railways
3. Regional Parks surrounding North Lake, Bibra Lake, South Lake, Little Rush Lake and Yangebup Lake
4. North Lake Road

Along many major roads signalised intersections represent the most common opportunity to cross. Where intersections do not include pedestrian crossing facilities (ramps, signals etc) potential barriers to pedestrian and cyclist movements can occur. It is important to note that physical barriers to walking and cycling are likely to be interpreted by each individual differently. What one person may perceive as a barrier may not be a barrier to another.

The freight railway presents a significant physical barrier to cyclists and pedestrian movement between Bibra Lake and South Lake. Only two railway crossing locations are located within the Lakes Study area, the first is in the vicinity of Annois Road/ Apara Court and the second in the vicinity of Meller Road/ Little Rush Close. This second crossing is particularly important as it is located in close proximity to the Lakes Shopping Centre and provides access to the centre from the Lakeside Retirement Village to the north of the line. Both intersections require improvements.

#### **Aerial photograph and street view of Annois Road/ Apara Court railway crossing – (SW 31)**



The City's planning officers investigated the above site in early 2015 during the background study bike tour. It was noted that the City's bike path classification

signage, in this location and throughout the study area, is particularly small and in the officers' opinions signage could be improved.

Signage improvements should be focused on size, placement and information provided. Improved signage is likely to encourage increased cycling activity by providing information to cyclists regarding trip distances and destination points, particularly for inexperienced cyclists.

This stretch of the SW31 extends beneath the above ground Western Power heavy duty 330kV lines and through a heavily vegetated area. From the road cyclists or pedestrians unfamiliar with the area would be unaware of the purpose of the path and its destination point.

The railway crossing in its current design is considered to be unsafe. The path should be re-aligned to perpendicularly meet the formal railway crossing rather than bend towards the formal crossing within 1 metre of the railway line. Coupled with debris and sand coverings the current path/ railway intersection design encourages crossing the railway line in an unsafe manner and potentially creates a tripping hazard.

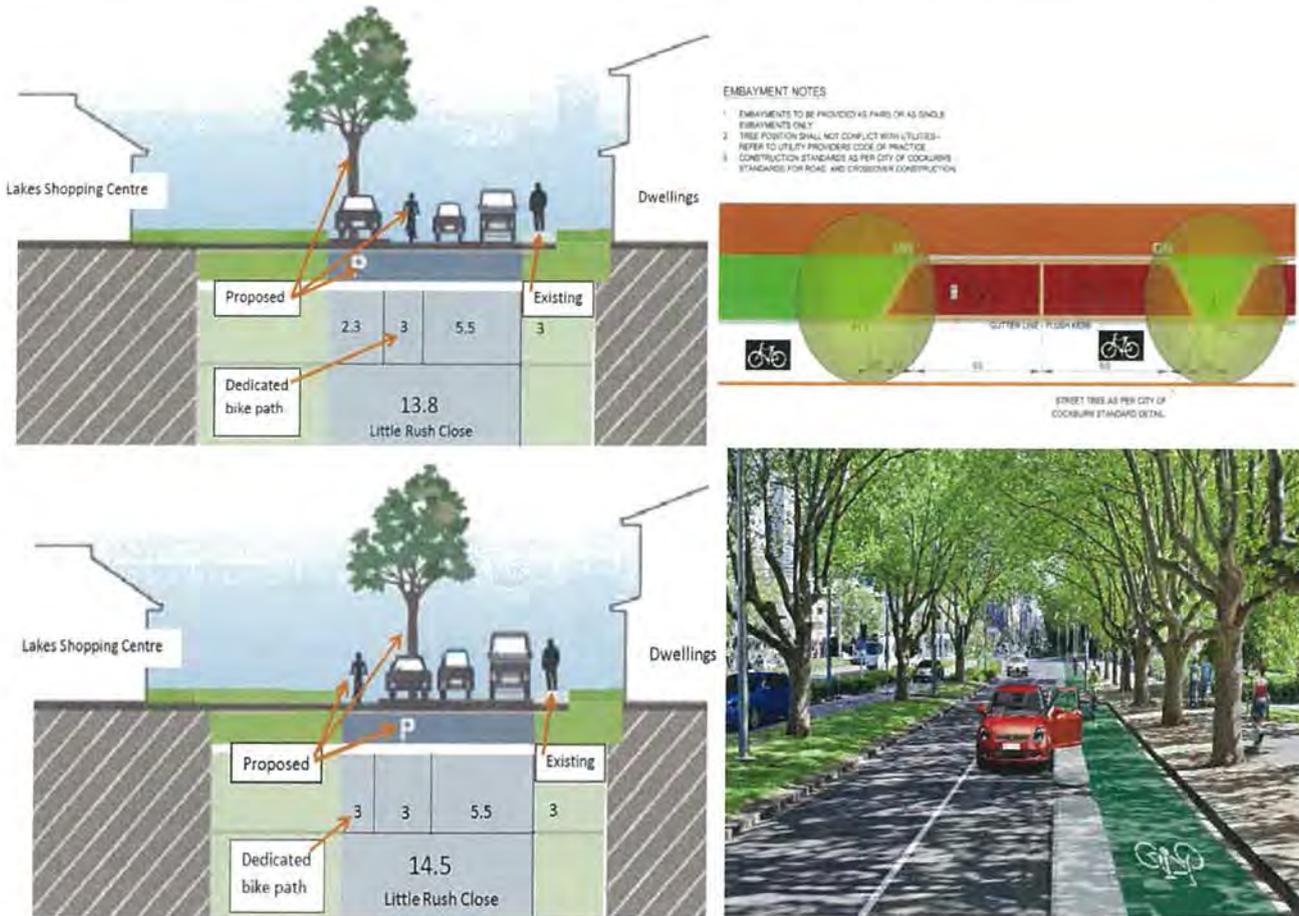
#### **Aerial photograph and street view of Prout Way/ Little Rush Close railway crossing.**



Little Rush Close is sufficiently wide to accommodate a formal bike path. Vegetation maintenance is also required as is evident from the above figure. On street parking could be provided too to narrow the street which will reduce motor vehicle speeds and provide a safer environment for cyclists and pedestrians.

The below cross sections offer two indicative design concepts for Prout Way/ Little Rush Close to help improve the cyclist and pedestrian environment which would ultimately contribute to state objectives 1-4 and local objectives 1-5 of the WABN.

**Preliminary indicative cycling, pedestrian and community improvement concepts for Little Rush Close (see recommendation # 4).**



The Lakes themselves and the surrounding green space can form a barrier to pedestrians and cyclists wishing to travel east-west across the City. A limited network of paths currently provides access around the lakes that can be used to travel in an east west direction.

**Further improvement options to the cycling and pedestrian environment**

The City of Cockburn Bicycle and Footpath Plan 2010 includes recommendations within the Lakes study area that require infrastructure to be constructed, signage or line marking to be provided. The below mentioned improvements, as identified in the 2010 plan, have not been undertaken to date. The implementation of these recommendations will improve the cycling and pedestrian environment within the Lakes study area.

**Bike planning recommended improvements table – Extracts from the CoC Bicycle and Footpath Plan 2010.**

ID #	ID – Pursuant to the City of Cockburn Bicycle and Footpath Plan 2010	Description of works identified by the City of Cockburn Bicycle and Footpath Plan 2010	Locational map
1	B5 – North Lake Road	<p><u>Description:</u> Marking of the existing path as a Shared Use Path (SUP) on the northern side of North Lake Road from Semple Court to Berrigan Drive.</p> <p><u>Purpose:</u> This will improve access along North Lake Road to the Lakes Shopping Centre and improve connectivity between SE41 and SW34/SW31.</p>	
2	B15 - Extension of SW34	<p><u>Description:</u> Extension of PBN route SW34 north along North Lake Road to the Lakes Shopping Centre.</p> <p><u>Purpose:</u> Currently SW34 terminates at the intersection of Osprey Drive and North Lake Road. By extending it north approximately 600m this route will now terminate at a trip attractor. Alternatively the footpath along North Lake Road through to Little Rush Close could be upgraded to a formalised bicycle path.</p>	
3	Coleridge Place	Provision of new footpath through the core of this residential cell along Coleridge Place in North Lake.	

## General maintenance and improvement requirements throughout the Lakes study area.



### City of Cockburn Integrated Transport Plan Strategy Report – Cycling ‘Hot Spots’ analysis

The City of Cockburn has a combination of on and off-road cycling facilities as shown in the image titled *Existing major bicycle infrastructure and bike map for the Lakes study area* (Source: Department of Transport as shown earlier in this report).

A principal Shared Path (PSP) along the western side of Kwinana Freeway serves as a major north-south connection for Cockburn cyclists. The community has raised concerns that there is currently a lack of east-west connection to the PSP on Kwinana Freeway. The desired connections include Farrington Road, Hope Road, Armadale Road, Forrest Road (via Bibra Lake and Hope Road), Rowley Road and across North Lake Road.

In addition, there is a need to improve cycling access to key coastal destinations, particularly Woodman Point and Coogee Beach. A continuous path from Beiliar Drive on to Mayor Road and to the AMC Henderson Marine Facility was also identified as an item of interest. Other concerns include the following:

1. Cycle lanes terminating short of intersections
2. Lack of maintenance on existing pathways.
3. Desire for continuous paths on busy arterial roads, such as North Lake Road, Stock Road, Cockburn Road and Russell Road.
4. Rails/ ‘U’-bars restricting access to paths.

The below table identifies the cycling ‘hot Spots’ that are of particular concern for the community of North Lake, Bibra Lake and South Lake as derived from the community collaborative analysis which was extracted from the City of Cockburn Integrated Transport Plan in 2014.

The City applies for PBN funding, as mentioned earlier, on an annual basis and is relatively successful at obtaining grant funding to implement cycling infrastructure in Cockburn. The City of Cockburn is responsible for providing and maintaining bicycle infrastructure within the City of Cockburn. The below tables and figures are reflective of the responsibility of the City of Cockburn as set by the State Government. In particular the below table and figures provide specific examples within the Lakes Study area where the City of Cockburn should;

1. *Manage and maintain local cycling facilities to appropriate standards.*
2. *Ensure that the design of all roads, parks and other council facilities include adequate consideration of cyclists.*

The below table should be read in conjunction with the following site map and site photographs for ease of reference and clarity.

**The Lakes Study area community cycling ‘Hot Spots’ of concern.**

Site	Location	Community Comment	Officer Comment	Proposed Action
1	Farrington Road north of Waugh Court	<i>“Farrington road intersection disappearing cycle lane. Demarcate cycle lane on road”.</i>	The below photograph ‘2’ of this site demonstrates the ending of the cycle lane as the vehicle slip lane emerges.	Appropriate line markings or signage to be implemented in this location.
2	Radnor Way/ North Lake Road at Farrington Road traffic lights intersection	<i>“Remove barriers to direct access from Farrington Road, put traffic calming and clear signage each side of cycle path entry to protect cyclists”.</i>	The below photograph ‘1’ of this site demonstrates a car dominated environment with bicycle and pedestrian access as a secondary consideration. Farrington Road is on the City of Cockburn major bike path ‘SW8’ which provides cyclists with an important east west access between South Fremantle, Hamilton Hill, Coolbellup, North Lake AND Bibra Lake to the Kwinana Freeway PSP. It is therefore considered appropriate to improve the environment in favour of cyclists and	This crossing (photograph 1) should be widened and the barriers removed/ or improved. The road treatment should be colour coded or marked to inform motorists that the crossing is for cyclists and pedestrians. Signage may be of great assistance in achieving this objective.

			pedestrians.	
3(a)	Monaco Avenue/ Masefield Avenue corner in North Lake.	<i>“Cycle connection to Masefield Ave needs to be more direct, and traffic calming put before the corner in both directions.”</i>	The indirect nature of the path is reflective of the gradient of that stretch of the land. It is unlikely that the City could improve the gradient or connectivity of this stretch of the bike/ pedestrian path.	Traffic calming or line marking recommended for the Monaco Avenue/ Masefield Avenue corner in both directions.
3(b)	North Lake Road closest to Cordelia avenue/ Monaco Avenue	<i>“Cycle crossing at North Lake Road needs to be enlarged and improved. A bridge would be even better.”</i>	The path is consistent with the standard path width. The vegetation however may result in sightline issues.	Provide appropriate road demarcation/ markings on North Lake Road at this bicycle intersection to advise road users of the bicycle/ pedestrian path. The markings should encourage motorists to consider the safety of cyclists and pedestrians.
4(a)	Railway crossing Prout Way and Little Rush Close	<i>“Railway crossing needs to be more cycle friendly – i.e smooth out the crossing, and remove ‘cycle demount’ signs. The Dutch can do this!”</i>	Any changes to this crossing will require Public Transport Authority approval.	The City to discuss with the PTA the possibility of improving the crossing to better serve cyclists and improve the cycling environment but not to compromise on safety.
4(b)	Railway crossing Prout Way and Little Rush Close	<i>“Cycle path to be improved. Needs widening, smoothing and removal of ‘U’-bar, which is redundant”.</i>	It is agreed the U-bar serves no purpose in this location.	The Lakes background report provides for ‘recommendation 4’ which proposes an upgrade to Little Rush Close and Prout Way. The proposed design aims to widen the cycle/ pedestrian path and provide for traffic calming. The ‘U’ bars should be removed as it serves no purpose as motor vehicles are restricted in this location as the cul-de-sac ends and the railway crossing fences prohibit vehicles crossing this path. Also a cul-de-sac is a low

				speed environment.
5	Freight Railway Line	<i>"New shared path along rail reserve would provide direct link to freeway shared path from Yangebup and South Lake".</i>	From a cycling infrastructure provision there may be merit with this suggestion. The obvious concern is safety and liability in relation to a path adjacent to high speed trains, particularly under bridges where the reserve is narrow. Residents from Yangebup and South Lake currently have access to paths south of Bibra Lake and via Discovery Drive in Bibra Lake.	The railway reserve falls within the control of the State government and falls beyond the scope of the project. Notwithstanding the City should discuss this option in detail with the Public Transport Authority. Alternatively the footpath along Discovery Drive could be demarcated to be a shared use path to provide access to Kwinana Freeway from Yangebup and South Lake.
6.	Principal Shared Path west of Kwinana Freeway east of Virgilia Terrace	<i>"Little kink in Principal Shared Path is dangerous, you cannot see traffic ahead, cyclists cut corner to maintain speed up the hill or going too fast downhill".</i>	The below photograph '7' of the site shows acute angle of this stretch of bicycle path. The vegetation limits sightlines and accordingly this section appears to be unsafe when used by two passing cyclists particularly at high speeds.	The City to discuss safety improvement options with the State government.
7.	Principal Shared Path west of Kwinana Freeway east of Jindabyne Heights/ Wapengo Close in South Lake	<i>"Bushes at all 'T' intersections on cycle-way need clearing or regular trim for visibility when giving way".</i>	The below photograph '6' of the site shows the trees overgrowing and causing sight line and therefore safety issues.	The City to clear or to request that the State government clear/ maintain sight lines by reducing/ removing vegetation close to the edges of corners. This is to be an ongoing exercise or alternatively the vegetation to be removed or replaced as appropriate to ensure sightlines are adequate improved.

The Lakes Study area community cycling 'Hot Spots' of concern site map.



The Lakes Study area community cycling 'hot spots' of concern site images.



## Recommendations to improve cycling and Pedestrian environments within the Lakes Study Area.

1. Undertake a vehicular safety review and implement safety measures to improve the four below mentioned road intersections for cyclists and pedestrians.
  - a) Intersection of North Lake Road and Winterfold Road (SW8).
  - b) Intersection of North Lake Road, Gwilliam Drive and Forrest Road (SW10).
  - c) Intersection of North Lake Road and Farrington Road (SW8). This intersection also requires vegetation overgrowth maintenance which currently obstructs pedestrian visibility.
  - d) Intersection of North Lake Road and Elderberry Drive.
2. Improve signage for all major 'SW' bike paths within the Study Area. Signage improvements should be focussed on size, placement and information provided. Improved signage should encourage increased cycling activity by providing information to cyclists regarding trip distances and destination points.
3. The Annois Road/ Apara Court railway crossing should be re-aligned to perpendicularly meet the formal railway crossing rather than bend towards the formal crossing within 1 metre of the railway line. The path should be provided with curbing (closest to the railway line) to formalise the path and separate from the adjoining sand and debris. This location requires railway crossing safety signage and lighting should be provided at the intersection and possibly along the path to improve safety.
4. Little Rush Close & Prout Way should be modified to accommodate a dedicated/ separate formal bike path. Vegetation maintenance is also required along this road. On street parking or alternatively street trees should be provided to narrow the street width which will reduce motor vehicle speeds and provide a safer environment for cyclists and pedestrians (see the above cross sections for indicative details).
5. Line and image mark the existing stretch of path as a shared use path (SUP) on the northern side of North Lake Road from Semple Court to Elderberry Drive / Little Rush Close (See ID # 1 above – Table Bike planning recommended improvements table – Extracts from the CoC Bicycle and Footpath Plan 2010.).
6. Extend the Perth Bicycle Network route SW34 north along North Lake Road to the Lakes Shopping Centre (See ID # 2 above – Table Bike planning

recommended improvements table – Extracts from the CoC Bicycle and Footpath Plan 2010.).

7. Provide a new footpath through the core of North Lake along Coleridge Place (See ID # 3 above – Table Bike planning recommended improvements table – Extracts from the CoC Bicycle and Footpath Plan 2010.).
8. Public access ways (PAWs) within the lakes study area require vegetation maintenance, signage and the provision of bicycle symbol ground markings.
9. Bicycle symbol ground markings require maintenance / repainting throughout the Lakes study area.
10. Implement the seven 'Proposed Actions' as specified by *The Lakes Study area community cycling 'Hot Spots' of concern table*.
11. Implement, if not already done so, the upgrades to the 'Bibra Lake Circuit' (Project e) as identified by The City of Cockburn Trails Master Plan 2013. This involves 5 tasks as follows;

Tasks
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at 4 locations: at trailhead on Progress Drive; at parking area near corner of Progress Drive and Bibra Drive; at Cockburn Wetlands Education Centre and at parking area on Bibra Drive (north of Parkway Road).
2. Install promotional signage (double-sided) at corner Farrington Road / Progress Drive; North Lake Road / Farrington Road; Bibra Drive / Progress Drive; North Lake Road / Bibra Drive and double sided fingerboard at entrance to trailhead on Progress Drive.
3. Install trail directional markers on posts with arrows with distance plates. (12)
4. Install additional "Please Share" signage (x3).
5. Install interpretive panels (see separate list) including panels on existing (old) bird hide. (Allow for 12 panels: 600mm x 350mm). <ul style="list-style-type: none"> <li>• Research and writing</li> <li>• Design and manufacture</li> <li>• Graphics (photos and drawings)</li> <li>• Installation</li> </ul>

12. Implement, if not already done so, the upgrades to the 'Little Rush Lake Trail' (Project i) as identified by The City of Cockburn Trails Master Plan 2013. This involves 13 tasks as follows;

Tasks
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at 3 locations: Proposed Parkes St trailhead; Osprey Drive entrance; and playground entrance (Grassland Loop).
2. Install promotional signage (double-sided) on North Lake Road (opposite entrance to trailhead).
3. Construct 10m asphalt path from proposed trailhead (at northern end of Parkes St) to existing path along North Lake Road.
4. Construct 20m asphalt path from existing concrete path along North Lake Rd to existing crushed limestone trail.
5. Install trail directional markers on posts with directional arrows (11).
6. Install road crossing warning signage (on trail both sides of road and on Osprey Dr both sides of trail crossing).
7. Construct 50m crushed limestone spur trail.
8. Construct 10m viewing platform
9. Revamp existing Beelihar Wetlands Heritage Trail artworks.
10. Re-construct 30 crushed limestone trail
11. Construct 15m boardwalk
12. Construct bird hide at end of boardwalk
13. Install interpretive panels (see separate list). (Allow for 1 panel: 600mm x 350mm). <ul style="list-style-type: none"> <li>• Research and writing</li> <li>• Design and manufacture</li> <li>• Graphics (photos and drawings)</li> </ul>

13. Implement, if not already done so, the upgrades to the 'South Lake Trail' (Project q) as identified by The City of Cockburn Trails Master Plan 2013. This involves 9 tasks as follows;

<b>Tasks</b>
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at 2 locations: near interpretive shelter off Bushland Ridge, and on western side near proposed access point from North Lake Road.
2. Install promotional signage at cnr North Lake Rd / Discovery Dr (double-sided); cnr Discovery Drive / Sustainable Ave (single-sided); cnr Sustainable Ave / Bushland Ridge (single-sided) and fingerboard opposite entrance to trail; and opposite proposed new trailhead off North Lake Road.
3. Fieldwork to confirm preferred trail route; interpretive sites; location of signs
4. Consultation (with Council staff, DEC, other stakeholders; etc)
5. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites)
6. Allowance for installation of trail directional markers on posts with directional arrows (allow for 10).
7. Allowance for trail construction and trail surfacing (750 metres). Note: path on western side of lake has been costed in Beelihar Lakes Trail improvements.
8. Allowance for development of new trailhead off North Lake Road using existing access (management access gate) and limestone road.
9. Install interpretive panels (see separate list). (Allow for 4 panels: 600mm x 350mm). <ul style="list-style-type: none"> <li>• Research and writing</li> <li>• Design and manufacture</li> <li>• Graphics (photos and drawings)</li> <li>• Installation</li> </ul>

## Public Transport

Physical inactivity costs Australia \$13.8 billion a year (Moving Australia 2030 - KPMG Econtech 2008). The direct annual health care cost incurred to treat the symptoms of inactivity was estimated to be \$719 million in 2007-08, and it is estimated that 16,178 Australians die prematurely each year due to physical inactivity.

Physical inactivity is a major contributor to the burden of chronic disease, including cardiovascular disease, and is an important driver of the overweight/obesity epidemic.

Despite greater understanding of the significant health burden of physical inactivity, it remains disturbingly prevalent in Australia.

The Heart Foundation has developed a Blueprint for an Active Australia outlining key action areas required to increase population wide physical activity levels to achieve community wide benefits in health, the environment, social policy and the economy.

Both the Blueprint for an Active Australia and the Australian Government's National Preventative Health Strategy have recognised that increasing walking and cycling for transport has significant potential to boost physical activity levels in Australia, but requires investment, cooperation, coordination and collaboration between different levels of government and other sectors, including transport (Moving Australia 2030).

Perth faces serious issues in the twenty-first century. These include high cost of providing services and facilities to cater for continued rapid expansion, the need for greater housing affordability, and a desire for greater social, economic and environmental sustainability, the need for more locally-based employment and the ability to provide public transport more efficiently.

The design and layout of a subdivision is a fundamental determinant of the urban forms which:

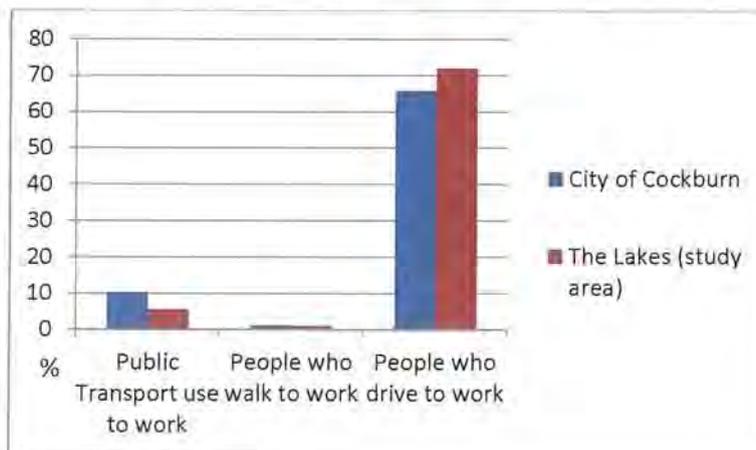
- Sets the urban character and design of an area;
- Allows or inhibits social interaction and therefore influences the likelihood of community formation;
- Forces car dependency or reduces it by encouraging the non-car modes of walking, cycling and public transport;
- Gives or denies access to facilities for all users of the urban environment; and
- Provides or prevents opportunities for locally based business and employment.

The Lakes Study area has a higher dependency of car usage than people using public transport to get to work each day. In comparison to the City of Cockburn average the Lakes Study area has a higher proportion of people who drive to work, as a passenger or as a driver, and a lower proportion of people that use public transport to work.

The proportions of people who walk to work in the Lakes Study area are relatively consistent with that of the City of Cockburn as a whole. The below figure identifies

that only 5.6% of residents within the Lakes study area use public transport to work where as 10.4% of residents within the City of Cockburn use public transport to work.

**City of Cockburn and the Lakes Study area methods used to travel to work.**



The Lakes study area is well connected to public transport with the area being serviced by five bus routes of which three services provide access to the Murdoch Station, Cockburn Central Station or the Fremantle Station. The local bus services provide public transport to two train stations, which intern provide residents with access to the wider metropolitan area. The above data possibly reflects the need for a behavioural change towards public transport and/ or the need to improve the infrastructure/ services to better suit local residents.

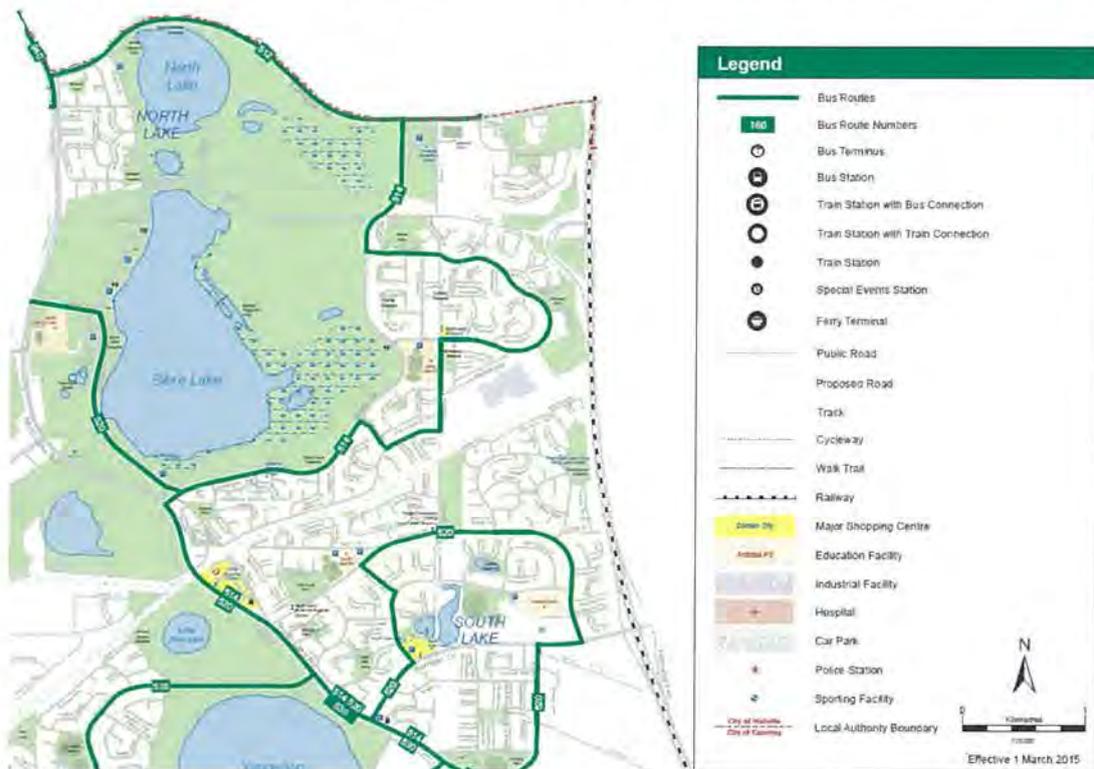
The bus routes are identified in the below table and image below. Important local community facilities are well serviced by public transport. Bibra Lake Primary School is serviced by the 514 service which runs from Murdoch Station to Spearwood Avenue/ Hamilton Road. This service runs centrally through the Lakes Study area along Bibra Drive, Parkway Road and Northlake Road which is within a 5 minute walking distances to most properties within the Lakes.

The 514 service runs directly past the Lakes Shopping Centre providing residents and students with direct access to the local shops, primary school and Murdoch Station. Along Northlake Road residents have access to the 520 service which connects from the 514 service extending centrally through South Lake past South Lake Primary School, Lakeland Senior High School and the Local Centre site at the corner of Berrigan Drive and South Lake Drive.

**Current bus services within the Lakes study area.**

Bus Route numbers	Starting point		Ending point	
	Location	Stop number	Location	Stop number
512	Murdoch Station	23718	Spearwood Avenue/ Hamilton Road	26869
514	Murdoch Station	23717	Cockburn Central Station	23635
940	Esplanade Bus-port	12212	Hamilton Hill Hall	25562
520 & 530	Fremantle Station	10432	Cockburn Central Station	23635

**Transperth’s existing bus network map within the Lakes Study Area**



**Bus Stop Infrastructure**

The Western Australian Local Government Association ('WALGA') has been working with the Local Government sector and negotiating with the Public Transport Authority ('PTA') for a number of years in an endeavour to clarify and advise on Local Governments involvement with regard to public transport bus stops infrastructure.

The *Bus Stop Infrastructure Partnership Agreement* was developed in conjunction with the PTA. The Agreement was approved by the WALGA State Council at its March 2015 meeting. The purpose of the Agreement is to define the roles and

responsibilities for providing and maintaining bus stop infrastructure. This agreement will assist in ensuring that investments by the PTA and Local Government in bus stop infrastructure deliver benefit to the community. In particular, the Agreement outlines the communication required between the PTA and Local Government before works commence at or around bus stops. The Agreement also details the responsibilities when bus stop infrastructure is upgraded, removed or relocated.

Through the negotiation phase of developing this agreement, the PTA has introduced a new subsidy known as the Bus Shelter Maintenance Assistance Scheme ('BSMAS'). In recognition of the costs incurred by Local Governments maintaining bus shelters, the PTA agrees to provide funding support to participating Local Governments under the BSMAS. Total funding for the BSMAS will be capped to a total of \$500,000 per annum. BSMAS payments will be made on a per shelter basis.

### Integrated Transport Plan (ITP)

A month-long community engagement period during August 2013 was held in the course of the City of Cockburn's 'Integrated Transport Plan'. The community input was solicited using an online e-engagement tool called 'Collaborative Map'.

Users were able to add an unlimited number of comments to the map by category and were able to 'agree' or 'disagree' with comments posted by others on the map. Over the month-long engagement a total of 612 unique comments were posted. There were 938 visits to the website and 2,360 votes were made on the comments.

Public Transport was a key focus of the community during the collaborative mapping exercise. The below image shows the 'Hot Spot' locations where clusters of comments were raised. The darker the circle, within the below image, the greater number of comments.

The issues raised as a result of the survey which relate to the Lakes Study area can be summarised as follows;

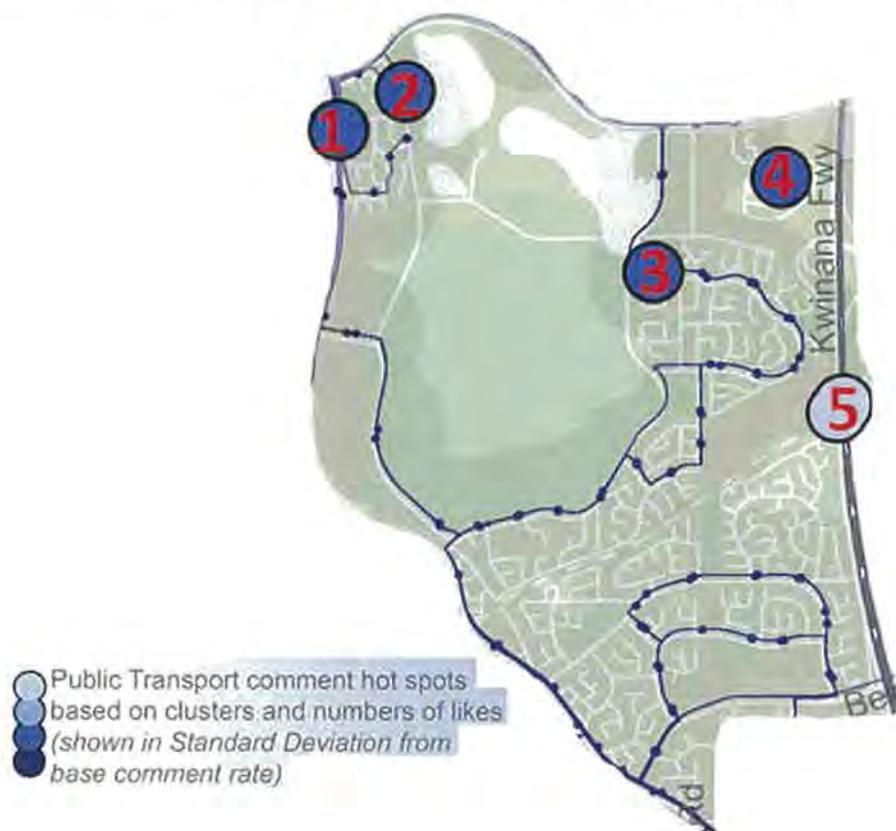
- 1. Bibra Lake: lack of public transport services to this employment node.**
- 2. General Comment: 'long travel times' and limited service coverage at evenings and on the weekends.**
- 3. General Comment: Cycle lanes terminating short of intersections**
- 4. General Comment: Lack of maintenance on existing pathways.**
- 5. North Lake Road: desire for continuous paths on the busy arterial road.**
- 6. General Comment: Rails/U-bars restricting access to paths.**

The collaborative mapping exercise as produced by the ITP in 2014 included a brief questionnaire on current travel patterns and reasons for using a chosen travel mode. The two key lessons learnt, which applies to the City of Cockburn as a whole, include the following:

- 1. Car use is high because motorists do not have public transport as an available alternative.* This is either a perception requiring more information on available public transport options to be made available or that there are limited public transport options available and the existing options require improvement.

2. Convenience is a strong reason why some people chose non-car travel modes.

**Collaborative Map –Public transport comments overlaid with the existing public transport network within the Lakes Study Area**



**The Lakes Study area community public transport 'Hot Spots' of concern.**

Site	Location	Community Comment	Officer Comment	Action
1	South of Waverley Road and North Lake Road intersection.	"A bus service all the way along North Lake Road from end to end is lacking".	The 940, 513, 512 and 520 services provide a service to North Lake and the land to the west of the Lakes study area. None of these services follow North Lake Road from end to end. North Lake is classified as a 'District Distributor A' road.	Consult with the Public Transport Authority to investigate whether it is possible to modify existing services or provide a new service to travel along North Lake road. This is to be undertaken by the City's travel smart officer in

				consultation with the Strategic Planning department.
2	Progress Drive	<i>"Need public transport for the locals to get to the train station, especially the elderly."</i>	Progress Drive is approximately 800 metres in length. North of Progress drive is serviced by the 512 bus which travels along Farrington Road. From the 512 bus the 514 bus is accessible from Farrington Road/ Murdoch Drive. The 514 service travels from Murdoch Station to Cockburn Central Station. Accordingly the current 512 and 514 provide residents along Progress Drive with public transport to the train station. The footpath provision along Progress Drive and Farrington Road appear to be in good condition. Progress drive has been modified to provide for chicanes as a traffic calming device. Accordingly the pedestrian environment is considered to be acceptable and not in need of immediate improvement.	No direct action recommended. Possibly more promotion of the current and planned public transport services would be of benefit to the community. This is to be undertaken by the City's travel smart officer in consultation with the Strategic Planning department.
3	Parkway Road east of Bibra Drive.	<i>"514 buses are too few in number. Coming every hour is too large a window. Would appreciate a direct bus to/ from the City like in the past."</i>	It is noted that the bus service comes every hour on weekdays, weekends and also on public holidays.	Consult with the Public Transport Authority to investigate whether it is possible to increase the frequency of the 514 bus service. This is to be undertaken by the City's travel smart officer in consultation with the Strategic Planning department.
4	Allendale Entrance subdivision.	<i>"No Public Transport (buses) in this subdivision"</i> .	The Allendale Entrance subdivision falls outside the scope of the Lakes Study area. Notwithstanding the subdivision is within a maximum 700 metre walk from Farrington Road which provides access to the 512 bus service which terminates at Murdoch Station commencing	No direct action recommended.

			from Spearwood Avenue/ Hamilton Road.	
5	Kwinana Freeway and freight line intersection Bibra Lake/ Jandakot.	<i>“Intersection of 2 rail lines. Passenger function to Fremantle and Airport needs to be added to this existing freight line.”</i>	Freight lines cannot service the community in a public transport capacity. This issue falls beyond the scope of the Lakes Project.	No action recommended.

### Recommendations for Public Transport improvements and increasing Public Transport patronage within the Lakes Study Area.

1. Undertake an audit and prepare a plan to upgrade ‘core bust stop infrastructure’ (as defined by the Partnership Agreement between WALGA and the Public Transport Authority paper) including bus stop poles, level concrete hard-stand passenger boarding area at correct height, tactile ground surface indicators and appropriate connecting concrete pathways. The first stage of upgrades should focus on the local centre shop sites and those stops closest to primary and high schools. This is to be undertaken by the City’s engineering services in consultation with the Strategic Planning department.
2. Promote the use of Co-funded ‘TravelSmart’ programs, to residents and their employers, which are currently administered by the Department of Transport which encourages travel behaviour change in targeted workplaces, schools and neighbourhoods. This is to be undertaken by the City’s Travel Smart Officer in consultation with the City’s Strategic Planning Department.
3. Support active living and ageing principles by funding implementation of the Healthy Spaces and Places initiative. Strategic Planning to prepare a working concept targeted at the Lakes Study area.
4. Support programs that encourage active travel to school. This is to be undertaken by the City’s Travel Smart Officer in consultation with the City’s Strategic Planning Department.
5. Implement the three identified actions as prescribed by the above table - The Lakes Study area community public transport ‘Hot Spots’ of concern. The responsibilities of these tasks are outlined within the table.

## Road Safety and congestion

Current traffic conditions in the City of Cockburn involve pronounced peak traffic conditions during weekday commuter peaks and in the lead up to long weekends due to people travelling south along Kwinana Freeway. North-south heavy vehicle flow between western industrial areas such as Henderson and Fremantle, and east-west between the Kwinana Freeway and Fremantle, also affect the overall congestion within the transport network in the City of Cockburn.

Existing road hierarchy within the Lakes Study Area



The City of Cockburn's Integrated Transport Plan Strategy Report, which was published in 2014, revealed the City of Cockburn community's concerns in relation to road safety. The concerns raised by the community were received from the entire municipality area which includes the Lakes Study area.

The below image shows the road safety comments raised by the Cockburn community in 2014 overlaid over the actual crash data (sourced from Main Roads Western Australia) for the period 2008 to 2012 specific to the Lakes Study area.

The below figure shows a clear correlation between community views on locations where road safety is an issue and actual crash occurrences. This is not surprising given that congestion can lead to safety issues mainly stemming from driver impatience and frustration. Examples include travelling too close to the vehicle in

front (i.e. tailgating), speeding through signalised intersections, running amber/ red signals, picking insufficient gaps to enter the major traffic stream from side streets/ driveways and traffic queues blocking intersections.

**Collaborative mapping road safety comments (2014) overlaid on MRWA crash records (2008-2012)**



The City of Cockburn annually applies for, and is successful in obtaining, Black Spot Program grant funding from Main Roads WA for road safety improvements. Projects recently completed under the Black Spot Program within, or in close proximity to, the Lakes Study area include the following:

- Instillation of signal mast arms on North Lake Road at three intersections.
- The instillation of a roundabout at the intersection of North Lake Road and Bibra Drive in Bibra Lake. The roundabout is expected to lower vehicle travelling speeds through the intersection and improve the efficiency of the intersection by providing safe gaps in the flow of traffic for right hand turning manoeuvres.
- North Lake Road/ Osprey Drive – adding a left turn pocket in Osprey Drive and extending the right turn pocket to North Lake Road including traffic signal modifications and installation of traffic masts. This included kerbing and footpath reinstatements.
- North Lake Road – Kentuchy Court to Hammond Road duplication of the carriageway and removal of overhead power lines. This stretch of North Lake Road falls outside the Lakes Study area.

Previous North Lake/ Bibra Drive intersection (L) with the recently installed roundabout intersection treatment (R).



### Safety improvement options for all transport system users

The Community has expressed concerns that there are road safety issues in the City of Cockburn. These are identified by the wider community as follows:

- Speeding on residential streets
- Lack of pedestrian footpaths and pedestrian crossings
- Close intersection spacing and poor traffic signal coordination causing rear-end collisions.
- Issues around schools, such as vehicles parking on footpaths, motorists exceeding 40km/h in school zones and a need for more dedicated off-street parking.
- Localised issues where roundabouts, stop signs, turning pockets or signals need to be introduced.
- Poor road geometry, such as blind corners and motorists speeding around curves.
- Long delays to access busy roads such as Beeliar Drive, from side streets.
- Maintenance issues relating to road surfaces and obstruction of sight distances by roadside vegetation.
- “Hooning” behaviour in residential streets.

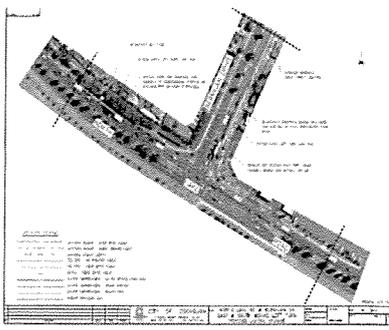
The red numbers within the above image – (*Collaborative mapping road safety comments (2014) overlaid on MRWA crash records (2008-2011)*) correlates to the below table which provides a snapshot of the current issues, as described by the Cockburn Community, associated with the Lakes Study area.

**The Lakes Study area community congestion and motor vehicle congestion 'Hot Spots' of concern.**

<b>Site</b>	<b>Location</b>	<b>Community Comment</b>	<b>Officer Comment</b>	<b>Recommended Action/ Engineering Response</b>
1	Waverley Road and North Lake Road intersection	<i>"Motorists do not keep a clear way for those of us who need to turn left and then right into Farrington Road."</i>	This site falls outside of the Lakes Study area however it is expected that the impacts of this intersection will hinder the residents within the Lakes Study Area.	<p>Traffic on North Lake Road (the major road) has priority over Waverley Road (the minor road) and is not required to give-way to Waverley Road traffic. It should always be anticipated that vehicles exiting a minor road onto a major road is likely to be delayed to some degree, particularly during peak hours.</p> <p>This location shall be monitored because it is expected that if Roe Highway is extended to Stock Road, with an interchange at North Lake Road, then the volume of traffic turning right into Farrington Road will reduce significantly and there should also be greater gaps on northbound traffic on North Lake Road, making it easier to turn in/ out of Waverley Road.</p>
2	North Lake Road and Bibra Drive intersection	<i>"During peak hour the Bibra Drive/ North Lake Road intersection is very dangerous, especially for traffic trying to leave Bibra Drive onto North Lake Road."</i>	As part of a successful State Blackspot Grant funding the City of Cockburn in April 2015 installed a roundabout, at this intersection, to improve safety by providing safe gaps in the flow of traffic for right hand turning manoeuvres.	No further action required following the instillation of the roundabout.
3	North Lake Road and Elderberry Drive intersection	<i>"Only exit onto North Lake Road dangerous junction, no lights constant flow on North Lake Road makes it hard"</i>	This intersection is currently an uncontrolled 'T' intersection and appears to be a potential congestion point. North Lake Road is classified as a 'District Distributor	The installation of traffic signals at the North Lake Road/ Elderberry Drive intersection would not be approved by Main Roads WA because of the close proximity of existing traffic signals at Omeo Street 200m to the north-west and Osprey Drive

		<i>to get into flow of traffic filter lane”.</i>	A' road and Elderberry Drive is classified as a 'Local Distributor'.	400m to the south-east. The instillation of a dual-lane roundabout (like the one recently constructed at Bibra Drive) will be investigated and considered as a Black Spot Program project for the 2017/18 financial year.
4	Elderberry Drive and Tarndale Way intersection.	<i>“School parents parking inappropriately cause visibility issues and park too close to the corner”.</i>	This intersection is located opposite a pedestrian access point. It is expected parents would park here during peak student pick up/ drop off times. Elderberry is classified as a 'Local Distributor' road.	Investigate possible parking provision options for this intersection or alternatively explore pedestrian entry point relocation away from the intersection. This is to be undertaken by the City of Cockburn; Strategic Planning Department in consultation with Engineering Department.
5	Bloodwood Circle and Pavonia Heights intersection.	<i>“This junction of Bloodwood and Pavonia Heights is dangerous. Cars going south on Bloodwood go too fast downhill there is also limited sight from Pavonia”</i>	The intersection vehicle sightlines may be an issue for motorists. Further investigation is recommended.	City road engineer's to investigate and implement improvement options or nomination for State 'Black Spot' Funding. Subject to their professional review.
6	Elderberry Drive	<i>“School zone is not clearly marked, road is too wide and signs are not seen or are ignored, Better line marking needed and electronic signs.”</i>	Elderberry Drive is classified as a 'Local Distributor' road and consists of; a 25 metre road reserve with a 10 metre carriageway, footpaths on both sides and a 2 metre median island in-between lanes. The dwellings are setback approximately 15 metres from the street with the school side development setback in excess of 80 metres. The road environment is conducive to	City road engineer's in consultation with City Planners to investigate and implement traffic calming, parking provision, dedicated bicycle path and street tree provisions. Design concepts to be prepared by the Strategic Planning department for Elderberry Drive. Implementation of the works to be undertaken by the City of Cockburn Engineering department.

			speeding.	
7	Berrigan Drive and Elderberry Drive intersection.	<i>“Rotary or controlled intersection needed here to improve vehicular crossing and slow vehicles next to the school”.</i>	Berrigan Drive is classified as a ‘District Distributor A’ road and Elderberry Drive is classified as a ‘Local Distributor’ road. The intersection is heavily developed including 4 east west vehicle lanes, an additional east west bicycle lane and a turning lane. These roads intersect with a dual lane road. During peak periods it is imagined that pedestrian crossing can be somewhat difficult.	As shown in the Murial Court Local Structure Plan it is planned to realign both the southern end of Elderberry Drive and northern section of Semple Court to form a 4-leg intersection with Berrigan Drive. That new intersection will be constructed as a roundabout or traffic signals (subject to Main Roads WA approval), subject to further investigation.  This project is tentatively scheduled for 2020-22 on the City’s Regional and Major Roadworks 2013-2030 plan, but timing will be dependent on funding availability and of progress of development in the Murial Court precinct.
8.	Berrigan Drive immediately east of South Lake Drive	<i>“Cars and particularly trucks turning in and out of the pub and parking on the side of Berrigan creates a danger on the bend”.</i>	This appears to be a management issue.	No direct action recommended under the Lakes Project.
9.	North Lake Road and Berrigan Drive Intersection	<i>“Need to make left turning lane longer”.</i>	North Lake road is classified as a ‘District Distributor A’ road which intersects with Berrigan Drive which is also classified as a ‘District Distributor A’ road. Traffic volumes in this location during peak periods may warrant the need for an increased left turning lane length subject to engineering safety standards and planning merit.	The City’s Engineering Services officers previously identified the need for some improvement of this intersection and have applied for grant funding from the 2015/2016 State Black Spot Program to extend the left turn lanes on the west (North Lake Road and north (Berrigan Drive) legs of the intersection and improve street lighting.  That project has been recommended for funding and it is anticipated an announcement will be made by the Minister for Transport soon.

				
10.	North Lake Road and Hammond Road roundabout leg intersection.	<i>“Dangerous intersection – traffic heading south reduced to one lane by vehicles turning right”.</i>	Hammond Road is classified as a ‘District Distributor B’ Road and North Lake Road is classified as a ‘District Distributor A’ road. The intersection is in close proximity to Thomas Street. The current road design/ treatment appear to be a possible spot for major traffic congestion during peak periods.	This intersection will be improved as part of the current widening of North Lake Road, from Hammond Road to Kentucky Court, to 4-lanes. Separate turn lanes will be provided at Hammond Road for safety and to minimise disruption to continuing traffic.
11.	North Lake Road and Semple Court intersection	<i>“This corner requires a turning lane. Large volumes of traffic hold up the north lane when turning, and turning from Semple Court is dangerous”.</i>	North Lake Road is classified as a ‘District Distributor A’ road which intersects with Semple Court, a ‘District Distributor B’ road. This intersection is an uncontrolled intersection which during peak times may be subject to unacceptable traffic jams.	This intersection will be improved as part of the current widening of North Lake Road to 4-lanes. A protected right turn lane will be provided in the median for motorists turning into Semple Court, and motorists turning right from Semple Court will be able to turn in two stages by temporarily storing in the median on North Lake Road.

## Traffic impact assessment

Transport infrastructure should be planned and, if need be, improved to match increased traffic demand. In the case of the Lakes Revitalisation study area the draft changes to existing density codes is predicted to have a negligible impact on the transport network. The predicted increased traffic flows can be managed by the existing road network and already planned intersection upgrades as outlined earlier in this report.

The WAPC's State Planning Policy No. 1 (February 2006) sets out the key principles relating to environment, community, economy, infrastructure and regional development; which should guide the way in which future planning decisions are made. The objective of the infrastructure component is:

*“to facilitate strategic development by making provision for efficient and equitable transport and public utilities.”*

The City of Cockburn has undertaken three revitalisation strategies to date, with the Lakes Revitalisation Strategy being the fourth. These include the suburbs of Spearwood (Phoenix), Hamilton Hill and Coolbellup.

These strategies have been adopted and the associated scheme amendments (residential up-coding) have been gazetted. Following the gazettal of these amendments landowners within these areas have undertaken development and subdivision in accordance with the higher density codes.

Infill development has been calculated at a rate of **43 to 50** additional dwellings per annum in the suburb of Spearwood (Phoenix) as outlined in 'Forecast id'. The data indicates a **3% to 5%** increase in yearly infill development.

Last year 'Population id' undertook a population forecast analysis across the City of Cockburn including Coolbellup. Infill is assessed by doing a lot size analysis and assuming that, of existing lots that have potential for redevelopment over the forecast period, a percentage will do so and, depending on the size of those lots, there will be a net dwelling gain of between 1 – 10 dwellings. This gives a source of development for the future.

It is assumed that infill will increase as existing major site opportunities are exhausted. It does also, of course, depend on the housing market for the area and competing areas within both the local government area and the region.

On this basis it was identified in Coolbellup a 512 dwelling gain through major site development, and a further 451 dwellings through infill. The allocation of infill rates to the area was based on;

- a) what is expected in neighbouring localities such as Hamilton and Spearwood;
- b) type of housing stock,
- c) residential lot size and shape; and

d) the amount of housing stock.

The level of infill in Coolbellup has risen from **10 to 30** dwellings per annum by the end of the forecast period.

Estimated additional vehicle trip generation is an approximate guide only and is based on 9 daily vehicle trips per dwelling. This is currently the industry 'best practice' as recommended in the WAPCs 'Transport Assessment Guidelines' and the Traffic Authority's Guide to Traffic Generating Development (October 2002).

The additional number of dwellings generated by the greater number of homes on higher density lots is offset by the reduced number (up to half) of trips typically generated by the higher density land use. In addition, for the purposes of the City's traffic impact assessment, no allowance has been made for any reduction in vehicle trips due to trips made by alternative modes such as public transport, walking, cycling or car share. As a result, the City's estimated trip numbers are considered a worse-case scenario.

Notwithstanding the above, this report aims to identify issues and specify recommendations to improve pedestrian, cycling and public transport infrastructure as outline in previous sections. These improvements are expected to partly offset a proportion of car trips for cycling, public transport or walking.

An increase in residential density, as drafted in this report, for the Lakes study area translates to a predicted negligible increase in traffic on the road network. This is for various reasons as described above within the Coolbellup and Spearwood case studies. The below table provides further detail on the City of Cockburn's traffic survey results.

The City of Cockburn has undertaken a series of traffic counts as part of our traffic impact analysis. The surveys were conducted at a date and time considered suitable by the City's engineering services. The traffic surveys were conducted during August 2015 in the following 20 locations.

**Traffic survey locations undertaken August 2015**



The Lakes Revitalisation Strategy traffic surveys – August 2015

	Road	Suburb	Section	Road function	Average weekday traffic (vehicles)
1	Bibra Drive (District Distributor B)	Bibra Lake	80m south of Fantail Drive	Integrator B arterial	7,536
2	Hope Road (Access Road)	Bibra Lake	200m west of Bibra Drive	Access street	6,153
3	Hope Road (Access Road)	Bibra Lake	60m east of Bibra Drive	Access street	1,480
4	North Lake Road (District Distributor A)	Bibra Lake	400m north of Bibra Drive	Integrator A	29,856
5	North Lake Road (District Distributor A)	Bibra Lake	250m south of Bibra Drive	Integrator A arterial	35,345
6	Du Maurier Road (Access Road)	North Lake	60m west of Progress Drive	Access street	739
7	Masefield Avenue (Access Road)	North Lake	60m west of Progress Drive	Access street	1,008
8	Progress Drive (Local Distributor)	North Lake	200m south of Farrington Road	Neighbourhood connector B	2,105
9	Progress Drive (Local Distributor)	North Lake	180m north of Hope Road	Neighbourhood connector B	1,328
10	Progress Drive (Local Distributor)	North Lake	280m north of Gwilliam Drive	Neighbourhood connector B	6,475
11	Elderberry Drive (Local Distributor)	South Lake	130m east of North Lake Road	Neighbourhood connector	6,322
12	Elderberry Drive (Local Distributor)	South Lake	50m east of Apará Court	Neighbourhood connector	3,518
13	Elderberry Drive (Local Distributor)	South Lake	20m north of Jindabyne Heights	Neighbourhood connector	5,517
14	North Lake Road (District Distributor A)	South Lake	300m south of Berrigan Drive	Integrator A arterial	27,021
15	North Lake Road (District Distributor A)	South Lake	220m north of Berrigan Drive	Integrator A arterial	34,220

	<b>Road</b>	<b>Suburb</b>	<b>Section</b>	<b>Road function</b>	<b>Average weekday traffic (vehicles)</b>
16	South Lake Drive (Local Distributor)	South Lake	120m north of Berrigan Drive	Neighbourhood connector B	3,732
17	South Lake Drive (Local Distributor)	South Lake	50m west of Elderberry Drive	Neighbourhood connector B	2,250
18	Farrington Road (Oct 2015)	North Lake	200m east of North Lake Road	Integrator A arterial	21,613
19	Farrington Road	North Lake	200m west of Murdoch Drive	Integrator A arterial	26,554
20	Berrigan Drive (Aug. 2012)	South Lake	150m west of Kwinana Freeway	Integrator A arterial	25,512

## Roe 8 – Roe Highway Proposed Extension

The proposed \$1.6 billion Perth Freight Link, officially launched on 19 May 2014 as part of the Federal Budget, is the largest proposed road infrastructure project ever to be undertaken in Western Australia.

If constructed, the works will provide a major link in the Perth Urban Transport Corridor, through a dedicated east-west freight connection between Perth's heartland industrial areas, such as Kewdale, Welshpool and Fremantle Port.

The ethos of the 'Option 1' proposal, as designed by Main Roads Western Australia, is that current stop-start traffic will be replaced with free-flowing vehicle movement.

The project is expected to link with the \$1 Billion Gateway WA project and the \$1.2 billion North Link WA (Perth to Darwin Highway) project to provide a free-flowing 85km route from Muchea to Fremantle Port and Perth's southern industrial and trade centres.

Main Roads Western Australia advises the major works contracts are scheduled to be awarded in late 2015 with infrastructure works expected to commence in early 2016 and be completed in 2019.

Roe 8 is a proposed 5.2 kilometre extension of Roe Highway from Kwinana Freeway to Stock Road. It includes a major upgrade to the existing Kwinana Freeway-Roe Highway interchange as well as interchanges and flyovers at Murdoch Drive, Bibra Drive, Progress Drive, North Lake Road, Coolbellup Avenue and Stock Road.

### Two proposed Freight transportation infrastructure upgrade options as proposed by Federal and State government.



## City of Cockburn's position – Roe 8

The City of Cockburn at its Ordinary Council Meeting held on 11 June 2015 resolved **not** to support 'Option 1 (MRS)' freight transportation infrastructure upgrade option but rather the City supports Option 2 (Rail).

The City of Cockburn's reasoning, as partially extracted from the 11 June 2015 Council meeting, is outlined as follows:

*"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 of Cockburn formally resolved to;

- 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.*"

The Lakes Study area revitalisation background report aims to provide a holistic overview of the project area which involves outlining the details of Roe 8. The long term outcome may include either 'Option 1' or 'Option 2', as described above, as proposed by the State and Federal Government. Both options will have a variety of implications on the Lakes Study area and the current and future communities which visit and reside within North Lake, Bibra Lake and South Lake.

The City of Cockburn does not support the MRS alignment 'Option 1' as described above however this report aims to briefly explore and highlight the potential outcomes of 'Option 1' and 'Option 2' on the Lakes Study area.

### **The Metropolitan Region Scheme (MRS) 'Option 1' Alignment Proposal**

If constructed the Roe Highway Extension is expected to carry around 4,800 Heavy Commercial Vehicles (HCV) per weekday in 2031 between Stock Road and North Lake Road and 6,900 between North Lake Road and the Kwinana Freeway.

In part these trips are expected to be transferred from Leach Highway and South Street. A further 4,000 to 6,000 trips transfer from other adjacent local roads and from roads further south, such as Russell Road, Rowley/ Wattleup Road, Anketell Road and Thomas Road.

The Main Roads Western Australia 'Roe Highway Strategic Review Final Report October 2009 (MRWA 2009)' promotes Option 1 as a shorter distance for freight transportation, in comparison to Option 2.

### **The Rail Alignment 'Option 2' Proposal**

For freight traffic originating or terminating at Fremantle Port, or the Myaree or O'Connor industrial areas, the rail alignment route would be about 6 kilometres longer than both the existing route along Kwinana Freeway and Leach Highway and the new Roe Highway route along the MRS alignment (MRWA 2009).

For freight following a north-east and south west trajectory between Kewdale and Welshpool in the east and the Kwinana and Rockingham industrial areas and the future potential Outer Harbour, in the south west, the journey via the rail alignment and then onto Stock would be roughly to 3.5 kilometres shorter (to the future Outer Harbour) than the existing route, and about 2 kilometres shorter than the MRS alignment option. The 'RHE rail' link would also allow trucks to get from the Roe Highway/Kwinana Freeway interchange to the southern section of Stock Road (anticipated to be near Freeway standard by 2031) without having to travel on any sections of the Kwinana Freeway, which is anticipated to be heavily trafficked even with just passenger traffic (MRWA 2009).

The modelling suggests that the RHE along the rail alignment would attract around 6,000 HCVs per weekday in 2031. This volume of heavy and commercial vehicle traffic is approximately the same as would be carried by the MRS alignment. Overall, the rail alignment appears more successful in drawing HCVs from the southern

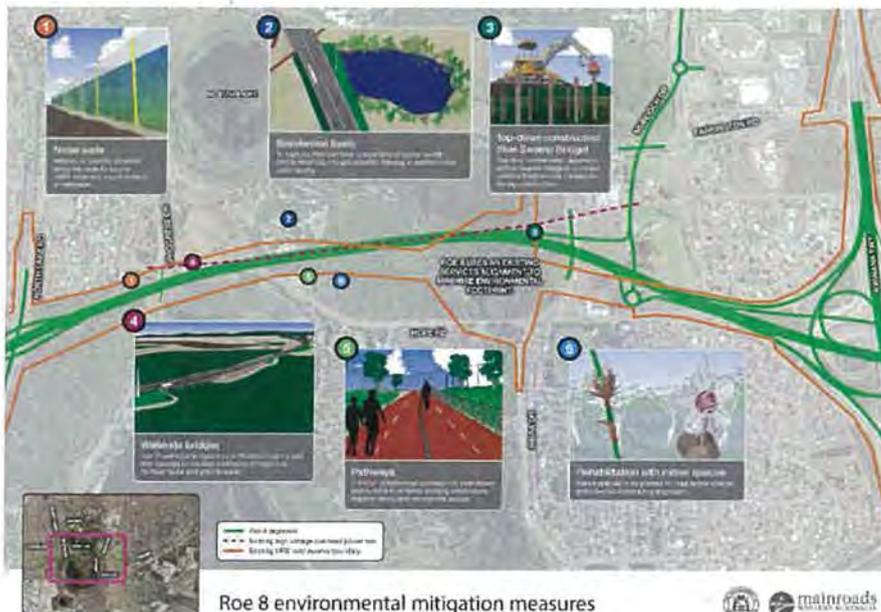
section of the Kwinana Freeway compared with the MRS alignment, but less successful at drawing this traffic from Leach Highway and South Street (MRWA 2009).

**Proposed 'Option One' (MRS) Roe 8 concept design (MRWA 2012)**



The Rail alignment option would avoid the potentially significant complexities and costs that are likely to be associated with the MRS alignment proposal in avoiding the Beeliar Regional Park. However, on balance the State Government is of the option that it would be less effective than the MRS alignment. This is because, in their view, it would result in a lesser reduction in traffic diversion than the MRS alignment proposal, would involve complicated and costly property resumption strategies, and is likely to be difficult to provide connectivity at highway standard as the interchange of the Roe and the Kwinana Freeway has been constructed. The MRS alignment as promoted by the State government would be a significant east-west linkage in the southern metropolitan area and it is said to support demand for between 47,000 and 79,000 vehicles per day by 2031 (MRWA 2009).

**Roe 8 environmental mitigation measures as proposed by MRWA**



## Roe 8 - North Lake Road interchange

The below image provides a visual representation of the section of North Lake within the Lakes Study area that abuts the proposed Roe 8 extension. Masefield Avenue, the southern east/west road within North Lake, has three streets approximately 50 to 90 metres in length which terminate at a cul-de-sac which abuts the Roe Highway road reservation to the south.

At present, as indicated in the aerial photograph below, the residents within the southern part of North Lake, between North Lake Road and Progress Drive, are not provided with a direct east/west bicycle or pedestrian path to provide access from North Lake Road to Progress Drive.

