



City of Cockburn  
Ordinary Council Meeting  
**Agenda Paper**

For Thursday, 9 November 2017



City of Cockburn  
PO Box 1215, Bibra Lake  
Western Australia 6965

Cnr Rockingham Road and  
Coleville Crescent, Spearwood

Telephone: (08) 9411 3444  
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### **NOTICE OF MEETING**

Pursuant to Clause 2.4 of Council's Standing Orders, an Ordinary Meeting of Council has been called for Thursday 9 November 2017. The meeting is to be conducted at 7:00 PM in the City of Cockburn Council Chambers, Administration Building, Coleville Crescent, Spearwood.

The Agenda will be made available on the City's website on the Friday prior to the Council Meeting.

Stephen Cain  
**CHIEF EXECUTIVE OFFICER**

## CITY OF COCKBURN

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## **CITY OF COCKBURN**

### **AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 9 NOVEMBER 2017 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 & LEAVE OF ABSENCE**
  
- 6. WRITTEN REQUESTS FOR LEAVE OF ABSENCE**

Nil
- 7. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**

Nil
- 8. PUBLIC QUESTION TIME**

## **9. CONFIRMATION OF MINUTES**

### **9.1 MINUTES OF THE ORDINARY COUNCIL MEETING - 12/10/2017**

#### **RECOMMENDATION**

That Council confirms the Minutes of the Ordinary Council Meeting held on Thursday, 12 October 2017 as a true and accurate record.

### **9.2 MINUTES OF THE SPECIAL COUNCIL MEETING - 23/10/2017**

#### **RECOMMENDATION**

That Council confirms the Minutes of the Special Council Meeting held on Monday, 23 October 2017 as a true and accurate record.

### **9.3 MINUTES OF THE SPECIAL COUNCIL MEETING - 26/10/2017**

#### **RECOMMENDATION**

That Council confirms the Minutes of the Special Council Meeting held on Thursday, 26 October 2017 as a true and accurate record.

## **10. DEPUTATIONS**

## **11. PETITIONS**

## **12. BUSINESS LEFT OVER FROM PREVIOUS MEETING (IF ADJOURNED)**

Nil

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

## 14. COUNCIL MATTERS

### 14.1 PROPOSED AMENDMENTS TO STANDING ORDERS LOCAL LAWS 2016

**Author(s)** J Ngoroyemoto

**Attachments** 1. Proposed City of Cockburn Standing Orders Amendment Local Law No 2 2017 [Download](#)

#### RECOMMENDATION

That Council pursuant to section 3.12(4) of the Local Government Act 1995 proceed to make the City of Cockburn Standing Orders Amendment Local Law no 2 2017, as shown in the attachment to the Agenda;

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

#### Background

##### Petitions

At the June 2017 Ordinary Council Meeting, Councillor Smith requested in writing the following be noted for investigation:

*“A report exploring options for Cockburn residents to submit e-petitions. The report to include the changes needed to the City’s Standing Orders Local Law and the model used by the City of Brisbane.”*

Council at its meeting of 13 July 2017 resolved to amend the City of Cockburn Standing Orders Local Law 2016.

Moved by Councillor K Allen and seconded by Councillor L Smith that Council make a Local Law to amend its Standing Orders Local Law 2016 as follows:

*(1) make a Local Law to amend its Standing Orders Local Law 2016 by the following:*

*1. In Clause 4.2 “Order of Business” delete “(11) Petitions”.*

*2. Delete Clause 4.6 “Petitions”.*

*(2) refer Position Statement PSES5 “Petitions – Notification of Reception to Elected Members” to the Delegated Authorities, Policies and Position Statements Committee for a review of the formalities associated with the presentation and processing of petitions by the City of Cockburn, as currently provided for in the Standing Orders Local Law.*

In accordance with section 3.12(3) of the Local Government Act 1995 and Council resolution of 13 July 2017 (Minute No. 6129) Statewide Notice was given in the West Australian newspaper on 28 July 2017, for a period of at least 6 weeks.

#### Restraints on Motions

At the July 2017 Ordinary Council Meeting, Councillor Smith submitted a motion for Council to notify its intent to amend the Standing Orders Local Law, as follows:

*In Clause 16.10 (b) “Restraints on Motions for Revocation or Change”, delete the words “or has been communicated orally to the applicant or the applicant’s representative by an employee of the Council having authority to give such notification in ordinary circumstances.”*

Council at its meeting of 10 August 2017 resolved to amend the City of Cockburn Standing Orders Local Law 2016.

Moved by Councillor C Terblanche seconded by Councillor K Allen that Council make a Local Law to amend its Standing Orders Local Law 2016 as follows:

*“in Clause 16.10(b) “Restraints on Motions for Revocation or Change” delete the words “or has been communicated orally to the applicant or the applicant’s representative by an employee of the Council having authority to give such notification in ordinary circumstances” as shown in the attachment to the Agenda.*

In accordance with section 3.12(3) of the Local Government Act 1995 and Council resolution of 10 August 2017 (Minute No. 6148) Statewide Notice was given in the West Australian newspaper on 1<sup>st</sup> of September 2017 for a period of at least 6 weeks.

Both proposed amendments of the Standing Orders Local Law have been adopted by Council for advertising, and subsequently have been advertised for a period of at least 6 weeks. This report seeks to formally make a local law by adopting the proposed amendments.

#### **Submission**

N/A

#### **Report**

Notice was given that the City of Cockburn resolved to amend the City of Cockburn Standing Orders Local Law 2016 pursuant to Section 3.12 of the Local Government Act 1995.

### Petitions

The purpose of the proposed amendment to the City of Cockburn Standing Orders Local Law 2016 is to remove subclauses relating to the process, forms, and functions for petitions presented by the public to either the City's administration or to a formal meeting of Council.

The effect of the proposed amendment to the City of Cockburn Standing Orders Local Law 2016 will remove the petitioning requirements and allow for greater flexibility in the manner by which petitions are formally dealt with in future.

### Restraints on Motions

The purpose of the proposed amendment to the Standing Orders Local Law is to remove the capacity of City officers to provide oral advice to a third party immediately after a Council meeting and thereby deeming a decision of Council as confirmed.

In effect, this action then requires any such decision being transmitted by the "usual" process of confirming Council decisions, which is in writing and undertaken during normal (daytime) business hours.

Section 3.12 of the Local Government Act 1995 contains the procedure for the making and amending of local laws. S.3.12 (4) states that:

*"after the last day for submissions, the local government is to consider any submissions made and may make the local law (by an absolute majority) as proposed or make a local law that is not significantly different from what was proposed".*

Advice for minor formatting changes was received from the Department of Local Government, Sport and Cultural Industries and incorporated into the attachment of the proposed amendments to the Local Laws mentioned above.

### **Strategic Plans/Policy Implications**

#### Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes

### **Budget/Financial Implications**

Minor associated advertising costs are provided for in the City's Governance budget

### **Legal Implications**

Clause 3.12 of the Local Government Act 1995 refers

Clause 4.6 and 16.10(b) of Council's Standing Orders Local Law 2016 refers.

### **Community Consultation**

State wide advertising of the proposed amendments followed by 6 weeks submission period. Submissions will also be sourced through the City's "Comment on Cockburn" facility on the City of Cockburn website.

### **Risk Management Implications**

A "low" level of "Brand / Reputation" risk is associated with the petitions amendment recommendation being considered by Council which will be largely influenced by public opinion.

Adoption of the recommendations will provide a consistent approach which can be easily understood by all in attendance of a Council meeting and which enables officers who may be approached to confirm the details of a decision to reaffirm that the decision, while passed by resolution of Council, is subject to written confirmation being received from the City.

The exclusion of the provision which enables the transference of advice by oral transmission has merit, given that the onus of proof, in evidentiary circumstances, poses a high level of potential risk to the City, should disagreement, or misunderstanding, by either party follow.

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

N/A

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

Nil

**LOCAL GOVERNMENT ACT 1995***City of Cockburn*

## STANDING ORDERS AMENDMENT LOCAL LAW No 2 2017

Under the powers conferred by the *Local Government Act 1995* and all other powers enabling it, the Council of the City of Cockburn resolved on ..... to make the following local law.

**1. Citation**

This local law may be cited as the *City of Cockburn Standing Orders Amendment Local Law No 2 2017*.

**2. Commencement**

This local law comes into operation 14 days after the day of its publication in the *Government Gazette*.

**3. Principal local law amended**

The *City of Cockburn Standing Orders local law 2016* published in the *Government Gazette* on 22 September 2016, and amended on 21 March 2017 is referred to as the principal local law. The principal local law is amended.

**4. Part 4 amended**

Part 4 is amended as follows –

- (a) in clause 4.2 delete subclause (11); and
- (b) delete clause 4.6.

**5. Part 16 amended**

Part 16 is amended as follows -

in clause 16.10(b) delete the words “or has been communicated orally to the applicant or the applicant’s representative by an employee of the Council having authority to give such notification in ordinary circumstances”.

Dated:.....

The Common Seal of the City of Cockburn was affixed under the authority of a resolution of Council in the presence of –

Logan K Howlett, Mayor

Stephen Cain, Chief Executive Officer

**14.2 MINUTES OF GRANTS & DONATIONS COMMITTEE MEETING - 17 OCTOBER 2017****Author(s)** G Bowman**Attachments** 1. Grants and Donations Committee Meeting - Minutes - 17 October 2017 [Download](#)**RECOMMENDATION**

That Council receive the Minutes of the Grants & Donations Committee Meeting held on Tuesday, 17 October 2017, and adopt the recommendations contained therein.

**Background**

The Grants & Donations Committee conducted a meeting on 17 October 2017. The Minutes of the meeting are required to be presented.

**Submission**

N/A

**Report**

The Committee recommendations are now presented for consideration by Council and if accepted, are endorsed as the decisions of Council. Any Elected Member may withdraw any item from the Committee meeting for discussion and propose an alternative recommendation for Council's consideration. Any such items will be dealt with separately, as provided for in Council's Standing Orders.

The primary focus of this meeting was to consider applications made for funding through the Grants, Donations and Sponsorship programs in the September 2017 funding round.

Council approved a budget for Grants and Donations for 2017/18 of \$1,322,750. The Grants and Donations Committee is empowered to recommend to Council how these funds are to be distributed.

At its meeting of 18 July 2017, the Committee recommended a range of allocations of grants, donations and sponsorship, which were duly adopted by Council on 10 August 2017.

The September 2017 round of grants, donations and sponsorship funding opportunities has now closed and the Committee, at its meeting of 17 October 2017, considered revised allocations for the grants and donations budget, as well as the following applications for donations and sponsorship.

The donations recommended to Council are as follows:

Constable Care Child Safety Foundation	\$12,000
Cockburn Community and Cultural Council	\$9,000
Cockburn Toy Library	\$6,000
St Vincent De Paul Society Yangebup Conference	\$5,000
RSL - City of Cockburn Sub-Branch	\$10,000
Meerilinga Young Children's Services	\$10,000
Project Pax for Veterans of Western Australia	\$3,000
Cockburn Central YouthCARE Committee (CCYC)	\$20,000
Pets of Older Persons (POOPS) WA	\$3,000
Cockburn Volunteer Sea Search and Rescue Group	\$8,500
Assisting Your Life to Achieve (AYLA)	\$10,000
South West Metropolitan Partnership Forum (SWMPF)	\$10,000
Boer War Memorial Society of WA (BWMS)	\$2,000
Yangebup Family Centre	\$12,000
Volunteer Home Support	\$6,000

The sponsorships recommended by the Committee are as follows:

Cockburn Masters Swimming Club	\$12,500
Southern Lions Rugby Union Football Club (SLRUFC)	\$10,000
Nature Play WA	\$10,000
Danielle's Darkroom	\$3,000
Jervoise Bay Sailing Club	\$12,500

#### Sponsorship of Fremantle Dockers AFL Women's Team 2018

The Committee also recommended that Council enter into a one-year sponsorship agreement with Fremantle Dockers Football Club to support its AFL Women's team in 2018. This sponsorship agreement proposes a list of sponsorship benefits in return for the proposed investment of \$27,500 (ex. GST) from the 2017/18 Grants and Donations budget.

#### **Strategic Plans/Policy Implications**

##### Community, Lifestyle & Security

Provide residents with a range of high quality accessible programs and services

**Economic, Social & Environmental Responsibility**

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

**Leading & Listening**

Deliver sustainable governance through transparent and robust policy and processes

**Budget/Financial Implications**

Council approved a budget for Grants and Donations for 2017/18 of \$1,322,750. Following is a summary of the proposed grants, donations and sponsorship allocations.

**Summary of Proposed Allocations**

Committed/Contractual Donations	\$466,300
Donations	\$200,000
Sponsorship	\$100,000
<b>Specific Grant Programs</b>	<b>\$556,450</b>
<b>Total</b>	<b>\$1,322,750</b>
Total Funds Available	\$1,322,750
<b>Less Total of Proposed Allocations</b>	<b>\$1,322,750</b>
Balance	\$0

**Legal Implications**

N/A

**Community Consultation**

In the lead up to the September 2017 round, grants, donations and sponsorship funding opportunities were promoted through the local media and Council networks. The promotional campaign has comprised:

- Three advertisements running fortnightly in the Cockburn Gazette on 22 August, 5 September, 19 September 2017.
- Feature advertisements in the Cockburn Update August and September 2017 Email Newsletters.
- Media Release distributed on 22 August 2017 and article printed in Cockburn Gazette on 29 August 2017.
- City of Cockburn Facebook promotional post on 7 September 2017.

- Promotion to community groups through the Community Development Service Unit email networks, contacts and community group meetings.
- Additional advertising through Community Development promotional channels:
  - Community Development Calendar distributed to all NFP groups in Cockburn.
  - Cockburn Community Group ENews August 2017 edition.
- Closing dates advertised in the 2017 City of Cockburn Calendar.
- Information available on the City of Cockburn website.
- Reminder email sent to previous and regular applicants, and people who made enquiries during the application period.

### **Risk Management Implications**

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

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

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

Applicants have been advised that they will be notified of the outcome of their applications following the November 2017 Council Meeting.

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

Nil

# CITY OF COCKBURN



## GRANTS & DONATIONS COMMITTEE

### MINUTES

### FOR

### TUESDAY, 17 OCTOBER 2017

These Minutes are subject to Confirmation

Presiding Member's Signature

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Date: \_\_\_\_\_

## CITY OF COCKBURN

## **SUMMARY OF MINUTES OF THE GRANTS & DONATIONS COMMITTEE MEETING HELD ON TUESDAY, 17 OCTOBER 2017 AT 6:00 PM**

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GAD 17/10/2017
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## CITY OF COCKBURN

### MINUTES OF THE GRANTS & DONATIONS COMMITTEE MEETING HELD ON TUESDAY, 17 OCTOBER 2017 AT 6:00 PM

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#### PRESENT:

Mr L. Howlett	-	Mayor
Mr P. Eva	-	Councillor
Mrs L. Sweetman	-	Councillor
Mr S. Portelli	-	Councillor
Mr S. Pratt	-	Councillor (Presiding Member)
Ms L. Smith	-	Councillor

#### IN ATTENDANCE:

Mr D. Green	-	Director, Governance & Community Services
Ms G. Bowman	-	Manager, Community Development
Ms M. Bolland	-	Grants & Research Coordinator
Mrs B. Miller	-	Grants & Research Support Officer

#### 1. DECLARATION OF MEETING

The Presiding Member declared the meeting open, the time being 6pm.

#### 2. APPOINTMENT OF PRESIDING MEMBER (If required)

N/A

#### 3. (GAD - 17/10/2017) - ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS & CONFLICT OF INTEREST (BY PRESIDING MEMBER)

Clr Steven Portelli	-	Impartiality Interest - Item 10.2 (Cockburn Central YouthCARE Council)
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**GAD 17/10/2017**

**4. (GAD - 17/10/2017) - APOLOGIES & LEAVE OF ABSENCE**

Deputy Mayor Carol Reeve-Fowkes	-	Apology
Clr Bart Houwen	-	Apology

**5. CONFIRMATION OF MINUTES**

**5.1 (MINUTE NO 113) (GAD - 17/10/2017) - MINUTES OF THE GRANTS AND DONATIONS COMMITTEE MEETING - 18/07/2017 (ATTACH)**

**RECOMMENDATION**

That the minutes of the Grants and Donations Committee Meeting held on 18 July 2017 be adopted as a true and accurate record.

**COMMITTEE DECISION**

MOVED Clr S Portelli SECONDED Clr P Eva that the recommendation be adopted.

**CARRIED 6/0**

**6. DEPUTATIONS**

Nil

**7. PETITIONS**

Nil

**8. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (IF ADJOURNED)**

Nil

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

Nil

**10. COUNCIL MATTERS**



GAD 17/10/2017

**10.1 (MINUTE NO 114) (GAD - 17/10/2017) - SPONSORSHIP OF FREMANTLE DOCKERS AFL WOMEN'S TEAM 2018 (162/003) (G BOWMAN) (ATTACH)**

**RECOMMENDATION**

That Council:

- (1) Enter into a one-year sponsorship agreement with Fremantle Dockers Football Club to support its AFL Women's team in accordance with the key terms and conditions in Option Two of the proposal attached to the agenda; and
- (2) Allocate \$27,500 (ex. GST) from the 2017/18 Grants and Donations budget for this purpose.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli that Council declines the approach for sponsorship of the Fremantle Dockers AFL Women's Team 2018.

**MOTION LAPSED FOR WANT OF A SECONDER**

MOVED Clr S Pratt SECONDED Clr L Sweetman that Council adopt the officer's recommendation.

**CARRIED 5/1**

NOTE: Clr S Portelli requested that his vote against the recommendation be recorded.

**COUNCIL DECISION**

**Background**

Over the last five years, the City has worked extensively in partnership with the Fremantle Dockers Football Club (FFC) on a joint venture



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**GAD 17/10/2017**

project to develop Cockburn ARC, a major regional community and recreation facility, which is co-located with the FFC's new training and administration facilities in Cockburn Central.

In April 2016, the City of Cockburn sent a letter to the Australian Football League (AFL) supporting the FFC's bid for an AFL Women's (AFLW) team.

In June 2016, the AFL announced the FFC was successful in its bid for an AFLW team to join the eight-club inaugural competition.

In October 2016, the FFC sent a proposal to the City regarding sponsorship of the Fremantle Dockers AFL Women's Team 2017.

The proposal was submitted to the Grants and Donations Committee in October 2016 for consideration, and subsequently recommended to and adopted by Council on 10 November, as follows.

Council resolved to:

- (1) *enter into a one-year sponsorship agreement with Fremantle Dockers Football Club to support its AFL Women's team in accordance with the key terms and conditions in the proposal attached to the agenda;*
- (2) *allocate \$25,000 (ex. GST) from the 2016/17 Grants and Donations budget for this purpose; and*
- (3) *require the 200 tickets to AFL games be made available to Cockburn community members only.*

### **Submission**

A proposal from Fremantle Football Club to sponsor the Fremantle Dockers AFL Women's Team 2018 is attached to the agenda.

### **Report**

Following the City's 2017 Sponsorship of the Fremantle Dockers AFL Women's Team, the FFC provided Sponsorship Report for the City of Cockburn, which is attached to the agenda.

The inaugural AFLW season attracted significant interest around Australia in its first year. And in terms of sponsorship benefits provided to the City, all were realised with the exception of Player and Ambassador appearances due to challenges of timing, with the AFLW season ending prior to the completion and opening of Cockburn ARC.



GAD 17/10/2017
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In particular, the 200 tickets provided to community members to attend the FFC men's home games in premium seating were well received.

For 2018, the FFC has provided two proposed partnership options for Sponsorship, as attached to the agenda and described below.

The first option for \$25,000 is effectively a 'roll over' of assets based on the investment level for 2017, with the only difference being an additional 20 tickets to an additional FFC qualifying home game. And to ensure AFLW player appearances are utilised, there is some clarifying wording in the proposal regarding the intended use of the appearances.

Sponsorship Partner Benefits – Option One (\$25,000 ex. GST)

HOSPITALITY AND TICKETING

1. City of Cockburn will receive twenty (20) ground entry memberships per game with premium seating for all 11 FFC Qualifying Home Games for the 2018 men's season. For the sake of clarity these tickets will be printed as individual paper tickets for each of the respective FFC home games to allow the City of Cockburn to allocate to members at their discretion (valued at \$71 each for premium guaranteed seats).

ADDITIONAL PROMOTIONAL RIGHTS

2. City of Cockburn will receive access to two AFLW Player Appearances for promotional purposes to promote the sponsor's association with the club (one appearance constitutes one hour, or part thereof, in duration), but in keeping with the availability of Players due to football commitments. At the time of writing the intended use of the appearances will be for the City of Cockburn's Recreation Services 'Winter Meet and Greet' in February 2018 and the 'Junior Sports Travel Awards' in March 2018.
3. City of Cockburn will have access to an AFLW player ambassador which entitles City of Cockburn to two Player Appearances and use of the Player's image under the guidelines of the AFL Additional Services Agreements.
4. City of Cockburn will have the opportunity to loan the Fremantle Dockers Mascots for use at mutually agreed community events in accordance with the standard Fremantle Dockers Loan Agreement and subject to availability.
5. The provision of one (1) team signed AFL men's and one (1) team signed AFLW Guernsey (valued at \$500 each).



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6. City of Cockburn will have access to collective team imagery for use in promotional purposes during the AFLW season only. Use of the official team imagery is to be mutually agreed with FFC, adhere to AFL guidelines and is subject to AFL approval.

#### OFFICIAL STATUS

7. City of Cockburn will have the rights to use the following designation, or other such designations that may be mutually agreed between the two parties; "Official Sponsor of the Fremantle Dockers AFL Women's Team"
8. City of Cockburn will receive the rights to the promotional use of the AFLW FFC Logo, subject to the prior approval of FFC.
9. If AFL approval is required for any of the above initiatives, FFC will liaise with and procure the approval of the AFL.

#### Sponsorship Partner Benefits – Option Two (\$27,500 ex. GST)

The second option for \$27,500 includes all of the benefits for Option One, described above, with the addition of:

10. City of Cockburn will receive four (4) invitations to three (3) FFC AFLW club events. At the time of writing the events are, the FFC International Women's Day Luncheon, the FFC AFLW Season Launch and the FFC AFLW Best and Fairest awards night.
11. City of Cockburn will have the opportunity to precinct activation at the first Fremantle Dockers 2018 AFLW home fixture scheduled for the new Perth Stadium opening. The promotion is to be mutually agreed and negotiated between FFC and the City of Cockburn prior to the fixture.

FFC have clarified that clause 11 relates to the right to conduct activity at the event to engage with the match day audience, this may be something as simple as physical presence at one of the high traffic gates to engage with fans on entry. With expected attendance in excess of 25,000 people, FFC believe it will be a valuable opportunity for their partners should they wish to conduct a promotion on the day.

The FFC is a registered not-for-profit organisation, and sponsorship of the FFC AFLW team is a good opportunity for the City to set an example of its support for women in elite sport competitions. In 2018, it is again recommended that the 220 tickets to AFL games are given to Cockburn community members only, following the process established by the Cockburn Central West (CCW) Reference Group.



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The sponsorship brings good exposure to the City in line with its desired image, and potentially brings in more people and members to Cockburn ARC.

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

##### **Economic, Social & Environmental Responsibility**

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development

##### **Leading & Listening**

- Deliver sustainable governance through transparent and robust policy and processes

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

\$27,500 (ex. GST) from the Grants and Donations 2017/18 budget.

#### **Legal Implications**

A formal sponsorship agreement will be entered into following approval by Council of the key terms of the agreement.

#### **Community Consultation**

N/A

#### **Risk Management Implications**

It is difficult to value the benefits that the City will receive as sponsors of the AFLW especially as it is still a fairly new competition. A one year agreement mitigates the risk to the City as it allows time to assess the promotional value of the sponsorship to the City.

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

1. AFL Women's Report 2017 for City of Cockburn.
2. Sponsorship Proposal for Fremantle Dockers AFL Women's Team 2018.

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

The submission has been advised that they will be notified of the outcome of their submission following the November 2017 Council Meeting.



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

Nil

**DECLARATION OF INTEREST**

Clr Steven Portelli declared an impartiality interest in relation to Item 10.2 - Donation to Cockburn Central YouthCARE Council. The nature of the interest being that he is on the Atwell College Board.

**10.2 (MINUTE NO 115) (GAD - 17/10/2017) - GRANTS AND DONATIONS COMMITTEE RECOMMENDED ALLOCATIONS 2017/18 (162/002, 162/003) (G BOWMAN) (ATTACH)**

**RECOMMENDATION**

That Council adopt the revised grants, donations, and sponsorship recommended allocations for 2017/18 as attached to the agenda.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Pratt SECONDED Clr P Eva that the recommendation be adopted, subject to the following amendment, as shown in the attachment to the minutes:

(1) The recommendation for a donation to Assisting Your Life to Achieve (AYLA) be considered separately.

**CARRIED 6/0**

**COUNCIL DECISION**

**Background**

Council approved a budget for Grants and Donations for 2017/18 of \$1,322,750. The Grants and Donations Committee is empowered to recommend to Council how these funds are to be distributed.



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At its meeting of 18 July 2017, the Committee recommended a range of allocations of grants, donations and sponsorship, which were duly adopted by Council on 10 August 2017.

### **Submission**

N/A

### **Report**

The September 2017 round of grants, donations and sponsorship funding opportunities was advertised to close on 29 September 2017. A total of 38 applications were received including 18 applications for Community Grants which are being reviewed under the delegated authority of the Manager Community Development. The remainder include 15 applications for Donations and 5 applications for Sponsorship to be considered by the Committee.

All three major funding categories received total funding requests much higher than the remaining budget allocations for each round, as follows:

- Community Grants: \$121,400 funds requested in first round from a pool of \$100,000 to be shared between two rounds.
- Donations: \$170,250 funds requested in first round from a remaining pool of \$190,000 to be shared between two rounds.
- Sponsorship: \$54,846 funds requested from a remaining pool of \$85,000 to be shared between two rounds

In the summary of Grants, Donations and Sponsorship Recommended Allocations Budget 2017/18, attached to the Agenda, these are the following items for the Committee to consider:

- 1 new proposal for the committed/contractual donations
- 15 applications for donations
- 5 applications for sponsorship, and
- 8 proposed adjustments to grant funding allocations.

The proposed adjustments and applications for donations and sponsorship are described below.

#### COMMITTED/CONTRACTUAL DONATIONS

As can be seen in the budget attachment, a number of donations are deemed to be committed by legal agreements, such as leases, or by Council Decision. There is one new proposed commitment highlighted:

Fremantle Football Club - Fremantle Dockers AFL Women's Team 2018



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This proposal is addressed in Agenda Item 10.1.

**The proposed total for committed/contractual donations is \$466,300, with no remainder for future allocations.**

**DONATIONS**

**The proposed total for Donations for 2017/18 is \$200,000, with \$68,500 remaining for the March 2018 round of applications.**

Following are the latest round of application summaries for consideration.

**Applicant: Constable Care Child Safety Foundation**

**Requested: \$12,000**

**Recommended: \$12,000**

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

The organisation receives income from the WA Police, Lotterywest, local government partnerships, community project grants, and various corporate sponsorships and donations.

The City has supported the organisation with donations as below.

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



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The CCCSF advises that between 1 July 2016 and 30 June 2017 it delivered 50 theatre-in-education performances to 4,081 children aged between 4 and 17 years in 24 visits to pre-primary, primary and secondary schools, early learning centres, and libraries within the City of Cockburn. In all, 62% of all participants were attending government or independent primary schools, and 28% were attending government or independent secondary schools. 10% of participants were pre-primary age children who attended programs at either their early learning centre, or one of three City of Cockburn public library performances. All performances incorporated prominent City of Cockburn signage and CCCSF also provided an appearance of the Constable Care mascot at the City's Christmas on the Green event.

CCCSF also completed its Safety School road and transport safety experiential learning facility this year, where children aged 4-11 years can practice road and public transport safety skills in a realistic urban environment that links the classroom road safety curriculum to practical skills training outcomes. CCCSF expects more than 20,000 children to take part in structured learning programs at the facility each year, including children from within the City of Cockburn as they visit with their primary school, parents, kindergarten or vacation care program.

The CCCSF requests a donation of \$12,000 for 2017-18 to enable it to continue to deliver program performances to 3,000-4,000 students across Cockburn. The state government part-funding received by CCCSF only allows it to deliver programs within primary and secondary schools, and primarily only if requested by a school. By City of Cockburn supporting the Foundation with a donation, CCCSF can provide the local community with much more targeted marketing and promotion (which delivers 4-5 times as many outputs in partner regions as in non-partner regions), and allows the Foundation to include performances in non-funded non-school environments such as the City's public libraries, early learning centres and community events.

It is recognised that CCCSF performances in local schools have the potential to deliver a flow-on benefit for the City's Crime Prevention Strategy. Evaluation survey results show that community and teacher perception of the quality and value of the programs is overwhelmingly positive and there is strong support from schools within Cockburn.

It is recommended that the City of Cockburn support CCCSF with a \$12,000 donation.



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**Applicant:** Cockburn Community and Cultural Council

**Requested:** \$9,000

**Recommended:** \$9,000

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

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

They assist and are supported by ten local primary and secondary schools, Artzplace, Cockburn Arts Group, District Arts Group, Primetimers and Weight Watchers.

Previous funding received from the City includes:

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

The Cockburn Community and Cultural Council requests a donation of \$9,000 towards operating costs to enable local artists and craftspeople, including schoolchildren, a space to display their work. It is



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recommended to support the organisation's application, as there is no other not-for-profit group that fills this role in the City.

