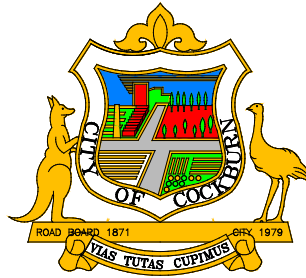


# **CITY OF COCKBURN**



**ORDINARY COUNCIL**

**AGENDA PAPER**

**FOR**

**THURSDAY, 8 SEPTEMBER 2011**

# CITY OF COCKBURN

## SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 8 SEPTEMBER 2011 AT 7:00 PM

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## CITY OF COCKBURN

### AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 8 SEPTEMBER 2011 AT 7:00 PM

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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. **APOLOGIES AND LEAVE OF ABSENCE**
6. **ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**  
Nil
7. **PUBLIC QUESTION TIME**
8. **CONFIRMATION OF MINUTES**
  - 8.1 **(OCM 8/9/2011) - ORDINARY COUNCIL MEETING - 11/08/2011**

**RECOMMENDATION**

That Council adopt the Minutes of the Ordinary Council Meeting held on Thursday, 11 August 2011, 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)**

Nil

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

**13. COUNCIL MATTERS**

Nil

**14. PLANNING AND DEVELOPMENT DIVISION ISSUES**

**14.1 (OCM 8/9/2011) - SCHEME AMENDMENT NO. 87 - LOCATION: PACKHAM NORTH PROJECT AREA, SPEARWOOD AND COOGEE - OWNER: VARIOUS (93087) (R COLALILLO) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) endorse the Schedule of Submissions prepared in respect of Amendment No. 87 to City of Cockburn Town Planning Scheme No. 3 ("Scheme");
- (2) modify the advertised Amendment No. 87 to the Scheme in accordance with the following requirements:
  1. Add within the 'Provisions' section of DCA 12 within Schedule 12 reference to the requirement for lots within the 'Eastern Residential Cell' to provide only a pro-rata contribution for specific items being the DWMS/LWMS and Ocean Road traffic management device.

2. Update the associated Cost Contribution Schedule to:
  - (a) include within the 'General description' section reference to the difference in cost contributions for those lots within Eastern Residential Cell.
  - (b) modify the description of the 'Upgrading Hamilton Road' to 'Hamilton Road Traffic Management Devices'.
  - (c) modify Schedule 4 to reflect the revised cost for the final DWMS/LWMS.
  - (d) add a Schedule 6 'Eastern Residential Cell' to detail the pro-rata contributions of this area in relation to the Ocean Road traffic management device, Vegetation Survey Report and DWMS/LWMS.
  - (e) rename completed preliminary studies in accordance with their final document title (as required).
  
- (3) once modified in accordance with 2, adopt for final approval Amendment No. 87 to the Scheme for purposes of:

Amending Schedule 12 - Development Contribution Plan contained in the scheme text by including DCA 12 - Packham North as follows.

Schedule 12 Development Contribution Plan

Ref. No.	DCA 12
Area:	<b>Packham North</b>
Provisions	<p>All landowners within DCA 12 shall make a proportional contribution to land, infrastructure, works and all associated costs required as part of the development and subdivision of the Packham North Development Contribution Area.</p> <p>The proportional contribution is to be determined in accordance with the provisions of Clause 6.3 and this Development Contribution Plan.</p> <p>Contributions shall be made towards the following items:</p> <p>Landowners shall generally be required to contain drainage on their own site. However where a landowner(s) is required to provide additional capacity within their subdivision or development that is to serve adjoining</p>

	<p>landowners then all landowners whose land is to be serviced by designated drainage area shall make a proportional contribution to the required drainage land and works. Such proportion is to be calculated on the basis of the area of land within the drainage catchment areas.</p> <p>Drainage works referred to above include internal and offsite arterial groundwater control and drainage infrastructure including detention basins, gross pollutant traps, nutrient stripping and landscaping. Infrastructure within subdivision roads and development sites is the responsibility of the land developer and is not a DCA responsibility.</p> <p>Landowners(s) are required to provide 10% of their landholding(s) for public open space (POS) in accordance with Element 4 of Liveable Neighbourhoods. The Structure Plan will generally locate POS such that the 10% requirement is satisfied on each owner or group of owners land holdings. However where the adopted Structure Plan requires landowners(s) to provide more than their required 10% POS within their subdivision then the over and above POS land area shall be a DCA cost item which is contributed to by those landowners not providing 10% of their land. The above liability for POS is to be based on the value of the POS being over provided which is determined in accordance with clause 6.3 of the Scheme and apportioned to under providing owners on the basis of the area of a landowner(s) shortfall in meeting the 10% requirement.</p> <p>The cost of landscaping public open space including wetland restoration.</p> <p>The cost of any new subdivision road which the City and the WAPC require to have a reserve width greater than 15 metres wide. The liability shall be limited to the land in excess of 15 metres wide and the cost of the pavement that is in excess of 6 metres wide. The cost of footpaths, parking embayment and public utility services including drainage, lighting, power, telecommunications, water, sewerage and gas</p>
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	<p>are costs of subdivision of the land adjoining the road and therefore not included in the DCA costs.</p> <p>The costs of any traffic management device on Integrator or Neighbourhood Connector roads as defined by Element 2 of Liveable Neighbourhoods which are required as part of the development of the DCA area. This includes existing and proposed internal and abutting roads.</p> <p>Preliminary professional services prefunded by the City including drainage, engineering, environmental, servicing, traffic and planning which relate to the DCA area.</p> <p>Costs to implement and administer cost sharing arrangements of the DCA including design, cost estimates and schedules, valuations, annual reviews of land and works, audits, legal advice and administrative costs.</p> <p>Lots 480 – 482 Mell Road and Lot 483 Rockingham Road will be required to make only a pro-rata contribution toward the District/Local Water Management Strategy (35.5%) and Ocean Road/Hamilton Road Traffic Management Device (30%) and no contribution toward the Vegetation Survey and Rare and Priority Flora Search Ocean Road Wetland Study.</p> <p>The DCA costs shall not apply to Lot 6 Rockingham Road or Lots 16, 17 and 18 Mell Road unless they are the subject of further development in addition to that which already exists or is the subject of a current approval.</p> <p>Cost including fees and interest on any loans raised by the local government to purchase land or undertake any of the DCA12 works.</p>
Participants and Contributions	In accordance with the Cost Contribution Schedule adopted by the local government for DCA 12.

(4) ensure the amendment documentation be signed and sealed and then submitted to the Western Australian Planning

Commission along with the endorsed Schedule of Submissions with a request for the endorsement of final approval by the Hon. Minister for Planning; and

- (5) advise those parties that made a submission be advised of Council's decision accordingly.

## **COUNCIL DECISION**

### **Background**

Council at its meeting held on 11 November 2010 resolved to initiate Amendment No. 87 to Town Planning Scheme No. 3 for the purpose of advertising. The amendment proposes to introduce Development Contribution Area No. 12 (Packham North) to Schedule 12 of the Scheme.

Within multiple ownership areas there are items of infrastructure such as public open space, road widening/extensions, drainage and overall costs including preliminary studies and open space development that are required for the development and are the responsibility of all owners rather than the owner on whose land the requirement is located. To ensure that all owners equitably contribute to these costs, in multiple ownership areas the City administers DCA provisions that are set out in Schedule 12 of the scheme text.

The subject area is within the Packham North Development Area 31 Structure Plan Area. The associated District Structure Plan was adopted by Council at its Ordinary Meeting on 11 August 2011.

### **Submission**

N/A

### **Report**

The Scheme Amendment was referred to the Environmental Protection Authority ("EPA") in accordance with Section 82 of the *Planning and Development Act 2005*.

The EPA advised that the overall environmental impact of the amendment would not be severe enough to warrant formal assessment under the Environmental Protection Act.

### Consultation

The amendment was subsequently advertised seeking public comment in accordance with the *Town Planning Regulations 1967* for not less than 42 days. A copy of the draft estimated cost contribution schedule was advertised with the amendment.

A total of five submissions were received. The submissions that were received are set out and addressed in detail within the Schedule of Submissions (Attachment 3).

In response to submissions, it is proposed to undertake minor modifications to the text for DCA 12 in Schedule 12. Modifications are also required to be made to the associated cost contribution schedule. The justification for the modifications is detailed within the attached Schedule of Submissions, and summarised below:

1. Add within the 'Provisions' section of DCA 12 within Schedule 12 reference to the requirement for lots within the 'Eastern Residential Cell' to provide only a pro-rata contribution for specific items being the DWMS/LWMS and Ocean Road traffic management device.
2. Update the associated Cost Contribution Schedule to:
  - a) Include within the 'general description' section reference to the difference in cost contributions for those lots within the eastern residential cell.
  - b) Modify the description of the 'Upgrading Hamilton Road' to 'Hamilton Road Traffic Management Devices'.
  - c) Modify Schedule 4 to reflect the revised cost for the final DWMS/LWMS.
  - d) Add a Schedule 6 'Eastern Residential Cell' to detail the pro-rata contributions of this area in relation to the Ocean Road traffic management device, vegetation survey report and DWMS/LWMS.
  - e) Rename completed preliminary studies in accordance with their final document title (as required).

The above modifications are considered to provide for a more equitable arrangement for cost contributions within the development area. The revised cost contribution schedule is included as an attachment to this report.

As noted within the revised cost contribution schedule, the costs associated with developer contributions within the Packham North Area are summarised following:

<b>Total Land Area (ha)</b>	75.5
<b>Standard DCA costs per ha</b>	\$73,112.97
<b>Eastern Residential Cell DCA costs per ha</b>	\$71,078.99

Based on a typical average of approximately 15 lots per hectare, contributions will range from \$4,874 (standard) to \$4,738 (eastern residential cell) per lot. This is considered an appropriate cost magnitude for the development. It should be noted that these figures do not include additional developer contributions which are required to be made in accordance with the recently gazetted Developer Contribution Plan 13 – Community Infrastructure.