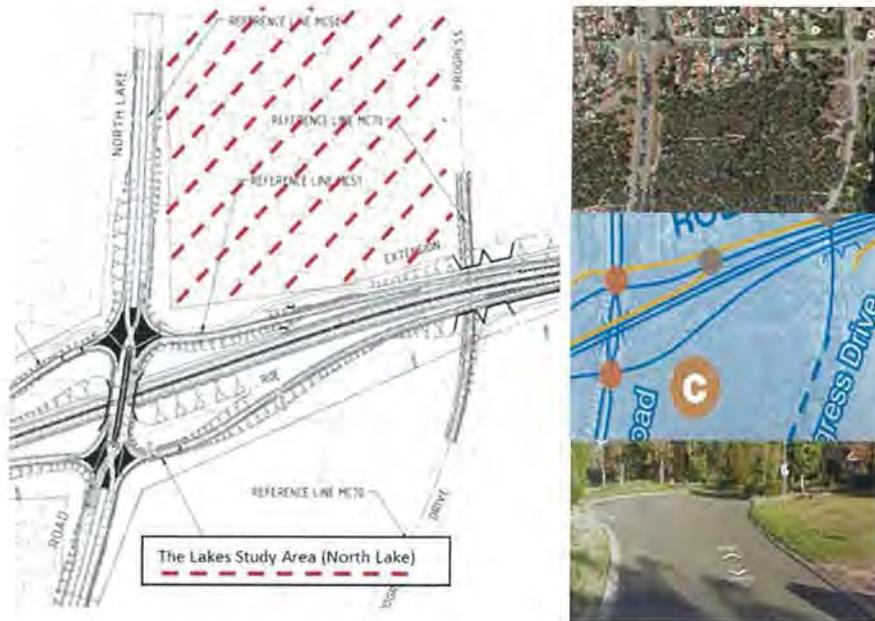
In order for cyclists or pedestrians to access Kwinana Freeway, and the wider metropolitan public transportation services, residents are required to travel 580 metres north from the south of North Lake and cross North Lake via Du Maurier Road and then head back south, down Progress Drive, towards Hope Road.

Cyclists and Pedestrians travelling in an east/ west direction from west of North Lake are required to cross North Lake Road at the North Lake/ Waverley Road Intersection which is currently informally used as a crossing point and not designed for pedestrian or cyclist crossing.

Under the current MRWA Roe 8 proposal the intersection of North Lake Road/ Roe Highway and Progress Drive provides for separated full movement dedicated shared use paths. These paths propose a more direct link from east to west terminating at Kwinana Freeway and assumingly a safer environment for pedestrians and cyclist than what is currently provided for. The below image provides a visual representation of the current proposed design concept.

The Roe 8 MRS 'Option 1' design appears to provide a more direct and safer environment for cyclists and pedestrians, particularly to those traveling east from west of North Lake Road. The current MRS design provides for two flyovers at the intersection of Roe Highway/ North Lake Road and Roe Highway/ Progress drive. These flyovers allow for vehicular traffic to continue flowing in a north/ south direction along North Lake and Progress Drive whilst allowing for east/ west movement for freight and other vehicles along Roe Highway. These flyovers require a significant amount of bunding and retaining which will raise the height of the roads above that of the existing residential properties. In order to combat the road noise from the raised roads noise walls are proposed by MRWA to be installed at specific locations along the route to reduce traffic noise and visual impacts on residents.

## Roe 8 North Lake Road interchange – current preferred concept design (MRWA)



### Roe 8 - Murdoch Drive Extension

Murdoch Drive as proposed under the Roe 8 design concept will extend from Bramanti Road as a new roundabout extension. The proposed extension is drafted to include 4 lanes and 2 turning lanes, one directed to the west and the other directed to the east.

Murdoch Drive extension is partly proposed over the parkland and native vegetation located to the south east of Chelodina Reserve. The extension is proposed to intersect with Farrington Road, as a 4 way intersection, which then forms an upgrade to the existing Baker Court. Baker Court under the proposed 'Option 1' design will be renamed to Murdoch Drive, which is shown in the below image as 'Murdoch Drive Extension'.

Bibra Drive and the Murdoch Drive Extension are proposed as flyovers over the Roe Highway extension. These roads are designed and proposed to be raised in height at these intersections as shown in the below image. The raised road heights are proposed and designed to carry large volumes of freight and passenger vehicles and therefore the design, as proposed by MRWA, includes appropriate noise walls to mitigate traffic noise on the existing Bibra Lake and surrounding residents.

The 'South Metro Connect' draft MRWA Roe Highway extension design provides an earth bund and three drainage basins to the north of Bibra Lake to accommodate the raised proposed Murdoch Drive extension and Bibra Drive crossing. The design proposes to cul-de-sac the existing hope road and provides a principal shared bicycle path ('PSP') to extend beyond the cul-de-sac, run separately to the north of Roe and then underneath the proposed Roe Highway extension. The PSP is then proposed underneath two proposed vehicle paths at North Lake westwards terminating in Hamilton Hill close to Hamilton Senior High School closest to O'Connell Street. Under the proposed MRWA 'Option 1' design residents of Bibra

Lake will benefit from the provision of a dedicated and almost uninterrupted PSP which travels in an east west direction from Leeming to Hamilton Hill.

### Roe 8 Murdoch Drive Extension – current preferred concept design (MRWA)



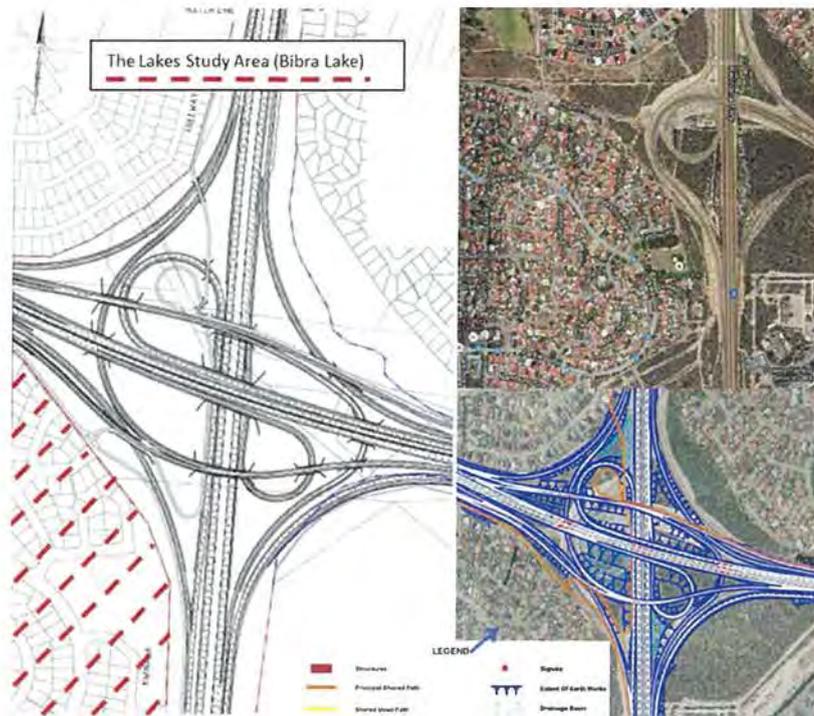
### Roe 8 – Kwinana Freeway

The Kwinana freeway interchange reserve currently does not permit any direct vehicle access from Bibra Lake. Under the proposed design no direct vehicle access is proposed.

An existing children's slide and swing set is currently located on a managed lawn area along the Hope Road/ Roe Highway road reserve. This is in-between Gilchrist Avenue and Pausin Crescent in Bibra Lake.

Under the proposed Roe 8 design the slide and swing set will be removed to make allowed for Pausin Crescent to extend west as a new road directly to Gilchrist Avenue. At the moment (pre-Roe 8) Pausin Crescent extends directly to Hope Road to the east. The Roe 8 design proposes to terminate the existing Hope Road/ Pausin Crescent link as a cul-de-sac.

## Kwinana Freeway Interchange – current preferred concept design (MRWA)



### Recommendations to improve Road Safety and congestion within the Lakes Study Area

1. Implement the eight (8) actionable items identified as specified by *The Lakes Study area community congestion and motor vehicle congestion 'Hot Spots' of concern table* (as outlined above). The responsibilities of the recommended actions are outlined within the table. This includes items 3, 4, 5, 6, 7, 9, 10 and 11 from the table.
2. Continue to not support Roe 8.

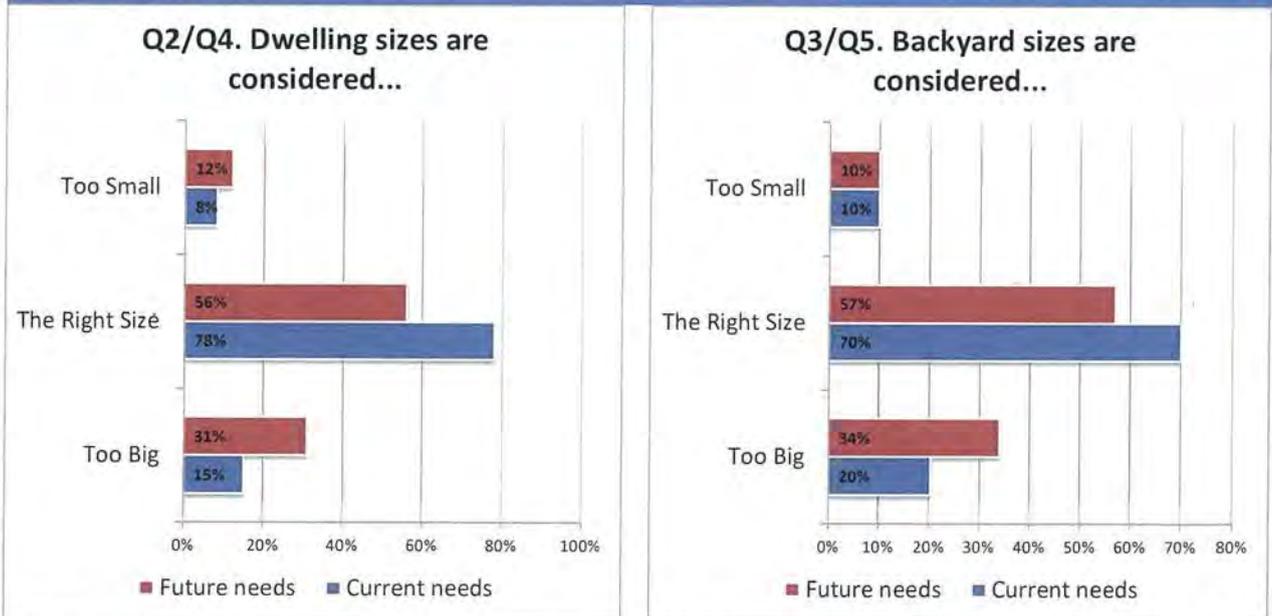
## Appendices

**Appendix 1:** Outcomes Report - Residents and Landowner survey

**Appendix 2:** Outcomes Report: Community Visioning Forum.

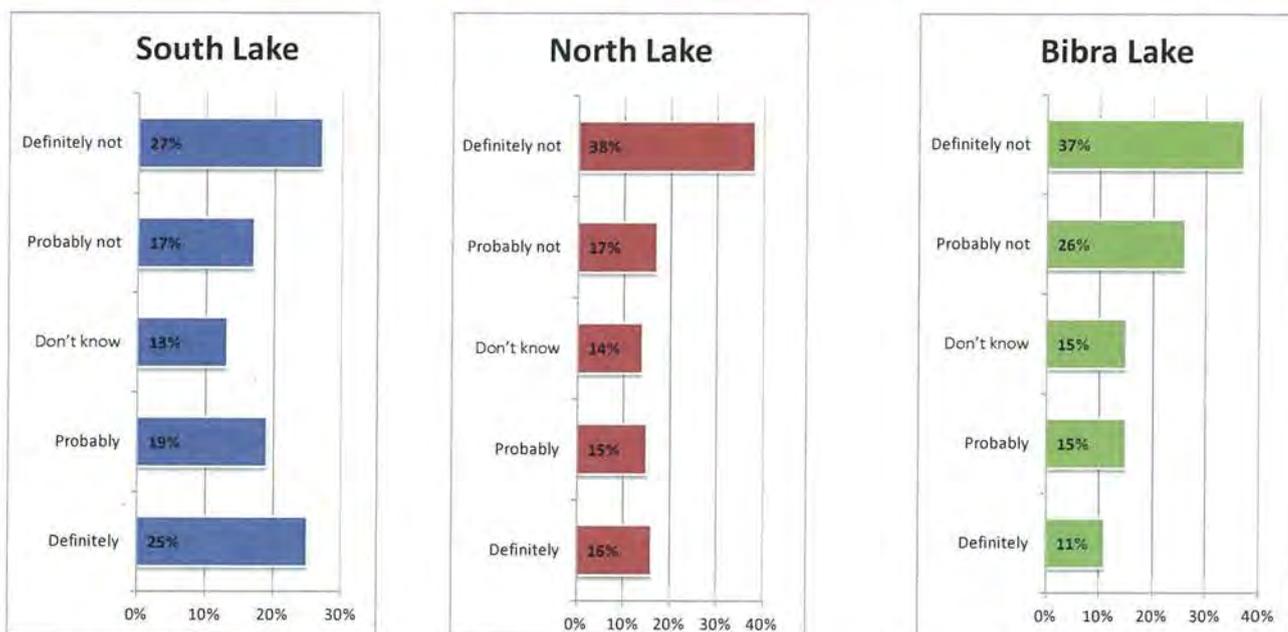


**Responses Part One – You and Your Home**



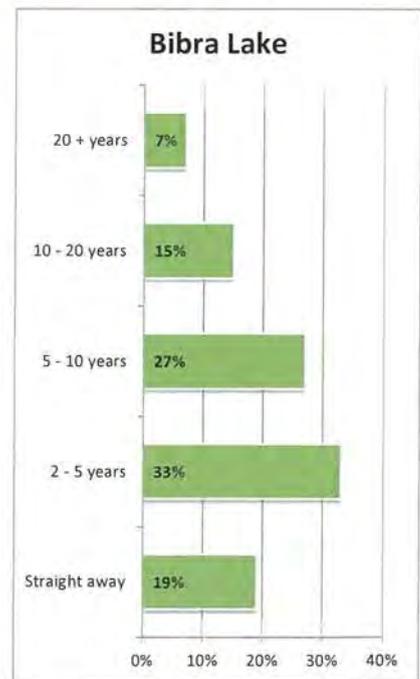
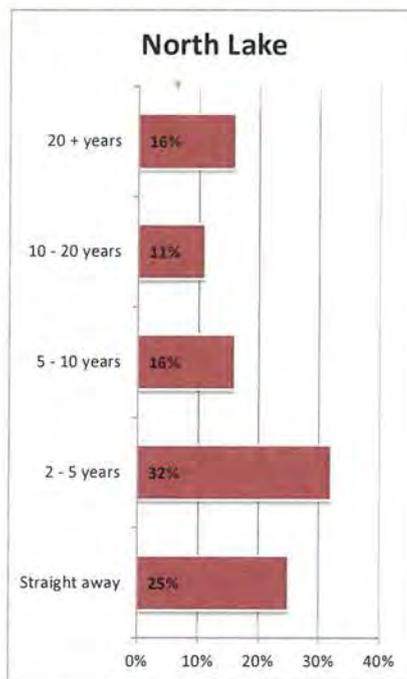
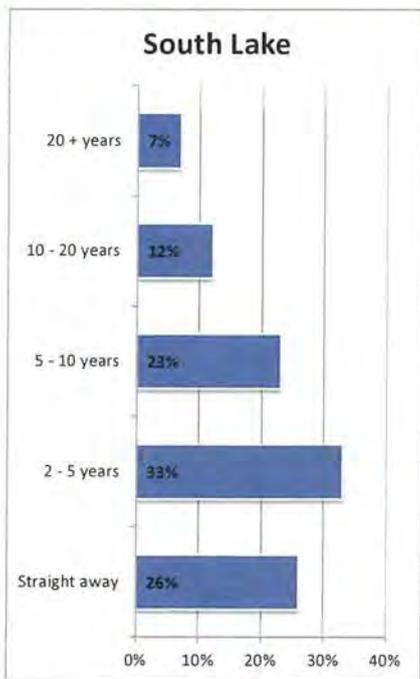
*While 78% of respondents currently consider their homes are about the right size, this number drops when considering future needs. In line with the forecasted national trend, this is likely to be in recognition of household sizes reducing due to children moving out of the family home, and an increase in older demographics. This highlights the importance of ensuring house types are diverse so that into the future the housing stock in the Lakes area meets the needs of residents.*

**Q6. If rezoning occurred what is the likelihood of residents subdividing or redeveloping their property?**



*South Lake respondents are more likely to develop their property. North Lake and Bibra Lake are less likely. These figures suggest only some residents are interested in redeveloping and therefore this might suggest housing in targeted areas rather than broad scale density. Like other suburbs the City has undertaken revitalisation work within, it also highlights the likelihood that change will be incremental, allowing change to be managed.*

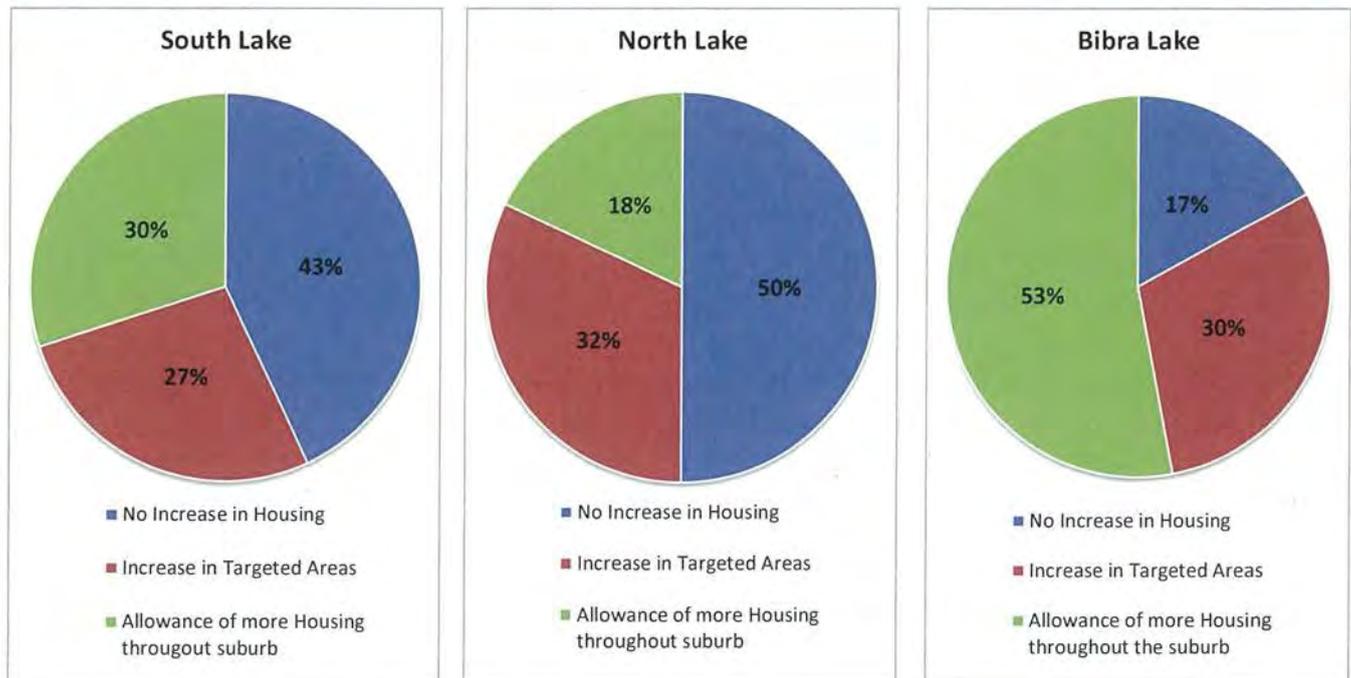
**Q7. Of those respondents who are likely to subdivide or redevelop, in what timeframe would you consider subdividing or redeveloping?**

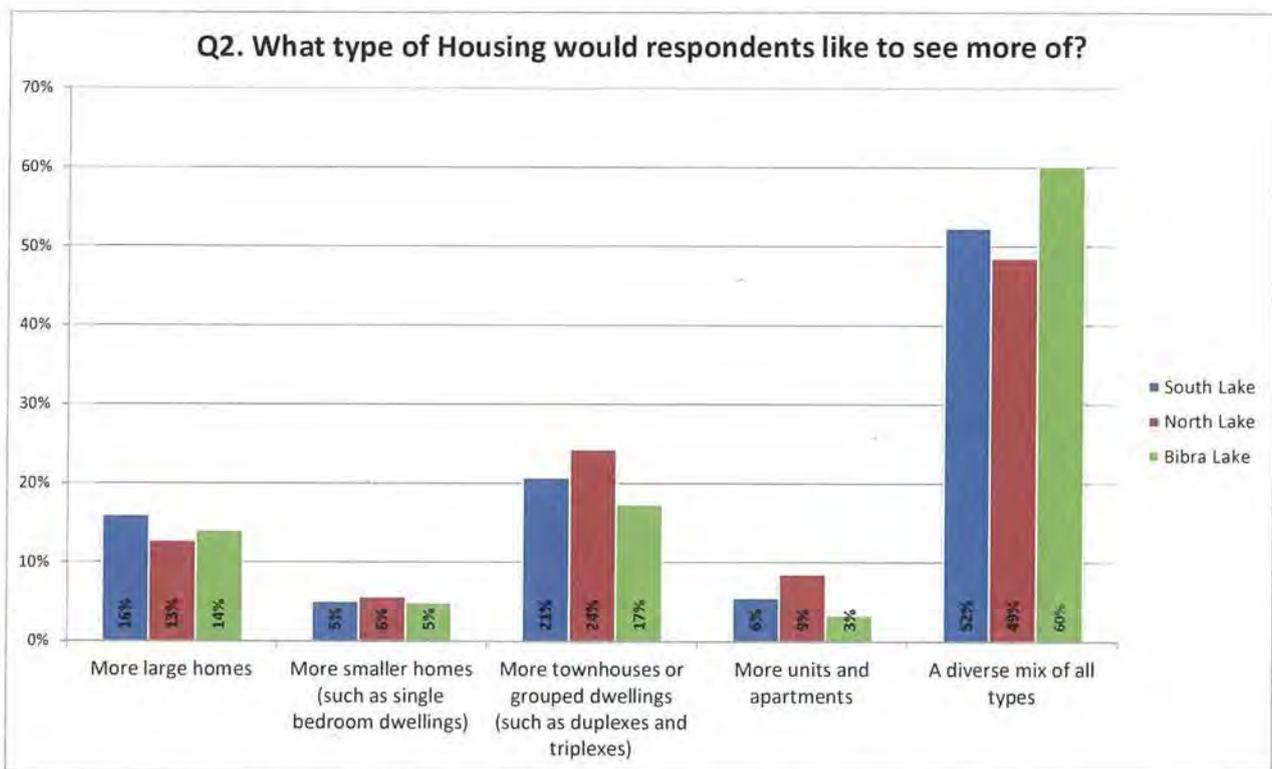


*Of the respondents who are likely to develop their property, 59% of South Lake respondents, 57% of North Lake respondents and 51% of Bibra Lake respondents would develop their property within 5 years.*

## Responses Part Two – Your Neighbourhood

Q1. Would residents like to see an increase in housing within their suburb?  
If so, how would residents like to see this additional housing distributed?

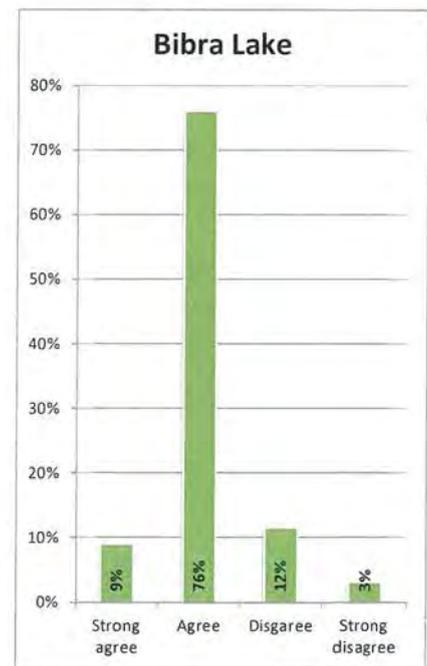
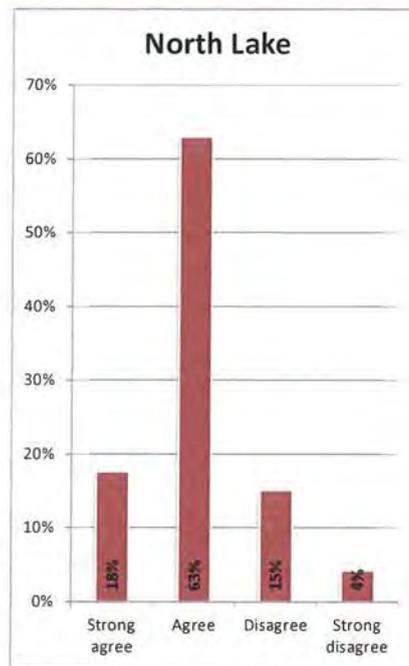
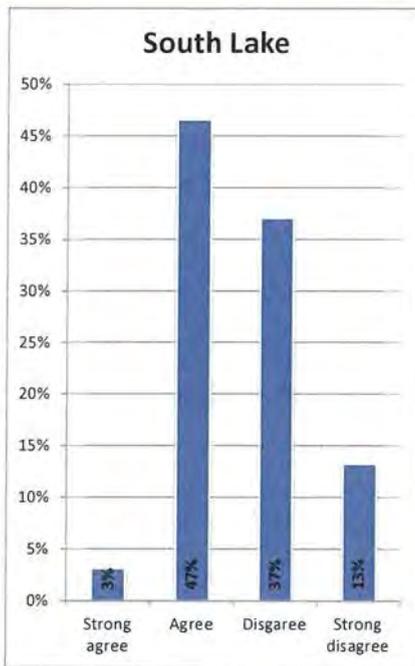




*Of respondents who would like to see an increase in housing, the primary type of housing respondents would prefer to see is 'a diverse mix of all types'. Again, given the dominance of single detached dwellings in the Lakes area, it highlights the need to provide alternative housing types.*

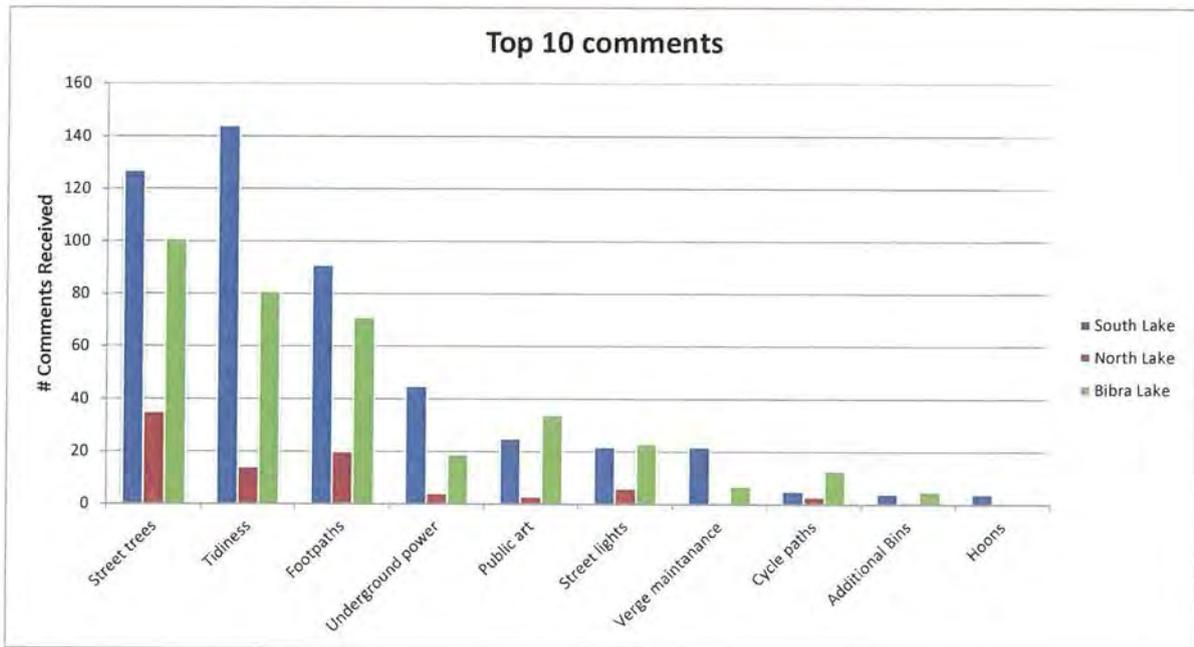
## Responses Part Three – Community Satisfaction

### Q1. Streetscapes within resident suburb are considered attractive:



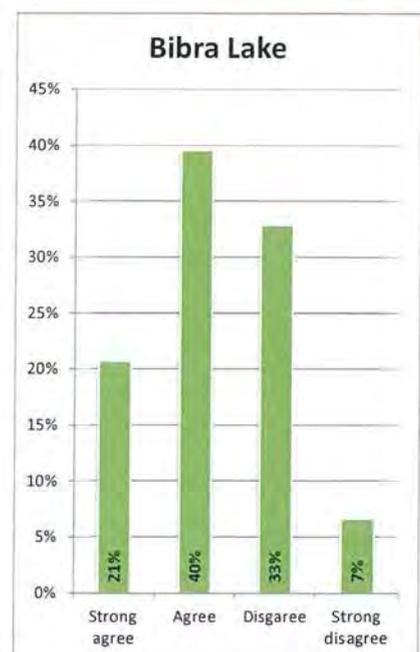
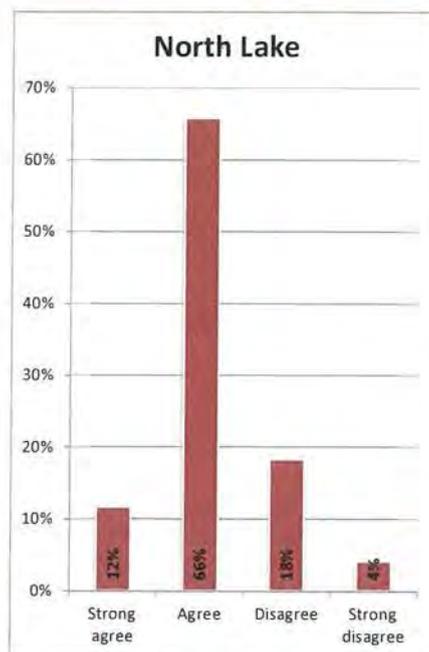
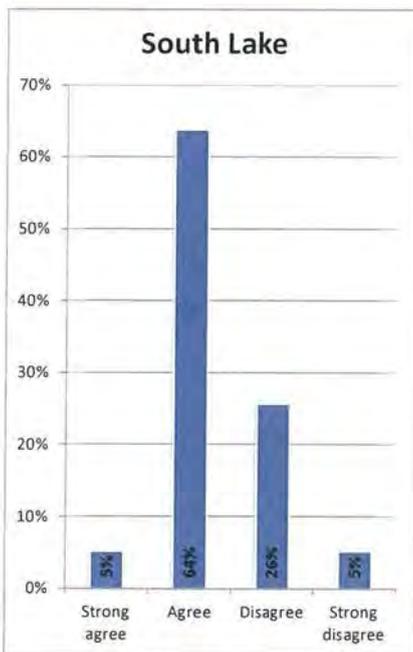
**Bibra Lake, 85%, and North Lake 81% are satisfied with the streetscape in their suburb. South Lake, 50%, however is less satisfied that the suburb's streets are attractive**

**Q2. What streetscape elements and characteristics within the Lakes area are in need of improvement?**



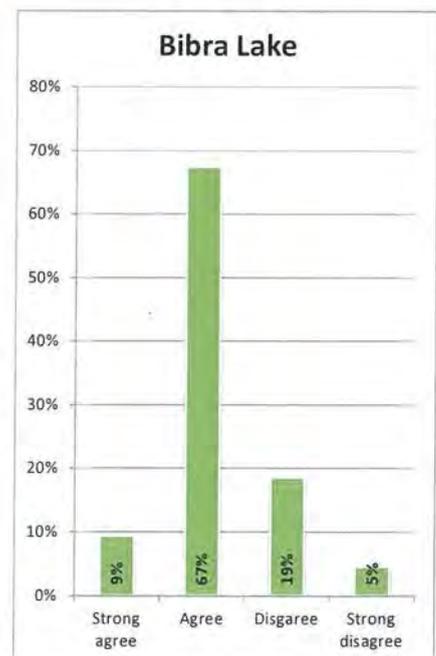
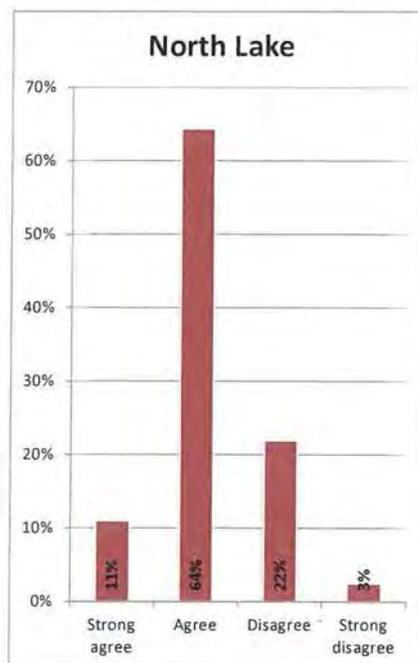
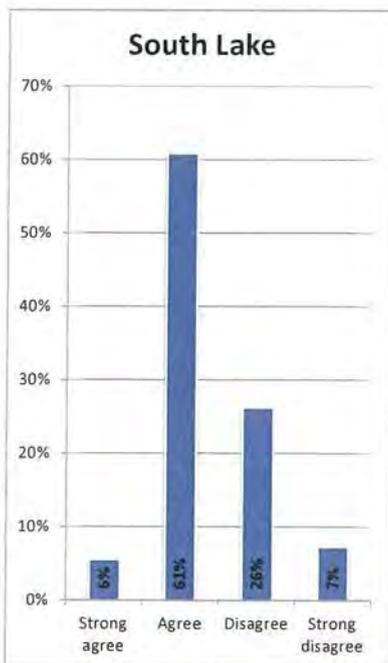
*This list directly assists the City in understanding where new streetscape projects should be targeted with the top 3 projects focused on street trees, cleanliness and footpaths.*

**Q3. Pedestrian and Cycle Paths within my suburb are considered safe, well maintained and well connected:**



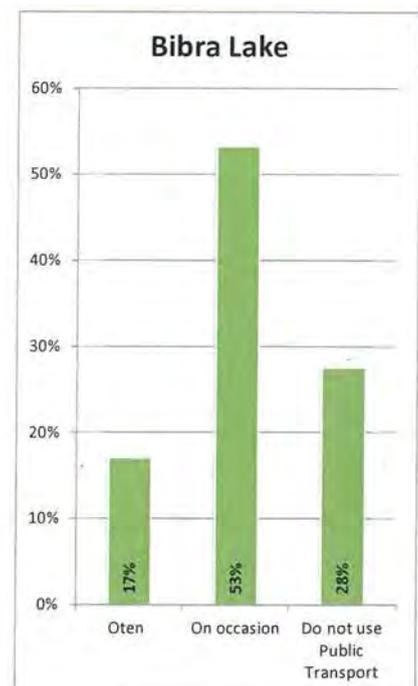
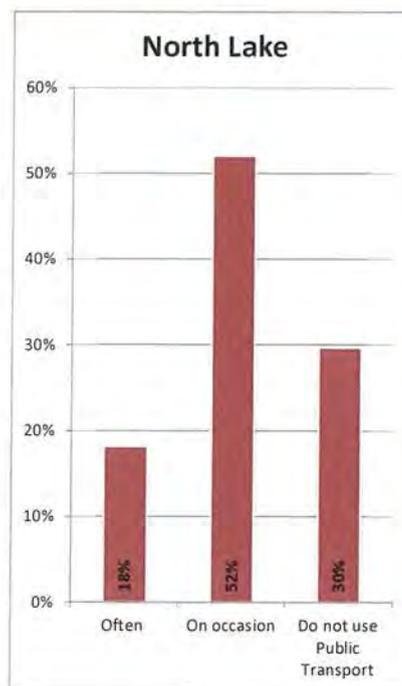
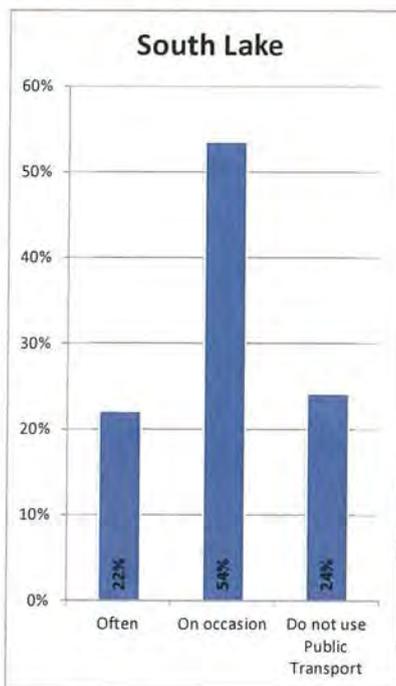
Overall, respondents are pleased with pedestrian and cyclist paths in the Lakes area. The most satisfied suburb was North Lake with 78% of respondents 'agreeing' their suburb is safe, well maintained and well connected. The next suburb is South Lake with 69% of respondents agreeing and Bibra Lake with 61% of respondents agreeing.

**Q4. Traffic Management and Parking within my suburb is considered safe, well maintained and efficient:**



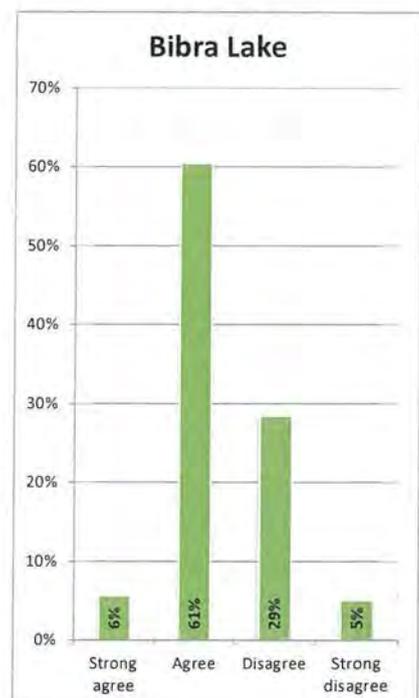
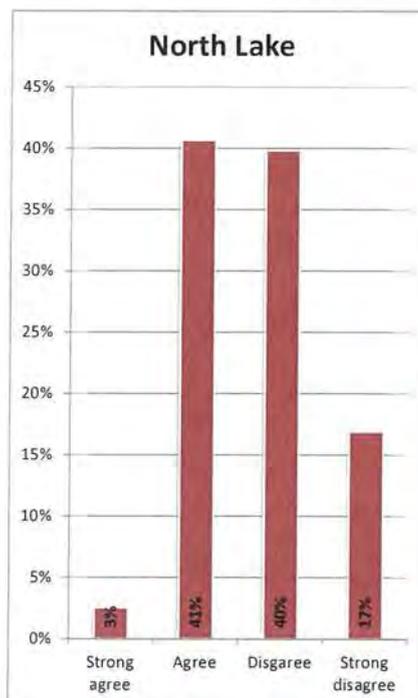
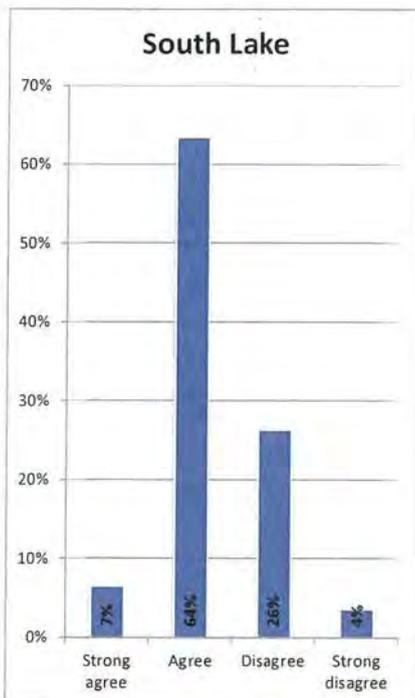
Overall, Traffic management and parking is considered safe and efficient within the Lakes area. Bibra Lake respondents 'agree' with this statement the most at 76%, followed by North Lake respondents at 75% and South Lake respondents 67%.

### Q5. How often do residents use public transport within their suburb?



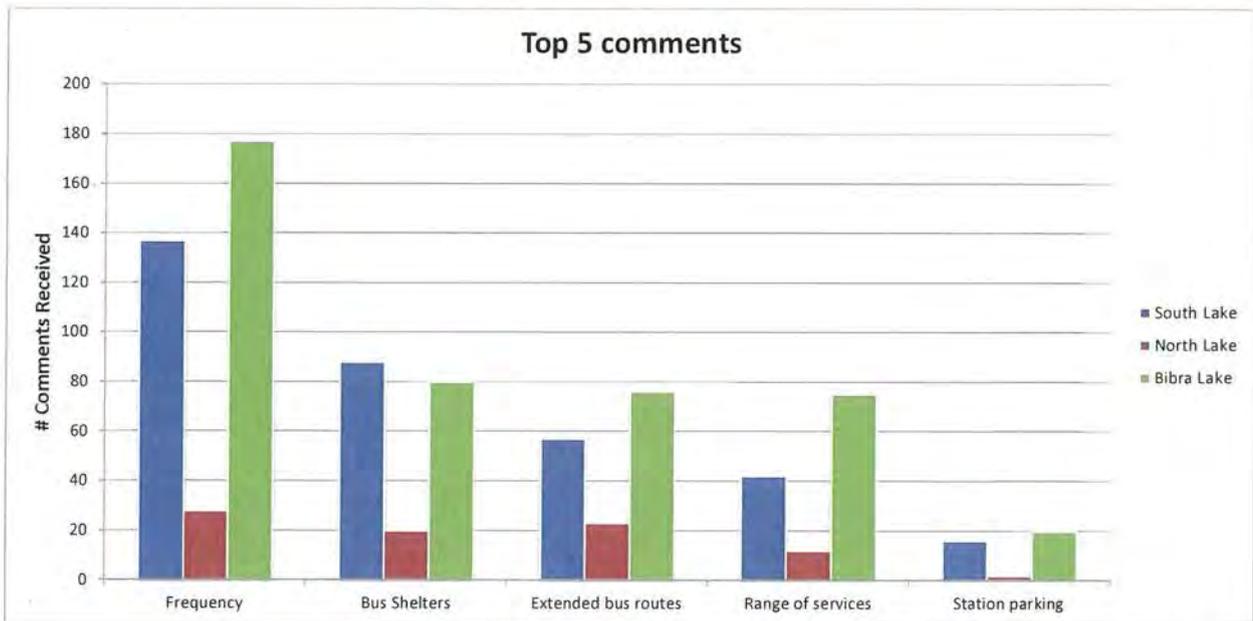
While on average 50% of residents use public transport there remain opportunities to promote a greater use of bus facilities.

**Q6. My suburb is well serviced by *Public Transport*:**



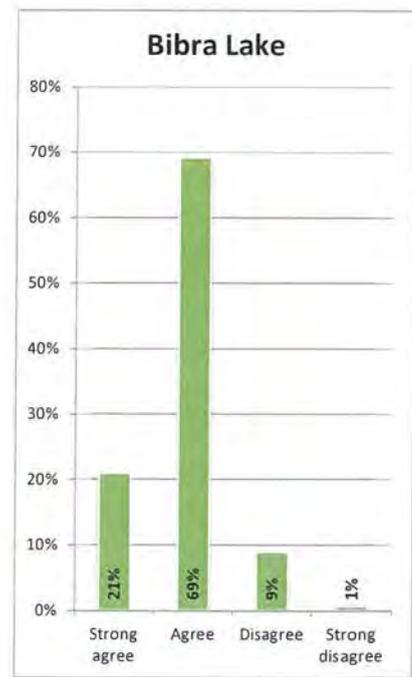
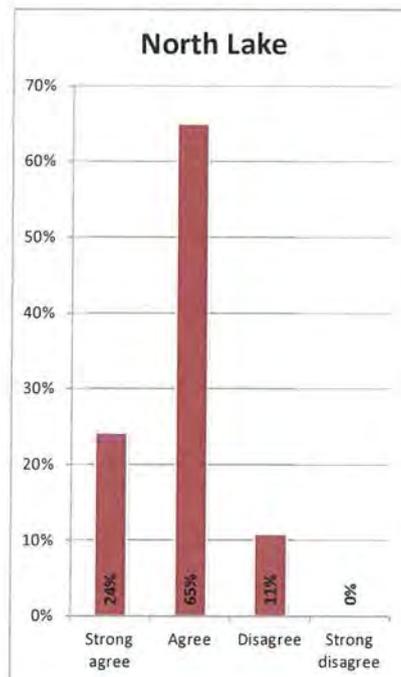
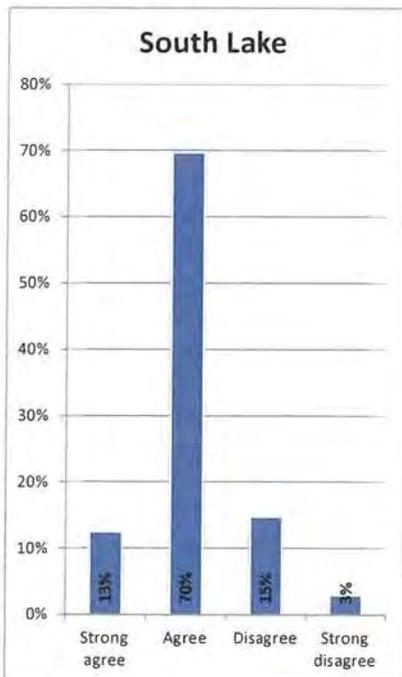
*A good response from South Lake and Bibra Lake residents was received regarding bus services however the majority of residents in North Lake believe services in and around their suburb could be improved.*

**Q7. What *Public Transport* elements would you recommend to help increase the use of Public Transport?**



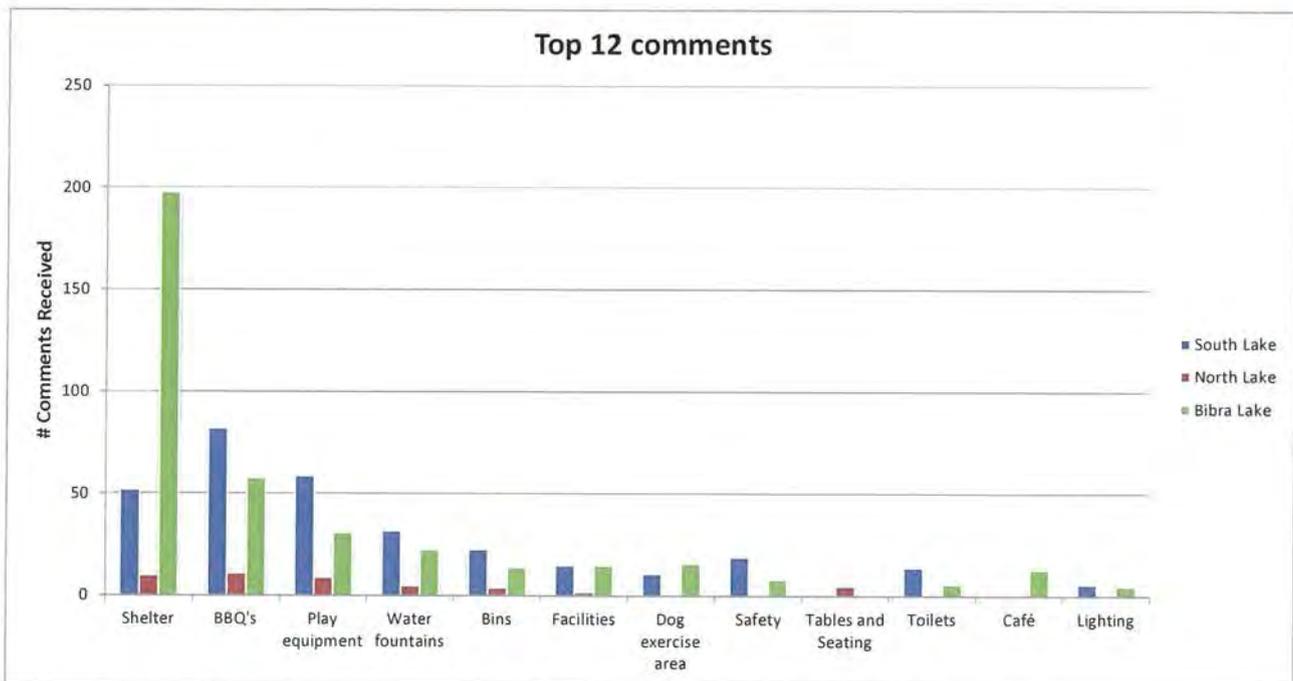
*These results suggest the City should undertake discussions with the Public Transport Authority to review bus frequency times, especially in South Lake and Bibra Lake. Bus facilities should also be reviewed.*

**Q8. The Parks within my suburb meet my needs and the needs of my family:**



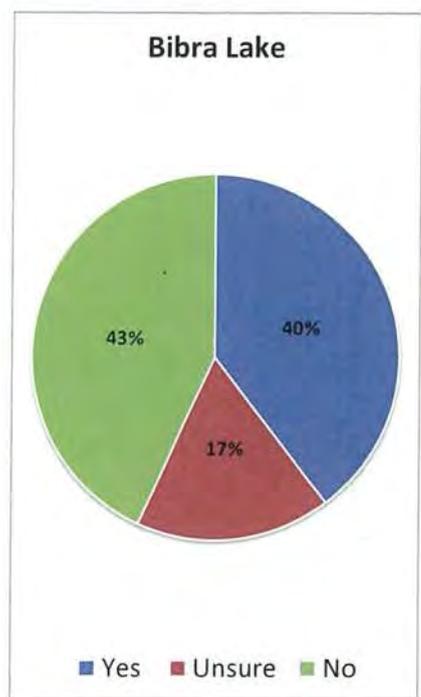
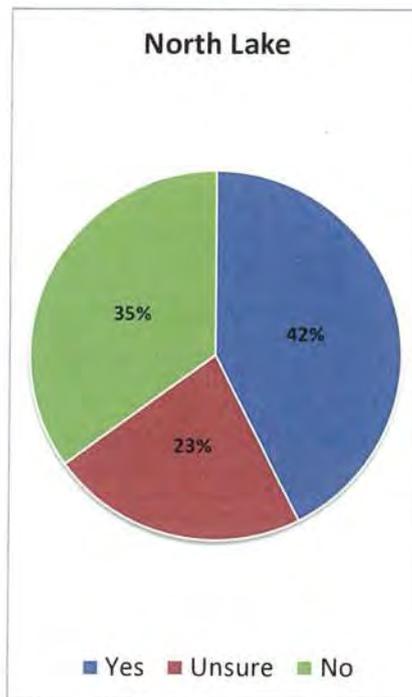
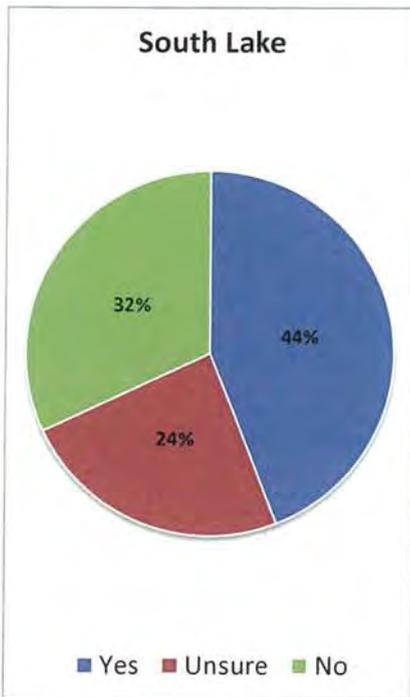
*Parks and open space are popular within the Lakes area. Between 83% and 89% of respondents from each suburb 'agree' that the Parks meet the needs of themselves and their families*

## Q9. What elements of the *Parks* could be improved upon?



*This list directly assists the City in understanding where improvements can be made to parks.*

**Q10. Respondents interested in taking part in tree planting program**



*40% of Bibra Lake respondents, 42% of North Lake and 40% of South Lake respondents would be interested in taking part in a tree planting program*

# CITY OF COCKBURN

## FACILITATION OF THE LAKES REVITALISATION STRATEGY COMMUNITY VISIONING FORUMS

### ~ OUTCOMES REPORT ~

#### BACKGROUND

The Lakes Revitalisation Strategy is the latest of the City of Cockburn's revitalisation projects. The previously completed Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies have provided comprehensive plans to guide future development within the established suburbs of Spearwood, Hamilton Hill and Coolbellup respectively. The Strategies will guide the planning and delivery of future housing types and housing choice to those suburbs, as well as identifying the works required to facilitate improvements to the natural and urban environments.

As part of the initial community consultation for The Lakes Revitalisation Strategy, Chris Antill Planning and Urban Design Consultant was appointed to help prepare a program for, and to facilitate, four community forums aimed at drawing out and articulating the residents' "vision" for the future development of their suburbs, with the principal emphasis on housing types and housing choice.

#### PROGRAM FOR THE COMMUNITY VISIONING FORUMS

Four Forums were held on the evenings of:

- Monday June 8<sup>th</sup>
- Wednesday June 10<sup>th</sup>
- Monday June 22<sup>nd</sup>, and
- Wednesday June 24<sup>th</sup>.

The first two forums were attended by residents of the North Lake and Bibra Lake communities, and the second two forums were attended by residents of South Lake.

The first two forums were attended by a total of approximately 160 community members, and the second two forums by approx. 110 community members (total of approx. 270).

The program for each forum was similar:

- Introduction;
- A presentation by the facilitator explaining the forum format and general aims;
- A presentation by the City's Manager of Strategic Planning explaining background and context information;
- Workshop [(attendees working in groups of approx. 5-7 with the assistance of a table co-ordinator (City of Cockburn staff member and planning students from Curtin University)];
- Presentations by a spokesperson from each table;

- Brief summation by the forum facilitator of the common “themes” and consensus views that emerged from the individual table presentations;
- “Where to from here, and next steps” explanation by the City’s Manager of Strategic Planning;
- Close of forum.

Each forum ran for about three hours.

## **WORKSHOP STRUCTURE**

The attendees were asked to debate and discuss five questions (see **Appendix 1**). A period of approximately 45 minutes was allocated to this part of the forum. The table co-ordinators were asked to stimulate debate amongst those at their table, and to record both individual comments and collectively-held views.

Attendees were encouraged by the table co-ordinators to discuss each of the five questions in turn, and the co-ordinators had the responsibility of formulating a consensus “table view” for each question.

At the end of the workshop phase, a spokesperson from each table was asked to present, in turn, their table’s responses to the five questions. Both individual comments and collectively-held views were articulated.

Each evening concluded with an attempt to summarise the individual table responses, however, given the large attendance at each of the four forums, there was, unsurprisingly, a diverse range of views. This was reflective of the diverse nature of the suburbs, as well as the differing needs and aspirations of the attendees.

As a result, in addition to each table presenting, all of the notes taken at the tables by the co-ordinators were collected for analysis in preparing this Outcomes Report.

## **CONSENSUS THEMES ACHIEVED**

A number of clearly identifiable and consistent responses emerged from the table presentations and the table notes.

The consensus themes of the first two forums (Bibra Lake and North Lake) were generally consistent across both forums. Likewise, the consensus themes of the second two forums (South Lake) were also generally consistent across both.

### **(1) North Lake & Bibra Lake:**

#### **What aspects of North Lake/Bibra Lake do you value and are important for the future?**

(Most commonly mentioned values listed first)

The most highly valued aspects were:

- The lakes/wetlands/natural environment;
- The greenery/trees/flora/fauna;
- The suburb’s location and proximity to surrounding facilities/freeway/train station/attractions/employment, and accessibility to local shops and schools;
- Community pride/sense of community;

- Quiet environment;
- The public open spaces/parks;
- Safety and security;
- Wide, attractive streets/streetscapes/current dwelling setbacks;
- The walkways/cycleways;
- Existing character/amenity;
- Low traffic volumes/no through traffic; and
- Good distribution of shopping facilities.

Other aspects of value included:

- The current low density of development/low building heights;
- Underground power;
- The walkability of the suburbs;
- Public transport; and
- Aged care facilities.

**What is your appetite for change in terms of new residential development and redevelopment within North Lake/Bibra Lake? Low, medium, high?**

The individual tables rated their appetites for change as follows:

▪ Low	4
▪ Low-medium	6
▪ Medium	10
▪ Medium-high	1
▪ High	0

It appeared that North Lake attendees were generally less enthusiastic about the prospect of change and renewal than the Bibra Lake attendees.

**Would you support a greater variety of housing and therefore residential densities throughout North Lake/Bibra Lake? If yes, where would you like to see medium to high residential densities provided?**

There was very strong support for a greater variety of housing to be provided in the future. The most common responses were:

- More variety generally – e.g., town houses, villas, grouped dwellings (10 tables)
- Battle-axe lots/maximum of two dwellings/lot (6 tables)
- No high density (6 tables)
- More retirement housing (2 tables)

There was generally good support for “targeted change”. This was identified as permitting higher densities in the following locations:

- Around activity centres/shops/schools;
- Around parks;
- Along public transport corridors;
- Around the lake;
- Closer to Fiona Stanley Hospital/Murdoch;
- Along the railway reserve.

There was strong support for the principle of future housing types maintaining existing residential amenity, and having quality design, possibly through the imposition of appropriate design guidelines.

There was also support for restricting building heights to a 2 or 3 storey maximum.

**What public domain improvements should take place for North Lake/Bibra Lake? (e.g., street trees, parks, public art, plantings and car parking under power line easements, improved public transit and facilities)**

(Most commonly mentioned proposed improvements listed first)

Proposals receiving strong support included:

- Improve public (bus) transport (i.e., higher frequency of services, greater route choices, more direct services);
- Provide more (appropriate/native) street trees;
- Improve the quality and connectivity of footpaths and shared use paths;
- Upgrade facilities and levels of maintenance at parks and public open spaces (e.g., toilets, shade structures, drinking fountains, play equipment, seating etc.); and
- Improve street lighting.

Other improvements receiving good support included:

- Provide a café/food and drink outlet on the edge of Bibra Lake (possibly to also act as a new community focus or hub);
- Provide better road access and more access points in/out of the suburbs, and between the North Lake and Bibra Lake communities;
- Provide some fenced parks/off-leash dog areas;
- Provide better public facilities at the lakes (including the east side of Bibra Lake);
- Extend underground power to all of the suburbs;
- Improve parking at the shopping centres; and
- Upgrade/expand the local centres.

Other improvements receiving support included:

- Protect the environmental assets of the area;
- Upgrade street lighting;
- Provide more information/education regarding the lakes and wetlands;
- Protect/improve streetscapes;
- Upgrade the skate park;
- Protect the environmental assets of the area;
- Eradicate the mosquitoes/midges associated with the lakes;
- Stop trail bikers;
- Provide lighting around Bibra Lake;
- Improve traffic flows/ease congestion;
- Improve parking around the lakes;
- Provide more seating and public amenities;
- Provide community gardens;
- Provide street markets;
- Ameliorate freeway noise.

## What are the three priority actions that authorities could take which would improve your community?

(Most commonly mentioned priorities listed first)

- Protect/enhance the lakes/wetlands/natural areas/wildlife (easily the highest priority);
- Upgrade public transport;
- Improve public open space facilities/environments;
- Improve levels of access and safety for pedestrians and cyclists;
- Upgrade road connectivity;
- Improve the appearance/maintenance levels within the area;
- Minimise the impact of any higher densities that may be provided;
- Provide more, and more appropriate, street trees;
- Improve street lighting and extend underground power.

There appeared to be no support stated by any individual or table for the Roe Highway extension.

## SUMMARY

- Bibra Lake and North Lake residents greatly value and appreciate the lakes, wetlands and the natural environment. The existing trees, greenery, and flora and fauna are all rated highly by the community. The suburb's location and accessibility are seen as major advantages, and the sense of community is pronounced. The parks, other public open spaces, the quiet environment and the relative safety and security of the suburb are highly valued.
- Overall there is a low to medium appetite for change. Bibra Lake residents appear, however, to be more enthusiastic about change and renewal than North Lake residents.
- There is strong support for a greater variety of housing types to be provided: e.g., town houses, villas and grouped dwellings. A 2-3 storey maximum building height is generally supported.
- These higher density-type dwellings should preferably be provided in targeted areas, such as around shopping centres, parks and schools, and along the main public transport routes.
- There is good support for the view that subdivision of all single lots presently accommodating a single dwelling should generally be permitted, so that in future two dwellings can be accommodated on each lot in a "battle-axe"-type configuration.
- New housing should be of a high quality and maintain existing residential amenity, and development/design guidelines should be introduced alongside new R-Codes to ensure this occurs.
- The major public transport system in the locality (buses) is appreciated, but the community is strongly of the view that it needs upgrading through greater route choices, more direct routes, and higher frequency of services.
- More street trees need to be introduced – preferably native species.

- The quality and connectivity of the existing footpath and shared use path systems needs improving.
- Existing public open space reserves are highly valued, however there is scope for improvements to the standard and scope of the facilities within them. The opportunity exists to upgrade and improve the parks to encourage greater usage, particularly by the youth in the community. The value of the public open space reserves will increase over time as population and demand increases. Facilities that could be introduced include public toilets, shade structures, drinking fountains, play equipment, seating etc. The local residents would like to be consulted by the City when changes are being planned.
- A café/food and drink outlet located on the edge of Bibra Lake would act as a new community focus, and would be welcomed. More public facilities generally around Bibra Lake would be appreciated, including on the Lake's east side.
- Better access into and out of the suburbs is required, and the two communities should be better linked.
- Some fenced-off dog exercise areas should be provided where dogs can be allowed to run without leads.
- The program of undergrounding the powerlines within the suburb should be completed as soon as possible.
- The local shopping centres could be upgraded and allowed to expand, provided sufficient car parking was also provided.
- There seems to be very little support, if any, for the extension of Roe Highway.

## **(2) South Lake:**

### **What aspects of South Lake do you value and are important for the future?**

(Most commonly mentioned values listed first)

The most highly valued aspects were:

- The suburb's location and proximity to surrounding facilities/freeway/train station/attractions/employment, shopping and accessibility to local schools;
- The parks and open spaces; and
- The lakes/wetlands/flora & fauna, natural environment.

Other aspects of value receiving good support included:

- The suburb's quietness;
- Public transport, especially the bus service;
- The streetscapes/greenery/trees;
- The sense of community that prevails;
- Safety and security;
- The suburb's walkability; and
- Large blocks with gardens.