**Applicant:** **Cockburn Toy Library**

**Requested:** **\$6,000**

**Recommended:** **\$6,000**

Cockburn Toy Library is based at Meerilinga in Winterfold Road, Coolbellup. A volunteer-run service, the Library offers parents/carers the opportunity to borrow a variety of toys that may be beyond families' financial means, including toys that support early learning development. They purchase, maintain and lend toys, games, puzzles, ride-ons and dress-ups to members, and promote the value of toy libraries and their economic and environmental benefits. The Library has also created a small local community where members come together to assist in providing the service and get to know each other, which in turn creates support networks and promotes wellbeing. The Library currently serves approximately 60 families who pay a six or 12 monthly membership fee.

Previous funding received from the City includes:

2016, September	\$6,000 (Donation)
2015, September	\$4,000 (Donation)
2014, September	\$4,000 (Donation)
2013, September	\$4,000 (Donation)
2012, September	\$4,000 (Donation)
2011, September	\$4,000 (Donation)
2008, March	\$2,000 (Community Grant – new toys)
2003, March	\$1,283 (Community Grant – new venue).

The Cockburn Toy Library uses their donation to cover rental expenses paid to Meerilinga, which increased to \$6,000 last year. They have recently received funding of \$5,600 from Lotterywest for educational toys and storage.

The application is supported by the Chief Executive Officer of Meerilinga, the Principal of the Fremantle Language Development Centre and local resident Emma Gater.

It is recommended that the City support the Library with a donation of \$6,000.



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**Applicant: St Vincent de Paul Society Yangebup Conference**

**Requested: \$6,000**

**Recommended: \$5,000**

St Vincent de Paul Society Yangebup Conference is a volunteer-driven charitable organisation. Over the past 12 months, funding provided by the City to the organisation has been used to visit more than 500 Cockburn families, or approximately 1,600 people, offering a 'hand up' helping those in need with food, clothing, furniture and bedding, as well as assistance with rental costs, utility bill arrears, counselling services, financial guidance and dental therapy.

The Conference receives a small income from Federal recurrent operational grants, Lotterywest Emergency Relief funding, and small donations and resources provided by local schools through fundraising and food drives. The application is supported by Mater Christi Catholic Parish Yangebup and Mater Christi Catholic Primary School.

The City has supported the organisation with donations as below.

2016, September	\$5,000
2015, September	\$5,000
2014, September	\$5,000
2013, September	\$5,000

There is no explanation provided for the increased request of \$6,000 so it is recommended to maintain support this year with a \$5,000 donation towards ongoing costs.

**Applicant: Returned and Services League – City of Cockburn**

**Requested: \$20,000**

**Recommended: \$10,000**

The Cockburn Branch of the Returned and Services League (RSL) supports the welfare of the ex-service and serving members of Australian Defence Forces and their families in Cockburn. The group conducts commemorative services throughout the year for Cockburn residents and for the wider community, including the ANZAC Youth Parade and Service. The group also promotes the ANZAC history and military service in local schools by providing speakers from the veteran community and providing an annual ANZAC Memorial Award to all schools in the Cockburn area.

Previous funding from the City includes:

2016, September	\$10,000
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2015, September	\$10,000
2014, September	\$10,000
2013, September	\$10,000
2012, September	\$9,000
2011, September	\$8,000
2010, September	\$8,300
2009, September	\$8,000
2008, September	\$8,000
2007, October	\$8,000
2007, March	\$7,500

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

Grants officers contacted the applicant to query the large increase in the request from \$10,000 to \$20,000 this year, and if there was a reason for this. The applicant advised that they were simply encouraged to apply for more funding, which they did reluctantly, but the applicant advised that they would be extremely happy with a \$10,000 donation. The organisation is in a very strong financial position, so an increase in the donation would be unjustified.

It is recommended to support the organisation with a donation of \$10,000 to assist with its commemorative services and activities.

Applicant: **Meerilinga Young Children's Services**

Requested: \$10,000

Recommended: \$10,000

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

Meerilinga work with children, their families, early childhood professionals, planners and the community to improve the quality of life for the children in the community through: Parenting Support Programs; partnerships with Cockburn Parenting Services and Kwinana Early Years Services, providing workshops and courses, Meerilinga-facilitated playgroups, an Early Learning Program and



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through their Registered Training College which runs a Certificate III in Early Childhood Education and Care.

The organisation reports that 630 parents and 709 children access their programs and services, and approximately 34% of the community currently supported are from ATSI and CaLD backgrounds.

The application is supported by a letter from Connecting Communities Home Care (Spearwood).

Previous funding from the City includes:

2016, September \$10,000  
2015, September \$10,000  
2014, September \$10,000

It is recommended to support Meerilinga with a donation of \$10,000.

**Applicant:** Project Pax for Veterans of Western Australia

Requested: \$9,000

Recommended: \$3,000

Project Pax is a not-for-profit volunteer organisation that endeavours to support serving and ex-serving members of the Australian Navy, Army, Air Force, Police, Fire Brigade and Ambulance officers suffering from post-traumatic stress disorder (PTSD) by providing boating facilities at no cost to these members. Project Pax has purchased a 42-foot vessel that is an ex-commercial cray boat that has been converted to provide overnight accommodation for up to eight people in a multipurpose environment.

PTSD can cause isolation, and Project Pax members believe that a small number of people in quiet, relaxing settings (such as fishing and diving) can assist with reintegration and healing, in addition to professional health management. To offer this service, the organisation requires facilities such as a berth for the vessel that offers safe and convenient access by people with varying degrees of ability. If possible, they would like to use the donation towards annual mooring costs at Port Coogee Marina.

Project Pax has received some small grants from Lotterywest and Department of Veterans Affairs, and small donations from organisations and businesses such as the Dick and Pip Smith Foundation, Retravision, Bunnings Cockburn Central and Fremantle Prison.



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The City has previously provided a Community Grant of \$5,000 in September 2014 for some tools and equipment.

It is recommended to support Project Pax with a donation of \$3,000 towards the mooring costs and in line with funding provided to similar scale organisations in the past.

**Applicant:** Cockburn Central YouthCARE Council (CCYC)

**Requested:** \$25,000

**Recommended:** \$20,000

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

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

Chaplains support students with concerns such as peer relationship and family relationship stresses, anxiety, mental health issues, behavioural issues and school attendance. Chaplains also support parents and other carers with personal concerns, concerns for their child, concerns about the school and parenting concerns. Also, chaplains support staff members across a similar range of concerns. At a program level, the Chaplains arrange breakfast clubs and lunchtime groups; lead social, emotional and physical programs with students, and undertake student mentoring.

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

In 2012, the Research Centre for Vulnerable Children and Families at the University of Western Australia undertook a 30-month longitudinal study of YouthCARE school chaplaincy, led by Associate Professor Maria Harries OA. The study team surveyed the opinions of school principals, teachers, parents, students and other groups including psychologists and professional school associations. In that study, 96%



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of respondents supported the work of school chaplains and agreed that the chaplains' work as members of a student support services team was valued. Further to that, 82% indicated that the social and emotional support provided by school chaplains to students had a considerable positive impact; 83% indicated that school chaplains helped to build up students' confidence to a considerable extent.

The CCYC proposes an increased donation to contribute to a one day per week increase in the chaplaincy service at Atwell College to five days/week in 2018 (up from four days/week in 2017) to meet the needs of the increased enrolment at the school (1,442 students in 2017 with an upward trend) to be funded by a combination of WA Department of Education funding and this donation.

At Lakeland Senior High School, with a steady enrolment of 717, CCYC proposes chaplaincy continue for four days/week with a combination of WA Department of Education funding and this donation.

Across Atwell College and Lakeland Senior High, over 2,100 students can benefit from the chaplaincy services, as well as some of their parents and 290 staff members at times of stress or need.

CCYC, with the support of local churches, will also contribute an amount towards these two schools (together with its support of primary school chaplains in Cockburn).

Previous funding provided by the City to CCYC includes:

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

In line with the previous year's donation due to similar numbers declared in their application, it is recommended that the City maintain its support for the organisation with a donation of \$20,000 as to last year.



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Applicant: **Pets of Older Persons (POOPS) WA**

Requested: **\$4,750**

Recommended: **\$3,000**

Pets of Older Persons (POOPS) WA is a not-for-profit charity with over 200 volunteers that assist the elderly and less mobile members of the community to look after their pets. This involves primarily the walking of dogs and transport for veterinary attention, as well as other tasks such as cleaning rabbit hutches and medicating cats. This assistance may be required for a short term, such as during an illness or recuperation, or long term due to the owner's incapacity to walk. This service is as much about people as about their pets, as such regular visits maintain social contact with relatively isolated members of the community. This personal interaction as well as having happy contented pets helps considerably to maintain their physical and mental health.

Although anecdotally it is accepted worldwide that people with pets have much better physical and mental health, there is little qualified data. POOPS WA is currently assisting Curtin University to conduct a study of the social benefits that organisations such as theirs provide. It is anticipated that the study and results will be available by the end of the year, which the organisation is hopeful will validate the anecdotal information.

The organisation has to cover the costs of insurance for volunteers as well as administration, printing, web maintenance and hosting costs. Hand-out materials for expos and similar public meetings and talks to pensioner groups also have to be regularly updated and reprinted in an appropriate format. When funds permit, the committee also provide a small travel subsidy to the small number of volunteers who ask for it. With some volunteers driving thousands of kilometres in each six-month recording period they try to reduce the financial burden.

The organisation currently has around 8-10 regular (long term) clients in Cockburn, and a variable number of clients for short term needs (a few days for a week or two).

The City has previously provided the following funding to POOPS WA:

2015, March	\$2,450
2013, September	\$600

It is recommended to support POOPS WA with a donation of \$3,000.



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**Applicant: Cockburn Volunteer Sea Search and Rescue Group**

Requested: \$9,000

Recommended: \$8,500

The Cockburn Volunteer Sea Search and Rescue Group is a not-for-profit volunteer organisation that aims to ensure the safety of the Cockburn community and wider boating public. The organisation provides around-the-clock radio communications and emergency rescue and recovery services for a 1,000-square-kilometre area that is being used increasingly by recreational boaters. Most of the volunteer cohort is based within Cockburn.

In the past year, the group has completed more than 250 police-authorised rescues of more than 1,000 people. Rescues and specialist tasks include: day and night searches for missing people, recovery of kite surfers, sinking vessels, vessels aground and the recovery of countless broken down and out of fuel vessels that were out at sea.

The group receives \$67,000 support from the State Government through the Emergency Services Levy, and also receives \$40,000 income from other donations and memberships.

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

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

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

It is recommended to maintain the City's current level of support with a donation of \$8,500.



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**Applicant:** Assisting Your Life to Achieve (AYLA)

**Requested:** \$18,000

**Recommended:** \$5,000

Assisting Your Life to Achieve (AYLA) is a not-for-profit charity organisation that has been operating locally in the Cockburn area since 2015. Based in Cockburn Central, AYLA currently has a low cost food centre and emergency food bank which distributes up to three tonnes of food per week, a not-for-profit café using 50% of rescued food products to produce fresh meals, Op shop, registered NDIS service and mental health support. AYLA provide referrals for services including Department of Child Protection, Partners in Recovery, Fremantle Family Support Network, Cockburn Financial Counselling Service and various other services in the community. AYLA are aiming to launch the first WA not-for-profit hair salon in December with all profits going back to their projects and community programs.

AYLA distributes food and household goods donated by businesses and the community to those in need throughout the city and other areas. AYLA is proactively building partnerships with businesses and has increased their intake of food due to stronger partnerships with Second Harvest, Oz Harvest, Food Bank WA, three local Woolworths stores, Coles Beeliar, IGA Beeliar and Coolbellup Butcher.

AYLA also provides a place where the community can volunteer, reconnect and meet their local community. They are proud to say they have created a platform for people to overcome barriers in their life and achieve their personal goals, with their motto "changing minds changing lives". They report that over 60 percent of their volunteers have moved forward into new employment or studies.

Currently, the low cost food centre provides low cost food to the community six days per week, and they are aiming to increase food donations to increase this assistance to seven days per week. With the requested donation, AYLA would like to increase service delivery to the community and improve the quality of life of people in the City of Cockburn through its low cost food bank and emergency food assistance. Over the last 18 months, AYLA reports they have assisted over 11,150 clients.

The City has previously supported AYLA with an initial donation of \$5,000 in September 2016, and a Sustainability Grant of \$3,636 for a community shopping bag project in March 2017.

Though a worthy organisation, some concerns have been raised in their application about their financial capacity and management of



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funds, and by Community Development services about the organisational capacity and adequate resourcing to cover all their ambitious activities. The initial financial statements submitted with the application were from June 2016 and limited in demonstrating management of previous funding awarded and current expenses. A subsequent Profit and Loss statement shows a net loss in excess of the donation request (potentially due to establishment costs). At the time of writing, AYLA has taken on a financial officer and personal assistant to help manage their affairs.

It is recommended the City of Cockburn continue to support the organisation with a donation of \$5,000, subject to conditions that they work with the Community Development services team to achieve financial stability and viability.

**Applicant: South West Metropolitan Partnership Forum (SWMPF)**

Requested: \$15,000

Recommended: \$10,000

Complex social issues and their impact, especially upon women, children and young people, are beyond the capacity of any single organisation to resolve. The South West Metropolitan Partnership Forum (SWMPF) recognises that the only way to effect large-scale social change is through working together, pooling and mobilising the vast resources available in the community to achieve shared social goals. In order to achieve this, the SWMPF brings together 80 not-for-profit and government service providers, as well as business, philanthropy and community members, to work on a collective impact model to address complex social issues and foster systemic change to overcome barriers for effective service delivery to vulnerable members of the community.

SWMPF was established in 2013 through a Social Innovation Grant from the Department of Local Government and Communities to trial collaborative and innovative approaches to respond to complex social issues in three local government areas of Cockburn, Fremantle and Melville. The previous grant agreements ceased in July 2017, and the SWMPF was recently granted a reduced amount of funding (\$200,000) by the Department of Communities to cover a two-year period until 31 July 2019. The SWMPF is auspiced by St Patrick's Community Support Centre to manage funds received.

The SWMPF has a proven record of accomplishment in bringing a new way of working and fostering collaboration that is beyond information exchange and about strategy, action and implementation. The SWMPF



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is currently undertaking two projects carried out through two working groups promoting the effectiveness of collaborative working, including:

- Regional collaboration on a common social issue - vulnerable and at risk 8-13 year olds, known as the 'Imagined Futures' project. This program aims to reduce disengagement from education for vulnerable young people in Cockburn, including South Lake Primary School and Lakeland Senior High School.
- A collaborative place-based intervention in a community 'hotspot' (Davis Park). This program aims to impact positively on the lives of those living in Davis Park through a host of interventions that improve the residents' quality of life.

With ongoing funding to improve financial viability over the next two years and contribute towards employment of two part-time officers (1.2 FTE), the SWMPF will build on these place-based and common social issues programs.

The SWMPF is currently dedicating much attention to the 'Imagined Futures' (IF) initiative, which focuses on vulnerable and at risk young people. The initiative builds on the foundations set, and lessons learned, from the previous program which targeted 8-13 year olds at South Lake Primary School (SLPS) and Caralee Community School. Whilst success in improving attendance at primary school has been achieved, it was found that some young people were not transitioning to high school. Data shows 52 indigenous students at SLPS, which is only one feeder school, but only 49 indigenous students at Lakeland Senior High School (LSHS). The IF initiative expands the reach of the program from primary schools to include high school to improve attendance and address barriers to transition to high school. The pilot program involves SLPS and LSHS. The program works to build resilience in children at primary and high school, provide support in transition to secondary school, engage young people in community activities such as sport and art, support their families to overcome complex issues inhibiting their prioritisation of education, and help reintegrate young people who are already disengaged from education or training. Leadership and mentoring programs at LSHS will work to build a cohort of young people who will be positive role models to other vulnerable young people in Cockburn, and help to encourage positive community engagement rather than the alternative.

The City has not provided previous funding to the SWMPF, though provides ongoing in-kind support through its Community Development services staff, including representation in the Leadership Group and Steering Committee.

The City of Fremantle recently recommended a donation of \$10,000 which the Council then increased to \$15,000, subject to commitments from the City of Cockburn and City of Melville, and to date there is no



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confirmation of contribution from Melville. It is recommended to support this donation request for \$10,000, due to anticipated reach and outcomes that are in line with similar organisations receiving this level of funding.

**Applicant:** Boer War Memorial Society of WA (BWMS)

**Requested:** \$5,000

**Recommended:** \$2,000

Boer War Memorial Society of WA (BWMS) is a small (65-70 financial members) "mums and dads" community-based commemoration society whose objectives are to:

1. Perpetuate and honour all those from WA who served and fell in the Anglo-Boer War of 1899-1902.
2. Raise and maintain public awareness through talks, school, RSL and community group visits.
3. Conduct the annual commemoration and reconciliation service at the South African memorial in Kings Park on or around 31 May each year.

Since 2009, BWMS have contributed to fundraising for the National Boer War memorial in Canberra (dedicated on 31 May 2017) to the tune of some \$50,000.

Further to pursuing their objectives, the BWMS seeks to:

- Have 31 May gazetted by the WA government as "Boer War Day".
- Develop and implement a Boer War information package for schools.
- Produce and distribute two state-wide newsletters per year.
- Plan, conduct and finance the re-dedication service of the South African war memorial in Kings Park on 5 November 2017.
- Provide subject matter experts to future Boer War displays at the renovated Museum of WA.

And, in Cockburn specifically, BWMS seeks to:

- Establish a permanent home in the City of Cockburn to conduct their activities.
- Establish and maintain a Boer War memorial within the planned Cockburn Central ANZAC Memorial Precinct.
- Make the City of Cockburn the focus of the schools incursion program.
- Broaden the membership base from within the City of Cockburn.
- Provide guest speakers to a wide range of community groups within the City of Cockburn.
- Engage with the Azelia Ley Homestead Museum with regard to early Cockburn connections to the Boer War.



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The BWMS advises that their credentials are well established with the Department of Veteran Affairs, Lotterywest and the ANZAC Day Trust Fund, however, these grants are tied to specific items or projects, and the organisation's primary need is for operating cash to meet day to day expenses. These include stationery, printer cartridges, postage, short and long distance travel, venue booking costs, printing costs for annual commemoration and reconciliation service and costs incurred in preparing grant applications. The BWMS advises that the Cockburn (and WA) community will benefit from an enhanced understanding of a little known aspect of WA's military history and heritage.

The City has not previously provided funding to the BWMS as they have not previously demonstrated that they are based in Cockburn or primarily providing services that benefit Cockburn community members.

It is recommended to assist with a partial donation of \$2,000 to contribute towards meeting their objectives and proposed activities in Cockburn.

Applicant: **Yangebup Family Centre**

Requested: **\$12,500**

Recommended: **\$12,000**

The Yangebup Family Centre (YFC) is a community-managed, not-for-profit organisation that provides a range of community services for residents of Yangebup and the surrounding area. Services include programs for children, community workshops and events, parenting information and support services, and community group meeting facilities.

The YFC crèche was established in 2002 to support the need for a craft group at the centre. Previous funding from the City contributed to providing affordable crèche services to mothers that attend the craft groups. In 2014 the Centre requested an increased donation to add an additional crèche session and facilitate more community workshops. The additional crèche is available to parents so they can attend Playclub with children aged 2-3 years, while younger siblings attend crèche, or to mothers attending the 'Women of the World' program which runs concurrently with Playclub. The third crèche session is provided so that they are able to host a series of community workshops focusing on parenting skills, life skills and wellbeing, for example, 'Building Emotional Understanding', 'Food Sensations' and 'Infant First Aid'. Each crèche has 19 places available, with three sessions providing 57 places for children from 0-6years on a weekly basis, and many families use the facilities on a rotating basis. In 2016-17 more than 150 families participated in programs supported by the crèche;



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this is slightly less than 2015-16 when it was reported over 200 families participated in these services.

By providing a crèche, YFC addresses issues of social isolation, mental health and financial hardship by providing a way for families with young children to have an affordable social activity or to attend workshops to gain parenting or life skills with other families from the community. Crèche provision is an engagement strategy to reduce barriers so that families are supported to build on their knowledge, confidence and skills to effectively manage their own lives and to increase their participation in community activities.

Previous funding from the City includes:

2017, March	\$2,000 (Community Grant for 25 <sup>th</sup> Anniversary Open Day)
2016, September	\$12,000
2015, September	\$12,000
2015, August	\$1,637 (Donation for Health Nurse Clinic)
2015, March	\$2,500 (Sustainable Events Grant Community Open Day)
2014, September	\$12,000
2013, September	\$9,500
2013, September	\$3,025 (Alcoa Project Grant for Open Day)
2012, September	\$7,000
2011, September	\$5,000
2010, September	\$5,000
2009, September	\$5,000
2008, September	\$5,000
2007, October	\$5,000
2006, October	\$5,000

Included with the application are letters of support for the crèche from: Cockburn Family Support Service, Cockburn Parenting Service, Ann Gerlach, Crafternoon Tea Facilitator, and parents Kimberley Cashman and Christy Harris.

YFC has advised that they have requested an increase in their donation as crèche staff awards have increased and the additional amount will help to cover these increases.

It is recommended to maintain support for the YFC crèche with a donation of \$12,000, as it is believed that YFC have the financial capacity to cover the cost increases, and it is advisable to keep support provided by the City on par with similar organisations in the City.



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Applicant: **Volunteer Home Support**

Requested: **\$9,000**

Recommended: **\$6,000**

Volunteer Home Support (VHS) was established 34 years ago and provides government subsidised domestic cleaning, transport, handyman, lawn and gardening services to almost 1,000 people that are frail, aged and with disabilities. VHS services Cockburn, East Fremantle, Fremantle and Melville, under the Home and Community Care program.

VHS currently has around 38-43 volunteers and provides other independent programs such as weekly 'Movies with Lunch' and distant outings, which are heavily subsidised by VHS with no government contribution. Paid staff provide all services except transport, which is provided by the volunteers who, in 2016, contributed an average of 219 hours per week. VHS also receives support from the Cockburn Volunteer Resource Centre.

VHS has been able to dump garden waste material arising from gardening activities at clients' homes at the Henderson Waste Management site for many years. In the past there were no tip fees charged, but that changed in May 2012 when tip fees were applied to VHS. The City of Cockburn has been making an annual donation of \$5,000 since the introduction of tip dumping charges so that VHS didn't have to pass on the cost of these fees to Cockburn residents. However, residents of East Fremantle, Fremantle and Melville do get charged a tip fee after each lawn or gardening service.

The City has provided the following donations to cover some of the costs of waste disposal from the Cockburn homes that VHS service.

2016, March	\$5,000
2015, March	\$5,000
2014, March	\$5,000
2013, March	\$5,000
2006, October	\$5,000

Last year, VHS reports it spent \$15,364 on tip fees and recovered \$5,654 from clients. The difference of \$9,710 was cushioned through a \$5,000 donation from the City of Cockburn, but this still left a shortfall of \$4,710 incurred through dumped garden waste from Cockburn residents. For this reason, VHS are seeking an increase in funding to \$9,000.

At present VHS don't charge tip fees to Cockburn residents due to the City's contribution, but without it would need to charge each client



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wanting rubbish removed a tip fee of \$7.50. VHS currently service in excess of 600 client homes within the City of Cockburn, and that number is growing on an annual basis. In the latest bi-annual client satisfaction survey, the satisfaction rating was 97-98%.

As most of the clients are pensioners, some would find it difficult to pay tipping fees, but VHS has advised they would have little choice but to charge them given the shortfall in the 2017 financial year. The alternative would be to leave the rubbish/garden waste on client's properties, or as sometimes asked, to leave it on the verge.

It is recommended that the City provide an increased donation of \$6,000 to cover Cockburn clients that can't afford to pay the \$7.50 tip fee (those that have pensioner or health care cards) and charges Cockburn clients who can afford to pay.

#### SPONSORSHIPS

**The total proposed allocation for Sponsorships in 2017/18 is \$100,000, with \$37,000 remaining for the March 2018 round.**

Following are the latest round of proposal summaries.

Applicant: **Cockburn Masters Swimming Club**

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

Requested: **\$12,500**

Recommended: **\$12,500**

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

The 2017 event attracted 1,020 registered swimmers, of which 966 started, and over 600 cooked breakfasts were served, with over 100 volunteers assisting at the event. In recent years, the event has become the largest open water swim hosted by a Masters swimming club. Only the Rottnest Channel Swim and Busselton Jetty Swim are bigger. Because of the unique nature of the event - offering shorter ocean swim distances in a safe environment and enabling a broad



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range of community participants to take part - the Club is keen to continue providing this swim as a community event and consolidate it at the high level achieved particularly in the last two years.

The 2018 Coogee Jetty to Jetty Swim XXII will be held on Sunday 11 March 2018 at Coogee Beach and John Graham Reserve, Woodman Point, Coogee. With activities recently added including the 250m Try It Swim, Kidzone and the Community Big Breakfast, the aim for 2018 is to consolidate and maintain the event to provide as much opportunity as possible for the community to take part.

The activities offered are broader and more family-focussed than most other ocean swims to attract greater community participation, and will include a choice of 750m, 1500m or 250m Try It Swim, beach walk along Coogee Beach to/from start, Kidzone activities, and a Community Big Breakfast.

Ages of participants range from 10 years up to 90 and over and with varying abilities. The new 250m Try It Swim attracted 90 new swimmers last year, many of whom were children too young to enter the main race distances (8-10 years old) and adults attempting an ocean swim for the first time.

The event enables over 120 local residents (club members and their families) to volunteer and contribute on the day. Local businesses are also involved as suppliers (e.g. Cockburn Party Hire) and sponsors. Coogee Beach Surf Life Saving Club provides contracted water safety services. Wherever possible, the Club aims to use services from within the Cockburn community.

The Club will engage participants through its past swimmer database of 2,000+ names, local sporting clubs and groups, Masters swimming clubs and other swimming clubs. Emphasis is also placed on promoting the event brand and use of other promotion channels, which include:

- Event Posters - over 200 printed by volunteers and displayed on community notice boards and at recreation centres;
- Event Flyers - over 2,000 printed by volunteers for distribution at other events such as local triathlons, Swimming WA open water swims and other community events;
- Event Banners - up to seven event banners are displayed on free community signs (several in Cockburn)
- Volunteer Shirts - 120 volunteer shirts are issued in December so they can work at other events to promote the Jetty to Jetty Swim
- Website - developed in 2016 and is used extensively for promotions and event/sponsor information
- Social Media (mainly Facebook and Twitter) - now being used extensively to spread the word.



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The City has been involved for many years, and has been a Major Event Partner for the last two years. This role is publicised and acknowledged through the website, Facebook, media releases and event flyers/posters. The Club advises that a showcase article will also be included in an electronic database email (EDM).

The Club proposes that as Major Event Partner, the City will receive excellent exposure and branding opportunities over and above all other sponsorship categories, including naming of specific aspects of the event - which last year included the hugely successful City of Cockburn Community Big Breakfast (with branded feather signage which included the City's logo).

Other branding opportunities will include:

- Logo on event swim caps
- Logo on all posters and flyers
- Logo incorporated into event email signature (no other sponsors have this opportunity)
- Logo on event display boards
- Logo on online certificates
- Logo on adverts placed in print media
- Promotional display banners
- Promotional marquee/tent
- Web and social media cross-promotions
- Opportunities are also provided for promotion of other of the City's services - for example last year there were marques and promotions for Cockburn ARC and Co-Health.

There is also flexibility to develop other support opportunities in conjunction with the City. As in the past, the Club has offered:

- invitation for Elected Members to attend (and even participate in) the event
- invitation for the Mayor to attend and take part in the presentation of prizes during the post-event announcements
- invitation for the Mayor to address participants during the pre-event registration period and/or the announcement of prizes after the event
- inclusion of promotional literature within the "sponsor bags" which are prepared pre-event and handed to every participant on the day
- invitation for the City to nominate four representatives to receive a complimentary breakfast at the event (in addition to the Mayor and any other Elected Members in attendance).

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

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



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2012, March	\$10,000 (Naming Rights Sponsor of 2013 event)
2011, September	\$10,000 (Naming Rights Sponsor of 2012 event)
2010, September	\$3,500
2009, September	\$2,000
2008, September	\$2,000
2007, October	\$1,000

The proposal is supported by the Hon Fran Logan MLA, Masters Swimming WA and Coogee Beach Surf Life Saving Club. It is recommended to support this sponsorship proposal for \$12,500.

**Applicant:** Southern Lions Rugby Union Football Club

**Proposal:** City of Cockburn 7's Rugby Tournament 2018  
'Naming Rights'

**Requested:** \$10,000

**Recommended:** \$10,000

The Southern Lions Rugby Union Football Club (SLRUFC) is a not-for-profit sporting club. Based at Success Regional Sporting Facility since 2012, the Club has more than 500 members/players ranging from 5 to 55 years of age. The Club have teams in: Juniors - Under 6 to Under 18s, Seniors - Under 20's, Women's, Men's (3) and Golden Oldies Divisions of Perth Rugby. And there is a new All Abilities team, the first of its kind in WA.

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

The SLRUFC is seeking sponsorship to assist with the costs of hosting the annual international sporting event, the 2018 City of Cockburn 7's Rugby Invitational Tournament on Saturday 3 February 2018 at Success Regional Sporting Facility. The annual tournament welcomes teams from around WA, Australia and Asia to compete in Men's, Women's and U20's competitions. The club expects a minimum of 24 international, national, and WA-based 7s teams to participate.