### Conclusion

It is recommended that Amendment No. 87 be adopted by Council and forwarded to the WAPC for final approval, subject to the modifications outlined above.

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

#### **Demographic Planning**

- To ensure the planning of the City is based on an approach that has the potential to achieve high levels of convenience and prosperity for its citizens.

#### **Infrastructure Development**

- To construct and maintain parks and bushland reserves that are convenient and safe for public use, and do not compromise environmental management.
- To provide an appropriate range of recreation areas that meets the needs of all age groups within the community.

#### **Lifestyle and Aspiration Achievement**

- To foster a sense of community spirit within the district generally and neighbourhoods in particular.

#### **Transport Optimisation**

- To construct and maintain roads which are convenient and safe for vehicles, cyclists and pedestrians.

### **Budget/Financial Implications**

Having a DCP in place will enable infrastructure costs which benefit groups of landowners to be shared equitably. Without such a DCP in place, it is likely that either the first subdividing landowner will need to fund the infrastructure in its entirety, or potentially the City will be requested to fund. Either scenario is unappealing due to inequity arguments.

Accordingly, a DCP is seen as the most appropriate mechanism to fund common infrastructure. The current rate is identified with the attached Draft Cost Contribution Schedule.

### **Legal Implications**

*Planning and Development Act 2005*  
City of Cockburn Town Planning Scheme No. 3  
*Town Planning Regulations 1967*

### **Community Consultation**

Following receipt of advice from the EPA, the amendment was advertised for a 42 day period. The 42 day public consultation period for Amendment 87 concluded on 29 March 2011. The Scheme Amendment attracted five submissions of which two objected, two supported subject to proposed modifications and one stated no objection.

### **Attachment(s)**

1. Locality Plan
2. Cost Contribution Schedule – DCA 12
3. Schedule of Submissions

### **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 8 September 2011 Council Meeting.

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

Nil

**14.2 (OCM 8/9/2011) - DELEGATED AUTHORITY - SECTION 374 LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1960 (3108) (J WEST)**

**RECOMMENDATION**

That Council:

- (1) delegate its authority to approve or to refuse to approve plans and specifications or unauthorised building work to Council's Building Surveyor, Pieter (Peter) Sportel:
  1. Under Section 374 & 374AAB of the Local Government (Miscellaneous Provisions) Act 1960.
  2. To the extent permitted by the Local Government (Building Surveyors) Regulations 2008, as a Level 1 Building Surveyor (i.e. all types of building proposals).
- (2) issue to Pieter (Peter) Sportel a Certificate of Authorisation in relation to recommendation (1) above as required by Section 9.10(2) of the Local Government Act 1995.

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

**COUNCIL DECISION**

**Background**

Mr Pieter (Peter) Sportel has commenced work with the City. Part of Mr Sportel's duties in future would be to approve or refuse to approve Building Licence applications and Building Approval Certificate applications under delegated authority of Council.

**Submission**

N/A

## **Report**

Mr Pieter (Peter) Sportel is qualified as a Level 1 Building Surveyor and as such has the qualifications to accept this delegation to the extent permitted under legislation (i.e. to consider all types of building proposals).

## **Strategic Plan/Policy Implications**

### **Lifestyle and Aspiration Achievement**

- To deliver our services and to manage resources in a way that is cost effective without compromising quality.
- To conserve the character and historic value of the human and built environment.

### **Governance Excellence**

- To conduct Council business in open public forums and to manage Council affairs by employing publicly accountable practices.
- To provide effective monitoring and regulatory services that administer relevant legislation and local laws in a fair and impartial way.
- To maximise use of technology that contributes to the efficient delivery of Council's services.

## **Budget/Financial Implications**

Mr Pieter Sportel has been appointed due to the resignation of another officer. Provision has been made in the City's budget for the position.

## **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.

**14.3 (OCM 8/9/2011) - HAMILTON HILL REVITALISATION STRATEGY  
LOCATION: CITY OF COCKBURN (SM/M/044) (R SERVENTY)  
(ATTACH)**

**RECOMMENDATION**

That Council

- (1) endorse the Project Plan for the Hamilton Hill Revitalisation Strategy; and
- (2) supports the preparation of the Hamilton Hill Revitalisation Strategy as described within the Project Plan.

**COUNCIL DECISION**

**Background**

The Hamilton Hill Revitalisation Strategy is the latest of the City of Cockburn's ("City's") revitalisation projects. The Phoenix Revitalisation Strategy was finalised in May 2009 and provides a comprehensive plan to guide future development within the established suburb of Spearwood and a portion of Hamilton Hill. The plan guides how future urban infill will be delivered within the suburbs and works required to facilitate improvements in the urban environment.

In 2010 the Western Australian Planning Commission ('WAPC') released its latest Strategic Plan for Perth and Peel, *Directions 2031 and Beyond: Metropolitan planning beyond the horizon* ("Directions 2031"). Directions 2031 sets a target that 47% of the additional dwellings required by 2031 will be delivered through urban infill i.e. within areas already zoned for urban development.



Hamilton Hill, as a well connected inner ring suburb, is well situated to contribute to the delivery of these infill targets. The Hamilton Hill Revitalisation Strategy will identify and assess the opportunities for urban infill within Hamilton Hill.

The area has had infill sewerage completed, and part of the suburb has also recently been selected for underground power. The City is also very mindful of particular demographic trends within the suburb, and these very much form the basis as to why a revitalisation strategy for the suburb is considered particularly relevant at this point in time.

### **Submission**

N/A

### **Report**

The Hamilton Hill Revitalisation Strategy will guide the form of future development within the established suburb of Hamilton Hill. The Strategy will determine how future urban infill will be delivered within the suburb and the works required to facilitate improvements in the urban environment. The Strategy will be based on comprehensive site analysis, contextual studies, stakeholder visioning and consultation and the preparation and assessment of various urban infill scenarios for future development within the Strategy area.

The vision for the Project is:

*“To plan in a proper and orderly manner for the revitalisation of Hamilton Hill through appropriate urban infill and investment in the urban environment”.*

The objectives of the Strategy are to:

1. Maintain and enhance the local character of Hamilton Hill through development and investment that compliments the existing urban fabric.
2. Provide opportunities for urban infill that meet the needs of the existing and future community of Hamilton Hill.
3. Contribute to the urban infill aspirations of Direction 2031.
4. Provide for a more sustainable, accessible and compact urban form within Hamilton Hill.

The outputs of the Hamilton Hill Revitalisation Strategy will include:

- A Background Report
- A Consultation Outcomes Report
- The Hamilton Hill Revitalisation Strategy, including:
  - A Strategy Report
  - A Strategy Plan

The Hamilton Hill Revitalisation Strategy will provides the basis of future Scheme Amendments to Town Planning Scheme No. 3 and establishing priorities for streetscape and POS improvements in the area.

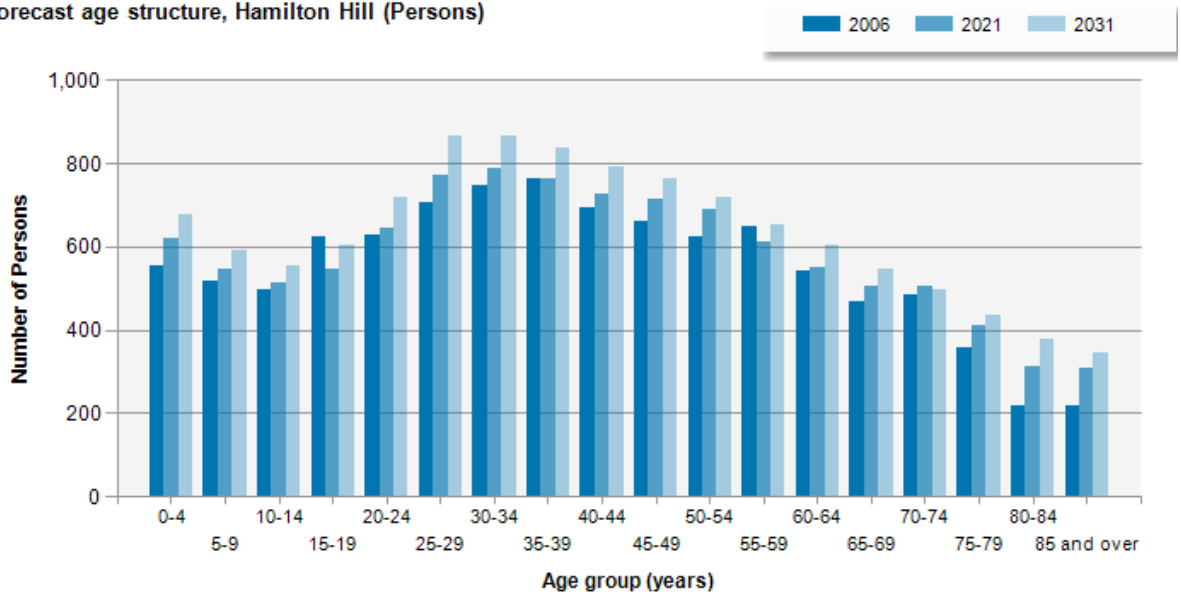
Demographic characteristics

As mentioned above, there are particular demographic characteristics of Hamilton Hill which combine to produce some interesting scenarios in respect of how both the current and future community live. The Revitalisation Strategy will be very much concerned with trying to ensure the future planning direction (particularly in respect of residential densities) are able to respond and support the demographic characteristics which have been forecast for the suburb. Major factors include:

An ageing population

For example, the number of people aged over 65 is expected to increase by 17.0%, and represent 19.4% of the population by 2021. Furthermore, the age group which is forecast to have the largest proportional increase (relative to its population size) by 2021 is 80-84 year olds, who are forecast to increase by 42.9%. This is shown in the following figure:

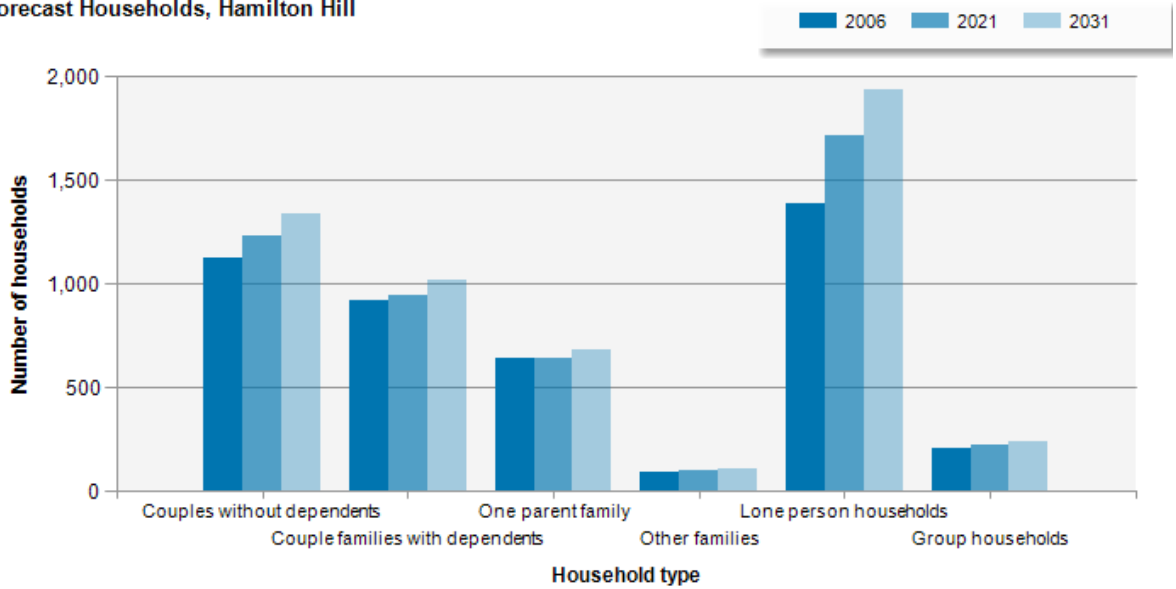
Forecast age structure, Hamilton Hill (Persons)



High presence of lone and couples without dependents households. For example, in 2006 the dominant household type in Hamilton Hill was lone person households, which accounted for 31.7% of all households. This is very different to other parts of the City which feature couples

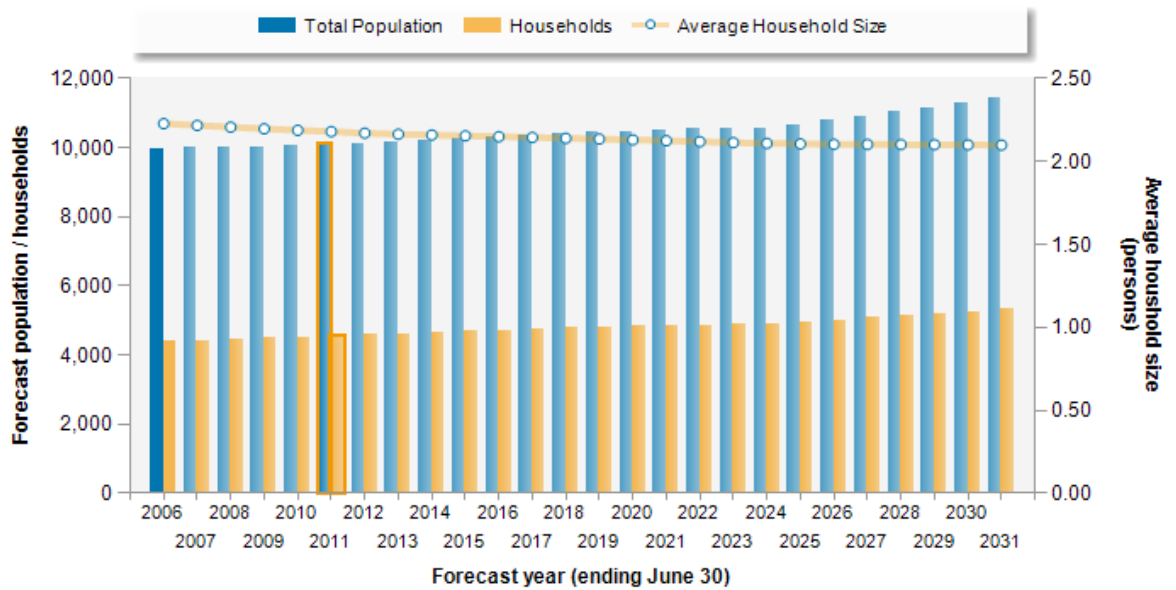
with dependents (families) as the most prominent household type. The largest increase is forecast to be in lone person households, which will increase to comprise 35.5% of all households in 2021, compared to 31.7% in 2006. Couples without dependents are also forecast to increase the second most by 2021:

Forecast Households, Hamilton Hill



Linked to the above, a declining household size. With a 2006 figure of 2.23 people per household, this is forecast to decline further to approximately 2.13 by 2021. This is demonstrated following:

Forecast population, households and average household size, Hamilton Hill



Importantly, the above demographic trends and forecasts are based upon current planning approaches for the suburb. Planning can respond to such forecasts in a variety of ways, for example looking at the mix of housing types to better match forecast trends for the suburb. But planning can also seek to intervene to look at trying to protect desirable characteristics, such as through ensuring appropriate family friendly dwellings are maintained (through density coding) to enable presence of families in the suburb itself. These will all be features which are carefully considered through the process of the revitalisation strategy.

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

#### **Demographic Planning**

- To ensure the planning of the City is based on an approach that has the potential to achieve high levels of convenience and prosperity for its citizens.
- To ensure development will enhance the levels of amenity currently enjoyed by the community.

#### **Infrastructure Development**

- To construct and maintain parks and bushland reserves that are convenient and safe for public use, and do not compromise environmental management.
- To provide an appropriate range of recreation areas that meets the needs of all age groups within the community.

#### **Lifestyle and Aspiration Achievement**

- To foster a sense of community spirit within the district generally and neighbourhoods in particular.
- To conserve the character and historic value of the human and built environment.
- To identify community needs, aspirations, expectations and priorities for services that are required to meet the changing demographics of the *district*.

### **Budget/Financial Implications**

The 201/12 Budget includes \$70,000 for the Hamilton Hill Revitalisation Strategy. Initial funds will be utilised for the visioning phases of the project, which will take place over the coming 3 month period. This includes two independently facilitated visioning forums, questionnaire to all residents and background research being undertaken.

**Legal Implications**

N/A

**Community Consultation**

The Hamilton Hill Revitalisation Strategy Project Plan incorporates a comprehensive stakeholder and community engagement process, including a landowner survey, community visioning forums, and a formal community consultation phase.

**Attachment(s)**

Hamilton Hill Revitalisation Strategy Project Plan

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

N/A

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

Nil

**14.4 (OCM 8/9/2011) - DETAILED AREA PLANS FOR PORTIONS OF STAGES 4B AND 6A, AND STAGE 11Z, PORT COOGEE, NORTH COOGEE - PREPARED BY: TAYLOR BURRELL BARNETT - PROPONENT: AUSTRALAND (PS/A/001) (T WATSON) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) approve the amended Detailed Area Plans presented for Portions of Stages 4B and 6A, and Stage 11Z, Port Coogee, North Coogee, prepared by Taylor Burrell Barnett for Australand, pursuant to the provisions contained under Clause 6.2.15.8 of the City of Cockburn Town Planning Scheme No. 3;
- (2) advise the applicant accordingly of Council's decision; and
- (3) provide property owners with the a copy of the relevant amended DAP.

**COUNCIL DECISION**

**Background**

The Detailed Area Plans subject of this report, for Portions of Stages 4B and 6A, and Stage 11Z, Port Coogee, were originally approved by Council in 2008. Stages 4B and 6A are located 'landside' in the northern part of the project area adjacent to the marina canals. Stage 11Z is located 'landside' in the southern part of the project adjacent to the breakwater.

**Submission**

The City has received amended DAP's for the stages. The changes are minor and deal with the manner in which dwelling heights are controlled. The DAP's currently refer to dwelling heights in storeys (3 storeys permitted), within a maximum height above ground level (13.6m). To accord with the amended Revised Local Structure Plan, the amended DAP's refer to a maximum height above ground level only. This reflects the deletion of reference in the Revised Local Structure Plan to heights in storeys.

All other provisions in the DAP's remain as originally approved.

**Report**

The proposed changes provide for consistency between the Revised Local Structure Plan and the site-specific layer of planning information contained with the DAP's. It is noted that following approval of the Revised Local Structure Plan in May 2010, all DAP's subsequently approved by Council make reference to maximum dwelling heights above ground level only. The changes being made to the subject DAP's are retrospective for the purpose of achieving consistency.

Conclusion

The DAP changes are minor and approval is recommended in accordance with the provisions of 6.2.15.8 of the Scheme. Given the nature of the changes, landowners subject to the controls of the DAP have not been consulted on the proposed amendments. In this regard, the changes do not result in an impost on development. Rather, the removal of the limitation of building height to a number of storeys

provides potential for an additional storey within the maximum above ground level determined in metres.

To ensure landowners subject to the DAP's are informed of the changes, it is proposed to send a copy of the relevant DAP to respective owners following approval by Council.

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

#### **Demographic Planning**

- To ensure the planning of the City is based on an approach that has the potential to achieve high levels of convenience and prosperity for its citizens.
- To ensure development will enhance the levels of amenity currently enjoyed by the community.

#### **Governance Excellence**

- To conduct Council business in open public forums and to manage Council affairs by employing publicly accountable practices.