Other values receiving some support included:

- The Leisure Centre;
- The suburb's affordability;
- The footpaths and cycle paths;
- The wide streets;
- The shopping centres; and
- The lack of high rise/high density development.

**What is your appetite for change in terms of new residential development and redevelopment within South Lake? Low, medium, high?**

The individual tables rated their appetites for change as follows:

- |               |   |
|---------------|---|
| ▪ Low         | 1 |
| ▪ Low-medium  | 0 |
| ▪ Medium      | 6 |
| ▪ Medium-high | 6 |
| ▪ High        | 8 |

**Would you support a greater variety of housing and therefore residential densities throughout South Lake? If yes, where would you like to see medium to high residential densities provided?**

There was very strong support for a greater variety of housing to be provided in the future.

- More variety generally – e.g., town houses, villas, grouped dwellings, apartments (20 tables), including battle-axe type development (7 tables).

There was also very strong support specifically for “targeted change” (17 tables). This was identified as permitting higher densities in the following locations:

- Around activity centres such as shops;
- Around parks;
- Along selected main roads (such as Elderberry Drive and Berrigan Drive); and
- Along bus routes.

Five tables also suggested that medium density housing could be permitted throughout the suburb.

There was good support for the principle of future housing types maintaining existing residential amenity, and having quality design, possibly through the imposition of appropriate design guidelines.

Views on height limits varied between one and four storeys maximum. There seemed to be greatest support for restricting building heights to 2 to 3 storeys maximum.

The need for more aged care housing and over-55s housing was also mentioned by three tables.

**What public domain improvements should take place for South Lake? (e.g., street trees, parks, public art, plantings and car parking under power line easements, improved public transit and facilities)**

(Most commonly mentioned proposed improvements listed first)

Proposals receiving strong support included:

- Upgrade facilities and levels of maintenance at parks and public open spaces (e.g., toilets, shade structures, exercise equipment, nature play, lighting, drinking fountains, play equipment, seating, BBQs, parking etc.);
- Underground the powerlines;
- Improve public (bus) transport (i.e., higher frequency of services, greater route choices, more direct services, greater reliability of services); and
- Improve the quality and connectivity of footpaths and shared use paths.

Other improvements receiving good support included:

- The need for more, and more appropriate (native or fruit) street trees;
- Upgrading of suburb entry statements (landscaping, signage, art works);
- Upgrading of street lighting;
- Traffic calming, better traffic management;
- Maintain/improve streetscape character; and
- Improve the building appearance and car parking availability at the local shopping centres.

Other improvements receiving support included:

- Upgrade the pedestrian accessways;
- Improve the number and accessibility of parks;
- Provide an enclosed (off-leash) dog exercise area;
- Provide more main road crossing points;
- Improve the area under the major powerlines;
- Provide more street art/public art;
- Stop the use of trail bikes within the suburb; and
- Upgrade security.

**What are the three priority actions that authorities could take which would improve your community?**

(Most commonly mentioned priorities listed first)

- Upgrade facilities and levels of maintenance at parks and public open spaces (e.g., toilets, shade structures, exercise equipment, nature play, lighting, drinking fountains, play equipment, seating, BBQs, parking etc.);
- Underground the powerlines;
- Initiate zoning changes to permit the development of a wider choice of housing types; and
- Provide more street trees/upgrade streetscapes.

Other significant priorities included:

- Improve public (bus) transport (i.e., higher frequency of services, greater route choices, more direct services, greater reliability of services);
- Improve traffic management generally;
- Upgrade the suburb entry statements (landscaping, signage, art works); and
- Improve the quality and connectivity of footpaths and shared use paths.

There appeared to be very little support for the Roe Highway extension.

## SUMMARY

- South Lake residents greatly value and appreciate the lakes, wetlands and the natural environment. The existing trees, greenery, and flora and fauna area all rated highly by the community. The suburb's location and accessibility are seen as major advantages, and the sense of community is pronounced. The parks, other public open spaces, the quiet environment, the attractive streetscapes and the relative safety and security of the suburb are highly valued. The suburb's walkability is valued, as are the large residential blocks with gardens.
- There is a medium to high appetite for change. Very few residents want to resist change. Initiating zoning changes to permit the development of a wider choice of housing types is a high priority for the community.
- There is strong support for a greater variety of housing types to be provided: e.g., town houses, villas, grouped dwellings and apartments. A 2-3 storey maximum building height is generally supported.
- There was also a need expressed for more aged care housing and over-55s housing.
- Higher density-type dwellings should preferably be provided in targeted areas, such as around shopping centres, parks, along selected main roads, and along the main bus routes. However, there was also good support for allowing redevelopment to occur throughout the suburb.
- There is good support for the view that subdivision of all single lots presently accommodating a single dwelling should generally be permitted, so that in future two dwellings can be accommodated on each lot in a "battle-axe"-type configuration.
- New housing should be of a high quality and maintain existing residential amenity, and development/design guidelines should be introduced alongside new R-Codes to ensure this occurs.
- Existing public open space reserves are highly valued, however there is scope for improvements to the standard and scope of the facilities within them. The opportunity exists to upgrade and improve the parks to encourage greater usage, particularly by the youth in the community. The value of the public open space reserves will increase over time as population and demand increases. Facilities that could be introduced include public toilets, shade structures, drinking fountains, play equipment, seating etc. The local residents would like to be consulted by the City when changes are being planned.

- The program of undergrounding the powerlines within the suburb should be completed as soon as possible.
- The major public transport system in the locality (buses) is appreciated, but the community is strongly of the view that it needs upgrading through greater route choices, more direct routes, a higher frequency of services and greater reliability of services.
- The quality and connectivity of the existing footpath and dual-use path systems needs improving.
- More street trees need to be introduced – preferably native species and/or fruit trees.
- High quality entry statements to the suburb are required. These could be made up of a combination of attractive landscaping, signage and artworks.
- Street lighting should be upgraded, and better traffic management and traffic calming introduced to reduce vehicle speeds and improve safety for pedestrians and motorists.
- The existing, highly valued streetscapes should be maintained and/or improved.
- The appearance and parking availability of the local shopping centres require upgrading.
- There seems to be very little support, if any, for the extension of Roe Highway.

\*

Chris Antill Planning & Urban Design Consultant

16.07.2015

## APPENDIX 1 – Questions

### THE LAKES VISIONING FORUMS ~

1. What aspects of North Lake/Bibra Lake/South Lake do you value and are important for the future?
2. What is your appetite for change in terms of new residential development and redevelopment within North Lake/Bibra Lake/South Lake? Low, medium, high?
3. Would you support a greater variety of housing and therefore residential densities throughout North Lake/Bibra Lake/South Lake? If yes, where would you like to see medium to high residential densities provided?
4. What public domain improvements should take place for North Lake/Bibra Lake/South Lake? (e.g., street trees, parks, public art, plantings and car parking under power line easements, improved public transit and facilities)
5. What are the three priority actions that authorities could take which would improve your community?

\*

POS recommendation table – the Lakes

Number (on plan)	Park/street/project name	Park primary function	Action	Target date	Funding Requirements	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy?
<b>Parks (green circles)</b>							
1	<b>Impson Park</b>	Underutilised and undeveloped vacant land. Excess to needs.	Rezone to R80: <ul style="list-style-type: none"> <li>Land underutilised</li> <li>Sufficient POS adjoining</li> <li>Ensure a PAW on the northern boundary.</li> </ul>	When the scheme amendment is undertaken to implement the strategy objectives.		Strategic Planning and Land Management Departments	No – first time proposal
2	<b>Berrigan Lake Reserve and wider power line easement</b>	Recreation space	Implement the South Lake Precinct Upgrade and Redevelopment Plan	2019/2020	Stage 5 - \$350,000 Stage 6 - \$350,000	Parks Service Unit	Yes - The concept plan is an adopted concept as part of “Connecting South Lake 2003. The Parks Team are part way through actioning the plans.
3	<b>Lakelands Reserve</b>	Sport space	This park is under review for regional sport needs.	TBA	TBA	Parks Service Unit and Recreation Service unit	Yes - POS Strategy 2014-2024
4	<b>Lucken Reserve</b>	Recreation – passive, children’s play.	No further improvements identified	-	-	-	Yes - POS Strategy 2014-2024
5	<b>Wineberry Park</b>	Recreation – passive, children’s play.	No action recommended – A new playground recently added	-	-	-	Yes - POS Strategy 2014-2024
6	<b>Bloodwood Park</b>	Recreation – passive, children’s play, BBQ facilities	Neighbourhood Park requiring BBQ, picnic settings, shelters and landscaping. Exercise Equipment to be installed in 2015/16 through the CIL Strategy.	Medium term	\$200,000	Parks Service Unit	Yes - POS Strategy 2014-2014 Yes - CIL Strategy 2014 - 2016
7	<b>Glen Mia Park</b>	Recreation – passive, children’s play, dog exercise area	No further improvements identified	-	-	-	Yes - POS Strategy 2014-2024
8	<b>Blackburn Park</b>	Recreation – passive, children’s play.	No further improvements identified	-	-	-	Yes - POS Strategy 2014-2024
9	<b>Hopbush Park</b>	Recreation – active and passive, children’s play, BBQ facilities.	Exercise Equipment to be installed 2015/16 (CIL Strategy). Shelter and seating required to support existing infrastructure	Medium term	\$100,000	Parks Service Unit	Yes - POS Strategy 2014-2014 Yes - CIL Strategy 2014 - 2016
10	<b>Blackthorn Park</b>		Improve landscaping and amalgamate the play areas.	Medium term	\$100,000	Parks Service Unit	Yes - POS Strategy 2014-2024
11	<b>Bramley Park</b>	Recreation – passive, children’s play.	No action recommended	-	-	-	Yes - POS Strategy 2014-2024
12	<b>Meares Park</b>	Recreation – neighbourhood space, children’s play	Playground Shade Sail, picnic setting, shelters and landscaping	Medium term	\$150,000	Parks Service Unit	Yes - POS Strategy 2014-2024
13	<b>Allamanda Park</b>	Recreation – passive, children’s play.	No action recommended	-	-	-	-
14	<b>Eliza Cave Park</b>	Recreation – passive, children’s play, cycling, walking	Proposed to relocate and upgrade 200m north – see the Bibra Lake Reserve (east) concept plan (recommendation 3.4 of the Lakes Revitalisation Strategy)	Medium term	Cost integrated into “Bibra Lake Reserve (east) concept plan”	Parks Service Unit	See recommendation 3.4 for further details.

Number (on plan)	Park/street/project name	Park primary function	Action	Target date	Funding Requirements	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy?
15	Bibra Lake Reserve (east) concept plan	Currently - Skate Park	See recommendation 3.4 of the Lakes Revitalisation Strategy. Recommend this space consolidate several activities required in the area and address desires identified in the community forum. Including: <ul style="list-style-type: none"> <li>Improved skate facilities over time (\$400,000-500,000)</li> <li>An enclosed dog area (\$55,000)</li> <li>Children's play area (\$100,000)</li> <li>Seating and tables (\$30,000)</li> <li>Car parking, including a hard stand area for a food van (\$300,000)</li> </ul>	Medium term	\$985,000	Parks and Service unit	No - This concept will require an amendment to the Bibra Lake Management Plan in the first instance.
16	Wind mill reserve	Recreation – local space, child play elements	Additional footpath required	Medium term	\$50,000	Parks Service Unit	Yes - POS Strategy 2014-2024
17	Nola Waters Reserve	Undeveloped	No action recommended	-	-	-	Yes - POS Strategy 2014-2024
18	Ferres reserve	Recreation – passive, children's play.	No action recommended	-	-	-	Yes - POS Strategy 2014-2024
19	Duffield Reserve	Recreation – passive, children's play.	Incorporate playground and shade sail, landscaping.	Medium term	\$100,000	Parks Service Unit	Yes - POS Strategy 2014-2024
20	Ramsay Park	Recreation Space – Neighbourhood park – social space and playground facilities	<ul style="list-style-type: none"> <li>Exercise equipment</li> <li>Bbq/s</li> <li>Picnic setting</li> <li>Landscaping</li> <li>Increase playground features</li> </ul>	Medium term	\$250,000	Parks Service Unit	Yes - POS Strategy 2014-2024
21	Meller Park	Recreation – unstructured sports, passive, children's play.	No action recommended	-	-	-	Yes - POS Strategy 2014-2024
22	Bassett Park	Recreation Space – Neighbourhood park – social space and playground facilities	Picnic seating areas, gazebo and sports infrastructure.	Medium term	\$150,000	Parks Service Unit	Yes - POS Strategy 2014-2024
23	Monaco Park	Recreation – passive, children's play, dog exercise area	Landscaping	Medium term	\$20,000	Parks Service Unit	Yes - POS Strategy 2014-2024
<b>Total:</b>					<b>2,805,000</b>		

## STREETSCAPES

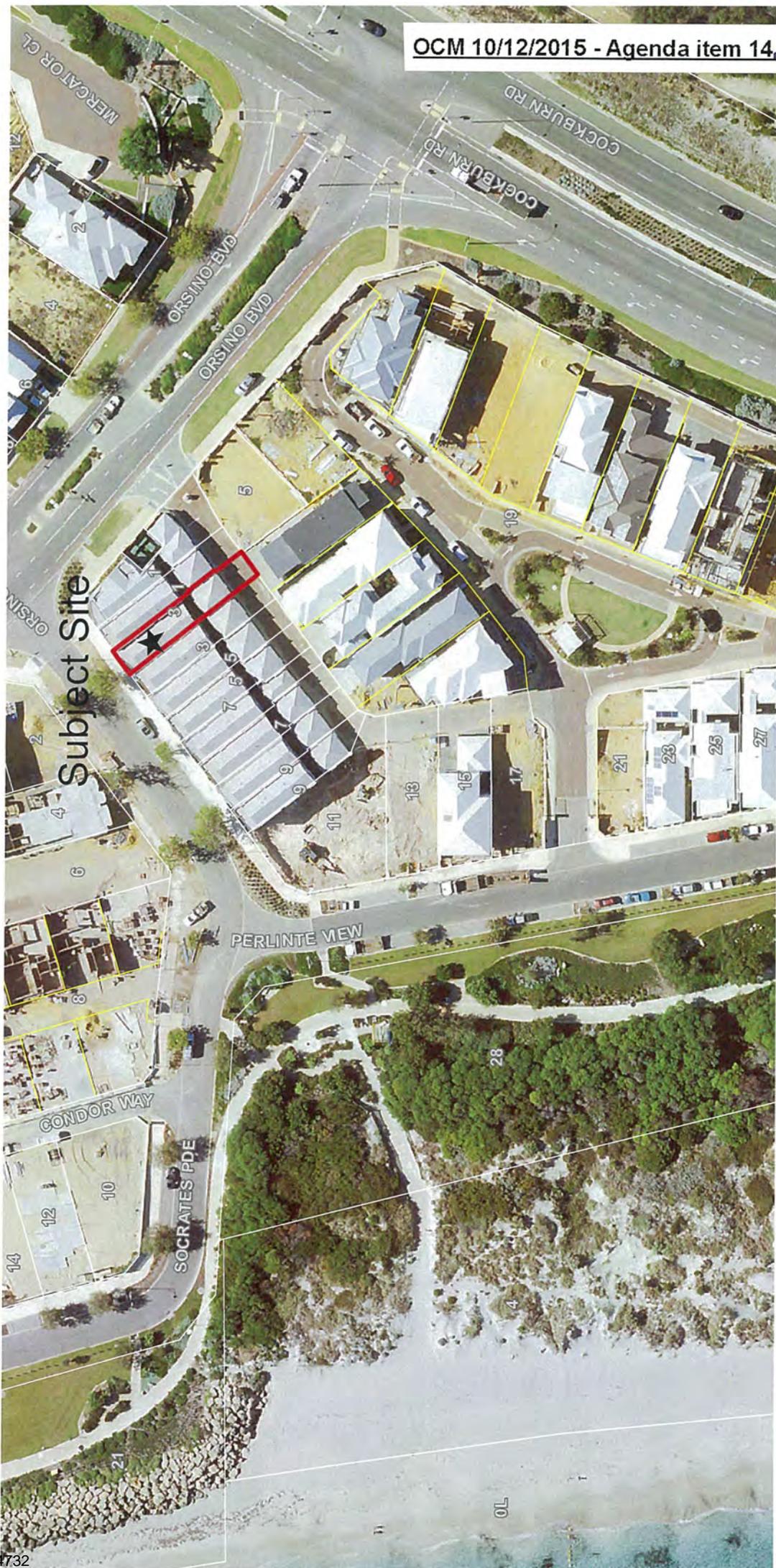
Streets (Blue circles)	Street	Works recently undertaken/streetscape elements	Further recommendations	To be actioned by	Funding Requirement	Reference document and further comments
1	South Lake Road, South Lake		<ul style="list-style-type: none"> <li>Street tree planting required.</li> </ul>	Parks Service Unit	\$250,000	Yes - POS Strategy 2014-2024
2	Elderberry Drive	Street tree planting done on both sides of the street	<ul style="list-style-type: none"> <li>Street tree planting down centreline</li> </ul>	Parks Service Unit		Yes - POS Strategy 2014-2024
3	Bolderwood Drive	Street tree planting already undertaken	No further recommendation	-	-	-
4	Parkway Drive	Jacaranda's planted both sides of the street	No further recommendation	-	-	-
5	Berrigan Drive	<ul style="list-style-type: none"> <li>Good provision of advanced street trees.</li> </ul>	<ul style="list-style-type: none"> <li>Strengthen the gateway treatment on the corner of Elderberry Drive</li> <li>Strengthen the gateway treatment on the corner of Berrigan Drive.</li> </ul> <p>Both locations - As shown on map. Scale of landscaping/treatment to respond to context.</p>	Parks Service Unit	\$50,000	Yes - POS Strategy 2014-2024
6	North Lake Road (South-East of Elderberry Drive)	<ul style="list-style-type: none"> <li>Cnr of North Lake Road and Osprey Drive intersection recently upgraded by Main Roads.</li> </ul>	<ul style="list-style-type: none"> <li>Verge area where shared path is requires clearing on Eastern side of road.</li> </ul>	Parks Service Unit	NIL – Maintenance (clearing)	
<b>Total:</b>					<b>\$300,000</b>	

Number (on plan)	Action	Target date	Works required	Cost estimate	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy, within the current works program or funded/ planned for within another program?
	<b>Cycling and walking related recommendations (*Orange circles – see map)</b>	Low: 5-10 years Med: 1-3 years High: 6 months – 1 years				
1*	Undertake a vehicular safety review and implement safety measures to improve the following road intersections for cyclists and pedestrians: a. Intersection of North Lake Road and Winterfold Road (SW8). b. Intersection of North Lake Road, Gwilliam Drive and Forrest Road (SW10). c. Intersection of North Lake Road and Farrington Road (SW8). This intersection also requires vegetation overgrowth maintenance which currently obstructs pedestrian visibility. d. Intersection of North Lake Road and Elderberry Drive.	Short term	Safety Review	\$60,000	Engineering Services	Yes - Main Roads Western Australia crash statistics data and the City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
2*	Improve signage for all major 'SW' bike paths within the Study Area. The objective is to encourage increased cycling activity.	Medium term	Signage & Line Marking	\$50,000	Engineering Services	No – However relevant to the City of Cockburn 2010 Bicycle Network and Footpath Plan
3*	Implement safety measures to improve the pedestrian and cycle crossing at the Annois Road/ Aparra Court railway crossing. The crossing should perpendicularly meet the formal railway crossing rather than bend towards the formal crossing within 1 metre of the railway line.	Medium term	Safety Review & Design	\$30,000	Engineering (lead) with State Government	No – identified safety issue.
4*	Design and implement street improvements to Little Rush Close & Prout Way in favour of cyclists and pedestrians over cars.	Short Term	Investigation & Design	\$30,000	Engineering Services and Parks and Recreation	No – identified safety issue
5*	Line and image mark the existing stretch of path as a shared use path (SUP) on the northern side of North Lake Road from Semple Court to Elderberry Drive / Little Rush Close	Short term	Signage & Line Marking	\$25,000	Engineering Services	Yes - CoC Bicycle and Footpath Plan 2010.
6*	Formalise the PBN route SW34 north along North Lake Road to the Lakes Shopping Centre.	Medium term	Design & Construct	\$150,000	Engineering Services	Yes - CoC Bicycle and Footpath Plan 2010.
7*	Provide a new footpath through the core of North Lake along Coleridge Place.	Medium term	Design & Construct	\$65,000	Engineering Services	Yes - CoC Bicycle and Footpath Plan 2010.
8*	Public access ways (PAWs) within the lakes study area require vegetation maintenance, signage and the provision of bicycle symbol ground markings.	Medium term	Maintenance & Signage	\$50,000	Engineering Services	No - Identified safety and maintenance issues.
9*	Bicycle symbol ground markings require maintenance / repainting throughout the Lakes study area.	Medium term	Maintenance & Signage	25,000	Engineering Services	No – identified maintenance
10*	Implement the seven 'Proposed Actions' as specified by The Lakes Study area community cycling 'Hot Spots' of concern table.	Medium term	Review, Design, Construct	300,000	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
11*	Implement the upgrades to the 'Bibra Lake Circuit' (Project e) as identified by The City of Cockburn Trails Master Plan 2013 on page 46.	Medium term	Design and install signs and markers	30,000	Engineering Services and Parks and Recreation	Yes - The City of Cockburn Trails Master Plan 2013 (Project e)
12*	Implement the upgrades to the 'Little Rush Lake Trail' (Project i) as identified by The City of Cockburn Trails Master Plan 2013 on page 51.	Medium term	Maintenance and signage	\$80,000	Engineering Services and Parks and Recreation	Yes - The City of Cockburn Trails Master Plan 2013 (Project i)
13*	Implement the upgrades to the 'South Lake Trail' (Project q) as identified by The City of Cockburn Trails Master Plan 2013 on page 61.	Medium term	Planning maintenance, signage and trail construction	\$120,000	Engineering Services and Parks and Recreation	Yes - The City of Cockburn Trails Master Plan 2013 (Project q)

Number (on plan)	Action	Target date	Works required	Cost estimate	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy, within the current works program or funded/ planned for within another program?
	<b>Public transport (*Blue circles – see map)</b>	Low: 5-10 years Med: 1-3 years High: 6 months – 1 years				
14*	Engage with the PTA to: <ul style="list-style-type: none"> <li>Improve public transport to the Bibra Lake Employment Area (Bibra Lake West)</li> <li>Address “long travel times” and limited service coverage at evenings and on the weekends across the suburbs.</li> </ul>	Medium term	public transport review	\$20,000	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
15	Upgrade core bus stop infrastructure	Medium term	Review & Replace	\$50,000	Engineering Services (Liaise with WALGA and the Public Transport Authority)	No - Partnership Agreement between WALGA and the Public Transport Authority paper
16	<ul style="list-style-type: none"> <li>Continue to promote the use of Co-funded ‘TravelSmart’ programs.</li> <li>Continue the implementation of Healthy Spaces and Places initiatives</li> <li>Support programs that encourage active travel to school.</li> </ul>	Ongoing	Education Program	\$20,000	The City’s Travel Smart Officer	No - The Department of Transport’s ‘TravelSmart’ programs  No - Healthy Spaces and Places – A national guide to designing places for healthy living.
17*	Implement the three identified actions as prescribed by <i>The Lakes Study area community public transport ‘Hot Spots’ of concern table.</i>	Short term	Traffic Review	\$20,000	Engineering Services to communicate with the Public Transport Authority and the City of Cockburn.	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).

Number (on plan)	Action	Target date	Cost estimate	Funding requirements	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy, within the current works program or funded/ planned for within another program?
	<b>Roads safety (*purple circles – see map)</b>	Low: 5-10 years Med: 1-3 years High: 6 months – 1 years				
19	Berigan Drive and Elderberry Drive intersection - As shown in the Murial Court Structure Plan it is planned to realign both the southern end of Elderberry Drive and the northern section of Semple Court to form a 4-leg intersection with Berrigan Drive. That new intersection will be constructed as a roundabout or traffic signals (subject to Main Roads WA approval), subject to further investigation.	This project is tentatively scheduled for 2020-22 on the City's Regional and Major works 2013-2030 plan, but timing will be dependent on funding availability and progress of development in the Murial Court Precinct.	\$300,000	To be actioned as a DCA item based on demand, funding and MRWA approval.	MRWA, WAPC, City of Cockburn and community development/ DCA funding.	No – However relevant to the Muriel Court Local Structure Plan 110/007, 110/094
20	North Lake Road and Berrigan Drive Intersection – The City's Engineering Services Officers previously identified the need for some improvement of this intersection and have applied for grant funding from the 2015/ 2016 State Black Spot Program to extend the left turn lanes on the west (North Lake Road) and north (Berrigan Drive) legs of the intersection and improve street lighting.	Road upgrade project dependent upon funding. Waiting for announcement from the Minister for Transport. To then be actioned accordingly by the City's engineering services.	\$280,000	N/A - That project has been recommended for funding and it is anticipated an announcement will be made soon by the Minister for Transport.	MRWA, Department of Transport and the City of Cockburn.	Yes - State Black Spot Program funding request.
21	North Lake Road and Hammond Road roundabout leg intersection – This intersection will be improved as part of the current widening of North Lake Road, from Hammond Road to Kentucky Court, to 4-lanes. Separate turn lanes will be provided at Hammond Road for safety and to minimise disruption to continuing traffic.	Current works program	\$180,000	Municipal	Engineering Services	Yes - Current works program
22	North Lake Road and Semple Court intersection – This intersection will be improved as part of the current widening of North Lake Road to 4-lanes. A protected right-turn lane will be provided in the median for motorists turning into Semple Court, and motorists turning right from Semple Court will be able to turn in two stages by temporarily storing in the median on North Lake Road.	Current works program	\$150,000	Current works program	Engineering Services	Yes - Current works program
23	Elderberry Drive and Tarndale Way intersection – Local residents have raised the issue that "School parents parking inappropriately cause visibility issues and park too close to the corner". This intersection is located opposite a pedestrian access point. It is expected parents would park here during peak student pick up/ drop off times. Investigate possible parking provision options for this intersection or alternatively explore pedestrian entry point relocation away from the intersection.	Short term	\$30,000	Municipal	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
24	Bloodwood Circle and Pavonia Heights intersection – Local residents have raised the issue that "This junction of Bloodwood and Pavonia Heights is dangerous. Cars going south on Bloodwood go too fast down-hill there is also limited sight from Pavonia". City road engineer's to investigate and implement improvement options or nomination for State 'Black Spot' Funding. Subject to their professional review.	Medium Term	\$25,000	Municipal	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
25	Elderberry Drive – Local residents have raised the issue that "School zone is not clearly marked, road is too wide and signs are not seen or are ignored, Better line marking needed and electronic signs." City road engineer's in consultation with City Planners to investigate and implement traffic calming, parking provision, dedicated bicycle path and street tree provisions. Design concepts to be prepared by the Strategic Planning department for Elderberry Drive. Implementation of the works to be undertaken by the City of Cockburn Engineering department.	Short term	\$30,000	Municipal	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
<b>Recommendations from existing CoC Strategies:</b>			<b>1,565,000</b>			
<b>New recommendations identified within this Strategy:</b>			<b>555,000</b>			
<b>Total:</b>			<b>2,111,000</b>			

Actions to implement the Lakes Revitalisation Strategy						
Actions		Stakeholders	Priority	Timeframe	Cost estimate	Relevant area of Strategic Plan
1.1	Amend TPS3 in accordance with the Residential Density and Zoning Plan.	Lead Department: Planning Services Department	High	6 months-1 year	Internal	Governance Excellence Demographic Planning
1.2	Undertake a drainage review.	Lead Department: Engineering	Medium	1 - 3 years	\$40,000*	Infrastructure development
1.3	Prepare acoustic guidelines to accompany the City's Noise Attenuation Local Planning Policy	Lead Department: Planning Services Department	High	6 months-1 year	Internal	Infrastructure development
2.1	Prepare an action plan to deliver the recreation loop concept and report to Council for adoption and funding support.	Lead Department: Planning Services Department	Medium	1 - 3 years	\$700,000*	Infrastructure development Lifestyle and aspiration achievement
2.2	Engage with the Public Transport Authority to undertake a review of bus services and routes within the locality.	Lead Department: Engineering	High	6 months-1 year	Internal	Lifestyle and aspiration achievement
2.2-2.4	Undertake the transport related recommendations identified within the table on page 34-36.	Lead Department: Engineering	Medium	1 - 3 years	\$2,420,000 (1,565,000*)	Infrastructure development
3.1	Continue street tree planting along South Lake Dr, Berrigan, Elderberry -Strength planting	Lead Department: Park and Environment Department Support Department: Planning Services External: Landowners	Medium	1 - 3 years	\$300,000*	Lifestyle and aspiration achievement
3.2	Undertake upgrades to residential parks as identified within the table on page 39-40.	Lead Department: Park and Environment Department	Ongoing – see page 39-40 for park specific timeframes	Ongoing	\$1,120,000*	Infrastructure development
3.3	1. Undertake an amendment to the Bibra Lake Management Plan in support of the Bibra Lake East Recreation Area Concept Plan.  2. Undertake more detailed design drawings and deliver the project.	Lead Department: Park and Environment Department  Support Department: Strategic Planning	High	6 months-1 year	\$985,000	Infrastructure development
3.4	Undertake public realm upgrades around the 3 local centres.	Lead Department: Park and Environment Department	Medium	1 - 3 years	\$80-100,000	Infrastructure development
3.5	Facilitate the provision of underground power for the Lakes suburbs by applying for the next round of funding through the State Underground Power Program.	Lead Department: Engineering	High	6 months-1 year	To be costed.	Infrastructure development
<b>Recommendations from existing CoC Strategies and plans*:</b>					\$3,725,000	
<b>New recommendations identified within this Strategy:</b>					\$1,640,000	
<b>Total:</b>					<b>\$5,365,000</b>	

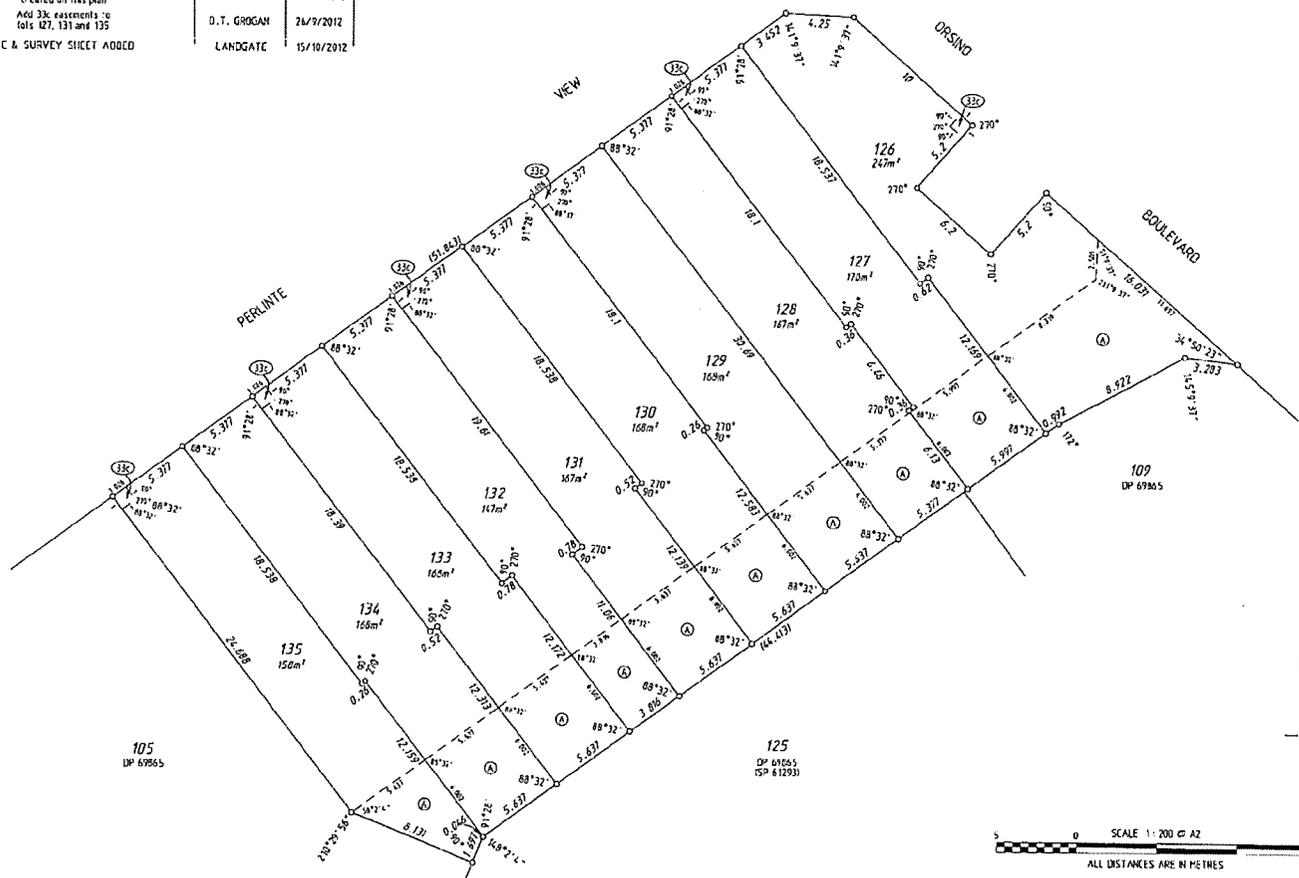


Subject Site

LANDGATE COPY OF ORIGINAL NOT TO SCALE Wed Aug 26 15:39:34 2015 JOB 48704206

Landgate  
www.landgate.wa.gov.au

AMENDMENTS TABLE			
VERSION	AMENDMENT	AUTHORISED BY	DATE
2	Removed 136L easements created on this plan	D. T. GROGAN	17/09/2012
3	Add 33c easements to lots 127, 131 and 135	D. T. GROGAN	24/9/2012
4	FSC & SURVEY SHEET ADDED	LANDGATE	15/10/2012



SCALE 1:200 @ A2  
ALL DISTANCES ARE IN METRES

SURVEY CARRIED OUT UNDER REG 25A  
SPECIAL SURVEY AREA GUIDELINES  
SEE SHEET 2 FOR SURVEY INFORMATION  
ALL BOUNDARY / CORNER SURVEY MARKS  
SHOWN ON THIS SHEET ARE INDICATIVE ONLY.  
USE ONLY THE SURVEY SHEETS WHEN DETERMINING  
THE TRUE FINAL POSITION AND TYPE OF ALL SURVEY  
MARKS PLACED PERTAINING TO THIS PLAN.

HELD BY LANDGATE  
IN DIGITAL FORM ONLY.

INTERESTS AND NOTIFICATIONS

SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
ⓐ	EASEMENT	SEC 136C OF THE I. L. A.	DP 67865 & DP 628701	ALL LOTS	ALL LOTS & LOTS 105-129 & 135 ON DP 67865	
ⓑ	EASEMENT (Electricity Supply)	SEC 147 OF THE P. & D. ACT REG 33 k)	THIS PLAN	LOTS 126, 127, 129, 131, 133 AND 135	ELECTRICITY NETWORKS CORPORATION	

FORMER TENURE TABLE

LOT	FORMER TENURE	ON PLAN / DIAGRAM	TITLE
126 & 127	PI LOT 126	DP 67865	2786-14.3
128	PI LOT 128	DP 67865	2786-14.3
129	PI LOT 101	DP 67865	2786-14.4
130	PI LOT 102	DP 67865	2786-14.5
131	PI LOT 103	DP 67865	2786-14.5
132 & 133	PI LOT 103	DP 67865	2786-14.6
134	PI LOT 103	DP 67865	2786-14.6
135	PI LOT 104	DP 67865	2786-14.7

TYPE FREEHOLD	
PURPOSE SUBDIVISION	
PLAN OF LOTS 126-135 AND EASEMENTS	
DISTRICT COCKBURN SOUND	S.S.A. YES
TOWNSITE	FORMER TENURE SEE FINISH TENURE TABLE
R.D.L. FILE No. LOCALITY NORTH COOGEE LOCAL AUTHORITY CITY OF COCKBURN	FORMER TENURE SEE FINISH TENURE TABLE
FIELD BOOK N/A	ON PLAN SEE SPREADSHEET
SURVEYOR'S CERTIFICATE - Reg 54 I, D. T. GROGAN, do hereby certify that this plan is accurate and is a correct representation of the land surveyed, and/or of calculations from measurements, taken in accordance with the provisions of the Survey Act 1985 for the purposes of the plan and that it compares with the relevant written record in relation to which it is lodged. <i>D. T. Grogan</i> Daniel T Grogan 2012.08.27 16:28:36 +0800 Licensed Surveyor	
McMULLENHOLLAND GROUP 222 Stirling Road Perth WA 6000 Phone: 9437 4300 Email: info@mcmlennholland.com.au	
SCALE: 1:200 at A2 ALL DISTANCES ARE IN METRES	REG Ref: 96956p-010, Lots 100-104 - DP 67865, CSD
LOADED DATE: 22-Aug-12 FEE: \$902.00 ADDRESS: 11231385	TYPE OF VALUATION DATE: 28-8-12 VALUER: M. Schofield TRIM: 294-2012
APPROVED BY WESTERN AUSTRALIAN PLANNING COMMISSION No. 165846 15-Oct-2012 09-Dec-2012	
IN ORDER FOR DEALINGS Sec. 167 of the P. & D. Act 15-Oct-2012	
APPROVED REG25A (4) 15/10/2012	
Landgate Western Australian Land Information Authority DEPOSITED PLAN 75052 SHEET 01 OF 02 SHEETS 15/10/2012	

Attach 2

## Property Management Plan

### The Control Of Noise

In order to minimise noise and lessen our footprint the following measures will be undertaken:

- Compilation of a code of conduct notifying guests to minimise noise
- Update of existing policy's and procedures notifying guests in advance to minimise noise
- Update of existing policy's and procedures around check-in and check-out times to ensure that those times are during standard working hours
- Update of existing policy's and procedures around movement outside of standard working hours so that guests are aware that the area is residential and to keep noise to minimum
- Update of existing policy's and procedures pertaining to how guests enter and exit premises in order to keep noise to minimum ie from the rear of the property instead of the front

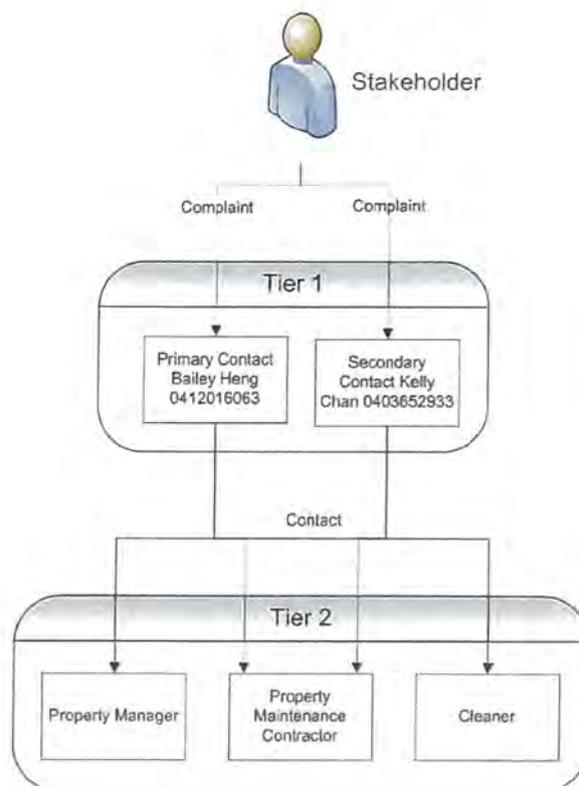
### Complaints Management Procedure

The complaints management procedure is a multi tiered procedure. It involves a primary and secondary first point of contact. This is in place in an event the primary contact is not reachable there is a secondary point of contact.

Once contact has been made with the first tier the complaint will be actioned and fault rectified within 24hrs. Depending on the nature of the complaint the complaint will be escalated and actioned to either one or multiple stakeholders. This can be seen in the below diagram. This includes but is not limited to:

- Property Manager
- Property Maintenance Contractor
- Cleaner

**Note:** As of the 9<sup>th</sup> of August 2015 all neighbours have been contacted and related contact details pertaining to the complaints management procedure has been forwarded.



### Ongoing Maintenance of the Premise

The following are our measures taken to ensure ongoing maintenance of the premise:

- Appointments of a cleaner to ensure all areas are clean prior to guest check-in. Normal check out time is 10am and check-in is 3pm, cleaner will clean between 10am to 3pm.
- Appointment of a full time property manager whose sole accountability is maintenance. This property manager is available 24hrs 7 days a week (on call) to resolve any faults.
- Appointment of a property maintenance contractor whose sole responsibility is maintenance and repairs etc. The property maintenance contractor is tasked to resolve faults of greater complexity in an event that the property manager is unable to resolve the fault.

### Parking Management Plan

In order to ensure noise and our foot print as a whole is minimised the following areas have been designated and communicated across to all guests as to where should park (see below map for further details):

- Rear garage parking - primary area selected as recommended by our neighbours to minimise disruption
- Public parking by the beach - secondary area selected in an event primary area is inaccessible for whatever reason



### Security of guests, residents and visitors

In order to ensure the security of residents and visitors the following measures have been undertaken:

- Details pertaining to guest identities exist within our systems and will be held for a period of 12 months
- Contact details of all our guests exist within our systems and will be held for a period of 12 months
- Guests booking details exist within our existing system and will be held for a period of 12 months
- Update to existing policy and procedures notifying guests of our security policy via email

As per our complaints process, we have passed our contact details onto our neighbours and as such if there is a breach in security we have been requested to be notified. Once notified, as we have details pertaining to our guests this acts as:

1. A means by which we can escalate security breaches to the authorities
2. A deterrent for potential breaches

In order to ensure security of our guests the following measures have been undertaken:

- Installation of security related systems eg first aid kit, alarms, and intuitive locks
- Installation of security related procedures eg self locking doors
- Notification to our guests of details relating to security eg being vigilant past midnight as that when break-ins occur
- Installation of an escalation and response procedure eg providing relevant primary and secondary contact details to our guests to ring in an event of a breach of security

## **Control of antisocial behaviour**

In order to control anti social behaviour the following measures have been undertaken:

- Establishment of a Code of Conduct
- Update existing policy and procedures pertaining to antisocial behaviour such as house rules
- Implementation of an escalation model (in an event there is anti-social behaviour the complaints process will be used)
- Update of existing policies and procedures in order to minimise contact with neighbours. This is done by providing instructions in advance as to how guests are to check in and check out.

## **Compliance with House Rules such as recycling**

In order to ensure compliance with house rules the following measures have been undertaken:

- Appropriate communications pertaining to house rules
- Appropriate notifications have been put in place within the property
- Monitoring of the property and the creation of an escalation model
- Implementation of respective policies and procedures

## **Exclusive use of a storage area**

A locked linen store room on the first floor is used to store linens and toiletries. It is accessible by the cleaner and the manager.

## **Feedback From Neighbours**

It is important to note that the construction of the management plan has been completed in close consultation with our neighbours. The following feedback from our neighbours has been integrated above:

- Parking (request for parking in the garage)
- Noise (relates to parking and location where vehicles parked which contributes to noise, ie request for vehicles to be parked in the garage)
- Security (ensure details from our guests are collected)

Last and final request from our neighbours was to ensure that bins are not left in rear alleyway. A process to bring bins into our garage within 24 hours of collection has been implemented.

# CODE OF CONDUCT

## For Holiday Rental Guests and Visitors at 3 Perlinte View, North Coogee

The following codes of conduct need to be observed during your stay at 3 Perlinte View.

### 1. Maximum number of Guests and Visitors

- a) Maximum permitted number of Guests is 6; and
- b) Maximum permitted number of Visitors is 4.

### 2. General obligations of Guests and Visitors

Guests and Visitors must:

- a) Comply with all House Rules and By-Laws;
- b) Respect the residential amenity and security of the Property and neighbours;
- c) Refrain from anti-social behaviour;
- d) Guests must control and be responsible for Visitors and ensure that Visitors comply with the House Rules;
- e) Comply with any instructions from the Manager and security services during their stay;
- f) Notify the Manager of any disputes or complaints as soon as is practicable.

### 3. Noise and Residential Amenity

- a) Guests must not create noise which is offensive to neighbours especially between 10pm-8am and during arrival and departure at any time throughout the occupancy.
- b) Offensive noise is prohibited and may result in:
  - i. termination of permission to occupy the Property;
  - ii. eviction;
  - iii. loss of rental paid; and
  - iv. extra charges for security and other expenses
- c) Guests must abide by any noise abatement conditions, standards and orders issued by police or any regulatory authority to minimise impacts upon the residential amenity of neighbours and local community.

### 4. Functions and parties

- a) The Property is not a "party house" and any such activities are strictly prohibited; and
- b) Any gathering, celebration or entertainment permitted at the Property must not conflict with residential amenity and must comply with all House Rules.

### 5. Access and Parking

- a) Guests and Visitors must comply with parking regulations and show consideration to neighbours;
- b) Information on any constraints on access or any parking restrictions to ensure ease of access with minimum disturbance to other residents or neighbouring properties;
- c) For safety and security reasons, **Guests must park their car in the rear garage only.**
- d) Guests can only park temporarily at the public parking lot **outside 3 Perlinte View and not in front of the neighbour's house** during check-in. If the lot is occupied, please drive further to Perlinte View (left turn) where there are plenty more public car park lots. **Please do not park outside the neighbours house (1 Perlinte, 5-10 Perlinte View) at all times.** See plan below.



e) Ensure that the garage door is closed and all doors are locked when no one is at home to avoid the possibility of theft.

## 6. Recycling and Garbage

- a) Guests must dispose of garbage and recycling in accordance with the usual practice at the Property and in the allocated bins;
- b) Guests must not leave excess rubbish in public or common areas; and
- c) Please do not push the rubbish bins out of the garage. Someone will come every Wednesday evening to push out the bins and push back the bins every Thursday.

## 7. Security

Whenever you are absent from the Property, close all windows and doors to maintain security and prevent rain and water damage.

## 8. General requirements

- a) Guests and Visitors must comply with all House Rules, By-Laws and instructions from the Manager and security services during their stay; and
- b) Guests must notify the Manager of any disputes or complaints from neighbours as soon as is practicable.
- c) Guests and Visitors must not engage in anti-social behaviour and must minimise their impact upon the residential amenity of neighbours and local community.

## 9. Smoking

Smoking is not permitted indoors.

## 10. On departure arrangements

Return the garage remote control to the basket on kitchen top. Ensure all doors and windows are locked. Switch off aircon and all lights.

## 11. Emergency Contact

In the event of an emergency relating to the Property, please telephone Bailey 0412016063 or Henry 0402465432.

## 12. Compliance

- a) Breach of these Code of Conduct is a breach of the Terms and Conditions of occupancy.
- b) The Owner and Manager reserve the right to terminate permission to occupy and to evict from the Property, Guests or Visitors who refuse to follow these House Rules or who cause a nuisance.
- c) Please note that our accommodation is under a management plan stipulated by the local government. The Code of Conduct is in place to ensure that our neighbours, the public and yourself live in a safe, secure and peaceful environment without causing inconvenience or disturbance to day-to-day activities of our residents who live in this precinct.



**ROWEGROUP**

Job Ref: 8433  
11 September 2015

Chief Executive Officer  
City of Cockburn  
PO Box 1215  
BIBRA LAKE WA 6965

**Attention: Mr Stephen Cain**

Dear Mr Cain

**Perth Office**  
L3, 369 Newcastle Street  
Northbridge 6003  
Western Australia

p: +618 9221 1991  
f: +618 9221 1919  
info@rowegroup.com.au  
rowegroup.com.au

**Application for Planning Approval – Change of Use  
Lot 128 (No. 3) Perlinte View, North Coogee**

Rowe Group acts on behalf of the owner (our 'Client') of Lot 128 (No. 3) Perlinte View, North Coogee (herein referred to as the 'subject site'). We have been instructed by our Client to prepare and lodge an Application for Planning Approval for a change of use from "Single House" to "Holiday Home (Standard)" at the subject site.

To assist in processing this Application, please find the following appended to this Application:

- Completed Application Forms;
- A cheque to the amount of \$295.00 being the applicable fee;
- Three (3) copies of the Site Plan;
- Three (3) copies of the Floor and Elevation Plans; and
- A copy of the Certificate of Title.

## Site Description

### Property Particulars

The subject site is located within the City of Cockburn (the 'City'), approximately 20 kilometres south of the Perth Central Area.

The subject site is situated within the suburb of North Coogee and is bounded by Perlinte View to the north, existing residential development to the east and west, and a rear laneway to the south.

The subject site currently comprises a two (2) storey dwelling. A laneway, which is used for access to the subject site and adjacent properties, is located within the rear portion of the lot.

The subject site is located a short walk (approximately 150m) east of Coogee Beach and approximately 350m south of the Port Coogee Marina.

The subject site has a total area of 167m<sup>2</sup>.

### **Cadastral Information**

The subject site is legally described as follows:

- Lot 128 on Deposited Plan 75052 Certificate of Title Volume 2798 Folio 969.

The Certificate of Title for the subject site indicates that there is an easement benefit and burden over the rear portion of the lot. The easement benefit and burden is for the purposes of rights of carriage and enables vehicles to traverse over the rear portion of the lot and adjacent lots, along a laneway providing access to existing garages.

Refer Attachment 2 – Certificate of Title and Survey Plan.

### **Description of Proposal**

This Application proposes that the subject site be changed in use from “Single House” to “Holiday Home (Standard)” to enable the subject site to be used for short stay accommodation.

The dwelling is proposed to be used for short-term stay with a minimum stay requirement of three (3) days to one (1) week. It is anticipated that the guests will primarily comprise of families, friends and overseas visitors and will accommodate no more than six (6) people.

The existing dwelling is fully equipped to cater for guests, containing three (3) bedrooms, two (2) bathrooms, living room, kitchen, dining room, laundry, powder room, and front and rear courtyards on the ground floor.

This Application proposes no alterations to the existing dwelling located at the subject site.

Refer Attachment 3 – Floor and Elevation Plans.

### **Town Planning Considerations**

#### **Metropolitan Region Scheme**

Under the provisions of the Metropolitan Region Scheme (‘MRS’) the subject site is zoned “Urban”.

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

Under the provisions of the City of Cockburn Town Planning Scheme No. 3 ('TPS3') the subject site is zoned "Development". The objective of the "Development" Zone is as follows:

*"To provide for future residential, industrial or commercial development in accordance with a comprehensive Structure Plan prepared under the Scheme."*

#### Land Use Permissibility

As previously noted, the proposed use for the subject site falls within the use class of "Holiday Home (Standard)". The use "Holiday Home (Standard)" is defined within TPS3 as follows:

*"Means a single house (excluding ancillary accommodation), which may also be used for short stay accommodation for more more than six people (but does not include a bed and breakfast, guesthouse, chalet and short stay accommodation unit)."*

The zoning table within TPS3 indicates that development and use of land within the "Development" Zone is to be in accordance with an approved Structure Plan prepared and adopted under clause 6.2.9 of TPS3.

The Structure Plan relevant to the subject site is Structure Plan No. 22 ('SP22') which relates to the Port Coogee area. SP22 was adopted by Council on 11<sup>th</sup> August 2005 and endorsed by the State Administrative Tribunal on 20<sup>th</sup> May 2010.

Under the provisions of SP22 the subject site is identified as being zoned "Residential" with a density allocation of R80. Section 2.1.2(2) of SP22 reads as follows:

*"The provisions of the Scheme shall apply to the land use areas created under the Structure Plan."*

Based on the zoning of the subject site under the provisions of SP22, the proposed use "Holiday Home (Standard)" is classified as an "A" use within the "Residential" Zone under the provisions of TPS3, meaning that the use is not permitted unless the local government has exercised its discretion and has granted planning approval after giving special notice in accordance with clause 9.4 of TPS3.

Refer to Attachment 4 – Structure Plan No. 22.

#### **Planning Bulletin – Holiday Homes Guidelines**

In September 2009 the Western Australian Planning Commission ('WAPC') released Planning Bulletin 99 – Holiday Homes Guidelines ('Bulletin 99') which provides guidance to local governments when dealing with issues associated with holiday homes in the local government planning framework.

The objectives of Bulletin 99 are as follows:

- *To facilitate a consistent, equitable and efficient planning process for the regulation of holiday homes in Western Australia;*
- *To support the tourism industry by the proposed of voluntary accreditation of holiday homes;*
- *To encourage good quality, well managed holiday homes for use by short-term visitors generally in locations that will enhance the tourism experience while minimising potential impacts on adjoining residents; and*
- *To support the role of holiday homes as part of the tourism industry.*

Based on the details outlined within Bulletin 99, holiday homes should be located within areas which are identified as preferred areas for tourism. No land within the SP22 area or under the provisions of TPS3 is identified as a preferred tourism area.

Although the subject site is not identified as a preferred tourism area, the use "Holiday Home (Standard)" is proposed within the "Residential" Zone which is the only zone within the TPS3 area which is capable of approval of the proposed use. The subject site is also located approximately 350m south of the Marina Village (Local Centre) area which is to contain a range of uses such as retail, mixed use, residential, community facilities, restaurants and a possible hotel.

As such, the subject site is located within close proximity to a high amenity area suitable and appropriate for the proposed use of "Holiday Home (Standard)".

#### **Car Parking**

An existing garage is located at the rear of the subject site and is capable of accommodating a total of two (2) parked cars.

Table 2 within TPS3 outlines car parking requirements for Residential typed land uses within the Scheme area. As previously noted, the proposed use for the subject site is "Holiday Home (Standard)"; however TPS3 does not outline a car parking requirement for the use "Holiday Home (Standard)". The car parking requirement for the proposed use is therefore required to be determined by the City.

The current provision for the parking of two (2) cars is considered to be sufficient for the proposed use. It is anticipated that the majority of the guests who stay at the subject site will require parking for only one (1) vehicle.

On street car parking is also available for guests along Perlinte View providing guests with further car parking if required.

Details contained within the Code of Conduct report, appended at Attachment 5, prepared by our Client notes that if additional off-site parking is required that it is preferred guests and visitors park along the western section of Perlinte View where a greater number of car parking bays are provided.

### **Property Management Plan**

Our Client has prepared a Property Management Plan ('PMP') which outlines how matters such as noise, complaints, maintenance, parking, security and antisocial behaviour will be managed at the subject site. The PMP is appended to this Application at Attachment 6. Details on how each of the matters will be dealt with is outlined below:

#### Noise

Guests must comply with the provisions outlined within the attached Code of Conduct ('CoC') which details how the proposed "Holiday Home (Standard)" is to be used by the guests. The CoC states that guests are not permitted to host any functions or parties at the subject site.

#### Complaints

The PMP details the procedure for dealing with complaints against guests staying at the subject site. In the first instance, complaints are to be made to the primary or secondary contact for the subject site. Depending on the nature of the complaint, it may be decided that the complaint be actioned by the Property Manager, the Property Maintenance Contractor or the Cleaner. The contact details for the primary and secondary contact are noted within the attached PMP.

#### Maintenance

Guests will be able to check-in by 3pm and must check-out of the premises by 10am. A cleaner will clean the dwelling between the hours of 10am to 3pm. The Property Manager of the subject site will be available 24 hours a day, seven (7) days a week to attend to matters such as faults and repairs.

#### Parking

As previously noted, the existing dwelling at the subject site contains a two (2) car garage at the rear of the lot. Guests are required to park in the existing garage, and any visitors are also advised to park along the western section of Perlinte View.

#### Security

As noted within the attached PMP, the following measures are in place to ensure the safety of guests:

- *Installation of security related systems e.g. first aid kit, alarms, and intuitive locks;*

- *Installation of security related procedures e.g. self locking doors;*
- *Notification to our guests of details relating to security e.g. being vigilant past midnight as that is when break-ins occur; and*
- *Installation of an escalation and response procedure e.g. providing relevant primary and secondary contact details to our guests to ring in the event of a breach of security.*

### Antisocial Behaviour

As stated within the attached PMP, the following measures are proposed to control antisocial behaviour:

- *Establish a Code of Conduct;*
- *Update existing policy and procedures pertaining to antisocial behaviour such as house rules;*
- *Implementation of an escalation model (in an event there is antisocial behaviour the complaints process will be used);*
- *Update of existing policies and procedures in order to minimise contact with neighbours. This is done by providing instructions in advance as to how guests are to check in and check out.*

### **Conclusion**

This Application indicates that the proposed use is justified and appropriate at the subject site based on the following:

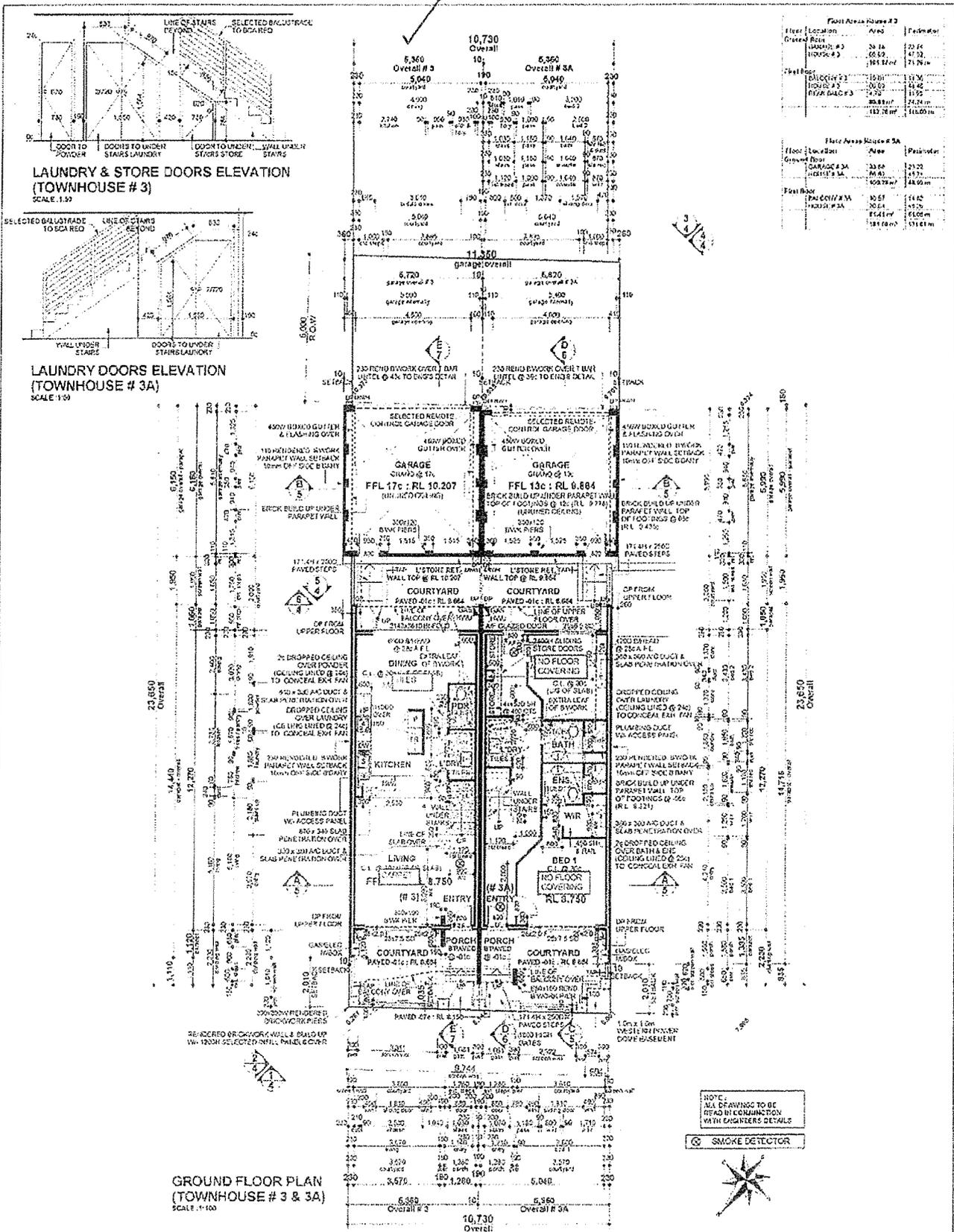
- The proposed land use is not permissible within any other zone within the Scheme area;
- The proposal is consistent with the provisions of Bulletin 99 as the subject site is located within close proximity to high amenity areas such as Coogee Beach and the Port Coogee Marina;
- Sufficient car parking is provided for guests and visitors; and
- A suitable PMP and CoC have been prepared for the proposed "Holiday Home (Standard)" outlining suitable management strategies.

On this basis, we look forward to the City's prompt and favourable determination of the Application. Should you require any further information or clarification in relation to this matter, please contact Claire Richards on 9221 1991.

Yours faithfully,



**Claire Richards**  
Rowe Group



Floor Area House #3			
Floor	Location	Area	Perimeter
Ground Floor	HOUSE # 3	24.14	22.44
	HOUSE # 3	65.92	47.72
	HOUSE # 3	181.14	71.74
Floor	Location	Area	Perimeter
	HOUSE # 3	10.00	10.00
	HOUSE # 3	2.78	11.92
	HOUSE # 3	28.81	24.24
	HOUSE # 3	112.78	116.00

Floor Area House #3A			
Floor	Location	Area	Perimeter
Ground Floor	GARAGE # 3A	33.84	23.20
	HOUSE # 3A	24.41	25.72
	HOUSE # 3A	509.29	148.00
Floor	Location	Area	Perimeter
	HOUSE # 3A	30.51	14.42
	HOUSE # 3A	20.24	15.72
	HOUSE # 3A	154.17	65.00
	HOUSE # 3A	181.00	131.00

NOTE:  
ALL DRAWINGS TO BE  
READ IN CONJUNCTION  
WITH ENGINEER'S DETAILS

SMOKE DETECTOR



REVISIONS	DRAWN	DATE	CLIENT:
1	...	...	BEACHPOINT TOWNHOUSES
2	...	...	...
3	...	...	...
4	...	...	...
5	...	...	...
6	...	...	...
7	...	...	...
8	...	...	...
9	...	...	...
10	...	...	...
11	...	...	...
12	...	...	...
13	...	...	...
14	...	...	...
15	...	...	...
16	...	...	...
17	...	...	...
18	...	...	...
19	...	...	...
20	...	...	...
21	...	...	...
22	...	...	...
23	...	...	...
24	...	...	...
25	...	...	...
26	...	...	...
27	...	...	...
28	...	...	...
29	...	...	...
30	...	...	...
31	...	...	...
32	...	...	...
33	...	...	...
34	...	...	...
35	...	...	...
36	...	...	...
37	...	...	...
38	...	...	...
39	...	...	...
40	...	...	...
41	...	...	...
42	...	...	...
43	...	...	...
44	...	...	...
45	...	...	...
46	...	...	...
47	...	...	...
48	...	...	...
49	...	...	...
50	...	...	...
51	...	...	...
52	...	...	...
53	...	...	...
54	...	...	...
55	...	...	...
56	...	...	...
57	...	...	...
58	...	...	...
59	...	...	...
60	...	...	...
61	...	...	...
62	...	...	...
63	...	...	...
64	...	...	...
65	...	...	...
66	...	...	...
67	...	...	...
68	...	...	...
69	...	...	...
70	...	...	...
71	...	...	...
72	...	...	...
73	...	...	...
74	...	...	...
75	...	...	...
76	...	...	...
77	...	...	...
78	...	...	...
79	...	...	...
80	...	...	...
81	...	...	...
82	...	...	...
83	...	...	...
84	...	...	...
85	...	...	...
86	...	...	...
87	...	...	...
88	...	...	...
89	...	...	...
90	...	...	...
91	...	...	...
92	...	...	...
93	...	...	...
94	...	...	...
95	...	...	...
96	...	...	...
97	...	...	...
98	...	...	...
99	...	...	...
100	...	...	...