Although Rugby Union is traditionally seen as an English game, it has evolved into a truly international sport. Because of this, a large cross-section of the community attend the tournaments. Due to the previous attendance of the Malaysian national team, SLRUFC would like to



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maintain the continued high level of interest from Western Australia's Asian community, and in future years, would like to extend invitations to compete to representative teams from the City of Cockburn's sister cities – Yueyang in China, Mobile in Alabama USA, and Split in Croatia.

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

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

In line with sponsorship of the 2017 event, the City will receive naming rights and the following sponsorship benefits:

The City of Cockburn 7s event will be actively promoted via:

- Event Correspondence to all competing and invited teams including emails, Event Flyer and Team Nominations Forms
- Event, Southern Lions, RugbyWA and Western Force and local Cockburn Facebook pages
- Community groups (including cultural) e.g. WA Samoan Association
- Cockburn Gazette Newspaper publicity article
- Newspaper articles (Fremantle Herald and the Community Newspaper Group WA wide)
- Local radio
- Event posters
- Event sound system throughout the day
- Event Referees and Management/Staff will wear t-shirts with City of Cockburn logo and a suitable message
- Event Manual that is given to all participating teams and available to the public at the event
- Complimentary car stickers so members can promote the event
- Banner placement around the event location
- The City of Cockburn website



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- Post event review distributed via Event, Southern Lions, RugbyWA and Western Force and local Cockburn Facebook pages

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

- inclusion on all event advertising including local media coverage via radio and newspapers
- logo inclusion on event signage
- opportunity to display City signage at the event
- logo inclusion and sponsor recognition on advertising and promotional material
  - Flyers/Posters
  - Australian Rugby Union 7s website
  - RugbyWA 7s website ([www.rugbywa.com.au/7s](http://www.rugbywa.com.au/7s))
  - Event Facebook page  
(Cockburn7sRugbyInvitationalTournament)
  - Event Program

In addition, the event is free to the public so all City of Cockburn residents are welcome to attend. SLRUFC shall invite representatives from City of Cockburn staff, and their partners/children to a Sponsors Lunch on the day of the event. As in previous years, the Mayor will also be invited to make the presentations to the winning teams. The City of Cockburn is also welcome to advertise the event through all available channels and to display messages, publications, banners or other items at the event.

The Club has previously received the following funding from the City:  
2016, September \$10,000 (Naming Rights Sponsor of 2017 event)  
2015, September \$12,500 (Naming Rights Sponsor of 2016 event)  
2014, September \$12,500 (Naming Rights Sponsor of 2015 event)  
2013, September \$12,500 (Naming Rights Sponsor of 2014 event)

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

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

It is recommended to continue with the proposed naming rights sponsorship of \$10,000.



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Applicant: **Nature Play WA**

Proposal: **Mudders Day Event**  
**'Official Sponsor' of 2018 Event**

Requested: **\$10,000**

Recommended: **\$10,000**

Nature Play WA is an incorporated not-for-profit association established to increase the time Western Australian children spend in unstructured play outdoors and in nature. Nature Play WA is about getting 'more children outdoors more often' so they can reap the benefits of unstructured playing, learning and being physically active.

The Mudders Day Event is proposed to be held on Mother's Day (Sunday 13 May 2018) at Manning Park.

Nature Play WA would like to deliver this unique event in partnership with the City of Cockburn. This provides a mutually beneficial opportunity for both organisations to highlight the importance of nature play, and provide some simple, and free, fun for children and families in Cockburn and surrounding communities. This event will focus on the Passport to an Amazing Childhood, which will be provided to each child upon entry. The event will feature five outdoor activities (known as "missions"), where children will be able to participate freely and to their own abilities. After each mission, children will receive a stamp in their Passport.

Mudders Day will be a fun, interactive and self-guided event that the whole family can get involved in. The event highlights to parents how much fun it is to play outside, whilst encouraging children to use their imaginations. The event will allow families to feel motivated and well-equipped to incorporate nature play into their everyday lives. Additionally, this event provides plenty of promotion and marketing opportunities (for both organisations) through the ability to incorporate key messaging and social media.

There will be five activity spaces at the event including mud kitchens, a mud-stacle course, mud sculpting, muddy puddles and a mud mask area. Each activity has a heavy focus on mud, providing children and their families with a great sensory learning experience, and a great excuse to get muddy! Additional activities will also run in order to ensure participation numbers are not restricted - this includes cubby building, and an interactive scavenger hunt using beacon technology on the Nature Play WA app. These activities will be part of the one event, which will run from 10am - 3pm and involve the full Nature Play WA team, as well as external educators and specialists in outdoor play.



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It is hoped that through funding provided by the City of Cockburn, Nature Play WA will be able to deliver this event free to the community. This means that the event itself will not be limited in terms of demographics. With the number of activities on offer, and the space available at Manning Park, participation is expected between 1,000 to 5,000 people (based on similar events in the past). Nature Play WA's general target market ranges from 0 - 12 year olds and their families, however, an event like this is open to the whole family with no age restrictions.

This event provides an opportunity for local families to engage in a healthy and active lifestyle through nature play, whilst also allowing the community to strengthen their community bonds, and celebrate the uniqueness of their local attraction, Manning Park. This event also has the potential to attract press attention, thereby providing an economic benefit to the Cockburn community.

This event will provide Nature Play WA with the opportunity to share their message with the broader community, thereby increasing the awareness of nature play and the benefits to all who take part. Additionally, this event will provide a safe environment for families to experience nature play, providing significant health benefits to the Cockburn community.

The Mudders' Day event will be promoted through a variety of Nature Play WA networks, including the Nature Play WA Facebook page with over 23,000 followers and sent to the Nature Play WA newsletter database of over 10,000 contacts. Participants will be asked to register their interest in the event, and will be contacted closer to the event with important information such as parking information, toilet locations, etc.

The City of Cockburn will be acknowledged as the official sponsor of the event through all communications and event related content. The City of Cockburn will receive a number of benefits including logo placement and hyperlink on the event website page and all event related communications and media. The City also has the option of free-standing signage displayed at the event, as well as an opportunity for a City of Cockburn stall or activity space to disseminate information. Additionally, the City will be acknowledged and advertised throughout the Nature Play WA App via hyperlinks within the event section of the app, as well as co-branding of social media event selfie frames through the app. Additionally, Nature Play WA would like to invite a representative of the City of Cockburn to officially open the event.

Nature Play WA has substantial experience delivering a wide range of community events throughout Western Australia, including large scale community events. This event has support from nature play specialists,



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including Nature Play Solutions and Educated by Nature. Additionally, Nature Play WA has been previously supported by a number of local schools for Outdoor Classroom Day, including Aubin Grove PS, Hammond Park Catholic PS, Hammond Park PS, Mulberry Tree ELC – Leeming, Kids Corner Childcare - Munster, Bibra Lake PS, St Jerome's PS – Munster, South Lake PS, Coogee PS, and Spearwood Alternative School.

Nature Play WA's proposal is strongly supported by the City of Cockburn's Children's Services and Environmental Services teams as follows:

"We have the following action in the Children and Families Strategy.  
*Action 1.1.5 Investigate the development of a pop-up loose parts/nature play program and promote to the community (if feasible)*

There is extensive research showing that children are negatively affected by the increased lack of outdoor play in nature.

Furthermore there is also a move to recognise the benefits of risk in play, which often occur in a natural environment.

One of the Australian Early Development Census domains is Physical Health and Wellbeing and playing in nature is a crucial part of the normal development of children.

Due to smaller block sizes and child care facilities with artificial grass etc., some children have little exposure to nature and nature play.

Children's Development and Cockburn Parenting Service are fully supportive of the Nature Play Mudders Day proposal."

"It also meets several objectives within the Corporate Business Plan 2016/17 – 2019/20 and the Sustainability Strategy for Environmental Services – environmental management.

We have worked collaboratively with Nature Play on a number of programs recently, namely the Nature Play Conference which was very successful. They are a reputable organisation to work with and deliver great community projects and outcomes.

We do not have the operating budgets or staff resources to manage such an event in-house ourselves so we fully support the request."

Nature Play WA has not received previous funding from the City. It is recommended to support this proposal for official sponsorship for \$10,000.



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Applicant: **Danielle's Darkroom**

Proposal: **Flight – An exhibition that defies gravity**

Requested: **\$4,360**

Recommended: **\$3,000**

Danielle's Darkroom is the business name for sole trader and photographic artist Danielle Briggs. Danielle's Darkroom aims to inspire creative photography in the community, whilst promoting traditional and alternative printing methods.

The proposal is to execute a photographic art exhibition based on flight at the Royal Aero Club of WA in Jandakot during March 2018. The exhibition will include high quality, black and white archival photography, processed and printed by hand in the darkroom from original negatives. This will be the next progressive step for the emerging exhibiting photographer, engaging with the community during the exhibition plus on a "one on one" basis within two small photographic workshops available to the public. It is hoped these events will provide further marketing opportunities benefitting local businesses, potentially expanding their target audience, whilst forming ties and partnerships with the local creative arts and culture community.

By utilising a local non-gallery space, this will give the community access to facilities not normally seen by the public, and simultaneously immerse the audience in the wonders of flight, from a different perspective. This event will serve to expand the photographer's networks, audience, partnerships and experience by teaming up with local businesses, resulting in rewarding promotion for all parties, sponsors, and the production of a unique body of work. It is also hoped the event will raise awareness (and appreciation) from the outside of the aviation community and impress upon the local community the importance of the essential services provided by Jandakot airport.

The planned activities are as follows:

1. Opening night including presentations, entertainment and prizes.
2. Exhibition: Duration location.
3. Two photography workshops located at RAC WA (Jandakot airport).

These will be achieved by collaborating with local businesses including the Royal Aero Club of WA, Bunbury Airport and Air Australia to gather photographic images, based on flight. The exhibition will be an open to the public, free of charge. Invitations will be extended to local community groups, aviation enthusiasts, pilots, students, artists, curators, photographers, youth, schools and women's groups in the local area and beyond.



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The opening night will include activities for children to encourage families to attend, plus other presentations and a draw to win one of the exhibited works.

Short photography workshops will be made available to the public at a discounted cost. The further development of an aviation based photography workshop is also in negotiation and is dependent on access during the period.

The target markets include community groups, artists, pilots, aviation enthusiasts, local community, schools, photographers and the general public. Given there is such a large cross-section of the community, the goal is to cast a wide net to draw in a variety of participants and community members with expected (conservative) attendees around 500. The Royal Aero Club of WA is one of the largest schools in Australia and has pre-existing foot traffic that will provide automatic exposure. While the general public will be provided with an opportunity to engage with the wider creative, cultural and arts community, aviation groups, pilots, photographers, students and local businesses will also benefit.

Local businesses will be given the opportunity to sponsor additional workshops closer to the event, whilst those located in the Jandakot area may receive additional interest in their services such as joy flights and RAC WA student enrolments. Club members and students will have the opportunity to engage in the creative space and challenge their own perceptions in a creative way.

The project will be promoted in both online and in physical formats. Engaging with local businesses, flyers will be printed and provided in the Cockburn area, and other areas of Perth. Invitations will be provided to a variety of people and groups including community groups, schools and relevant dignitaries. Online marketing will include (but not be limited to) instagram posts and facebook, with electronic mailouts prior and during the exhibition and workshops. Participants will be engaged in online conversations and encouraged to confirm their attendance via facebook. Customised workshops for youth groups or schools are currently also being considered also. Utilising both Danielle's Darkroom and other organisations networks, targeted new bulletins/invitations and advertisements will also be included. Media Releases will be provided to both online and off-line "what's on" segments to include in their calendars and newsletters. The City will benefit from being represented as a sponsor in each case.

The City of Cockburn's logo/link will appear on all promotional material, plus signage and verbal acknowledgement at the exhibition opening night and workshops. Branding benefits will include:



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1. Instagram: 2-3 during exhibition lead up, tagging the City of Cockburn, and hashtag. 1-2 further posts prior to closing.
2. Website: City of Cockburn link.
3. Facebook: 2-4 posts.
4. Emails: Newsletter/notifications sent to local businesses, community groups, schools, arts organisations, photographers.
5. Press Releases: To a variety of organisations including Arts Hub, NAVA, Royal Aero Club of WA, Bunbury Aero Club, FORM building a state of creativity, RAC Australia, The West Australian, Aviation magazines, Photography magazines, Community newspapers showing City's support.
6. Database: Request to be included in electronic mailouts for FORM database of arts participants.
7. Event Signage: 2 – 3 Directional signage at Jandakot airport.
8. Email mail-out x 2.
9. Email signatures: Included in all email signatures.
10. Advertising: Community News/Cockburn Gazette x 1.
11. Event collateral: Flyers delivered to both locally and Perth. Handed out at exhibition and workshops.

The City will also receive invitations to the opening event and signage within the exhibition promoting sponsors and supporters.

Danielle has provided her CV, referees, and advised of her previous experience, as follows:

- Managing a pop-up Photographic Gallery in York.
- Providing workshops for Mandurah City Council, York Gallery of Photography, Port Hedland Courthouse Gallery and Melbourne Camera club.
- Multiple collaborative photography exhibitions over a number of years.
- Senior bookkeeping across 20 years including not-for-profit arts organisations, plus exhibiting, gallery management, curating, advertising and marketing, budgeting and financial reporting.

Letters of support for the proposal have been supplied by Royal Aero Club of WA, FORM Building a State of Creativity, Czar Photography.

It is recommended to support this proposal with sponsorship of \$3,000. The level of funding is appropriate based on the nature of the activities and the organisation, attracting more funding than an Individual Sponsorship however less than the maximum for a Cultural Grant. This is appropriate for the sponsorship benefits on offer to the City.



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**Applicant:** Jervoise Bay Sailing Club

**Proposal:** 2018 NACRA and F18 National Championship Regattas  
'Naming Rights'

**Requested:** \$18,000

**Recommended:** \$12,500

Jervoise Bay Sailing Club (JBSC) is a not-for-profit sporting body that was established in 1977 and occupies one of the most pristine stretches of water on the WA metropolitan coastline within the City of Cockburn, which has a long and distinguished association with the sport of sailing. The Club's sailing areas are situated in Owen Anchorage, which is protected by Woodman Point and enjoys world class conditions with unobstructed sea breezes and predominantly flat water. The Club has hosted a number of Championship regattas, including a World Championship regatta, and features an internationally competitive sailing fleet for high-performance multihulls. Club racing classes include Formula 18, Tornado, Hobie 16, NACRA and Windrush catamarans.

JBSC is privileged to have the unparalleled opportunity of hosting two regattas, having secured the 2018 NACRA and Formula 18 National Championships, to showcase the City of Cockburn's pristine ocean conditions to competitors from all over Australia.

The NACRA National Championship Regatta will run between 30 December 2017 and 5 January 2018 and consists of six race days plus a number of family-friendly events including a sausage sizzle, New Year's Eve party, paella night, and a gala dinner at Cockburn Power Boat Club.

The F18 National Championship Regatta will run between 22 and 27 January 2018 and consists of four race days plus a number of family-friendly events including a welcome dinner, Bouri night, Australia Day party with spit roast, pizza and pasta night, and presentation night.

Both events also feature a "lay day" where exploration of the local surroundings is encouraged.

Both classes attract world class sailors and provide compelling spectator viewing with fast close-to-shore racing. NACRA is the current Olympic class (NACRA 17) and Youth Olympic class (NACRA 15) catamaran manufacturer and Formula 18 is one of the largest and most competitive high performance production catamaran racing fleets globally.



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The 38th NACRA National Championships in Queensland attracted 62 boats, including 6 entrants in the new 350 junior class. The development of a junior class in multihull sailing is an important development, as a “feeder” class and pathway for junior sailors to develop skills in multihull racing to enable the transition to the NACRA 15 Youth Olympic fleet and the NACRA 17 Olympic class, both of which are mixed fleets.

JBSC is committed to the advancement of multihull sailing, and to providing its facilities for the benefits of members, visiting boats and kindred community groups, and aims to promote participation in the sport in Western Australia through this unique and exciting, high profile opportunity.

Few sailing clubs in Western Australia have the opportunity of hosting high profile National level championship regattas. When these events do come to Perth the winning bids are usually awarded to the larger, high profile sailing clubs and rarely to the small, community-oriented clubs such as JBSC.

JBSC is committed to providing opportunities and a safe, welcoming environment for all sailors, in particular, youth and female sailors to develop skills in multihull racing, and has invested in a fleet of NACRA 350 junior boats to enable participation from the wider community, many of whom may not be able to justify the cost of boat acquisition (~\$10,000 for the cheapest junior boat). It will enable some of the junior sailors in the local community an opportunity to sail in highly competitive fleets when they might not otherwise have the opportunity to do so due to lack of funds or ability to facilitate transport interstate.

JBSC is promoting the Woodman Point Discovery camping ground to visiting competitors and using local contractors and catering companies wherever possible.

JBSC has a professional management committee with prior experience in organising regattas, including world championship events. A Regatta committee has been established and appropriate budgeting, project planning and risk management undertaken.

The target market for participation in the event is all catamaran sailors that have access to a boat that can be raced in either the NACRA or Formula 18 fleets. The NACRA fleet includes approximately seven different classes, meaning that it is accessible to a wide cross-section of the community, of differing abilities, ages and experience levels.

The club has secured additional boats available for charter in addition to those regularly sailed at the club, and acquired an additional NACRA



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350 junior boat to add to the fleet supplied by the club for use by junior sailors.

The NACRA fleet is anticipated to attract approximately 50 boats and the Formula 18 fleet approximately 40-45 boats. The majority of these boats will have two sailors on board to race and many are travelling with their families to incorporate a holiday in WA into their travels. The club will also have an additional pool of volunteers at the event from the local area and other sailing clubs with whom JBSC has forged a collaborative relationship.

Total numbers for participation between the events is estimated at approximately 210, including volunteers, however this forecast excludes family members, community spectators, and local contractors to the event. The event will be free for the public to attend, and competitors will pay a nominal entry fee to participate.

The benefits to the Cockburn community include the promotion of the region to visitors from all around Australia, as a beautiful tourism destination with a pristine environment, promotion of increased economic activity for local businesses and elevated profile of the region, its community spirit and sporting acumen.

The project will deliver two Australian National level championship regattas within the space of a month that will generate significant publicity for the Cockburn region and for the sport in WA. The NACRA and Formula 18 fleets have a global media reach, so it is a unique opportunity to generate awareness of the region and its world-class marine and sailing environment.

At a local community level, the Club expects to see the highest levels of participation in the event by local community members, and in particular the junior and youth community by virtue of the increased number of boats offered by the club.

Both events are already being promoted and advertised in their respective event class National Association websites, social media pages and blogs, as well as JBSC's website and Facebook page, and will be promoted at JBSC's Opening Day event, which will be attended by a large proportion of the club's membership. Families with junior sailors have already been communicated with and the club's fleet of junior NACRA 350 boats has been committed for the event.

The events have been advertised to other sailing clubs in WA and Australia-Wide and at sailing equipment and chandlery stores. Engagement has been very strong with 100% of known available boats in WA already secured and committed to competitors and the response from the Eastern States has also been very strong.



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JBSC will issue media releases for local WA newspapers and sporting bodies, promoting the event. JBSC will ensure local WA media is aware of the event and will run stories on the lead up to and during the events for publication in the community newspaper - with a target of at least two general community new articles being published over the course of the regatta. The Australian and International NACRA and F18 Associations will publish stories on the regattas, which will also be published in several yachting-specific publications.

The City of Cockburn is proposed to be the naming rights sponsor of the event and City of Cockburn branding will feature prominently on all competitor and support crew apparel (including regatta shirts or rashvests to be worn during the event), as well as all advertising and promotion materials for the event.

The City of Cockburn branding would also be incorporated into technical documents including the Sailing Instructions, official forms and results sheets to be used during the events and promotional flyers handed out at the club.

Multiple regatta reports on social media will include photos, video and Go Pro footage of the event and will include acknowledgement of City of Cockburn support. At least 15 social media channels are expected to re-post the JBSC reports.

There is an opportunity for City of Cockburn promotional material to be included in the "regatta packs" for all competitors, and City flyers to be distributed from the club house. There is also opportunity for City of Cockburn to display signage/banner at the club (at club house entry gate and surrounding fence - the highest traffic area, and at the secure boat compound) for the duration of the events, and the City logo included on the event information on the JBSC and website and social media page.

There are opportunities for the City of Cockburn representative to attend both the events and distribute publications or promotional material, and the Mayor would be welcome to present.

The City has previously provided sponsorship of \$5,000 in 2015 towards the acquisition of a NACRA 350 junior boat for communal member use.

It is recommended to support this sponsorship proposal for \$12,500, which is in line with previous sponsorships awarded for similar scale events that offer naming rights.



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### GRANTS

**The total allocation proposed for grants programs is \$556,450 with \$300 remaining for future allocations.**

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

There are eight proposed adjustments to grant allocations for the 2017/18 financial year, as follows:

Reductions in the following:

- Emergency Disaster Fund from \$30,000 to \$10,000
- Cultural Grants Program from \$30,000 to \$28,000
- Environmental Education Initiatives Program from \$20,000 to \$15,000
- Council Match Staff Donation from \$4,000 to \$2,000
- Sport and Recreation Club Grants from \$40,000 to \$35,000

As expenditure for these programs was under the budgeted amount last year.

Increases in the following:

- Small Events Sponsorship Program from \$15,000 to \$27,000

As there have been a lot of applications for this new program to date which needs to be increased to accommodate more applications in the next six months.

New allocations for:

- Community Innovation and Participatory Budgeting Program of \$120,000 (DA ACS15)
- Residents Association Support Program of \$2,650 (DA LGACS7)

As to the new policies, delegated authorities and guidelines that were recommended by the DAPPS Committee on 24 August 2017, and subsequently adopted by Council on 14 September 2017.

It is proposed that the first 'round' of the Community Innovation and Participatory Budgeting Program is run in the first half of 2018, with a community workshop 'hackathon' around February to March, and funds awarded before the end of June 2018.

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

#### **Community, Lifestyle & Security**

- Provide residents with a range of high quality, accessible programs and services



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**Economic, Social & Environmental Responsibility**

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development

**Leading & Listening**

- Deliver sustainable governance through transparent and robust policy and processes

**Budget/Financial Implications**

Council approved a budget for Grants and Donations for 2017/18 of \$1,322,750. Following is a summary of the proposed grants, donations and sponsorship allocations.

**Summary of Proposed Allocations**

Committed/Contractual Donations	\$466,300
Donations	\$200,000
Sponsorship	\$100,000
<u>Specific Grant Programs</u>	<u>\$556,450</u>
Total	\$1,322,750

Total Funds Available	\$1,322,750
<u>Less Total of Proposed Allocations</u>	<u>\$1,322,750</u>
Balance	\$0

**Legal Implications**

Nil

**Community Consultation**

In the lead up to the September 2017 round, grants, donations and sponsorship funding opportunities were promoted through the local media and Council networks. The promotional campaign has comprised:

- Three advertisements running fortnightly in the Cockburn Gazette on 22 August, 5 September, 19 September 2017.
- Feature advertisements in the Cockburn Update August and September 2017 Email Newsletters.
- Media Release distributed on 22 August 2017 and article printed in Cockburn Gazette on 29 August 2017.
- City of Cockburn Facebook promotional post on 7 September 2017.
- Promotion to community groups through the Community Development Service Unit email networks, contacts and community group meetings.



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- Additional advertising through Community Development promotional channels:
  - Community Development Calendar distributed to all NFP groups in Cockburn.
  - Cockburn Community Group ENews August 2017 edition.
- Closing dates advertised in the 2017 City of Cockburn Calendar.
- Information available on the City of Cockburn website.
- Reminder email sent to previous and regular applicants, and people who made enquiries during the application period.

### **Risk Management Implications**

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

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

### **Attachment(s)**

1. Revised Grants, Donations and Sponsorship Recommended Allocations Budget for 2017/18.

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

Applicants have been advised that they will be notified of the outcome of their applications following the November 2017 Council Meeting.

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

Nil



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**(MINUTE NO 116) (GAD - 17/10/2017) - GRANTS AND  
DONATIONS COMMITTEE RECOMMENDED ALLOCATIONS  
2017/18 SUB-RECOMMENDATION (1) ASSISTING YOUR LIFE TO  
ACHIEVE (AYLA)**

**COMMITTEE RECOMMENDATION**

MOVED Clr L Smith SECONDED Clr P Eva that Council approve a donation of \$10,000 to Assisting Your Life to Achieve (AYLA) subject to Community Development staff working with the organisation to improve their financial position and management.

**CARRIED 6/0**

**Reason for Decision**

AYLA is considered to be a worthy organisation by the Committee, providing valuable services to the community, and in need of assistance to improve their capacity to manage their funds. They have recently taken on a bookkeeper and by working intensively with the Community Development staff through the 'On the Job' program this may assist to improve their financial position in future.

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

Nil

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

Nil

**13. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION  
OF MEETING BY COUNCILLORS OR OFFICERS**

Nil

**14. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**

Nil



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**15. CONFIDENTIAL BUSINESS**