Council Policy that applies is Policy APD 31 'Detailed Area Plans'.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

Town Planning Scheme No. 3  
Planning and Development Act 2005

### **Community Consultation**

Town Planning Scheme No. 3  
Planning and Development Act 2005

### **Attachment(s)**

1. Location/Structure Plan
2. Detailed Area Plans

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

The proponent has been advised that this matter is to be considered at the 8 September 2011 Council Meeting.

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

Nil

**14.5 (OCM 8/9/2011) - PROPOSED AMENDMENT - CITY OF COCKBURN (LOCAL GOVERNMENT ACT) AMENDMENT LOCAL LAW 2010, (PART IV BUILDINGS) (CC/P/099) (J WEST) (ATTACH)**

**RECOMMENDATION**

That Council:

- (1) proceed to amend the City of Cockburn (Local Government Act) Amendment Local Law 2010 (Part IV Building), as shown in the attachment to the Agenda; and
- (2) pursuant to Sec. 3.12 of the Local Government Act, 1995, advertise the proposed amendments for a minimum period of six(6) weeks.

**COUNCIL DECISION**

**Background**

Council's consolidated (Local Government Act) Amendment Local Law 2010 includes Part IV which is relevant to Buildings or more particularly fencing. A review of Part IV reveals it should be repealed and more relevant Fencing Local Laws implemented.

**Submission**

N/A

**Report**

The purpose and effect of the draft amendments is to provide clear details regarding the meaning of 'sufficient fence' within the City of Cockburn and to implement more contemporary fencing local laws.



The proposed amendment has been drafted in consultation with Council staff that have the responsibility for the administration and enforcement of such laws.

If Council resolves to proceed with this matter, an advertisement will be placed in the 'West Australian' newspaper giving notice of Council's intention to amend the Local Laws.

Interested parties will be able to inspect a copy of the proposed amendment or obtain a copy from Council or from one of the City's Libraries as mentioned in the advertisement and may make a representation to Council in response to the proposed amendments to the current local laws. The submission period for representations is 42 days from the date of the advertisement.

Council staff has proposed to repeal Part IV of the consolidated (Local Government Act) Amendment Local Law 2010 and implement the amendments in the format attached.

The proposed repeal of Part IV of the City of Cockburn (Local Government Act) Amendment Local Law 2010 is highlighted in the attachment (Note pages 30-36).

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

#### **Governance Excellence**

- To conduct Council business in open public forums and to manage Council affairs by employing publicly accountable practices.
- To provide effective monitoring and regulatory services that administer relevant legislation and local laws in a fair and impartial way.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

Section 3.12 of the Local Government Act, 1995 refers.

### **Community Consultation**

Advertisement of the proposed amendments to be placed in a state wide public notice.

**Attachment(s)**

1. Copy of the Amendment Local Law.
2. Copy of the existing consolidated Local Law highlighting Part IV - Buildings which is intended to be repealed.

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

N/A

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

Nil.

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

**15.1 (OCM 8/9/2011) - LIST OF CREDITORS PAID - JULY 2011 (FS/L/001) (N MAURICIO) (ATTACH)**

**RECOMMENDATION**

That Council receive the List of Creditors Paid for July 2011, 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 June 2011 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**

**Governance Excellence**

- To conduct Council business in open public forums and to manage Council affairs by employing publicly accountable practices.

**Budget/Financial Implications**

N/A

**Legal Implications**

N/A

**Community Consultation**

N/A

**Attachment(s)**

List of Creditors Paid – July 2011.

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

N/A

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

Nil.

**15.2 (OCM 8/9/2011) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - JULY 2011 (FS/S/001) (N MAURICIO) (ATTACH)**

**RECOMMENDATION**

That Council receive the Statement of Financial Activity and associated reports for July 2011.

**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) explanations 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 has chosen to report the information according to its organisational business structure, as well as by nature and type.

Financial Management Regulation 34(5) requires Council to annually set a materiality threshold for the purpose of disclosing budget variance details. To this end, Council has adopted a materiality threshold variance of \$100,000 for the 2011/12 financial year.

## **Submission**

N/A

## **Report**

As this report is addressing the first month of the new financial year, it is too early to determine any significant trends in the financial performance to date.

## **Closing Funds**

The City's closing funds of \$78.2M are \$9.3M higher than the YTD revised budget setting of \$68.8M. The majority of this variance is attributable to the opening funds position that remains unadjusted for end of the previous year transactions. The final budget surplus for 2010/11 will be reported to Council in October and this year's opening

position adjusted as a result. Favourable income and expenditure numbers to the end of July have also impacted positively on the closing funds position.

The full year revised budget is showing a closing surplus position of \$30k, as was adopted in the annual budget. This will fluctuate as the year progresses, as the revised budget is dynamic and intended to better forecast the financial performance than the static annual budget. Any budget adjustments made throughout the year that impact the forecast closing position are outlined in Note 3 to the financial report.

### Operating Revenue

Operating revenue was close to budget overall for July. Interest earnings on Reserve monies were \$0.15M ahead of budget and landfill fees \$0.17M ahead. Yet to be levied Naval Base lease revenue offset by \$0.38M, these will be included in the August Financial Report.

### Operating Expenditure

Operating expenditure is showing a \$1.7M under spend of the budget, with most service units in the black. This tends to be the case each July as all efforts at this time of year are focused on finalising the previous year.

Employee costs contribute \$1.07M to the overall positive variance due to necessary end of year accounting treatments. These will balance out as the year progresses.

Information Services went against this trend due to the bulk of annual software support fees being accounted for in July.

### Capital Program

The City's capital budget is showing an overall under spend of \$3.06M against a YTD budget of \$4.63M. However, at this early stage, this is more an indicator of the project budget cash flows needing to be reset. These are initially forecast when the annual budget is set and before proper detailed project planning has been carried out.

Some of the more significant project variances are disclosed in the attached Capex variance analysis report.

### Cash & Investments

Council's cash and current/non-current investment holdings increased to \$76.2M (from \$73.6M at the end of June). This reflects a healthy position ahead of some major capital spending on projects such as the

Cockburn Integrated Community Facilities. This is needed to partly boost interest earnings, due to a falling interest rate environment within financial markets as a consequence of world economic concerns.

Of this total cash and investment holding, \$51.5M represents the City's cash reserves, whilst another \$5.0M is held for other restricted purposes such as bonds and capital contributions. The balance of \$19.6M represents the cash component of working capital available to fund the City's operations and the municipal funded portion of the capital program.

The City's investment portfolio made an annualised return of 6.37% for the month of July, versus the chosen BBSW benchmark performance of 5.07%. However, due to falling interest rates, it is anticipated that this performance will pare back as the year progresses.

Investments made during the month continued to be in short to medium dated term deposits (out to six months duration) with APRA regulated Australian banks.

#### 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 spend 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**

**Governance Excellence**

- To conduct Council business in open public forums and to manage Council affairs by employing publicly accountable practices.

**Budget/Financial Implications**

Material variances identified of a permanent nature (ie. not due to timing issues) may impact on Council's final budget position (depending upon the nature of the item). These will be assessed and considered for inclusion in the mid-year budget review at the appropriate time.

**Legal Implications**

N/A

**Community Consultation**

N/A

**Attachment(s)**

Statement of Financial Activity and associated reports – July 2011.

**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 8/9/2011) - ROE HIGHWAY EXTENSION CONCEPT DESIGN (ES/R/007) (J KIURSKI/D VICKERY) (ATTACH)**

**RECOMMENDATION**

That Council advise South Metro Connect that they do not support the Roe Highway Extension for the following reasons:

- (1) the social and economic justification does not validate the environmental degradation which will be caused as a consequence of the proposal;

- (2) it believes that the Roe Highway Extension proposal before it will direct significantly more traffic into the City of Cockburn (67,000vpd) and, without any commitment to associated local or regional network upgrades, will result in increased traffic congestion, reduced amenity (noise etc) and a loss of significant environmental open space;
- (3) the road network assessment undertaken to support the proposal does not clearly outline the local network implications of the Roe Highway Extension; and
- (4) a broader network review should be completed which models a shift in the focal point of the freight task from the inner harbour precinct to the outer harbour precinct.

## COUNCIL DECISION

### Background

In 2001 the City formally considered the extension of Roe Highway beyond Stage 7 and resolved as follows:

*Council write to the State Hon. Minister for Transport, local members of the Legislative Assembly, the Legislative Council and the local member of the House of Representatives, expressing opposition to the construction of Stage 8 of the proposed Roe Highway, given that it would impact adversely upon environmentally sensitive wetland areas between North Lake and Bibra Lake.*

In 2010 the matter was again considered by Council and the following resolution was adopted:

*That Council reiterates its opposition to the Roe Highway extension through Bibra Lake and a statement to this effect is included in the Plan for the District.*

In 2009 the current State Government made a commitment to review and design Roe Highway westwards from its current termination at Kwinana Freeway through to Stock Road. This extension was



expected to largely utilise the existing Metropolitan Region Scheme (MRS) reservation established in the 1960s for that purpose.

In order to deliver this commitment, Main Roads Western Australia (MRWA) implemented an Integrated Project Development (IPD) arrangement for the concept design of the highway extension, managed and resourced by a project team named *South Metro Connect* (SMC) comprising MRWA and AECOM staff.

In mid-2009, South Metro Connect started project development for the Roe Highway Extension. The primary objective of the project development phase was to obtain all required clearances and approvals to enable construction of the project to commence.

A critical aspect of the project development for the extension was engagement with the community and stakeholders to identify sustainable project outcomes taking social, environmental and economic factors into consideration.

The project development has now reached the point that South Metro Connect have established their preferred concept design for stakeholder endorsement and submitted the project's Public Environmental Review (PER) to the Environmental Protection Authority for review.

## **Submission**

South Metro Connect has requested Council endorsement of their preferred concept design, specifically with regards to impact and proposed treatments of the local road and shared use path network.