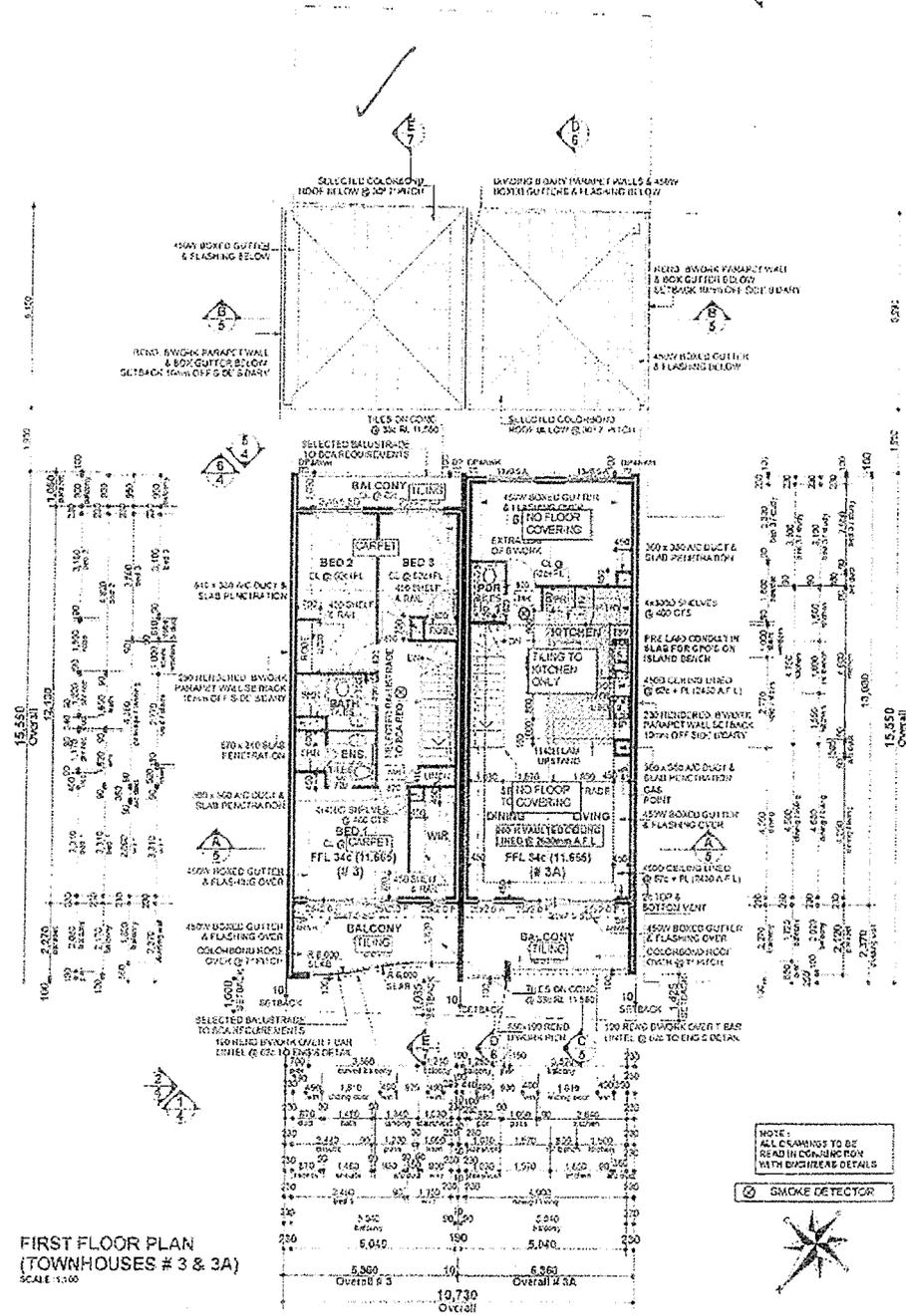
CLIENT: BEACHPOINT TOWNHOUSES  
 SITE: LOT 128 & 129 (containing 100 units)  
 (HOUSE # 3 & 3A)  
 PERLINE VIEW  
 PORT COOSSE

**THE BUILDING DEVELOPMENT GROUP**  
 REV # 01  
 SHEET 2 OF 10  
 ISSUE TO CONSTRUCTION

Overall #3	6,360	Overall #3A	6,360
Overall #3	6,360	Overall #3A	6,360

Floor	Location	Area	Perimeter
Ground Floor	HOUSE #3	20.14	23.24
	HOUSE #3A	20.22	23.22
	HOUSE #3A	63.52	71.28
First Floor	HOUSE #3	16.50	16.50
	HOUSE #3	16.50	16.50
	HOUSE #3A	16.50	16.50

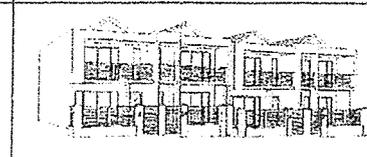
Floor	Location	Area	Perimeter
Ground Floor	HOUSE #3A	23.22	23.22
	HOUSE #3A	20.22	20.22
	HOUSE #3A	63.52	71.28
First Floor	HOUSE #3A	16.50	16.50
	HOUSE #3A	16.50	16.50
	HOUSE #3A	16.50	16.50



FIRST FLOOR PLAN  
(TOWNHOUSES # 3 & 3A)  
SCALE 1:100

NOTE:  
ALL CHANGES TO BE  
MADE IN CONSULTATION  
WITH ARCHITECT'S DETAILS

SMOKE DETECTOR

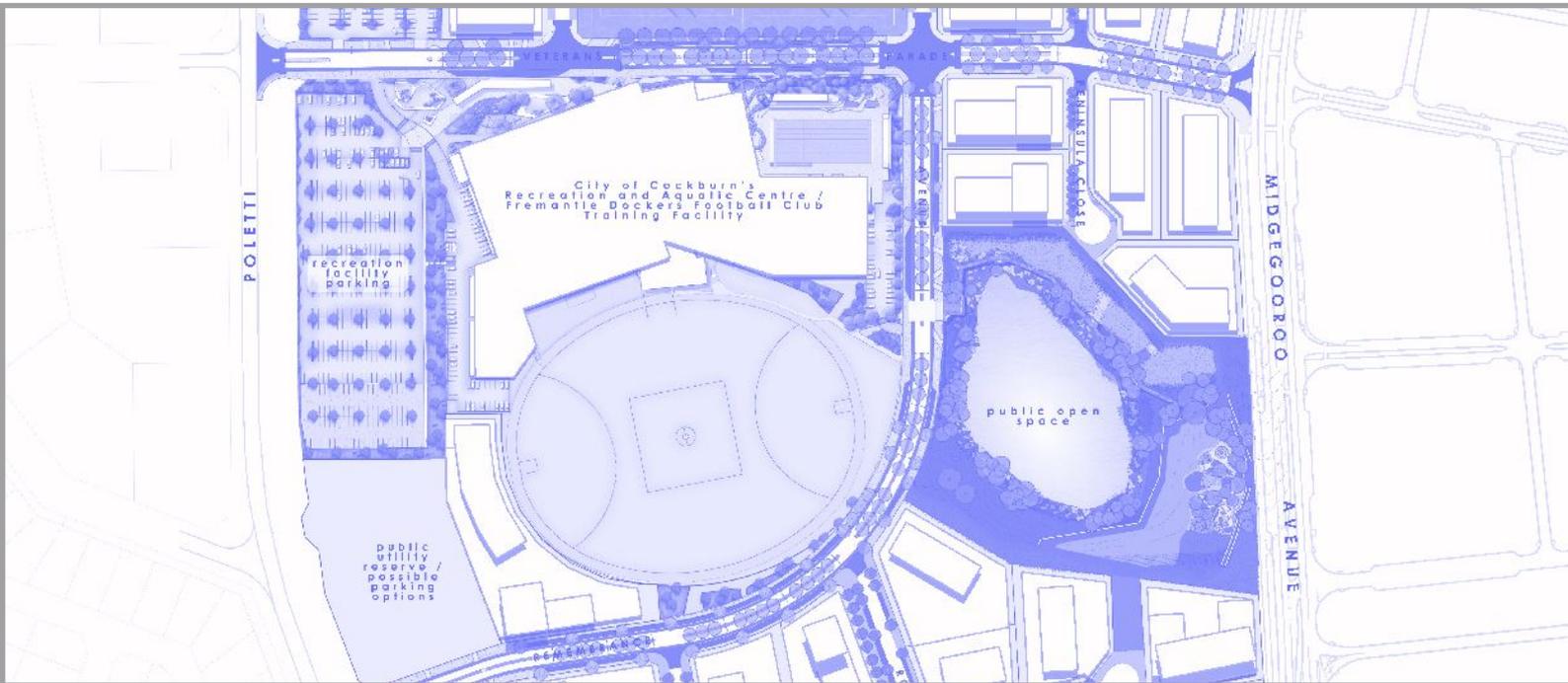


BEACHPOINT TOWNHOUSES

REVISIONS	DRAWN	DATE	CLIENT:
1	BY ARCHITECT	22/05/2017	BEACHPOINT TOWNHOUSES
2	BY ARCHITECT	27/05/2017	BEACHPOINT TOWNHOUSES
3	BY ARCHITECT	27/05/2017	BEACHPOINT TOWNHOUSES
4	BY ARCHITECT	27/05/2017	BEACHPOINT TOWNHOUSES
5	BY ARCHITECT	27/05/2017	BEACHPOINT TOWNHOUSES
6	BY ARCHITECT	27/05/2017	BEACHPOINT TOWNHOUSES
7	BY ARCHITECT	27/05/2017	BEACHPOINT TOWNHOUSES
8	BY ARCHITECT	27/05/2017	BEACHPOINT TOWNHOUSES
9	BY ARCHITECT	27/05/2017	BEACHPOINT TOWNHOUSES
10	BY ARCHITECT	27/05/2017	BEACHPOINT TOWNHOUSES

CLIENT:  
BEACHPOINT TOWNHOUSES  
SITE:  
LOT 128 & 129 (combined 170)  
(HOUSE # 3 & 3A)  
PERLITE VIEW  
PORT COOGEER.

THE BUILDING DEVELOPMENT GROUP  
REV # 01  
SHEET 3 OF 10  
ISSUE TO CONSTRUCTION



COCKBURN CENTRAL WEST  
MIXED USE AND MULTI DWELLING DESIGN GUIDELINES

**Final Draft Version  
for assessment purposes and final comment**

**13 November 2015**



LANDCORP



## CONTENTS

<b>1. Introduction</b>	<b>4</b>		
1.1 Vision and Objectives	4		
<b>2. Structure Plan and Purpose</b>	<b>7</b>		
2.1 Purpose	7		
2.2 Structure	7		
2.3 Discretionary Clause	7		
2.4 Planning & Policy	8		
2.5 Land Use	8		
<b>3. Approval Process</b>	<b>9</b>		
<b>4. Climate</b>	<b>10</b>		
4.1 Climatic Zone	10		
4.2 Local Conditions	10		
<b>5. Existing Context</b>	<b>11</b>		
5.1 Site Context	11		
5.2 Topography and Soil Condition	12		
5.3 Influential Site Features and the Natural Environment	12		
<b>6. Urban Design</b>	<b>13</b>		
6.1 Neighbourhood Context	13		
6.2 Desired Character	13		
6.3 Land Use – Ground Floor	14		
6.4 Diversity & Adaptability	15		
6.5 Place Legibility	15		
6.6 Public Domain Interface	17		
6.7 Development Context	17		
6.8 Public Art	18		
6.9 Safety and Surveillance	18		
6.10 Access and Parking	19		
6.10.1 Access	19		
6.10.2 Vehicle Parking	20		
6.11 Signage (Commercial Development Only)	21		
<b>7. Built form design</b>	<b>22</b>		
7.1 Building Envelopes	22		
7.2 Primary Building Controls	23		
7.2.1 Site Planning, Orientation and Setbacks	23		
7.2.2 Building Separation	24		
7.2.2.1 Tower Building Envelopes	25		
7.2.3 Height	26		
7.2.4 Floor Levels	26		
7.3 Built Form Character	27		
7.4 Materials and Colours	28		
7.5 Building Entrances	28		
7.6 Roof Forms	29		
7.7 Outdoor Living Areas	29		
7.7.1 Communal Outdoor Areas	30		
7.7.2 Private Outdoor Areas	30		
7.8 Building Services	31		
7.8.1 Waste Management	31		
7.8.2 Drying Areas	31		
7.8.3 Storage	31		
7.8.4 Mechanical Services	32		
7.8.5 End of Trip Facilities	32		
7.9 Fencing and Balustrades	33		
<b>8. Environmentally Sustainable Development</b>	<b>34</b>		
8.1 Climate Responsive Design	34		
8.1.1 Solar Design	34		
8.1.2 Shading	34		
8.1.3 Ventilation	35		
8.2 Energy Efficiency	35		
<b>8. Environmentally Sustainable Development</b>	<b>36</b>		
8.3 Water Efficiency	36		
8.3.1 Plumbing Fixtures	36		
8.3.2 Water Collection	36		
8.4 Lighting	36		
8.5 Acoustics	37		
8.5.1 Landuse Generated noise	37		
8.5.2 Road Noise	37		
<b>9. Landscaping</b>	<b>38</b>		
9.1 Biodiversity and Habitats	38		
9.2 Hardscaping	39		
<b>9. Landscaping</b>	<b>40</b>		
9.3 Softscaping	40		
9.4 Water Efficiency and Maintenance	41		
9.5 Construction Zone	41		
<b>10. Site Specific building Requirements</b>	<b>42</b>		
<b>Appendix A - Checklist</b>			

## 1. INTRODUCTION

### 1.1 Vision and Objectives

“Cockburn Central West will be an innovative mixed use development integrating regional recreational aspirations into the existing landform and surrounds, whilst extending the urban fabric of the highly successful Cockburn Central Town Centre.”



Current DRAFT Master Plan



# 1. INTRODUCTION

This project vision is underpinned by the following overarching objectives for the site. These key objectives inform all design objectives and development criteria within these guidelines.

## Community

- Build community capacity through the integration of the recreation and community facility as the centrepiece of the project.
- Emphasise the open space and community elements as key features of the precinct with appropriately oriented, distinctly framed building edges and special landscaped view corridors in key locations.
- Connect the people to surrounding community infrastructure, local amenity and transport options through the delivery of quality pedestrian and cycle linkages.
- Promote social well-being and sense of community through a strong focus on public realm accessibility to improve physical health.
- Promote a liveable and interactive urban development.

## Design

- Deliver a functional, sustainable, lively, integrated and attractive mixed use activity centre as a desirable place to live, work and play.
- Respond to the local character by allowing an interpretation of the building massing, scale and siting of neighbouring Cockburn Central Town Centre.
- Enhance the place value by ensuring pedestrian connectivity to nearby public transport.
- Maximise comfort and appeal of the pedestrian environment through the architectural detailing of buildings and the landscaped building setback areas.
- Establish visually attractive and iconic built form at key landmark locations to improve legibility of the public realm given the town centre location.

## Economic

- Retail and commercial activation should be targeted in high exposure areas and flexibility in the development delivery to enable a transition in land uses over time.
- Engage with the private sector in the delivery of quality built form outcomes to strengthen the role of Cockburn Central as a key attractor for strategic and knowledge intensive businesses.
- Leverage on surrounding community infrastructure to achieve opportunities for medium and high density housing options to sustain the Cockburn Activity Centre initiatives.
- Integrate the facilities of the recreation facility, community and commercial facilities for the economic benefits to the local and wider Cockburn population.

## Environment

- Enhancing and promoting the environmental qualities of the locality through the integration of the natural environment with the built environment.
- Enrich the existing wetland amenity and integrate it into the development as an essential community asset.
- Establish opportunities for exceptional private landscaping and local micro climate benefits to the development. These green corridors provide view lines to the wider green network and key urban spaces.
- Promote high performance buildings that complement the ecologically diverse character of the local context.

## 2. STRUCTURE PLAN AND PURPOSE

### 2.1 Purpose

These Design Guidelines apply to all development within the Cockburn Central West precinct. The Design Guidelines will ensure that developments enhance the proposed character of the area whilst encouraging developments that are innovative in addressing climate responsive design.

Specifically, the Design Guidelines promote:

- High quality public realm
- Design excellence
- Sustainable Development, and
- Resident Liveability.

The Design Guidelines have been adopted as a Local Development Plan by the City of Cockburn to guide development within the Cockburn Central West precinct of Cockburn Central.

### 2.2 Structure

The Design Guidelines are structured in three parts to assist proponents in preparing their designs and applications.

#### 1. Objectives

The Objectives outline the design intent underpinning the mandatory development controls.

#### 2. Development Controls

- The Development Controls shall be met for all development proposals. They will collectively ensure that the Design Objectives are met.
- All developments are to meet the Development Controls within the checklists at Appendix A.

In order to encourage innovation, applicants are also provided the opportunity to meet the vision/objectives through alternative solutions to the satisfaction of the Design Review Panel (DRP).

#### 3. Design Guidance

The Design Guidance section recommends some additional measures by which a proposal can achieve a higher level of sustainable design, community interaction and/or architectural character.

### 2.3 Discretionary Clause

An important provision within the Design Guidelines is the opportunity for applicants to secure the vision for Cockburn Central West through performance based applications.

Alternative design solutions may be considered at the sole discretion of the Design Review Panel (DRP) where it is sufficiently demonstrated that:

- The proposal will comply with the overall vision, intent and objectives of the Design Guidelines.
- There is sufficient justification and particular circumstances which necessitate a variation to the guidelines development controls.

Compliance with the mandatory criteria does not guarantee endorsement. The DRP may refuse endorsement of a proposal that is not considered to be in keeping with the objectives of the Design Guidelines.

Each development proposal will be assessed on an individual basis, and the endorsement of an alternative solution shall not be construed as creating a precedent for determining other developments.

Variations to the Design Guidelines mandatory criteria will only be granted where such exemptions deliver built form design and sustainability excellence.

## 2. STRUCTURE PLAN AND PURPOSE

### 2.4 Planning & Policy

These Design Guidelines have been adopted as a Detailed Area Plan by the City of Cockburn under the Scheme. In determining any application for Approval to Commence Development, the City of Cockburn will utilise these Guidelines in conjunction with the Structure Plan, the Scheme and any relevant City Policy.

In the event of there being any inconsistency or conflict between any provision, requirement or standard of any Council Policy and the Design Guidelines, the Design Guidelines shall prevail.

The Design Guidelines shall be read in conjunction with:

#### City of Cockburn Local Planning Scheme No. 3

The Cockburn Central West precinct is zoned 'Regional Centre' and forms a 'Development Area' (designated DA23) under the City of Cockburn Local Planning Scheme No. 3 (the Scheme). The Scheme includes special provisions relating to DA23. Where the provisions of the Design Guidelines are in conflict with the Scheme, the provisions of the Scheme shall prevail.

#### Cockburn Central West Local Structure Plan

In accordance with the Scheme, the Cockburn Central West precinct is also subject to the provisions of the Cockburn Central West Local Structure Plan (LSP). The Cockburn Central West LSP requires the preparation of Design Guidelines (to be approved as a Detailed Area Plan) for development within the LSP area. The Guidelines provide greater detail than the LSP to ensure adequate control over development to achieve quality and desirable built form outcomes.

#### Residential Design Codes

Residential density codes have not been allocated and will not apply within the Cockburn Central West Precinct. Accordingly, land use and development will be guided by the Design Guidelines.

#### National Construction Code (NCC)

All construction shall comply with the current building code of Australia.

### 2.5 Land Use

Cockburn Central West will provide opportunities for retail, office, commercial and residential activity to achieve a vibrant and active destination.

It is envisaged the predominant development form will be medium and high density residential dwellings, however ground floor non-residential land use is mandated at key locations and encouraged in other supporting locations. These are indicated on the adjacent diagram whilst the specific objectives and development controls are detailed elsewhere in these Design Guidelines.

As with any mixed use development, buildings will develop and mature over time and commercial/retail use will establish as demand requires. In the interim, other uses such as residential will be acceptable in the encouraged locations, on the basis that buildings are adaptable and flexible in design to accommodate change to non-residential land use on the ground floor when demand requires.

#### Land Use Permissibility - Statutory

The design guidelines are to be viewed in the context of the Scheme and Cockburn Central West Local Structure Plan, which regulate land use permissibility applicable to the subject land.

Land use permissibility shall be in accordance with the Site Specific Building Requirements. Where there is an inconsistency between the land use permissibility outlined within the Design Guidelines and the land use permissibility specified in the Scheme/ Local Structure Plan, the land use permissibility specified in the Scheme/Local Structure Plan shall prevail to the extent of the inconsistency.

### 3. APPROVAL PROCESS

The process for a development application relating to all development is summarised below. Minor modifications or changes of use for existing buildings are not subject to this approval process.

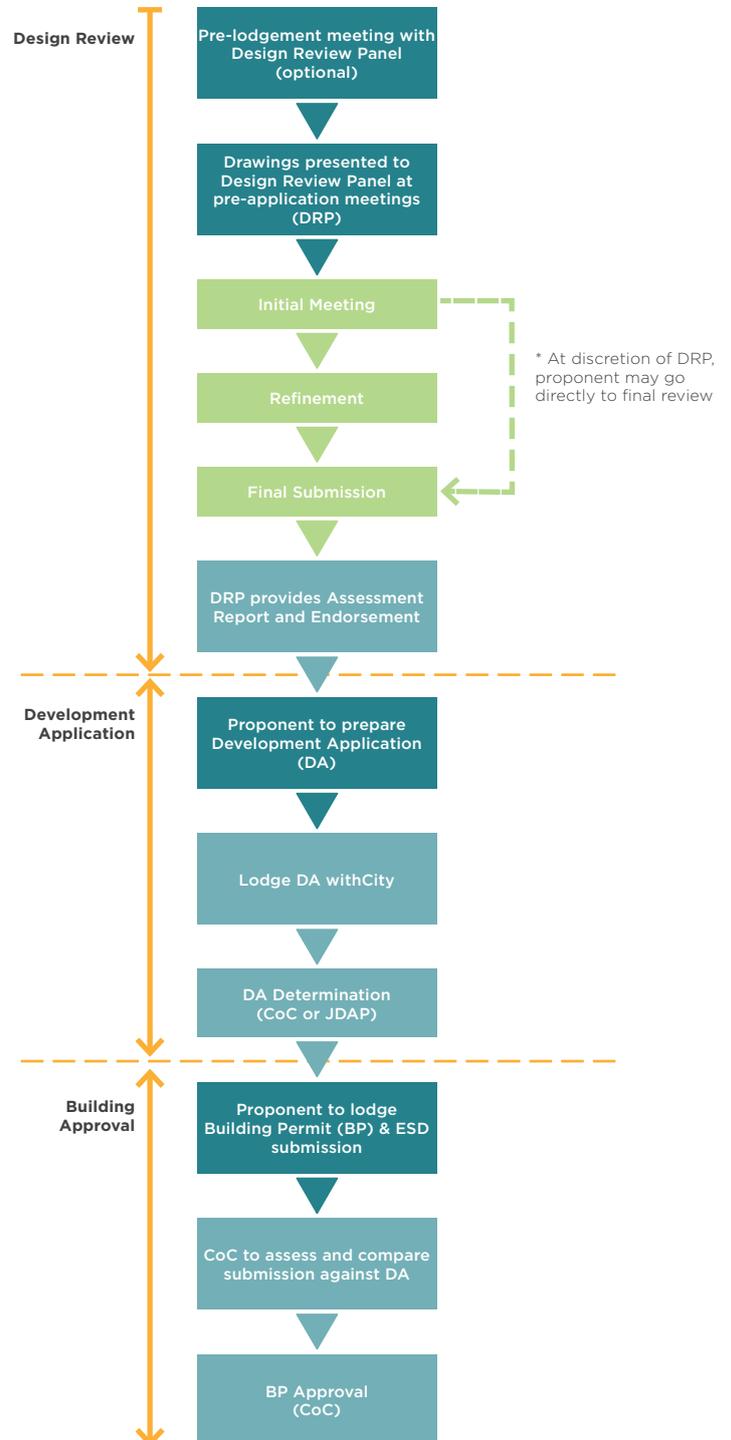
#### Design Review - Pre Development Application

- Prior to lodgement of a Development Application, pre-application design review meetings are required involving the Design Review Panel (DRP). A minimum of 3 pre-application meetings are required.
- After the successful completion of the final design review meeting, The DRP will provide a written response either endorsing the development plans for lodgement with the City or seeking additional information or modifications for further consideration by the DRP.
- When the above steps are complete, a Development Application can be made to the City of Cockburn.
- The DRP has the authority to provide endorsement for any variations to the requirements of the Design Guidelines.
- Variations to the requirements of the Design Guidelines will only be granted where such exemptions deliver built form design and sustainability excellence whilst still meeting the Cockburn Central West vision and objectives.

#### Development Application Submission

- The applicant lodges a Development Application (DA) with the City of Cockburn with the accompanying DRP final report including LandCorp endorsement.
- The DA is assessed by the City of Cockburn (or Development Assessment Panel, if applicable) in the usual manner.

The following diagram outlines the approval process required prior to any development commencing.



## 4. CLIMATE

### 4.1 Climatic Zone

**ZONE 5: WARM TEMPERATE**  
**HOT SUMMER - COOL WINTER**  
**AS/NZS 3500 DG**

### 4.2 Local Conditions

Cockburn Central West has a temperate climate, with mild winters and hot dry summers. The summer months from December to February have an average temperature of 30 degrees Celsius during the day and 18 degrees Celsius at night but can rise to and above 44 degrees at the height of summer. The area experiences a very low rate of humidity.

The warm summer days are cooled down in the afternoon with strong sea breezes that blow in from the ocean replacing the hot air trapped above the Perth Metropolitan Area and the Darling Ranges.

The winter months from June to August are mild, with average temperatures of 18 degrees C during the day, and 9 degrees C at night. The wettest month of the year is July, and the average yearly rainfall is around 700mm.

Nights are considered comfortable most of the year so that night ventilation and air-purging can be used effectively to help maintain comfortable internal temperatures. From June through to September, night time temperatures may often fall below the comfort limit.

Wind patterns vary from the coastal to the inland; in general the winds follow the typical west coast trend of easterlies in the morning and westerlies in the afternoon. In the summer this wind pattern is much more pronounced in particular for coastal areas. Strong afternoon south-westerly breezes typically 20-30 km/h buffet the coastal region and can be used to cool the interiors and assist night purging. In winter the pattern is less predictable mainly because the variations in land temperatures are less extreme, leading to the winter afternoon wind patterns being variable.

## 5. EXISTING CONTEXT

### 5.1 Site Context

Cockburn Central West is 32.5 hectares and is bounded by North Lake Road to the north, Midgegooroo Avenue to the east, Beelie Drive to the south and Poletti Road to the west. The site is located directly west of the Cockburn Central Town Centre and Cockburn Train station. The subject site is also surrounded by an abundance of community anchors and transport links as outlined below.

#### Cockburn Central Town Centre

The Cockburn Central Town Centre is located to the east and is currently in the process of being developed (Stage 2).

#### Cockburn Central Train Station

Cockburn Central West is location within the 400-800m walkable catchment of the Cockburn Train Station located directly east of the subject site. The Train Station is located along the Mandurah Line, 20km (or 5 stops) from Perth. It is the main public access point for local commuters and a key transport anchor for maintaining the sustainability and growth of the area.

#### Cockburn Integrated Health and Community Facility (including library)

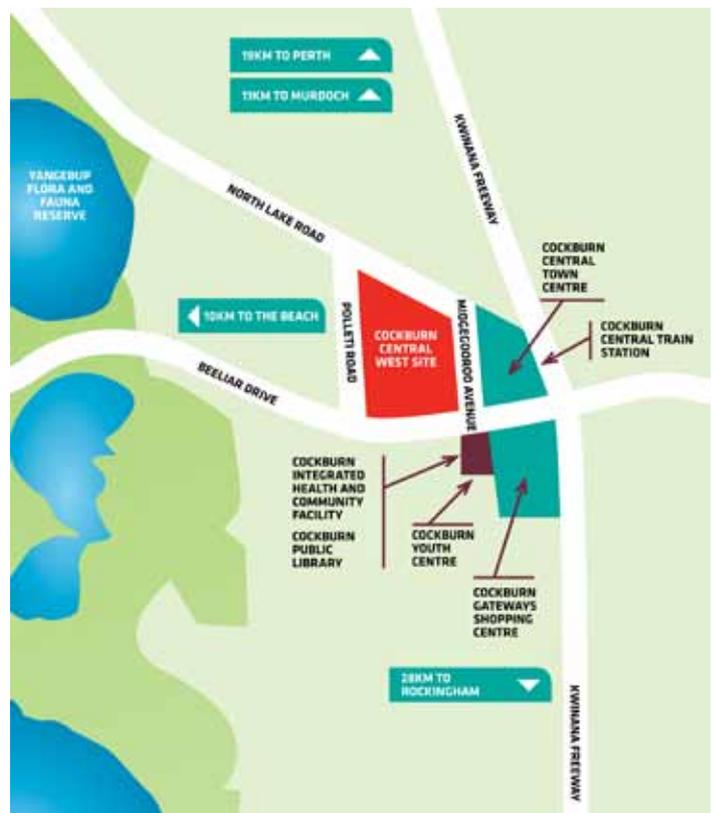
The Cockburn Integrated Health and Community Facility is located on the corner of Beelie Drive and Wentworth Parade south-east of Cockburn Central West. The facility features a state-of-the-art, integrated medical centre and provides a range of medical and allied health services, a new regional library, pharmacy, Centrelink, café and office accommodation. It is envisaged the Fremantle Football Club will utilise the facility and specialists for diagnosis and treatment.

#### Cockburn Youth Centre

The Cockburn Youth Centre is also located along Wentworth Parade and provides a range of programs and activities that target local youth aged between the ages of 10 and 24 years. The Centre is operated and managed by the City of Cockburn.

#### Cockburn Gateway Shopping Centre

The Cockburn Gateways Shopping Centre precinct is located to the south-east of Cockburn Central West and is a key activity centre for Cockburn. The recent expansion offers an abundance of dining and retail experiences. A new bus only road and pedestrian access between the Cockburn Central Town Centre and the shopping centre has been constructed through the Beelie Drive underpass.



## **5. EXISTING CONTEXT**

### **5.2 Topography and Soil Condition**

The site generally falls from approximately 35m AHD in the south-west to 25m AHD in the north-east, which is approximately 2m below the adjacent Midgegooroo Avenue.

The site is generally underlain by a soil profile consisting of Bassendean sands. Such ground conditions are considered to not impose significant geotechnical constraints on potential developments.

The ground water table is known to be high in the more low lying areas and will be a consideration for building basement development in these areas.

### **5.3 Influential Site Features and the Natural Environment**

The site contains a wetland that is valuable from an environmental and aesthetic point of view, providing immediate character and amenity to the development. Although degraded in areas, the wetland provides a variety of habitat types.

The western portion of the site comprises existing 330kV overhead power lines within a Western Power Easement. In order to maximise the use of this land, provision has been made for short term parking integrated with landscaping within the easement to support the Integrated Facility. Built form and urban design within this specific area focusses on appropriately responding to the visual impacts of the power-line infrastructure.

An existing high pressure gas main is located along the southern verge of North Lake Road. The Structure Plan details the associated gas pipeline buffer along the northern boundary of the site proposing a local road and development lots within the buffer. The necessary building considerations are detailed in the design guideline site specific building requirements.

## 6. URBAN DESIGN

Cockburn Central West's defining features of passive and active recreation, community and sport facilities offer exceptional amenity and activity benefits for building development to respond to. Excellent connectivity to the established Cockburn Central Town Centre and Train Station are available via road and pedestrian linkages which offer opportunity for a rich mix of land uses and residential density.

The built environment character determined in these guidelines will support the creation of these streets and public spaces as enduringly desirable, beautiful, and comfortable. Collectively, building design and landscaped private realm areas will contribute to a high quality public realm interface, enhancing the pedestrian experience and generating an appealing, leafy character.

### 6.1 Neighbourhood Context

Cockburn Central West is located approximately 19 kilometres south of the Perth Central Business District, 10 kilometres inland from the Indian Ocean and 1 kilometre from the Yangebup and Thomsons Nature Reserves.



### 6.2 Desired Character

To achieve the vision for Cockburn Central West requires a strong commitment to design excellence of the built form, associated landscaping and the quality of the public realm.

High quality buildings with architectural and landscape features will reinforce the character of the public domain and contribute to the creation of pedestrian friendly streetscapes.

A contemporary aesthetic will be achieved in the built environment through a high standard of architectural design in Cockburn Central West. Buildings will be visually interesting from well considered use of materials and textures, colour and the articulation of building form and mass.

The development will deliver a cohesive extension of the Town Centre with well designed, appropriately scaled and articulated buildings.



## 6. URBAN DESIGN

### 6.3 Land Use - Ground Floor

#### Objectives:

To provide opportunities for non-residential activation at ground level in key locations.

To focus non-residential activity, in particular retail and commercial activity adjacent high amenity public realm and on main pedestrian routes between the Cockburn Central Train Station, Cockburn Central Town Centre and Integrated Recreational Facility.

#### Development Controls:

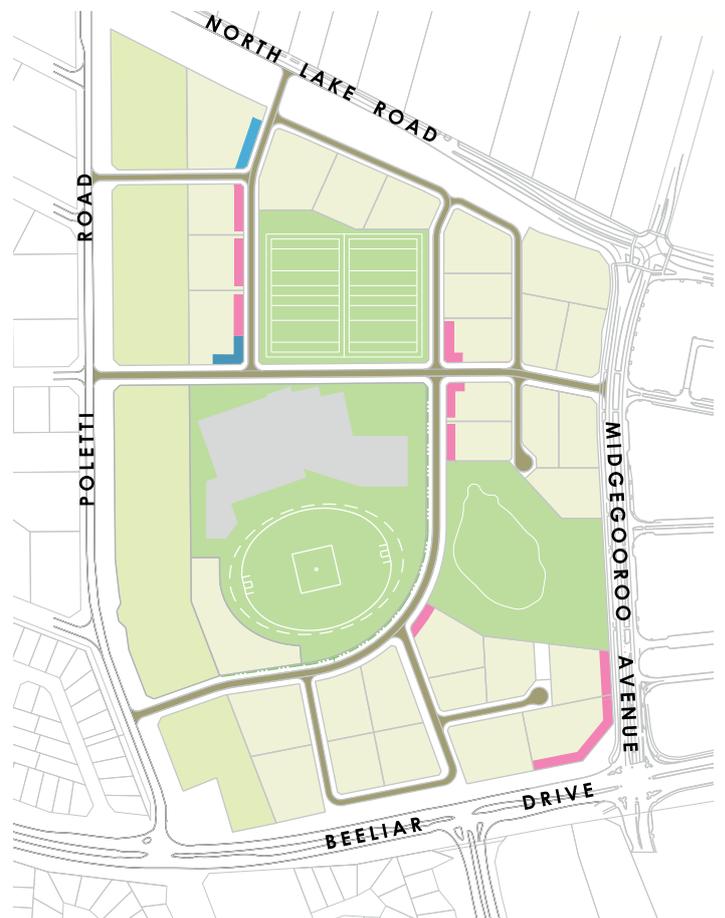
- Non-residential ground floor development shall be provided where mandated on the Site Specific Building Requirements.
- Residential ground floor dwellings shall be adaptable to commercial/retail where nominated as 'non-residential land use encouraged' within the Site Specific Building Requirements.
- Where residential use is to occur at the ground floor in areas nominated as 'non-residential land use encouraged', street elevations shall be designed in the first place as commercial/retail type frontages rather than domestic in scale and design aesthetic.

#### Performance based bonus criteria:

- Where a development provides an integrated component of non-residential development or adaptable building design at the ground floor level within a building, a nil building setback to the street/lot boundary is permitted.



Transformation to retail landuses over time enabled through adaptable development.



Key non-residential locations

## 6.4 Diversity & Adaptability

### Objectives:

Development will provide the opportunity for retail and commercial development such as cafes, restaurants, offices and small scale shops to contribute to the activation and vitality of the precinct.

Encourage longevity and flexibility in the design of buildings, and allow adaptability of ground floor uses over time.

Provide a range and variety of dwelling sizes, types and price points to cater for a diverse range of housing types and income levels.

Consideration of dwelling affordability to facilitate a variety of housing choice and demographic.

### Development Controls:

- Adaptable buildings shall have a minimum ground floor to first floor ceiling height of 4.1m in their residential form. This is intended to achieve a 3.5m clearance height when converted to non-residential uses.
- For adaptable buildings, floating floors may be included for interim residential use where ground level separation is desirable to the public realm. This can be removed when floor space is adapted to non-residential tenancies.
- To achieve diversity in unit size and affordability, residential development shall provide a minimum of 20% one bedroom dwellings and 40% two bedroom dwellings in any one development.
- For developments that exceed an equivalent plot ratio of 3.0, affordable dwellings shall be incorporated into the final design.

## 6.5 Place Legibility

### Objectives:

Maximise legibility and visual linkages with engaging lines of sight between activity points, the open space and recreation facility and Cockburn Central Town Centre.

Enhance amenity and views along key linkages by providing buildings of landmark quality as view terminators and wayfinders.

To best share amenity views within the overall development.

### Development Controls:

- Development shall respond to key vistas and public open space through the positioning, orientation and massing of buildings, landmark and landscape elements.
- New developments shall integrate with existing Cockburn Central Town Centre development linkages and view lines.
- For Landmark Building locations, design excellence is required in the form of articulation of the building design, proportion, quality, scale, massing and detailing.



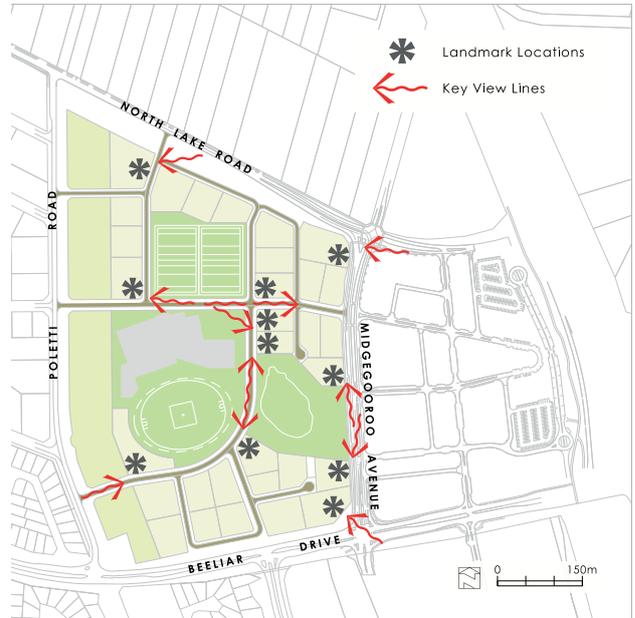
## 6. URBAN DESIGN

### Urban Design Rationale Diagrams:



**Public Realm Hierarchy**

POS nucleus (with varied activity levels 1-3) and streetscape realm define urban character and appropriate design response.



**Key view lines and landmark sites**

Landmark buildings locations respond to priority viewlines and public vistas.



**Key bicycle connections**

Recreation focus for development and destination status supported through robust cycle connections.



**Key pedestrian connections**

Priority streetscapes and activated POS edges achieve a permeable networks.

## 6.6 Public Domain Interface

### Objectives:

To contribute to the activation and vitality of the public realm.

Establish interesting, attractive and safe streets and public spaces for residents, workers, commuters and visitors.

Buildings shall enhance the hierarchical system of landscaped streets and public spaces that give expression and character to the public domain.

The public realm network is a cohesive series of open space experiences that have been prioritised for appropriate building responses.

Ensure building design and retail areas facilitate the creation of street level activity and visual connections between internal areas of buildings and the external public realm.

Maximise views across public spaces from residences.

### Development Controls:

- Pedestrian access to public open space from adjacent lots shall be provided.
- Buildings shall address the street and public open space, providing architectural quality and interest at ground level.
- Where Pedestrian Access Ways are located, buildings shall achieve appropriate surveillance of these spaces.
- No blank walls, parking or extensive service areas are to be exposed to the street and public spaces.
- Ensure a fine grain design for the ground plane to promote a sense of layering, texture and visual interest to enhance depth and character of building facades.

## 6.7 Development Context

### Objectives:

Development should improve, acknowledge and be responsive to surrounding development.

Create a considered and thoughtful approach to individual development which clearly acknowledges its context, fully contributing to an integrated development precinct.

### Development Controls:

- Design of individual sites must be responsive to neighbouring sites, the existing context and the public realm and provide a positive contribution to the project area as a whole.



## 6. URBAN DESIGN

### 6.8 Public Art

#### Objectives:

Foster a strong sense of character and identity within Cockburn Central West.

Ensure public art is an early consideration of the development proposal and displays excellence in design, whether integrated into the building or stand alone installations.

Enhance and expand the quality of the built environment and public facilities and improve the amenity and accessibility of public spaces.

#### Development Controls:

- Public art elements shall involve a professional artist and shall be submitted for the approval of the DRP with application for Design Guideline endorsement.
- All development proposals shall accord with City of Cockburn Local Planning Policy APD80 requirements and eligibility details.

#### Design Guidance:

- Public art should be integrated into construction projects from their inception and not as an 'add on' after the building has been designed or constructed.



### 6.9 Safety and Surveillance

#### Objectives:

Encourage opportunities for casual surveillance from buildings into the public realm that are sympathetic to the desired character for the area.

Maintain a clear but integrated distinction between the public and private realm.

#### Development Controls:

- The size and position of windows from living spaces, balcony openings, hospitality and commercial areas shall be designed to promote natural surveillance of the public realm.
- Developments are to incorporate design principles of Crime Prevention Through Environmental Design (CPTED).
- Developments should be designed to engage with and activate the public realm, particularly at ground level.
- Proposed pedestrian access ways shall provide adequate lighting and natural surveillance to meet the CPTED guidelines for safety.
- Proposed pedestrian access ways shall provide adequate lighting and natural surveillance to meet the CPTED guidelines for safety.



Well positioned balconies and windows to maximise surveillance

## 6.10 Access and Parking

### Objectives:

Enable convenient, efficient and safe vehicle access and egress within a functional and attractive landscape.

Ensure crossovers and parking areas do not visually dominate a site.

Promote a fair balance between pedestrian, cyclists and vehicle movement.

Ensure that on-site vehicle parking and access are appropriately located to minimise adverse visual impact on the streetscape.



Undercroft parking to the rear of a site not visible from the street.

### 6.10.1 Access

#### Development Controls:

- Crossovers shall not interfere with existing or proposed street trees, or the levels of pavement.
- Crossovers should be constructed from a material consistent with the design treatment of the streetscapes and generally respond to the materiality of the verge hard-scaping, either as constructed or proposed. Asphalt crossovers are not permitted.
- Paving to vehicle access ways shall be of an equivalent quality to paving used within public realm, while meeting the requirements of heavy vehicles.
- Footpaths shall be maintained as the priority movement, with crossovers and car park entries terminating at the footpath. Where vehicle crossovers are agreed with the DRP and cross a key pedestrian route, appropriate measures to promote pedestrian safety shall be included to minimise conflict between pedestrians and vehicle traffic.
- Car park entries shall be positioned to minimise visual impact from the public realm and located away from main pedestrian entries. Vehicular access is preferable from a laneway, where possible. Refer Site Specific Building Requirements.
- Car park entries, service areas and bin refuse collection points shall be integrated into the development of each lot and screened from view.
- For all proposed commercial or retail tenancies, a Servicing Management Strategy is to be prepared in conjunction with City of Cockburn.

#### Design Guidance:

- Wherever possible, buildings should be constructed up to and above a vehicle accessway.

## 6. URBAN DESIGN

### 6.10.2 Vehicle Parking

#### Development Controls:

- Any above grade parking adjacent priority streets and public realm areas shall be sleeved with habitable/active uses (residential, retail or commercial).
- Basement or concealed decked parking shall not be visible from the street or public realm and shall be screened by innovative wall detailing, patterning and vegetation to diversify the building design.
- Basement level parking development is limited to a maximum height of 1.2m above ground level where the property interfaces with the public realm.
- The maximum width of car parking and basement access shall be 6.5m and shall not be co-located.
- Ground floor parking shall not be proposed within the front setback area.
- Lighting design for parking outcomes shall consider light spill and amenity for apartments (on-site and adjacent developments).
- Any open air parking outcomes shall minimise adverse visual impacts for overlooking residents, which should include screening such as shade structures.

#### VEHICLE PARKING RATIOS

The vehicle parking provisions for Cockburn Central West are intended as a guide only and there will be flexibility for individual developments.

- Bicycle parking ratio: for retail/office and mixed use - 1 space per 100 m<sup>2</sup> NLA.
- Motorcycle parking ratio: 5% of total number of car parking bays (additional).
- Adaptable dwellings (where residential dwellings have been designed for conversion to commercial tenancies or vice versa): Parking ratio as per residential parking standards. No further bays will be required at time of conversion from residential to commercial.

Cockburn Central West Car Parking Rates  
Source: CCWSP Table 8

VEHICLE PARKING IN THE COCKBURN CENTRAL WEST	
Use Class	Minimum Number of Car Parking Bays
Residential Dwelling	0 per dwelling unit, with a maximum of 2 bays per dwelling: 1 car bay for three (or more) bedroom dwellings with a maximum of 2 bays per dwelling. Visitor car parking is to be a minimum of 10% of the total residential car parking requirement and be provided in addition to the required residential car parking. On-street parking located adjacent to the frontage of a lot can be allocated towards visitor parking.
Retail (where the built form does not facilitate an easy transition to "Office" uses)	4 bays per 100m <sup>2</sup> GFA
Office (where the built form does not facilitate an easy transition to "Retail" uses)	2.5 bays per 100m <sup>2</sup> GFA
Mixed Use (where the built form facilitates alternative opportunities to "Office" and "Retail" uses)	3 bays per 100m <sup>2</sup> GFA

## 6.11 Signage (Commercial Development Only)

### Objectives:

To ensure signage is high quality, well designed and integrated with the building fabric.

Balance the commercial and way finding needs of tenants and visitors whilst maintaining visual quality and legibility of the public realm.

### Development Controls:

- Signage shall be located on a maximum of one wall for each commercial tenancy within a building, except where a tenancy or building has more than one street frontage.
- Pole or pylon signs and illuminated roof signs are prohibited.
- All signage must meet criteria noted in current Local Planning Scheme and relevant local planning policy by laws (including the City of Cockburn's Signage Local Planning Policy) and have an approved signage design as part of the Development Application prior to placement of any signage or advertising on commercial development.



Example of street signage integrated with building design

## 7. BUILT FORM DESIGN

Cockburn Central West presents an opportunity to create a unique and cohesive urban form. In an urban development where buildings frame a variety of unique public spaces, the built form outcome is crucial to achieving the project vision.

Collectively the built form should contribute to an appropriate, high quality, contemporary architectural outcome. This quality outcome must be evident in the public and private spaces that weave through this development. They shall consider appropriate climatic responsive design best practices and incorporate exemplarily design details, materials and finishes.

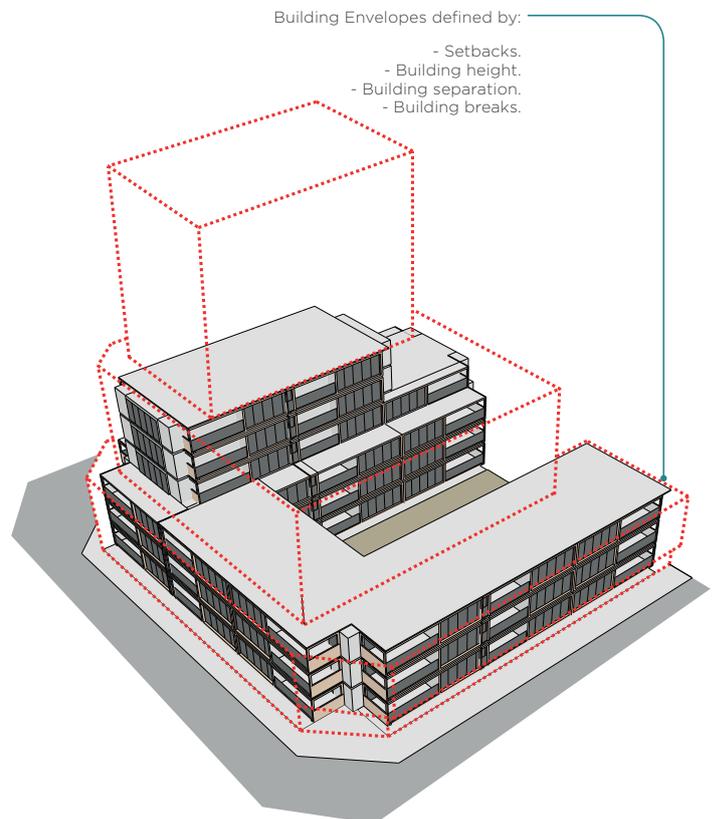
Whilst these guidelines do not seek to restrict creativity, some key objectives have been developed to promote a degree of consistency of built form throughout development.

### 7.1 Building Envelopes

A building envelope describes the outer limits for any construction on a site. It is not an indication of the final building form, mass or scale, merely it provides a set of limits to be defined in relationship to certain characteristics of a site (topography) or to control fundamental environmental access (solar access, views).

Building envelopes have been carefully crafted for most of the development sites at Cockburn Central West. The objective is to enhance the public open space and streetscape, protect solar access and views whilst ensuring optimal outcomes for all residents and users.

Based upon these building envelopes a series of controls have been established to describe and provide quantitative criteria to proponents in order to assist them in meeting the Development Controls. The building envelopes are presented at the Site Specific Building Requirements section of these Design Guidelines.



Indicative Building Detail shown only

## 7.2 Primary Building Controls

### Objectives:

To ensure future development responds to the desired scale and character of the street and local area.

To allow for each building to have adequate access to daylight and natural ventilation as well as visual and acoustic privacy.

To create streetscapes and public open space edges with a building scale in keeping with the desired character for each area.

Building types and layouts are oriented to respond to the streetscape and individual site promoting amenity and urban form character within the development and for neighbouring properties.

Innovative and aspiring building design is encouraged to explore alternative methods to satisfy the podium and tower street setback objectives.

### 7.2.1 Site Planning, Orientation and Setbacks

#### Objectives

Building orientation must consider the site, the street and neighbouring buildings to maximise residential amenity, including urban form to the street, solar access and visual privacy.

#### Development Controls:

- All street setbacks where not specified in the site specific building requirements shall meet an average of 3m, with a minimum setback of 1.5m.
- Development above podium height (3-5 storeys) shall set back a minimum of 3 metres from the street building edge, except locations where an alternative setback is set in the Site Specific Building Requirements.
- A minimum open space of 20% of the lot shall be required (excluding Balconies).
- Development shall comply with Table 7.2.1 and Figure 7.2.1 for street and public open space setbacks.
- Minimum side and rear setback distances for podium elements of the buildings shall be:
  - 6m between walls with major openings/balconies
  - 4.5m between walls with major openings/balconies and walls with no major openings
  - 3m between walls with no major openings
  - 0m for party walls, parking structures or walls with no openings

Table 7.2.1 - Building Setbacks Table

Ref	Setbacks	
(1)	Podium (to street/laneway lot boundary)	3m average; no maximum
(2)	Podium (to side/rear lot boundary)	Minimum 0m; No maximum, subject to building configuration
(3)	Tower (to street podium building edge)	Minimum 3m; no maximum
(4)	Tower (to side/rear building edge)	Refer Tower Setbacks Detail
(5)	Building Top* (to tower edge)	Minimum 2m; no maximum

\* Top two levels of all buildings in excess of 8 storeys.

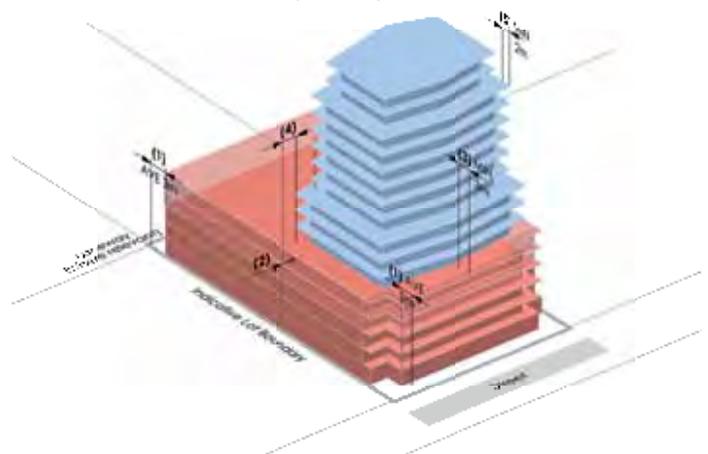


Figure 7.2.1 Building setbacks illustration

## 7. BUILT FORM DESIGN

### 7.2.1.1 Tower Setbacks

**Development Controls:**

- Minimum side and rear boundary setback distances for buildings above the podium shall be between 5m and 10m determined by conditions detailed at Figure 7.2.1.1.

**LEGEND**

-  Tower Envelope
-  Indicative Tower Footprint
-  Walls With Major Openings / Balconies
-  Walls With No Major Openings
-  Lot Boundary

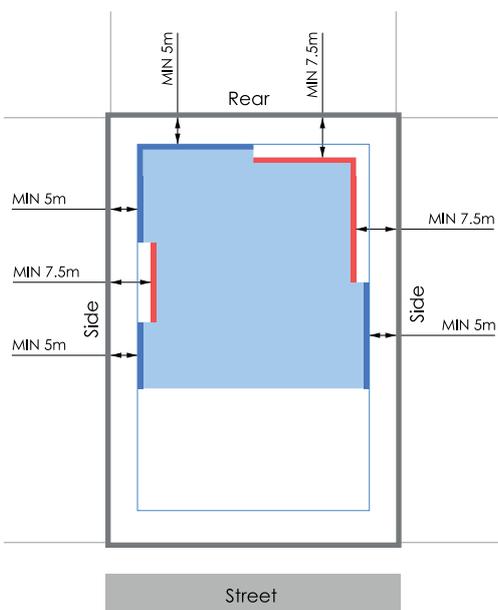


Figure 7.2.1.1: Tower setbacks illustration

### 7.2.2 Building Separation

**Objectives:**

Ensure that new development is scaled to support the desired future character with appropriate massing and spaces between buildings.

Assist in providing residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.

Provide suitable areas for communal open spaces, deep soil zones and landscaping.

**Development Controls:**

- Minimum separation distances between podium elements of the buildings shall be:
  - 12m between walls with major openings/ balconies
  - 9m between walls with major openings/ balconies and walls with no major openings
  - 6m between walls with no major openings
- Minimum tower separation distances are detailed at Figure 7.2.2.
- Facade building breaks are required in key locations as noted on the Site Specific Building Requirements.
- Building separation is measured from the outer face of building envelopes which includes balconies.

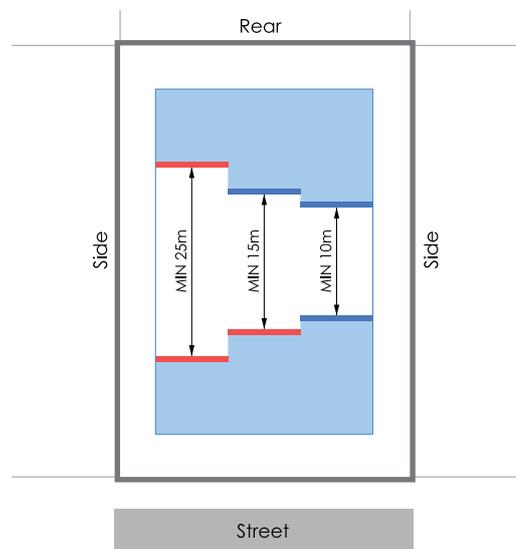


Figure 7.2.2: Tower Separation Illustration

### 7.2.2.1 Tower Building Envelopes

#### Objectives:

Tower building envelopes are applied to set the appropriate scale of future development in terms of bulk and height relative to the streetscape, public and private open spaces.

Tower building envelopes are appropriate to Cockburn Central West to determine and control the desired urban form where plot ratio is relaxed and building height of 17 stories is achievable.

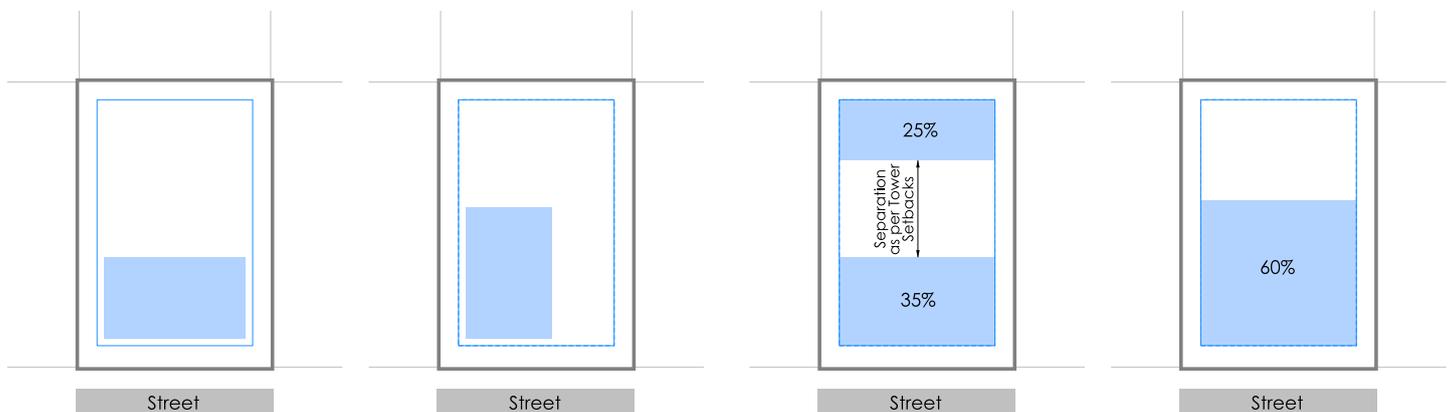
#### Development Controls:

- Tower building envelopes are determined by applicable setbacks to site boundary and/or podium building edge.
- For developments of 8 storeys or below, there is the flexibility to incorporate more than one tower. The maximum combined tower floorplate is equivalent to 60% of the tower envelope.
- For all building heights of 9 storeys and above: development sites shall be restricted to 1 tower element only per 2500m<sup>2</sup> of lot site area.  
E.g.: If 3 lots were amalgamated by landowners, and the total land area was less than 1.0ha, then there is the potential that 3 towers may be achievable.

- For developments of 9 storeys and above, the tower element is restricted to the maximum dimensions of 900m<sup>2</sup> maximum (approximately 45m x 20m).
- For developments that abut the northern boundary of POS, the shorter side of the tower dimension shall orient to the POS.

#### LEGEND

-  Tower Envelope
-  Indicative Tower Footprint
-  Lot Boundary



Tower coverage examples within building envelope for 9 storeys and above

Tower coverage examples within building envelope for 8 storeys and below

## 7. BUILT FORM DESIGN

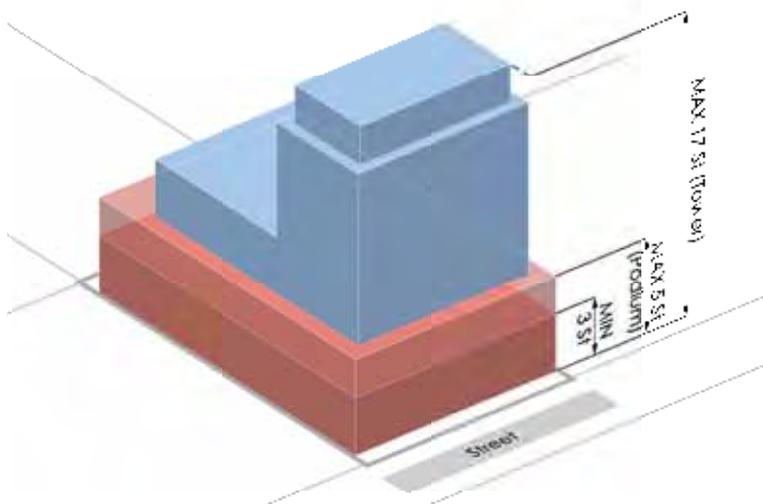
### 7.2.3 Height

#### Objectives

To ensure Cockburn Central West is a thriving and active development, medium to high density development should be optimised, but without compromised urban and architectural quality.

#### Development Controls:

- All development shall be a minimum of three storeys along street frontages except where noted on Site Specific Building Requirements.
- Building Height may be reduced to two storeys to allow for attached grouped dwellings, providing the extent of grouped dwellings does not exceed 30% of the developable land area within any parcel of land.
- All development shall include a podium with a height minimum of 3 storeys and a maximum of 5 storeys.
- Maximum building height will be guided by limitations imposed by the Jandakot Airport flight path contours and where noted on Site Specific Building Requirements.



Building Heights Illustration

### 7.2.4 Floor Levels

#### Objectives:

Where level changes occur on sites, ensure floor levels and entrances to buildings meet appropriately with the ground plane.

Ensure that all buildings create an inclusive and accessible environment for all people.