Nil

**16. (GAD - 17/10/2017) - CLOSURE OF MEETING**

6.48pm



## GRANTS, DONATIONS &amp; SPONSORSHIP COMMITTEE RECOMMENDED ALLOCATIONS BUDGET 2017/2018

Activity OP 315 Natural Acc 6810	Description	Allocated 2017/2018	Actual as at end September 2017	Proposed Adjustments 2017/2018	Comments	Council Decision/ Delegated Authority
<b>Donations</b>						
<b>Committed/Contractual</b>						
8894	Nyungar Cultural Activities - Australia Day Citizenship Ceremony	2,000	0	2,000	Towards additional Nyungar cultural activities at the Australia Day Citizenship Ceremony in 2018, as to Council Decision 9 March 2017	Council Decision
9239	Native ARC	89,956	44,978	89,956	Donation to support the annual administration costs of Native ARC (plus CPI 1%) as to Council Decision 14 August 2014	Council Decision
9310	Cockburn Wetlands Education Centre	89,956	44,978	89,956	Donation to support the annual administration costs of the Cockburn Wetlands Education Centre (plus CPI 1%) as to Council Decision 14 August 2014	Council Decision
9317	Pineview Preschool Maintenance Contribution	7,794	0	7,794	Annual contribution for maintenance of grounds and building (plus CPI 1%)	Council Decision
9322	Cockburn ARC/Dolphin Swim Club Subsidy	150,000	25,000	150,000	Subsidised fees for Dolphin Swim Club at Cockburn ARC (as to Minute 6057 of OCM 13 April 2017)	Council Decision
9398	Cockburn Senior Citizens Building Donation	9,565	9,565	9,565	Assists with maintenance costs as per lease agreement (plus CPI 1%)	Lease Agreement
9559	Cockburn Cricket Club Insurance	1,500	0	1,500	Commitment included in the lease agreement (flat fee)	Lease Agreement
9574	Spearwood Dalmatian Club - Rates Reimbursement	12,166	12,166	12,166	Reimbursement of 50% of the annual rates payable by Spearwood Dalmatian Club for 41 Azelia Road, Spearwood as to Council Decision 14 May 2009	Council Decision
8861	SmartyGrants Online Grants Management System	11,364	11,364	11,364	Subscription to SmartyGrants online grants management system for government and non-profit grantmakers	Council Decision
8243	Little Green Steps WA Partnership Agreement	25,000	0	25,000	Two-year partnership agreement with LGS WA, to promote Education for Sustainability in the Early Years for 2017 and 2018 as to Council Decision 11 May 2017	Council Decision
8896	Cockburn Community Men's Shed Coordinator	39,500	0	39,500	Funding for Cockburn Community Men's Shed Inc. to support the annual administration costs of a part-time coordinator, security, maintenance, utilities and equipment as to Management Plan as to Council Decision 10 August 2017	Council Decision
9511	Fremantle Dockers AFL Women's Team 2018	0	0	27,500	Sponsorship Proposal from Fremantle Football Club to sponsor Fremantle Dockers AFL Women's Team 2018	Council Decision
Future Allocations		61,200	0	0	(To be allocated throughout the year)	
<b>Committed/Contractual Sub Total</b>		<b>500,000</b>	<b>148,050</b>	<b>466,300</b>		
<b>Donations to Organisations</b>						
9196	Donations to Organisations	190,000	0	63,500	Remainder of Donations funding allocated for March 2018 funding round	Council Decision
9196	K9 Rescue Group	10,000	10,000	10,000	Donation as to Council Decision 10 August 2017	Council Decision
9196	Constable Care Child Safety Foundation (CCCSF)			12,000	Request for \$12,000 Donation towards operating costs to deliver personal safety and crime prevention programs through theatre-in-education to children in Cockburn	Council Decision
9196	Cockburn Community and Cultural Council			9,000	Request for \$9,000 Donation towards their general operating costs	Council Decision
9196	Cockburn Toy Library			6,000	Request for \$6,000 Donation towards their rental expenses	Council Decision
9196	St Vincent De Paul Society Yangebup Conference			5,000	Request for \$6,000 Donation towards their ongoing costs and assisting people in need	Council Decision
9196	RSL City of Cockburn Sub-Branch			10,000	Request for \$20,000 Donation towards their activities, operating costs and commemorative services	Council Decision
9196	Meerilinga Young Children's Services			10,000	Request for \$10,000 Donation towards operations to engage community in programs and services	Council Decision
9196	Project Pax for Veterans of Western Australia			3,000	Request for \$9,000 Donation towards annual mooring costs at Port Coogee Marina	Council Decision
9196	Cockburn Central YouthCARE Committee (CCYC)			20,000	Request for \$25,000 Donation towards chaplaincy service at Atwell College and Lakeland Senior High School	Council Decision
9196	Pets of Older Persons (POOPS) WA			3,000	Request for \$4,750 Donation towards operating costs	Council Decision
9196	Cockburn Volunteer Sea Search and Rescue Group			8,500	Request for \$9,000 Donation towards operating costs to provide a 24/7 radio coverage and sea search and rescue service	Council Decision
9196	Assisting Your Life to Achieve (AYLA)			10,000	Request for \$18,000 Donation to provide low cost food bank, emergency food assistance and community support pathways	Council Decision
9196	South West Metropolitan Partnership Forum (SWMPF)			10,000	Request for \$15,000 Donation towards operating costs for collaboration and coordination of services including 'Imagined Futures' project to address complex social issues	Council Decision
9196	Boer War Memorial Society of WA (BWMS)			2,000	Request for \$5,000 Donation towards operating costs and activities in Cockburn	Council Decision
9196	Yangebup Family Centre			12,000	Request for \$12,500 Donation towards operating three creche sessions a week to support crafters, PlayClub and community parenting workshops	Council Decision
9196	Volunteer Home Support			6,000	Request for \$9,000 Donation to assist with garden waste removal costs for the Cockburn homes they service	Council Decision
<b>Donations to Organisations Sub Total</b>		<b>200,000</b>	<b>10,000</b>	<b>200,000</b>		
<b>Sponsorships</b>						
9197	Sponsorships	85,000	0	37,000	Remainder of Sponsorship funding allocated for March 2018 funding round	Council Decision
9197	Amalfi Publishing	5,000	5,000	5,000	Sponsorship for Family Fun Day - Horse Event as to Council Decision 10 August 2017	Council Decision
9197	Cockburn Masters Swimming Club			12,500	Request for \$12,500 'Major Event Partner' Sponsorship for Coogee Jetty to Jetty Swim XXII on Sunday 11 March 2018	Council Decision
9197	Southern Lions Rugby Union Football Club			10,000	Request for \$10,000 'Naming Rights' Sponsorship of 2018 City of Cockburn 7s Rugby Invitational Tournament on Saturday 3 February 2018	Council Decision
9197	Nature Play WA			10,000	Request for \$10,000 'Official' Sponsorship for 2018 Mudlers Day Event, proposed to be held on Mother's Day, Sunday 13 May 2018	Council Decision
9197	Danielle's Darkroom			3,000	Request for \$4,360 Sponsorship for 'Flight - An exhibition that defies gravity' photographic exhibition in March 2018 at the Royal Aero Club in Jandakot	Council Decision
9197	Jervoise Bay Sailing Club			12,500	Request for \$18,000 Sponsorship for 2018 NACRA and F18 National Championship Regattas, held between 30 Dec 2017 - 5 Jan 2018, and 22-27 Jan 2018	Council Decision
9197	Individual Sponsorships	10,000	2,000	10,000	Formal Sponsorship program for individuals as per DA ACS2	Delegated Authority ACS2
<b>Sponsorships Sub Total</b>		<b>100,000</b>	<b>7,000</b>	<b>100,000</b>		
<b>Grants</b>						
8040	Landowner Biodiversity Conservation Program	35,000	0	35,000	Financial and natural resource management training support program for Cockburn landowners to conserve the natural bushland and wetland areas on their property	Delegated Authority AEW5
9004	Emergency Disaster Fund	30,000	0	10,000	For one-off emergency and disaster situations as to DA ACS13 (revised as per Council Decision 10 February 2011)	Delegated Authority ACS13
9015	Youth Academic Grants	500	0	500	Assists young people to attend academic programs as per DA ACS11	Delegated Authority ACS11
9031	Junior Sports Travel Assistance Program	55,000	16,800	55,000	Assists young people in Cockburn representing WA or Australia in interstate or international team or individual sports by providing assistance for travel to competitions	Delegated Authority ACS12
9240	Sustainability Grants Program	40,000	0	40,000	Grants program established in accordance with Council Decision on 13 May 2010	Delegated Authority ACS2
9241	Len Packham Hall Subsidy (Burdija)	1,000	165	1,000	Subsidy program that will allow indigenous and multicultural Cockburn families to access funds to assist with hall hire costs for hosting funerals, memorials and cultural events	Delegated Authority LGACS2
9312	Community Grants Program	100,000	9,427	100,000	Formal grant process for local organisations as per DA ACS2	Delegated Authority ACS2
9314	Provide Bins Sporting Events	1,000	0	1,000	Provide bins to schools for sports carnivals	Delegated Authority LGACS2
9327	Community Associations Hall Hire Subsidy	3,000	481	3,000	Assists community groups to conduct monthly meetings and events	Delegated Authority LGACS7
9329	Cultural Grants Program	30,000	0	28,000	Provide small grants to cultural and artistic groups	Delegated Authority ACS2
9331	Bus Hire Subsidy	1,500	294	1,500	Provides a small allocation towards the bus hire for community organisations	Delegated Authority LGACS2
9335	Grants General Welfare	6,000	1,105	6,000	Miscellaneous requests for small donations as per DA LGACS2	Delegated Authority LGACS2
9341	Community Group Newsletter Subsidy	8,000	4,073	8,000	Assists community groups to disseminate information	Delegated Authority LGACS7
9373	Small Events Sponsorship Program	15,000	9,933	27,000	Small Events Sponsorship Program for events for community organisations	Delegated Authority ACS2
9396	U Fund	1,000	0	1,000	Small grants for youth for cultural/arts initiatives and events	Delegated Authority LGACS2
9399	Youth Arts Scholarships	5,000	0	5,000	Assist young people to travel in order to participate in performing/arts events and also for further study	Delegated Authority LGACS10
9475	Alcoa Cockburn Community Projects Fund	10,000	0	10,000	A partnership fund with Alcoa delivering community-driven projects (allocation doesn't include Alcoa funds, only CoC funds)	Delegated Authority LGACS2
9490	Environmental Education Initiatives Program	20,000	0	15,000	Support for Environmental Services to assist schools to facilitate environmental education	Delegated Authority LGACS2
9517	Cockburn Community Group Volunteer Insurance	10,000	138	10,000	Cockburn Community Group Insurance Program	Delegated Authority LGACS7
9535	Council Match Staff Donation	4,000	334	2,000	Council to match staff fundraising effort	Delegated Authority LGACS2
9596	Cockburn ARC Subsidy for Emergency Services Volunteers	500	0	500	Cockburn ARC gym subsidy for Jandakot BFB, South Coogee BFB and SES volunteers	Delegated Authority LGACS2
9649	Safety House/Walk to School Program	1,000	0	1,000	Support to schools for safety programs for children getting to school and to attend Safety House shows in Safety House month	Delegated Authority LGACS2
9673	Sport and Recreation Club Grants	40,000	5,098	35,000	Grants matched by local sporting clubs for minor capital works on Council owned facilities and sporting equipment	Delegated Authority ACS12
9674	Grants to Schools	8,000	4,658	8,000	For small donations to schools for minor items	Delegated Authority ACS7
9688	Security Subsidy for Seniors	30,000	5,364	30,000	Subsidy program for security devices for seniors	Delegated Authority LGACS2
New	Community Innovation and Participatory Budgeting Program	0	0	120,000	Funding Program established as to Delegated Authority ACS15 and Policy ACS16, adopted by Council on 14 September 2017	Delegated Authority ACS15
New	Residents Association Support Program	0	0	2,650	Funds for incorporation/set up costs for new residents associations and donations for small PO box hire as to DA LGACS7, adopted by Council on 14 September 2017	Delegated Authority LGACS7
9495	Donation and Grants General Account	67,250	0	300	(Remainder of grant allocations, to be allocated based on expenditure throughout the year)	
<b>Grants Programs Sub Total</b>		<b>522,750</b>	<b>57,870</b>	<b>556,450</b>		
<b>Totals</b>		<b>1,322,750</b>	<b>222,920</b>	<b>1,322,750</b>		
<b>Budget</b>		<b>1,322,750</b>	<b>1,322,750</b>	<b>0</b>		
<b>Balance</b>		<b>0</b>	<b>0</b>	<b>0</b>		

## 15. PLANNING & DEVELOPMENT DIVISION ISSUES

### 15.1 PARK NAMING - 11 KARBUNI PARADE AND 22 COTTAGE PARADE, SPEARWOOD

**Author(s)** A Khan

**Attachments**

- 1. Location of proposed parks [↓](#)
- 2. Letter from the Aboriginal Naming Committee [↓](#)
- 3. Location of Djidi Djidi Park [↓](#)

#### RECOMMENDATION

That Council

- (1) seek public comment on the proposed park name "Kitj Park" for 11 Karbuni Parade, Spearwood;
- (2) seek public comment on the proposed park name "Kooboolong Park" for 22 Cottage Parade, Spearwood; and
- (3) write to landowners within 200m of each park location seeking their feedback within a period of 21 days.

#### Background

Two parks are required to be named by the City of Cockburn. One park is located at 11 Karbuni Parade, Spearwood and the other at 22 Cottage Parade, Spearwood. In accordance with action item 12.3 of the City's Reconciliation Action Plan the City's Aboriginal Reference Group has been consulted regarding a suitable name relating to the area.

In accordance with Council policy and delegation, the request is to be considered according to Council Policy PSPD20 (Naming of Parks and Reserves) and the Geographic Names Landgate ("GNL") Principles, Guidelines and Procedures document. This is the basis of this report to Council.

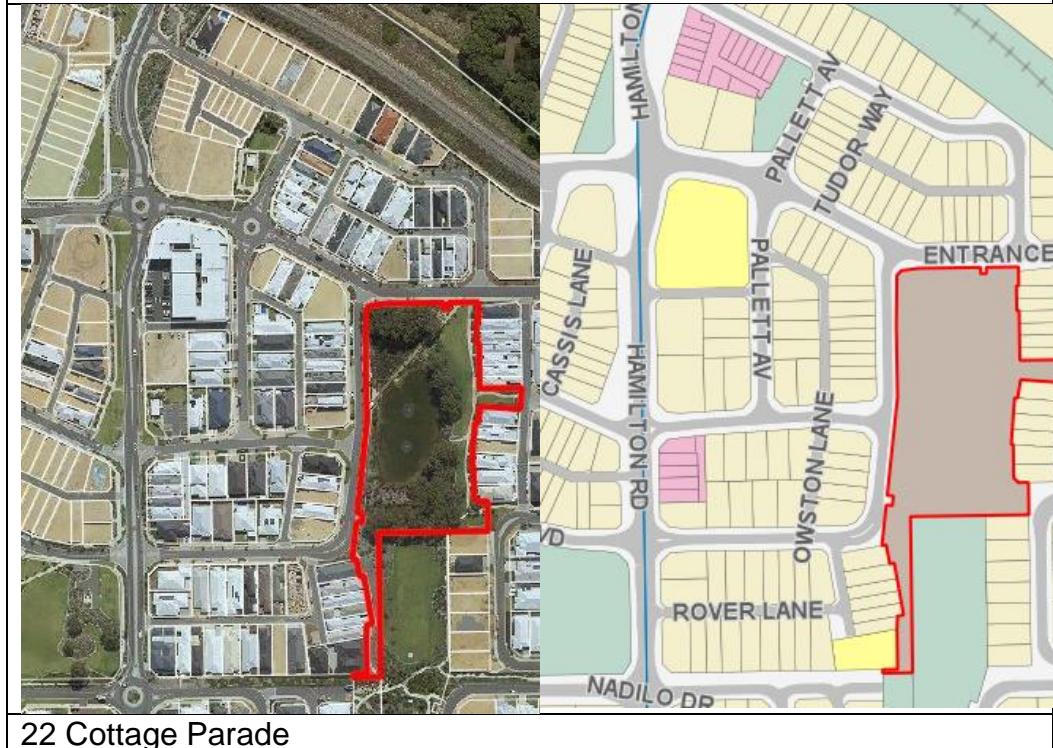
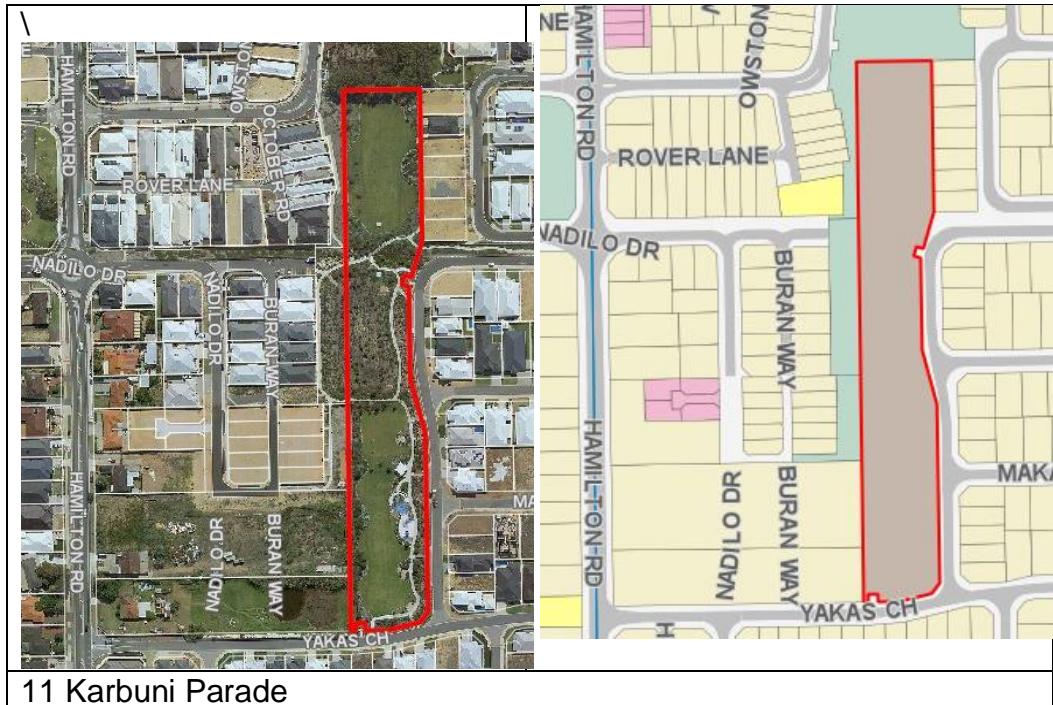
In considering the naming request, it is recommended that Council adopt the proposed names and submit them both to Geographic Names Landgate with a request for their approval.

#### Submission

NA

#### Report

It has been brought to Council to determine and officially name the parks located at 11 Karbuni Parade and 22 Cottage Parade, Spearwood. These are shown following:



The name "Dalmatia Park" has been informally used by the City for both 11 Karbuni Parade and 22 Cottage Parade in Spearwood. The name "Dalmatia" is deemed unsuitable by Geographical Names Landgate (GNL) as it is too similar to "Dalmatinac Park" in pronunciation and location. Nyungar names are considered to be an excellent alternative.

The selected names are Kitj (pronounced as “Kich” or “Gich”) meaning spear, which represents an important hunting and gathering tool and Kooboolong (pronounced Koo-boo-long) meaning frog.

The proposed parks were previously owned by George Weston Foods where the Watsonia factory was located. Watsonia was known for the production and manufacturing of its meat smallgoods. The Watsonia Factory was the creation of William and Eliza Watson in 1893 and has been associated with the Watson family until recently. The City has recognised the Watson’s family in the form of Watsons Oval nearby as well as the Woodlands Park which is seen as an interpretive site for explaining the history of Watsonia Factory.

An alternative Nyungar name, “Chitty Chitty”, meaning willy wagtail, correctly spelt as “Djidi Djidi”, has also been suggested. In March 2016, the park located at the corner of Progress Drive/North Lake Road, Bibra Lake was officially named as Djidi Djidi Park. Accordingly this option is no longer applicable.

Nyungar names are particularly encouraged by the Geographic Names Committee (GNC) guidelines under Section 4 as follows:

#### *4: Recognition and Use of Indigenous Names*

*The GNC is committed to the promotion, preservation and restoration of Indigenous culture within Western Australia. This is acknowledged by a preference being given to Indigenous names where possible.*

*The use of Indigenous names is encouraged and the collection and compilation of recorded Indigenous topographic names is supported.*

It is also worth noting that Council’s 2013-2016 Reconciliation Action Plan (under Action 12) seeks to encourage the use of Aboriginal names for, *inter alia*, Cockburn sites and reserves. Specifically it states:

12	<b>SIGNAGE AND NAMING:</b>	12.1 Create a list of appropriate Nyungar names to be used in naming Cockburn sites, roads and trails.	Family Services Manager	Ongoing	List is developed and accessed for signage and naming purposes.
	12.2 Encourage dual language on public signs, such as park signs, welcoming signs etc. where possible, plus historical descriptions of the land use.	Manager Parks Environment	July 2015 Existing		Where possible and appropriate dual language is used.
	12.3 Encourage the use of Aboriginal names for buildings/parks.	Manager Parks Environment	July 2014		Use of appropriate Aboriginal names/words for buildings or parks is considered in planning.

Naming the parks would be in accordance with both the guidelines and the action plan.

It is recommended that Council support the proposed park naming for the purpose of advertising them for public feedback before making a final determination and submitting the names to the GNL for approval.

### **Strategic Plans/Policy Implications**

#### Community, Lifestyle & Security

Create and maintain recreational, social and sports facilities and regional open space

#### Economic, Social & Environmental Responsibility

Continue to recognise and celebrate the significance of cultural, social and built heritage including local indigenous and multicultural groups

Choose an item.

### **Budget/Financial Implications**

NA

### **Legal Implications**

NA

### **Community Consultation**

Public advertising will occur for 21 days, should Council resolve this to proceed. The City's Aboriginal Reference Group was consulted in formulating the proposed names.

### **Risk Management Implications**

The risk in not supporting naming of the parks includes the lack of awareness of the address and location of the parks, which may impact services like emergency response and general understanding of the parks that exist within Cockburn.

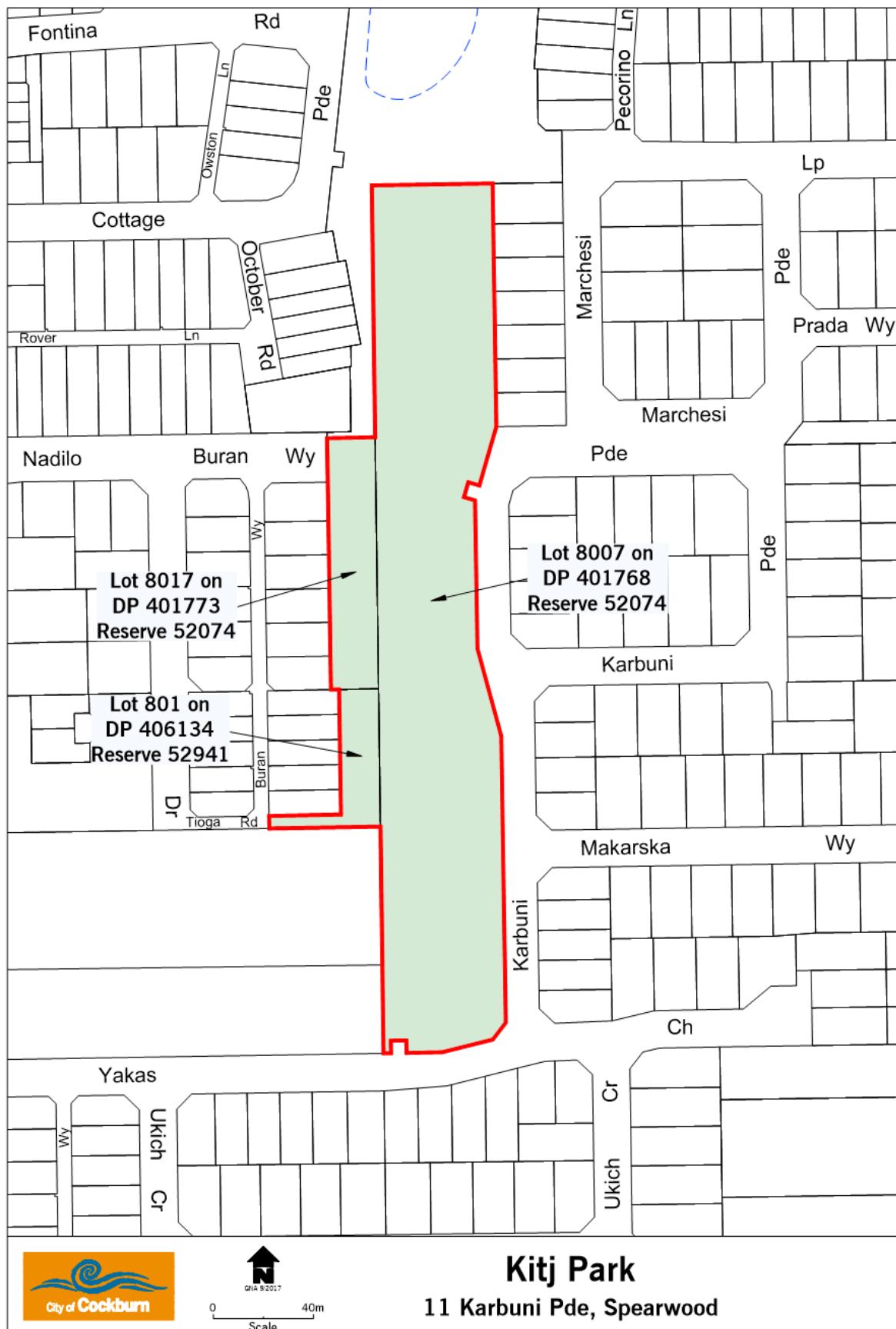
### **Advice to Proponent(s)/Submissioners**

NA.

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

Nil







9<sup>th</sup> September 2017

Dear Sir / Madam

RE 11 Karbuni Parade & 22 Cottage Parade, Spearwood

The Aboriginal Reference Group (ARG) welcomes the opportunity to have input into  
The above mentioned parks, with the following names being put forward:

- Spear - kitj pronounced kich or gich
- kooboolong - motor bike frog

The ARG has been in touch with Sharon Gregory who has a strong background in  
Nyungar language and has her own business Kaart Koort Consultancy.

Sharon has provided the correct information for the naming of the reserve lake,  
including meaning spelling and pronunciation.

The ARG has agreed that the spelling and meaning are accurate and are pleased to  
go ahead with the names that are being brought forward.

I trust that the information is useful and please feel free to contact me if you have  
any queries.

Yours sincerely

Sally – Anne Gamble

Aboriginal Reference Group

Co-Chair person



**15.2 SCHEME AMENDMENT NO. 125 - REZONING 'PUBLIC PURPOSE - POLICE STATION' TO 'RESIDENTIAL' - LOT 8 (NO. 392) ROCKINGHAM ROAD, SPEARWOOD**

<b>Author(s)</b>	T Van der Linde
<b>Attachments</b>	1. Location Plan <a href="#">Download</a> 2. Scheme Amendment Map <a href="#">Download</a> 3. Schedule of Submissions <a href="#">Download</a>
<b>Location</b>	Lot 8 (No. 392) Rockingham Road, Spearwood
<b>Owner</b>	State of WA (Department of Lands)
<b>Applicant</b>	Veris
<b>Application</b>	109/125
<b>Reference</b>	

**RECOMMENDATION**

That Council

- (1) endorse the Schedule of Submissions prepared in respect of Amendment No. 125 to City of Cockburn Town Planning Scheme No. 3 ("Scheme");
- (2) adopt Scheme Amendment No. 125 for final approval for the purposes of:
  1. Reclassifying Lot 8 (on Plan 3176) Rockingham Road, Spearwood from 'Public Purpose - Police Station' local reservation to 'Residential' zone with an R40 density code.
  2. Amending the Scheme Map accordingly.
- (3) note the amendment referred to in resolution (2) above is a 'standard amendment' as it satisfies the following criteria of Regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*:
  - (b) *an amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;*
  - (e) *an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment; and*
  - (f) *an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.*
- (4) ensure the amendment documentation, be signed and sealed and submitted to the Western Australian Planning Commission

along with a request for the endorsement of final approval by the Hon. Minister for Planning.

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

### **Background**

At the 13 July 2017 Ordinary Council Meeting ("OCM"), Council resolved to initiate Scheme Amendment No. 125 at Lot 8 (No. 392) Rockingham Road, Spearwood ("subject land"). The matter 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 1986*.

The amendment was subsequently advertised seeking public comment from 22 August 2017 until 3 October 2017, a period of 42 days in accordance with the minimum requirements of clause 47(4) of the *Planning and Development (Local Planning Schemes) Regulations 2015* ("Regulations").

A total of eleven submissions were received; seven from government agencies and four from landowners, one of which stated objection to the proposal and one which supported with suggested modifications. These submissions are set out within the Schedule of Submissions (Attachment 3). As per clause 50(3) of the Regulations, this matter is now presented for Council's consideration of submissions.

### **Submission**

N/A

### **Report**

#### Background

The subject land is bound by Rockingham Road to the west, Newton Street to the north and Pepys Court to the east (Attachment 1 – Location Plan refers).

The subject land was formerly used by the WA Police Department (Spearwood Branch) who occupied the two existing converted dwellings and outbuildings, and is currently reserved under the Scheme for this former purpose.

Since the opening of Cockburn Police Station in Cockburn Central, the WA Police Department have advised that the use of the subject land as

a police station is no longer required. As such the land and its associated infrastructure has been deemed as surplus and the State Government is now seeking to make the land available for sale and redevelopment.

Before this occurs, the land is required to be rezoned and appropriately coded, to facilitate a form of redevelopment that is compatible with its context..

The subject land is 2,529m<sup>2</sup> and is zoned 'Urban' under the Metropolitan Region Scheme ("MRS"), and reserved as 'Public Purpose – Police Station' under the Scheme.

The proposed Scheme Amendment seeks to reclassify the land from 'Public Purpose – Police Station' to 'Residential' now that the use of the land as a police station is no longer required, to allow the land to be developed for an appropriate purpose. The proposed Scheme Amendment is depicted at Attachment 2.

The majority of land surrounding the subject land and within the wider locality is zoned 'Residential' under the Scheme with densities varying from R20 to R40. Residential land use is appropriate in this location and is consistent with the broader land use objectives and strategies for the locality. Land to the south and east of the subject land is coded R20. Land to the west across Rockingham Road is coded R30. Land to the north across Newton Street is coded R40.

The proposed R40 coding at the subject land reflects the existing R40 coding of lots on the northern side of Newton Street and results in a consistent built form on either side of Newton Street, fronting Rockingham Road. Furthermore, given the location of the subject land along Rockingham Road being a relatively major arterial route, with a high frequency bus stop located adjacent to the subject land, as well as the close proximity of the subject land to a number of community facilities and parks, the proposed R40 coding of the subject land is considered appropriate. Nearby facilities include Edwardes Park, Watsons Oval, Newton Primary School, Spearwood Alternative School and Stargate Shopping Centre.

Access to future development at the subject land can be obtained from Rockingham Road, Newton Street and/or Pepys Court. Potential future residential development at an R40 density would have minimal impact on the existing local road network or traffic volumes.

Thus, the proposed Scheme Amendment is unlikely to have a significant impact on existing residents within the locality in terms of traffic or streetscape amenity. The proposed Scheme Amendment seeks to facilitate redevelopment of the subject land for residential uses, compatible with existing land uses in the vicinity, rather than the

land and existing structures remaining vacant and potentially becoming dilapidated over time. Thus, it is recommended that the City adopt the proposed Scheme Amendment No.125.

#### Community consultation

The Scheme amendment was advertised for a period of 42 days. One landowner submission objected to the proposal on the basis that if the subject land is zoned Residential R40, other surrounding properties should have the option of re-coding to R40. However, the proposal is not simply a re-coding of existing residential land and thus cannot be argued as the catalyst for re-coding of surrounding residential lots. The use of the subject land as a police station is redundant and so the rezoning facilitates new uses at the subject land to prevent the land from potentially becoming dilapidated. A 'Residential' zoning is most appropriate for the land in the context of surrounding development and the proposed R40 coding is appropriate due to the subject land's proximity to existing R40 coded lots on the northern side of Newton Street, resulting in a consistent urban form on either side of Newton Street, fronting Rockingham Road. The subject land is also located along a relatively major arterial route (Rockingham Road), with a high frequency bus stop adjacent to the subject land, and within close proximity of a number of community facilities, further justifying an R40 coding. The proposed rezoning has been assessed due to the redundancy of the subject land's previous use as a police station. The rezoning does not indicate Council's support for recoding of residential land in the locality.

Another landowner provided support for the proposal, but suggested the City offer a density bonus to the applicant as an incentive to provide more trees within the development. While this suggestion attempts to address the issue of a lack of green space in urban areas, a density coding higher than Residential R40 for the subject land is inappropriate when considering the R20 and R30 coding of lots adjacent to the subject land. Furthermore, it is difficult for the City to enforce specific landscaping requirements on a developer in terms of the number of trees provided on site. Allowing a higher density does not necessarily mean more trees will be provided at the subject land which would result in an even worse outcome. The City's Local Planning Policy 5.18 *Subdivision and Development – Street Trees* requires one street tree to be planted per green title lot, ensuring there is some greenery to beautify the development and potentially offset heat impacts.

In conclusion, the Scheme amendment seeks to put in place an appropriate zone and density coding in order to transition this site from its previous use that has ceased. The amendment will create a compatible development form, and will enable the locational advantages of the site to leverage the most optimal development form considered appropriate. It is recommended for support on this basis.

## Strategic Plans/Policy Implications

### City Growth

Ensure planning facilitates a desirable living environment and meets growth targets

Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types

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

## Budget/Financial Implications

The Scheme Amendment fee for this proposal has been calculated in accordance with the *Planning and Development Regulations 2009*, including the cost of advertising.