## **Report**

### Scope

This Report to Council is concerned only with the Roe Highway Extension (RHE) preferred concept design as submitted by SMC for Council's endorsement. This Report does not deal with comments on the project's Public Environmental Review.

### Project Area & Typical Cross Section

MRWA is proposing to extend Roe Highway west of its current terminus at Kwinana Freeway in Jandakot to Stock Road in Coolbellup. The project area is defined by the MRWA Extent of Proposal depicted in (refer attachment 2a). The road alignment was generally required to stay within the existing Metropolitan Region Scheme (MRS) with the exception that it could extend beyond the MRS boundary between

Kwinana Freeway and North Lake Road into adjacent government owned land based on social, environmental and other constraints. The road alignment between North Lake Road and Stock Road was required to be contained within the existing reserve due to constraining land uses.

A connection to Murdoch Drive is part of the proposed project in order to provide service to the Murdoch Activity Centre, including the Fiona Stanley Hospital. The concept design includes modified road treatments west of Stock Road as far as Southwell Crescent and east of Kwinana Freeway as far as Karel Avenue, together with recommended intersection treatments north and/or south of the Roe Highway alignment on Stock Road, Coolbellup Avenue, Bibra Drive, Murdoch Drive and Hope Road.

The typical cross section of the RHE is a dual carriageway with two lanes in each direction plus 3m and 1.5m shoulders on each carriageway. There will be the potential for an additional lane in each direction through adjusting lane widths and taking up a portion of the shoulders and median, thus not needing to increase the overall width of the footprint for a future road upgrade.

### Key Sections

The preferred concept design (refer attachment 3) outlines 9 key sections of the proposed road alignment between Stock Road and Kwinana Freeway. They will be addressed individually.

#### 1. Stock Road/Roe Highway Interchange (refer attachment 2b)

The Roe Highway's Extension western terminus at Stock Road is an interchange allowing for free-flowing traffic with the exception of the southbound turn from Roe Highway to Stock Road, which will be controlled by traffic signals. Stock Road will be raised approximately 4.5 metres to accommodate the required grade separation of the interchange.

The concept design incorporates modifications to local road connections to Stock Road to improve road safety. Right turns from Ralston Street into Stock Road (southbound) will not be permitted and the Counsel Road intersection will be modified by the addition of a left turn lane from Stock Road (southbound) and median modifications for right (south to east) turning vehicles.

The Forrest Road west connection to Stock Road will be removed, with Forrest Road modified to a cul-de-sac in the vicinity of Purvis Street and a roundabout added at the connection of Southwell Crescent, Blackwood Avenue and O'Connell Street.

The Roe/Stock interchange is configured to allow for a future extension of Roe Highway westward toward Cockburn Road within the MRS corridor.

2. Stock Road to North Lake Road inc. Coolbellup Avenue/Sudlow Road Overpass. (refer attachment 2c)

Between Progress Drive and Stock Road the alignment is fixed to remain within the MRS reservation with design options developed to try and minimise loss of and the impacts on high quality native vegetation recognised as bird foraging and nesting habitat. Retaining walls are proposed where the road is in cut to contribute to noise reduction for the adjacent properties and lessen the overall footprint of the road through this section

The section of Forrest Road between Sudlow Road and Stock Road will be removed to accommodate the Roe Highway extension within the Forrest Road (MRS) easement and the current connection of Forrest Road with Sebastian Crescent will be closed.

Forrest Road (east) will terminate at Sudlow Road in a new T-junction roundabout intersection.

Coolbellup Avenue and Sudlow Road will be slightly realigned and joined together via a new overpass over the Roe Highway extension with no connection to the highway.

The bridge approach embankment for Coolbellup Avenue southbound means the connection to Belarius Street needs to be shifted further north, so a new four-way intersection roundabout connecting Belarius Street and Ferdinand Crescent to Coolbellup Avenue is proposed.

3. North Lake Road/Roe Highway Interchange (refer attachment 2d & 2e)

North Lake Road is proposed as a fly over and connection to Roe Highway Extension via an interchange concept new to Australia, known as the Double Crossover Diamond (DCD).

The DCD is a variation of the conventional diamond interchange, but with the road configuration altered so that right turning traffic does not turn across oncoming traffic.

The North Lake Road carriageway configuration will be altered through the interchange with traffic travelling on the righthand side

of the road over the bridge, and changing back to the left beyond the interchange.

The alignment of the ramps is essentially the same as for conventional diamond interchange.

4. Progress Drive (refer attachment 2e)

Progress Drive will not be connected to Roe Highway but will pass under the extension via a new underpass structure. A second underpass to the east of Progress Drive will accommodate cyclist and pedestrian movements.

5. Roe Highway Wetlands Section (Progress Drive to Bibra Drive) inc Hope Road (West) (refer attachment 2e)

Between Progress Drive and Bibra Drive the proposed Roe Highway alignment will use part of the existing Hope Road reserve and follow the degraded area around the existing transmission line to minimise the environmental impact on existing vegetation.

A bridge structure will be built toward the western end of this section over the wetlands using construction methods which will largely eliminate clearing and assist to protect the wetlands vegetation.

Hope Road (west) remains connected at its eastern end to Bibra Drive, thus maintaining access to the Wetlands Education Centre, Native Ark and the Scout Hall, but with no connection to Progress Drive. The new Principal Shared Path running east-west parallel to the Roe Highway extension will utilise part of the existing Hope Road.

6. Bibra Drive and Hope Road (East) (refer attachment 2f)

Bibra Drive will pass over Roe Highway via a bridge and will remain close to its current alignment with the signalised intersection at Farrington Road unchanged. There will be no direct access to Roe Highway from Bibra Drive. There will be a realigned access to the Lakeside Recreation Centre from Bibra Drive.

There is a localised realignment of Hope Road (East) at its connection with Bibra Drive and at its eastern end to connect to Alistair Road and Pausin Crescent, to shift Hope Road out of the highway easement.

7. Murdoch Drive Extension/Roe Highway Interchange (refer attachment 2f and 2g)

Murdoch Drive will be realigned north of Farrington Road and extended south from Farrington Road to link with Roe Highway via the Roe Highway / Murdoch Drive Extension Interchange.

This interchange will provide a southern access to and from the Murdoch Activity Centre precinct, which includes the Fiona Stanley Hospital. There will also be an access to the Spanish Club and the Murdoch Pines Golf and Recreation Park from the extended Murdoch Drive.

8. Kwinana Freeway/Roe Highway Interchange (refer attachment 2g)

The existing Kwinana Freeway/Roe Highway interchange will be modified to provide all movements between the freeway, the existing Roe Highway and the extension in a free-flowing traffic environment without traffic signals.

The modifications include eight new bridge structures and retention of the existing bridge structure over the freeway.

Whilst the alignment of the existing ramp from Kwinana Freeway (southbound) to Roe Highway (eastbound) will be largely unchanged, the other existing interchange ramps will be realigned to accommodate the extension.

9. Karel Avenue/Roe Highway Interchange (refer attachment 2g)

The existing interchange will be modified to ensure safe and efficient access to the new highway extension. The on-ramp will be designed for ramp signalling to manage the flows into the weave segment.

Roe Highway is proposed to be upgraded to three lanes per direction from Karel Avenue to South Street.

#### Associated Infrastructure

##### *Shared Paths*

A Principal Shared Path (PSP) and Shared Use Path (SUP) network has been developed as an integral part of the overall Roe Highway Extension Project, to provide the most appropriate direct connection between Kwinana Freeway and Stock Road.

The primary purpose of the PSP is to provide high standard access for commuter and recreational cyclists and pedestrians, travelling between Kwinana Freeway and Stock Road, without any at-grade road crossings of the local road network, whilst still allowing connection to adjacent SUP networks.

The scope of the design was largely the development of a vertical and horizontal alignment of the PSP within the project area, running generally in close proximity to the proposed Roe Highway alignment providing safe dedicated access for pedestrians and cyclists, with grade separation when crossing roads.

Also the PSP design provides access for disabled users onto and along the PSP in accordance with relevant standards and maximises accessibility and connectivity of the PSP to and from the surrounding local path networks via a series of SUP connections.

Overall the path network retains existing connectivity and considerably enhances it in an east-west direction with its dedicated off-road principal shared path, which will be of benefit to residents and visitors including those accessing the Bibra Lake reserve.

### *Lighting*

The roadway lighting has been designed to comply with AS/NZS 1158, Main Roads standards and Western Power's requirements, to provide road safety. The lighting under bridges and through underpasses has also been designed to meet Main Road's standards.

The concept design notes proposed lighting luminance requirements for the various sections, intersections, interchange with Kwinana Freeway and through the wetland area.

The lighting through the wetlands section is proposed to be provided from one side of the road only however, this is to be the subject of a future study to determine the environmental impact of this lighting as compared to other options.

Overall, the lighting design as provided by the SMC appears to be suitable however there will be a need to make some adjustments to the overall lighting design when the final carriageway designs are available.

### *Drainage*

The objective of the concept drainage design has been to adequately serve the proposed concept design of the road, meeting levels of service representative of standard MRWA guidelines and DoW principles.

At the concept design stage an overall system check was undertaken to confirm that the proposed network is feasible, however additional details of pipe diameters, inverts and other aspects of the drainage infrastructure are not represented on the drawings at this stage.

The design has been broken into seven catchment areas, with the surface water retention requirements based on the assumption that, in addition to all new impervious areas, existing areas of pavement are either removed or are catered for via the proposed retention basins.

The retention basins have all been designed as infiltration systems, and permeability values have been selected based upon the concept design geotechnical investigations contained in South Metro Connect – Preliminary Geotechnical Site Investigation.

Because this has been a concept drainage design only, the detailed design will require the review of the alignment, cover and easement requirements for the drainage and services associated with road reserve.