#### Development Controls:

- Floor to floor heights on the ground floor commercial tenancies shall be a minimum of 3.5m. This may only be varied to meet site specific level constraints at discretion of DRP.
- For commercial tenancies, changes in internal floor levels shall be a maximum of 1.2m (parallel with the street). Where larger internal level changes are needed, they shall occur at least 5m back from the building edge. Some discretion may be permitted on significantly sloping sites but generally a flush or lesser level change will be required.
- To provide direct access to ground floor active use premises (at point of access), finished floor levels are to correspond to the adjacent footpath.
- Residential developments shall have minimum floor to ceiling height of 2.7m to habitable rooms.
- Residential ground floors shall not be more than 0.9m above natural ground level at any point.



There is the potential for alternative methods to satisfy street character and front setbacks.

## 7.3 Built Form Character

### Objectives:

To encourage innovative and imaginative developments that reinforce the public streets and spaces, in particular the recreational elements.

To provide variety, articulation and high quality built form outcomes that enhance the visual amenity of the development.

### Development Controls:

- Developments on corner lots shall address both the primary and secondary streets and/or public realm and include strong architectural expression.
- Blank walls, vehicle access and building services (e.g. bin store, booster hydrant) shall not exceed 20% of the total lot frontage to the public realm, except for developments on corners where no blank walls will be permitted.
- Long street facades shall contain building breaks at a maximum of every 40m.
- Continuous horizontal and vertical elements shall be broken into smaller components through architectural features, materials, textures and building breaks.
- Street level awnings with a minimum width of 2.0m must be provided to ground floor commercial/retail developments.

- Street level awning structures shall be a minimum 2.7m and maximum 3.5m above the footpath.



Example of shading devices promoting building character through articulation and material variety.



Example buildings with highly articulated facade.

## 7. BUILT FORM DESIGN

### 7.4 Materials and Colours

**Objectives:**

To promote visual interest and diversity through the use of a variety of materials, textures and colour that provides a sense of depth to building facade designs.

**Development Controls:**

- Highly reflective materials for roofs/building designs that could cause glare and discomfort shall not be used.
- Development shall incorporate a variety of materials such as rendered masonry, face brick, stone, steel, glazing and cladding materials, to achieve a contemporary urban aesthetic.
- Colour selection composition shall be limited and well considered to reflect the local environment, but generally lighter shades (unless used for accentuation) to reduce heat absorption.



### 7.5 Building Entrances

**Objectives:**

To provide entrances that read intuitively as the public interface of a building and describe the particular use or activity to which the entrance leads.

**Development Controls:**

- Pedestrian entrances shall be clearly defined and separate from vehicle access.
- Commercial and residential entries shall be separate and well defined.
- Entries for the ground floor level and upper level areas shall be designed separate.
- Building entrances shall be designed and located to be highly visible, sheltered, well lit spaces that optimise the safety and convenience of residents and visitors.
- Building entrances shall be designed to assist with interest and fine grain at the ground level.
- Where long ramps are required to any public street frontage, they should be provided wholly or partially within the building rather than externally to reduce their visual impact and assist in achieving a strong built edge to the street boundary.



Example of a clearly defined pedestrian entry

## 7.6 Roof Forms

### Objectives:

To integrate the design of the roof into the overall façade, building composition and desired development context.

To consider relationships between adjacent buildings and across the Town Centre precinct.

### Development Controls:

- Design consideration shall be given to the view of the roof, including roof plant equipment and cantilevered elements such as awnings from adjacent streets, taller buildings and the greater public realm (including ovals and parklands).
- Illuminated signage is not permitted as part of the roof design.



Examples of contemporary roof forms sought

## 7.7 Outdoor Living Areas

### Objectives:

To contribute to the sense of safety and liveliness of the street and adjacent public open space by designing for passive surveillance and visual engagement between the public and private realms.

To achieve a unique building character and resident experience for locations adjacent open space playing fields through priority communal open space locations.

To provide residents with high amenity passive and active outdoor recreational opportunities within their development.

To ensure that balconies, terraces, roof gardens and other communal spaces are integrated into the architectural form. To ensure private open space is commensurate in size and composition to the dwelling.

To ensure the design of communal open spaces considers building bulk and privacy to adjoining private open spaces and habitable room windows (in compliance with the overlooking requirements of these Design Guidelines).



## 7. BUILT FORM DESIGN

### 7.7.1 Communal Outdoor Areas

#### Development Controls:

- Passive solar access to usable outdoor areas shall be optimised.
- Where lots directly abut public open space, communal open space location shall be prioritised to be accessible from, or provide a direct visual connection to these areas.
- A minimum open space of 20% of the lot shall be required (excluding balconies and driveways).
- Where communal open space cannot be provided on the ground level, it should be provided on a podium or roof.

### 7.7.2 Private Outdoor Areas

#### Objectives:

Developments shall aspire to provide all dwellings with functional and usable private open space that provides outlook and ventilation benefits. Where unique development constraints or competing development controls inhibit delivery of balconies, alternative performance based solutions may be considered by the DRP.

#### Development Controls:

- All apartments shall be provided with at least one balcony or equivalent accessed directly from a habitable room with a minimum area of 10m<sup>2</sup> and a minimum dimension of 2.5m. Studio apartments 40m<sup>2</sup> and smaller may instead have a Juliette balcony (full height opening windows with a balustrade).
- Balconies, terraces, or courtyards are to be provided for all dwellings fronting the public realm.
- Balcony balustrades shall be visually permeable to 50% of the area and preferably 900mm high.
- All ground level dwellings shall have an outdoor living area relative to the size of dwelling, directly accessible from an internal living space:
  - <80sqm dwelling = 12sqm min. outdoor space
  - 80–120sqm dwelling = 16sqm min. outdoor space
  - >120sqm dwelling = 20sqm min. outdoor space
- Overlooking between balconies and adjoining residences shall be carefully considered and privacy screening provided where necessary.
- A balcony that is fully enclosed by operable louvers, sliding panels or bi-fold doors and has a hard floor surface continuous with the internal area can be included as private open space.



Example of communal open space benefits to development amenity



Example of ground level courtyard opportunities

## 7.8 Building Services

### Objectives:

To ensure services are well integrated and have minimal visual impact from the public realm.

To provide efficient and effective building servicing while minimising visual and acoustic impact.

### 7.8.1 Waste Management

#### Development Controls:

- An integrated Waste Management Strategy shall be prepared in consultation with City of Cockburn.
- Waste storage facilities shall be designed to allow collection of waste from within the site or a strategy for transfer of waste developed within the waste management strategy.
- Waste collection areas shall be located and designed so they are not visible from the public realm and screened from view.
- Waste collection areas shall be located behind the primary building line, incorporated into the building with a quality material, compatible with the building design.

- Bin storage areas shall be located to minimise the impact on adjoining residences and screened from public view.

### 7.8.2 Drying Areas

#### Development Controls:

- A naturally ventilated drying cupboard/ area shall be provided to each dwelling. This may be within a secondary balcony where provided.
- Any drying area shall be screened from view but well ventilated.

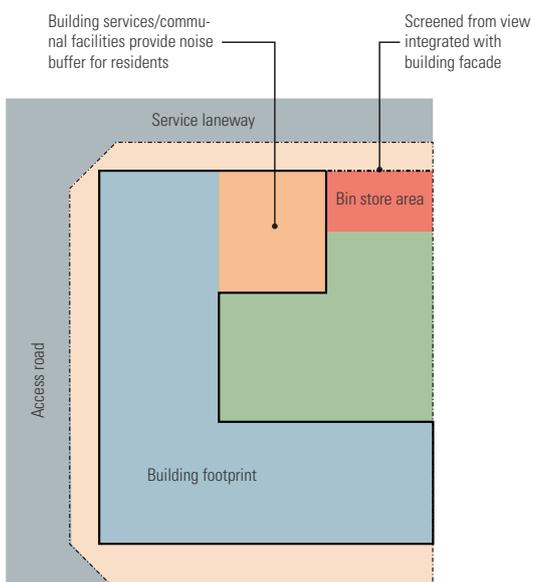
### 7.8.3 Storage

#### Objectives:

To ensure apartments are provided with adequate and well designed storage located within and external to the apartment.

#### Development Controls:

- Adequate storage for non-residential functions shall be incorporated into the building design.
- Storage not located in apartments shall be conveniently located, accessible and nominated for individual apartments.
- Storage areas shall equate to a minimum of 4m<sup>2</sup> per dwelling.
- A minimum of 50% of the required storage shall be located within the apartment.
- Storage areas at the rear of parking bays must not impede parking access and should contain a roller or sliding door.



## 7. BUILT FORM DESIGN

### 7.8.4 Mechanical Services

**Development Controls:**

- Piped and wired services including conduit shall be concealed from view or integrated into the building design.
- Building services, including air conditioning units, satellite dishes and other plant equipment shall be screened from view or not be visible from the public realm and minimise acoustic or other impacts.
- Building services, including air conditioning units and condensers, shall not be located on balconies or viewed from the public or private realm, unless screened from view in such a way as to be integrated into the building form.
- Meter boxes and letter boxes shall be contained within development lots, screened and integrated into the overall development.
- Car park venting/service lids and other utility infrastructure or equipments shall not be visible from the adjacent public or private realm and shall be appropriately screened to ensure they do not detract from the visual quality of the development.
- Plant, service equipment and lift overruns shall not be visible from the public realm and must not be visible above the roof line of building with street facing elevations.



Example of screened building services for protection of amenity for communal open space

### 7.8.5 End of Trip Facilities

**Development Controls:**

- For commercial and retail development with floorspace greater than 500m<sup>2</sup> NLA but less than 2000m<sup>2</sup>NLA, there shall be an allocation of one unisex shower or 1 male/1 female shower.
- For commercial and retail development with NLA floorspace greater than 2000m<sup>2</sup> NLA, there shall be an additional allocation of one unisex shower or 1 male/1 female shower per 2000m<sup>2</sup> thereafter.
- For all commercial and retail development, there shall be an allocation of one locker per bicycle storage space.
- All end of trip facilities shall be designed with convenience and safety in mind.



Example of end of trip facilities.

## 7.9 Fencing and Balustrades

### Objectives:

To ensure design and materials/finish complements and is consistent with the building design.

To ensure fencing and balustrades contributes positively to the quality of the area and enables surveillance of footpaths or other public areas.

Promote fencing of minimum height suitable to its intended function (e.g. security; safety; screening).

### Development Controls:

- Front fences, balustrades and gates addressing streets shall be at least 60% visually permeable by area and no more than 1.2 m high.
- All fencing, balustrades and gates addressing POS shall be at least 60% visually permeable by area and no more than 1.5 m high.
- Front fencing and balustrades shall be designed to complement the built form design.
- Colorbond and super six style fencing is not permitted.
- Closable louvre-style fins are not permitted for fencing abutting the street or public realm at ground level.

### Design Guidance:

- Fences should be specifically designed to integrate with the development to which they belong and enhance the adjacent public realm.
- Where the finished floor level is raised above the adjacent public realm, additional design and landscape treatments may be required to soften the edge to the public realm.

## 8. ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT

### 8.1 Climate Responsive Design

#### Objectives:

To provide high performance buildings that minimise energy use, conserve water, reduce waste and maximise comfort for occupants.

To ensure indoor and outdoor living areas have adequate access to sun during winter and effective shading in summer.

To ensure buildings operate at a high level of efficiency with dwellings each benefiting from a reduction in mechanical cooling and heating costs.

#### 8.1.1 Solar Design

##### Objectives:

Ensure that the built form is conceived in a way that allows good solar access to the public realm and adjacent buildings, whilst achieving comfortable internal and external environments for its occupants.

Incorporate passive solar design principles to optimise solar gain in winter and protection from heat gain in summer.

Building designs shall consider alternative opportunities for sunlight access to south facing apartments to limit impact to residents.

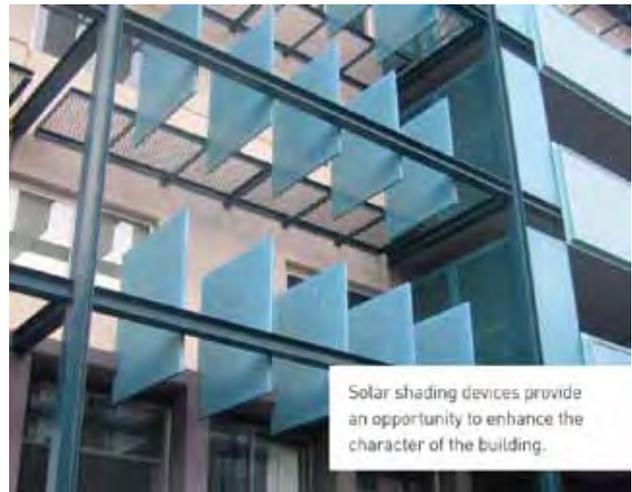
##### Development Controls:

- Minimum 70% of all residential apartments shall receive 2 hours direct sunlight to major living areas between 9am and 3pm mid-winter.
- Shadow studies are required on buildings over 10m in height.
- It is desirable for at least 70% of dwellings in multi-residential developments to have outdoor areas that benefit from a northerly aspect.
- A Site Plan shall be prepared to demonstrate solar design outcome to the DRP assessment.

### 8.1.2 Shading

#### Development Controls:

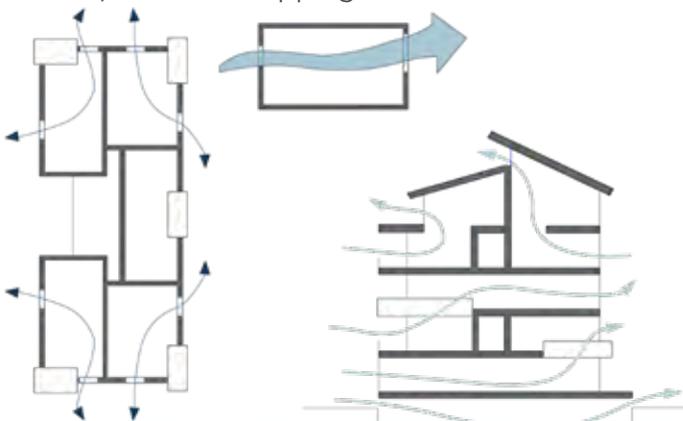
- Openings not shaded by appropriate eave overhangs shall be shaded with an appropriate shading device e.g. awning, louvre that enable winter sun penetration while keeping out summer sun.
- Glazing to habitable rooms facing east and west shall have vertical protection, such as louvered solar-shutters, blinds or screening devices.
- West-facing outdoor living areas shall be provided with shading devices to provide sun control.



### 8.1.3 Ventilation

#### Development Controls:

- Maximise natural ventilation potential by orienting buildings and their openings to maximise air intake from the “windward” side of the building and by providing air outlets on the “leeward” side of the building.
- Use a range of appropriate apartment depths to ensure natural ventilation.
- Residential dwellings shall be designed to maximise cross ventilation by providing direct breeze paths for cooling and air circulation.
- A minimum of 60% of apartments shall be naturally cross ventilated. Some discretion may be permitted to apartments where a carpark is required to be sleeved by the building adjacent public realm.
- Glazing systems shall be installed with draught seals/weather stripping.



### 8.2 Energy Efficiency

#### Objectives:

To provide high performance dwellings that minimises energy use and maximise the comfort for occupants

#### Development Controls:

(Required at Building Permit stage)

- The overall building shall achieve at least an average 5 Star NatHERS rating.
- Air-conditioning systems and other energy efficient appliances shall be minimum 5 star energy rating and sized appropriately for the space.
- A demonstrated highly energy efficient hot water system shall be installed (e.g. gas or solar boosted gas - centralised or local).

#### Design Guidance:

- Developer to consider producing a “Building/ Dwelling Management Manual”, or similar user-friendly document, to assist occupants to understand the intended performance of the building and specific operational requirements.
- Northern oriented solar collection panels are encouraged on roof areas for hot water heating and electricity generation.



## 8. ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT

### 8.3 Water Efficiency

**Objectives:**

To reduce running costs and ensure more sustainable water use into the future.

#### 8.3.1 Plumbing Fixtures

**Development Controls:**

- Tapware and showers should exceed National Construction Code requirements for WELS star ratings by one star per fixture.

**Design Guidance:**

- Other water saving strategies should be investigated, such as provision for rainwater collection and reuse on site.

#### 8.3.2 Water Collection

**Development Controls:**

- All 1:100 year stormwater volumes shall be contained within the development site for multiple residential and mixed use developments.
- In accordance with AS/NZS 3500.3.

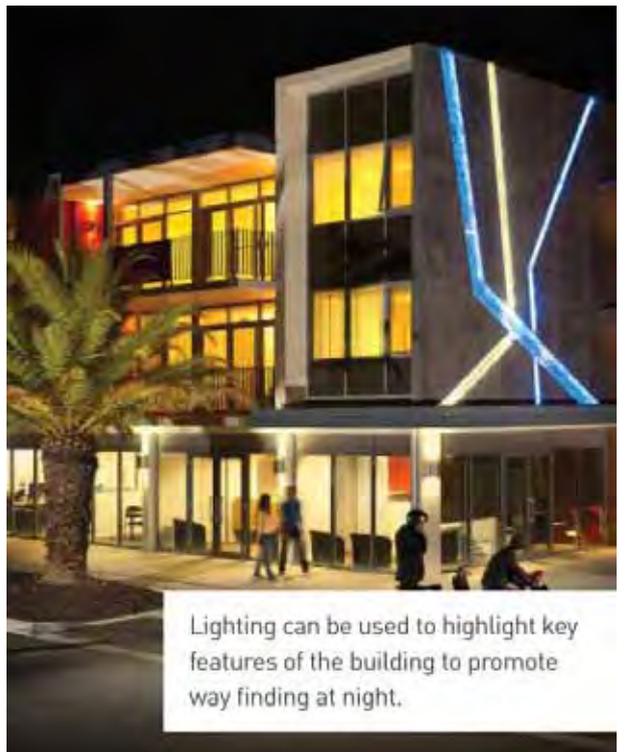
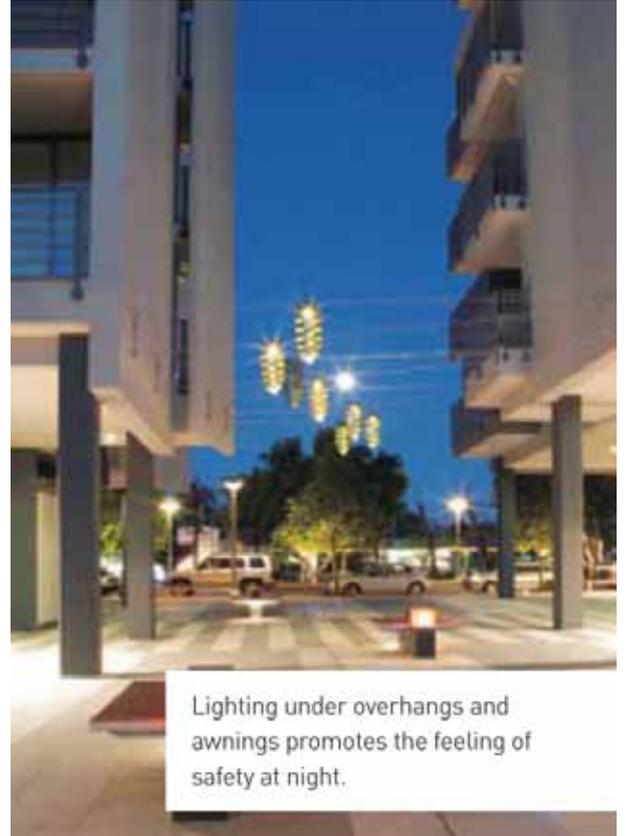
### 8.4 Lighting

**Objectives:**

Provide appropriate levels of lighting for both the private and public realm for safety, security and aesthetic appeal.

**Development Controls:**

- Lighting shall be provided under awnings to illuminate the footpath below.
- All outdoor lighting shall be directed downwards with no light spill above the horizontal plane.
- Front outdoor/security lights shall be operated via a timed motion sensor with manual over-ride.
- Rear outdoor areas adjacent to laneways shall be well lit and incorporate motion activated light fittings.



## 8.5 Acoustics

### Objectives:

To ensure that the noise challenges associated with mixed use precincts and buildings are mitigated to safeguard occupant amenity.

### 8.5.1 Landuse Generated noise

#### Development Controls:

- Prior to submission of a Development Application an acoustic assessment shall be prepared in accordance with City of Cockburn Local Planning Policy APD83 requirements for all development proposals within Cockburn Central West.

### 8.5.2 Road Noise

#### Development Controls:

- Prior to submission of a Development Application an acoustic assessment shall be prepared in accordance with City of Cockburn Local Planning Policy APD83 requirements for buildings on lots affected by noise from Beeliar Drive and North Lake Road as identified in Herring Storer's Acoustic Assessment (November 2014).



Mixed landuse generated noise considerations for residents



Adjacent recreational generated noise considerations for resident

## 9. LANDSCAPING

### Objectives:

To create an attractive landscape environment that is complementary to the wider precinct while allowing for variation between developments.

To ensure that the built form integrates with the surrounding urban context, streets, parks and neighbouring properties.

To create attractive private realm areas that are respectful of adjacent public realm, including streetscapes, and present a landscape character cohesive with the wider precinct aesthetic.

Achieve inviting and comfortable external environments that are well connected to the built form.

Creation of a landscape that enhances the biodiversity and habitat values of the precinct

Provide deep root zones on development sites to improve residential amenity, local microclimate and promote management of water and air quality through the growth of healthy trees.

Where the deep root zone controls are not achievable on a site due to the location or building typology, acceptable stormwater management should be achieved and alternate forms of planting provided such as on structure.

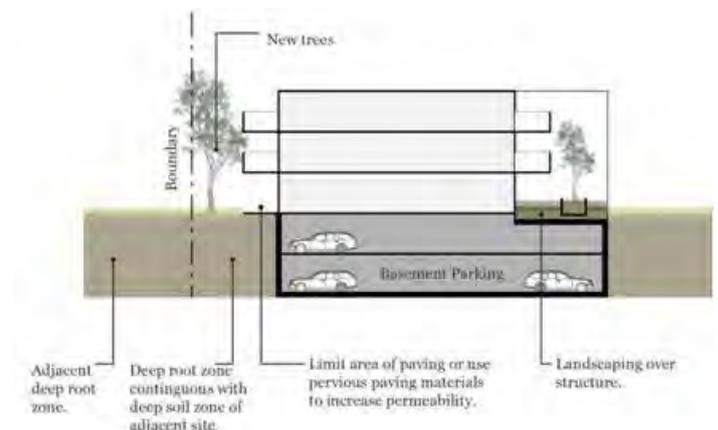


Example of deep root zone benefits

### 9.1 Biodiversity and Habitats

#### Development Controls:

- For development incorporating residential landuse at the ground floor, a minimum 25% of the sites open space requirement shall be provided as deep root zone.
- A deep root zone shall not be covered by buildings or structures within a development. They can be co-located with communal open space but exclude all impervious surfaces.
- Deep root zones shall be located to allow for the mature development of trees with large canopies.
- Use native flowering species as part of introduced landscapes to provide food and habitat opportunities for birds and insects.
- Weed potential plants shall be avoided.
- The use of tree species which encourage foraging and roosting by birds is encouraged.

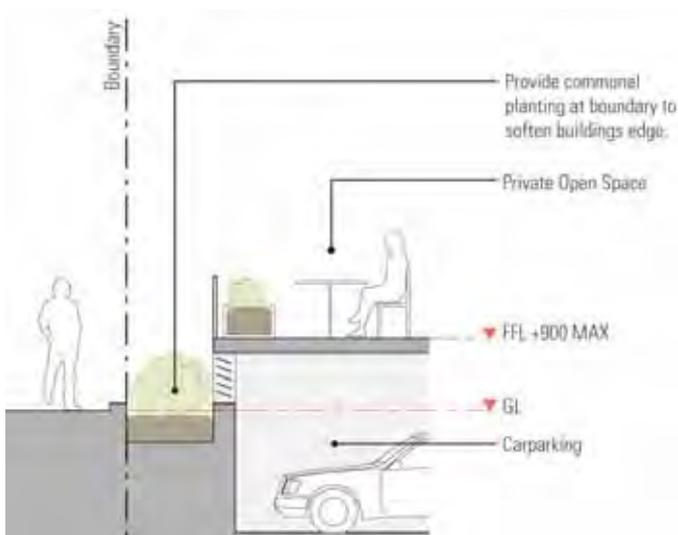


Example of deep root zone in section

## 9.2 Hardscaping

### Development Controls:

- Hard stand areas shall be designed so that heat retention and re-radiation is minimised so the increase in ambient air temperature around buildings is contained.
- Minimise the extent of paving, or use permeable paving, to increase stormwater permeability.
- Pedestrian entries, external foyer spaces and ground floor setback areas which are accessible to the public shall be treated with materials and colours sympathetic to those used in the adjacent public realm.
- Publicly-accessible areas shall be designed to suit individuals requiring universal access (IRUA).
- Damage to public realm works shall be rectified by the developer at the developer's expense to match pre-existing works.



Example of landscaping used to mitigate raised building interface to street



Example of tree planting opportunities in front setback and benefits to streetscape amenity

## 9. LANDSCAPING

### 9.3 Softscaping

#### Development Controls:

- A landscape concept design is required at design review meeting with the DRP.
  - A landscaping plan shall be submitted detailing plant types, number, irrigation and mulch type for Building Permit.
  - Landscaping will be designed with a view to CPTED principles and allow development to take advantage of views over open space while assisting with creation of an attractive urban edge with landscaping on verge and near-verge areas to soften the appearance of buildings and provide shading.
  - At least 50% of the proposed plants shall be Western Australian native species.
  - Use of predominantly low understorey shrub and groundcover species of less than 1 metre mature height.
  - Use of single-trunk tree species with a mature canopy starting point higher than 2.5 metres.
  - Planting areas should be designed for full coverage.
  - Species selection and planting themes shall respond to local conditions and relate to the character, scale and proportions of the streetscape and built form.
- Avoid the use of continuous lengths of blank walls on sites where outdoor space (private or communal) is raised over 0.5m above street level (or open space) by placing planting to soften the edges and reduce their apparent scale.



Reduced street setbacks still offer landscaped potential



## 9.4 Water Efficiency and Maintenance

### Development Controls:

- An irrigation plan shall be included as part of the Landscape Plan for Building Approval.
- Water efficient in line drip irrigation shall be installed for all garden beds.
- Private water bores are not permitted.
- Spray irrigation may be used on turf areas only.
- An automatic irrigation system including a rain sensor shall be installed that adheres to current Water Corporation water usage standards and restrictions.
- Developments shall allow water to permeate the ground surface by maximising permeable ground surface treatment such as gravel, crushed stone, permeable paving or pavers on a sand base.
- Maintain landscape areas to a high level of presentation consistent with the overall character of the streetscape and precinct.
- All vegetation shall be maintained so as not to obstruct pedestrian and vehicular access or sightlines.

## 9.5 Construction Zone

### Development Controls:

- A 'construction zone' of 2.0m width has been allowed for in the design of the public open space areas. This zone is available for temporary use by the building developer to facilitate the building construction process. At the end of the construction process, the land owner will be responsible for landscape construction within the construction zone.
- Final landscaping of the construction zone shall be completed to the satisfaction of the City of Cockburn.
- Locations and extent of Construction Zone are detailed on the Site Specific Building Requirements



Hard and soft landscaping can provide water efficient outcomes



# 10. SITE SPECIFIC BUILDING REQUIREMENTS

\* to be read in conjunction with relevant General Provisions.

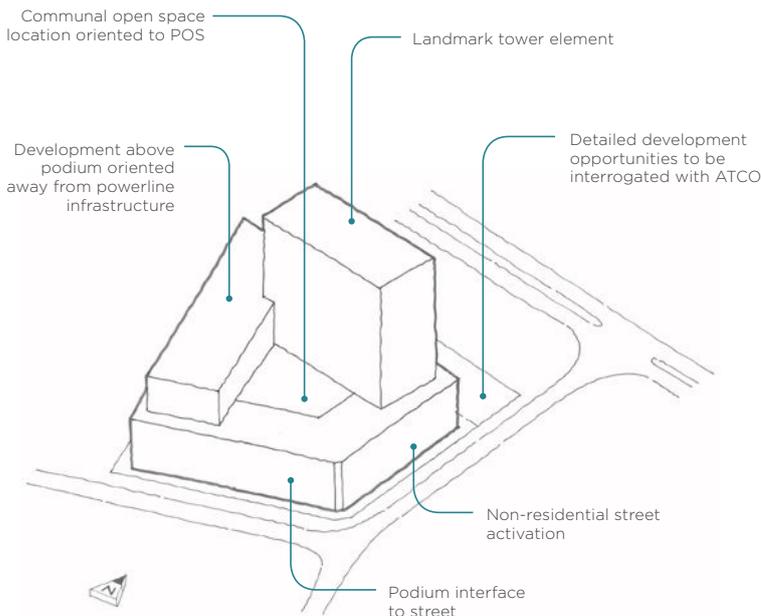
## SITE 1



Key Controls	Location	Requirement
<b>Setbacks</b>		
<b>Basement:</b>	All boundaries:	Nil permitted
<b>Ground Floor – podium:</b> (measured from lot boundary)	North Lake Road:	3.0m minimum/no maximum <sup>1</sup>
	Honour Way:	3.0m average/no maximum
	Legacy Way:	Nil minimum/3.0m maximum - where retail landuse
	Public Utility Reserve:	Nil permitted/no maximum <sup>2</sup>
<b>Above podium:</b> (measured from building edge)	All roads:	3.0m minimum/no maximum
	Public Utility Reserve:	Nil permitted/no maximum <sup>2</sup>
<b>Top two storeys:</b> (for buildings in excess of 8 storeys – measured from building edge)	All roads:	2.0m minimum/no maximum
	Public Utility Reserve:	Nil permitted/no maximum <sup>2</sup>
<b>Building Height</b>	Legacy Way:	3 storey/5 storey height maximum where communal open space zone located
<b>Noise Attenuation</b>	Lots adjacent North Lake Road may be affected by noise. Development applications must be accompanied by an acoustic report addressing all relevant requirements.	
<b>Service Infrastructure</b>	<sup>1</sup> Development setback subject to ATCO guidelines requirements for any works within 15m of the High Pressure Gas Main. Developers should satisfy themselves of detailed requirements.	
	<sup>2</sup> Development setback subject to infrastructure specific requirements. Developers should satisfy themselves of detailed requirements.	



Site Diagram



Indicative Principles Diagram

### Building Zones

- Public Open Space Interface Treatment Requirements (facade, setbacks, overshadowing, orientation)
- 4si Minimum 4 storeys (no max)
- ✳ Landmark Building (specific corner design requirements)
- ▽ Priority Facade - Building Orientation
- Communal Private Open Space Priority Zone (located on podium)
- Preferred (Priority) location for building height over 5 storeys
- Building facade break
- Construction Zone
- Public Utility Buffer -15m (ATCO Gas)
- Service Infrastructure (approx. alignment)

### Landuse

- Mandatory Non-Residential Landuse - Ground Floor
- Non-Residential Landuses Encouraged - Ground Floor

### Movement

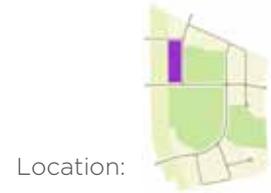
- No Vehicle Access Permitted
- Vehicle Access Permitted where the access point is not dominant within the building facade

Site Diagram Legend

# 10. SITE SPECIFIC BUILDING REQUIREMENTS

\* to be read in conjunction with relevant General Provisions.

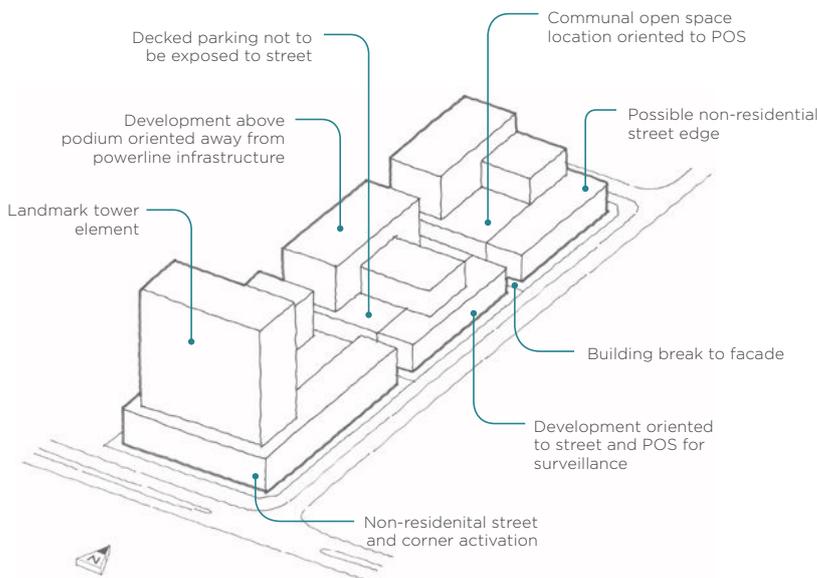
## SITE 2



Key Controls	Location	Requirement
<b>Setbacks</b>		
<b>Basement:</b>	All boundaries:	Nil permitted
<b>Ground Floor – podium:</b> (measured from lot boundary)	Honour Way, Legacy Way and Veterans Parade:	3.0m average/no maximum
	Legacy Way and Veterans Parade:	Nil minimum/3.0m maximum - where adaptable building design criteria met
	Public Utility Reserve:	Nil permitted/no maximum <sup>1</sup>
<b>Above podium:</b> (measured from building edge)	All roads:	3.0m minimum/no maximum
	Public Utility Reserve:	Nil permitted/no maximum <sup>1</sup>
<b>Top two storeys:</b> (for buildings in excess of 8 storeys - measured from building edge)	All roads:	2.0m minimum/no maximum
	Public Utility Reserve:	Nil permitted/no maximum <sup>1</sup>
<b>Building Height</b>	Legacy Way:	3 storey/5 storey height maximum where communal open space zone located
	Legacy Way/Veterans Parade corner:	4 storey minimum building height required within 20.0m of corner lot truncation
<b>Building Break</b>	The building design shall include a minimum of one physical break to the podium facade at boundary indicated.	
<b>Service Infrastructure</b>	<sup>1</sup> Development setback subject to infrastructure specific requirements. Developers should satisfy themselves of detailed requirements.	



Site Diagram



Indicative Principles Diagram

### Building Zones

- Public Open Space Interface Treatment Requirements (facade, setbacks, overshadowing, orientation)
- 4st Minimum 4 storeys (no max)
- ★ Landmark Building (specific corner design requirements)
- ▽ Priority Facade - Building Orientation
- ▨ Communal Private Open Space Priority Zone (located on podium)
- ▭ Preferred (Priority) location for building height over 5 storeys
- ▨ Building facade break
- ▭ Construction Zone
- ▨ Public Utility Buffer -15m (ATCO Gas)
- ▭ Service Infrastructure (approx. alignment)

### Landuse

- ▭ Mandatory Non-Residential Landuse - Ground Floor
- ▭ Non-Residential Landuses Encouraged - Ground Floor

### Movement

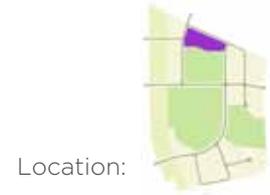
- ▬ No Vehicle Access Permitted
- ▬ Vehicle Access Permitted where the access point is not dominant within the building facade

Site Diagram Legend

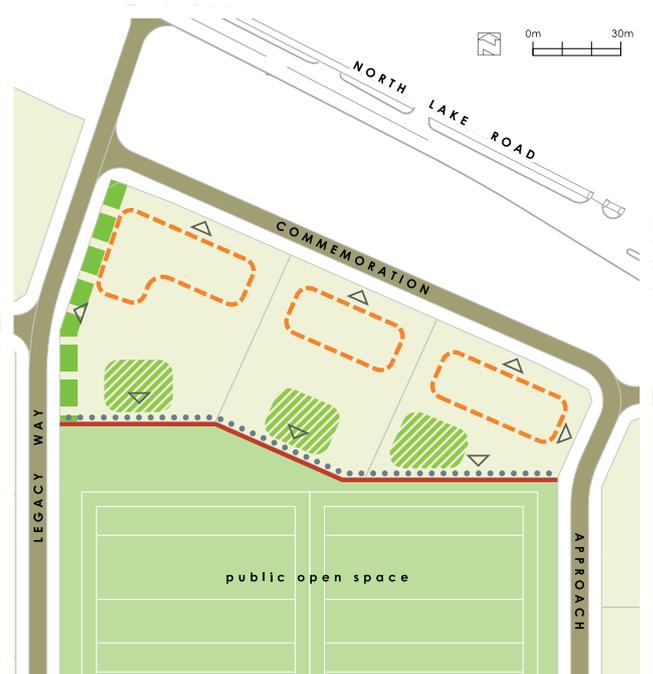
# 10. SITE SPECIFIC BUILDING REQUIREMENTS

\* to be read in conjunction with relevant General Provisions.

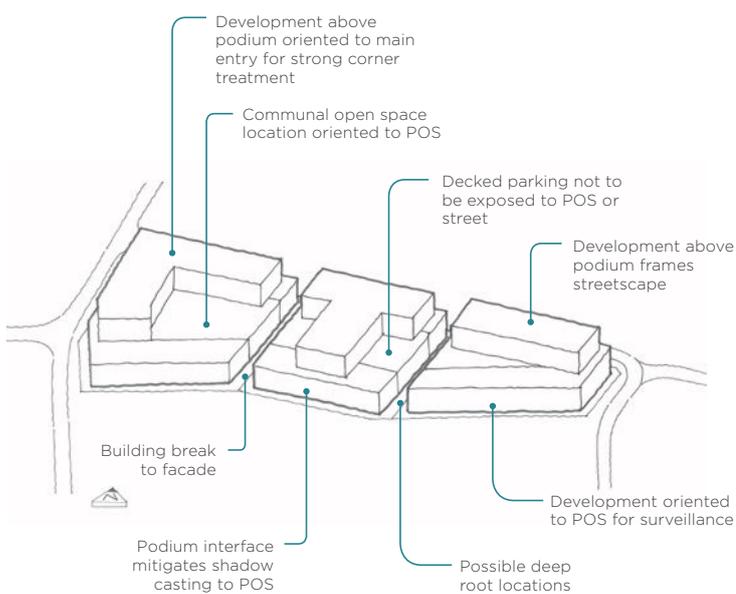
## SITE 3



Key Controls	Location	Requirement
<b>Setbacks</b>		
<b>Basement:</b>	All boundaries:	Nil permitted
<b>Ground Floor – podium:</b> (measured from lot boundary)	All roads	3.0m average/no maximum
	Public Open Space frontage:	3.0m minimum/no maximum
<b>Above podium:</b> (measured from building edge)	All roads:	3.0m minimum/no maximum
	Public Open Space frontage:	Determined subject to overshadowing considerations
<b>Top two storeys:</b> (for buildings in excess of 8 storeys – measured from building edge)	All roads:	2.0m minimum/no maximum
	Public Open Space frontage:	2.0m minimum/no maximum
<b>Building Height</b>	Public Open Space frontage:	3 storey/5 storey height maximum where communal open space zone located
		Building tower element restrictions apply – refer general provisions
<b>Noise Attenuation</b>	Lots adjacent North Lake Road may be affected by noise. Development applications must be accompanied by an acoustic report addressing all relevant requirements.	



Site Diagram



Indicative Principles Diagram

### Building Zones

- Public Open Space Interface Treatment Requirements (facade, setbacks, overshadowing, orientation)
- 4st Minimum 4 storeys (no max)
- ✳ Landmark Building (specific corner design requirements)
- ▽ Priority Facade - Building Orientation
- ▨ Communal Private Open Space Priority Zone (located on podium)
- ▭ Preferred (Priority) location for building height over 5 storeys
- ▨ Building facade break
- Construction Zone
- ▨ Public Utility Buffer -15m (ATCO Gas)
- - - Service Infrastructure (approx. alignment)

### Landuse

- Mandatory Non-Residential Landuse - Ground Floor
- Non-Residential Landuses Encouraged - Ground Floor

### Movement

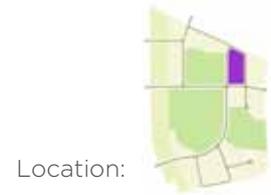
- No Vehicle Access Permitted
- Vehicle Access Permitted where the access point is not dominant within the building facade

Site Diagram Legend

# 10. SITE SPECIFIC BUILDING REQUIREMENTS

\* to be read in conjunction with relevant General Provisions.

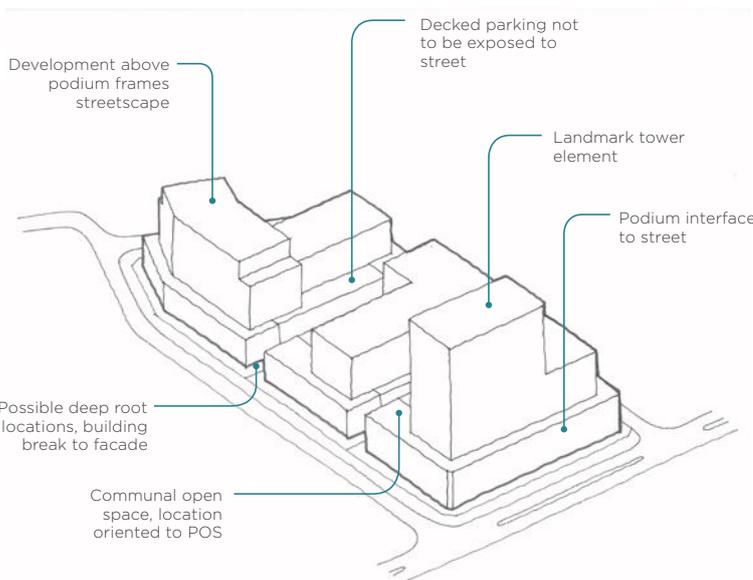
## SITE 4



Key Controls	Location	Requirement
<b>Setbacks</b>		
<b>Basement:</b>	All boundaries:	Nil permitted
<b>Ground Floor – podium:</b> (measured from lot boundary)	All roads and laneways:	3.0m average/no maximum
	Commemoration Approach and Veterans Parade:	Nil minimum/3.0m maximum - where adaptable building design criteria met
<b>Above podium:</b> (measured from building edge)	All roads:	3.0m minimum/no maximum
<b>Top two storeys:</b> (for buildings in excess of 8 storeys – measured from building edge)	All roads:	2.0m minimum/no maximum
<b>Building Break</b>	The building design shall include a minimum of one physical break to the podium facade at boundary indicated.	
<b>Building Height</b>	Commemoration Approach:	3 storey/5 storey height maximum where communal open space zone located
	Commemoration Approach/Veterans Parade corner:	4 storey minimum building height required within 20.0m of corner lot truncation
<b>Noise Attenuation</b>	Lots adjacent North Lake Road may be affected by noise. Development applications must be accompanied by an acoustic report addressing all relevant requirements.	



Site Diagram



Indicative Principles Diagram

### Building Zones

- Public Open Space Interface Treatment Requirements (facade, setbacks, overshadowing, orientation)
- 4st Minimum 4 storeys (no max)
- ✳ Landmark Building (specific corner design requirements)
- ▽ Priority Facade - Building Orientation
- ▨ Communal Private Open Space Priority Zone (located on podium)
- ▭ Preferred (Priority) location for building height over 5 storeys
- ▨ Building facade break
- ▭ Construction Zone
- ▨ Public Utility Buffer -15m (ATCO Gas)
- ▭ Service Infrastructure (approx. alignment)

### Landuse

- ▭ Mandatory Non-Residential Landuse - Ground Floor
- ▭ Non-Residential Landuses Encouraged - Ground Floor

### Movement

- ▬ No Vehicle Access Permitted
- ▬ Vehicle Access Permitted where the access point is not dominant within the building facade

Site Diagram Legend

# 10. SITE SPECIFIC BUILDING REQUIREMENTS

\* to be read in conjunction with relevant General Provisions.

## SITE 5

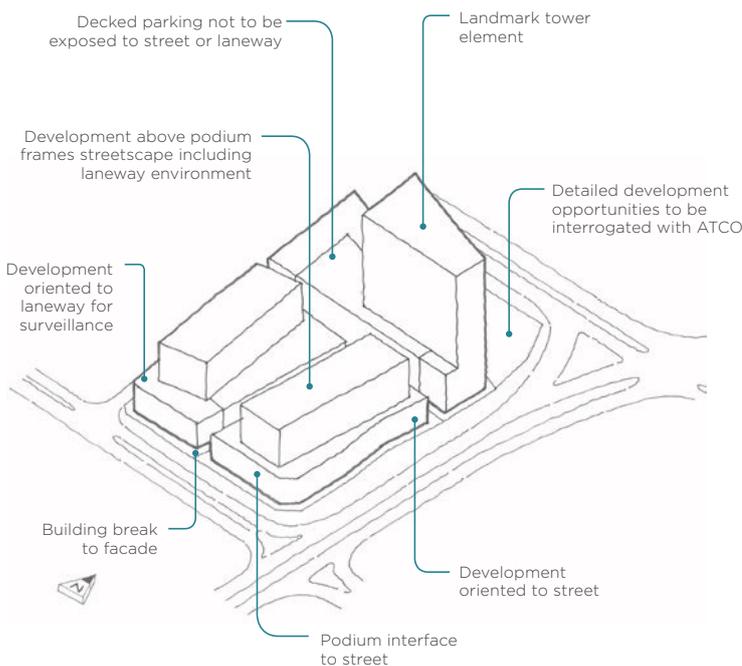


Location:

Key Controls	Location	Requirement
<b>Setbacks</b>		
<b>Basement:</b>	All boundaries:	Nil permitted
<b>Ground Floor – podium:</b> (measured from lot boundary)	North Lake Road	3.0m minimum/no maximum - measured from infrastructure alignment <sup>1</sup>
	All remaining roads	3.0m average/no maximum
<b>Above podium:</b> (measured from building edge)	All roads:	3.0m minimum/no maximum
<b>Top two storeys:</b> (for buildings in excess of 8 storeys - measured from building edge)	All roads:	2.0m minimum/no maximum
<b>Noise Attenuation</b>	Lots adjacent North Lake Road and Midgegooroo Avenue may be affected by noise. Development applications must be accompanied by an acoustic report addressing all relevant requirements.	
<b>Service Infrastructure</b>	<sup>1</sup> Development setback subject to ATCO guidelines requirements for any works within 15m of the High Pressure Gas Main. Developers should satisfy themselves of detailed requirements.	



Site Diagram



Indicative Principles Diagram

### Building Zones

- Public Open Space Interface Treatment Requirements (facade, setbacks, overshadowing, orientation)
- 4si Minimum 4 storeys (no max)
- ✱ Landmark Building (specific corner design requirements)
- ▽ Priority Facade - Building Orientation
- ▨ Communal Private Open Space Priority Zone (located on podium)
- ▨ Preferred (Priority) location for building height over 5 storeys
- ▨ Building facade break
- Construction Zone
- ▨ Public Utility Buffer -15m (ATCO Gas)
- - - Service Infrastructure (approx. alignment)

### Landuse

- Mandatory Non-Residential Landuse - Ground Floor
- Non-Residential Landuses Encouraged - Ground Floor

### Movement

- No Vehicle Access Permitted
- Vehicle Access Permitted where the access point is not dominant within the building facade

Site Diagram Legend

# 10. SITE SPECIFIC BUILDING REQUIREMENTS

\* to be read in conjunction with relevant General Provisions.

## SITE 6

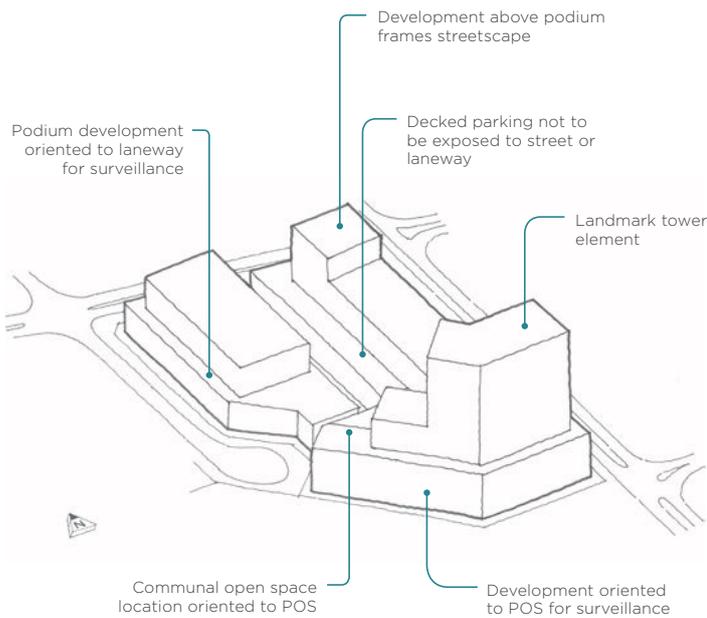


Location:

Key Controls	Location	Requirement
<b>Setbacks</b>		
<b>Basement:</b>	All boundaries:	Nil permitted
<b>Ground Floor – podium:</b> (measured from lot boundary)	All roads	3.0m average/no maximum
	Public Open Space frontage:	3.0m minimum/no maximum
<b>Above podium:</b> (measured from building edge)	All roads:	3.0m minimum/no maximum
	Public Open Space frontage:	Determined subject to overshadowing considerations
<b>Top two storeys:</b> (for buildings in excess of 8 storeys – measured from building edge)	All roads:	2.0m minimum/no maximum
	Public Open Space frontage:	2.0m minimum/no maximum
<b>Building Height</b>	Public Open Space frontage:	Building tower element restrictions apply – refer general provisions
<b>Noise Attenuation</b>	Lots adjacent Midgegooroo Avenue may be affected by noise. Development applications must be accompanied by an acoustic report addressing all relevant requirements.	



Site Diagram



Indicative Principles Diagram

### Building Zones

- Public Open Space Interface Treatment Requirements (facade, setbacks, overshadowing, orientation)
- 4st Minimum 4 storeys (no max)
- ✳ Landmark Building (specific corner design requirements)
- ▽ Priority Facade - Building Orientation
- ▨ Communal Private Open Space Priority Zone (located on podium)
- ▭ Preferred (Priority) location for building height over 5 storeys
- ▨ Building facade break
- ▭ Construction Zone
- ▨ Public Utility Buffer -15m (ATCO Gas)
- ▭ Service Infrastructure (approx. alignment)

### Landuse

- ▭ Mandatory Non-Residential Landuse - Ground Floor
- ▭ Non-Residential Landuses Encouraged - Ground Floor

### Movement

- ▬ No Vehicle Access Permitted
- ▬ Vehicle Access Permitted where the access point is not dominant within the building facade

Site Diagram Legend

# 10. SITE SPECIFIC BUILDING REQUIREMENTS

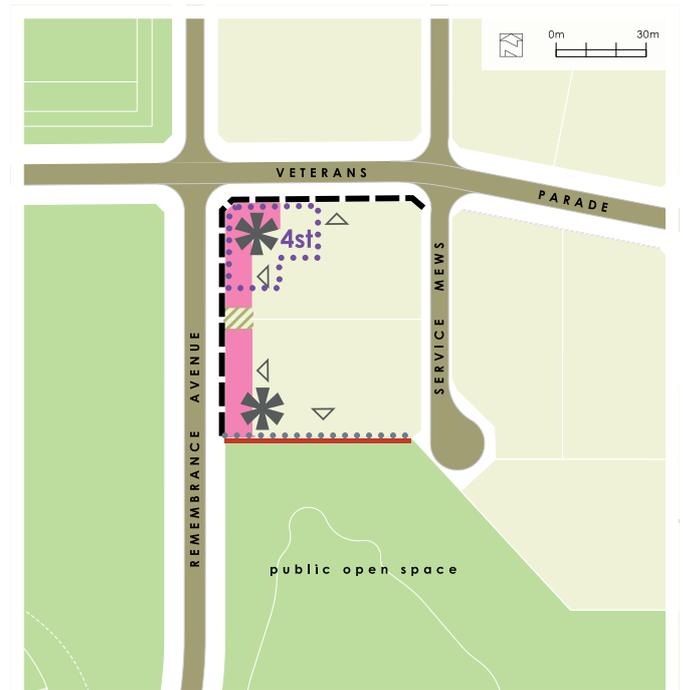
\* to be read in conjunction with relevant General Provisions.

## SITE 7

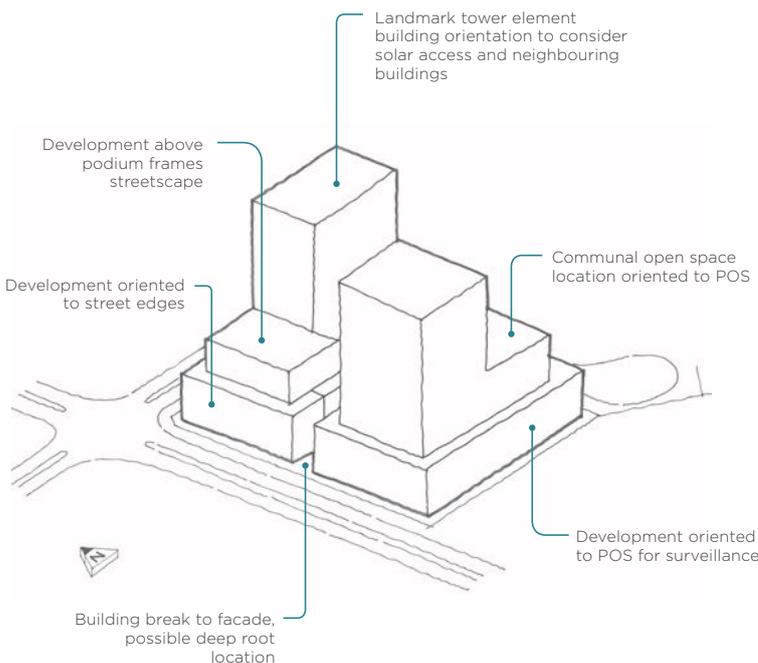


Location:

Key Controls	Location	Requirement
<b>Setbacks</b>		
<b>Basement:</b>	All boundaries:	Nil permitted
<b>Ground Floor – podium:</b> (measured from lot boundary)	All roads and laneways:	3.0m average/no maximum
	Remembrance Avenue and Veterans Parade:	Nil minimum/3.0m maximum - where adaptable building design criteria met
	Public Open Space frontage:	3.0m minimum/no maximum
<b>Above podium:</b> (measured from building edge)	All roads:	3.0m minimum/no maximum
	Public Open Space frontage:	Determined subject to overshadowing considerations
<b>Top two storeys:</b> (for buildings in excess of 8 storeys - measured from building edge)	All roads:	2.0m minimum/no maximum
	Public Open Space frontage:	2.0m minimum/no maximum
<b>Building Break</b>	The building design shall include a minimum of one physical break to the podium facade at boundary indicated.	
<b>Building Height</b>	Remembrance Avenue/ Veterans Parade corner:	4 storey minimum building height required within 20.0m of corner lot truncation
	Public Open Space frontage:	Building tower element restrictions apply - refer general provisions



Site Diagram



Indicative Principles Diagram

### Building Zones

- Public Open Space Interface Treatment Requirements (facade, setbacks, overshadowing, orientation)
- 4st Minimum 4 storeys (no max)
- ✳ Landmark Building (specific corner design requirements)
- ▽ Priority Facade - Building Orientation
- ▨ Communal Private Open Space Priority Zone (located on podium)
- Preferred (Priority) location for building height over 5 storeys
- ▨ Building facade break
- Construction Zone
- ||||| Public Utility Buffer -15m (ATCO Gas)
- - - Service Infrastructure (approx. alignment)

### Landuse

- Mandatory Non-Residential Landuse - Ground Floor
- Non-Residential Landuses Encouraged - Ground Floor

### Movement

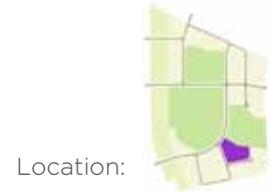
- No Vehicle Access Permitted
- ..... Vehicle Access Permitted where the access point is not dominant within the building facade

Site Diagram Legend

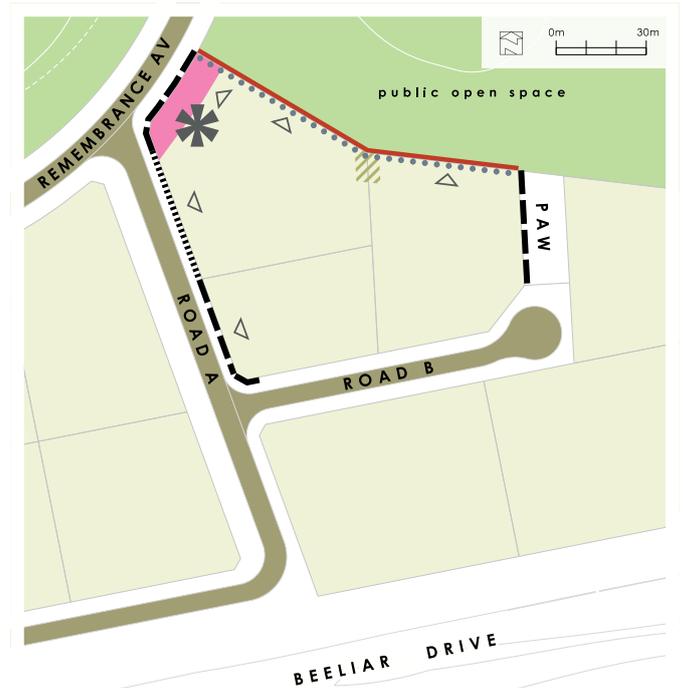
# 10. SITE SPECIFIC BUILDING REQUIREMENTS

\* to be read in conjunction with relevant General Provisions.

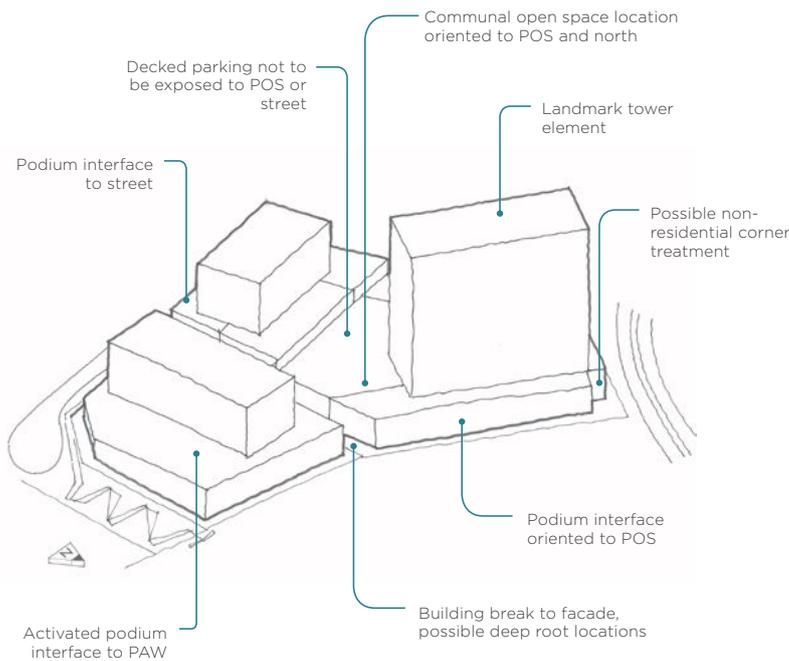
## SITE 8



Key Controls	Location	Requirement
<b>Setbacks</b>		
<b>Basement:</b>	All boundaries:	Nil permitted
<b>Ground Floor – podium:</b> (measured from lot boundary)	All roads and PAW:	3.0m average/no maximum
	Remembrance Avenue and Road A:	Nil minimum/3.0m maximum - where adaptable building design criteria met
<b>Above podium:</b> (measured from building edge)	Public Open Space frontage:	3.0m minimum/no maximum
	All roads and PAW:	3.0m minimum/no maximum
<b>Top two storeys:</b> (for buildings in excess of 8 storeys - measured from building edge)	Public Open Space frontage:	3.0m minimum/no maximum
	All roads and PAW:	2.0m minimum/no maximum
<b>Building Break</b>	Public Open Space frontage:	2.0m minimum/no maximum
	The building design shall include a minimum of one physical break to the podium facade at boundary indicated.	
<b>Building Height</b>	Public Open Space frontage:	Building tower element restrictions apply - refer general provisions



Site Diagram



Indicative Principles Diagram

### Building Zones

- Public Open Space Interface Treatment Requirements (facade, setbacks, overshadowing, orientation)
- 4st Minimum 4 storeys (no max)
- ✳ Landmark Building (specific corner design requirements)
- ▽ Priority Facade - Building Orientation
- ▨ Communal Private Open Space Priority Zone (located on podium)
- ▭ Preferred (Priority) location for building height over 5 storeys
- ▨ Building facade break
- ▭ Construction Zone
- ▨ Public Utility Buffer -15m (ATCO Gas)
- ▭ Service Infrastructure (approx. alignment)

### Landuse

- ▭ Mandatory Non-Residential Landuse - Ground Floor
- ▭ Non-Residential Landuses Encouraged - Ground Floor

### Movement

- ▬ No Vehicle Access Permitted
- ▬ Vehicle Access Permitted where the access point is not dominant within the building facade

Site Diagram Legend

# 10. SITE SPECIFIC BUILDING REQUIREMENTS

\* to be read in conjunction with relevant General Provisions.