The subject land is located within Developer Contribution Area 13 ("DCA 13"), which requires contributions towards Community Infrastructure within the City of Cockburn.

## Legal Implications

*Planning and Development Act 2005*

City of Cockburn Town Planning Scheme No. 3

*Planning and Development (Local Planning Schemes) Regulations 2015*

## Community Consultation

As a standard amendment, the proposal was required to be advertised for a minimum of 42 days in accordance with the Regulations. The proposal was advertised for 42 days commencing on 22 August 2017 and concluding on 3 October 2017.

A total of eleven submissions were received, seven from government agencies and four from landowners. None of the government agencies stated objection to the proposal.

## Risk Management Implications

The officer's recommendation takes into consideration all the relevant planning factors associated with this proposal and is appropriate in recognition of making the most appropriate planning decision. There is minimal risk to the City if the amendment is adopted as it will not have

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any impact on existing landowners or residents in the locality and is thus considered minor.

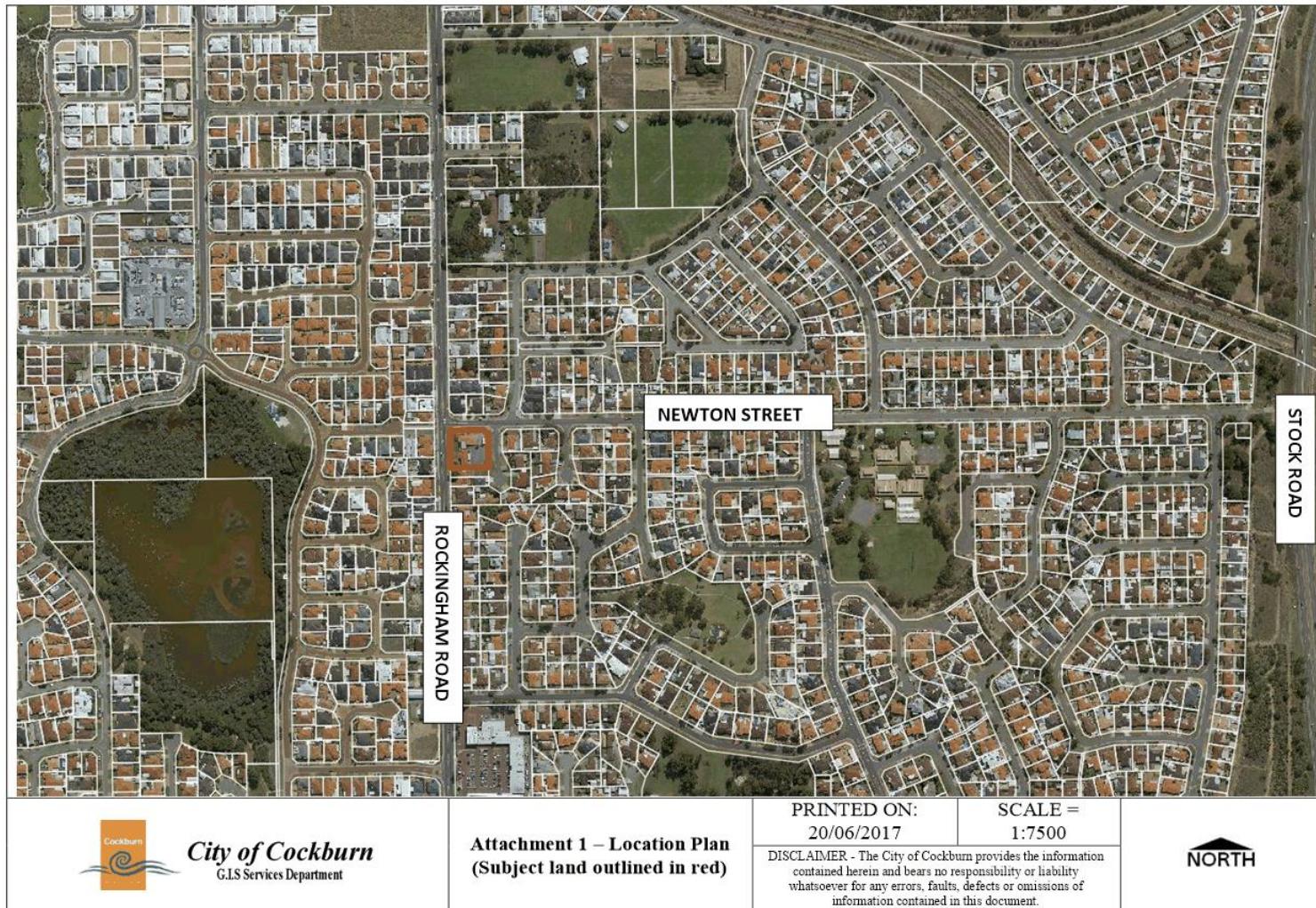
If the Scheme Amendment is not progressed, the risk exists that the subject land will fall in to a state of disrepair, given no viable use will be able to take place.

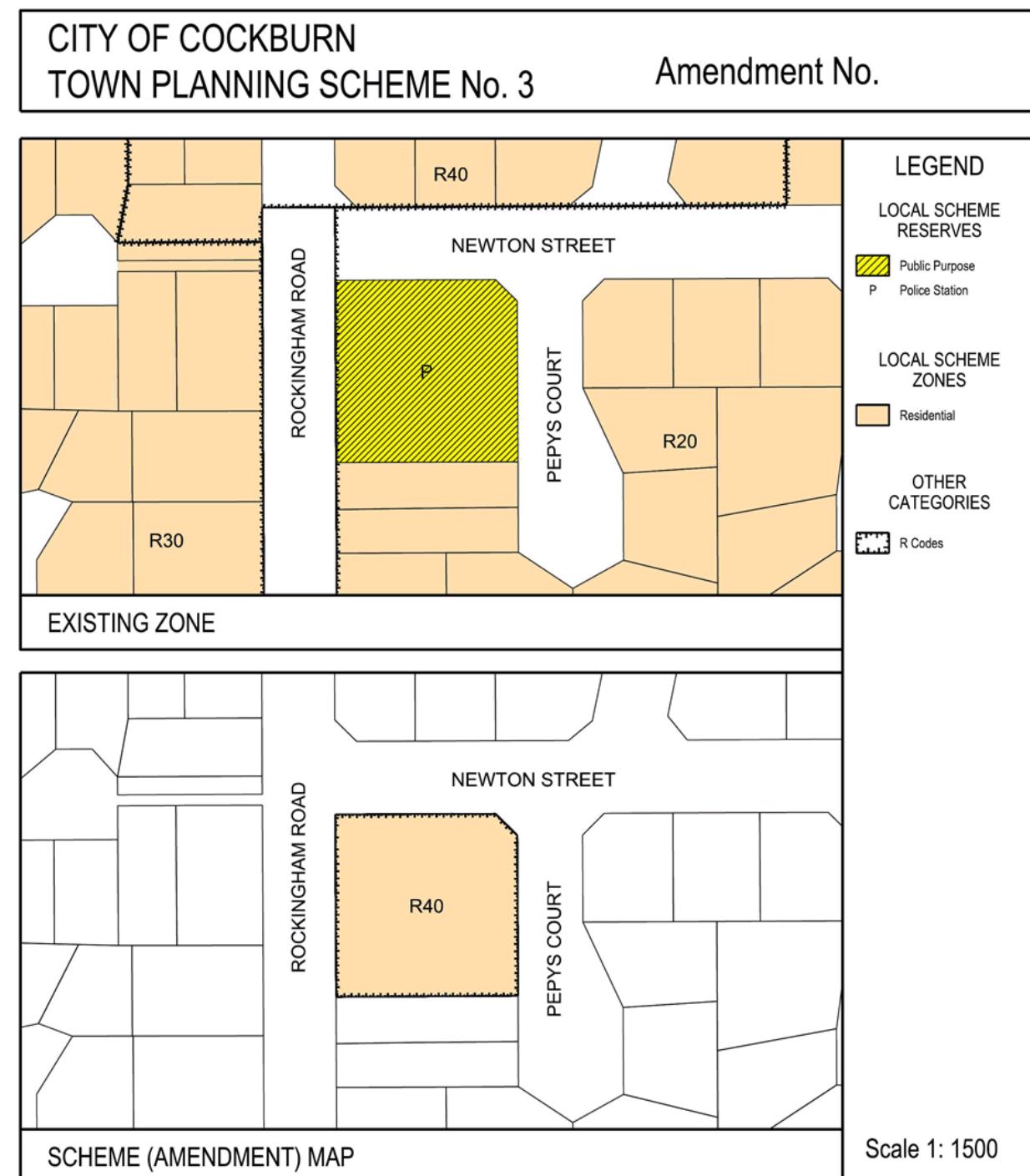
**Advice to Proponent(s)/Submissioners**

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 9 November 2017 Ordinary Council Meeting.

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

Nil





File No. 109/125

**SCHEDULE OF SUBMISSIONS  
PROPOSED AMENDMENT NO. 125  
LOT 8 ROCKINGHAM ROAD, SPEARWOOD**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Department of Transport GPO Box C102 PERTH WA 6839	The Department of Transport (DoT) has no comment regarding this reclassification	Noted.
2	Western Power GPO Box L921 PERTH WA 6842	<p>Thank you for submitting your due diligence request to Western Power in relation to your proposed work. Your proposal is being reviewed, and we will contact you directly for more information if required.</p> <p>This email should not be considered to be an approval or non-objection to your works.</p>	No further correspondence was received and thus it is assumed there is no objection to the proposal.
3	Marko and Marija Gavranic 396B Rockingham Road SPEARWOOD WA 6163	<b>SUPPORT</b>	Noted.
4	Water Corporation PO Box 100 LEEDERVILLE WA 6902	<p>Thank you for your letter dated August 21, 2017. The Water Corporation offers the following comments in regard to this proposal.</p> <p><b>Water and Wastewater</b></p> <p>Reticulated water and sewerage is currently available to the subject land. All water and wastewater main extensions, if required for the development site, must be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.</p> <p>Although water and wastewater planning are in place, increases in development density may require the Water Corporation to have another review of the proposed development when future development demands are provided.</p> <p><b>General Comments</b></p> <p>The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. Any temporary works needed are required to be fully funded by the developer. The Water Corporation may also require land being ceded free of cost</p>	Noted. The applicant has been made aware of this information through this attachment to the Council Report.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>for works.</p> <p>The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, the Water Corporation should be contacted to confirm if the information is still valid.</p>	
5	ATCO Gas Locked Bag 2507 Perth Business Centre PERTH WA 6849	<p>ATCO Gas Australia (ATCO Gas) have received correspondence dated 21 August 2017, providing us the opportunity to comment on the proposed Amendment No. 125 to your Town Planning Scheme (TPS) No.3 to facilitate the reclassification of Lot 8 (No. 392) Rockingham Road, Spearwood from 'Public Purpose-Police Station' to 'Residential-R40'.</p> <p>ATCO Gas has gas mains of varying pressures (medium and medium-low pressure) and associated gas infrastructure predominantly within the road reserves of Rockingham Road and Newton Street adjacent to Lot 8.</p> <p>ATCO Gas do not have any objection to the proposed Amendment No. 125 to the TPS No. 3, subject to the existing gas mains and gas infrastructure being recognised by the developers and factored into any future designs for the areas where the ATCO Gas assets may be impacted.</p> <p>Please accept this email correspondence as ATCO Gas's response with the map attachment.</p>	Noted. The applicant has been made aware of this information through this attachment to the Council Report.
6	DWER PO Box 332 MANDURAH WA 6210	<p>Thank you for referring the proposed scheme amendment at Lot 8 Rockingham Road in Spearwood received 21 August 2017. The Department of Water and Environmental Regulation (DWER) has reviewed the proposal and has no comment to offer at this stage.</p> <p><b>Water Resource Advice Only</b></p> <p>The Department of Water has recently merged with the Department of Environment Regulation and Office of the Environmental Protection Authority to create the new agency Department of Water and Environmental Regulation.</p> <p>The former agencies are in the process of amalgamating their functions. Until this fully occurs, please note that the advice in this correspondence pertains only to water resource matters previously dealt with by the Department of Water.</p>	Noted.
7	Department of Education 151 Royal Street EAST PERTH WA 6004	<p>Thank you for your letter dated 21 August 2017 regarding the Scheme Amendment No 125 to City of Cockburn Town Planning Scheme No.3, Reclassifying Police Station to Residential R40.</p> <p>The Department has reviewed the document and wishes to advise that there is no objection to this proposed Amendment.</p>	Noted.
8	Jason Liddle	<b>OBJECT</b>	This proposal is not a re-coding of residential land. The

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
9	397 Rockingham Road SPEARWOOD WA 6163	<p>After consulting with the authorities the Council will not consider other surrounding properties to change Rcodes.</p> <p>The Council should be consistent with its ruling and provide the same option to others. If they will allow 392 Rockingham Rd to change, then surrounding properties should have the same option.</p> <p>It is unfair to act with favouritism to one owner and not to others.</p>	<p>proposal is a rezoning from "Public Purpose – Police Station" to the most appropriate use for this area which is considered "Residential". To be included within the Residential zone a residential coding is required to be allocated to the land. An R40 coding was considered appropriate for this land due to its proximity to existing R40 coded lots on the northern side of Newton Street, resulting in a consistent urban form on either side of Newton Street, fronting Rockingham Road. R40 is also appropriate given the location of the subject land along Rockingham Road being a relatively major arterial route, with a high frequency bus stop located adjacent to the subject land, as well as the close proximity of the subject land to a number of community facilities. The subject land also has multiple road frontages, which further justifies a higher coding to allow better coordination of access.</p> <p>This is an isolated case and is not showing favouritism towards the landowner of the subject lot since the applicant is not asking for a re-coding. The situations are not the same. An appropriate new zoning with an accompanying density code is being allocated over this land since otherwise the land would potentially become dilapidated as it's no longer used for the current zoned use. This does not mean the City supports up-codings of existing residential development within the locality.</p>
9	Landowner	<p>I support the proposal in principle however I note that the example development for 8 green title lots shows very little green space.</p> <p>Given the urban heat sink now acknowledged as a significant issue in urban design, I urge the council to consider offering a density bonus for creative planning that integrates green space and includes large trees for canopy cover.</p> <p>At present, there is nothing to stop this entire site being covered in concrete, paving and artificial turf, creating another very hot landscape in an already extremely hot suburb.</p> <p>I would much prefer high density development that incorporates sustainable principles especially green space on the lots. I acknowledge property developers are in the business of making money, hence my suggestion of a density bonus in exchange for creative, green design.</p> <p>This would enable the developer to sell more lots and achieve their profit margin whilst benefiting the City by adding to green space as well as good urban design.</p>	<p>Noted. Whilst in principle this is a positive idea and may solve one issue, there are a number of other complexities that make this difficult to implement. An R40 density is considered appropriate in this location due to the existence of other R40 development on the north side of Newton Street and would not result in a built form that is significantly more intense than the adjacent R20 coded land. A density bonus to allow a density greater than R40 prompts a higher intensity of development that is not compatible with surrounding R20 or R30 development. In addition, the applicant has put forward the proposal to reclassify the land to Residential R40 (which the City considers appropriate) as it's their intention to develop the land at an R40 coding. There are likely market considerations, <i>inter alia</i>, influencing the proposal to reclassify the land as Residential R40 rather than a higher coding. That is, even if a higher coding was available to the applicant, this may not be pursued due to potentially low market demand for high density dwellings/units/apartments.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			<p>Furthermore, there is considerable difficulty in securing an outcome where significant green space is set aside and heavily landscaped within a development site. Ultimately the developer is responsible for embellishing any communal open space within a grouped or multiple dwelling development and the strata manager is responsible for maintenance of this open space. There are examples where this has been done very well, but also many where it has not. The risk of increasing the density bonus is that it allows a higher intensity development that does not incorporate landscaped green areas with large trees. The City has limited power in enforcing landscaping requirements within such a development site. There is also the issue of maintenance of trees. Even if the City was able to compel the developer to include trees on site, these can be removed at a later stage, leaving behind a high density development with no trees.</p> <p>The City's <i>Local Planning Policy 5.18 Subdivision and Development – Street Trees</i> requires one street tree to be planted per green title lot, ensuring there is some greenery to beautify the development and potentially offset heat impacts. This has the added advantage of trees being located within the road reserve rather than on private property, allowing the City to have control over their maintenance.</p> <p>In addition, the Scheme Amendment allows infill residential development where services are readily available rather than the need to clear more land on the urban fringe. Thus, the proposed infill development can be viewed as an opportunity to preserve vegetation in other areas.</p>
10	Jamie Ekin 9 Scales Way SPEARWOOD WA 6163	<b>SUPPORT</b> Anything else would look better than a vacant building rotting away.	Noted.
11	Department of Health PO Box 8172 PERTH BC WA 6849	<p>Thank you for your letter of 21 August 2017 requesting comment from the Department of Health (DOH) on the above proposal.</p> <p>The DOH has no objection provided the Amendment is to require that all developments be required to connect to scheme water and reticulated sewerage as required by the Government Sewerage Policy - Perth Metropolitan Region.</p>	Noted. The applicant has been advised of this requirement via this attachment to the Council Report.

**15.3 SCHEME AMENDMENT NO. 122 - ADDITIONAL USE NO. 19 - LOT 25 ACOURT ROAD, TREEBY**

<b>Author(s)</b>	van der Linde
<b>Attachments</b>	1. Location Plan <a href="#">↓</a> 2. Scheme Amendment Map <a href="#">↓</a> 3. MRS Zoning Map <a href="#">↓</a> 4. Concept Plan <a href="#">↓</a>
<b>Location</b>	Lot 25 Acourt Road, Treeby
<b>Owner</b>	Tillbrook Nominees Pty Ltd
<b>Applicant</b>	Urbis
<b>Application</b>	109/120
<b>Reference</b>	

**RECOMMENDATION**

That Council:

- (1) require the following modifications to the Proposed Scheme Amendment No. 122:
  1. The Acoustic Assessment prepared by Resonate Acoustics and dated 7 June 2017 (ref: P17113RP1, Revision 1) be updated to assess only those Additional Uses listed in recommendation (2)2 below, remove reference to a fast food outlet and child care premises, and include investigation of potential noise emissions from Jandakot Airport.
  2. The Traffic Impact Assessment prepared by Transcore and dated April 2017 (ref: t16.083, r01a) be updated to assess only those Additional Uses listed in recommendation (2)2 below and remove reference to a fast-food restaurant and day care centre.
- (2) in pursuance of Clause 75 of the *Planning and Development Act 2005* ("Act"), initiate the amendment to City of Cockburn Town Planning Scheme No. 3 ("Scheme") for the following purposes:
  1. Designating Additional Use No. 19 over portion of Lot 25 Acourt Road, Treeby as designated on the Scheme Amendment Map, in order to bring the Scheme in to conformity with the zoning under the Metropolitan Region Scheme.
  2. Amending Table 6 – Additional Uses to include the following provisions relating to the Additional Use No. 19 portion of Lot 25 Acourt Road, Treeby:

No.	Description of Land	Additional Use	Conditions
AU 19	Portion of Lot 25 Acourt Road, Treeby	Market – A Restaurant – A Service Station – A Convenience Store – A Veterinary Centre – A	<p>Development Approval for Lot 25 Acourt Road are subject to:</p> <ul style="list-style-type: none"> <li>a) Due consideration to groundwater risk minimisation.</li> <li>b) All development being connected to a reticulated sewer system.</li> <li>c) Stormwater is to be managed as described in the Department of Environment's Stormwater Management Manual for Western Australia or relevant equivalent.</li> <li>d) With regard to any application for development approval likely to generate noise emissions that may impact surrounding development, the preparation and lodgement of a report by a suitably qualified acoustic consultant demonstrating how the proposed use has been acoustically assessed and designed for the purposes of minimising the effects of noise intrusion and/or noise emissions in accordance with the Environmental Protection (Noise) Regulations 1997.</li> <li>e) With regard to any application for development approval, the preparation and lodgement of a report by a suitably qualified bushfire consultant demonstrating that the proposed development complies with the requirements of State</li> </ul>

			<p>Planning Policy 3.7 Planning in Bushfire Prone Areas.</p> <p>f) Development is to comply with the requirements for 'Commercial and Industrial Uses' within LPS 3.</p> <p>g) All service areas are to be concealed from public view.</p> <p>h) Built form to be designed to be complementary to the character of the surrounding area.</p> <p>i) A vegetation strip to be provided on the boundary to the lots to the north-west and southwest, in order to maintain an appropriate rural interface with those Resource zoned lots.</p> <p>j) Any application for development approval must demonstrate the provision of a minimum front setback of 15m, in order to accommodate the provision of a 3m landscaping strip, 5.5m car parking area and a 6m access way. This area is to be protected by an appropriate public access easement for the full frontage of the subject land to Warton Road.</p> <p>k) No right hand turn in to the site from Warton Road will be supported unless, at the development approval stage, a Traffic Impact Assessment can demonstrate to the satisfaction of the local government that such access can be accommodated in a safe</p>
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			<p><i>manner and will not create congestion in the immediate road network.</i></p> <p><i>l) Proposed development being accompanied by a Fauna Relocation Plan.</i></p> <p><i>m) The Market use is to be limited to a maximum net lettable area of 3,000sqm floor space.</i></p> <p><i>n) The Market use is to be limited to the operating hours of 8am to 3pm, and only from Thursday to Sunday with the exception of one (1) butcher tenancy and one (1) bakery tenancy which can operate between the hours of 6am to 8pm daily. For the purpose of this condition, the butcher and bakery uses are defined as:</i></p> <ul style="list-style-type: none"> <li><i>• Butcher: a shop in which meat, poultry, fish are prepared and sold along with related ancillary items to the public with a maximum floor area of 75m<sup>2</sup> accessible by the public.</i></li> <li><i>• Bakery: an establishment that produces and sells baked goods such as bread, cakes and pastries along with related ancillary items with a maximum floor area of 75m<sup>2</sup> accessible by the public.</i></li> </ul> <p><i>Notwithstanding, the butcher and bakery uses must be integrated with the overall Market operation.</i></p>
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			<p><i>o) The Restaurant use is not to be developed as a Fast Food Outlet and drive-through components are prohibited.</i></p>
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- (3) note the amendment referred to in resolution (1) above is a 'complex amendment' as it satisfies the following criteria of Regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015* ("Regulations"):
 

*an amendment that is not addressed by any local planning strategy;*
- (4) pursuant to Clause 81 of the Act, refer the Scheme amendment to the EPA by giving to the EPA written notice of this resolution and such written information about the amendment as is sufficient to enable the EPA to comply with section 48A of the *Environmental Protection Act 1986* in relation to the proposed Scheme amendment;
- (5) pursuant to Regulation 37(2) of the Regulations, submit two copies of the proposed Scheme amendment to the Commission, to obtain consent to advertise the Scheme amendment; and
- (6) subject to Clause 81 and 82 of the Act, if the Commission advises the City of Cockburn that it is satisfied that the complex amendment is suitable to be advertised, advertise the proposed Scheme amendment pursuant to the details prescribed within Regulation 38. Regulation 38 specifies advertising must not be less than a period of 60 days.

### **Background**

The proposed Scheme amendment was previously considered at the 14 September 2017 Ordinary Council Meeting ("OCM"), whereby Council resolved to:

*Defer this item for more information.*

The reason for deferral was particularly to seek more information on the proposed butcher and bakery component of the market use.

Following the 14 September OCM, the City requested further information from the applicant regarding the definition, floor space and operating hours of the proposed butcher and bakery. The purpose of this report is for Council to again consider initiation of the proposed

Scheme amendment and particularly the further information provided by the applicant.

The subject land comprises a 2.3ha portion of Lot 25 Acourt Road, Treeby located at the most eastern extent of the City. The City of Canning local authority is located to the north, the City of Gosnells to the north-east and the City of Armadale to the east and south (see Attachment 1 – Location Plan). It is a unique land area, situated mostly outside of the Rural Water Protection zone of the Jandakot Water Mound. That is, it is not subject to the same constraints which ‘Resource’ zoned land within Banjup and Jandakot are, according to the region and local schemes.

The subject land is mostly zoned ‘Rural’ under the Metropolitan Region Scheme (“MRS”), with only a minor sliver in the western portion within the Rural Water Protection zone of the MRS. This creates a requirement for the City’s Scheme to be consistent with the ‘Rural’ zoning of the MRS, over the majority of the land. The City’s Scheme currently zones the land as ‘Resource’, despite it mostly not coinciding with the Rural Water Protection zone of the MRS. This has created opportunity for the landowner to request the City to bring its Scheme in to better conformity with the MRS, as per the requirements of the Planning and Development Act 2005 (“Act”). Also currently under the City’s Scheme, the subject land is located within Additional Use 7 area which allows for the development of cattery and dog kennels, commonly referred to as the “kennel zone”.

The proposed Scheme amendment seeks to introduce a new additional use to the Rural zoned portion of the land under the MRS. It is recommended that Council initiate this Scheme amendment, based upon:

- the need to bring the local scheme into conformity with the region scheme;
- the additional use introducing what are considered to be compatible uses recognising the interfacing urban and rural setting, at this eastern extent of the city;
- no changes being contemplated within the portion of subject property zoned ‘Resource’.

## **Submission**

N/A

## **Report**

The proposed Scheme amendment request was lodged by Urbis on behalf of the landowner, Tillbrook Nominees Pty Ltd. The proposal seeks to create Additional Use 19 over the subject land to introduce a specific set of additional uses to be developed on site. Attachment 2 –

Scheme Amendment Map illustrates the proposed changes to the Scheme Map.

The subject land is generally located on the corner of Warton Road, Nicholson Road and Acourt Road and is vacant of development. Vegetation at the subject land is generally degraded and consists of shrub regrowth following clearing of the site for agricultural purposes approximately 30 years ago.

The C. Y. O'Connor Village is located approximately 100m south of the subject land within the City of Armadale and incorporates several eateries, a medical centre, retail stores and various other community services. Land to the east within the City of Armadale consists of residential estates. Banksia Hill Detention Centre is located north-east within the City of Gosnells and land to the north within the City of Canning is reserved for 'Parks and Recreation'.

### Zoning

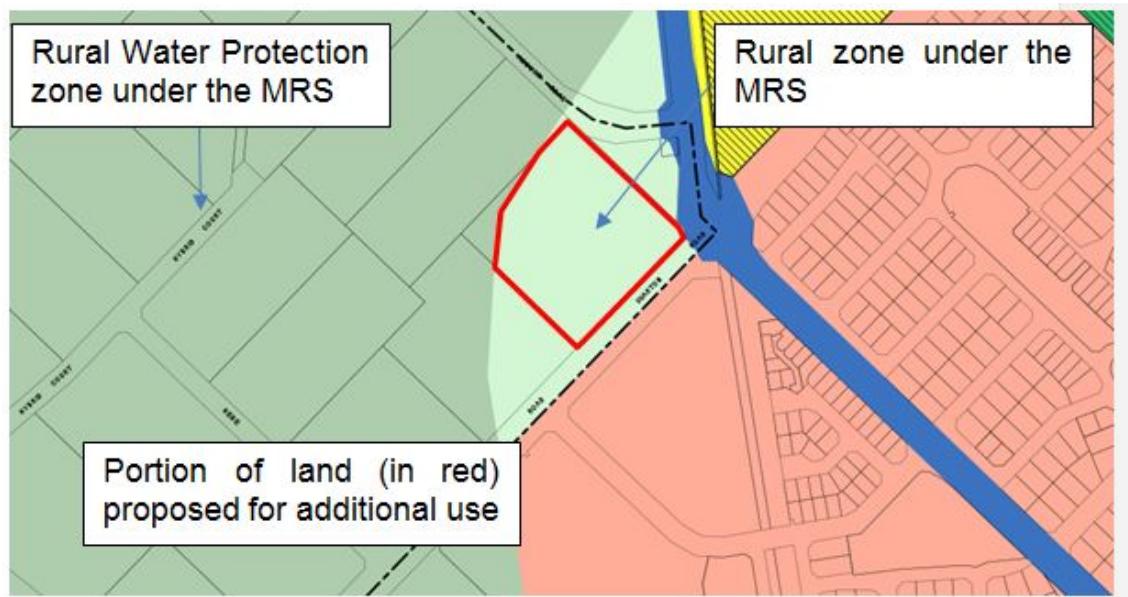
The subject land is zoned 'Rural' under the MRS and thus provides a context for uses which are compatible with a rural setting as being able to be considered. The current zoning under the local scheme is 'Resource', and the applicant takes the position that the local scheme needs to be reflect the designation for the land under the region scheme.

In taking this point further, the local scheme's zone objective for the 'Resource' zone is:

*"To provide for the protection of the Perth Metropolitan underground water resource in accordance with the requirements of Statement of Planning Policy No. 6 published by the Western Australian Planning Commission on 12 June 1998."*

This creates the issue that the current zoning of the land as Resource, being outside the Jandakot water mound, means that technically the Resource zone does not appropriately designate a local planning response to the Rural zone under the MRS.

Statement of Planning Policy No. 6 is the Jandakot Groundwater Protection Policy which is now referred to as State Planning Policy 2.3 ("SPP 2.3"). Lot 25 is zoned 'Resource' under the Scheme due to only a small portion of the lot being located within the Jandakot Groundwater Protection Policy area ("Protection area"). However, the subject land is located wholly outside of this area and thus does not fall under the requirements of SPP 2.3. This is shown following:



The MRS zonings over Lot 25 reflect the exclusion of the subject land from the Protection area, with the portion of land located within the Protection area zoned 'Rural – Water Protection' and the remainder of the lot (the subject land) being zoned 'Rural'. The 'Rural – Water Protection' zone imposes more onerous requirements on the development of land and restricts land uses in accordance with SPP 2.3. Since the subject land is zoned 'Rural' under the MRS these same restrictions do not and should not apply to development of this land.