In addition, the detailed design will need to include stormwater quality assessment, oil separators and gross pollutant trap installations at pipe outlets. Also the bioretention systems need to be conceptually sized within basins immediately adjacent to the wetland area for protection of the natural environment from road runoff pollution.

#### Road Network Assessment

The proposed Roe Highway Extension (RHE) is designed to provide a new east-west link between Kwinana Freeway interchange and Stock Road and provide a key piece of transport infrastructure to assist in accommodating the predicted high level of economic, urban and industrial growth in Perth between now and 2031

SMC have provided a summary of the traffic analysis work conducted on the Roe Highway extension including key findings and recommendations.

Traffic surveys commissioned by SMC indicate that the existing east-west road network, including roads under the control of the City of Cockburn, are close to capacity with existing vehicular traffic including heavy vehicles.

Based on forecast, traffic increases of up to 85,000 vehicles per day from 2006 levels by the year 2021 travelling east-west between Kwinana Freeway and Stock Road are expected with the majority of the increase north of the Forrestfield to Kwinana freight rail line. In the

absence of a new link, the existing east-west road network will become increasingly congested to the point that the level of service on these roads will be significantly compromised.

The reports indicate that if constructed, the RHE will attract as many as 67,000 vehicles per day by the year 2021 and considerably improve the efficiency, connectivity and reliability for freight movements through the area and relieving the traffic demand on a number of existing roads, thereby alleviating some of the deficiencies in the network.

Associated with the construction of the RHE however will be the need to upgrade over time the Roe Highway/Karel Avenue interchange and various sections of Stock Road. The Roe Highway extension, if constructed, will lead to a large increase in traffic including heavy vehicles utilising Stock Road and accordingly the studies have flagged the need for intersection improvements over the short and longer term including at the intersections of Stock Road with Leach Highway/High Street, Winterfold Road, Phoenix Road and Spearwood Avenue.

These improvements will be required to avoid a significant reduction in existing level of service and increased congestion at these intersections and along Stock Road generally, particularly as traffic approaches the forecast 2021 levels of 6,800 vehicles per hour at Stock/Phoenix and a 70% increase to 36,000 vehicles per day at Stock/Spearwood Ave.

The longer term proposal is for the Stock Road/Phoenix Road and Stock Road/Spearwood Avenue intersections to be grade separated, with the Phoenix Road intersection having no access to/from Stock Road. In the shorter term, particularly on account of the closure of the Forrest Road access to Stock Road, there will be a significant increase in traffic through the Stock Road/Phoenix Road intersection necessitating additional through and turn lanes, including catering for the increased movement to and from the west.

The studies also showed that if the RHE is not constructed an alternative southern access into the Murdoch Activity Centre (including Fiona Stanley Hospital) may still need to be constructed, particularly to cater for traffic exiting the area (up to 18,300 vpd).

#### Impacts on Local Roads

##### 1. Southwell/Hamilton Hill/Spearwood

With the proposed closure of Forrest Road connection to Stock Road and the no right turn from Ralston Road onto Stock Road associated with the RHE there will be an increased traffic demand on Southwell Crescent and a reduced level of access to and from the Hamilton Hill High School. Whilst not modelled we can



assume that this will also place increased pressure on the Southwell Crescent/Phoenix Road intersection necessitating an upgrade.

In the longer term the proposal is to remove the right turn from Stock Road into Ralston Road, further adding to pressure on the north-south local roads between Winterfold Road and Phoenix Road. In the ultimate grade separation of the Phoenix/Stock Road intersection, potentially required by 2021, there will be no access to or from Stock Road, thus extending the impact further again to between Winterfold Road and Spearwood Avenue.

Phoenix Road can be expected to attract a proportion of heavy traffic exiting RHE and travelling westward toward Cockburn Road, and return. This will add extra pressure on and congestion at the intersection of Phoenix and Rockingham Road and the length of Rockingham Road down to and including its terminus at Rockingham Road.

Spearwood Avenue between Sudlow Avenue and Cockburn Road can similarly be expected to attract significant additional traffic including heavy vehicles heading to and from the west precipitated by the RHE, including access to the Cockburn Coast development and AMC to the south. This will place additional pressure on the existing single lane sections west from Stock Road, compounding the limitations arising from driveway accesses directly onto Spearwood Avenue and the presence of the primary school.

## 2. Coolbellup

The removal of Forrest Road between Coolbellup Avenue and Stock Road, and no provision of direct access from Coolbellup Avenue or Sudlow Road onto RHE east or west bound, will impede access to and from the west for Coolbellup residents. Their principal routes will need to be via Sudlow Road and Phoenix Road to the south or via Coolbellup Avenue and Counsel Avenue or Winterfold Road to the north.

In particular, residents looking to drive to and from the Hamilton Hill High School will be inconvenienced here with the corresponding longer term changes to Ralston Road.

The removal of the connection of Ferdinand Crescent with Forrest Road will necessitate residents on the west side of Coolbellup Avenue on the north side of RHE needing to access Coolbellup Avenue (via a new link to be provided) to head south, east or west.

Similarly, the removal of the existing access from Belarus Street to Coolbellup Avenue to accommodate the Coolbellup Avenue approach ramp to the overpass over RHE will necessitate a new connection to Coolbellup Avenue further north, opposite and linking with the connection to Ferdinand Street via a four legged roundabout on Coolbellup Avenue. The proposed placement of this new connection to Belarus Street and the roundabout on Coolbellup Avenue is logical from a traffic management and geometric road design perspective; however, the residents on Belarus Street immediately opposite the new connection are understandably not in favour of its placement here. No other viable alternative connection locations have been identified by either the SMC team or Council staff.

### 3. North Lake

The provision of a bridge taking RHE over Progress Drive has preserved the north-south access including for residents north of the RHE to access the Bibra Lake recreational area, and to provide a second means of egress as compared to Farrington Road and North Lake Road.

The closure of Hope Road at its western end (effectively just west of the Native Arc facility) impedes access to the Wetlands Education Centre, Native Arc and the scout hall, and eliminates a vehicular traversing to the north side of the Bibra Lake reserve other than via a section of the RHE. The impact on patronage and serviceability of these important environmental and educative facilities on the north side of Bibra Lake arising from the closure of the western access is unclear.

### 4. Bibra Lake

The connection of Hope Road (East) to Bibra Drive will be modified to accommodate the ramp of Bibra Drive up over RHE but otherwise remains accessible. At its eastern end Hope Road will be removed and instead realigned to link in to Ralston Crescent, providing comparable or improved access into the Bibra Lake residential area bounded by the Kwinana Freeway to the east and RHE to the north.

The realignment of Hope Road (East) and connection with Ralston Crescent will necessitate the removal of a small playground, which was not supported by a number of residents in this area.

Accesses for existing premises and facilities each side of the RHE and Bibra and Murdoch Drives including the Montessori School, the Spanish Club and the Murdoch Pines Golf and Recreation Park have been preserved, albeit with some modifications proposed. For the Spanish Club there will need to be a reconfiguration of their playing fields, which it is understood they are comfortable with.

### Consultation

The SMC have engaged in significant consultation with stakeholders including the community through the development of the preferred concept design. This has included community workshops for each section of the proposed highway, mail outs, dedicated website and technical officer meetings with officers from the City of Cockburn.

On technical and community related issues associated with modifications to the local road network, the SMC have sought advice from the City's technical staff as they have progressed with the development of the design.

### Comment and Conclusion

The road network assessment was undertaken at a strategic level and detailed traffic analysis has not been completed. The local network implications have not been explored which makes it difficult for Council to fully identify the implications of the proposal on our community. Detailed traffic analysis on the local traffic network must be undertaken to enable the community to be better informed about the future implications of the Roe Highway Extension.

At a basic level, the Roe Hwy extension proposal will provide increased connectivity east-west for City of Cockburn residents, including improved access to the Fiona Stanley Hospital, Murdoch Activity Centre and the Kwinana Freeway. It broadly maintains existing north-south transit routes; however, some existing access to/from Coolbellup and Southwell to Stock Road is reduced as a result of the proposal.

The traffic forecasting indicates that to avoid significant reduction in level of service on Stock Road on account of the traffic influx from the Roe Highway extension major intersection improvements will be required on Stock Road at its intersections with Leach Hwy, Phoenix Road and Spearwood Avenue. Whilst accepting that Stock road is a main road under the control of MRWA, congestion at these intersections will be an impediment to Cockburn residents. There is no commitment to funding these network upgrades as part of this proposal.

The longer term proposal which will remove access to/from Phoenix Road from Stock Road will invariably lead to more traffic including heavy vehicles using Spearwood Avenue to and from the west, including access to Cockburn Road.

At a strategic level, the rationale for the project is to accommodate Perth's forecast urban and industrial growth to 2031. Whilst we acknowledge the impacts that population growth, new development and the growing freight demand will have in this precinct, detailed local and regional transport modelling of the long term network demands based on actual population and development projections should precipitate the network upgrade. This modelling has not yet been provided to the City.

The proposed project is purported to facilitate direct freight movement between the Perth Airport, Kewdale-Welshpool and Fremantle Inner Harbour via Stock Road; as well as to Latitude 32, Fremantle Outer Harbour, James Point Port and industrial areas associated with the AMC and Kwinana. On that basis you can conclude that the inner Harbour in Fremantle will continue to be the major focal point for freight for WA. Given the network congestion experienced in Melville and Fremantle and the difficulty in upgrading the road network to accommodate the 600,000 TEU's proposed to be moved on road, the decision to maintain the inner harbour as a focal point for freight defies logic. A better strategic outcome to secure the economic prosperity for WA is to endorse both the James Point and Outer harbour proposals, concentrate the freight movement from that precinct and provide the infrastructure to support freight movement to that area. That would facilitate strong road and rail linkages between the outer harbour and the Perth Airport through the Kewdale and latitude 32 Intermodal facilities which would be connected by a rail network and a primary regional road network. Rail freight could also be maintained between the inner and outer harbours as a contingency measure.