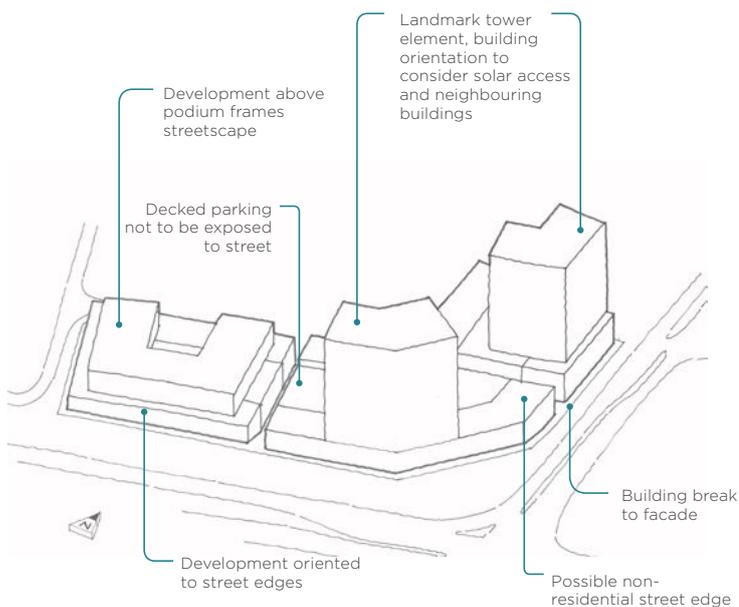
## SITE 9



Key Controls	Location	Requirement
<b>Setbacks</b>		
<b>Basement:</b>	All boundaries:	Nil permitted
<b>Ground Floor – podium:</b> (measured from lot boundary)	All roads and PAW:	3.0m average/no maximum
	Midgegooroo Avenue and Beelias Drive:	Nil minimum/3.0m maximum - where adaptable building design criteria met
	Public Open Space frontage:	3.0m minimum/no maximum
<b>Above podium:</b> (measured from building edge)	All roads and PAW:	3.0m minimum/no maximum
	Public Open Space frontage:	3.0m minimum/no maximum
<b>Top two storeys:</b> (for buildings in excess of 8 storeys - measured from building edge)	All roads and PAW:	2.0m minimum/no maximum
	Public Open Space frontage:	2.0m minimum/no maximum
<b>Building Height</b>	Public Open Space frontage:	Building tower element restrictions apply - refer general provisions
<b>Noise Attenuation</b>	Lots adjacent Midgegooroo Avenue and Beelias Drive may be affected by noise. Development applications must be accompanied by an acoustic report addressing all relevant requirements.	



Site Diagram



Indicative Principles Diagram

### Building Zones

- Public Open Space Interface Treatment Requirements (facade, setbacks, overshadowing, orientation)
- 4st Minimum 4 storeys (no max)
- ✳ Landmark Building (specific corner design requirements)
- ▽ Priority Facade - Building Orientation
- ▨ Communal Private Open Space Priority Zone (located on podium)
- ▨ Preferred (Priority) location for building height over 5 storeys
- ▨ Building facade break
- ▨ Construction Zone
- ▨ Public Utility Buffer -15m (ATCO Gas)
- ▨ Service Infrastructure (approx. alignment)

### Landuse

- ▨ Mandatory Non-Residential Landuse - Ground Floor
- ▨ Non-Residential Landuses Encouraged - Ground Floor

### Movement

- ▨ No Vehicle Access Permitted
- ▨ Vehicle Access Permitted where the access point is not dominant within the building facade

Site Diagram Legend

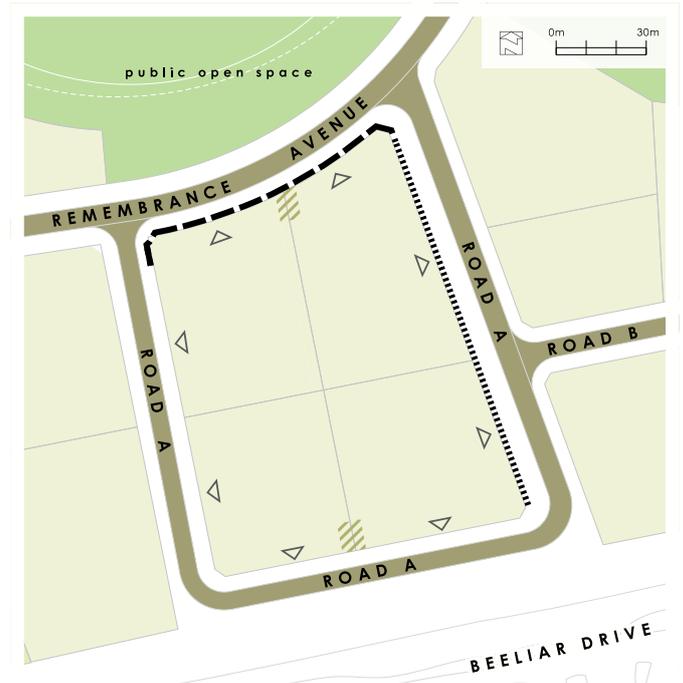
# 10. SITE SPECIFIC BUILDING REQUIREMENTS

\* to be read in conjunction with relevant General Provisions.

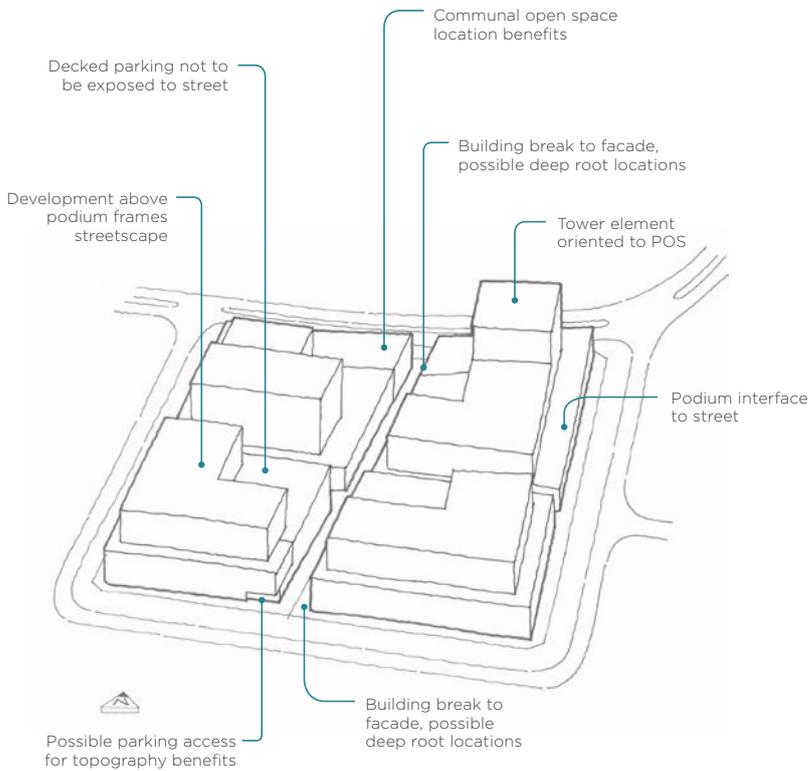
## SITE 10



Key Controls	Location	Requirement
<b>Setbacks</b>		
<b>Basement:</b>	All boundaries:	Nil permitted
<b>Ground Floor – podium:</b> (measured from lot boundary)	All roads	3.0m average/no maximum
<b>Above podium:</b> (measured from building edge)	All roads:	3.0m minimum/no maximum
<b>Top two storeys:</b> (for buildings in excess of 8 storeys – measured from building edge)	All roads:	2.0m minimum/no maximum
<b>Building Break</b>	The building design shall include a minimum of one physical break to the podium facade at boundary indicated.	
<b>Noise Attenuation</b>	Lots adjacent Beeliar Drive may be affected by noise. Development applications must be accompanied by an acoustic report addressing all relevant requirements.	
<b>Setbacks</b>		



Site Diagram



Indicative Principles Diagram

### Building Zones

- Public Open Space Interface Treatment Requirements (facade, setbacks, overshadowing, orientation)
- 4st Minimum 4 storeys (no max)
- \* Landmark Building (specific corner design requirements)
- ▽ Priority Facade - Building Orientation
- Communal Private Open Space Priority Zone (located on podium)
- Preferred (Priority) location for building height over 5 storeys
- Building facade break
- Construction Zone
- Public Utility Buffer -15m (ATCO Gas)
- Service Infrastructure (approx. alignment)

### Landuse

- Mandatory Non-Residential Landuse - Ground Floor
- Non-Residential Landuses Encouraged - Ground Floor

### Movement

- No Vehicle Access Permitted
- Vehicle Access Permitted where the access point is not dominant within the building facade

Site Diagram Legend

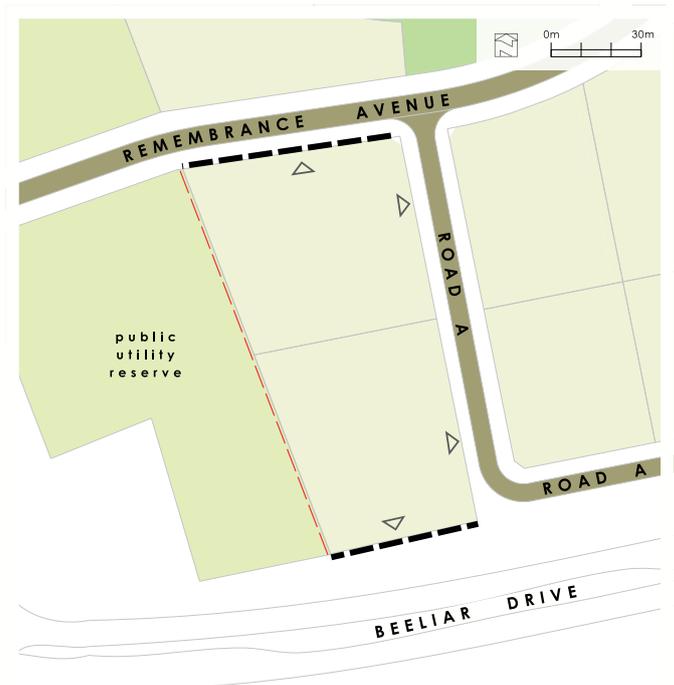
# 10. SITE SPECIFIC BUILDING REQUIREMENTS

\* to be read in conjunction with relevant General Provisions.

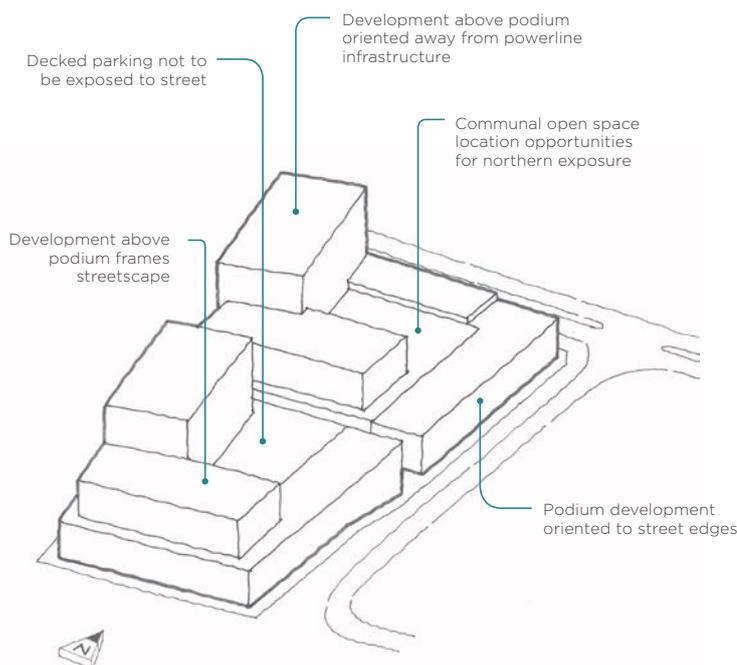
## SITE 11



Key Controls	Location	Requirement
<b>Basement:</b>	All boundaries:	Nil permitted
<b>Ground Floor – podium:</b> (measured from lot boundary)	All roads	3.0m average/no maximum
	Public Utility Reserve:	Nil permitted/no maximum <sup>1</sup>
<b>Above podium:</b> (measured from building edge)	All roads:	3.0m minimum/no maximum
	Public Utility Reserve:	Nil permitted/no maximum <sup>1</sup>
<b>Top two storeys:</b> (for buildings in excess of 8 storeys – measured from building edge)	All roads:	2.0m minimum/no maximum
	Public Utility Reserve:	Nil permitted/no maximum <sup>1</sup>
<b>Service Infrastructure</b>	<sup>1</sup> Development setback subject to infrastructure specific requirements. Developers should satisfy themselves of detailed requirements.	
<b>Noise Attenuation</b>	Lots adjacent Beelias Drive may be affected by noise. Development applications must be accompanied by an acoustic report addressing all relevant requirements.	
<b>Setbacks</b>		



Site Diagram



Indicative Principles Diagram

### Building Zones

- Public Open Space Interface Treatment Requirements (facade, setbacks, overshadowing, orientation)
- 4st Minimum 4 storeys (no max)
- ✳ Landmark Building (specific corner design requirements)
- ▽ Priority Facade - Building Orientation
- ▨ Communal Private Open Space Priority Zone (located on podium)
- ▨ Preferred (Priority) location for building height over 5 storeys
- ▨ Building facade break
- Construction Zone
- ▨ Public Utility Buffer -15m (ATCO Gas)
- - - Service Infrastructure (approx. alignment)

### Landuse

- Mandatory Non-Residential Landuse - Ground Floor
- Non-Residential Landuses Encouraged - Ground Floor

### Movement

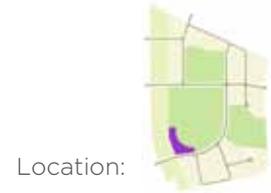
- No Vehicle Access Permitted
- ⋯ Vehicle Access Permitted where the access point is not dominant within the building facade

Site Diagram Legend

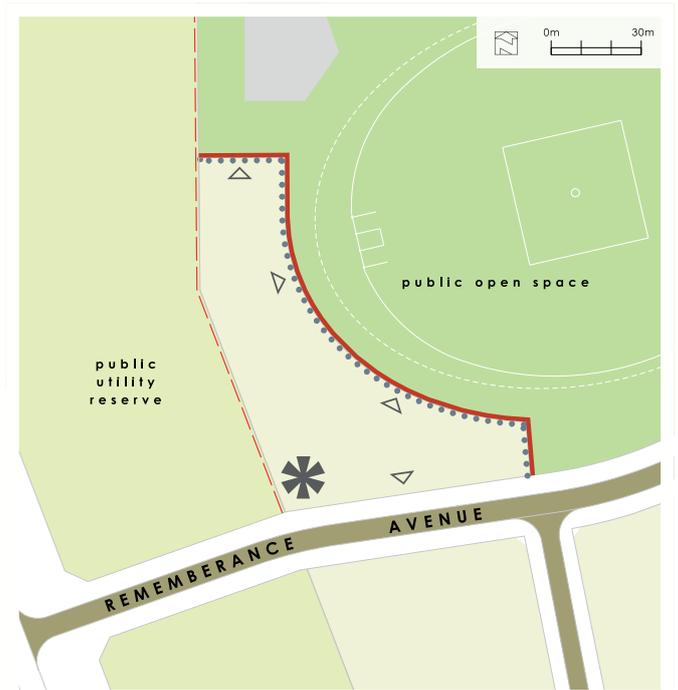
# 10. SITE SPECIFIC BUILDING REQUIREMENTS

\* to be read in conjunction with relevant General Provisions.

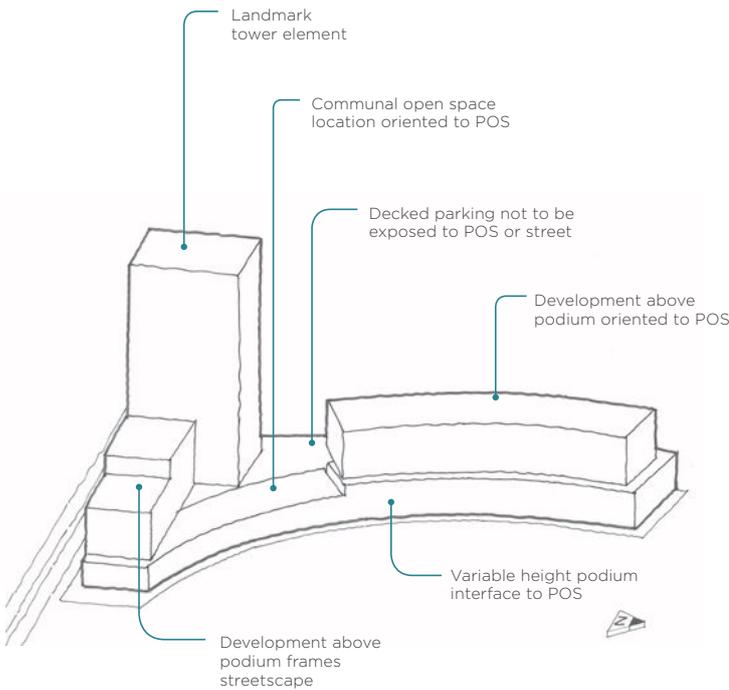
## SITE 12



Key Controls	Location	Requirement
<b>Basement:</b>	All boundaries:	Nil permitted
<b>Ground Floor – podium:</b> (measured from lot boundary)	All roads	3.0m average/no maximum
	Public Utility Reserve:	Nil permitted/no maximum
<b>Above podium:</b> (measured from building edge)	All roads:	3.0m minimum/no maximum
	Public Utility Reserve:	Nil permitted/no maximum
<b>Top two storeys:</b> (for buildings in excess of 8 storeys – measured from building edge)	All roads:	2.0m minimum/no maximum
	Public Utility Reserve:	Nil permitted/no maximum
<b>Service Infrastructure</b>	Development setback subject to infrastructure specific requirements. Developers should satisfy themselves of detailed requirements.	



Site Diagram



Indicative Principles Diagram

### Building Zones

- Public Open Space Interface Treatment Requirements (facade, setbacks, overshadowing, orientation)
- 4st Minimum 4 storeys (no max)
- ✱ Landmark Building (specific corner design requirements)
- ▽ Priority Facade - Building Orientation
- ▨ Communal Private Open Space Priority Zone (located on podium)
- ▨ Preferred (Priority) location for building height over 5 storeys
- ▨ Building facade break
- Construction Zone
- ▨ Public Utility Buffer -15m (ATCO Gas)
- - - Service Infrastructure (approx. alignment)

### Landuse

- Mandatory Non-Residential Landuse - Ground Floor
- Non-Residential Landuses Encouraged - Ground Floor

### Movement

- No Vehicle Access Permitted
- ▨ Vehicle Access Permitted where the access point is not dominant within the building facade

Site Diagram Legend



## APPLICATION FORM 1

### DESIGN ENDORSEMENT

#### SITE AND OWNERS DETAILS

Lot Number:	
Street Name:	
Owners Name/s:	
Contact Address	
Owners Phone:	
Owners Email:	

#### APPLICANTS DETAILS (if not owner)

Business Name:	
Applicant's Name:	
Applicant's Address:	
Applicant's Phone	
Applicant's Email	

#### SUBMISSION REQUIREMENTS (please tick)

1. Two sets of drawings.	
2. A completed checklist is attached.	

Note: Drawings to be numbered and dated.

#### SUBMITTED DRAWINGS (please tick)

Site Plan	
Floor Plan of each level	
Roof Plan	
Coloured Elevations	
Building sections	
Solar Access Diagrams	
Colour scheme and material selection	
Landscape Plan	
Design Guidelines Checklist	
Others: (specify)	
Development Application Report	

#### DESIGN REVIEW PANEL STAMP

--

#### CERTIFIER'S AUTHORISATION

We declare that this proposal, as outlined on the documentation listed above, satisfactory complies with Cockburn Central West Design Guidelines.

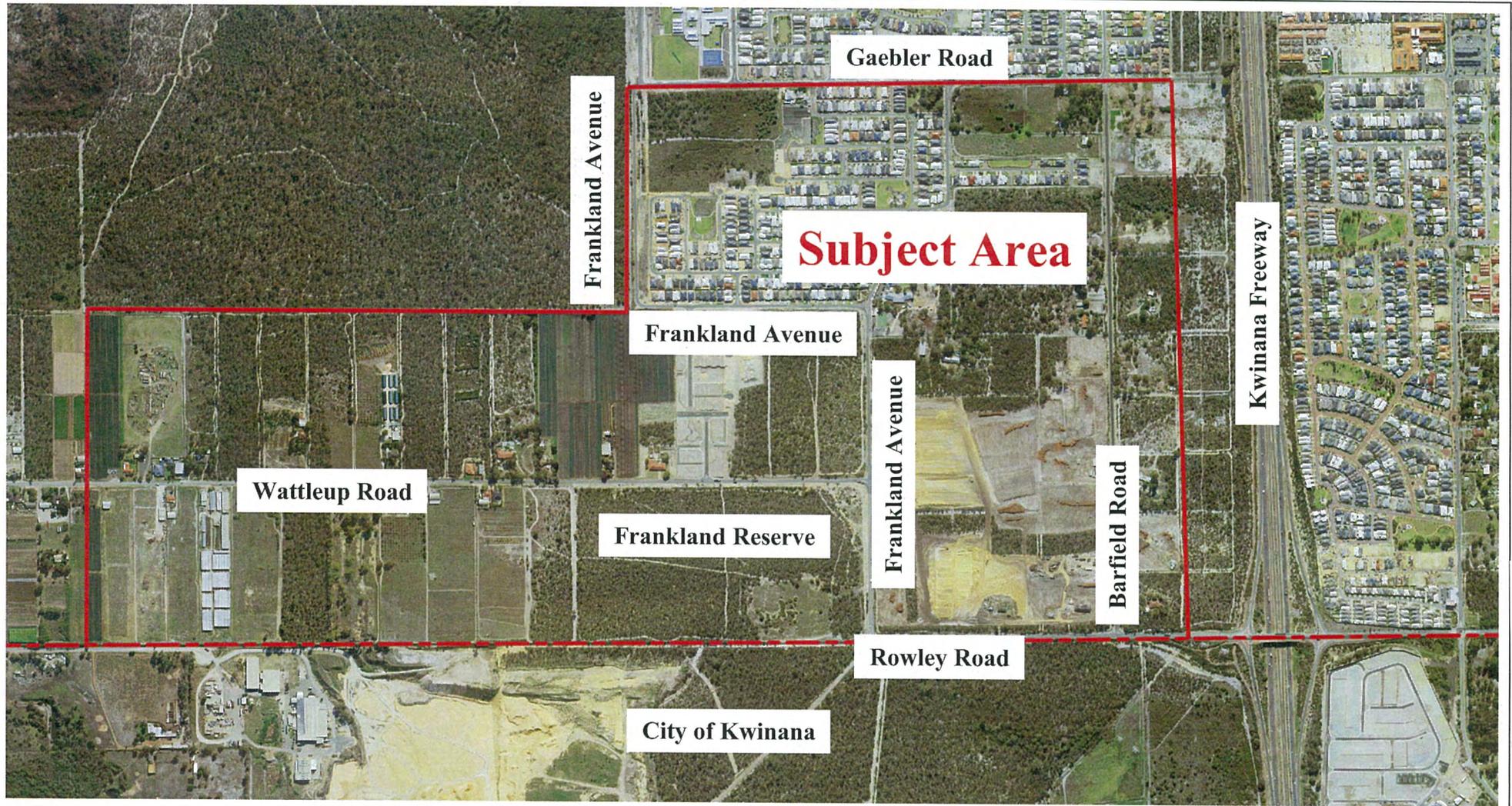
Signature of assessor:	
Name of assessor:	
Date of assessment:	



COCKBURN CENTRAL WEST  
MIXED USE AND MULTI DWELLING DESIGN GUIDELINES



LANDCORP

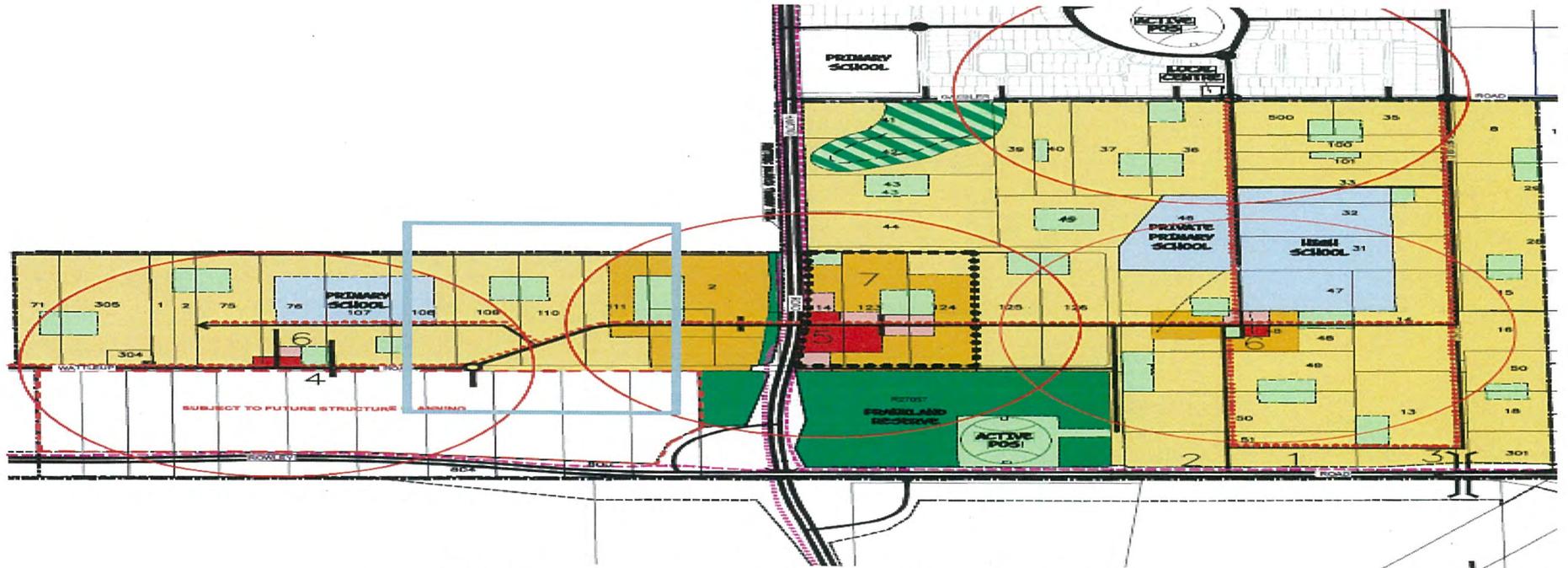


**Attachment 1:** Location Plan - Southern Suburbs District Structure Plan – Stage 3, Hammond Park/ Wattleup.

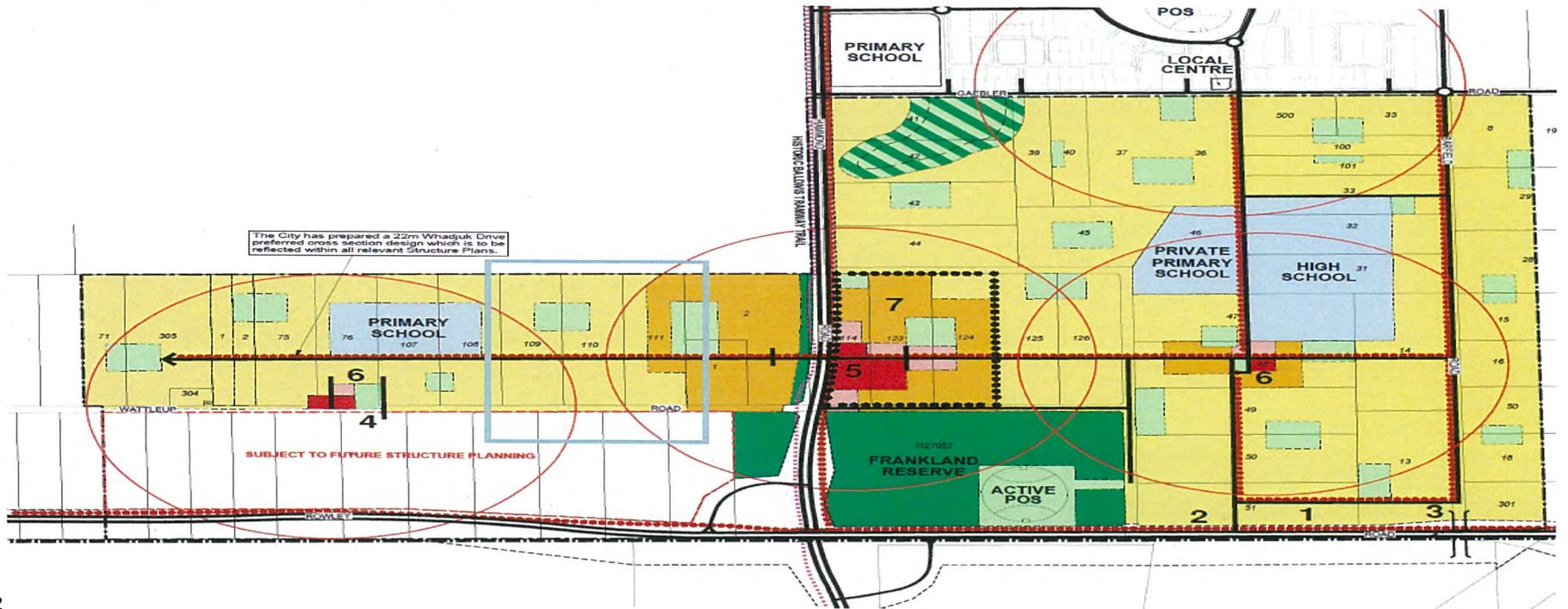
23/11/2015  
Scale 1:12500



Adopted Southern Suburbs District Structure Plan – Stage 3 Map (see blue square)



Proposed Southern Suburbs District Structure Plan – Stage 3 Map (see blue square)



**PLAN NOTES**

1. FUTURE RESIDENTIAL DEVELOPMENT SHALL NOT DIRECTLY ABUT ROWLEY ROAD. FUTURE LOCAL STRUCTURE PLANNING IS TO DEMONSTRATE A SUITABLE INTERFACE TREATMENT (E.G. ENLARGED SERVICE ROAD DESIGN WITH FRONTING RESIDENTIAL DEVELOPMENT AS A MINIMUM) BEING PROVIDED TO THE FUTURE ROWLEY ROAD FREIGHT ACCESS ROUTE.
2. FUTURE ACCESS ROAD TO BE PROVIDED AS A FULL INTERSECTION UNTIL ROWLEY ROAD IS UPGRADED AND CONSTRUCTED TO A REGIONAL ROAD AT WHICH TIME THE INTERSECTION WILL BE CONVERTED AND MAINTAINED AS LEFT INLEFT OUT ACCESS ONLY. (SUBJECT TO MAIN ROADS WA APPROVAL).
3. AS PART OF THE UPGRADING OF ROWLEY ROAD, GRADE SEPARATED PEDESTRIAN AND VEHICULAR ACCESS IS TO BE PROVIDED AS A CONTINUATION OF BARFIELD ROAD, IN ORDER TO MAINTAIN CONNECTIVITY BETWEEN FUTURE DEVELOPMENT TO THE SOUTH OF ROWLEY ROAD. THIS MAY BE FURTHER RATIONALISED THROUGH SUBSEQUENT LOCAL STRUCTURE PLANNING TO DETERMINE HOW THIS SPECIFIC ACCESS IS CREATED.
4. FUTURE STRUCTURE PLANNING OF THE CELL SOUTH OF WATTLEUP ROAD MUST PROVIDE AN APPROPRIATE INTERFACE WITH RESIDENTIAL DEVELOPMENT NORTH OF WATTLEUP ROAD. THIS IS TO HAVE PARTICULAR REGARD TO THE POSITION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION IN RESPECT OF ITS POSITION ON THE ACCEPTABILITY (OR OTHERWISE) OF RESIDENTIAL DEVELOPMENT SOUTH OF WATTLEUP ROAD, AND ALTERNATIVE (NON-RESIDENTIAL) LAND USES THAT MAY BE REQUIRED. ANY IMPACTS ASSOCIATED WITH THE FUTURE DEVELOPMENT OF NON-RESIDENTIAL LAND USES IN THE CELL SOUTH OF WATTLEUP ROAD MUST BE FULLY CONTAINED WITHIN THE CELL BOUNDARIES.
5. NEIGHBOURHOOD CENTRE-THE DESIGN AND FUNCTION OF THE PROPOSED NEIGHBOURHOOD CENTRE SHALL BE BASED ON 'MAIN STREET' PRINCIPLES AND RELEVANT PROVISIONS OF LIVEABLE NEIGHBOURHOODS. ANY ASSOCIATED LOCAL STRUCTURE PLAN MUST ADEQUATELY DEMONSTRATE THROUGH CONCEPT PLANS AND OR DETAILED AREA PLANS THE MANNER IN WHICH THE CENTRE ADDRESSES THE REQUIREMENTS OF THE RELEVANT SECTIONS OF THE SOUTHERN SUBURBS DISTRICT STRUCTURE PLAN - STAGE 3 REPORT, AND PARTICULARLY THE NEIGHBOURHOOD CENTRE CONCEPT PLAN PROVIDED WITHIN THE REPORT DOCUMENT.
6. NEIGHBOURHOOD NODES - THE DESIGN AND FUNCTIONALITY OF THE NEIGHBOURHOOD NODES SHALL BE DISTINCTLY DIFFERENT TO THE PRIMACY OF THE NEIGHBOURHOOD CENTRE. THESE LOCATIONS ARE TO PROVIDE FOR ARRANGEMENT OF MORE LOCALLY FOCUSED ACTIVITIES AND FUNCTIONS. WHERE RETAIL IS PROPOSED, THESE ARE TO NOT EXCEED A MAXIMUM RETAIL FUNCTION OF 300SQM, WITH SUCH FUNCTION BASED UPON A 'CONVENIENCE STORE' TYPE USE.
7. CENTRAL PRECINCT - A COMPREHENSIVE LOCAL STRUCTURE PLAN WILL BE REQUIRED FOR THE CENTRAL NEIGHBOURHOOD CENTRE AND ADJACENT DEVELOPMENT. THE CITY WILL NOT CONSIDER INDIVIDUAL STRUCTURE PLANS IN THIS LOCATION DUE TO THE NEED TO ENSURE THE SUITABLE INTEGRATION OF DEVELOPMENT.

**GENERAL NOTES**

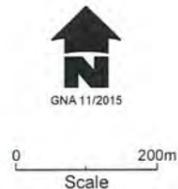
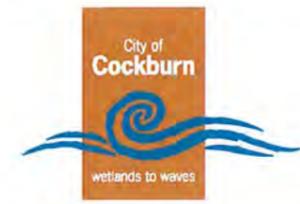
- A. ALL LOCAL STRUCTURE PLANS MUST INCLUDE AND BE INFORMED BY:
  - i) DETAILED LWMS BASED UPON REGIONAL DRAINAGE STUDY,
  - ii) DETAILED NOISE MANAGEMENT STRATEGY WHERE LSPAD JOINS ROWLEYROAD,
  - iii) FIRE MANAGEMENT PLAN WHERE LSP IS LOCATED NEAR ROS OR SIGNIFICANT POS,
  - iv) FLORA AND FAUNA MANAGEMENT PLAN,
  - v) TRAFFIC MANAGEMENT PLAN,
  - vi) CONTAMINATED SITES & ACID SULPHATE SOILS MANAGEMENT PLAN WHERE REQUIRED,
  - vii) HERITAGE STUDY WHERE LSP INCLUDES FORMER HISTORIC TRAMWAY,
  - viii) TRANSITION AND/OR INTERFACE STRATEGY IN RESPECT OF EXISTING RURAL USES,
  - ix) NEIGHBOURHOOD CENTRE CONCEPT PLAN AND DETAILED AREA PLAN WHERE INCLUDED WITHIN LSP AREA,
  - x) NEIGHBOURHOOD NODE CONCEPT PLAN AND DETAILED AREA PLAN.
- B. LOCAL STRUCTURE PLANS SUBDIVISION AND DEVELOPMENT OF THE SUBJECT AREA IS TO BE IN ACCORDANCE WITH AN ENDORSED APPLICABLE LOCAL STRUCTURE PLAN.

C. PUBLIC OPEN SPACE AND DRAINAGE  
PUBLIC OPEN SPACE AREAS ARE INDICATIVE ONLY AND SUBJECT TO DETAILED DESIGN AND MODELLING AT THE LOCAL STRUCTURE PLAN STAGE. ALL LOCAL STRUCTURE PLANS MUST ALSO INCORPORATE A LOCAL WATER MANAGEMENT STRATEGY TO DEMONSTRATE THE MANNER IN WHICH DRAINAGE CAN BE SELF CONTAINED WHILST TAKING INTO CONSIDERATION THE DISTRICT REGIONAL DRAINAGE OBJECTIVES, AND ENSURING BEST PRACTICE WATER SENSITIVE URBAN DESIGN. THE FUNCTIONALITY OF OPEN SPACE FOR INFORMAL ACTIVE RECREATION MUST ALSO BE CONSIDERED AS PART OF FUTURE OPEN SPACE AND DRAINAGE CO-PLANNING.

- D. RESIDENTIAL
- i) USES WITHIN THE RESIDENTIAL AREAS ARE AS PER THE CITY OF COCKBURN'S TOWN PLANNING SCHEME NO.3 USE CLASS TABLE.
  - ii) RESIDENTIAL DENSITIES ARE INDICATIVE ONLY AND SHALL BE REFINED AT THE LOCAL STRUCTURE PLAN STAGE IN ACCORDANCE WITH THE LOCATIONAL CRITERIA AS DEFINED WITHIN THE ASSOCIATED SOUTHERN SUBURBS DISTRICT STRUCTURE PLAN - STAGE 3 REPORT.
  - iii) THE BASE CODING MINIMUM DENSITY APPLICABLE TO THE DISTRICT STRUCTURE PLAN AREA IS TO BE CONSISTENT WITH DIRECTIONS 2031 IN REQUIRING GENERALLY 15 DWELLINGS/HA AND 25 DWELLINGS/HA IN AREAS NEAR 'CENTRES' AND AREAS OF 'AMENITY'.

E. DEVELOPMENT CONTRIBUTIONS  
DEVELOPMENT IN THIS AREA IS ALSO SUBJECT TO DEVELOPMENT CONTRIBUTIONS. SCHEDULE 12 OF TOWN PLANNING SCHEME NO.3 DETAILS DEVELOPMENT CONTRIBUTION AREA PROVISIONS. PERSONS OR COMPANIES PROPOSING TO UNDERTAKE SUBDIVISION IN THIS AREA SHOULD REVIEW SCHEDULE 12 AND ALSO CONTACT THE CITY'S STRATEGIC PLANNING TEAM TO ASCERTAIN THERE ARE NO PENDING AMENDMENTS TO THIS SCHEDULE.

The City has prepared a 22m Whadjuk Drive preferred cross section design which is to be reflected within all relevant Structure Plans.



<p><b>Residential Density</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black;"></span> High</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFFF00; border: 1px solid black;"></span> Medium</li> </ul>	<p><b>Local Centre (Pedestrian Based Retail)</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FF0000; border: 1px solid black;"></span> Local Centre (Pedestrian Based Retail)</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFA500; border: 1px solid black;"></span> Mixed Business/Commercial/Home Based Business</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ADD8E6; border: 1px solid black;"></span> Community Facilities/Schools etc</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #008000; border: 1px solid black;"></span> Conservation Category Wetland*</li> </ul> <p><small>*In accordance with DEC Geomorphic Wetlands Swan Coastal Plain dataset</small></p>	<p><b>Key Open Space Areas:</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black;"></span> Public Open Space</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #008000; border: 1px solid black;"></span> Regional Open Space</li> </ul>	<p><b>Key Road Structure (Existing and Proposed)</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid black;"></span> Major Shared Path</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed black;"></span> Historic Baldyvis Tramway Trail</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dotted black;"></span> 400m Walkable Catchment</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid black; border-left: 2px solid black; border-right: 2px solid black;"></span> Central Precinct</li> </ul>
--	---	--	---

# SOUTHERN SUBURBS DISTRICT STRUCTURE PLAN

## - STAGE 3, HAMMOND PARK / WATTLEUP

## MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF088430	10084	<b>ARRB GROUP</b> ROAD MANAGEMENT	2/10/2015	297.00
EF088431	11787	<b>DEPT OF TRANSPORT</b> WA GOVT DEPARTMENT	2/10/2015	38.15
EF088432	12219	<b>PARKS AND LEISURE AUSTRALIA</b> SUBSCRIPTION RENEWAL	2/10/2015	1,336.50
EF088433	13170	<b>COUNTRYWIDE PUBLICATIONS PLEASE SEE A</b> BOOK SUPPLIES	2/10/2015	2,000.00
EF088434	17346	<b>ARBOR LOGIC</b> TRAINING	2/10/2015	616.00
EF088435	18147	<b>AURECON AUSTRALASIA PTY LTD</b> CONSULTANCY - CIVIL ENGINEERING	2/10/2015	13,009.78
EF088436	19718	<b>SIFTING SANDS</b> CLEANING SERVICES - SAND	2/10/2015	519.54
EF088437	26257	<b>PAPERBARK TECHNOLOGIES</b> ARBORICULTURAL CONSULTANCY SERVICES	2/10/2015	630.00
EF088438	99997	<b>CRYSTAL KNIBBS</b> JUNIOR TRAVEL ASSISTANCE	2/10/2015	400.00
EF088439	99997	<b>SAMANTHA MOIR</b> JUNIOR TRAVEL ASSISTANCE	2/10/2015	400.00
EF088440	99997	<b>TREY PENI</b> JUNIOR TRAVEL ASSISTANCE	2/10/2015	400.00
EF088441	99997	<b>BIBRA LAKE RESIDENTS ASSOCIATION</b> DONATION	2/10/2015	106.70
EF088442	99997	<b>REBECCA DUNSTAN</b> BIBRA LAKE FUN RUN WINNER	2/10/2015	50.00
EF088443	99997	<b>DEREK SMITH &amp; PETA PARKS</b> CROSSOVER CONTRIBUTION	2/10/2015	300.00
EF088444	99997	<b>MARY KEAN</b> REIMBURSEMENT - WHOOPING COUGH VACCINATION	2/10/2015	49.95
EF088445	99997	<b>ALZHEIMERS ASSOCIATION OF WA</b> COUNCIL DONATION	2/10/2015	1,274.00
EF088446	99997	<b>JANDAKOT VOLUNTEER BUSH FIRE BRIGADE</b> REIMBURSEMENT OF EXPENSES	2/10/2015	149.95
EF088447	99997	<b>JANDAKOT VOLUNTEER BUSH FIRE BRIGADE</b> REIMBURSEMENT OF EXPENSES	2/10/2015	80.00
EF088448	99997	<b>SOUTH COOGEE VOLUNTEER BUSH FIRE BRIG</b> REIMBURSEMENT OF EXPENSES	2/10/2015	160.00
EF088449	99997	<b>SOUTH COOGEE VOLUNTEER BUSH FIRE BRIG</b> REIMBURSEMENT OF EXPENSES	2/10/2015	151.79
EF088450	99997	<b>COCKBURN VOLUNTEER SES</b> REIMBURSEMENT OF EXPENSES	2/10/2015	468.27
EF088451	99997	<b>COLIN LANE</b> PRESCRIPTION SAFETY GLASSES CONTRIB.	2/10/2015	300.00
EF088452	99997	<b>JUDE REUBEN DIAS</b> REIMB. OF CONFERENCE EXPENSES	2/10/2015	322.77

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF088453	99997	<b>ROB AVARD</b> REIMB. OF CONFERENCE EXPENSES	2/10/2015	495.45
EF088454	10152	<b>AUST SERVICES UNION</b> PAYROLL DEDUCTIONS	12/10/2015	1,628.20
EF088455	10154	<b>AUST TAXATION DEPT</b> PAYROLL DEDUCTIONS	12/10/2015	329,837.00
EF088456	10244	<b>BUILDING &amp; CONST INDUSTRY TRAINING FUNI</b> LEVY PAYMENT	12/10/2015	64,797.07
EF088457	10305	<b>CHILD SUPPORT AGENCY</b> PAYROLL DEDUCTIONS	12/10/2015	3,870.99
EF088458	10733	<b>HOSPITAL BENEFIT FUND</b> PAYROLL DEDUCTIONS	12/10/2015	283.05
EF088459	11001	<b>LOCAL GOVERNMENT RACING &amp; CEMETERIES</b> PAYROLL DEDUCTIONS	12/10/2015	348.50
EF088460	11794	<b>SYNERGY</b> ELECTRICITY USAGE/SUPPLIES	12/10/2015	36,343.85
EF088461	11857	<b>CHAMPAGNE SOCIAL CLUB</b> PAYROLL DEDUCTIONS	12/10/2015	588.00
EF088462	11859	<b>STAFF SOCIAL CLUB</b> PAYROLL DEDUCTIONS	12/10/2015	24.20
EF088463	11860	<b>45S CLUB</b> PAYROLL DEDUCTIONS	12/10/2015	22.00
EF088464	18343	<b>HEYDER &amp; SHEARS EXCLUSIVE CATERERS</b> CATERING SERVICES	12/10/2015	1,080.74
EF088465	18553	<b>SELECTUS PTY LTD</b> PAYROLL DEDUCTIONS	12/10/2015	10,489.45
EF088466	19726	<b>HEALTH INSURANCE FUND OF WA</b> PAYROLL DEDUCTIONS	12/10/2015	1,306.02
EF088467	23302	<b>BUILDING SERVIC</b> BUILDING SERVICES LEVIES	12/10/2015	56,141.05
EF088468	25987	<b>TOYOTA FLEET MANAGEMENT</b> PAYROLL DEDUCTIONS - NOVATED LEASE	12/10/2015	567.62
EF088469	26400	<b>PREMIER ARTISTS PTY LTD</b> ENTERTAINMENT SERVICES	12/10/2015	22,000.00
EF088470	26659	<b>STARR SPECIAL EVENTS AUSTRALIA</b> ENTERTAINMENT SERVICES	12/10/2015	4,125.00
EF088471	99997	<b>ALEXXANDRO DE A BASTO</b> JUNIOR TRAVEL ASSISTANCE	12/10/2015	400.00
EF088472	99997	<b>ROCHELLE RODGERS</b> BIBRA LAKE FUN RUN WINNER	12/10/2015	300.00
EF088473	99997	<b>KATIE MCGOWN</b> BIBRA LAKE FUN RUN WINNER	12/10/2015	150.00
EF088474	99997	<b>ANN ANDERSON</b> BIBRA LAKE FUN RUN WINNER	12/10/2015	100.00
EF088475	99997	<b>CARMEL LEON</b> BIBRA LAKE FUN RUN WINNER	12/10/2015	50.00
EF088476	99997	<b>ROB AVARD</b> REIMB. OF CONF. EXPENSES	12/10/2015	495.45

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF088477	99997	<b>EJ &amp; LA LAGANA</b> INSURANCE CLAIM 0644	12/10/2015	561.00
EF088478	99996	<b>PROPERTY EFT REFUNDS RATES (START)</b>	21/10/2015	-
to		RATES CONCESSION REFUNDS		
EF090451	99996	<b>PROPERTY EFT REFUNDS RATES (FINAL)</b> RATES CONCESSION REFUNDS	21/10/2015	285,169.88
EF090452	10152	<b>AUST SERVICES UNION</b> PAYROLL DEDUCTIONS	26/10/2015	1,628.20
EF090453	10154	<b>AUST TAXATION DEPT</b> PAYROLL DEDUCTIONS	26/10/2015	348,834.00
EF090454	10305	<b>CHILD SUPPORT AGENCY</b> PAYROLL DEDUCTIONS	26/10/2015	3,891.91
EF090455	10733	<b>HOSPITAL BENEFIT FUND</b> PAYROLL DEDUCTIONS	26/10/2015	283.05
EF090456	11001	<b>LOCAL GOVERNMENT RACING &amp; CEMETERIES</b> PAYROLL DEDUCTIONS	26/10/2015	369.00
EF090457	11857	<b>CHAMPAGNE SOCIAL CLUB</b> PAYROLL DEDUCTIONS	26/10/2015	587.60
EF090458	11859	<b>STAFF SOCIAL CLUB</b> PAYROLL DEDUCTIONS	26/10/2015	23.10
EF090459	11860	<b>45S CLUB</b> PAYROLL DEDUCTIONS	26/10/2015	22.00
EF090460	18553	<b>SELECTUS PTY LTD</b> PAYROLL DEDUCTIONS	26/10/2015	10,489.45
EF090461	19726	<b>HEALTH INSURANCE FUND OF WA</b> PAYROLL DEDUCTIONS	26/10/2015	1,267.50
EF090462	25987	<b>TOYOTA FLEET MANAGEMENT</b> PAYROLL DEDUCTIONS - NOVATED LEASE	26/10/2015	567.62
EF090463	26517	<b>CLICKSUPER</b> PAYROLL DEDUCTIONS	19/10/2015	425,004.72
EF090464	11753	<b>WASTE MANAGEMENT &amp; RECYCLING FUND</b> QUARTERLY LANDFILL LEVY PAYMENT	28/10/2015	798,653.59
EF090465	26647	<b>BROOKFIELD MULTIPLEX CONSTRUCTIONS</b> BUILDING - CONSTRUCTION	28/10/2015	3,401,152.18
EF090466	10006	<b>A D COOTE &amp; CO</b> FLAGPOLES	30/10/2015	3,938.00
EF090467	10032	<b>ADVANCED TRAFFIC MANAGEMENT (WA) PTY</b> CONTROLLERS AND SIGNS	30/10/2015	59,660.15
EF090468	10071	<b>AUSTRALASIAN PERFORMING RIGHT ASSOC.</b> LICENCE - PERFORMING RIGHTS	30/10/2015	559.34
EF090469	10091	<b>ASLAB PTY LTD</b> ASPHALTING SERVICES/SUPPLIES	30/10/2015	3,835.50
EF090470	10118	<b>AUSTRALIA POST</b> POSTAGE CHARGES	30/10/2015	32,084.40
EF090471	10160	<b>DORMA AUSTRALIA PTY LTD</b> AUTOMATIC DOOR SERVICES	30/10/2015	976.80
EF090472	10184	<b>BENARA NURSERIES</b> PLANTS	30/10/2015	3,666.20

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090473	10207	<b>BOC GASES</b> GAS SUPPLIES	30/10/2015	4,228.54
EF090474	10212	<b>BOSS BOLLARDS</b> SECURITY PRODUCTS	30/10/2015	1,518.00
EF090475	10221	<b>BP AUSTRALIA LIMITED</b> DIESEL/PETROL SUPPLIES	30/10/2015	8,877.55
EF090476	10226	<b>BRIDGESTONE AUSTRALIA LTD</b> TYRE SERVICES	30/10/2015	19,650.61
EF090477	10246	<b>BUNNINGS BUILDING SUPPLIES PTY LTD</b> HARDWARE SUPPLIES	30/10/2015	1,180.12
EF090478	10247	<b>BUNZL AUSTRALIA LTD</b> PAPER/PLASTIC/CLEANING SUPPLIES	30/10/2015	1,256.60
EF090479	10256	<b>CABLE LOCATES &amp; CONSULTING</b> LOCATING SERVICES	30/10/2015	833.25
EF090480	10279	<b>CASTROL AUSTRALIA PTY LTD</b> GREASE/LUBRICANTS	30/10/2015	4,636.38
EF090481	10283	<b>CENTRAL INSTITUTE OF TECHNOLOGY</b> TRAINING SERVICES	30/10/2015	1,472.64
EF090482	10287	<b>CENTRELINE MARKINGS</b> LINEMARKING SERVICES	30/10/2015	550.00
EF090483	10292	<b>CHADSON ENGINEERING PTY LTD</b> MEDICAL SUPPLIES	30/10/2015	389.97
EF090484	10318	<b>CITIZENS ADVICE BUREAU OF WA INC</b> MEDIATION SERVICES	30/10/2015	550.00
EF090485	10333	<b>CJD EQUIPMENT PTY LTD</b> HARDWARE SUPPLIES	30/10/2015	1,945.92
EF090486	10346	<b>COATES HIRE OPERATIONS PTY LTD</b> EQUIPMENT HIRING SERVICES	30/10/2015	180.51
EF090487	10348	<b>COCA COLA AMATIL</b> SOFT DRINK SUPPLIES	30/10/2015	2,162.58
EF090488	10349	<b>COCKBURN BASKETBALL ASSOC INC</b> ELECTRICITY REIMBURSEMENTS	30/10/2015	440.00
EF090489	10354	<b>COCKBURN COMMUNITY AND CULTURAL COUNCIL</b> POSTER BOARDS	30/10/2015	281.00
EF090490	10358	<b>COCKBURN LIQUOR CENTRE</b> LIQUOR SUPPLIES	30/10/2015	2,521.05
EF090491	10359	<b>COCKBURN PAINTING SERVICE</b> PAINTING SUPPLIES/SERVICES	30/10/2015	4,339.50
EF090492	10375	<b>VEOLIA ENVIRONMENTAL SERVICES</b> WASTE SERVICES	30/10/2015	8,103.45
EF090493	10384	<b>PROGILITY PTY LTD COMMUNICATIONS AUSTRALIA</b> COMMUNICATION SERVICES	30/10/2015	19,432.93
EF090494	10386	<b>COMMUNITY NEWSPAPER GROUP</b> ADVERTISING SERVICES	30/10/2015	17,868.18
EF090495	10456	<b>DATANET PTY LTD</b> SOFTWARE MODIFICATIONS	30/10/2015	69,905.59
EF090496	10459	<b>DAVID GRAY &amp; CO</b> MOBILE GARBAGE BINS	30/10/2015	10,118.90

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090497	10460	<b>DAVID WILLS &amp; ASSOCIATES</b> CONSULTANCY SERVICES	30/10/2015	3,080.00
EF090498	10483	<b>LANDGATE</b> MAPPING/LAND TITLE SEARCHES	30/10/2015	6,225.81
EF090499	10485	<b>DEPARTMENT OF SPORT AND RECREATION</b> ACCOMMODATION DEPOSIT	30/10/2015	424.00
EF090500	10498	<b>DIGITAL MAPPING SOLUTIONS</b> COMPUTER SOFTWARE	30/10/2015	8,580.00
EF090501	10512	<b>DOMUS NURSERY</b> VARIOUS PLANTS	30/10/2015	997.45
EF090502	10526	<b>E &amp; MJ ROSHER PTY LTD</b> MOWER PARTS	30/10/2015	8,247.20
EF090503	10528	<b>EASIFLEET MANAGEMENT</b> VEHICLE LEASE	30/10/2015	1,590.56
EF090504	10535	<b>WORKPOWER INCORPORATED</b> EMPLOYMENT SERVICES - PLANTING	30/10/2015	1,128.60
EF090505	10580	<b>FC COURIERS</b> COURIER SERVICES	30/10/2015	2,984.65
EF090506	10588	<b>FINANCIAL COUNSELLORS ASSOC OF WA INC</b> MEMBERSHIP RENEWAL	30/10/2015	401.50
EF090507	10590	<b>DEPARTMENT OF FIRE AND EMERGENCY SER</b> ESL LEVY & RELATED COSTS	30/10/2015	127,934.96
EF090508	10611	<b>FORPARK AUSTRALIA</b> PLAYGROUND EQUIPMENT	30/10/2015	51,700.00
EF090509	10636	<b>FUJI XEROX AUSTRALIA PTY LTD</b> PHOTOCOPY CHARGES	30/10/2015	7,538.69
EF090510	10641	<b>GALVINS PLUMBING SUPPLIES</b> PLUMBING SERVICES	30/10/2015	3,019.76
EF090511	10655	<b>GHD PTY LTD</b> CONSULTANCY SERVICES	30/10/2015	103,227.58
EF090512	10709	<b>HECS FIRE</b> FIRE SYSTEM MAINTENANCE	30/10/2015	30,982.28
EF090513	10711	<b>HERALD PUBLISHING COMPANY PTY LTD</b> ADVERTISING SERVICES	30/10/2015	437.80
EF090514	10726	<b>HOLTON CONNOR ARCHITECTS &amp; PLANNERS</b> ARCHITECTURAL SERVICES	30/10/2015	52,690.00
EF090515	10779	<b>J F COVICH &amp; CO PTY LTD</b> ELECTRICAL SERVICES	30/10/2015	21,413.66
EF090516	10781	<b>JANDAKOT EARTHMOVING &amp; RURAL CONTRA</b> FIREBREAK CONSTRUCTION	30/10/2015	3,344.00
EF090517	10783	<b>JANDAKOT METAL INDUSTRIES</b> METAL SUPPLIES	30/10/2015	3,092.60
EF090518	10787	<b>JANDAKOT ACCIDENT REPAIR CENTRE</b> PANEL BEATING SERVICES	30/10/2015	3,544.71
EF090519	10791	<b>JASMAN ENTERPRISES PTY LTD</b> HIGH PRESSURE CLEANING	30/10/2015	451.00
EF090520	10794	<b>JASON SIGNMAKERS</b> SIGNS	30/10/2015	2,583.60

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090521	10799	<b>JGB CRANES PTY LTD</b> HIRING SERVICES	30/10/2015	3,520.00
EF090522	10814	<b>JR &amp; A HERSEY PTY LTD</b> SAFETY CLOTHING SUPPLIES	30/10/2015	1,068.54
EF090523	10836	<b>KERB DOCTOR</b> CONCRETE KERBING - SUPPLY & LAYING	30/10/2015	15,783.90
EF090524	10879	<b>LES MILLS AEROBICS</b> INSTRUCTION/TRAINING SERVICES	30/10/2015	1,143.26
EF090525	10884	<b>WSP BUILDINGS PTY LTD</b> CONSULTANCY SERVICES	30/10/2015	5,150.00
EF090526	10888	<b>LJ CATERERS</b> CATERING SERVICES	30/10/2015	10,392.79
EF090527	10913	<b>BUCHER MUNICIPAL PTY LTD</b> PURCHASE OF NEW PLANT / REPAIR SERVICES	30/10/2015	12,548.80
EF090528	10923	<b>MAJOR MOTORS PTY LTD</b> REPAIRS/MAINTENANCE SERVICES	30/10/2015	3,750.45
EF090529	10939	<b>LINFOX ARMAGUARD</b> BANKING SECURITY SERVICES	30/10/2015	1,391.45
EF090530	10942	<b>MCGEES PROPERTY</b> PROPERTY CONSULTANCY SERVICES	30/10/2015	6,380.00
EF090531	10944	<b>MCLEODS</b> LEGAL SERVICES	30/10/2015	39,459.12
EF090532	10951	<b>MELVILLE MOTORS PTY LTD</b> REPAIRS/MAINTENANCE SERVICES	30/10/2015	30,620.01
EF090533	10968	<b>MINIQUIP</b> HIRING SERVICES	30/10/2015	13,638.90
EF090534	10973	<b>MIRCO BROS PTY LTD</b> FERTILISER SUPPLIES	30/10/2015	2,100.00
EF090535	10990	<b>MOWER CITY SALES &amp; SERVICES PTY LTD</b> LAWN MOWING EQUIPMENT	30/10/2015	736.90
EF090536	10991	<b>BEACON EQUIPMENT</b> MOWING EQUIPMENT	30/10/2015	31,189.60
EF090537	11022	<b>NATIVE ARC</b> GRANTS & DONATIONS	30/10/2015	500.00
EF090538	11026	<b>NESTLE FOOD SERVICES</b> CATERING SUPPLIES	30/10/2015	400.20
EF090539	11028	<b>NEVERFAIL SPRINGWATER LTD</b> BOTTLED WATER SUPPLIES	30/10/2015	915.00
EF090540	11032	<b>NOISE &amp; VIBRATION MEASUREMENT SYSTEMS</b> MEASURING EQUIPMENT/SERVICES	30/10/2015	912.88
EF090541	11036	<b>NORTHLAKE ELECTRICAL</b> ELECTRICAL SERVICES	30/10/2015	83,617.80
EF090542	11039	<b>NOVUS AUTO GLASS</b> WINDSCREEN REPAIR SERVICES	30/10/2015	395.00
EF090543	11068	<b>VODAFONE HUTCHISON AUSTRALIA PTY LTD</b> PAGING SERVICES	30/10/2015	1,335.95

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090544	11136	<b>DONEGAN ENTERPRISES</b> FENCING REPAIRS/MAINTENANCE	30/10/2015	6,022.50
EF090545	11182	<b>PREMIUM BRAKE &amp; CLUTCH SERVICE</b> BRAKE SERVICES	30/10/2015	4,760.58
EF090546	11205	<b>QUALITY TRAFFIC MANAGEMENT PTY LTD</b> TRAFFIC CONTROL SERVICES	30/10/2015	15,087.54
EF090547	11208	<b>QUICK CORPORATE AUSTRALIA PTY LTD</b> STATIONERY/CONSUMABLES	30/10/2015	8,700.77
EF090548	11210	<b>SOUNDPACK SOLUTIONS</b> AUDIO SUPPLIES/SERVICES	30/10/2015	2,450.04
EF090549	11214	<b>RAECO INTERNATIONAL PTY LTD</b> STATIONERY SUPPLIES	30/10/2015	861.33
EF090550	11235	<b>REINFORCED CONCRETE PIPES PTY LTD</b> CONCRETE PIPE SUPPLIES	30/10/2015	6,204.06
EF090551	11261	<b>ROCKFACE INDOOR ROCK CLIMBING GYM</b> ENTERTAINMENT ENTRY FEES	30/10/2015	285.00
EF090552	11294	<b>SAFEMAN (WA) PTY LTD</b> PROTECTIVE CLOTHING/EQUIPMENT	30/10/2015	564.42
EF090553	11307	<b>SATELLITE SECURITY SERVICES PTY LTD</b> SECURITY SERVICES	30/10/2015	5,047.50
EF090554	11308	<b>SBA SUPPLIES</b> HARDWARE SUPPLIES	30/10/2015	10,105.32
EF090555	11311	<b>SCITECH DISCOVERY CENTRE</b> ENTERTAINMENT SERVICES	30/10/2015	720.00
EF090556	11361	<b>SIGMA CHEMICALS PTY LTD</b> CHEMICAL SUPPLIES	30/10/2015	451.03
EF090557	11373	<b>SKIPPER TRUCK PARTS</b> SPARE PARTS & MAINTENANCE SERVICES	30/10/2015	2,179.37
EF090558	11376	<b>SLICKER STICKERS</b> STICKER SUPPLIES	30/10/2015	2,299.00
EF090559	11387	<b>BIBRA LAKE SOILS</b> SOIL & LIMESTONE SUPPLIES	30/10/2015	135.00
EF090560	11425	<b>SOUTHERN METROPOLITAN REGIONAL COUNCIL</b> WASTE DISPOSAL GATE FEES	30/10/2015	812,514.02
EF090561	11463	<b>SPECTRUM CABINETS</b> CABINET SUPPLIES	30/10/2015	1,430.00
EF090562	11469	<b>SPORTS TURF TECHNOLOGY</b> TURF CONSULTANCY SERVICES	30/10/2015	7,062.00
EF090563	11483	<b>ST JOHN AMBULANCE AUST WA OPERATIONS</b> FIRST AID COURSES	30/10/2015	249.60
EF090564	11493	<b>SAI GLOBAL LTD</b> PUBLICATIONS - STANDARDS	30/10/2015	2,203.30
EF090565	11502	<b>STATE LAW PUBLISHER</b> ADVERTISING SERVICES	30/10/2015	128.25
EF090566	11533	<b>SUPERBOWL MELVILLE</b> ENTERTAINMENT SERVICES	30/10/2015	75.00
EF090567	11546	<b>T FAULKNER &amp; CO</b> INSTALLATIONS/SUPPLY OF HAND RAILS	30/10/2015	8,432.27