Lots 24, 25 and 892 Acourt Road and Lot 13 Warton Road are the only lots zoned 'Resource' under the Scheme that are not entirely within the Protection area or zoned 'Rural – Water Protection' under the MRS. The City is required to bring the Scheme into conformity with the MRS, and thus development of the subject land should reflect the 'Rural' zoning of the MRS rather than the 'Rural – Water Protection' zoning that applies to all other land zoned 'Resource' under the Scheme. Thus, a wider range of land uses may be considered at the subject land in accordance with the 'Rural' zone under the MRS as opposed to land zoned 'Rural – Water Protection'.

#### Proposed Additional Uses

The subject land is located within a small pocket of 'Rural' zoned land under the MRS with land to the west and north zoned 'Rural – Water Protection'. Land to the south and east is zoned 'Urban' and land to the north-east is zoned 'Public Purpose – Prison' (see Attachment 3 – MRS Zoning).

To the south of the subject land, within the City of Armadale, land zoned 'Urban' under the MRS directly interfaces with 'Rural – Water Protection' zoned land, that is, 'Urban' zoned land directly follows the

boundary of the Protection area. However, where the 'Rural – Water Protection' zone boundary moves north across Warton Road into the City of Cockburn and traverses Lot 25, the 'Urban' zoning stops at Warton Road appearing to delineate Warton Road as the boundary for 'Urban' zoned land. This was likely done to 'round off' the urban area using logical road reserve boundaries and has resulted in a small, isolated pocket of 'Rural' zoned land, including the subject land, located between the Protection area and 'Urban' zoned land. Development of the subject land is thus required to manage the expectations of landowners within the 'Urban' zoned land to the south of Warton Road as well as the expectations of landowners to the west of the subject land located within the 'Rural – Water Protection' zone. These expectations need to be balanced and land uses at the subject land will need to appropriately transition from 'Rural – Water Protection' to 'Urban', while ensuring these uses are compatible with the 'Rural' zone.

The proposed Scheme amendment and additional uses appropriately address this balance. The Market and Veterinary Centre are low intensity rural uses, compatible with the existing rural development within the 'Resource' zone to the west of the subject land. The Veterinary Centre will be able to service the catteries and dog kennels in the area, as well as the wider residential community to the east.

The Market is intended to give local farmers the opportunity to sell their produce and thus support rural pursuits while servicing urban areas. In order to ensure the Market is developed as a low intensity and small scale use to protect the amenity of nearby rural pursuits, the floor space of the Market is to be limited to a maximum of 3,000m<sup>2</sup>. Furthermore, operating times are to be limited from 8am to 3pm, Thursday to Sunday with the exception of the proposed butcher and bakery uses. The butcher and bakery are intended to operate seven days a week from 6am to 8pm as the primary market stores.

The applicant has indicated that the nature of the butchery use is to work in conjunction with their nearby tavern, which is located on the east side of Warton Road within the City of Armadale. The butcher component is to ensure that maximum utilisation of meat products occurs from the animal thus minimising wastage. In association with this, having a bakery which is also able to trade seven days per week, will enable more staple products to be served, requiring access across the entire week span. These components are now considered acceptable to operate seven days per week. To ensure the butcher and bakery remain at an appropriate scale and operate as intended they must be directly associated with the market use and only sell products specific to a butcher or bakery use. They are also each to be limited to an area of 75m<sup>2</sup> net lettable floor space. These requirements have been included and further detailed in the additional use conditions listed above.

The Concept Plan prepared in support of the Scheme amendment and included at Attachment 4, proposes the Veterinary Centre and Market on the south-western portion of the site as an appropriate interface with the 'Rural – Water Protection' zoned land to the west.

The Service Station, Convenience Store and Restaurant are uses that are appropriate within the 'Rural' zone and are commonly found in rural areas throughout the metropolitan region. These uses are particularly appropriate at the subject land due to the close proximity of urban development south of Warton Road. CY O'Connor Village to the south of the subject land is planned to expand further north, with Mixed Use development proposed directly opposite the subject land. The proposed additional uses will act as a transition between the Mixed Use and rural uses while also contributing to a town centre environment. The Restaurant is not to be developed as a Fast Food Outlet or incorporate a drive-through component which would generate high volumes of traffic, noise and light and compromise the rural character and amenity of the locality. This requirement is included within the additional uses conditions listed above. These uses are proposed to be located on the north-eastern portion of the site, closest to existing urban development to minimise the impact of noise and light emissions on rural uses to the west. A vegetation strip will be required to be provided along the north-west and south-west boundaries of the subject land as a buffer between the rural land uses and proposed Additional Uses.

#### **State Planning Policy 2.3 Jandakot Groundwater Protection Policy**

The aim of SPP 2.3 is "*to protect the Jandakot Groundwater Protection area from development and land uses that may have a detrimental impact on the water resource*". SPP 2.3 also states that land use planning is to be guided by priority areas and the principles of risk avoidance, risk minimisation and risk management.

Groundwater is a highly valued resource of the State, and the Protection area currently provides a significant volume of high quality water that needs to be protected into the future. It is understood groundwater protection is dependent on appropriate and integrated land use planning, water and health management processes. Thus, any land use that has the potential to impact the Protection area whether inside or outside the policy area should be investigated.

The subject land while not within the Protection area is located in close proximity to the Protection area and is thus required to demonstrate that proposed development will not increase risk of groundwater contamination. The proposed Scheme amendment includes a condition requiring that any future development at the subject land will be required to have due consideration to groundwater risk minimisation. This may include investigations demonstrating the proposed uses do not pose an unacceptable risk to groundwater quality. Any development

application will also need to be supported by an appropriate water management plan, which will address groundwater management and contamination.

#### Noise

The subject land is in close proximity to Warton and Nicholson Roads, the kennel zone, and is also located within the Jandakot Airport Frame Area and thus may be impacted by noise from any or all of these sources. The proposed additional uses are also a source of noise that has the potential to impact surrounding landowners.

An Acoustic Assessment has been prepared and lodged with the City to support the proposed Scheme amendment and determine whether the impacts on the subject land, as well as emissions proceeding from the proposed additional uses, are acceptable under the planning and environmental legislative framework.

The Acoustic Assessment demonstrates that predicted noise emissions from the subject land are acceptable and can be managed to meet legislative requirements. Noise emissions impacting the subject land from Warton and Nicholson Roads and dog kennels were also assessed as acceptable.

However, the Acoustic Assessment and recommended management practices are based on additional uses that are no longer proposed by the Scheme amendment. The Acoustic Assessment also does not address potential noise from Jandakot Airport given the subject land is located within the Jandakot Airport Frame Area. For this reason, as per recommendation (1)1 above, the Acoustic Assessment is required to be updated. This is not expected to reveal an increase in noise emissions from or on the subject land or compromise the acceptability of the proposed Scheme amendment for initiation. It is recommended that the Acoustic Assessment be updated prior to advertising.

Further acoustic reporting will be required to support any future development application as detailed in the proposed additional use conditions. A more accurate and detailed noise assessment will be possible once the exact position of proposed uses on site is known.

#### Traffic and Access

The proposed additional uses are expected to attract relatively high volumes of traffic to the subject land, and internal access ways, turning lanes and crossovers will need to be constructed to accommodate expected traffic volumes safely. The subject land currently has no formal access to the surrounding road network so any future development application at the site will need to be supported by appropriate upgrades to the road network and intersection treatments.

The Traffic Impact Assessment (“TIA”) prepared to support the proposed Scheme amendment demonstrates that additional traffic generated by the proposed additional uses can be accommodated within the existing road network. Crossovers and intersections are proposed along Acourt Road and Warton Road to provide access to and from the subject land. Internal access ways can be designed to service each of the proposed uses, and sufficient parking can be provided on site. However, the City will not support right-in access to the subject land from Warton Road as proposed by the TIA due to volumes of traffic along Warton Road and the proximity of this access point to the Warton Road / Nicholson Road roundabout making this manoeuvre unsafe. If traffic is congested south of the Warton Road / Nicholson Road roundabout, vehicles turning right into the subject land will be required to cross two lanes of traffic, increasing the risk of collision if one lane of congested traffic obscures vision of moving vehicles in the other lane. A right-in turn from Warton Road will only be permitted if it can be demonstrated that this access can be accommodated safely and will not create further congestion. This requirement is included within the additional use conditions listed above.

Furthermore, like the Acoustic Assessment, the TIA has been prepared based on additional uses that are no longer proposed by the Scheme amendment. Thus, as per recommendation (1)2 above, the TIA is required to be updated prior to advertising of the Scheme amendment to ensure the predicted traffic volumes generated by each use are consistent with the additional uses that are proposed.

Further investigations and requirements relating to parking and access will be undertaken at the development application stage when proposed scale and location of land uses on site is known.

A portion of Lot 13 to the south-west of the subject land is also partly located outside of the ‘Rural – Water Protection’ zone under the MRS and the City has been approached by the landowners of this lot expressing interest in developing this portion of the property. Due to the relatively high volumes of traffic along Warton Road, crossovers to Warton Road at both Lot 25 and Lot 13 are not preferred by the City. Thus, the proposed Scheme amendment includes a condition to provide a 15m setback to Warton Road to be protected by a public access easement which would allow future connection to Lot 13 through Lot 25. This will be further addressed at the development application stage.

In conclusion, the City has been requested by the applicant to bring its local scheme in to better conformity with the region scheme. The most optimal planning response to do this is through the introduction of an additional use, in order to provide the unique planning response

needed to transition the expectations of urban residents, with the expectation of those residents within the Resource zone. It is recommended that Council initiate the Scheme amendment.

### **Strategic Plans/Policy Implications**

#### Economic, Social & Environmental Responsibility

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

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

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

### **Budget/Financial Implications**

The applicant has paid the fees associated with the Scheme amendment.

### **Legal Implications**

Under Section 123 of the *Planning and Development Act 2005*, it is required that local schemes be consistent with region schemes. It specifically states:

- (1) *A local planning scheme is not to be approved by the Minister under this Act unless the provisions of the local planning scheme are in accordance with and consistent with each relevant region planning scheme.*

The applicant has made the request to bring the local scheme in to better conformity with the region scheme. Under Section 124(4) of the Act, it states that:

- (4) *In preparing the local planning scheme or amendment the local government is to have due regard to the purpose and planning objectives of the region planning scheme or amendment to the region planning scheme.*

The amendment proposed is considered to meet this requirement, and address the issue of conformity between the local and region schemes.

### **Community Consultation**

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

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

### **Risk Management Implications**

The proposed Scheme amendment presents an opportunity to develop the subject land with a range of land uses that would benefit the local and wider community. The proposed additional uses are appropriate within the 'Rural' zone and act as a transition between the rural land to the west and urban land to the east. The proposed additional use conditions and supporting technical reports demonstrate that development of the subject land will not have a detrimental impact on surrounding land uses and residents. The subject land is currently underutilised, being vacant of development. Given its strategic location and proximity to the neighbourhood centre on the south-east side of Warton Road, it is appropriately located for additional uses like that proposed to occur. If this proposed Scheme amendment is not initiated, there is a missed opportunity to consider the subject land for development of these uses and further investigate and receive feedback from the community on this proposal.

### **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 9 November 2017 Ordinary Council Meeting.

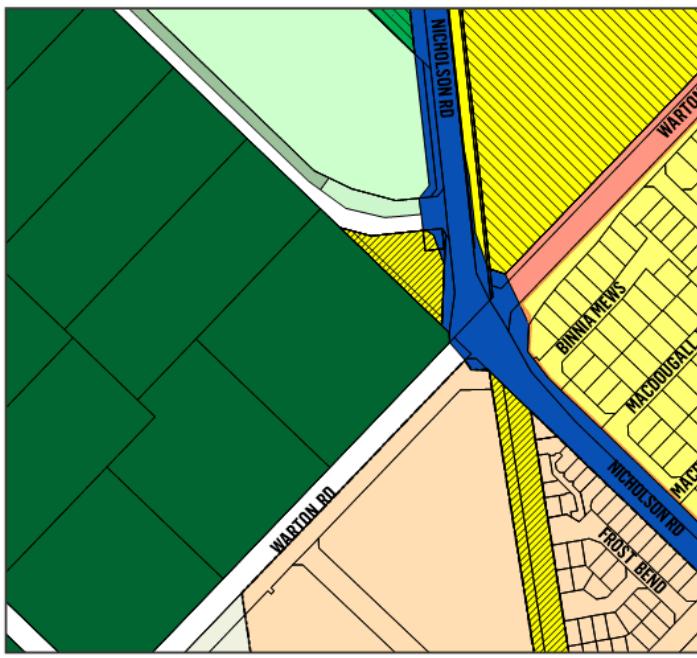
### **Implications of Section 3.18(3) Local Government Act, 1995**

Nil.



 <b>City of Cockburn</b> G.L.S Services Department	<b>Attachment 1 – Location Plan (subject land outlined in red)</b>	PRINTED ON: 15/08/2017	SCALE = 1:6000	 NORTH
DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.				

# CITY OF COCKBURN TOWN PLANNING SCHEME NO.3 AMENDMENT NO. 122

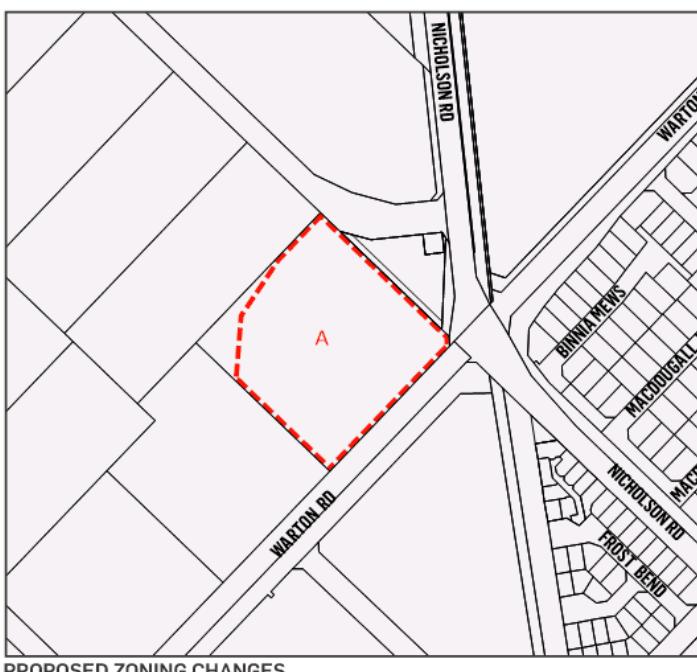


## MRS - ZONES AND RESERVES

- Other regional road
- Parks and recreation
- Public purposes - prison
- Rural
- Rural - water protection
- Urban
- Bush forever

## LPS - ZONES AND RESERVES

- General rural
- Local road
- Public purposes
- Residential
- Resource
- Urban development
- Additional Use



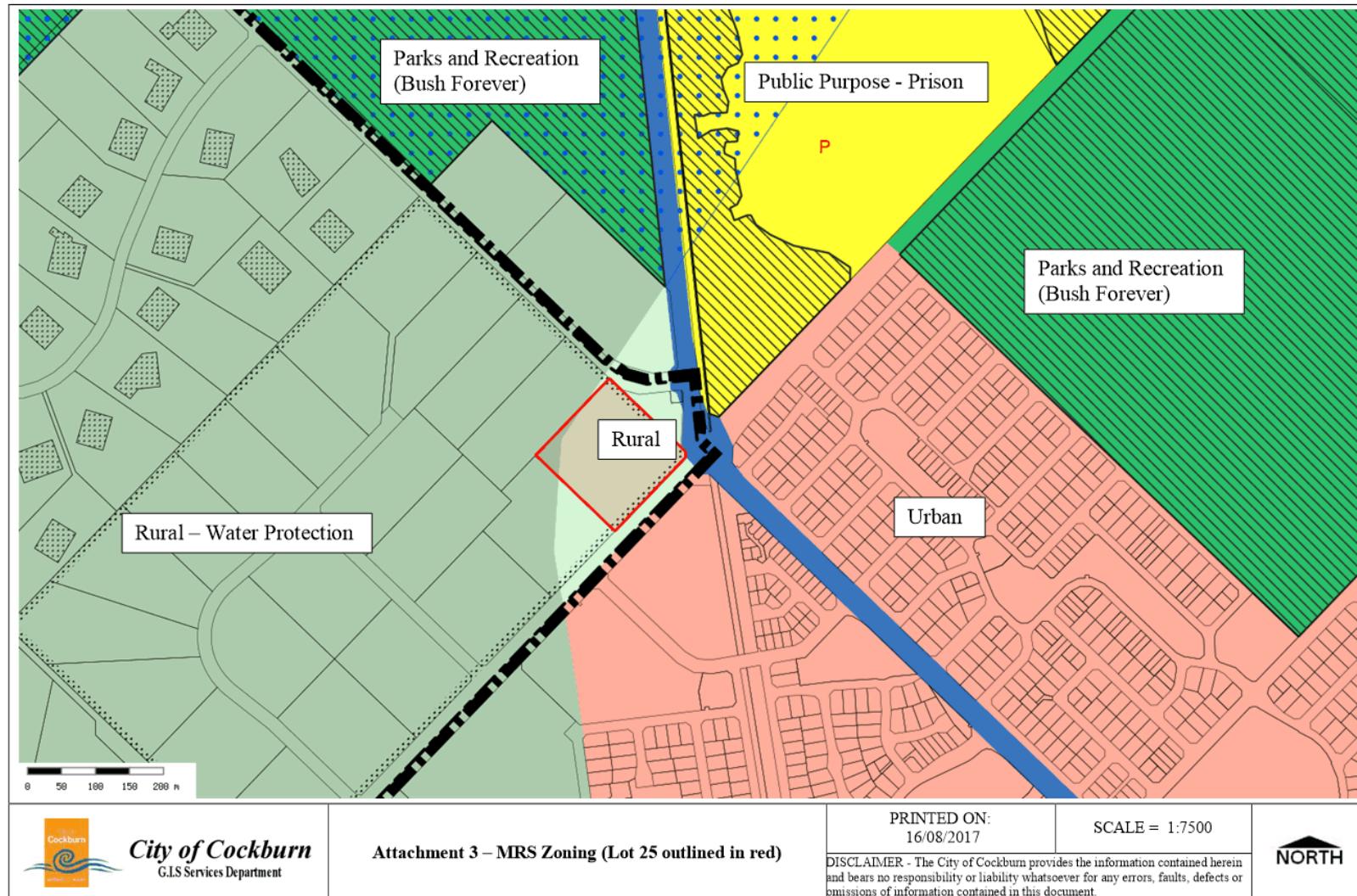
**SCHEME AMENDMENT MAP**  
LOT 25 ACOURT ROAD - BANJUP

DATE: 01.02.2017

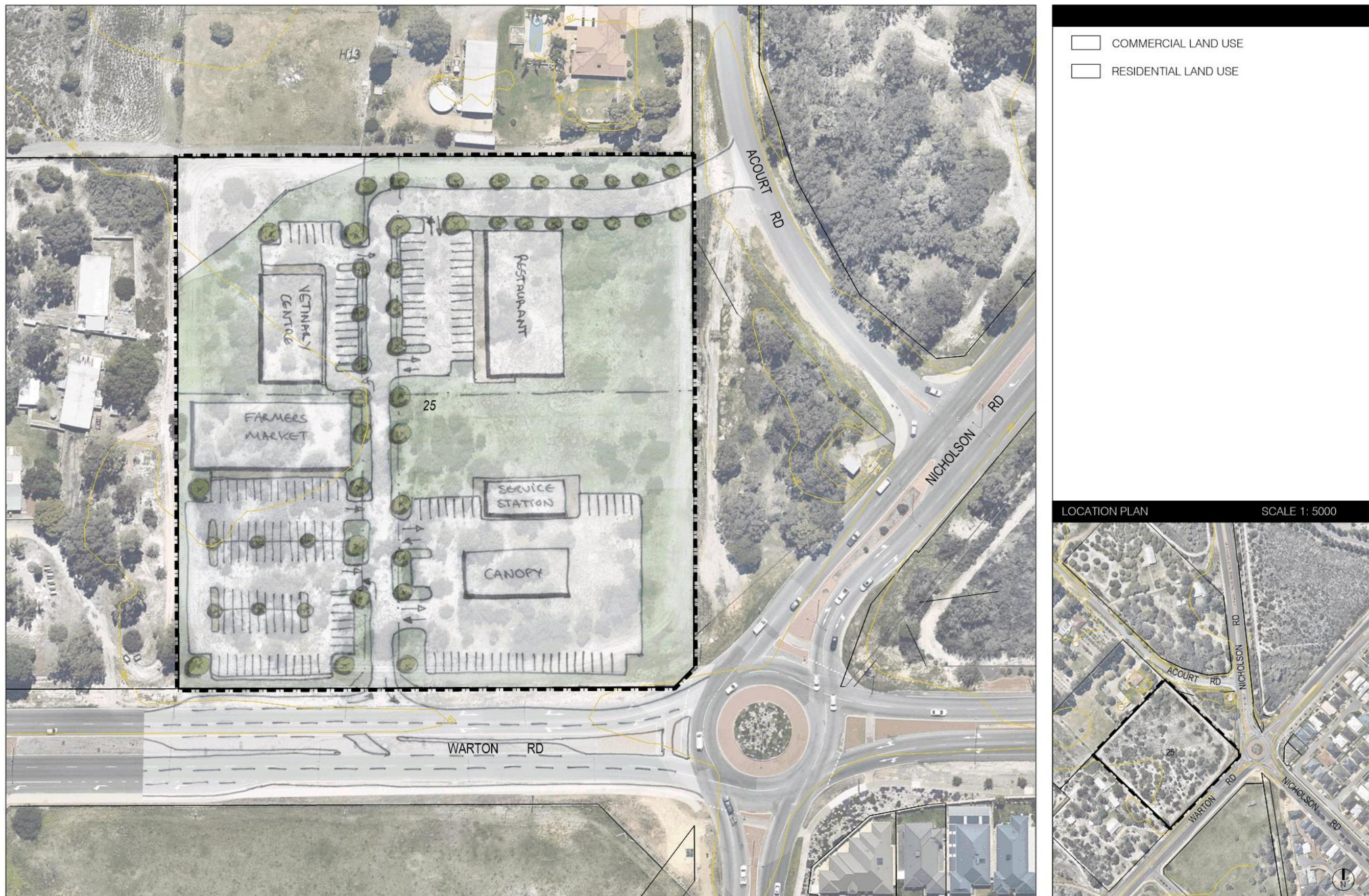
JOB NO: PA1279

DWG NO: FIG5

REV: A



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www.urbis.com.au  
Urban Pty Ltd ABN 50 105 258 228

**Concept Plan**  
Lot 25 Acourt Road, Banjup  
City of Cockburn



Scale 1:1,000 @ A3  
0 10 20 50m

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This plan is conceptual and is for discussion purposes only. Subject to further detail study, Council approval, engineering input and survey. Cadastral boundaries, areas and dimensions are approximate only. Figure dimensions shall take preference to scaled dimensions. No reliance should be placed on this plan for any financial dealings of the land.

PROJECT No: PA1279  
DRAWING No: 02  
REV: e  
DATE: 17.07.17

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**15.4 PLANNING APPLICATION - CHANGE OF USE FROM INDUSTRY - GENERAL TO INDUSTRY - GENERAL (LICENSED) - NO, 6/125 (LOT 6) BARRINGTON STREET, BIBRA LAKE**

<b>Author(s)</b>	P Andrade
<b>Attachments</b>	1. Locality Plan <a href="#">↓</a> 2. Site Plan <a href="#">↓</a> 3. Floor Plan <a href="#">↓</a> 4. Assessment of Environmental Factors - Hatlar Group Report <a href="#">↓</a>
<b>Location</b>	6/125 (Lot 6) Barrington Street, Bibra Lake
<b>Owner</b>	Giovanni Valente & Belan Valente
<b>Applicant</b>	Enviroclean Victoria
<b>Application Reference</b>	DA17/0647

**RECOMMENDATION**

That Council

(1) grant Planning Approval for the change of use of 6/125 (Lot 6) Barrington Street, Bibra Lake from Industry - General to General – Industry (Licensed), in accordance with the following conditions and advice notes:

**Conditions**

1. Development may be carried out only in accordance with the details of the application as approved herein and any approved plan. This includes the use of the land and/or a tenancy. The approved development has approval to be used for General – Industry (Licensed) for Unit 6 only. A further application may need to be made to the City for determination should circumstances change.
2. This Development Approval relates the change of use of tenancy no. 6 only. All conditions contained in the original Development Approval remain applicable.
3. The Assessment of Environmental Factors report prepared by Hatlar Group dated 25 September 2017 shall be complied with at all times, to the satisfaction of the City.
4. Storage of waste solvent is limited to three (3) intermediate bulk containers at any one time.
5. The tenancy is restricted to a maximum of five (5) persons

(employees and/or visitors) on-site at any one time.

6. Prior to the commencement of the use, all vehicle parking bays shall be made trafficable, line marked and made available for use in accordance with the approved plans, to the satisfaction of the City.
7. All related activities to the use are to be contained within the subject building at all times.

#### Advice Notes

- a) In relation to Condition No. 1, General – Industry (Licensed) is defined as "*An industry which is a category of prescribed premises set out in Schedule 1 of the Environmental Protection Regulations, notwithstanding the production or design capacity for each category of prescribed premises specified in the Schedule, but where a prescribed premises is also included in Schedule 2 of the Health Act, the Health Act prevails, for the purpose of the Scheme*"
- b) This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the Council, or with any requirements of the City of Cockburn Local Planning Scheme No. 3 or with the requirements of any external agency. Prior to the commencement of any works associated with the development, a Building Permit is required.
- c) The applicant/owner is advised that the approved change of use will generate the requirement for an Occupancy Permit to be obtained from the City's Building Services Department prior to commencement of use. In this regard, please contact the City's Building Services on 9411 3444 to confirm.
- d) You are advised that under the *Strata Titles Act 1985*, approval from any strata company or other strata lot owners may be required.
- e) Any signage which is not exempt under Schedule 5 of the City of Cockburn Local Planning Scheme No. 3 must be the subject of a separate development approval.

(2) notify the applicant of Council's decision.

## Background

The subject unit is 393m<sup>2</sup> in area and is part of strata compromising of 10 industrial strata units. The parent lot is bound by a railway line to the south and west and private lots to the east; access is gained from the north on Barrington Street.

There is one building of 1,645m<sup>2</sup> situated in the middle of the lot where the subject unit is and another building of 598m<sup>2</sup> to the south of the lot; both buildings have a total aggregate area of 2,243m<sup>2</sup>.

There are currently 62 car parking bays on-site, allocated to the various tenancies. The site in question has exclusive use of five (5) car bays.

The proposed change of use is being presented to Council as staff do not have delegation to determine applications for 'Industry – General (Licenced)' uses which are proposed with a lesser distance from residential properties than is recommended in the Environmental Protection Authority's document '*Guidance for the Assessment of Environmental Factors – Separation Distances between Industrial and Sensitive Land Uses*'.

## Submission

N/A

## Report

### Proposal

The proposal is to accommodate an Industry – General (Licenced) for distilling soiled solvent.

Enviroclean develop and design workshop/industrial washers named '*Warthog Washers*'. During the wash, these washers use narrow cut kerosene (also known as degreaser). Upon servicing the Warthog Washers throughout the Perth metro area, the applicant proposes to collect, store and distil the waste (used narrow cut kerosene) at the proposed subject site.

The distilling process of heating and cooling will bring the waste back to a usable liquid state and making it therefore reusable.

The applicant proposes to store a maximum of 3,000 litres of the waste in bulky bins (also known as IBC's). The distiller will occupy 12m<sup>2</sup> of the floor area and the process is to occur three or four days per month.

There will be up to four (4) employees at any one time on the premises and no external clients will be accessing the site.

### Planning Framework

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### *Zoning*

The subject lot is zoned 'Industrial' under the Metropolitan Region Scheme (MRS) and 'Industry' under the City of Cockburn Local Planning Scheme No. 3 (LPS 3).

The objective of the Industry zone is:

*"To provide for **manufacturing** industry, the storage and distribution of goods and associated uses, which by the nature of their operations should be separated from residential areas".*

An 'Industry – General (Licensed)' use is defined in LPS 3 means:

*"An industry which is a category of prescribed premises set out in Schedule 1 of the Environmental Protection Regulations, notwithstanding the production or design capacity for each category of prescribed premises specified in the Schedule, but where a prescribed premises is also included in Schedule 2 of the Health Act, the Health Act prevails, for the purpose of the Scheme".*

The use is a discretionary ('D') use within the Industry Zone. This means that the use is **not permitted unless** the local government has exercised its discretion by granting planning approval.

### *Buffer*

Under the *Guidance for the Assessment of Environmental Factors Separation Distances between Industrial and Sensitive Land Uses* a 500m-1,000m buffer is recommended for a chemical blending process, however only a 435m separation is proposed. The nearest residents are in Barrington Street, Ionesco Street and Browning Way in Spearwood and Munster.

The applicant provided an Assessment of Environmental Factors report prepared by Hatlar Group dated 25 September 2017 to accompany the application in which the proposed gas, odour, noise and risk is assessed. The report in summary classifies the distilling process at this site as minor and any impacts can be dealt with within the four walls of the building with no off-site impacts. The City's Environmental Health Service has accepted the report.