Simply, the Roe Highway Extension proposal before the Council will direct significantly more traffic into the City of Cockburn (67,000vpd), without any commitment to associated local or regional network upgrades to effectively move traffic through the City or deal with the ensuing congestion. Whilst the proposal may generate benefits for the broader freight movement, the community of Cockburn will experience increased traffic congestion, reduced amenity (noise etc) and a loss of significant environmental open space as a result.

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

#### **Infrastructure Development**

- To construct and maintain community facilities that meet community needs.

### **Natural Environmental Management**

- To ensure development of the district is undertaken in such a way that the balance between the natural and human environment is maintained.
- To construct and maintain roads which are convenient and safe for vehicles, cyclists and pedestrians.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A

### **Community Consultation**

Community consultation in regard to the proposed Roe Highway extension was carried out by SMC, as detailed in the report above.

### **Attachment(s)**

1. Correspondence from South Metro Connect
2. Schematic diagrams of the RHE project area
3. Roe Highway Extension Preferred Concept Design (roads)

### **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 8 September 2011 Council Meeting.

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

Nil.

## **16.2 (OCM 8/9/2011) - ROE HIGHWAY EXTENSION (STAGE 8) PUBLIC ENVIRONMENTAL REVIEW - LOCATION: CITY OF COCKBURN - OWNER: VARIOUS (ES/R/007) (C BEATON / R COLALILLO / N JONES) (ATTACH)**

### **RECOMMENDATION**

That Council endorse the submission on the Roe Highway Extension: Public Environmental Review prepared and presented as attachment 1 and submit the report to the Environmental Protection Authority ("EPA").

## COUNCIL DECISION

### Background

Main Roads Western Australia (“MRWA”) proposes to extend Roe Highway from its current western terminus at Kwinana Freeway in Jandakot to Stock Road in Coolbellup, a distance of approximately five kilometres. The footprint of the proposed project generally falls within the existing Metropolitan Regional Scheme (“MRS”) Regional Road Reservation; however, it may also extend beyond the MRS boundary (between Kwinana Freeway and North Lake Road) into adjacent government owned land. MRWA have developed a ‘preferred option’, which in their view *aims to achieve the best environmental and social outcomes, has been determined in collaboration with the community, stakeholders and environmental practitioners.*

In accordance with the *Environmental Protection Act 1986* (“EP Act”), a Public Environmental Review (“PER”) has been prepared which describes the proposal in detail and its likely effects on the environment. The PER is available for a public review period of 12 weeks and comments from government agencies and from the public will aid the EPA to prepare an assessment report in which it will make recommendations to government.

The purpose of this report is to examine the key implications of the City of Cockburn (“City”) and for Council to formulate a position with respect to the PER and provide the EPA with a submission. It should be noted that in its consideration of the PER, the City and Council need to focus only on the environmental impacts and aspects of the proposal as other issues relating to land use conflict, project suitability, traffic implications and general opposition to the proposal are not matters able to be considered through the PER process.

### Submission

N/A

### Report

Council staff have reviewed the PER document and have formed the view that the construction and operation of the Roe Highway extension is likely to result in adverse ecological impacts to the environmentally

sensitive wetlands and bushland between North Lake and Bibra Lake. Officers believed that many of the mitigation measures proposed by the PER would be unlikely to prevent long term environmental degradation and have prepared a submission to the EPA for Councils consideration.

The attachment to this agenda provides the rationale which substantiates the view formed so whilst this report will not seek to repeat the content of the submission, there is value in highlighting the major issues that have been identified with the proposal and the PER and which will form the basis of our submission.

1. The City of Cockburn is concerned that the proposal will result in additional fragmentation of the wetland environment, loss of endangered and vulnerable species, habitat loss, fauna deaths and weed intrusion into adjoining vegetation resulting in long term degradation.
2. The full cost of the Roe Highway extension needs to consider the loss, in monetary terms, of the environment and ecosystems that will be lost as a result of the proposal.
3. The City believes that the priority and timing of the Roe Highway Extension is not supported by the justification provided in the PER document.
4. The City of Cockburn does not believe that the environmental offset package proposed will result in a net environmental benefit.
5. The no build option should be assessed against the Precautionary Principle as required by the Environmental Protection Act. Sampling for acid sulphate soils should be undertaken in the area to ensure that all factors have been considered in this environmental assessment.
6. The City believes that the Roe Highway extension proposal will result in a loss of healthy, diverse and productive environmental open space areas and will impact on the quality and amenity of the Beeliar Regional Park for future generations.
7. The proposal is contrary to state government legislation and policies designed to protect wetlands.
8. The City of Cockburn would like confirmation that the buffer distance applied in the PER is consistent with current state government guidelines for recommended buffer distances.

9. The City does not believe that the existence of current road and power infrastructure can be used as an argument to support the expansion of the infrastructure corridor.
10. The City does not support the loss of vegetation communities BahS and CcAf from the study area as a result of construction of this road.
11. The City believes that this proposal will result in the loss of habitat for a number of fauna species including the endangered Carnaby's and Forest Red –tailed Black Cockatoos and the PER has not addressed the cumulative impacts of the loss of substantial environmental habitat over the last 2 years.
12. MRWA be requested to confirm the following impacts on native flora and fauna as a result of the Roe Highway extension:
  - More than 64 percent of the Graceful Sun Moth's habitat at Stock Road will be removed.
  - The loss of 78 hectares of habitat for the endangered Carnaby's Black Cockatoo
  - The loss of 73 hectares of the vulnerable Forest Red Tailed Black Cockatoo habitat
  - 90 hectares of potential habitat for the Rainbow Bee Eater
  - The complete loss of BahS and CcAf vegetation communities
13. Offset areas should be in close proximity to the environmental loss where practical or alternatively within the Cockburn area.

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

#### **Natural Environmental Management**

- To conserve, preserve and where required remediate the quality, extent and uniqueness of the natural environment that exists within the district.
- To ensure development of the district is undertaken in such a way that the balance between the natural and human environment is maintained.

#### **Transport Optimisation**

- To ensure the City develops a transport network that provides maximum utility for its users, while minimizing environmental and social impacts.
- To construct and maintain roads which are convenient and safe for vehicles, cyclists and pedestrians.



**Budget/Financial Implications**

N/A

**Legal Implications**

Environmental Protection Act 1986

**Community Consultation**

Comments on the PER are due by 12 September 2011. The PER document for project was made available by the EPA for public and agency comment for a period of 12 weeks commencing 20 June 2011.

**Attachment(s)**

1. City of Cockburn Submission
2. Proposed Alignment
3. Ecological Linkages

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

N/A

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

Nil

**17. COMMUNITY SERVICES DIVISION ISSUES**

**17.1 (OCM 8/9/2011) - CITY OF COCKBURN RISK TO RESOURCE REFERENCE GROUP (RS/L/007) (R AVARD)**

**RECOMMENDATION**

That Council appoint (Elected Members) \_\_\_\_\_ and \_\_\_\_\_ as Elected Member representatives to the City of Cockburn Risk to Resource Reference Group, with \_\_\_\_\_ as the Chairperson.

**COUNCIL DECISION**

## **Background**

Council at its meeting of 14 July 2011 resolved to advise the Fire and Emergency Services Authority that it seeks the following representation on the City of Cockburn Risk to Resource Reference Group:

- Chair appointed by Council
- 1 elected member
- 3 representatives from the Jandakot Volunteer Bushfire Brigade.
- 3 representatives from the South Coogee Volunteer Bushfire Brigade.
- A representative from the Department of Environment and Conservation
- 2 officers of the City of Cockburn
- 2 officers of FESA

## **Submission**

In response to the request by the Council of the City of Cockburn FESA has advised that they wish to proceed with the review and agree to the composition of the Reference Group as proposed by Council.

## **Report**

To allow the first meeting to be convened the Council is required to appoint a Chair and an Elected Member of the Risk to Resource Reference Group. The Chief Executive Officer will appoint the City of Cockburn officers to the Reference Group and the other representatives will be appointed by their respective organisations.

An early task of the Group will be to recommend to Council the Terms of Reference and clarification of the FESA process for a Risk to Resource Review.

## **Strategic Plan/Policy Implications**

### **Governance Excellence**

- To conduct Council business in open public forums and to manage Council affairs by employing publicly accountable practices.
- To provide effective monitoring and regulatory services that administer relevant legislation and local laws in a fair and impartial way.

**Natural Environmental Management**

- To conserve, preserve and where required remediate the quality, extent and uniqueness of the natural environment that exists within the district.

**Budget/Financial Implications**

N/A

**Legal Implications**

N/A

**Community Consultation**

N/A

**Attachment(s)**

N/A

**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 September 2011 Council Meeting.

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

Nil.

**17.2 (OCM 8/9/2011) - TENDER NO.RFT11/2011 - COCKBURN INTEGRATED HEALTH AND COMMUNITY FACILITY (RFT11/2010) (R AVARD) (ATTACH)**

**RECOMMENDATION**

That Council accept the tender submitted by Gavin Construction Pty Ltd. for Tender No.RFT11/2011- Cockburn Integrated Health and Community Facility, for the lump-sum price of \$32,290,979 GST Exclusive (\$35,520,076 GST Incl.)

**COUNCIL DECISION**

## **Background**

At its meeting of 9 December, 2010, Council resolved to proceed with the development of the Cockburn Integrated Health and Community Facility and to enter lease agreements with various parties including Centrelink, the Commonwealth (for a GP Super Clinic) and various health related service providers in accordance with the project's Business Plan.

At its meeting of 14 April, 2011, Council resolved to enter a lease with the Gateways Dental Clinic and the Super Clinic Pharmacy. DTZ, the Council's appointed agents, are well advanced in developing offers for the lease of approximately 350 sq.m. for an extensive radiology practice and a café. Discussions are also being held with a range of medical specialists, not-for-profit providers and medically related providers, such as an exercise physiologist, for tenancies in the building.