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090568	11557	<b>TECHNOLOGY ONE LTD</b> IT CONSULTANCY SERVICES	30/10/2015	26,301.00
EF090569	11625	<b>TOTAL EDEN PTY LTD</b> RETICULATION SUPPLIES	30/10/2015	23,077.90
EF090570	11651	<b>TREE WATERING SERVICES</b> TREE WATERING SERVICES	30/10/2015	11,936.00
EF090571	11652	<b>TRENCHBUSTERS</b> HIRING SERVICES	30/10/2015	1,944.80
EF090572	11655	<b>TRISLEYS HYDRAULIC SERVICES PTY LTD</b> POOL EQUIPMENT/REPAIRS	30/10/2015	1,556.50
EF090573	11657	<b>TRUCKLINE PARTS CENTRES</b> AUTOMOTIVE SPARE PARTS	30/10/2015	1,500.04
EF090574	11697	<b>VAT MAN-FAT FILTERING SYSTEMS</b> FILTER CLEANING SERVICES	30/10/2015	464.90
EF090575	11699	<b>VERNON DESIGN GROUP</b> ARCHITECTURAL SERVICES	30/10/2015	1,072.50
EF090576	11701	<b>VIBRA INDUSTRIA</b> FILTER SUPPLIES	30/10/2015	693.00
EF090577	11708	<b>VITAL PACKAGING PTY LTD</b> PACKAGING SUPPLIES	30/10/2015	3,366.00
EF090578	11715	<b>WA BLUEMETAL</b> ROADBASE SUPPLIES	30/10/2015	27,533.22
EF090579	11722	<b>WA HINO SALES &amp; SERVICE</b> PURCHASE OF NEW TRUCKS/MAINT.	30/10/2015	1,119.99
EF090580	11726	<b>WA LIMESTONE</b> LIMESTONE SUPPLIES	30/10/2015	9,354.24
EF090581	11749	<b>WARRENS EARTHMOVING CONTRACTORS</b> EARTHMOVING SERVICES	30/10/2015	1,331.00
EF090582	11773	<b>WESFARMERS LANDMARK LIMITED</b> CHEMICAL SUPPLIES	30/10/2015	1,188.00
EF090583	11787	<b>DEPT OF TRANSPORT</b> WA GOVT DEPARTMENT	30/10/2015	127.30
EF090584	11793	<b>WESTERN IRRIGATION PTY LTD</b> IRRIGATION SERVICES/SUPPLIES	30/10/2015	11,792.86
EF090585	11795	<b>WESTERN POWER</b> ELECTRICAL SERVICES	30/10/2015	26,069.00
EF090586	11828	<b>WORLDWIDE ONLINE PRINTING - O'CONNOR</b> PRINTING SERVICES	30/10/2015	3,454.42
EF090587	11835	<b>WURTH AUSTRALIA PTY LTD</b> HARDWARE SUPPLIES	30/10/2015	745.64
EF090588	11841	<b>YANGEBUP FAMILY CENTRE INC</b> VENUE HIRE / GRANTS & DONATIONS	30/10/2015	576.00
EF090589	11985	<b>IVO GRUBELICH</b> BUS HIRE	30/10/2015	5,335.00
EF090590	11987	<b>SAFETY ZONE AUSTRALIA PTY LTD</b> SAFETY EQUIPMENT	30/10/2015	345.51
EF090591	11993	<b>BLUE HEELER TRADING</b> CLOTHING SUPPLIES	30/10/2015	1,568.60

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090592	12007	<b>SHANE MCMASTER SURVEYS</b> SURVEYING SERVICES	30/10/2015	15,510.00
EF090593	12014	<b>TUTT BRYANT EQUIPMENT BT EQUIPMENT PT</b> EXCAVATING/EARTHMOVING EQUIPMENT	30/10/2015	5,030.18
EF090594	12018	<b>O'CONNOR LAWNMOWER &amp; CHAINSAW CENTR</b> MOWING EQUIPMENT/PARTS/SERVICES	30/10/2015	10.80
EF090595	12101	<b>THE GREAT ESCAPE</b> ENTRY FEES	30/10/2015	697.20
EF090596	12207	<b>CIVICA PTY LTD</b> SOFTWARE SUPPORT/LICENCE FEES	30/10/2015	1,813.64
EF090597	12249	<b>FAMILY DAY CARE WA</b> MEMBERSHIP RENEWAL	30/10/2015	423.50
EF090598	12415	<b>FACE PAINTING FUN AND GAMES</b> ENTERTAINMENT SERVICES	30/10/2015	285.00
EF090599	12500	<b>ELLENBY TREE FARM</b> PLANT SUPPLIES	30/10/2015	225.50
EF090600	12542	<b>SEALIN GARLETT</b> CEREMONIAL SERVICES	30/10/2015	400.00
EF090601	12560	<b>AUSTSWIM LTD</b> TRAINING SERVICES	30/10/2015	1,100.00
EF090602	12589	<b>AUSTRALIAN INSTITUTE OF MANAGEMENT</b> TRAINING SERVICES	30/10/2015	879.00
EF090603	12656	<b>COOGEE BEACH SURF LIFESAVING CLUB INC</b> POOR GROVE SLSC DEVELOPMENT COSTS	30/10/2015	200.00
EF090604	12779	<b>WESTERN RESOURCE RECOVERY PTY LTD</b> WASTE DISPOSAL SERVICES	30/10/2015	277.20
EF090605	12796	<b>ISENTIA PTY LIMITED</b> MEDIA MONITORING SERVICES	30/10/2015	834.61
EF090606	12882	<b>ALLFLOW INDUSTRIAL</b> WASTE DISPOSAL SERVICES	30/10/2015	2,139.50
EF090607	12883	<b>CONSERVATION VOLUNTEERS AUSTRALIA</b> ENVIRONMENTAL SERVICES	30/10/2015	4,125.00
EF090608	13058	<b>SKILLED RAIL SERVICES PTY LTD</b> EQUIPMENT HIRE	30/10/2015	715.81
EF090609	13325	<b>MARTINS ENVIRONMENTAL SERVICES</b> WEED SPRAYING SERVICES	30/10/2015	14,905.00
EF090610	13344	<b>INCREDIBLE CREATURES MOBILE ANIMAL FA</b> ENTERTAINMENT SERVICES	30/10/2015	950.00
EF090611	13409	<b>KLEENIT</b> CLEANING SERVICES	30/10/2015	25,952.83
EF090612	13563	<b>GREEN SKILLS INC</b> EMPLOYMENT SERVICES	30/10/2015	14,351.98
EF090613	13671	<b>STAPLES AUSTRALIA PTY LTD</b> OFFICE/STATIONERY SUPPLIES	30/10/2015	10,815.55
EF090614	13767	<b>ELLIOTTS IRRIGATION PTY LTD</b> IRRIGATION SERVICES	30/10/2015	2,128.50
EF090615	13779	<b>PORTER CONSULTING ENGINEERS</b> ENGINEERING CONSULTANCY SERVICES	30/10/2015	5,280.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090616	13825	<b>JACKSON MCDONALD</b> LEGAL SERVICES	30/10/2015	3,864.10
EF090617	13832	<b>INSIGHT CALL CENTRE SERVICES</b> COMMUNICATION SERVICES	30/10/2015	5,064.41
EF090618	13860	<b>KRS CONTRACTING</b> WASTE COLLECTION SERVICES	30/10/2015	8,877.00
EF090619	14118	<b>AGED &amp; COMMUNITY SERVICES WA</b> WORKSHOPS	30/10/2015	415.00
EF090620	14187	<b>COCKBURN COUGARS SOFTBALL CLUB INC</b> REGISTRATION FEES	30/10/2015	600.00
EF090621	14297	<b>ARTREF PTY LTD</b> OFFICE EQUIPMENT	30/10/2015	2,077.90
EF090622	14300	<b>A &amp; G CARPET CLEANING</b> CARPET CLEANING SERVICES	30/10/2015	638.00
EF090623	14350	<b>BAILEYS FERTILISERS</b> FERTILISER SUPPLIES	30/10/2015	4,955.50
EF090624	14459	<b>BIDVEST (WA)</b> FOOD/CATERING SUPPLIES	30/10/2015	678.00
EF090625	14593	<b>AUSTREND INTERNATIONAL PTY LTD</b> ALUMINIUM SUPPLIES	30/10/2015	4,125.00
EF090626	14667	<b>APPEALING SIGNS</b> SIGNS	30/10/2015	275.00
EF090627	15272	<b>MORRISONS PUBLIC ADDRESS &amp; PROF AUDIO</b> PA SYSTEMS	30/10/2015	150.00
EF090628	15283	<b>LASER CORPS WA</b> AMUSEMENT PARK/CENTRE	30/10/2015	900.00
EF090629	15393	<b>GREENWAY ENTERPRISES</b> HARDWARE SUPPLIES	30/10/2015	1,200.00
EF090630	15455	<b>PHOENIX PARK LITTLE ATHLETICS CLUB</b> SPORTS FEES	30/10/2015	2,000.00
EF090631	15541	<b>JANDAKOT NEWS</b> NEWSPAPER SUPPLIERS	30/10/2015	213.40
EF090632	15678	<b>A2Z PEST CONTROL THE TRUSTEE FOR CALD</b> PEST CONTROL	30/10/2015	1,174.00
EF090633	15746	<b>WESTERN AUSTRALIA POLICE SERVICE</b> POLICE CLEARANCES	30/10/2015	29.60
EF090634	15759	<b>JANDAKOT LITTLE ATHLETICS CLUB</b> SPORTS SERVICES	30/10/2015	200.00
EF090635	16064	<b>CMS ENGINEERING PTY LTD</b> AIRCONDITIONING SERVICES	30/10/2015	23,675.72
EF090636	16079	<b>SUEZ ENVIRONMENT RECYCLING &amp; WASTE RE</b> RECYCLING SERVICES	30/10/2015	288.75
EF090637	16291	<b>WA PROFILING</b> ROAD PROFILING SERVICES	30/10/2015	85,521.37
EF090638	16396	<b>MAYDAY EARTHMOVING</b> ROAD CONSTRUCTION MACHINE HIRE	30/10/2015	61,182.66
EF090639	16548	<b>RED HOT DESIGN</b> T-SHIRTS/SCREEN PRINTING	30/10/2015	1,375.72

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090640	16663	<b>WATSONS GAS &amp; OIL SERVICES PTY LTD</b> REPAIRS/MAINTENANCE SERVICES	30/10/2015	440.00
EF090641	16704	<b>ACCIDENTAL FIRST AID SUPPLIES - PERTH SC</b> MEDICAL SUPPLIES	30/10/2015	473.73
EF090642	16985	<b>WA PREMIX</b> CONCRETE SUPPLIES	30/10/2015	49,906.34
EF090643	17092	<b>CENTRAL SCREENS</b> SECURITY SYSTEMS/PRODUCTS	30/10/2015	80.00
EF090644	17097	<b>VALUE TISSUE</b> PAPER PRODUCTS	30/10/2015	642.40
EF090645	17121	<b>UNDERGROUND POWER DEVELOPMENT PTY L</b> ELECTRICAL SERVICES	30/10/2015	11,814.00
EF090646	17178	<b>THE CLEAN UP COMPANY</b> WASTE DISPOSAL SERVICES	30/10/2015	2,972.20
EF090647	17213	<b>COCKBURN CITY SOCCER CLUB INC</b> SPORT EQUIPMENT GRANT	30/10/2015	200.00
EF090648	17272	<b>SOUTH COOGEE JUNIOR FOOTBALL CLUB</b> REGISTRATION FEES	30/10/2015	8,400.00
EF090649	17362	<b>JOHN EARLEY</b> TRAINING	30/10/2015	250.00
EF090650	17395	<b>JOHN COLES NURSERY</b> PLANTS	30/10/2015	267.00
EF090651	17471	<b>PIRTEK (FREMANTLE) PTY LTD</b> HOSES & FITTINGS	30/10/2015	1,719.57
EF090652	17798	<b>WESTERN DIAGNOSTIC PATHOLOGY</b> ANALYTICAL SERVICES	30/10/2015	633.55
EF090653	17887	<b>RED SAND SUPPLIES PTY LTD</b> MACHINERY HIRE	30/10/2015	544.50
EF090654	17942	<b>MRS MAC'S</b> FOOD SUPPLIES	30/10/2015	723.60
EF090655	17966	<b>GC SALES (WA)</b> WASTE DISPOSAL EQUIPMENT	30/10/2015	2,851.20
EF090656	17987	<b>FREMANTLE LEAK DETECTORS</b> LOCATING SERVICES	30/10/2015	2,035.00
EF090657	18017	<b>INSTANT PRODUCTS GROUP</b> HIRE OF PORTABLE TOILETS	30/10/2015	12,436.27
EF090658	18126	<b>DELL AUSTRALIA PTY LTD</b> COMPUTER HARDWARE	30/10/2015	2,648.80
EF090659	18147	<b>AURECON AUSTRALASIA PTY LTD</b> CONSULTANCY - CIVIL ENGINEERING	30/10/2015	5,225.69
EF090660	18203	<b>NATSYNC ENVIRONMENTAL</b> PEST CONTROL	30/10/2015	919.00
EF090661	18249	<b>LASSO MEDIA</b> ADVERTISING	30/10/2015	1,276.00
EF090662	18272	<b>AUSTRACLEAR LIMITED</b> INVESTMENT SERVICES	30/10/2015	84.07
EF090663	18343	<b>HEYDER &amp; SHEARS EXCLUSIVE CATERERS</b> CATERING SERVICES	30/10/2015	2,071.39

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090664	18404	<b>EAST HAMILTON H</b> SCHOOL GRADUATION AWARDS 2011	30/10/2015	5,000.00
EF090665	18613	<b>ECO-HIRE</b> EQUIPMENT HIRE	30/10/2015	10,833.33
EF090666	18628	<b>UNILEVER AUSTRALIA LTD</b> BEVERAGES	30/10/2015	343.64
EF090667	18639	<b>HAMILTON HILL DELIVERY ROUND</b> NEWSPAPER DELIVERY SERVICE	30/10/2015	103.62
EF090668	18695	<b>MYAREE CRANE HIRE</b> CRANE HIRE	30/10/2015	231.00
EF090669	18725	<b>CLARE STACE</b> STORYTELLING/ENTERTAINMENT SERVICES	30/10/2015	2,794.00
EF090670	18734	<b>P &amp; R EDWARDS</b> ENTERTAINMENT SERVICES	30/10/2015	525.00
EF090671	18763	<b>LOCAL COMMUNITY INSURANCE SERVICES</b> COMMUNITY INSURANCE POLICIES	30/10/2015	8,514.00
EF090672	18799	<b>DOWN TO EARTH TRAINING &amp; ASSESSING</b> TRAINING SERVICES	30/10/2015	998.00
EF090673	18801	<b>FREMANTLE BIN HIRE</b> BIN HIRE - SKIP BINS	30/10/2015	550.00
EF090674	18962	<b>SEALANES (1985) P/L</b> CATERING SUPPLIES	30/10/2015	1,565.21
EF090675	19058	<b>VALENTINE'S CAMERA HOUSE FREMANTLE</b> PHOTOGRAPHIC EQUIPMENT	30/10/2015	273.00
EF090676	19099	<b>FERRET SOFTWARE LTD</b> SCANWATCHER EQUIPMENT & BARCODES	30/10/2015	170.00
EF090677	19293	<b>SPRAYLINE SPRAYING EQUIPMENT</b> SPRAYING EQUIPMENT	30/10/2015	242.00
EF090678	19490	<b>CALAMUNDA CAMELS PTY LTD</b> ENTERTAINMENT SERVICES	30/10/2015	595.00
EF090679	19533	<b>WOOLWORTHS LTD</b> GROCERIES	30/10/2015	2,045.31
EF090680	19541	<b>TURF CARE WA PTY LTD</b> TURF SERVICES	30/10/2015	77,790.00
EF090681	19623	<b>ERGOLINK</b> OFFICE FURNITURE	30/10/2015	147.80
EF090682	19718	<b>SIFTING SANDS</b> CLEANING SERVICES - SAND	30/10/2015	965.70
EF090683	19731	<b>IPDAT COMMUNICATIONS CONSULTATION</b> CONSULTANCY SERV. - COMMUNICATIONS	30/10/2015	1,870.00
EF090684	19747	<b>ALLERDING &amp; ASSOCIATES</b> CPLANNING CONSULTANCY SERVICES	30/10/2015	4,618.36
EF090685	19755	<b>EMBROIDME MYAREE</b> EMBROIDERY	30/10/2015	574.20
EF090686	19821	<b>STRUCTERRE CONSULTING GROUP</b> STRUCTURAL DESIGN CONSULTANCY SERV.	30/10/2015	973.50
EF090687	19847	<b>PFD FOOD SERVICES PTY LTD</b> CATERING SERVICES	30/10/2015	2,358.80

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090688	19967	<b>FINGER FOOD CATERING</b> CATERING SERVICES	30/10/2015	1,009.00
EF090689	20000	<b>AUST WEST AUTO ELECTRICAL P/L</b> AUTO ELECTRICAL SERVICES	30/10/2015	15,144.53
EF090690	20068	<b>CLARITY COMMUNICATIONS</b> PUBLIC RELATIONS CONSULTANCY SERVICES	30/10/2015	3,366.00
EF090691	20146	<b>DATA#3 LIMITED</b> CONTRACT IT PERSONNEL & SOFTWARE	30/10/2015	8,784.60
EF090692	20307	<b>OCTAGON-BKG LIFTS</b> MAINTENANCE SERVICES	30/10/2015	1,386.60
EF090693	20321	<b>RIVERJET P/L</b> EDUCTING-CLEANING SERVICES	30/10/2015	22,464.75
EF090694	20322	<b>PLANTRITE</b> PLANT SUPPLIES	30/10/2015	1,118.15
EF090695	20341	<b>WILHELMINA MARIA HOUWEN</b> GARDENING SERVICES	30/10/2015	1,995.00
EF090696	20535	<b>HOME-GROWN THEATRE</b> DRAMA CLASSES	30/10/2015	4,510.00
EF090697	20546	<b>PACIFIC BIOLOGICS PTY LTD</b> INSECTICIDES/PESTICIDES-MOSQUITO CONTROL	30/10/2015	3,763.65
EF090698	20549	<b>A1 CARPET, TILE &amp; GROUT CLEANING</b> CLEANING SERVICES - TILES/CARPET	30/10/2015	4,709.10
EF090699	20857	<b>DOCKSIDE SIGNS</b> SIGN MAKERS	30/10/2015	187.00
EF090700	20882	<b>BELL-VISTA FRUIT &amp; VEGETABLE</b> FRUIT & VEGETABLE	30/10/2015	947.68
EF090701	20940	<b>ROBERT HALF AUSTRALIA PTY LTD</b> EMPLOYMENT SERVICES	30/10/2015	7,367.25
EF090702	20941	<b>PRESTIGE CATERING</b> CATERING SERVICES	30/10/2015	100.00
EF090703	21127	<b>JOANNA AYCKBOURN</b> INSTRUCTION - SINGING	30/10/2015	750.00
EF090704	21131	<b>STATE WIDE TURF SERVICES</b> TURF RENOVATION	30/10/2015	50,108.42
EF090705	21132	<b>A CAPPELLA WEST</b> ENTERTAINMENT SERVICES	30/10/2015	400.00
EF090706	21193	<b>SPM CONSULTANTS PTY LTD</b> CONSULTANCY SERVICES	30/10/2015	2,010.03
EF090707	21287	<b>T.J.DEPIAZZI &amp; SONS</b> SOIL & MULCH SUPPLIES	30/10/2015	11,246.40
EF090708	21290	<b>ONSITE RENTALS</b> EQUIPMENT HIRE /TOILETS ETCE	30/10/2015	973.70
EF090709	21294	<b>CAT HAVEN</b> ANIMAL SERVICES	30/10/2015	1,381.00
EF090710	21363	<b>TENDERLINK.COM PTY LTD</b> COMPUTER SOFTWARE	30/10/2015	330.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090711	21371	<b>LD TOTAL SANPOINT PTY LTD</b> LANDSCAPING WORKS/SERVICES	30/10/2015	68,532.41
EF090712	21463	<b>CAPITAL FINANCE AUSTRALIA LTD</b> FINANCIAL SERVICES - LEASE FINANCES	30/10/2015	31,415.81
EF090713	21627	<b>MANHEIM PTY LTD</b> IMPOUNDED VEHICLES	30/10/2015	1,568.60
EF090714	21665	<b>MMJ REAL ESTATE (WA) PTY LTD</b> PROPERTY MANAGEMENT SERVICES	30/10/2015	34,424.31
EF090715	21672	<b>MEGA MUSIC AUSTRALIA</b> MUSICAL INSTRUMENTS/SOUND EQUIP.	30/10/2015	1,000.00
EF090716	21674	<b>MCLERNS SUPPLY AND DEMAND</b> OFFICE FURNITURE	30/10/2015	2,104.70
EF090717	21678	<b>IANNELLO DESIGNS</b> GRAPHIC DESIGN	30/10/2015	2,970.00
EF090718	21691	<b>ZETTANET PTY LTD</b> INTERNET/WEB SERVICES	30/10/2015	122.16
EF090719	21778	<b>HILTON SQUASH AND FITNESS</b> SPORTING SERVICES	30/10/2015	400.00
EF090720	21791	<b>THE LEISURE INSTITUTE OF WA (AQUATICS) I</b> PROFESSIONAL ORGANISATION	30/10/2015	120.00
EF090721	21815	<b>CIVIL SURVEY SOLUTIONS</b> CONSULTANCY - SURVEYING	30/10/2015	434.77
EF090722	21879	<b>SPOTLESS SERVICES AUSTRALIA LTD (CLEAN</b> CLEANING SERVICES	30/10/2015	80,723.88
EF090723	21946	<b>RYAN'S QUALITY MEATS</b> MEAT SUPPLIES	30/10/2015	1,235.94
EF090724	21988	<b>O'BRIEN HARROP ACCESS PTY LTD</b> CONSULTANCY SERVICES - DISABILITY	30/10/2015	1,386.00
EF090725	21990	<b>MEDIBANK HEALTH SOLUTIONS PTY LTD</b> MEDICAL SERVICES	30/10/2015	156.70
EF090726	22012	<b>ELEGANT GLOVES EVENTS AND SERVICES</b> CATERING SERVICES	30/10/2015	1,879.50
EF090727	22051	<b>XSENTIAL PTY LTD</b> WATER FILTER SERVICES	30/10/2015	145.20
EF090728	22182	<b>KALAMUNDA FENCING &amp; GATEMAKERS</b> FENCING SERVICES	30/10/2015	28,576.90
EF090729	22195	<b>CAFE CORPORATE</b> COFFEE SUPPLIES/MACHINE SERVICES	30/10/2015	464.00
EF090730	22242	<b>ASPHALT SURFACES PTY LTD</b> ASPHALTING SERVICES	30/10/2015	482,426.74
EF090731	22307	<b>CREATIVE SPACES</b> GRAPHIC DESIGN	30/10/2015	1,166.37
EF090732	22404	<b>CLEVERPATCH PTY LTD</b> ARTS/CRAFT SUPPLIES	30/10/2015	730.18
EF090733	22414	<b>REDEGROUP AUSTRALIAN PLASTIC CARD COM</b> PLASTIC MEMBERSHIP CARDS	30/10/2015	3,697.10
EF090734	22441	<b>MIKE GILL TENNIS ACADEMY</b> SPORTING ACTIVITIES	30/10/2015	600.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090735	22448	<b>CAKES WEST PTY LTD</b> CATERING	30/10/2015	71.72
EF090736	22541	<b>SURFING WESTERN AUSTRALIA INC.</b> TRAINING SERVICES - SURFING	30/10/2015	450.00
EF090737	22553	<b>BROWNES FOOD OPERATIONS</b> CATERING SUPPLIES	30/10/2015	1,469.87
EF090738	22569	<b>SONIC HEALTH PLUS PTY LTD</b> MEDICAL SERVICES	30/10/2015	4,147.00
EF090739	22589	<b>JB HI FI - COCKBURN</b> ELECTRICAL EQUIPMENT	30/10/2015	249.00
EF090740	22613	<b>VICKI ROYANS</b> ARTISTIC SERVICES	30/10/2015	300.00
EF090741	22624	<b>AUSSIE EARTHWORKS PTY LTD</b> EARTHWORKS	30/10/2015	14,502.95
EF090742	22639	<b>SHATISH CHAUHAN</b> TRAINING SERVICES - YOGA	30/10/2015	1,440.00
EF090743	22653	<b>PCYC FREMANTLE</b> SPONSORSHIP	30/10/2015	1,463.91
EF090744	22682	<b>BEAVER TREE SERVICES PTY LTD</b> TREE PRUNING SERVICES	30/10/2015	33,147.61
EF090745	22697	<b>THE FOREVER PROJECT LANDCARE SOLUTIO</b> SUSTAINABILITY GRANTS 2011	30/10/2015	2,475.00
EF090746	22720	<b>DIAMONDS NETBALL CLUB WA INC.</b> SPORTS - NETBALL	30/10/2015	200.00
EF090747	22736	<b>JAMES FOLEY ILLUSTRATIONS</b> ARTISTIC SERVICES	30/10/2015	330.00
EF090748	22749	<b>PEOPLE SOLUTIONS AUSTRALASIA PTY LTD</b> CONSULTANCY SERVICES - HR	30/10/2015	2,805.00
EF090749	22751	<b>WORKFORCE CLOTHING PTY LTD</b> CLOTHING - INDUSTRIAL	30/10/2015	538.45
EF090750	22805	<b>COVS PARTS PTY LTD</b> MOTOR PARTS	30/10/2015	4,137.20
EF090751	22806	<b>PUMA ENERGY (AUSTRALIA) FUELS PTY LTD</b> FUEL SUPPLIES	30/10/2015	143,923.71
EF090752	22854	<b>LGISWA</b> INSURANCE PREMIUMS	30/10/2015	945,480.43
EF090753	22859	<b>TOP OF THE LADDER GUTTER CLEANING</b> GUTTER CLEANING SERVICES	30/10/2015	9,322.08
EF090754	22903	<b>UNIQUE INTERNATIONAL RECOVERIES LLC</b> DEBT COLLECTORS	30/10/2015	576.00
EF090755	22913	<b>AUSTRALIAN OFFICE LEADING BRANDS.COM.</b> ENVELOPES	30/10/2015	1,708.36
EF090756	23213	<b>SPOTLESS FACILITY SERVICES PTY LTD (LAU</b> LAUNDRY SERVICES	30/10/2015	300.80
EF090757	23253	<b>KOTT GUNNING</b> LEGAL SERVICES	30/10/2015	9,142.65
EF090758	23309	<b>FUN IN TRAINING AUSTRALIA PTY LTD</b> FITNESS CLASSES-INSTRUCTIONS	30/10/2015	836.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090759	23351	<b>COCKBURN GP SUPER CLINIC LIMITED T/A CO</b> LEASING FEES	30/10/2015	886.69
EF090760	23379	<b>CAMBRON PTY LTD</b> SOFTWARE	30/10/2015	5,500.00
EF090761	23457	<b>TOTALLY WORK WEAR FREMANTLE</b> CLOTHING - UNIFORMS	30/10/2015	1,108.20
EF090762	23570	<b>A PROUD LANDMARK PTY LTD</b> LANDSCAPE CONTRUCTION SERVICES	30/10/2015	63,491.83
EF090763	23579	<b>DAIMLER TRUCKS PERTH</b> PURCHASE OF NEW TRUCK	30/10/2015	147,144.50
EF090764	23670	<b>LIEBHERR AUSTRALIA PTY LTD</b> SPARE PARTS	30/10/2015	1,872.20
EF090765	23685	<b>ASTRO SYNTHETIC TURF PTY LTD</b> SITE INSPECTIONS	30/10/2015	1,705.00
EF090766	23694	<b>TIGER FITNESS (WA) PTY LTD</b> GYM EQUIPMENT/SERVICE	30/10/2015	1,067.00
EF090767	23696	<b>JULIE REIDY</b> DRAFTING SERVICES	30/10/2015	6,765.00
EF090768	23730	<b>DELOITTE TOUCHE TOHMATSU</b> AUDITING SERVICES - INTERNAL	30/10/2015	50,241.07
EF090769	23848	<b>GREENBASE PTY LTD</b> ENVIROMENTAL CONSULTANCY	30/10/2015	3,080.00
EF090770	23849	<b>JCB CONSTRUCTION EQUIPMENT AUSTRALIA</b> PLANT/MACHINERY	30/10/2015	3,102.88
EF090771	23971	<b>FIND WISE LOCATION SERVICES</b> LOCATING SERVICES - UNDERGROUND	30/10/2015	2,961.20
EF090772	24156	<b>MASTEC AUSTRALIA PTY LTD</b> PURCHASE OF NEW BINS	30/10/2015	157,484.18
EF090773	24183	<b>WELLARD GLASS</b> GLASS REPAIR SERVICES	30/10/2015	694.10
EF090774	24186	<b>ELAN ENERGY MANAGEMENT PTY LTD</b> RECYCLING SERVICES - TYRES	30/10/2015	1,179.87
EF090775	24195	<b>PAYNE'S WINDOW CLEANING AND SERVICES</b> WINDOW CLEANING SERVICES	30/10/2015	7,466.71
EF090776	24275	<b>TRUCK CENTRE WA PTY LTD</b> PURCHASE OF NEW TRUCK	30/10/2015	636.40
EF090777	24281	<b>ECO LOGICAL AUSTRALIA PTY LTD</b> MAPPING SERVICES	30/10/2015	2,508.00
EF090778	24293	<b>BRAVES BASEBALL CLUB OF MELVILLE CITY</b> REGISTRAION FEES	30/10/2015	200.00
EF090779	24298	<b>TANKS FOR HIRE</b> EQUIPMENT HIRE	30/10/2015	574.20
EF090780	24385	<b>MINERAL TRANSPORT PTY LTD</b> TRANSPORT SERVICES	30/10/2015	54,010.00
EF090781	24432	<b>TERRA WINES PTY LTD</b> LIQUOR SUPPLIES	30/10/2015	1,774.32
EF090782	24506	<b>AMARANTI'S PERSONAL TRAINING</b> PERSONAL TRAINING SERVICES	30/10/2015	300.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090783	24524	<b>CALO HEALTH</b> HEARTMOVE CLASSES	30/10/2015	1,290.00
EF090784	24532	<b>MOBILE MOUSE</b> TRAINING SERVICES	30/10/2015	4,150.00
EF090785	24594	<b>THE GREEN ROOM CREATIVE PTY LTD</b> GRAPHIC DESIGN SERVICES	30/10/2015	1,056.00
EF090786	24599	<b>POOLWERX SPEARWOOD</b> ANALYTICAL SERVICES	30/10/2015	1,719.40
EF090787	24655	<b>AUTOMASTERS SPEARWOOD</b> VEHICLE SERVICING	30/10/2015	5,564.00
EF090788	24736	<b>ZENIEN</b> CCTV CAMERA LICENCES	30/10/2015	685.53
EF090789	24748	<b>PEARMANS ELECTRICAL &amp; MECHANICAL SER</b> ELECTRICAL SERVICES	30/10/2015	8,048.36
EF090790	24805	<b>KAREN WOOLHEAD</b> DANCING CLASSES	30/10/2015	720.00
EF090791	24945	<b>NS PROJECTS PTY LTD</b> PROJECT MANAGEMENT SERVICES	30/10/2015	28,600.00
EF090792	24949	<b>BITUMEN SURFACING THE TRUSTEE FOR COM</b> BITUMEN SUPPLIES	30/10/2015	3,427.05
EF090793	24959	<b>PERTH TEMPORARY AIRBRUSH TATTOOS</b> ENTERTAINMENT SERVICES	30/10/2015	400.00
EF090794	24974	<b>SCOTT PRINT</b> PRINTING SERVICES	30/10/2015	14,874.20
EF090795	24980	<b>WILLAGEE RUGBY LEAGUE FOOTBALL CLUB</b> REGISTRATION FEES	30/10/2015	200.00
EF090796	25045	<b>KATHY'S DOG TRA</b> TRAINING SERVICES	30/10/2015	165.65
EF090797	25060	<b>DFP RECRUTIMENT SERVICES</b> EMPLOYMENT SERVICES	30/10/2015	9,574.04
EF090798	25092	<b>LINKS MODULAR SOLUTIONS PTY LTD</b> COMPUTER SOFTWARE	30/10/2015	19,580.00
EF090799	25102	<b>FREMANTLE MOBILE WELDING</b> WELDING SERVICES	30/10/2015	4,986.30
EF090800	25158	<b>MPIRE SECURITY</b> SECURITY SERVICES	30/10/2015	4,587.19
EF090801	25189	<b>SPORT AND RECRE</b> SPORTS SURFACES	30/10/2015	44,627.00
EF090802	25201	<b>J TAGZ PTY LTD</b> WRISTSTRAPS	30/10/2015	674.30
EF090803	25264	<b>ACURIX NETWORKS PTY LTD</b> WIFI ACCESS SERVICE	30/10/2015	1,397.00
EF090804	25332	<b>INTERGRAPH CORP</b> MAPPING SERVICES	30/10/2015	2,983.20
EF090805	25383	<b>KARDINYA JUNIOR CRICKET CLUB</b> REGISTRATION FEES - KIDSPORT	30/10/2015	458.00
EF090806	25415	<b>JANDAKOT STOCK &amp; PET SUPPLIES</b> PET SUPPLIES	30/10/2015	89.55

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090807	25418	<b>CS LEGAL</b> LEGAL SERVICES	30/10/2015	10,113.77
EF090808	25586	<b>ENVIROVAP PTY LTD</b> HIRE OF LEACHATE UNITS	30/10/2015	6,545.00
EF090809	25644	<b>DYMOCKS GARDEN CITY</b> PURCHASE OF BOOKS	30/10/2015	4,201.19
EF090810	25648	<b>NANKIVELL, MATTHEW LEE MN CREATIVE</b> PHOTOGRAPHY SERVICES	30/10/2015	304.00
EF090811	25708	<b>AMGROW PTY LTD</b> HERBICIDES	30/10/2015	655.60
EF090812	25713	<b>DISCUS ON DEMAND THE TRUSTEE FOR DISC</b> PRINTING SERVICES	30/10/2015	1,601.16
EF090813	25733	<b>MIRACLE RECREATION EQUIPMENT</b> PLAYGROUND INSTALLATION / REPAIRS	30/10/2015	67,237.50
EF090814	25875	<b>COOGEE PLUMBING SERVICES</b> PLUMBING SERVICES	30/10/2015	12,503.15
EF090815	25885	<b>BIZIRCUS</b> ENTERTAINMENT SERVICES	30/10/2015	1,400.00
EF090816	25940	<b>LEAF BEAN MACHINE</b> COFFEE BEAN SUPPLY	30/10/2015	1,200.00
EF090817	25955	<b>ADECCO INDUSTRIAL PTY LTD</b> EMPLOYEMENT SERVICES	30/10/2015	47,819.62
EF090818	25962	<b>ALL LINES</b> LINEMARKING SERVICES	30/10/2015	5,005.00
EF090819	26029	<b>AUTOSWEEP WA</b> SWEEPING SERVICES	30/10/2015	6,094.00
EF090820	26048	<b>DAVID WILLS AND ASSOCIATES</b> CONSULTANCY SERVICES - ENGINEERING	30/10/2015	1,375.00
EF090821	26067	<b>SPRAYKING WA PTY LTD</b> CHEMICAL WEED CONTROL SERVICES	30/10/2015	11,122.21
EF090822	26068	<b>PROFESSIONAL COMMUNICATION TRAINING</b> TRAINING SERVICES	30/10/2015	169.00
EF090823	26090	<b>FREMANTLE MILK DISTRIBUTORS</b> MILK DISTRIBUTORS	30/10/2015	228.05
EF090824	26113	<b>BENJ BERNAL MUSIC</b> ENTERTAINMENT SERVICES	30/10/2015	600.00
EF090825	26114	<b>GRACE RECORDS MANAGEMENT</b> RECORDS MANAGEMENT SERVICES	30/10/2015	789.02
EF090826	26123	<b>KENTICO SOFTWARE</b> SOFTWARE LICENSE	30/10/2015	27,607.80
EF090827	26173	<b>SOUTHSIDE PLUMBING</b> PLUMBING SERVICES	30/10/2015	9,486.40
EF090828	26189	<b>J. P. BENNETT PTY LTD</b> CONSULTANCY SERVICES	30/10/2015	15,400.00
EF090829	26195	<b>PLAY CHECK</b> CONSULTING SERVICES	30/10/2015	330.00
EF090830	26211	<b>AMCOM PTY LTD</b> INTERNET/DATA SERVICES	30/10/2015	277.40

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090831	26253	<b>CREATE IT</b> TIME LAPSE CAMERA	30/10/2015	913.00
EF090832	26257	<b>PAPERBARK TECHNOLOGIES</b> ARBORICULTURAL CONSULTANCY SERV.	30/10/2015	415.00
EF090833	26272	<b>STEVE WEBSTER CONSTRUCTION SERVICES</b> DEMOLITION & CONSTRUCTION SERVICES	30/10/2015	41,699.02
EF090834	26301	<b>WILLETTON BASEBALL CLUB INC</b> KIDSPORT REGISTRATION FEES	30/10/2015	200.00
EF090835	26303	<b>GECKO CONTRACTING TURF &amp; LANDSCAPE M</b> TURF & LANDSCAPE MAINTENANCE	30/10/2015	41,453.50
EF090836	26314	<b>CPE GROUP</b> TEMPORARY EMPLOYMENT SERVICES	30/10/2015	3,533.24
EF090837	26330	<b>KENNARDS HIRE - BIBRA LAKE</b> EQUIPMENT HIRE	30/10/2015	1,154.00
EF090838	26359	<b>WILSON SECURITY</b> SECURITY SERVICES	30/10/2015	186,331.84
EF090839	26382	<b>RANGS GRAPHICS AND DESIGN</b> SOFTWARE LICENCES	30/10/2015	605.00
EF090840	26386	<b>AIRMASTER AUSTRALIA PTY LTD</b> A/CONDITIONING MAINTENANCE SERV	30/10/2015	6,125.26
EF090841	26391	<b>ANDOVER DETAILERS GOLDFINCH NOMINEES</b> DETAILING SERVICES	30/10/2015	691.95
EF090842	26403	<b>CHES POWER GROUP</b> ENGG. SOLUTIONS/BACK UP GENERATO	30/10/2015	641.66
EF090843	26416	<b>COOLBELLUP NEWSAGENCY THE TRUSTEE FC</b> NEWSPAPER DELIVERY SERVICES	30/10/2015	1,184.65
EF090844	26418	<b>INTEGRANET TECHNOLOGY GROUP PTY LTD</b> ICT CONSULTANCY SERVICES	30/10/2015	15,801.50
EF090845	26423	<b>ALPHA PEST ANIMAL SOLUTIONS INVASIVE SE</b> PEST CONTROL SERVICES	30/10/2015	385.00
EF090846	26442	<b>BULLANT SECURITY PTY LTD KEY WEST LOCK</b> LOCKSMITH & SECURITY SERVICES	30/10/2015	6,011.69
EF090847	26460	<b>KISS PHOTOBOOTHS</b> PHOTOBOOTH HIRE	30/10/2015	450.00
EF090848	26470	<b>SCP CONSERVATION AND LAND MANAGEMENT</b> FENCING SERVICES	30/10/2015	5,058.00
EF090849	26480	<b>MATTRESS REMOVAL WA</b> MATRESS REMOVAL SERVICES	30/10/2015	3,066.50
EF090850	26486	<b>BIBRA LAKE FABRICATORS PTY LTD</b> FABRICATION SERVICES	30/10/2015	2,145.00
EF090851	26516	<b>ULTIMATE LIMESTONE</b> CONSTRUCTION SERVICES	30/10/2015	72,072.86
EF090852	26525	<b>ENVIRO CONTRACTING PTY LTD</b> BUILDING MAINTENANCE SERVICES	30/10/2015	62,696.65
EF090853	26542	<b>ALTITUDE IMAGING PTY LTD</b> VIDEO PRODUCTION SERVICES	30/10/2015	1,584.00
EF090854	26561	<b>MOSS AND FERN</b> FLORIST	30/10/2015	120.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090855	26568	<b>UNITED DIAMOND TOOLS</b> DIAMOND CUTTING TOOLS	30/10/2015	1,750.00
EF090856	26574	<b>EVA BELLYDANCE</b> ENTERTAINMENT - BELLY DANCING	30/10/2015	375.00
EF090857	26578	<b>AHAM VRITTI HERBAL</b> FACILITATION SERVICES	30/10/2015	740.00
EF090858	26586	<b>WA TEMPORARY FENCING SUPPLIES</b> FENCING - TEMPORARY	30/10/2015	841.50
EF090859	26591	<b>VALUATIONS WA</b> VALUATION SERVICES	30/10/2015	1,650.00
EF090860	26594	<b>THE PLASTIC MAN</b> PLASTIC PRODUCTS	30/10/2015	5,389.04
EF090861	26596	<b>QUANTUM BUILDING SERVICES</b> BUILDING MAINTENANCE	30/10/2015	6,954.64
EF090862	26603	<b>3E CONSULTING ENGINEERS PTY LTD</b> ELECTRICAL CONSULTANCY SERVICES	30/10/2015	1,650.00
EF090863	26604	<b>SERLING CONSULTING (AUSTRALIA) PTY LTD</b> CIVIL ENGINEERING CONSULTANCY	30/10/2015	7,623.00
EF090864	26610	<b>TRACC CIVIL PTY LTD</b> CIVIL CONSTRUCTION	30/10/2015	216,839.21
EF090865	26612	<b>PROFESSIONAL PUBLIC RELATIONS</b> PUBLIC RELATIONS	30/10/2015	40,896.24
EF090866	26613	<b>AVE BIN AND BBQ CLEANING PTY LTD</b> CLEANAING SERVICES (BBQ - BINS)	30/10/2015	725.00
EF090867	26614	<b>MARKETFORCE PTY LTD</b> ADVERTISING	30/10/2015	952.88
EF090868	26619	<b>SPEARWOOD NEWS DELIVERY</b> NEWSPAPER DELIVERY	30/10/2015	690.47
EF090869	26620	<b>GRA EVERINGHAM PTY LTD</b> CONSULTING/ADVISORY	30/10/2015	16,500.00
EF090870	26624	<b>SKIPPER TRUCKS</b> NEW & USED TRUCKS, BUSES & TRAILERS	30/10/2015	2,814.90
EF090871	26625	<b>ANDOVER DETAILERS</b> CAR DETAILING SERVICES	30/10/2015	3,293.20
EF090872	26626	<b>SENVERSA PTY LTD</b> ENVIRONMENTAL AUDITING	30/10/2015	5,500.00
EF090873	26630	<b>GREEN GURUS</b> EDUCATION AND CONSULTANCY	30/10/2015	4,950.00
EF090874	26639	<b>SAFEGUARD INDUSTRIES</b> SEC. DOORS, SCREENS & ROLLER SHUTT	30/10/2015	780.00
EF090875	26641	<b>ELIZABETH SHELDON</b> ENTERTAINER - MUSICIAN	30/10/2015	2,070.00
EF090876	26643	<b>APOLLO FABRICATIONS</b> FABRICATION SERVICES	30/10/2015	6,600.00
EF090877	26649	<b>KUBED MEDIA</b> HIRE OF ADVERTISING LED SCREENS	30/10/2015	660.00
EF090878	26655	<b>WORLDWIDE PRINTING SOLUTIONS EAST PER</b> PRINTING SERVICES	30/10/2015	1,980.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090879	26656	<b>ENVIRONMENTAL HEALTH AUSTRALIA (WEST)</b> M/SHIP, CONFERENCES AND TRAINING FO	30/10/2015	1,860.00
EF090880	26657	<b>STAMINA ETC</b> PERSONAL TRAINER	30/10/2015	240.00
EF090881	26660	<b>ORGANIC TRAINING SOLUTIONS</b> BUSINESS TRAINING	30/10/2015	1,575.00
EF090882	26665	<b>BRICKS 4 KIDZ BALDIVIS</b> EDUCATIONAL ENTERTAINMENT	30/10/2015	1,340.00
EF090883	26666	<b>WOOD RECRUITMENT</b> RECRUITMENT SERVICES	30/10/2015	17,885.15
EF090884	11794	<b>SYNERGY</b> ELECTRICITY USAGE/SUPPLIES	30/10/2015	60,551.29
EF090885	12025	<b>TELSTRA CORPORATION</b> COMMUNICATIONS SERVICES	30/10/2015	15,414.59
EF090886	24558	<b>MACQUARIE BANK LIMITED</b> LEASE REPAYMENT	30/10/2015	3,230.26
EF090887	25823	<b>ENIGIN WESTERN AUSTRALIA</b> ELECTRICITY USAGE/SUPPLIES	30/10/2015	11,912.74
EF090888	23250	<b>DEPARTMENT OF PLANNING</b> DAP APPLICATIONS & DAP FEES	30/10/2015	13,114.00
EF090889	25473	<b>HAMILTON HILL COMMUNITY GROUP</b> GRANTS / DONATIONS	30/10/2015	2,000.00
EF090890	99997	<b>ALESSANDRO DE A BASTO</b> JUNIOR TRAVEL ASSISTANCE	30/10/2015	400.00
EF090891	99997	<b>BRYANNA RAMOS</b> JUNIOR TRAVEL ASSISTANCE	30/10/2015	400.00
EF090892	99997	<b>JANET WELLS</b> VOLUNTEER EXPENSES REIMBURSEMENT	30/10/2015	9.00
EF090893	99997	<b>DOLLY HOCHKIRCHER</b> VOLUNTEER EXPENSES REIMBURSEMENT	30/10/2015	19.50
EF090894	99997	<b>JANDAKOT VOLUNTEER BUSH FIRE BRIGADE</b> REIMBURSEMENT OF EXPENSES	30/10/2015	2,705.10
EF090895	99997	<b>REENA TORABI</b> INSURANCE CLAIM 0635	30/10/2015	198.00
EF090896	99997	<b>SATHISH BABU SUBRAMANI</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00
EF090897	99997	<b>PIERO MENNA</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00
EF090898	99997	<b>UNITSHELFCO NO 68 PTY LTD</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00
EF090899	99997	<b>CHENGJIA HUANG</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00
EF090900	99997	<b>DALGARNO</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00
EF090901	99997	<b>PRAVIN B UMRANI</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00
EF090902	99997	<b>C &amp; T REDDELL</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090903	99997	<b>DEJAN MATIJEVIC</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00
EF090904	99997	<b>PUTHUSSERY CHAKKAPPAN DEUASSY KURRY</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00
EF090905	99997	<b>DAVE BLACKNEY</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00
EF090906	99997	<b>DAVE BLACKNEY</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00
EF090907	99997	<b>MM HERUER &amp; RM HERUER</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00
EF090908	99997	<b>JERLINE JAME ABRAHAM</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00
EF090909	99997	<b>ZELJKO SANIC</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00
EF090910	99997	<b>NICHOLAS SARDINHA</b> CROSSOVER CONTRIBUTION	30/10/2015	300.00
EF090911	99997	<b>NICOLE &amp; DAVID KAY</b> CAT STERILISATION SUBSIDY	30/10/2015	50.00
EF090912	99997	<b>JANDAKOT VOLUNTEER BUSH FIRE BRIGADE</b> REIMBURSEMENT OF EXPENSES	30/10/2015	40.00
EF090913	99997	<b>PETER DELLAWAY</b> INSURANCE CLAIM 0642	30/10/2015	287.10
EF090914	99997	<b>DEPARTMENT OF SOCIAL SERVICES</b> REIM. OF OPERATING FUNDS OSC	30/10/2015	744.48
EF090915	99997	<b>ABIGAIL GRAHAM</b> BIBRA LAKE FUN RUN WINNER	30/10/2015	150.00
EF090916	99997	<b>GENIVIEVE BRINK</b> BIBRA LAKE FUN RUN WINNER	30/10/2015	100.00
EF090917	99997	<b>LAUREN MURPHY</b> BIBRA LAKE FUN RUN WINNER	30/10/2015	50.00
EF090918	99997	<b>HAYDEN CLARKE</b> BIBRA LAKE FUN RUN WINNER	30/10/2015	150.00
EF090919	99997	<b>NICHOLAS HOLMES</b> BIBRA LAKE FUN RUN WINNER	30/10/2015	100.00
EF090920	99997	<b>ZAC REED</b> BIBRA LAKE FUN RUN WINNER	30/10/2015	50.00
EF090921	99997	<b>MELANY SMART</b> BIBRA LAKE FUN RUN WINNER	30/10/2015	150.00
EF090922	99997	<b>GABRIELLE TOTH</b> BIBRA LAKE FUN RUN WINNER	30/10/2015	100.00
EF090923	99997	<b>MIA LOCKWOOD</b> BIBRA LAKE FUN RUN WINNER	30/10/2015	50.00
EF090924	99997	<b>LUKE GRAVES</b> BIBRA LAKE FUN RUN WINNER	30/10/2015	150.00
EF090925	99997	<b>MITCHELL ALCO</b> BIBRA LAKE FUN RUN WINNER	30/10/2015	100.00
EF090926	99997	<b>DANIEL RAUS</b> BIBRA LAKE FUN RUN WINNER	30/10/2015	50.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090927	99997	<b>COCKBURN COMMUNITY WILDLIFE CORRIDOR</b> COUNCIL DONATION	30/10/2015	3,680.00
EF090928	99997	<b>AUBIN GROVE PRIMARY SCHOOL</b> COUNCIL DONATION	30/10/2015	200.00
EF090929	99997	<b>BIBRA LAKE RESIDENTS ASSOCIATION</b> REIMBURSEMENT OF EXPENSES	30/10/2015	50.50
EF090930	99997	<b>BEELIAR PRIMARY SCHOOL</b> CONTRIBUTION OF SAND COSTS	30/10/2015	410.70
EF090931	99997	<b>FREMANTLE CHRISTIAN COLLEGE INC</b> CONTRIBUTION OF SAND COSTS	30/10/2015	515.00
EF090932	99997	<b>COOLBELLUP LEARNING CENTRE</b> DONATION - GRADUATION AWARD	30/10/2015	50.00
EF090933	99997	<b>EMMANUEL CATHOLIC COLLEGE</b> DONATION - GRADUATION AWARD	30/10/2015	200.00
EF090934	99997	<b>ATWELL COLLEGE</b> DONATION - GRADUATION AWARD	30/10/2015	100.00
EF090935	99997	<b>HAMILTON HILL COMMUNITY GROUP</b> GRANT - GARAGE SALE TRAIL	30/10/2015	5,000.00
EF090936	11867	<b>KEVIN JOHN ALLEN</b> MONTHLY COUNCILLOR ALLOWANCE INC IT & COMMUN. ALLOWANCE	30/10/2015	6,075.00
EF090937	12740	<b>MAYOR LOGAN HOWLETT</b> MONTHLY COUNCILLOR ALLOWANCE INC IT & COMM. ALLOWANCE	30/10/2015	14,658.33
EF090938	19059	<b>CAROL REEVE-FOWKES</b> MONTHLY COUNCILLOR ALLOWANCE INC IT & COMMUN. ALLOWANCE	30/10/2015	7,898.96
EF090939	20634	<b>LEE-ANNE SMITH</b> MONTHLY COUNCILLOR ALLOWANCE INC IT & COMMUN. ALLOWANCE	30/10/2015	6,075.00
EF090940	21185	<b>BART HOUWEN</b> MONTHLY COUNCILLOR ALLOWANCE INC IT & COMMUN. ALLOWANCE	30/10/2015	6,075.00
EF090941	23338	<b>STEVE PORTELLI</b> MONTHLY COUNCILLOR ALLOWANCE INC IT & COMM. ALLOWANCE & MILEAGE CLAIM	30/10/2015	6,187.76
EF090942	23339	<b>STEPHEN PRATT</b> MONTHLY COUNCILLOR ALLOWANCE INC IT & COMM. ALLOWANCE	30/10/2015	6,075.00
EF090943	23340	<b>SHAHYAZ MUBARAKAI</b> MONTHLY COUNCILLOR ALLOWANCE PRO RATA	30/10/2015	1,329.03
EF090944	25352	<b>LYNDSEY WETTON</b> MONTHLY COUNCILLOR ALLOWANCE INC IT & COMMUN. ALLOWANCE	30/10/2015	6,075.00
EF090945	25353	<b>PHILIP EVA</b> MONTHLY COUNCILLOR ALLOWANCE INC IT & COMMUN ALLOWANCE	30/10/2015	6,075.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF090946	26696	<b>CHAMONIX TERBLANCHE</b> MONTHLY COUNCILLOR ALLOWANCE PRO RATA INC IT & COMMUN. ALLOWANCE	30/10/2015	4,579.83
EF090947	99996	<b>DANIEL C BRUYN</b> REFUND OF DEVELOPER CONTRIBUTION	30/10/2015	29,057.49
EF090948	99996	<b>PROPERTY EFT REFUNDS RATES (START)</b> RATES CONCESSION REFUNDS	30/10/2015	-
to EF091165	99996	<b>PROPERTY EFT REFUNDS RATES (FINAL)</b> RATES CONCESSION REFUNDS	30/10/2015	29,715.03
026425	13932	<b>ARMAGUARD</b> BANKING SERVICES	7/10/2015	1,534.80
026426	13932	<b>ARMAGUARD</b> BANKING SERVICES	14/10/2015	1,901.75
026427	13932	<b>ARMAGUARD</b> BANKING SERVICES	22/10/2015	2,311.60
026428	10589	<b>FINES ENFORCEMENT REGISTRY</b> FINES ENFORCEMENT FEES	22/10/2015	1,040.00
026429	99995	<b>PROPERTY CHEQUE REFUNDS NOT FOR BOND</b> PROPERTY CHEQUE SUNDRY REFUNDS	23/10/2015	-
to 026440	99995	<b>PROPERTY CHEQUE REFUNDS NOT FOR BOND</b> PROPERTY CHEQUE SUNDRY REFUNDS	23/10/2015	2,645.24
026441	13932	<b>ARMAGUARD</b> BANKING SERVICES	29/10/2015	1,719.55
026442	10747	<b>IINET LIMITED</b> INTERNET SERVICES	30/10/2015	769.40
026443	11760	<b>WATER CORPORATION</b> SEWER EASEMENT	30/10/2015	3,456.09
026444	15624	<b>CITY OF SOUTH PERTH</b> REPLACEMENT OF LOST/DAMAGED BOOKS	30/10/2015	5,790.93
026445	10047	<b>ALINTA ENERGY</b> GAS SUPPLIES	30/10/2015	1,409.55
026446	11758	<b>WATER CORP</b> WATER USAGE SUPPLIES	30/10/2015	18,522.85
026447	99999	<b>ALLEN L MAYNE</b> HALL BOND REFUND	30/10/2015	150.00
026448	99999	<b>BEAUCHAMP NOMINEES PTY LTD &amp; FOBING</b> BOND REFUND	30/10/2015	978.25
026449	99999	<b>BEAUCHAMP NOMINEES PTY LTD</b> BOND REFUND	30/10/2015	6,472.28
026450	99999	<b>SHANTHI TAMIKODI</b> HALL BOND REFUND	30/10/2015	150.00
026451	99999	<b>MUNTOC PTY LTD</b> BOND REF. - LOT 4 HAMMOND RD SUCCESS	30/10/2015	10,442.68
026452	99999	<b>BEN R DAVIES</b> BOND REF. - 42 & 44 MOONDARRA CIRCLE	30/10/2015	3,000.00
026453	99999	<b>BRENTON JENKINS</b> HALL BOND REFUND	30/10/2015	150.00
026454	99999	<b>THE OWNERS OF OBERON APARTMENTS</b> HALL BOND REFUND	30/10/2015	500.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
026455	99999	<b>AMANDA INGRAHAM</b> HALL BOND REFUND	30/10/2015	150.00
026456	99999	<b>SOUTH CENTRE CHURCH</b> HALL BOND REFUND	30/10/2015	150.00
026457	99999	<b>SUCCESS RESIDENTS ASSOCIATION</b> HALL BOND REFUND	30/10/2015	150.00
026458	99999	<b>LOTS 3 &amp; 4 WEST CHURCHILL AVENUE</b> BOND REFUND - FOOTPATH	30/10/2015	35,305.00
026459	99999	<b>YARAN PROPERTY GROUP</b> BOND REFUND - LOT 709 SOUTHWELL CRESCENT	30/10/2015	20,010.22
026460	99999	<b>PAUL CARTER</b> PLANNING APPLICATION REFUND	30/10/2015	147.00
026461	99999	<b>DARREN J CUTRI</b> PLANNING APPLICATION REFUND	30/10/2015	2,085.50
026462	99999	<b>GOLD ESTATES HOLDINGS PTY LTD</b> BOND REFUND - THOMPSONS LAKE STAGE 11B <b>ADD RETENTION HELD</b> NIL <b>LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS</b>	30/10/2015	15,574.50
EF088380	99997	CARMEL LEON	-	50.00
EF088384	99997	REBECCA DUNSTAN	-	50.00
EF088379	99997	ANN ANDERSON	-	100.00
EF088370	99997	BIBRA LAKE RESIDENTS ASSOCIATION	-	106.70
EF088378	99997	KATIE MCGOWN	-	150.00
EF088372	99997	ROCHELLE RODGERS	-	300.00
EF088305	99997	CRYSTAL KNIBBS	-	400.00
EF088320	99997	ALEZZANDRO DE A BASTO	-	400.00
EF086837	13170	COUNTRYWIDE PUBLISHERS	-	2,000.00
EF088408	99997	DEREK SMITH & PETA PARKS	-	300.00
EF088328	99997	SAMANTHA MOIR	-	400.00
EF088327	99997	BRYANNA RAMOS	-	400.00
EF088333	99997	TREY PENI	-	400.00
EF088018	12219	PARKS AND LEISURE AUSTRALIA	-	1,336.50
EF088064	17346	ARBOR LOGIC	-	616.00
EF087876	10084	ARRB TRANSPORT RESEARCH LTD	-	297.00
EF088453	99997	ROB AVARD	-	495.45
EF088471	99997	ALEZZANDRO DE A BASTO	-	400.00
		<b>PAYMENT LIST TOTAL</b>		<b>12,620,058.13</b>
		<b>TOTAL AS PER AP SOURCE 16GLACT9991000</b>		12,620,058.13
		<b>TOTAL AS PER TR SOURCE 16GLACT9991000</b>		<b>12,620,058.13</b>

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
		<b>ADDITIONAL DIRECT PAYMENTS</b>		
		<b>BANK FEES</b>		
		MERCHANT FEES COC		13,882.04
		MERCHANT FEES SLLC		5,744.84
		MERCHANT FEES VARIOUS OUT CENTRES		187.54
		NATIONAL BPAY CHARGE		6,532.75
		RTGS/ACLR FEE		28.00
		NAB TRANSACT FEE		1,487.68
		MERCHANDISE / OTHER FEES		-
				<b>27,862.85</b>
		<b>FAMILY DAY CARE AND IN HOME CARE PAYMENTS</b>		
		FDC PAYMENTS		62,363.23
		IHC PAYMENTS		76,940.31
				<b>139,303.54</b>
		<b>PAYROLL TRANSACTIONS</b>		
		COC 01/10/15 CITY OF COCKBURN 042958		3,044.50
		COC 06/10/15 CITY OF COCKBURN 042958		1,055,298.27
		COC 07/10/15 CITY OF COCKBURN 042958		33,739.99
		COC 08/10/15 CITY OF COCKBURN 042958		327.44
		COC 20/10/15 CITY OF COCKBURN 042958		1,072,051.42
		COC 25/09/15 CITY OF COCKBURN 042958		1,860.90
		COC 30/09/15 CITY OF COCKBURN 042958		45,957.25
		COC 19/10/15 CITY OF COCKBURN 042958 REBANK		1,901.32
				<b>2,214,181.09</b>
		<b>CREDIT CARD PAYMENTS</b>		
		CBA CREDIT CARD PAYMENT		44,846.36
				<b>44,846.36</b>
		<b>TOTAL PAYMENTS FOR OCTOBER</b>		<b>15,046,251.97</b>

## **PAYMENT SUMMARY**

### **CHEQUE PAYMENTS**

026425 - 026462

### **CANCELLED PAYMENTS**

EF088380; EF088384; EF088379; EF088370; EF088378;  
EF088372; EF088305; EF088320; EF086837; EF088408  
EF088328; EF088327; EF088333; EF088018; EF088064;  
EF087876; EF088453; EF088471