### *Parking and Traffic*

Under Table 4 of the City's Local Planning Scheme, Industry – General (Licensed) uses require one (1) car bay per 50m<sub>2</sub> of gross leasable area.

The use in this subject site will require eight (8) car parking bays under the LPS 3. Given there are only five (5) car bays allocated to the site with no reciprocal use permitted, the use does not meet the LPS 3 requirements.

However, there are no expected external visitors to the site and the applicant will have a maximum of four (4) employees on site at any one time. Given this, the five (5) car bays provided for within their own strata unit boundaries can adequately accommodate the needs of their proposal. Should Council approve the proposal, appropriate conditions should be imposed to reflect this.

### Public Consultation

Given the report provided by the applicants and the nature and scale of the process proposed to be undertaken, it is extremely unlikely that a landowner nearest to the subject site could be affected by the proposal. There will be no external impacts on the adjacent or near properties by this proposal and therefore, there was no reason to advertise the application.

### Conclusion

The proposed change of use from Industry – General to Industry – General (Licensed) (Enviroclean Victoria) is supported for the following reasons:

- The proposal is consistent with the planning framework applicable to the site; and
- The proposal will not negatively or unreasonably affect the health and amenity of surrounding premises or residents in terms of noise or traffic or odour.

It is therefore recommended that Council approve the proposed change of use subject to conditions.

### Economic, Social & Environmental Responsibility

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

Improve water efficiency, energy efficiency and waste management within the City's buildings and facilities and more broadly in our community

### **Budget/Financial Implications**

N/A

## **Legal Implications**

N/A

## **Community Consultation**

As discussed above, due to the lack of off-site impacts, the proposal was not subject to a public consultation process.

## **Risk Management Implications**

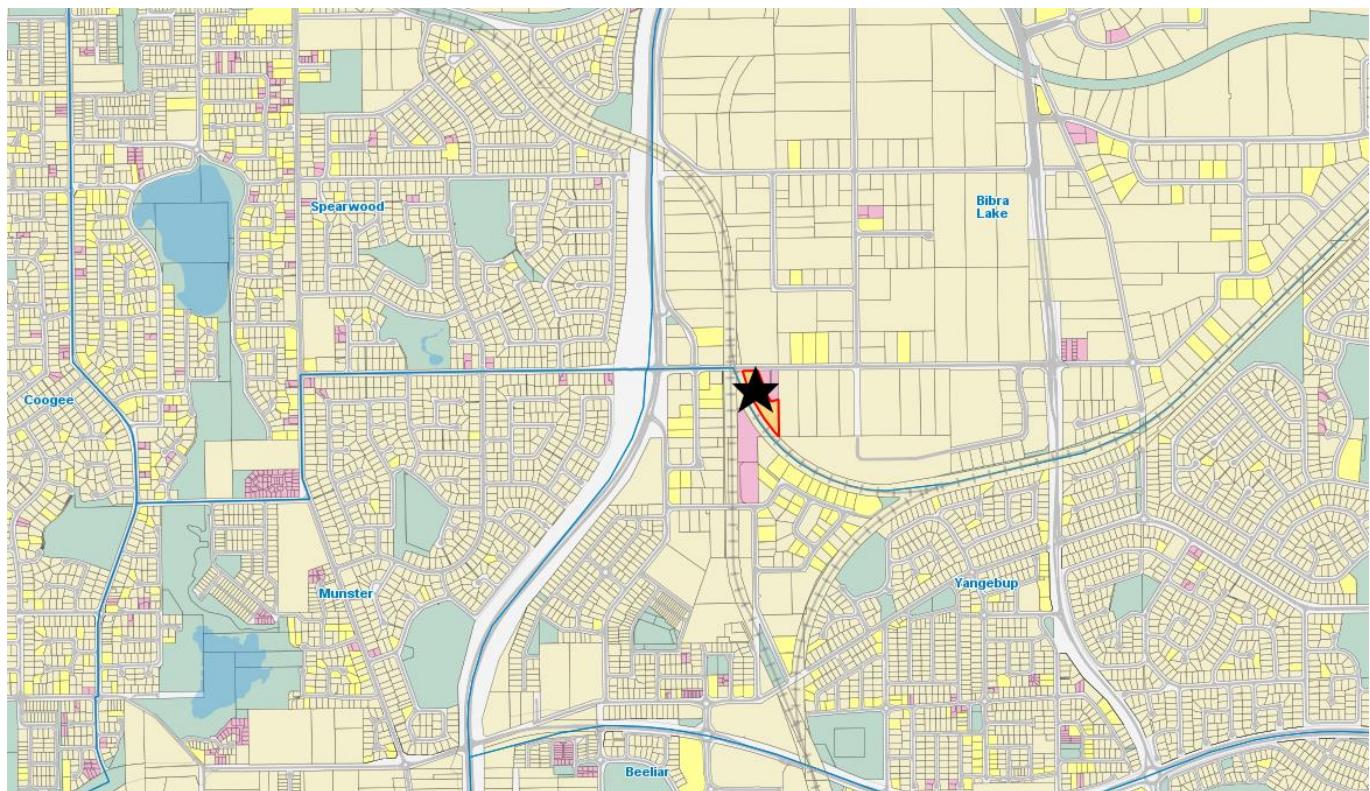
Should the applicant lodge a review of the decision with the State Administrative Tribunal, there may be costs involved in defending the decision, particularly if legal Counsel is engaged.

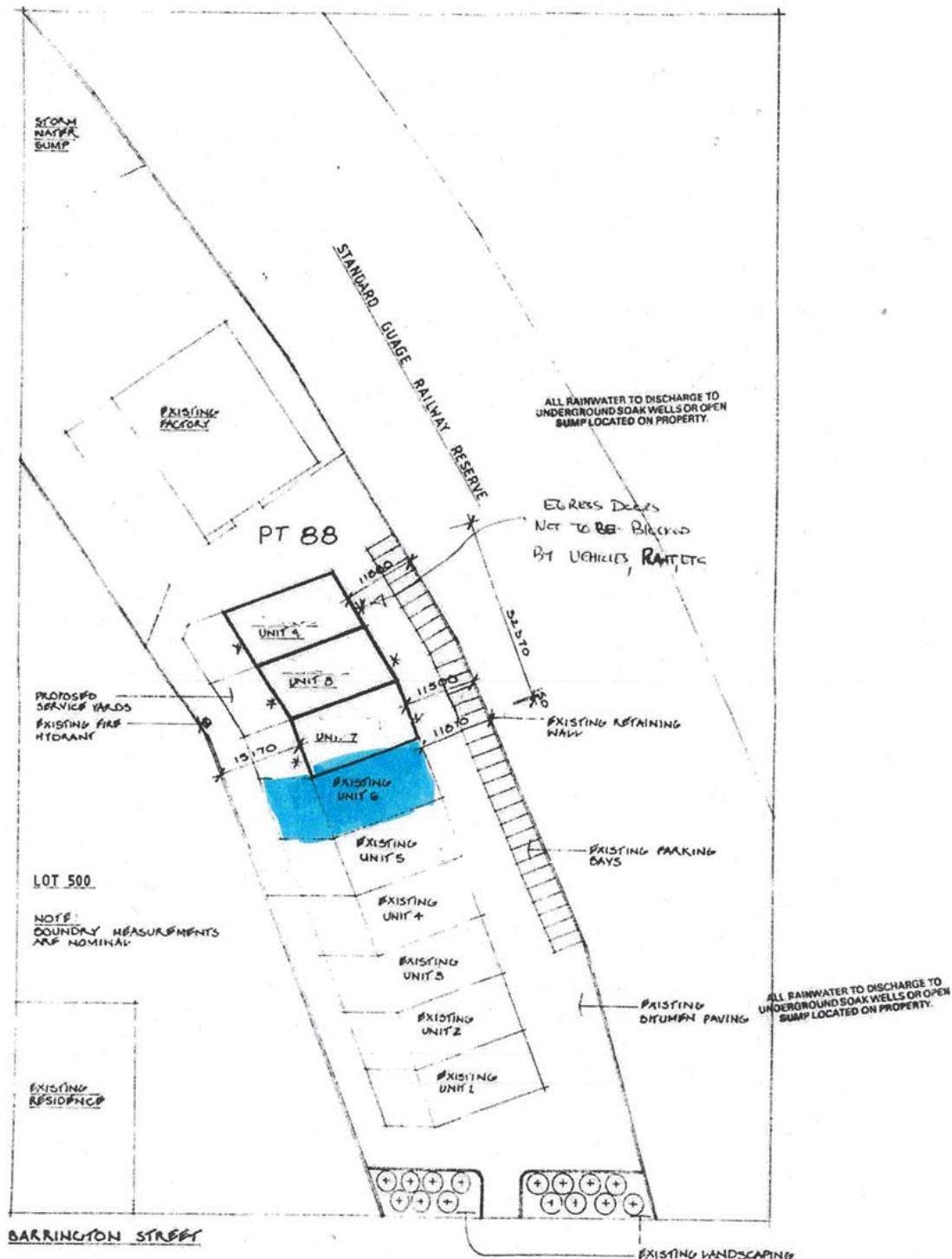
## **Advice to Proponent(s)/Submissioners**

The proponent has been advised that this matter is to be considered at the 9 November 2017 Council meeting.

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

Nil

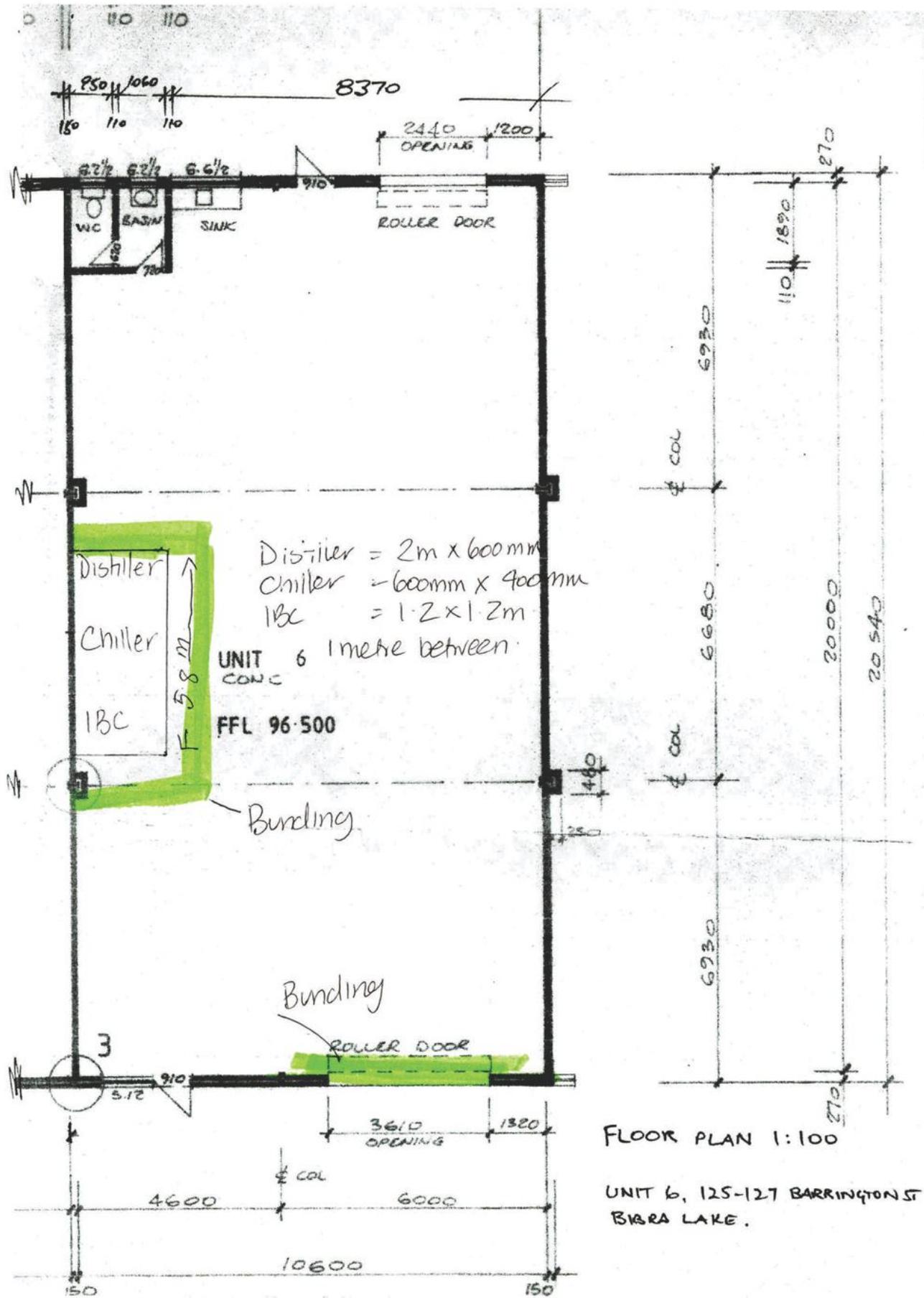




**SITE PLAN**

SCALE 1:500





Document Set ID: 6583929  
Version: 1, Version Date: 21/08/2017



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25<sup>th</sup> September, 2017

Mike Genders  
Enviroclean Victoria Warthog Washers  
Barrington Street  
Bibra Lake

**Re: Assessment of Environmental Factors Separation Distances between Industrial and Sensitive Land Uses**

Hatlar has been approached by Enviroclean Victoria Warthog Washers to provide comment with respect to the change of use application submitted to the City of Cockburn. It is understood that the applicant's facility at 6/125 Barrington Street, Bibra Lake (DA17/0647) does not meet the required buffer distances of 500m to 1000m as the closest dwelling is situated 400m away.

As the applicant is seeking a deviation from the guidance statement utilised by Council, a consultant's report is required to provide justifications that allowing the development to proceed would not present a greater risk to the sensitive receptor in terms of gas, odour, noise, and risk. This report provides such justification.

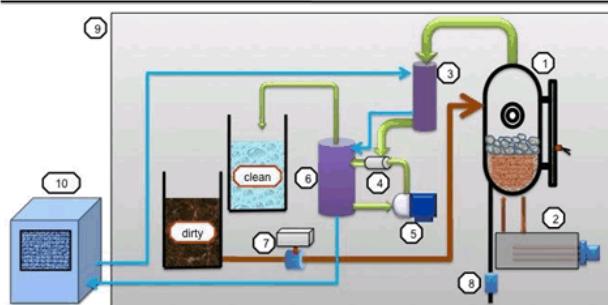
Enviroclean is in the business of supplying automotive parts washing machines to the automotive repairs industry. As well as supplying the parts washing machines they also service the machines by way of supplying new solvent "Recosol V80" which is a non-flammable (Flashpoint >61°C) solvent and collecting the dirty solvent for reprocessing. The company seeks to establish a small distillation process at the Bibra Lake facility.

At the said facility, the company will distil in small quantities the collected waste solvent and resell back into its parts washing customers. The small amount of residue will be sent off to a third party DER waste treatment company like Toxfree or Veolia for appropriate treatment and disposal.

The proposed distillation unit at the site will be a Cleson - Vacuum decompression type distillation recycling unit. The unit is auto controlled, uses indirect heating and because it's under a vacuum minimises the risks of explosion and VOC emissions. A flowchart showing the operational aspects of the process are presented below:



### Flowchart of Distillation process



1. Distillation tank : After evaporating waste liquid, collecting all waste oil.
2. Heat exchange device : Electric heaters, steam coil heat exchanger.
3. Circulation tank : liquefying the steam firstly
4. Vacuum generator : Vapor-absorbing device
5. Generating a vacuum pump : Circulating the liquid to a vacuum to occur.
6. Circulation tank : The tank collecting all distillate
7. Automatic valve : The waste water is supplied by a vacuum.
8. Waste oil drain valve : After operating, the collected waste oil is discharged.
9. Case : Customized color paint
10. Freezer : Chiller SRT

CLESON 5

The distillation temperature is in the range of 87 to 89°C, while the vacuum operates at greater than 758mmHg.

The machine sucks solvent from IBC's through a 19mm hose directly into the distillation machine which operates under vacuum and low temperatures ensuring no emissions are generated. The distillation operates with a PLC with safety interlocks to safely shut down the system in the event of alterations in vacuum, temperature, or flow. The final product is pumped directly to another IBC thru a 19mm hose that is the recovered solvent for reuse.

The solvent utilised in the parts washers and distillation unit has a flashpoint of greater than 61°C so the expectation of volatile vapours is minimal. However, in consideration of the fact that there is a sensitive receptor near the facility, a scrubber system will be installed:

Any vapours and odours from the factory where the distillation will occur will be passed through an activated scrubber and filtration system, that will ensure no emissions or odours will be generated beyond the warehousing facility. A picture of the scrubbing system is presented below.



This system has been designed to accommodate 12 air changes per hour or 30L/s. The above system to be installed has the ability to operate as much as 75L/s so it will be more than adequate to ensure removal of vapour emissions. The capacity of the carbon has been calculated to ensure that any waste solvent and any traces of odour (that may be present from residue on the parts themselves) are appropriately removed to comply with DER Air Quality Criteria. The system has been designed to ensure the carbon can sustain 12 months operation before requiring changing.

Based on the process to be employed it is unlikely that any air emissions will be generated from the site. It is traditionally expected that this type of industry will generate fugitive odours from the transfer of waste and recycle product. However, the proposed transfer will take place within an enclosed area and it is therefore not expected that air emissions will have any significant impact.

There will be no additional noise emissions and will result from Truck movements and forklifts operating within the warehouse complex. Due to the relatively small volumes being processed at the facility and the fact the operation will be during normal day operating times of 8am to 5pm, no impacts from noise are anticipated.

The only other risk foreseen is the storage of recovered solvent and unprocessed waste solvent. To mitigate these risks storage will be limited to no more than 3 IBC's of Waste Solvent at any

one time. These will be kept within a bunded area inside the facility. Appropriate fire fighting extinguishers / foam stations as well as spill kits will be established at the entrance and at designated locations within the Warehouse.

A risk assessment on process upsets has been undertaken and this is summarised below

Type of Process	Potential Environmental Impact	Measures to reduce likelihood and impact
unloading and loading of material	Spillage of waste solvent	All IBC's to be checked that all lids and valves are closed before loading, transport or unloading. Only licenced forklift operators to remove IBC from Vehicles. All unloading to be undertaken inside bunded areas
Electrical failure during distillation	Distillation System shutdown while under vacuum	The distillation system has an automatic shutdown and depressurisation sequence in the event of power failure and will shut down safely
Equipment failure of malfunction	Spillage of solvent from machine	The distillation system has an automatic shutdown and depressurisation sequence in the event of power failure or leak detection. Alarm will sound for high level loading. Distillation system will not function if machine not loaded or operating within preset guidelines. Furthermore the machine will undergo routine preventative maintenance
Spillage of material during decanting operations	Fugitive emissions of solvent	A hood over the decanting operations will extract the vapour and pass through a carbon filtration system described earlier

Additional Measures

- All staff to be trained in the operation of the system including trouble shooting.
- Operations manual will be provided to all those trained and hard copy will be kept on site.
- Regular performance audits will be conducted of environmental control systems especially the disposal aspect of the residue.
- Daily visual inspections of the site area for spills and storm water runoff.

Based on all the facts presented it can be concluded that the risks of allowing this facility to be established 400m from a sensitive receptor would be minimal.

Should you have any questions please do not hesitate to contact the undersigned on 0488123 545.

Yours sincerely



George Hatzimihalis  
Managing Director

**15.5 JANDAKOT VISION PROCESS - PERTH AND PEEL@3.5MILLION - CONSULTATION ANALYSIS**

<b>Author(s)</b>	L Santoriello
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Survey Questions <a href="#">↓</a></li> <li>2. Survey Maps <a href="#">↓</a></li> <li>3. Survey Responses - Consultation Analysis Jandakot Perth and Peel August 2017. <a href="#">↓</a></li> <li>4. Treeby Schedule of Submissions updated with Jandakot Vision (related) comments highlighted in yellow. <a href="#">↓</a></li> <li>5. Banjup Residents Group Submission <a href="#">↓</a></li> <li>6. Ltr from Chair - West Australian Planning Commission <a href="#">↓</a></li> </ol>
<b>Location</b>	N/A
<b>Owner</b>	N/A
<b>Applicant</b>	N/A
<b>Application Reference</b>	N/A

**RECOMMENDATION**

That Council

- (1) defers further progression on contemplating intensification of land use in the Jandakot vision area until such time that the State Government releases the finalised Perth and Peel @3.5m and associated South Metropolitan Peel Sub-regional Planning Framework;
- (2) in the event the Perth and Peel @3.5m and associated South Metropolitan Peel Sub-regional Planning Framework identifies the Jandakot vision area (or any other Resource zoned area) for urban or industrial investigation, the City undertake a sub-precinct by sub-precinct analysis in consultation with landowners to determine the future planning for those sub-precincts; and
- (3) in the event the Perth and Peel @3.5m and associated South Metropolitan Peel Sub-regional Planning Framework identifies no change to the zones within the Jandakot vision area (or any other Resource zoned area), the City write to all landowners within the Jandakot Vision area advising that there will be no change to the Resource zone.

1.

## Background

On 12 October 2017 Council resolved to;

1. *"defer this matter to the November Ordinary Council meeting to allow the Chair of the Western Australian Planning Commission to brief Council on the Perth and Peel @ 3.5M; and*
  
2. *nominate the Mayor and CEO to organise a meeting with the Minister for Planning to discuss whether any variations to the Council's previous position on Perth and Peel @ 3.5M would be considered."*

Despite several attempts to organise this briefing, it was not possible for the requested meetings to be organised prior to the November Council meeting. The Chair of the WAPC has advised that the position of the WAPC remained unchanged from that advised in the meeting that took place on 26 September 2017, between the Chair, the Director General, the City's Chief Executive Officer and the City's Director of Planning. At that meeting the City's officers were advised that the Department had looked at all the submissions in detail on the Jandakot area. The Chair has subsequently provided correspondence which is attached for your information. The WAPC had now finalised its position on this, which is included in the draft report that is now before the Minister for Planning. At the time of writing this report, the CEO of the City of Cockburn is still awaiting advice from the Minister for Planning's Office as to when she is prepared to meet with the City's Mayor and CEO.

The City was advised that the WAPC expects the Minister to release the final report before the end of December 2017, and as such neither the Department nor WAPC would entertain any further submissions relating to Perth and Peel @ 3.5M or accept any further recommendations.

The proposed recommendation is therefore presented in light of this current situation.

## Submission

N/A

## Report

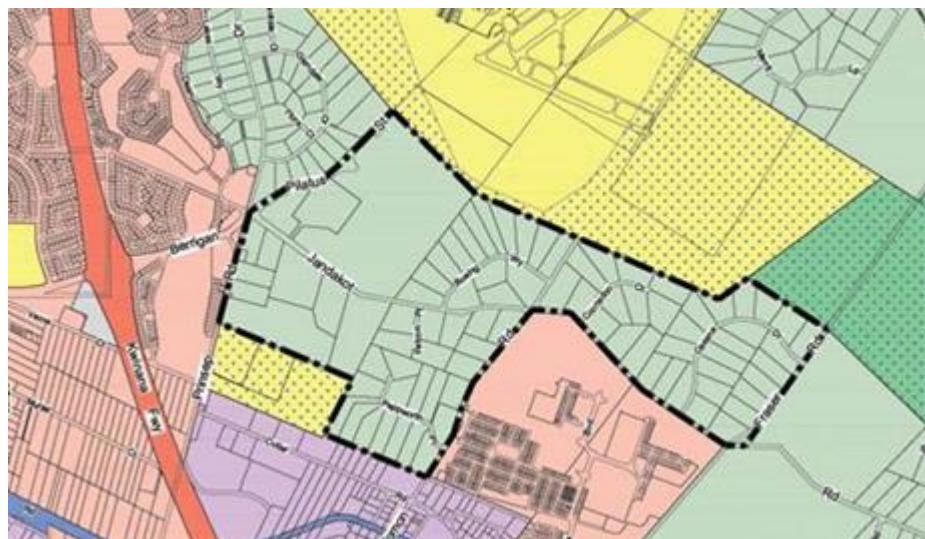
### Background

On 8 June 2017 Council resolved to:

*Direct the Chief Executive Officer to:*

1. *Prepare a draft structure plan and take into consideration to include in the structure plan north of Jandakot Road, south up to Cutler Road, Fraser Road to Berrigan Drive, Solomon Road to Berrigan Drive.*
2. *Consider utilising an external consultant to develop the draft structure plan.*
3. *Advise the WAPC that a connected plan and vision for the entire area will be provided within 90 days.*

The project area, as per Council's resolution, is identified as an area north of Jandakot Road, south up to Cutler Road, Fraser Road to Berrigan Drive, Solomon Road to Berrigan Drive. This is shown following for ease of reference:



On 14 September 2017 Council resolved to extend the consideration period of the vision to the meeting of 12 October 2017 to allow for late submissions. Council then deferred making a decision.

Council had received 42 submissions as at 14 September 2017. Since the close of the advertising process, including late submissions, Council received a total of 103 submissions.

The purpose of this report is to consider these submissions, and recommend a position that the Council can then take in respect of the draft Perth and Peel @3.5 million plan.

The officer recommendation proposes that Council defer consideration on this matter until such time that the State Government releases the finalised Perth and Peel @3.5m strategic plan and associated frameworks plan. The rationale for this is addressed in detail in this report.

Council received a total of 103 survey responses. It is noted the study area includes a total of 86 registered property owners, which comprises a mix of individual and also joint landowners. Many of these submissions failed to identify the veracity of their ownership of land in the study area. It also appears a large number were both duplicate and proforma submissions, writing the same wording and referencing the same submission made by a group. Submissions supporting land use change, as well as objecting to any land use change, were received. It should be acknowledged that there was no unanimous support for land use change to occur.

Notwithstanding any land use contemplation within the study area it is noted there is a strategic need for Jandakot Road to be upgraded. This report does not propose to explore the issues regarding Jandakot Road upgrades. This matter will be dealt with in a separate report, which is also included in this November agenda.

The final piece of background that is important is that in the lead up to the October Council meeting, that the Banjup Residents Group submitted correspondence that:

*“Our reading of the responses given in the appendices of the officers’ report is that 76 (84%) of survey respondents seek ‘urban investigation’, while only 7, yes seven, wish to remain rural zoned.”*

It is important to advise Council that this assumption is drawn from a limited interpretation of statements provided under one question - “Question 18.” This question asked “*please provide any comments*”.

It is important to reiterate, there were a range of questions provided to the community under the holistic ‘vision’ survey of which there were a range of responses from the community in relation to various issues. It is important to consider all these qualitative and quantitative responses and not draw conclusions from part of the survey data. The officer report analyses the entire results, both from a quantitative and qualitative perspective.

The officer’s report is considered to provide a clear reflection on the survey data and aims not to provide a single percentage ‘for or against’ – such is not what visioning is about. Rather the officer’s report seeks to analyse the collective quantitative and qualitative data/ views of the community in comparison to the State planning framework.

### The visioning process

The Jandakot vision survey was designed to respond to Council’s resolution of 8 June 2017. The survey consisted of a series of questions, each with a detailed list of information and maps so that respondents were given a one-stop shop in order to consider the

question, read up additional information on the question and provide a response accordingly.

The vision survey commenced formal advertising on 31 July 2017, with a community information session held to launch the process. The survey formally concluded advertising on 31 August 2017. A total of 103 submissions were received, which can be viewed under Attachment No. 3 of this report and are summarised below. Each question will receive a comment, highlighting the raw data result and the key themes, which came out of the submissions received.

In terms of the results, the large number of anonymous responses (82%), as well as the large amount of responses endorsing a proforma submission, means that the validity of results of the vision process is not as high as the City would like. It was not intended for residents to submit proforma responses, as the focussed vision area was intended to provide a unique opportunity to directly engage those residents with the area, on their vision for the future. Notwithstanding the lack of reliability for the quantitative (number based analysis), there is a large amount of qualitative written responses that provide an important insight into the views residents have for the future.

Analysis of quantitative and qualitative data commences following:

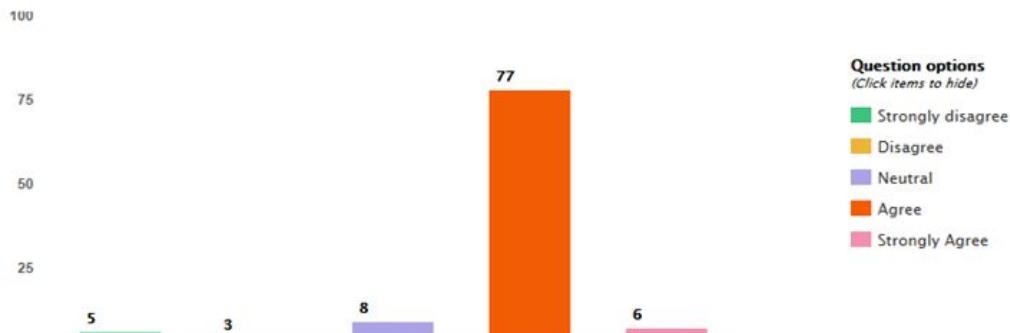
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**Survey Question 1:** *"In relation to Map 1, do you think the strategic importance of Jandakot Airport should be supported in the need for it to be recognised in the planning of the region?"*

**Purpose of question:** to provide the community with an understanding of the planning framework pertaining to Jandakot Airport, and seek community views on the importance of such.

**Response to Survey Question 1:** In total 99 of the 103 survey participants completed the question of which the majority, 78% of the respondents or 77 people, indicated "Agree". Accordingly, the community believe the strategic importance of Jandakot airport should be supported.