In accordance with Council's previous decisions, the plans and specifications for tender of construction works has been completed by Bollig Design Group, architects for the facility, to be located on the corner of Wentworth Parade and Beeliar Drive in Success. The facility will also include a library with associated staff facilities to serve the eastern portion of the City and meeting rooms for the needs of tenants and the local community.

The Cockburn GP Super Clinic Ltd, a company limited by guarantee, has been established to operate the GP Super Clinic element of the development. Once this entity has employed a Chief Executive Officer, it will be in a position to enter an agreement with Council to be the operator of the Commonwealth GP Super Clinic element of the project.

## **Submission**

Tenders closed at 2:00 p.m. (AWST) on 2 August 2011 with tender submissions being received from the following eleven (11) companies:

1. Smith Constructions Bunbury
2. BGC Construction Pty Ltd
3. Diploma Construction (WA) Pty Ltd
4. Gavin Construction
5. Emco Building
6. National Buildplan Group Pty Ltd
7. Probuild Constructions (Aust Pty Ltd
8. Nicheliving Construction
9. PS Structures
10. Pyramid Constructions (WA) Pty Ltd
11. Universal Constructions

## Report

### Tender Intent / Requirement

The City of Cockburn sought a suitably qualified, registered and experienced Commercial Building Construction Contractor to undertake the construction of the Cockburn Integrated Health and Community Facility on the corner of Beeliar Drive and Wentworth Parade, Success.

The Integrated Health and Community Facility is a mixed use, two storey building with a partially underground car park accommodating 211 car bays and includes a GP super clinic, allied health services, Centrelink offices, pharmacy, café, library and medically related office areas. Within the building, these services are linked via a central internal street gallery that continues through one of the two main entries onto a landscaped forecourt, from which the alfresco area of the café can be accessed.

The facility has an estimated 7,856 sq.m. of office space and the total site construction area is approximately 15,000 sq.m., with an estimated construction cost in the order of \$30 to \$40 million.

### Compliance Criteria

The following index was used to determine whether the submissions received were compliant.

<b>Index - Compliance Criteria</b>	
a	Compliance with the Specification contained in the Request.
b	Compliance with the Conditions of Tendering this Request.
c	Compliance with Fixed Price and completion of Clause 3.4.2
d	Compliance with Insurance Requirements and completion of Clause 3.2.7.
d1	<i>Public Liability Insurance</i>
d2	<i>Workers Compensation</i>
d3	<i>Comprehensive Motor vehicle</i>
e	Compliance with Occupational Safety & Health Requirements and completion of Appendix A.
f	Compliance with ACCC Requirements and completion of Appendix B.
g	Compliance with and completion of the Price Schedule, in the format provided in this Request.
h	Compliance with Operators and Sub Contractors Qualification requirements and completion of Clause 3.7 and 3.8
i	Compliance with Subcontractors (Proposed) and completion of Clause 3.6

Tender Compliance

	<b>Tenderers Name</b>	<b>Compliance Assessment</b>
1	Smith Constructions Bunbury	Yes
2	BGC Construction Pty Ltd	Yes
3	Diploma Construction (WA) Pty Ltd	Yes
4	Gavin Construction	Yes
5	Emco Building	Yes
6	National Buildplan Group Pty Ltd	Yes
7	Probuild Constructions (Aust Pty Ltd	Yes
8	Nicheliving Construction	Yes
9	PS Structures	Yes
10	Pyramid Constructions (WA) Pty Ltd	Yes
11	Universal Constructions	Yes

Evaluation Criteria

Tenders were assessed against the following criteria:

<b>Evaluation Criteria</b>	<b>Weighting Percentage</b>
Demonstrated Experience	25%
Key Personnel Skills and Experience	20%
Financial Position and Capacity	10%
Methodology	5%
Tendered Price – Estimated Lump Sum	40%
<b>TOTAL</b>	<b>100%</b>

Evaluation Panel

The tender submissions were evaluated by the following:

1. Robert Avard – City of Cockburn - (Chair)
2. Stuart Downing – City of Cockburn:
3. Michael Littleton – City of Cockburn
4. Ian Silver -Davis Langdon
5. Edwin Bollig – Bollig Design Group

Scoring Table

	Tenderer's Name	Percentage Score		
		Non-Cost Evaluation	Cost Evaluation	Total
		60%	40%	100%
1	Gavin Construction	43.67	40.00	83.67
2	Pyramid Constructions	42.08	39.25	81.33
3	PS Structures	43.68	37.39	81.06
4	Diploma Construction	41.81	37.88	79.69
5	Probuild Construction	43.56	35.48	79.04
6	Universal Construction	35.15	35.65	70.81
7	BGC Construction	33.22	37.23	70.45
8	Emco Building	30.92	36.38	67.30
9	National Buildplan	32.52	34.31	66.83
10	Smith Construction	23.07	38.83	61.90
11	Nicheliving Construction	23.36	37.33	60.70

Evaluation Criteria Assessment

Interviews were held with the three shortlisted firms that on preliminary review had the lower tender prices and were also able to demonstrate a capacity to perform the contract, to assist in the final determination of the recommended tender. The three shortlisted firms that gave presentations and interviewed were Gavin Construction, Pyramid Construction and PS Structures.

Demonstrated Experience

There was a significant range in experience between the various tenders submitted ranging from large firms, who have constructed significant multi-story complex commercial and residential buildings, through to smaller firms that have constructed smaller residential developments. All three shortlisted firms had sufficient experience to develop a project of this size. Gavin Construction has extensive experience in smaller projects but their experience with projects of this size is more limited. Both PS Structures and Pyramid have constructed a number of buildings of this size and value.

### Key Personnel Skills and Experience

As reflected in the demonstrated experience of the firms there was a range of experience in personnel. A significant factor in the success of the project is the capacity of the site manager and the firm's contract manager. The shortlisted tenderers were able to demonstrate that they have experienced and qualified personnel for these key responsibilities. Of the three shortlisted firms the site manager proposed by Gavin Construction was highly experienced with projects of this nature. The other two shortlisted firms had proposed site managers with sufficient experience to manage a project of this nature. For all shortlisted firms, the backup support through the contract managers and other administrative support proposed were qualified and experienced to deal with projects of this nature.

All shortlisted firms demonstrated that they were aware of the importance of site safety and had the personnel and experience to meet the statutory requirements for a project of this nature.

### Methodology

The shortlisted firms all demonstrated an appropriate level of knowledge of the salient critical elements of the project and proposed mitigation strategies. Gavin Construction had prepared a detailed preliminary project schedule and construction methodology that clearly demonstrated a good understanding of the project and methods to mitigate disruption to adjoining landowners and visitors to the shopping centre area. Gavin Construction's method also lent itself for early access to the building for fit out for Centrelink. PS Structures methodology was robust, but less detailed than that offered by Gavin Construction.

### Tendered Price

The range of tender prices was small with the highest tender being only 8.5% higher than the lowest tender, reflecting a very competitive tender market. Further the pre-tender estimate was approximately 9% above the average tender price.

### Summation

Tender prices received were within a small range demonstrating a very competitive market. Advice is that in such competitive markets, builders (and sub-contractors) are more likely to go into liquidation at such times. The major sub-contractors provided by the shortlisted firms were generally well established and hence less vulnerable to market pressures. Gavin Construction had the lowest tender price and demonstrated in their tender submission and presentation that they had



the knowledge and experience to perform the contract. While a modest size construction company, they have been able to provide a bank guarantee and other security to meet the financial surety for a construction project of this size and therefore is the recommended Tender.

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

#### **Infrastructure Development**

- To construct and maintain community facilities that meet community needs.

#### **Governance Excellence**

- To conduct Council business in open public forums and to manage Council affairs by employing publicly accountable practices.

### **Budget/Financial Implications**

The project cost for construction of the Library/GP Super Clinic and IHF is \$32.29m as allocated below. A separate budget is allocated for fit out of the library and GP Super Clinic. The cost of fit outs for the IHF will be at the cost of the lessees. Professional fees are funded separately. The individual parts of the building construction cost are as follows:

Integrated Health Facility	\$18.65m
Library	\$8.06m
GP Super Clinic	\$4.25m
Meeting Rooms	\$1.33m
<b>Total Cost (ex-gst)</b>	<b>\$32.29m</b>

The funding for the construction comes from the Council, Federal Government and loan funds (ex-WATC).

Federal Govt	\$4.25m
Council	\$26.71m
Loans	\$1.33m
<b>Total Funds</b>	<b>\$32.29m</b>

The 2011/12 Budget adopted in June 2011 provides for \$15m with the balance to be funded in the 2012/13 Municipal Budget. There are sufficient funds in the reserves to fund the construction cost as recommended. The funds will come from the sale of certain surplus land in addition to funds already set aside in reserves and in the Municipal budget. Space in the IHF has pre-commitments of 66% and inclusive of the GP Super Clinic the pre-commitment is 72%. The

balance is expected to be leased prior to opening of the facility in late 2012.

### **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**

The tender was advertised in the West Australian on 2 July 2011 and closed at 2.00 pm on 2 August 2011.

### **Attachment(s)**

The following documents are provided under separate cover as confidential attachments:

1. Compliance Criteria Checklist
2. Tender Evaluation Sheet (s)
3. Tendered Prices
4. Report on the cost breakdown for the Tender prepared by Director, Finance & Corporate Services

### **NOTE:**

The tendered prices are not disclosed at the opening of Tenders nor entered into the Tender Register.

In accordance with Part 4, Regulation 16-3(c) and 17-3 of the Local Government (Functions and General) Regulations, 1996, the Principal is only required to record the price of the winning Tenderer/s in the Tenders Register.

### **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 8 September 2011 Council Meeting.

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

Nil.

## **18. EXECUTIVE DIVISION ISSUES**

Nil

**19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Nil

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

**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 8/9/2011) - 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**