### **ELECTRONIC FUNDS TRANSFER PAYMENT**

EF088430 – EF091165

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 October 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Operating Revenue</b>						
Governance	90,092,488	90,112,303	0%	(19,815)	97,258,212	99,121,749
Financial Services	450,534	252,350	79%	198,184	657,050	657,050
Information Services	90	500	-82%	(410)	1,500	1,500
Human Resource Management	104,439	95,331	10%	9,108	286,000	286,000
Library Services	13,815	21,093	-35%	(7,278)	57,790	57,790
Community Services	1,484,970	1,481,311	0%	3,658	4,661,929	4,671,929
Human Services	2,682,404	2,458,055	9%	224,350	6,280,187	6,240,453
Corporate Communications	3,627	8,700	-58%	(5,073)	13,400	13,400
Statutory Planning	482,593	579,672	-17%	(97,079)	1,739,015	1,739,015
Strategic Planning	1,059,911	1,116,457	-5%	(56,546)	2,430,924	2,435,924
Building Services	748,387	698,963	7%	49,424	1,607,963	1,607,963
Environmental Health	227,981	75,233	203%	152,748	247,500	225,500
Waste Services	4,917,920	5,960,737	-17%	(1,042,817)	13,181,768	13,181,768
Parks & Environmental Services	13,131	4,633	183%	8,497	13,900	13,900
Engineering Services	93,446	97,898	-5%	(4,452)	293,695	293,695
Infrastructure Services	25,009	15,099	66%	9,910	92,297	3,297
	102,400,744	102,978,335	-1%	(577,591)	128,823,130	130,550,933
<b>Total Operating Revenue</b>	<b>102,400,744</b>	<b>102,978,335</b>	<b>-1%</b>	<b>(577,591)</b>	<b>128,823,130</b>	<b>130,550,933</b>
<b>Operating Expenditure</b>						
Governance	(1,455,067)	(1,393,362)	4%	(61,705)	(5,332,626)	(5,625,919)
Financial Services	(3,240,168)	(2,252,473)	44%	(987,695)	(5,478,589)	(5,444,589)
Information Services	(1,567,162)	(1,568,277)	0%	1,115	(4,624,634)	(4,589,733)
Human Resource Management	(727,174)	(940,186)	-23%	213,012	(2,676,655)	(2,676,655)
Library Services	(1,163,112)	(1,091,766)	7%	(71,346)	(3,503,879)	(3,502,079)
Community Services	(2,792,521)	(2,930,629)	-5%	138,107	(9,868,066)	(9,768,892)
Human Services	(2,437,159)	(2,550,258)	-4%	113,099	(7,891,265)	(7,646,969)
Corporate Communications	(714,466)	(795,930)	-10%	81,463	(3,140,452)	(3,033,146)
Statutory Planning	(394,284)	(435,206)	-9%	40,922	(1,433,266)	(1,350,078)
Strategic Planning	(605,251)	(541,685)	12%	(63,566)	(1,711,943)	(1,689,560)
Building Services	(466,044)	(503,248)	-7%	37,205	(1,650,628)	(1,650,628)
Environmental Health	(478,460)	(533,896)	-10%	55,436	(1,721,818)	(1,690,419)
Waste Services	(6,226,348)	(6,230,072)	0%	3,725	(21,754,940)	(21,691,182)
Parks & Environmental Services	(3,295,769)	(3,874,116)	-15%	578,347	(12,070,814)	(12,051,467)
Engineering Services	(2,615,866)	(2,607,420)	0%	(8,446)	(8,198,890)	(8,051,738)
Infrastructure Services	(2,706,641)	(3,010,133)	-10%	303,492	(9,194,316)	(8,952,654)
	(30,885,491)	(31,258,656)	-1%	373,164	(100,252,781)	(99,415,708)

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 October 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Less:</b> Net Internal Recharging	661,568	559,518	18%	102,050	3,024,460	3,024,460
<b>Add:</b> Depreciation on Non-Current Assets						
Computer & Electronic Equip	(75,228)	(72,293)	4%	(2,935)	(216,879)	(32,091)
Furniture & Equipment	(49,151)	(47,906)	3%	(1,244)	(143,718)	(143,718)
Plant & Machinery	(943,093)	(982,752)	-4%	39,659	(2,949,690)	(2,949,690)
Buildings	(1,646,706)	(1,794,332)	-8%	147,626	(5,382,841)	(5,382,841)
Roads	(3,530,068)	(3,727,328)	-5%	197,260	(11,181,984)	(11,181,984)
Drainage	(839,488)	(841,404)	0%	1,916	(2,524,212)	(2,524,212)
Footpaths	(388,767)	(400,440)	-3%	11,673	(1,201,320)	(1,201,320)
Parks Equipment	(907,135)	(1,006,504)	-10%	99,369	(3,019,512)	(3,019,512)
Landfill	(384,346)	(415,472)	-7%	31,126	(1,246,416)	(1,246,416)
	<b>(8,763,983)</b>	<b>(9,288,431)</b>	<b>-6%</b>	<b>524,448</b>	<b>(27,866,572)</b>	<b>(27,681,784)</b>
<b>Total Operating Expenditure</b>	<b>(38,987,906)</b>	<b>(39,987,569)</b>	<b>-2%</b>	<b>999,662</b>	<b>(125,094,893)</b>	<b>(124,073,032)</b>
<b>Change in Net Assets Resulting from Operations</b>	<b>63,412,837</b>	<b>62,990,766</b>	<b>1%</b>	<b>422,071</b>	<b>3,728,237</b>	<b>6,477,902</b>
<b>Non-Operating Activities</b>						
<b>Profit/(Loss) on Assets Disposal</b>						
Plant & Machinery	8,206	(301,867)	-103%	310,073	72,771	(266,729)
Freehold Land	-	4,333,336	-100%	(4,333,336)	15,857,938	8,437,938
Furniture & Office Equipment	-	-	0%	-	-	-
Buildings	(90,767)	-	0%	(90,767)	-	-
	<b>(82,561)</b>	<b>4,031,469</b>	<b>-102%</b>	<b>(4,114,030)</b>	<b>15,930,709</b>	<b>8,171,209</b>
<b>Asset Acquisitions</b>						
Land and Buildings	(8,701,835)	(11,913,402)	-27%	3,211,567	(68,163,899)	(63,968,000)
Infrastructure Assets	(3,283,601)	(4,783,392)	-31%	1,499,792	(25,270,913)	(13,135,576)
Plant and Machinery	(1,444,946)	(2,191,490)	-34%	746,544	(6,189,490)	(4,568,000)
Furniture and Equipment	-	(6,000)	-100%	6,000	(6,000)	(6,000)
Computer Equipment	(162,306)	(525,556)	-69%	363,250	(1,041,971)	(503,800)
<b>Note 1.</b>	<b>(13,592,688)</b>	<b>(19,419,841)</b>	<b>-30%</b>	<b>5,827,153</b>	<b>(100,672,273)</b>	<b>(82,181,376)</b>
<b>Add:</b> Transfer to Reserves	(10,626,318)	(13,689,609)	-22%	3,063,291	(76,310,066)	(63,087,125)
	<b>39,111,270</b>	<b>33,912,785</b>	<b>15%</b>	<b>5,198,485</b>	<b>(157,323,392)</b>	<b>(130,619,390)</b>

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 October 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Add Funding from</b>						
Grants & Contributions - Asset Development	5,861,226	7,697,660	-24%	(1,836,434) X	28,444,447	26,705,947
Proceeds on Sale of Assets	148,628	5,133,336	-97%	(4,984,708) X	23,810,500	16,051,000
Reserves	17,520,446	26,147,645	-33%	(8,627,199) X	56,347,144	31,635,188
Loan Funds Raised	-	-	0%	-	25,000,000	25,000,000
	<b>62,641,570</b>	<b>72,891,426</b>	<b>-14%</b>	<b>(10,249,856)</b>	<b>(23,721,301)</b>	<b>(31,227,255)</b>
<b>Non-Cash/Non-Current Item Adjustments</b>						
Depreciation on Assets	8,763,983	9,288,431	-6%	(524,448) X	27,866,572	27,681,784
Profit/(Loss) on Assets Disposal	82,561	(4,031,469)	-102%	4,114,030 ✓	(15,930,709)	(8,171,209)
Loan Repayments	-	-	0%	-	(1,423,320)	(1,423,320)
Non-Current Leave Provisions	215,095	-	0%	215,095 ✓	-	-
	<b>71,703,209</b>	<b>78,148,388</b>	<b>-8%</b>	<b>(6,445,180)</b>	<b>(13,208,758)</b>	<b>(13,140,000)</b>
Opening Funds	13,676,287	13,500,000	2%	319,395	13,500,000	13,500,000
<b>Closing Funds</b>	<b>Note 2, 3.</b> 85,379,496	<b>91,648,851</b>	<b>-7%</b>	<b>(6,126,246)</b>	<b>291,242</b>	<b>360,000</b>
	-	-		-	-	-

## Notes to Statement of Financial Activity

### Note 1.

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

	Actuals	Commitments at Month End	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget	Uncommitted at Month End
	\$	\$			\$	\$
<b>Assets Classification</b>						
Land and Buildings	(8,701,835)	(72,427,591)	(81,129,426)	(11,913,402)	(68,163,899)	(12,965,527)
Infrastructure Assets	(3,283,601)	(3,387,173)	(6,670,774)	(4,783,392)	(25,270,913)	18,600,139
Plant and Machinery	(1,444,946)	(314,484)	(1,759,431)	(2,191,490)	(6,189,490)	4,430,059
Furniture and Equipment	-	-	-	(6,000)	(6,000)	6,000
Computer Equipment	(162,306)	(53,560)	(215,865)	(525,556)	(1,041,971)	826,106
	(13,592,688)	(76,182,809)	(89,775,496)	(19,419,841)	(100,672,273)	10,896,777

### Note 2.

Closing Funds in the Financial Activity Statement are represented by:

	Actuals	YTD Revised Budget	Full Year Revised Budget	Adopted Budget
	\$	\$	\$	\$
<b>Current Assets</b>				
Cash & Investments	167,957,401	138,609,008	113,947,104	120,256,114
Rates Outstanding	33,607,999	34,152,151	700,000	700,000
Rubbish Charges Outstanding	323,108	424,245	320,000	320,000
Sundry Debtors	2,504,924	2,017,595	2,700,000	2,700,000
GST Receivable	890,133	-	-	-
Prepayments	-	350,000	350,000	350,000
Accrued Debtors	322,866	-	-	-
Stock on Hand	24,441	80,000	80,000	80,000
	205,630,873	175,632,999	118,097,104	124,406,114
<b>Current Liabilities</b>				
Creditors	(12,567,284)	(10,180,328)	(5,935,000)	(5,935,000)
Income Received in Advance	-	-	-	-
GST Payable	(162,392)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(3,235,764)	(3,000,000)	(3,000,000)	(3,000,000)
Provision for Long Service Leave	(1,852,386)	(2,198,660)	(2,595,980)	(2,595,980)
	(17,817,825)	(15,378,988)	(11,530,980)	(11,530,980)
<b>Net Current Assets</b>	187,813,047	160,254,011	106,566,124	112,875,134
<b>Add: Non Current Investments</b>	4,705,703	4,541,761	4,541,761	4,541,761
	192,518,750	164,795,772	111,107,885	117,416,895
<b>Less: Restricted/Committed Assets</b>				
Cash Backed Reserves #	(100,179,638)	(73,146,921)	(105,567,880)	(117,056,895)
Deposits & Bonds Liability *	(6,816,508)	(6,802,184)	(6,802,184)	(6,802,184)
Grants & Contributions Unspent *	-	6,802,184	6,802,184	6,802,184
	85,522,604	91,648,851	5,540,005	360,000
<b>Closing Funds (as per Financial Activity Statement)</b>	<b>85,522,604</b>	<b>91,648,851</b>	<b>5,540,005</b>	<b>360,000</b>

# See attached Reserve Fund Statement

\* See attached Restricted Funds Analysis

Note 3.

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

Ledger	Project/ Activity	Description	Council Resolution	Classification	Non Change (Non Cash Items) Adjust.	Increase in Available Cash	Decrease in Available Cash	Amended budget Running Balance
					\$	\$	\$	\$
		<b>Budget Adoption</b>		<b>Closing Funds Surplus(Deficit)</b>				<b>360,000</b>
OP	6818	Remove lease income		Operating Income			5,000	<b>355,000</b>
GL	480	Increase RRRC funding payment		Operating Expenditure			63,758	<b>291,242</b>
				<b>Closing Funds Surplus (Deficit)</b>	<b>0</b>	<b>0</b>	<b>68,758</b>	<b>291,242</b>

# Statement of Comprehensive Income *by Nature and Type*

for the period ended 31 October 2015

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
<b>OPERATING REVENUE</b>						
01 Rates	86,238,408	86,632,463	(394,055)	88,636,959	89,031,014	89,031,014
02 Specified Area Rates	338,684	274,438	64,246	338,684	274,438	274,438
05 Fees and Charges	9,535,057	10,381,757	(846,699)	24,270,254	25,116,953	25,121,953
06 Service Charges	1,040,952	1,037,370	3,582	1,040,952	1,037,370	1,037,370
10 Grants and Subsidies	2,742,026	2,581,310	160,716	7,476,082	7,315,366	9,098,273
15 Contributions, Donations and Reimbursements	277,898	272,453	5,445	657,102	651,657	592,253
20 Interest Earnings	2,218,109	1,795,177	422,931	5,808,463	5,385,532	5,385,532
25 Other revenue and Income	9,609	3,367	6,243	17,043	10,800	10,100
<b>Total Operating Revenue</b>	<b>102,400,744</b>	<b>102,978,335</b>	<b>(577,591)</b>	<b>128,245,539</b>	<b>128,823,130</b>	<b>130,550,933</b>
<b>OPERATING EXPENDITURE</b>						
50 Employee Costs - Salaries & Direct Oncosts	(13,967,263)	(14,267,301)	300,038	(46,198,174)	(46,498,212)	(46,409,834)
51 Employee Costs - Indirect Oncosts	(221,261)	(235,878)	14,616	(1,129,797)	(1,144,413)	(1,133,185)
55 Materials and Contracts	(11,002,651)	(11,986,121)	983,470	(35,849,191)	(36,832,661)	(36,109,194)
65 Utilities	(1,357,985)	(1,566,416)	208,430	(4,413,718)	(4,622,148)	(4,622,148)
70 Interest Expenses	(210)	-	(210)	(73,546)	(73,336)	(73,336)
75 Insurances	(2,062,736)	(1,223,138)	(839,598)	(2,974,046)	(2,134,448)	(2,134,448)
80 Other Expenses	(2,273,385)	(1,979,802)	(293,583)	(9,241,147)	(8,947,563)	(8,933,563)
85 Depreciation on Non Current Assets	(8,763,983)	(9,288,431)	524,448	(27,342,124)	(27,866,572)	(27,681,784)
Add Back: Indirect Costs Allocated to Capital Works	661,568	559,518	102,050	3,126,510	3,024,460	3,024,460
<b>Total Operating Expenditure</b>	<b>(38,987,906)</b>	<b>(39,987,569)</b>	<b>999,662</b>	<b>(124,095,231)</b>	<b>(125,094,893)</b>	<b>(124,073,032)</b>
<b>CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES</b>	<b>63,412,837</b>	<b>62,990,766</b>	<b>422,071</b>	<b>4,150,308</b>	<b>3,728,237</b>	<b>6,477,902</b>
<b>NON-OPERATING ACTIVITIES</b>						
11 Capital Grants & Subsidies	2,166,898	3,117,019	(950,121)	13,752,404	14,702,525	12,964,025
16 Contributions - Asset Development	3,694,328	4,580,641	(886,313)	12,855,609	13,741,922	13,741,922
95 Profit/(Loss) on Sale of Assets	(82,561)	4,031,469	(4,114,030)	11,816,679	15,930,709	8,171,209
57 Acquisition of Crown Land for Roads	-	-	-	-	-	-
58 Underground Power Scheme	-	-	-	-	-	-
<b>Total Non-Operating Activities</b>	<b>5,778,664</b>	<b>11,729,128</b>	<b>(5,950,464)</b>	<b>38,424,692</b>	<b>44,375,156</b>	<b>34,877,156</b>
<b>NET RESULT</b>	<b>69,191,502</b>	<b>74,719,895</b>	<b>(5,528,393)</b>	<b>42,575,001</b>	<b>48,103,394</b>	<b>41,355,058</b>

## Notes to Statement of Comprehensive Income

### Note 1.

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

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
<b><u>Community Services:</u></b>				
Recreational Services	196,873	180,107	540,320	540,320
South Lake Leisure Centre	983,158	980,802	3,020,401	3,020,401
Law and Public Safety	138,567	172,832	518,496	518,496
	1,328,143	1,333,741	4,079,217	4,079,217
<b><u>Waste Services:</u></b>				
Waste Collection Services	2,382,474	2,350,222	2,350,222	2,350,222
Waste Disposal Services	2,535,026	3,610,515	10,831,546	10,831,546
	4,917,500	5,960,737	13,181,768	13,181,768
	6,245,643	7,294,478	17,260,985	17,260,985

### Note 2.

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

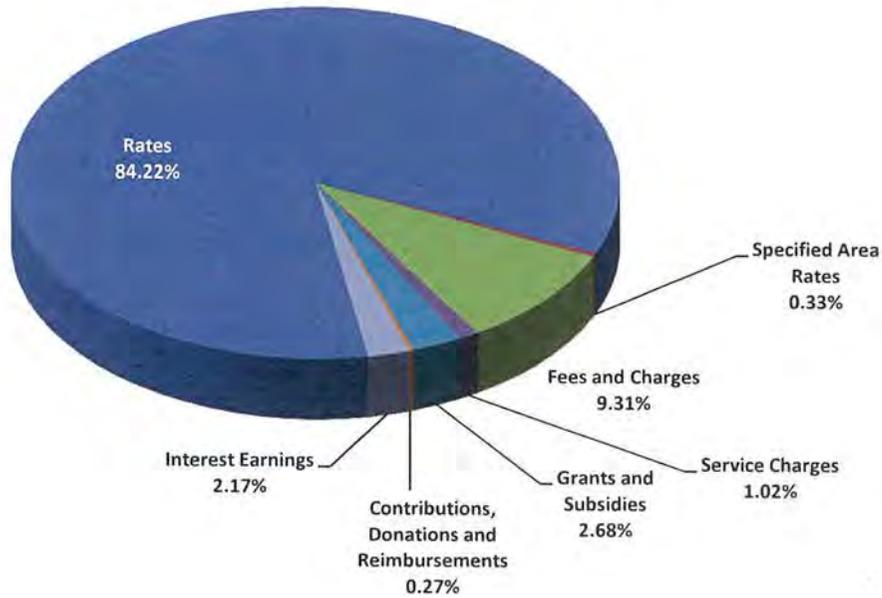
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(800,355)	(778,297)	(2,981,559)	(3,238,351)
Finance & Corporate Services Division	(2,096,318)	(2,315,362)	(7,171,946)	(7,171,946)
Community Services Division	(4,289,856)	(4,261,867)	(13,825,172)	(13,636,381)
Planning & Development Division	(1,668,330)	(1,648,894)	(5,368,020)	(5,284,832)
Engineering & Works Division	(5,112,404)	(5,262,882)	(17,151,515)	(17,078,324)
	(13,967,263)	(14,267,301)	(46,498,212)	(46,409,834)

### Note 3

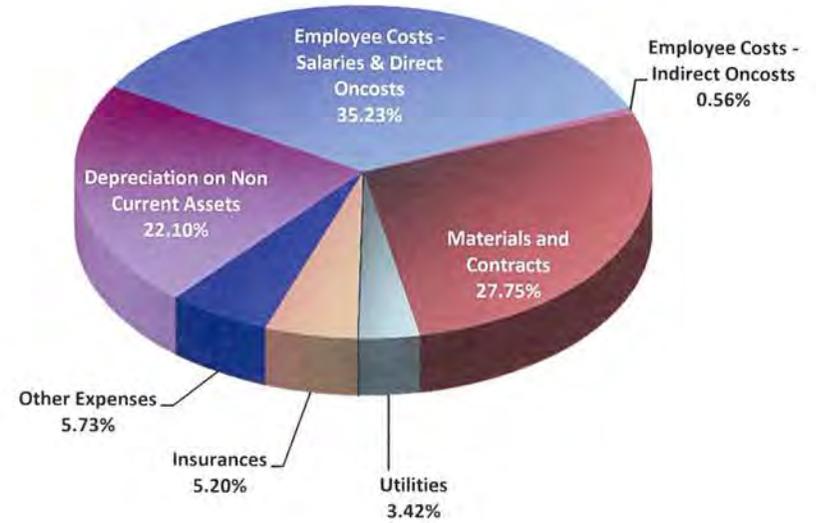
Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(602,159)	(550,476)	(2,006,392)	(2,042,892)
Finance & Corporate Services Division	(1,169,507)	(1,035,684)	(2,845,773)	(2,780,872)
Community Services Division	(2,238,087)	(2,507,082)	(8,079,897)	(7,834,840)
Planning & Development Division	(266,651)	(349,538)	(1,041,679)	(990,397)
Engineering & Works Division	(6,726,247)	(7,543,341)	(22,858,920)	(22,460,193)
Not Applicable	0	0	0	0
	(11,002,651)	(11,986,121)	(36,832,661)	(36,109,194)

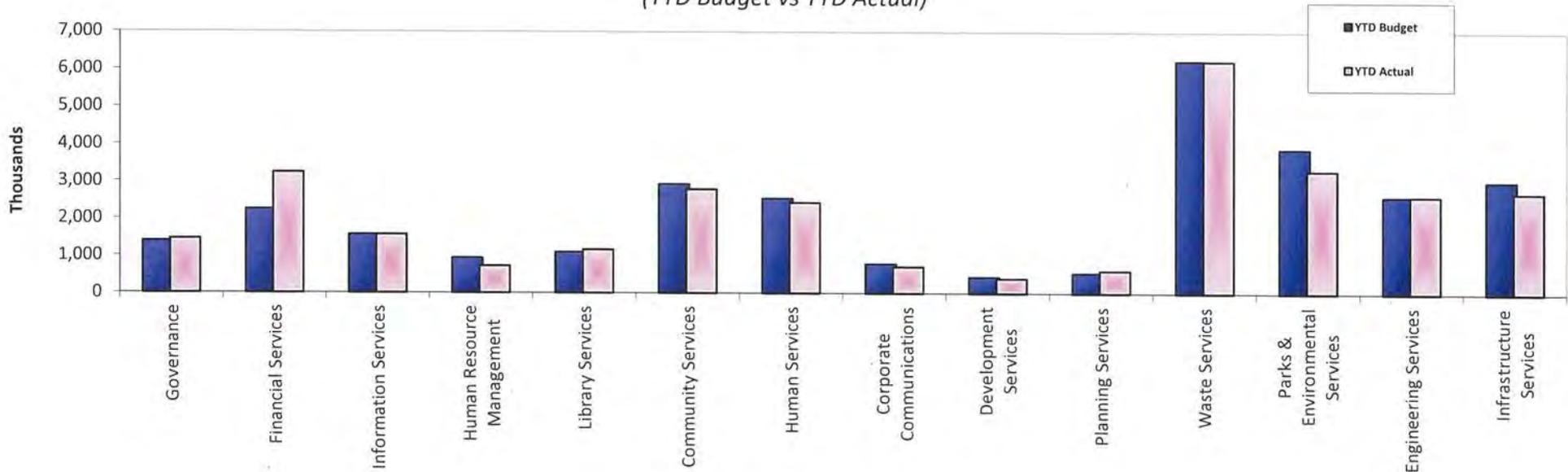
**Operating Income by Nature and Type**  
(YTD Actual)



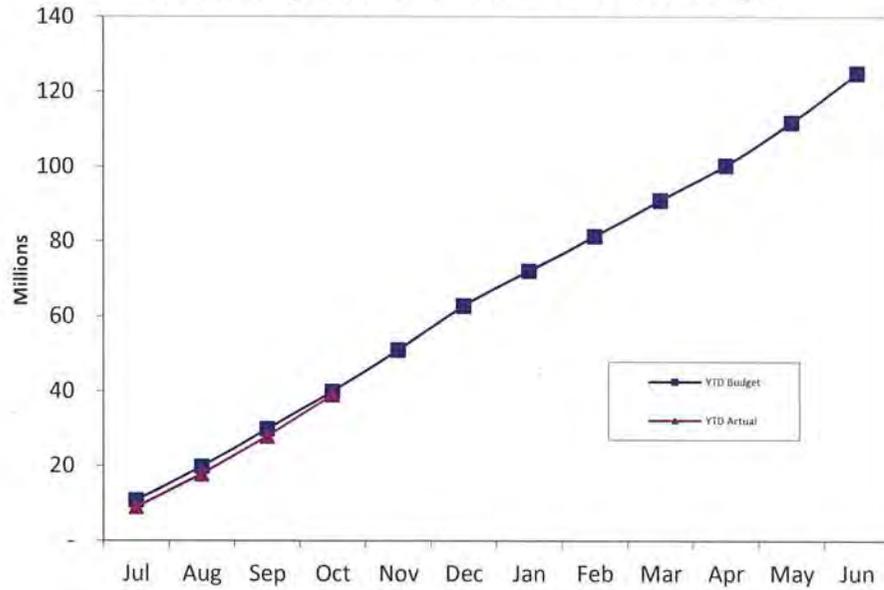
**Operating Expenditure by Nature and Type**  
(YTD Actual)



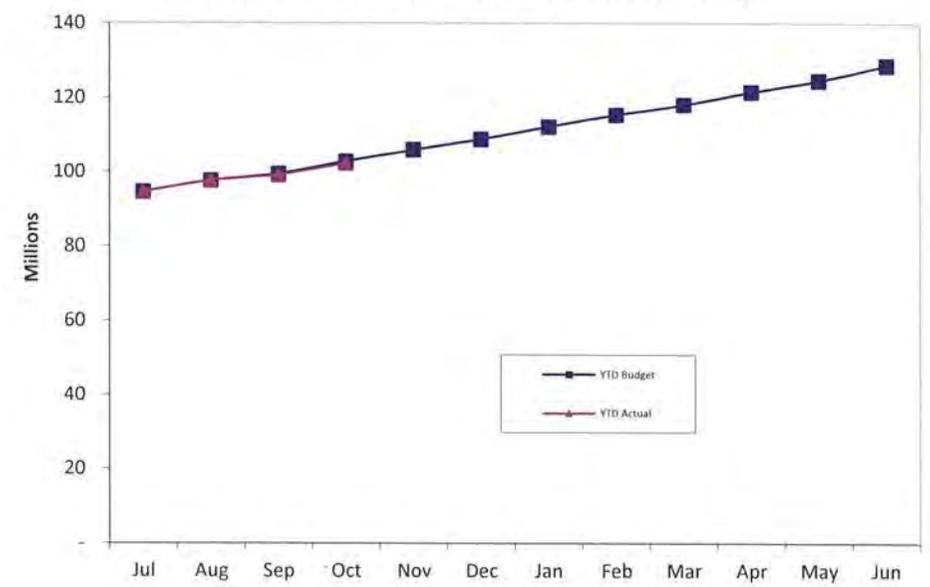
**Operating Expenditure by Business Unit**  
(YTD Budget vs YTD Actual)



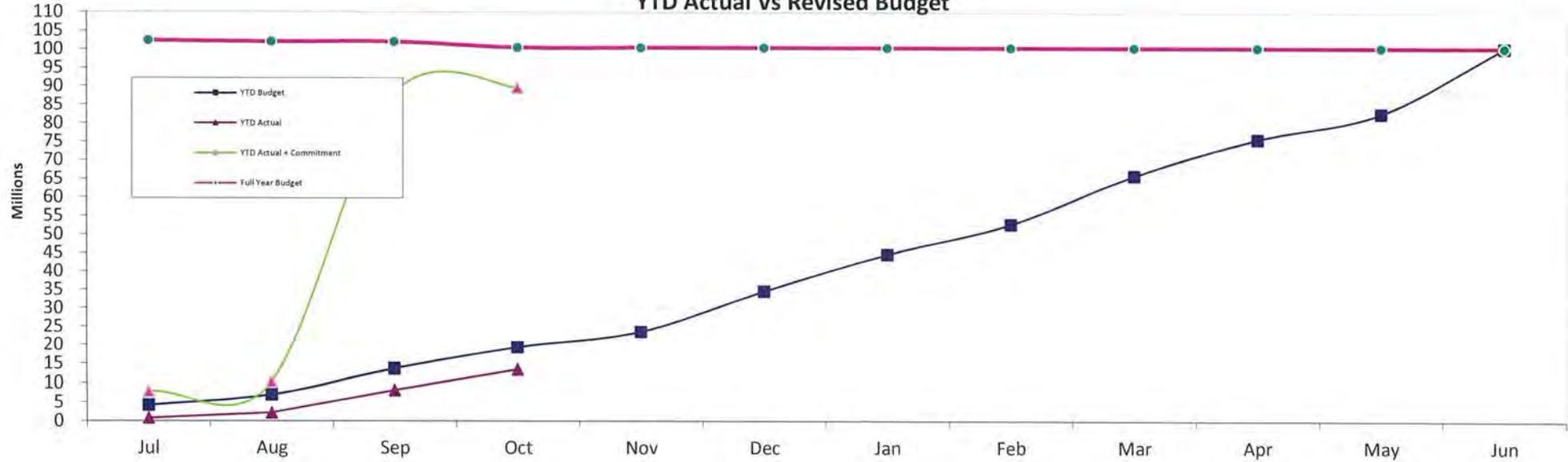
**YTD Operating Expenditure Vs YTD Revised Budget**



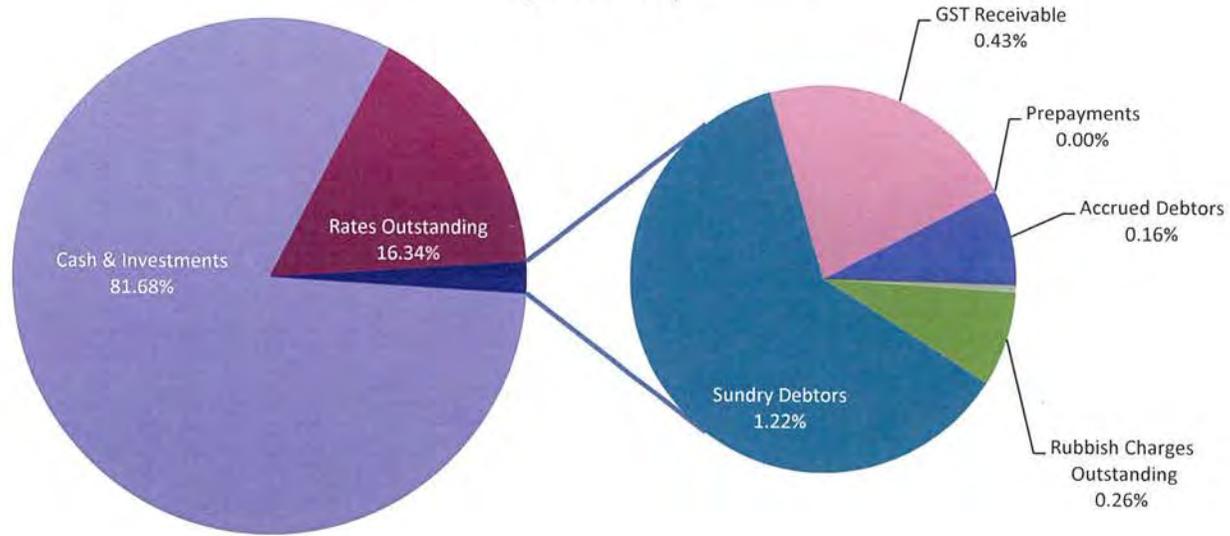
**YTD Operating Income Vs YTD Revised Budget**



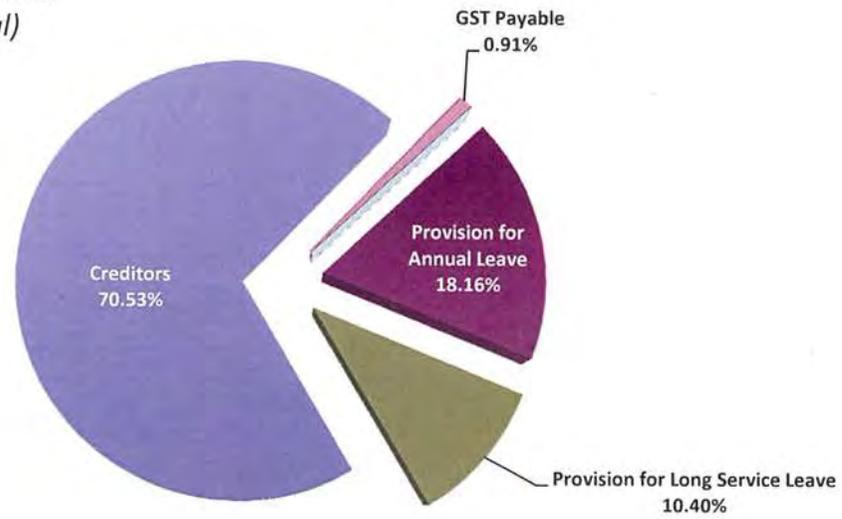
**Capital Expenditure  
YTD Actual Vs Revised Budget**



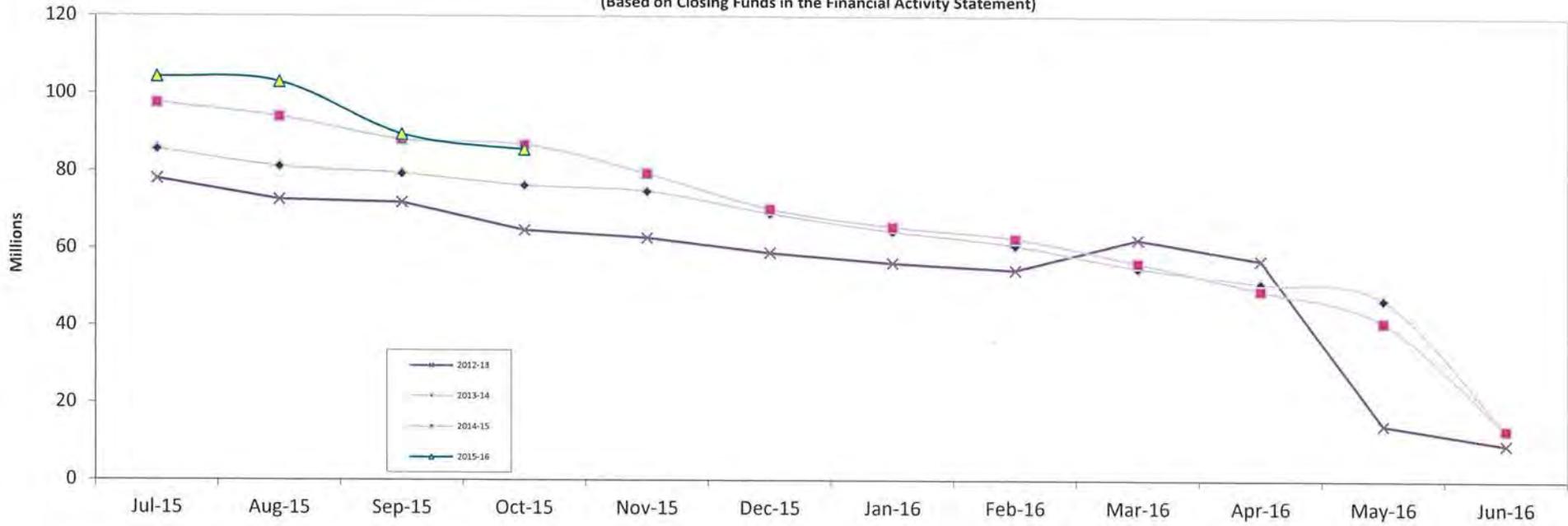
### Current Assets (YTD Actual)



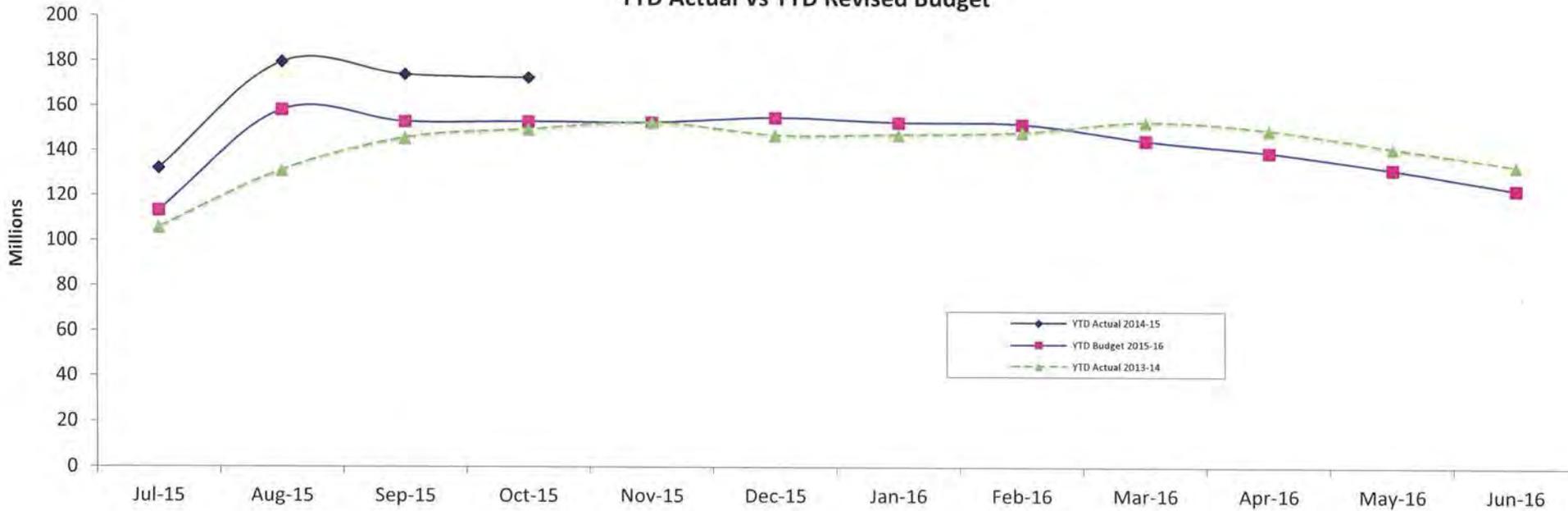
### Current Liabilities (YTD Actual)



**Municipal Liquidity Over the Year**  
 (Based on Closing Funds in the Financial Activity Statement)



**Cash & Investments Positions**  
 YTD Actual Vs YTD Revised Budget



## City of Cockburn - Reserve Funds

### Financial Statement for Period Ending 31 October 2015

Account Details	Opening Balance		Interest Received		t/f's from Municipal		t/f's to Municipal		Closing Balance	
	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
<b>Council Funded</b>										
Bibra Lake Management Plan Reserve	794,506	748,863	-	5,551	-	-	(600,000)	(24,187)	194,506	730,227
Bibra Lake Nutrient Management	319,856	321,564	11,999	2,387	-	-	-	-	331,855	323,951
C/FWD Projects Reserve	-	-	-	-	10,500,000	-	(9,657,071)	(415,794)	842,929	(415,794)
CCW Development Fund	-	7,908,607	-	83,942	14,453,904	6,700,000	(6,950,000)	(5,121,862)	7,503,904	9,570,687
Community Infrastructure	9,775,774	6,210,948	198,992	45,794	5,300,000	-	(330,747)	-	14,944,019	6,256,741
Community Surveillance Levy Reserve	518,798	1,481,926	29,127	10,802	-	-	(296,847)	(735)	251,078	1,491,993
Contaminated Sites	2,512,485	2,488,919	50,542	18,473	-	-	(100,000)	(6,345)	2,463,027	2,501,047
DCD Redundancies Reserve	146	39,839	-	296	-	-	-	-	146	40,135
Environmental Offset Reserve	283,039	284,550	-	2,112	-	-	-	-	283,039	286,662
Green House Emissions Reductions	627,838	636,855	13,617	4,658	200,000	-	(533,961)	(21,283)	307,494	620,230
Information Technology	178,840	279,795	36,514	2,077	100,000	-	(112,186)	-	203,168	281,871
Land Development & Investment Fund Reserve	5,738,759	5,605,100	278,221	41,177	22,545,432	-	(11,351,884)	(124,311)	17,210,528	5,521,967
Major Buildings Refurbishment	5,524,551	5,452,406	25,439	40,010	4,928,686	-	(220,840)	(150,089)	10,257,836	5,342,327
Mobile Rubbish Bins	-	572	-	4	-	-	-	-	-	576
Municipal Elections	50,738	51,009	13,018	379	150,000	-	(200,000)	-	13,756	51,388
Naval Base Shacks	772,223	828,752	16,109	6,221	158,497	-	(184,447)	(12,482)	762,382	822,490
Plant & Vehicle Replacement	4,214,532	7,416,121	77,520	55,044	2,800,000	-	(3,886,990)	(949,223)	3,205,062	6,521,942
Port Coogee Special Maintenance Reserve	906,531	1,224,733	22,623	9,077	274,438	-	(132,305)	(127,239)	1,071,287	1,106,572
Roads & Drainage Infrastructure	1,758,452	3,207,854	99,653	23,752	-	-	(1,313,531)	(11,485)	544,574	3,220,121
Staff Payments & Entitlements	1,988,978	2,049,042	154,552	15,208	110,000	-	(180,000)	(32,867)	2,073,530	2,031,383
Waste & Recycling	17,940,198	21,330,958	614,391	157,315	2,703,369	-	(713,633)	(77,597)	20,544,325	21,410,675
Waste Collection Levy	52,610	1,055,070	1,511	7,724	1,090,079	-	(580,000)	(98,451)	564,200	964,343
Workers Compensation	387,255	389,322	15,187	2,890	-	-	-	-	402,442	392,212
POS Cash in Lieu (Restricted Funds)	5,675,824	5,485,916	130,194	40,701	-	-	(840,692)	(4,764)	4,965,326	5,521,852
	<b>60,021,934</b>	<b>74,498,719</b>	<b>1,789,209</b>	<b>575,593</b>	<b>65,314,405</b>	<b>6,700,000</b>	<b>(38,185,134)</b>	<b>(7,178,716)</b>	<b>88,940,413</b>	<b>74,595,597</b>
<b>Grant Funded</b>										
Aged & Disabled Vehicle Expenses	298,869	430,493	10,728	3,195	60,317	(20,106)	(328,643)	(155,783)	41,271	257,800
CIHF Building Maintenance Resrv	-	2,189,423	-	16,250	1,000,000	-	-	-	1,000,000	2,205,674
Cockburn Super Clinic Reserve	-	-	-	(23)	-	-	-	-	-	(23)
Family Day Care Accumulation Fund	-	-	-	(1)	-	-	-	-	-	(1)
Naval Base Shack Removal Reserve	340,773	397,285	4,189	2,949	54,693	-	-	-	399,655	400,234
Restricted Grants & Contributions Resrv	2,108,490	5,569,838	-	-	-	-	(3,494,869)	(3,461,671)	(1,386,378)	2,108,167
UNDERGROUND POWER	769,646	550,927	-	4,083	1,030,000	-	(1,372,063)	-	427,583	555,010
Welfare Projects Employee Entitlements	429,960	432,255	10,719	3,208	49,037	(49,037)	(32,345)	(24,277)	457,371	362,150
	<b>3,947,738</b>	<b>9,570,222</b>	<b>25,636</b>	<b>29,662</b>	<b>2,194,047</b>	<b>(69,142)</b>	<b>(5,227,919)</b>	<b>(3,641,731)</b>	<b>939,502</b>	<b>5,889,011</b>
<b>Development Cont. Plans</b>										
Aubin Grove DCP	173,956	174,478	4,705	1,295	-	-	(890)	-	177,771	175,773
Community Infrastructure DCA 13	15,494,450	16,479,668	140,052	103,288	5,000,000	2,342,621	(12,817,367)	(6,700,000)	7,817,135	12,225,577
Gaebler Rd Development Cont. Plans	1,004,131	1,006,568	18,924	7,471	-	-	(4,543)	-	1,018,512	1,014,039
Hammond Park DCP	465,063	457,825	9,354	4,254	396,000	204,586	(15,218)	-	855,199	666,664
Munster Development	675,119	692,062	18,147	5,300	443,798	73,675	(13,500)	-	1,123,564	771,037
Muriel Court Development Contribution	(49,321)	(79,429)	-	(590)	206,000	-	(20,689)	-	135,990	(80,018)
Packham North - DCP 12	13,859	7,270	10,529	106	434,388	25,818	(21,359)	-	437,417	33,194
Solomon Road DCP	425,012	411,393	8,493	3,730	120,000	195,773	(8,110)	-	545,395	610,895
Success Lakes Development	905,915	909,941	3,817	6,754	-	-	(4,543)	-	905,189	916,694
Success Nth Development Cont. Plans	1,525,721	1,700,726	15,311	13,405	11,700	384,573	(6,683)	-	1,546,049	2,098,704
Thomas St Development Cont. Plans	12,326	12,392	294	92	-	-	-	-	12,620	12,484
Wattleup DCP 10	11,960	2,647	-	20	-	-	(15,218)	-	(3,258)	2,667
Yangebup East Development Cont. Plans	615,675	851,367	6,026	6,319	130,036	8,910	(3,270)	-	748,467	866,597
Yangebup West Development Cont. Plans	361,420	377,918	9,195	2,805	-	-	(2,700)	-	367,915	380,723
	<b>21,635,286</b>	<b>23,004,825</b>	<b>244,847</b>	<b>154,249</b>	<b>6,741,922</b>	<b>3,235,956</b>	<b>(12,934,090)</b>	<b>(6,700,000)</b>	<b>15,687,965</b>	<b>19,695,031</b>
<b>Total Reserves</b>	<b>85,604,958</b>	<b>107,073,767</b>	<b>2,059,692</b>	<b>759,504</b>	<b>74,250,374</b>	<b>9,866,814</b>	<b>(56,347,144)</b>	<b>(17,520,446)</b>	<b>105,567,880</b>	<b>100,179,638</b>

# DETAILED BUDGET AMENDMENTS REPORT

for the period ended 31 October 2015

PROJECT/ACTIVITY LIST		S	EXPENDITURE	FUNDING SOURCES			
				RESERVE	EXTERNAL	MUNICIPAL	NON-CASH
			\$	\$	\$	\$	\$
GL 180-6901	Law & Public Safety - CCTV depreciation	ADD	184,788				(184,788)
GL 999-1481	Accumulated Depreciation - CCTV	ADD	(184,788)				184,788
GL 508-6110	Strategic Planning Conference	ADD	2,500			(2,500)	
OP 8272	EM Budget Contingency - Strategic Planning Conference	LESS	(2,500)			2,500	
CW 1596	Lot 804 Beeliar Drive - Delete project due to duplication	LESS	(1,000,000)	1,000,000			
CW 1596	Lot 804 Beeliar Drive - Delete proceed on sale, due to duplication	LESS	(8,600,000)		8,600,000		
CW 4537	Beale Park Clubrooms - transfer consultancy costs	LESS	(70,000)	70,000			
OP 6252	Recreation & Community Structure Plan - consultancy costs	ADD	70,000	(70,000)			
CW 5747	Botany Park - disability upgrade	ADD	23,404		(23,404)		
OP 8159	Bulk Hydromulching - increase income	ADD	22,000		(22,000)		
OP 9650	Staff Christmas Gift	ADD	3,000			(3,000)	
OP 8272	EM Budget Contingency - Staff Christmas Gift	LESS	(3,000)			3,000	
OP 9155	Business Intelligence Module	ADD	34,000			(34,000)	
OP 8272	EM Budget Contingency - Business Intelligence Module	LESS	(34,000)			34,000	
			<b>(9,554,596)</b>	<b>1,000,000</b>	<b>8,554,596</b>	<b>0</b>	<b>0</b>

# City of Cockburn

## Recreation and Aquatic Centre Naming

November 2015

© The Brand Agency. All Rights Reserved. Proprietary and Confidential.

the brand agency

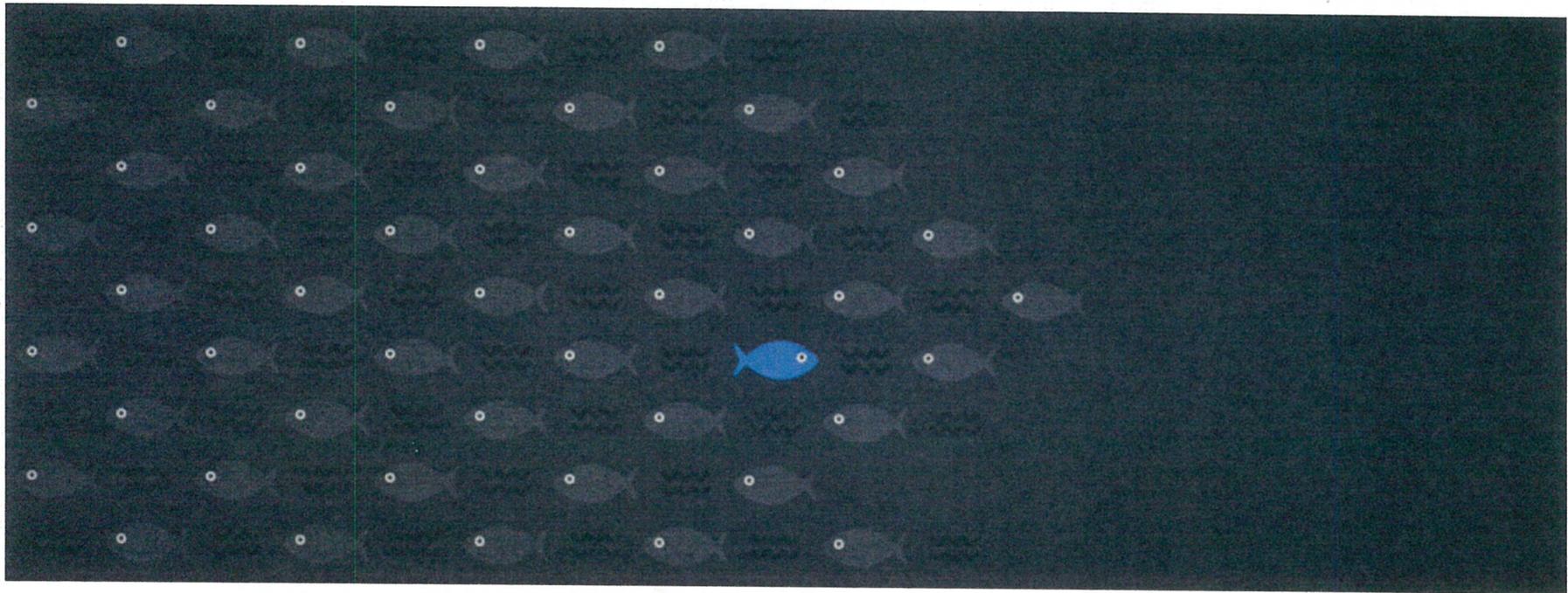
OCM 10/12/2015 - Agenda item 17.1 Attach 1

# The brand agency

© The Brand Agency, All Rights Reserved. Proprietary and Confidential.

the brand agency

# The Brand Agency



thebrandagency



the brand agency

# The situation

© The Brand Agency. All Rights Reserved. Proprietary and Confidential.

the brand agency

# core business decision

CRAPEC is not just another recreation centre, it's a [state of the art](#) facility that provides services for Western Australia.

The naming and branding of the centre is about more than marketing. It is about ensuring the [commercial competitiveness](#) and [viability](#) of the new facility.

the [brand](#) agency

# today's presentation

Showing you the [extensive naming journey](#) we have been on.

The [due diligence](#) that has been undertaken and the [rigorous evaluation](#) process.

And seeking your input and guidance on our final choices.

the [brand](#) agency

# the process we have been through

- Defining the **core pillars** of the destination
- Understanding the **value proposition** for customers
- Extensive research into **effective branding**

<i>active</i>	<i>social</i>	<i>health</i>	<i>community</i>	<i>destination</i>
gym	market	activity	group	station
swimming	network	fitness	people	junction
outdoor sports	creative	exercise	community	crossing
live	connect	well-being	people	base
exercise	share	wellness	social	box
work	engage	well	experience	house
schools	connect	wellness	community	quarter
city	connect	wellness	community	bridge
work	connect	wellness	community	arena
work	connect	wellness	community	complex / multiplex
work	connect	wellness	community	place
work	connect	wellness	community	precinct
work	connect	wellness	community	club

# the process we have been through

- Creative name generation workshops
- Refining 100's of names down to a short list
- Staff consultation
- Trademarking and commercial viability testing

<b>Founder</b> Ben & Jerry's Ralph Lauren Ford	<b>Descriptive</b> YouTube iTrade Toys 'R Us	<b>Fabricated</b> Coca-Cola Kodak Xbox	<b>Metaphor</b> Nike Starbucks Apple
<b>Acronym</b> IBM BMW MoMA	<b>Magic Spell</b> Nike Tumblr Netflix	<b>Combinations</b> Pepsi-Cola Pepsi-Express eBay	

# your task today

Provide **guidance and feedback** on the naming options presented, remembering the following:

- The naming and branding this facility correctly critical to the **commercial success**.
- The name must **compete** in a crowded market.
- The name needs to reflect all that the facility embodies; that it is a **'destination'**.
- The name must be **ownable and trademarkable**.

the **brand** agency

# Name review

© The Brand Agency. All Rights Reserved. Proprietary and Confidential.

the brand agency

# background

The following names have all been considered to be [commercially competitive](#), and [viable](#) options for the new facility.

Key considerations:

- Modern, strong identity
- Create a sense of place – a ‘destination’
- Creative – attractive to all market segments
- Commercially competitive in public and private sector

AVIVA  
COCKBURN

the brand agency

# pros

- Youthful, active living
- Short and easily memorable
- Includes locator of facility
- Lends itself well to typographic design
- Available for trademark (currently in progress)
- Modular and enable brand extensions eg. AVIVA Swim, AVIVA Cafe

the brand agency

## cons

- Issues arising with AVIVA insurance:
  - Search
  - Social media ownership
  - Small risk of possible confusion with AVIVA Insurance
- Location in name will help with this issue

the brand agency

# assessment

- Implies a fun, and active lifestyle
- Suggests a positive, aspirational facility
- Well aligned with the development's offerings
- Lend itself well to design
- Gives an indication of the brand identity
- Clearly identified location and ownership of facility
- Remains available for trademarking (currently in process)

the brand agency

example logo



the brand agency

# REQUA

## COCKBURN

the brand agency

# pros

- Straight-forward
- Short and memorable
- Includes locator of facility
- Describes what is on offer at the facility
- Available for trademark (currently in progress)
- Modular and enable brand extensions eg. REQUA Swim, REQUA Cafe

thebrandagency

## cons

- Lacks emotional attachment
- Pronunciation/spelling potential issue

# assessment

- Straightforward, short, functional
- Details services on offer; recreation and aquatics
- Available for trademark (currently in progress)
- Includes locational factor

the brand agency

example logo



the brand agency

# Cockburn ARC

the brand agency

# pros

- Includes a locator
- Easy to remember
- Practical and straightforward
- Available for trademark (currently in progress)

the brand agency

## cons

- The name does not evoke thoughts of a state-of-the-art health, fitness, or recreation facility
- Other than 'Cockburn' there is little emotional connection
- Some issues with spelling (ARC v ark)

the brand agency

# assessment

- Memorable, functional name
- Clear indication of what the development offers (when written in full)
- Includes a locator
- Gives some emotional connection to the development
- May be uncertainty of spelling
- Does not imply a world class facility

example logo



the brand agency

# Stadium Central

the brand agency

pros

- Implies sporting activity
- Venue for watching events

the brand agency

## cons

- “Central” becomes confusing without Cockburn locator
- “Stadium” is misleading
- The centre is much more than a stadium
- Doesn't speak to the heart of the development

# assessment

- Functional
- Not unique
- Not a true representation of the project
- No locational factor
- Loose connection to the existing area and amenities
- “Stadium” is misleading

the brand agency

example logo

**STADIUM** COCKBURN  
**CENTRAL**



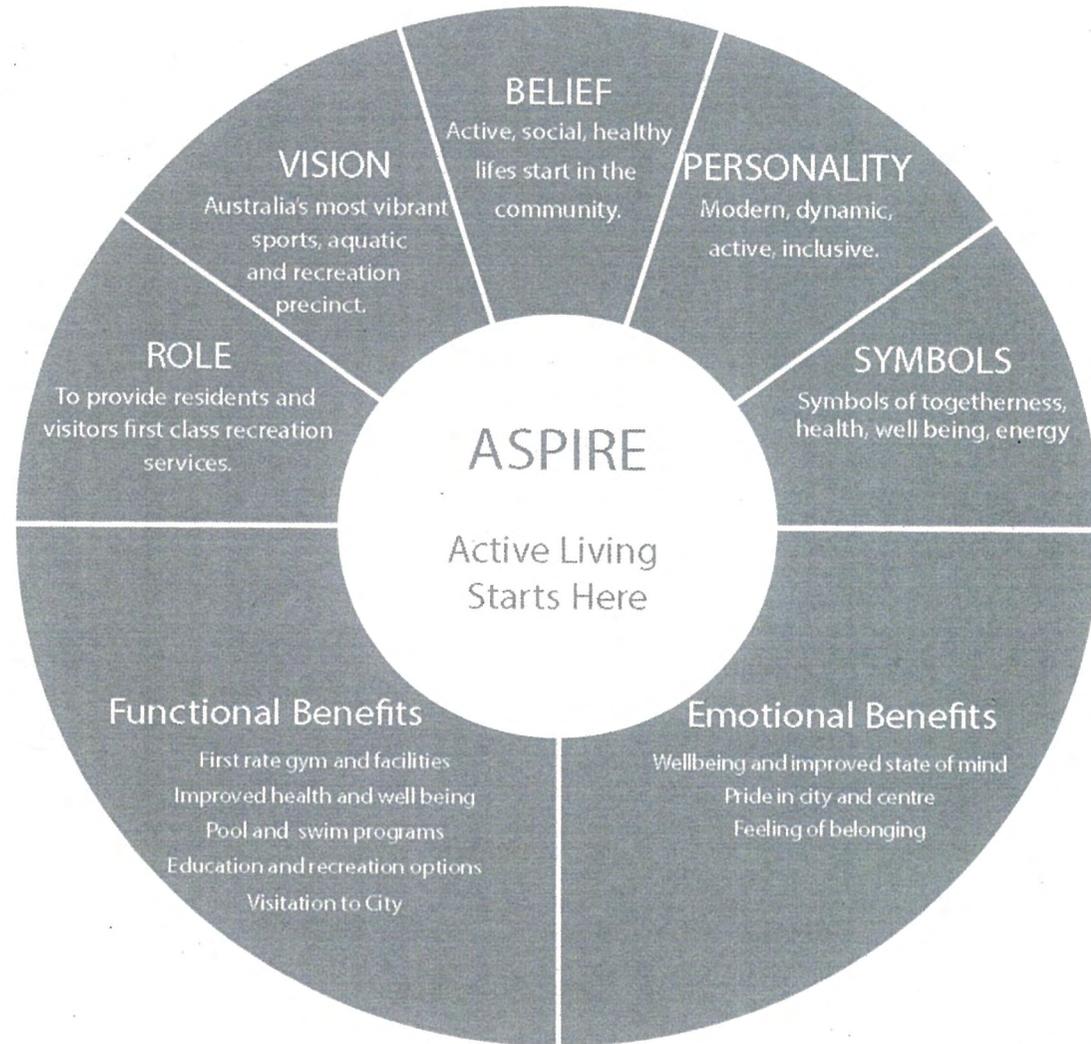
the brand agency

# Brand DNA and Brand Story

© The Brand Agency. All Rights Reserved. Proprietary and Confidential.

the brand agency

# Brand DNA



the brand agency

Active living starts here

the brand agency

# Next steps

© The Brand Agency. All Rights Reserved. Proprietary and Confidential.

the brand agency

# Next steps

- Feedback on names provided
- Preferred name put forward to Council
- Preferred name approved by Council
- Brand identity design for chosen name (January)
- Creation of brand style guide (January)

the brand agency

# Recap

© 2017 The Brand Agency, All Rights Reserved. Privacy Policy | Terms of Service

the brand agency

**NAMING PROCESS FOR COCKBURN RECREATION AND AQUATIC FACILITY**

<u>Date</u>	<u>Activity</u>	<u>Outcome</u>
July 2014	Establish naming team (Communications, Recreation Services, Media, IT, Environment)	Agree project process and goals
July 2014	Landcorp presentation of place branding of the area	Understanding of unique qualities and advantages, constraints, users and their needs, place proposition and destination development
July 2014	<ul style="list-style-type: none"> <li>Develop guiding principals</li> <li>Refine goals</li> <li>Agree project Stages and steps</li> </ul>	<ul style="list-style-type: none"> <li>Project strategic plan</li> <li>Confirm facility to be a "destination"</li> <li>Extract keywords to form a working Vision Statement</li> </ul>
August 2014	<ul style="list-style-type: none"> <li>Naming team workshop</li> <li>Refine Vision Statement</li> <li>Competitive landscape</li> <li>Qualities and types of name</li> </ul>	<ul style="list-style-type: none"> <li>Lateral thinking brainstorm</li> <li>Concept words, phrases ideas</li> <li>Vision Statement</li> </ul>
August 2014	Naming team Brainstorm session 1	<ul style="list-style-type: none"> <li>250 – 300 words, phrases and names</li> <li>35 – 40 words with potential were tagged</li> </ul>
August 2014	Naming team Brainstorm session 2	Tagged words from previous session used to expand and explore further options
September 2014	Research and investigation into possible themes including Greek mythology, Nyungar, local historical context and acronyms	Research adds validity or discounts prospective names
September 2014	Review of outcome from Brainstorm sessions 1& 2	Specific themes and ideas to be explored Shortlist of names
October 2014	<ul style="list-style-type: none"> <li>Focus Group session 1 –COC employees handpicked from various departments for appropriate spread of demographic</li> <li>Shortlist of names (120) in 14 themes presented for rating</li> </ul>	<ul style="list-style-type: none"> <li>Names rated and quantitative score applied to each option</li> <li>All name options strengths and weaknesses considered</li> </ul>
October 2014	Focus Group session 2 – COC employees Shortlist of names (4) in 6 themes presented for rating	<ul style="list-style-type: none"> <li>Names rated and quantitative score applied to each option</li> <li>All name options strengths and weaknesses considered</li> </ul>
October 2014	Presentation of naming process to Strategic Business Managers	<ul style="list-style-type: none"> <li>Agreement that process is sound</li> <li>Process applicable to other City projects</li> </ul>
October 2014	Presentation of naming process to Directors and CEO	Naming process to continue to refine and develop options
November 2014	Focus Group session and ratings analysed Investigation into practical acronyms for name options	Name options – 8
January 2015	<ul style="list-style-type: none"> <li>Name options explored for visual qualities</li> <li>Internal facility department sub-brands tested for usability for possible marketing and PR campaigns</li> </ul>	Name options – 6
February 2015	<ul style="list-style-type: none"> <li>More testing of visual qualities</li> </ul>	Name options – two voted options proposed VIVA, ASPIRE, two alternatives (to appease more traditional tastes (SUCCESS ARENA, COCKBURN CENTRAL ARENA)
March 2015	Presentation of name options to Directors and CEO	Executive added two names (Stadium Central and Arena Central) - ruled out Success Arena, as not in Success.
March-June 2015	Reviewed trademarking over this period.	Arena Central, VIVA and ASPIRE all had issues around trademarking.
July-August 2015	Reviewed with urgency earlier options and re-reviewed highly trade-markable names.	VIVA became AVIVA Cockburn Stadium Central stayed

<u>Date</u>	<u>Activity</u>	<u>Outcome</u>
		<p>Cockburn ARC – we had had PARC early on before but felt that PARC did not give the right description, but ARC – Aquatic and Recreation Centre made the fit.</p> <p>REQUA Cockburn – is a word that has meaning and location and is trademarkable</p>
September-October	Trademarks are registered; concepts are produced for the four names and the four are presented to the Executive	Executive approve presentation to Elected Members
November	Briefing to Elected Members	Agenda item to be drafted for December OCM.