1. In relation to Map 1, do you think the strategic importance of Jandakot Airport should be supported in the need for it to be recognised in the planning of the region?



### Extracts from responses:

*“The surrounding land should be left rural as best option or rezoned commercial”.*

*“in the long term the airport should relocate”.*

*“Jandakot Airport does not provide any benefit for residents so should not be taken into consideration for planning changes”.*

*“Jandakot airport is a significant development in the area, and has many impacts to local residents. JAC will not want higher density housing in the area; significant buffers should be left in place by use of rural properties.”*

*“Without doubt, Jandakot Airport is the most significant area of land in the survey area. The surrounding area needs to act as a transition from urban to Airport and the current 2HA lots fit this bill. They also offer a vegetation barrier which absorbs noise”.*

*“We tolerate aircraft noise as it is tempered by birdsong and a feeling of open space; the resource zone protects the airport from noise complaints and the remnant vegetation helps shield urban development from the noise. Safety should also be a factor.”*

*“Jandakot Airport was here long before we were, when we bought we knew how close it was, at first we didn't know how much development would happen there, we expected only aircraft noise, but for the past 10 years or more we've known about the industry.”*

*“Jandakot Airport was here when we first bought our property and we believe we can co-exist as many other airports and nearby residential housing exist.”*

*“Even though Jandakot Airport may be strategically important, the surrounding areas should be utilised to their maximum potential as areas surrounding other airports locally and nationally.”*

**Officer comment:** It is important to recognise in this context the *Planning and Development Act 2005* under Part 5 Division 3 Clause 77 specifies *“Every local government in preparing or amending a local planning scheme is to have due regard to any State planning policy which affects its district”*.

Clause 241 (1) (a) of the Act advises *“the State Administrative Tribunal is to have due regard to relevant planning considerations including any State planning policy which may affect the subject matter of [a hypothetical] application”*.

Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* outlines; *“In considering an application for development approval the local government is to have due regard [under subclause ‘c’] to any approved State planning policy”*.

To the above effect it is important to note the “objectives” of SPP 5.3 as set by the State government for local government (and the community) to have due regard in this context:

*“Protect Jandakot Airport from encroachment by incompatible land use and development so as to provide for its ongoing, safe, and efficient operation; and”*

*“Minimise the impact of airport operations on existing and future communities, with reference to aircraft noise.”*

The quantitative results identify an overwhelming agreement (77 people or 78%) agreeing that the strategic importance of Jandakot Airport should be supported. The qualitative results (or written responses) provide a mix of views in relation to question 1. It is important to note not all submitters responded to this particular question. In addition it is important to note some of the respondents provided “neutral” responses.

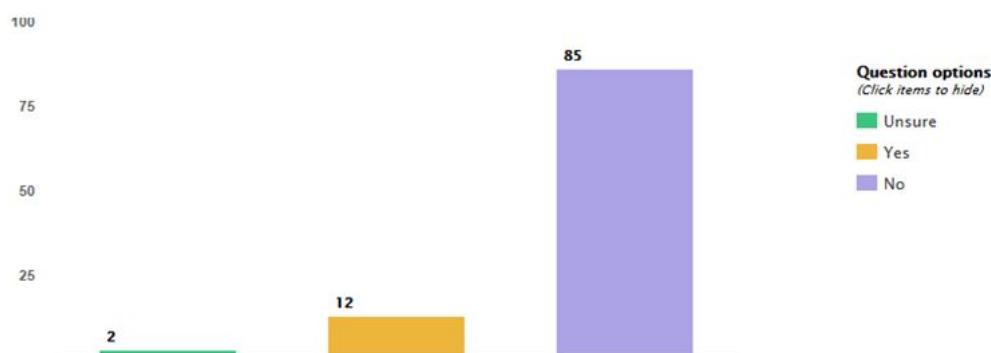
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**Survey Question 2:** *“Do you consider that the State Government’s ‘Rural Planning Policy’ has been successfully implemented in the study area?”*

**Purpose of question:** to provide the community with an understanding of the planning framework pertaining to rural planning, and seek community views on the importance of such.

**Response to Survey Question 2:** In total 99 of the 103 survey participants completed the question of which the majority, 86% of the respondents or 85 people, indicated "No".

3. Do you consider that the State Government's 'Rural Planning Policy' has been successfully implemented in the study area?



#### Extracts from responses:

*"I'm not too well versed in this policy nor live in a rural setting so can't really answer yes or no. However I think more needs to be done to protect the rural communities, liability, culture."*

*"No, as there has been significant development in the past 5 - 10 years."*

*"The policy objective is to facilitate rural land uses like primary production, to my knowledge there are no primary production in the Jandakot area rendering this zoning to be superfluous."*

*"The area contains significant rural land holdings, zoned resource which is compatible with the intent of the Rural Planning Policy to protect rural environmental and landscape values."*

*"We need alignment with the WAPC and deter incompatible land use around the immediate vicinity of the airport. The current use aligns nicely with State Planning Policy 2.5, section 5.3. Importantly - environmental value isn't compromised."*

*"This area fits perfectly into this Policy as it ensures biodiversity protection and natural resource mgmt. As per the policy it sites rural living adjacent to urban areas with access to health, education and recreation. The Resource Zoning should remain."*

*"We love [that] we can live on a big block, close to the city and to shops and schools and be able to protect the environment and the groundwater."*

*"It is a beautiful area where we have been able to build a large home surrounded by bush and gardens while still having all the benefits of suburban life, this fits with the rural planning policy for protecting the environment."*

*"Our "rural" amenity has not been protected. Incompatible developments have been allowed with no buffer zones (Precinct 6) and uncoordinated and ad hoc land uses approved (Schaffer and Stockland / Calleya)."*

*"In relation to SPP 5.3 there has already been major changes to land use on the airport land (Priority 1) suggesting that additional land uses like commercial, mixed business and urban can co-exist next to the airport without any detrimental effects."*

*"Not enough consideration given to specific holdings - land that has already been cleared should be considered for rezoning. Urban infill should be a priority in these areas to utilise surrounding infrastructure."*

*"It has overall planning views. Cannot do on piece meal basis. Structure plan for all areas."*

*"State planning has not taken overall planning for whole areas of Jandakot/Treeby areas. Need a total Structure Plans for the areas especially north of Armadale road."*

*"It has been ad-hoc basis with no overall plan for the area."*

*"Rural was successfully implemented, but we need to have a higher density population around this area now."*

**Officer comment:** Similar to the response in Survey Question 1, having regard to this State Planning Policy would see a vision that emphasises the importance of maintaining the rural character of the area, in order to reflect the intended levels of rural amenity. This question of amenity is a key issue, with some respondents of the view that rural amenity has been destroyed. The survey results do however also reveal that others value the levels of rural amenity, which currently exist, typified by the intact rural landscapes and environmental values. This starts to reveal the spectrum of values that exist in the area, ranging from:

1. Considering a vision for change vs:
2. Emphasising a vision to retain the rural area through actions to protect rural amenity levels.

Similar to survey question 1 above, there were a number of "neutral" responses provided in relation to survey question number 2. For example "neutral" comments include but are not limited to the following; "Question not relevant to the residents' Vision", "???" and "See Question 18".

“See Question 18” was a common response from those who petitioned the Banjup Residents Group submission. In total 56 responses indicated “See Question 18” as a response under Survey question 2. Notwithstanding, for the purposes of responding to survey question number 2, it is noted the Banjup Residents Group submission, of which 56 responses reference, appears not to specifically address the above mentioned criteria/ State Government legislation as outlined under SPP 2.5. The Banjup Residents Group submission refers to an “erosion of rural amenity”, “residents wishes”, “more efficient land use”, “Planning legislation and policy constraints” and provides a land use map that puts forward the contemplation of:

- Urban commercial light industrial: Area 1
- Urban and Public Open Space: Area 2
- Urban: Area 4 and 5
- Urban or commercial: Area 6

What this submission does not contemplate however is what could be done to protect rural amenity levels, and whether this could address resident wishes who feel that current levels of amenity have affected their quality of life. That is, the actions the City could take to show residents how amenity is being protected, and will continue to be protected, to keep the Resource zone a liveable area.

From a town planning perspective, SPP 2.5 under “*Policy Objectives*” aims to “*avoid and minimise land use conflicts*” and also “*protect and sustainably manage environmental, landscape and water resource assets*.” In summary of the above section:

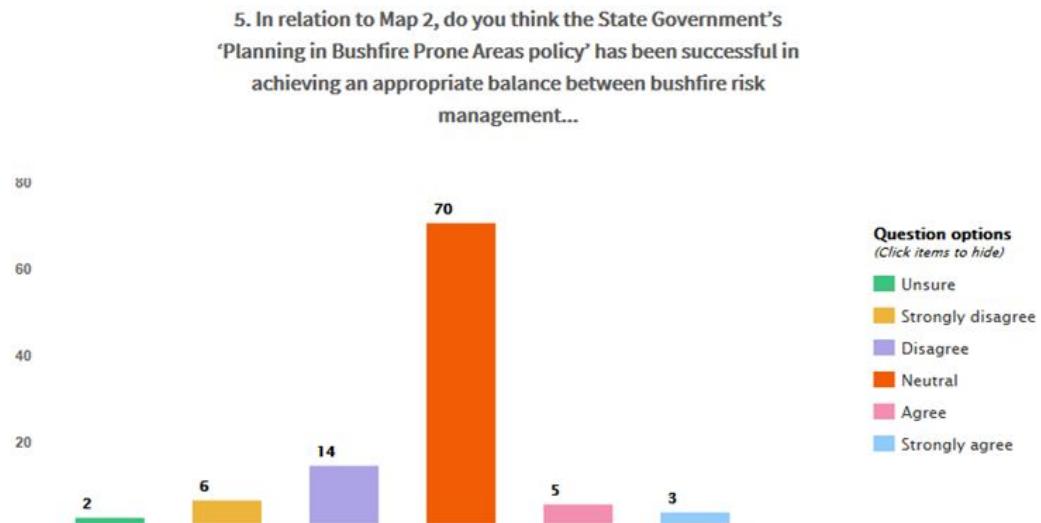
- Responses 2, 18, 20, 21, 22 and 23 seem to align with the desire to remain rural;
- Responses 26, 27, 31-34 all stated “*additional land uses like commercial, mixed business and urban can co-exist next to the airport without any detrimental effects;*”
- Responses 9, 15, 16, 17, 19 indicate a desire for infill development, increased density and a Structure Plan;
- In total 56 responses indicated “See Question 18” as a response under survey question 2.

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**Survey Question 3:** “*In relation to Map 2, do you think the State Government’s ‘Planning in Bushfire Prone Areas policy’ has been successful in achieving an appropriate balance between bushfire risk management measures, biodiversity conservation values, environmental protection, biodiversity management and landscape amenity?*”

**Purpose of question:** to provide the community with an understanding of the planning framework pertaining to Jandakot Airport, and seek community views on the importance of such.

**Response to Survey Question 3:** In total 100 of the 103 survey participants completed the question of which the majority, 70% of the respondents or 70 people, indicated “Neutral”.



### Extracts from responses:

*“Haven't studied the policy, but I know we live in a high bushfire area, which puts housing estate and airport at risk. We don't need more houses in Cessna/Fraser Road area.”*

*“The area does have bushfire risk due to its rural aspect. Rural owners are aware of this and accept the management requirements. Clearing the land is not an acceptable solution to reducing fire risk, it is currently managed.”*

*“If you conserve bushland to protect Perth's underground water supplies, there is the fire risk. The risk of fire is less than the risk of water contamination if the zoning changes to higher density urban dwellings that then become extremely vulnerable.”*

A number of neutral responses were provided in relation to survey question number 3.

**Officer comment:** From a town planning perspective, SPP 3.7 advises the State Government's expectation is that Council and the community aim to:

*“Achieve an appropriate balance between bushfire risk management measures and, biodiversity conservation values, environmental protection and biodiversity management and landscape amenity, with consideration of the potential impacts of climate change.”*

This appears to again reveal the spectrum of values that exist in the area, ranging from:

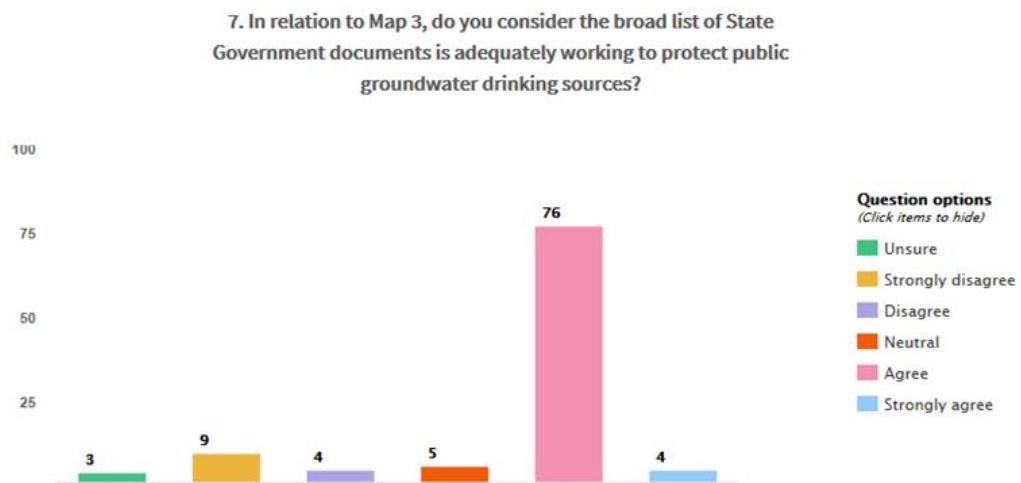
1. Considering a vision for change vs:
2. Emphasising a vision to retain the rural area through actions to protect rural amenity levels.

Based upon the SPP 3.7 policy objective, there appears an emphasis upon ensuring a very logical and well-planned layout of future uses. Any proposal that does not comprehensively deal with an entire area logically and strategically, will lead to a heightened risk of bushfire for people and property.

**Survey Question 4:** *"In relation to Map 3, do you consider the broad list of State Government documents is adequately working to protect public groundwater drinking sources?"*

**Purpose of question:** to provide the community with an understanding of the planning framework pertaining to protecting public groundwater drinking sources.

**Response to Survey Question 4:** In total 101 of the 103 survey participants completed the question of which the majority, 75% of the respondents or 76 people, indicated "Agree."



### Extracts from responses:

*"Ground water is precious and should be protected from small density living as is occurring in recent years. Perth has a shortage of reliable drinking water therefore the Jandakot groundwater should be protected from increased housing infill."*

*"If you value water you don't build houses on it".*

*"The government has sufficiently protected public ground water, however more investment needs to be put into water treatment and recycling to meet and secure the water needs of the future."*

*"Limiting high density population and commercial developments over sensitive groundwater areas reduces the risk of pollution of this extremely valuable resource. Resource zoning already has restrictions in place to this effect."*

*"P2 = low risk development and needs to be retained. Remnant vegetation also plays a vital part in the equation and should also be retained. It is clear, there are many lots in the survey area that hold very high water conservation values. Currently mainly land already degraded by sand mining is being developed in the area, wellheads, bushland and wetlands are protected. P2 areas adjacent to P1 catchments should be retained not downgraded, Groundwater quality must be maintained."*

*"I think current developments are risking our groundwater, we need to stop industrial, commercial and further residential development on Jandakot Water Mound until we see the long term effects they are having on the quality of the ground water. I've questioned for years why they are allowing so much development on Jandakot Water Mound. Surely we should be limiting the number of houses, businesses and pollution in this area, not adding to it."*

*"The study of Calleya determined that it poses low risk to the ground water and as such a study should be completed to investigate potential impacts to rezoning the study area to P3".*

*"We strongly believe that by having sewered lots instead of septic tanks as is the case now will be environmentally safer. update some well 20 years not been used."*

**Officer comment:** It is noted any contemplation of declassifying Priority Groundwater Areas would be at the discretion of the State Government in accordance with the relevant environmental investigations. One of the key determining authorities would be the Department of Water and Environmental Regulation.

It is noted a total of 60 responses indicated "See Question 18". In response to "Groundwater Protection," the Banjup Residents Group are of the opinion *"urban or commercial use of Jandakot can be compliant with State Planning Policies provided appropriate risk management measures, including deep sewerage, are put in place."*

The Banjup Residents Group submission does not elaborate on how this could be achieved nor does this submission reference any

specific details. This is of importance, as the State Government policy framework is specifically about avoiding risks and adopting a precautionary planning principle when dealing with an issue like public drinking water.

As one example of this, the objectives of SPP 2.3 involves some of the following objectives:

*“To protect groundwater quality and quantity in the policy area in order to maintain the ecological integrity of important wetlands that are hydraulically connected to that groundwater, including wetlands outside the policy area”.*

*“To maintain or increase natural vegetation cover over the policy area.”*

A groundwater protection principle under SPP 2.3 includes; ***“the application of the precautionary principle through a presumption against development or land uses that pose a threat to the groundwater resource.”***

From a town planning perspective, State Planning Policy No. 2.3 ‘Jandakot Groundwater Protection’, 2.7 ‘Public Drinking Water Source’ and 2.9 ‘Water Resources’ all encourage protection of public drinking groundwater. A number of the community members agree with the philosophy of protecting groundwater. The absence of evidence to demonstrate how risks can be specifically managed, if further ‘intensive development’ is contemplated as part of a future vision, means such runs contrary to the policy framework of SPP2.3.

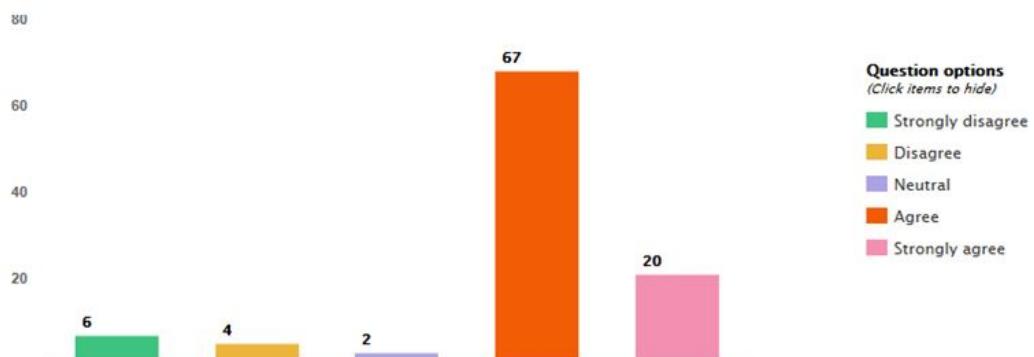
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**Survey Question 5:** *“In relation to Map 4, do you consider there should be strict controls on the storage and use of potential contaminants in priority public drinking water areas like Jandakot?”*

**Purpose of question:** to provide the community with an understanding of the planning framework pertaining to how the storage and use of potential contaminants in priority public drinking water areas like Jandakot, and seek community views on the importance of such.

**Response to Survey Question 5:** In total 99 of the 103 survey participants completed the question of which the majority, 68% of the respondents or 67 people, indicated “Agree” and 20% or 20 people indicated “Strongly Agree”.

9. In relation to Map 4, do you consider there should be strict controls on the storage and use of potential contaminants in priority public drinking water areas like Jandakot?



#### Extracts from responses:

*"We need to protect all of our/ the state's water resources, especially when they are used for public drinking water supplies."*

*"Commercial properties will inevitably bring chemicals not suited to the water mound."*

*"Strict controls must be followed and housing infill restricted as well as industrial developments to protect our groundwater from potential contaminants."*

*"Any form of unwanted / unexpected leaching would not be good."*

*"Strict controls of course, prohibition not necessarily."*

*"Put hundreds of houses here and you can't control the area adequately. A few 5 acres blocks easy to manage and we live where we live and will do anything to protect it."*

*"I would support the lowest possible development near these areas, and catchment zones."*

*"The current zoning is the best form of preservation of the groundwater and takes the appropriate action with wellhead protection zones that should remain."*

*"Yes, but not just in wellhead protection zones, potential contaminants should not be kept on our sandy soils over the groundwater."*

*"Please don't use current developments potential impacts as an excuse to create further hazards".*

*"We risk contamination of the whole aquifer from industrial chemicals, fuels and from fertilisers with the increasing development on the water mound. Once it is polluted we've lost this resource forever."*

*"Stricter controls than current. What happens if the ground water is contaminated?"*

In addition to the above comments, similar to the previous survey questions, a number of submissions were considered to be "neutral" comments. In total 54 submissions indicated "see question 18".

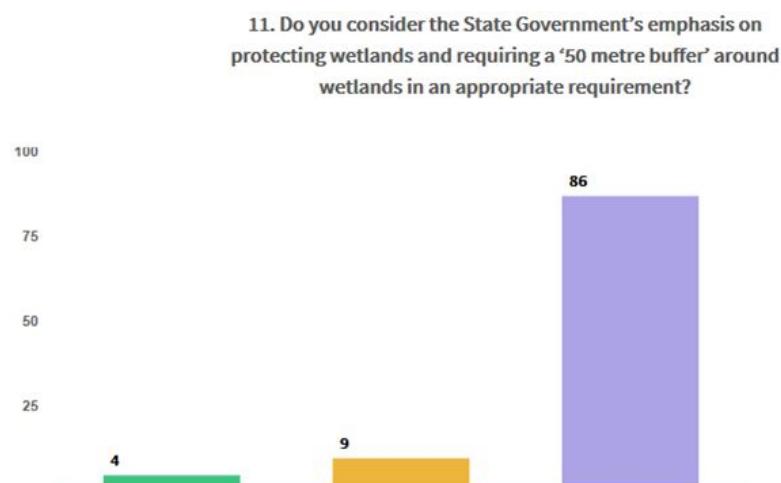
**Officer comment:** From a town planning perspective, the overwhelming policy context emphasises maximum protection of public drinking groundwater. A number of the community members agree with the philosophy of protecting groundwater. The Banjup Residents Group submission, as indicated in the analysis under Question 4, does not specifically identify how risks from future intensive development can be managed to protect groundwater-drinking supplies. This is an important issue given the State Government impose on local government through its policy instruments the notion of risk aversion and precautionary planning principles.

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**Survey Question 6:** *"Do you consider the State Government's emphasis on protecting wetlands and requiring a '50 metre buffer' around wetlands in an appropriate requirement?"*

**Purpose of question:** to provide the community with an understanding of the planning framework pertaining to wetlands and their buffers, and seek community views on the importance of such.

**Response to Survey Question 6:** In total 99 of the 103 survey participants completed the question of which the majority, 87% of the respondents or 86 people, indicated "No".



**Extracts from responses:**

*“50 metres is good, but not sufficient unless you have really good management plans in place to deal with issues such as midges”.*

*“Is 50 metres enough?”*

*“Wetlands are vital to the whole ecosystem as is the protection of the land and groundwater.”*

*“No should be a lot larger”.*

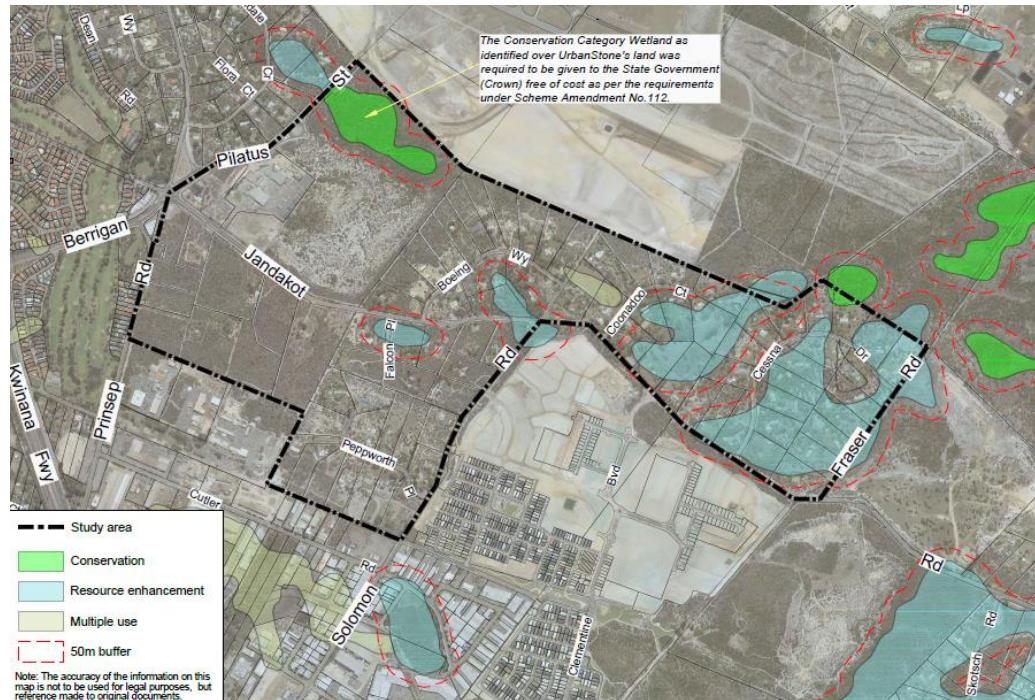
*“Start with 200 meters”.*

*“If wildlife is involved area needs to be protected. If a 50 meter buffer is sufficient to protect wetlands then I agree it's appropriate otherwise it should be more”.*

It is noted 75 responses indicated “see question 18”. The Banjup Residents Group submission (see question 18 responses) includes a section titled Geomorphic Wetlands. This section (5.5 of the Banjup Residents Group submission) provides the following comments for Council’s consideration;

*“Jandakot and Treeby’s rural residential areas include patches of wetlands. None contain open water and most are just boggy in the winter months. The conservation value of such patches is not yet determined but this did not prevent large areas of nearby Piara Waters from being filled with thousands of trunkful’s of sand prior to Urban and Commercial development. As appropriate, some wetlands can be retained and made natural features within surrounding developments.”*

**Officer comment:** Map 5 identifies the following significant wetlands;



In relation to the comment above which implies “*none contain water etc.*”. It is important for Council and the community to note according to the Perth Groundwater Atlas the top of groundwater may be below the ground surface, and often fluctuates on a seasonal basis. On this basis on the surface the land may appear to be dry (at a particular point in time) however under Environmental Legislation the land may still be classified as a “wetland”. The notion of damp land, and the presence of wetland dependent vegetation types, often portray that it is a narrow perspective to view only a wetland as being an area of standing water.

Most of the wetlands within the Treeby and Banjup localities are managed for conservation purposes by the City. Several of these wetlands are contained within Bush Forever sites, Jandakot Regional Park or recognised as part of the Jandakot Botanic Park. Most of the wetlands are mapped as Resource Enhancement Wetlands and contain habitat values and provide valuable ecosystem functions. The City maps these wetlands for vegetation condition and floristic communities and the majority have vegetation condition in good or better condition, which indicates a high level of biodiversity and conservation value.

In addition wetlands and their associated buffers provide links through the landscape described as ecological corridors. These corridors have been identified in the City’s Natural Area Management Strategy 2012-2022 and are actively managed to enhance their value to the community and conservation outcomes. Ephemeral wetlands such as those found in these localities are consistent with others on the Swan Coastal Plain and due to their ephemeral nature provide a unique

collection of flora, fauna and functions, which reflect a healthy ecosystem.

The policy framework pertaining to wetlands, set by the State Government, includes SPP 2.9 as follows:

*“Protect, conserve and enhance water resources that are identified as having significant economic, social, cultural and/or environmental values;”*

*“Assist in ensuring the availability of suitable water resources to maintain essential requirements for human and all other biological life with attention to maintaining or improving the quality and quantity of water resources; and”*

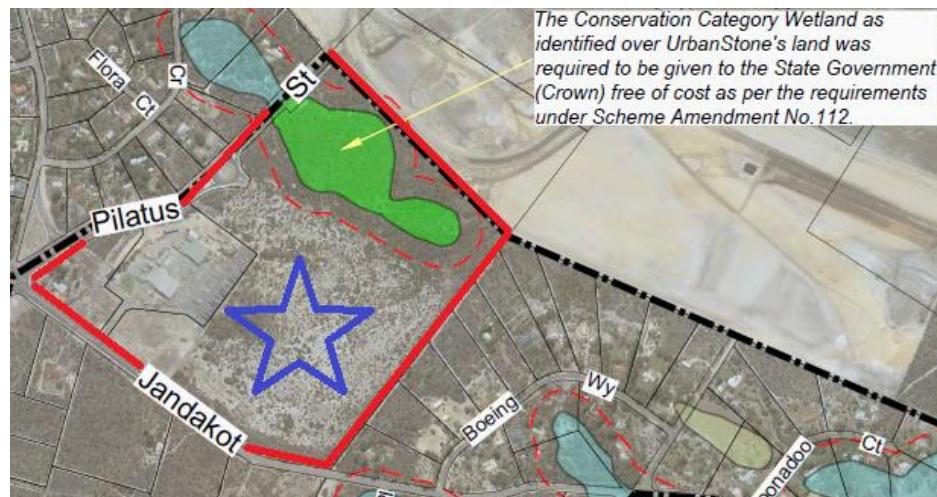
*“Promote and assist in the management and sustainable use of water resources.”*

Responses number 1, 2, 3, 6, 7, 12 and 13 appear to support the State Government's emphasis on protecting wetlands. It is noted the Banjup Residents Group submission indicatively suggests “*Urban Commercial and Light Industrial*” over two “*Resource Enhancement Wetlands*” and Urban over two separate “*Resource Enhancement Wetlands*”.

The Banjup Residents Group submission mentions; “*Schaffer has already shown that its development of part of the area can be consistent with state planning policies.*”

It is considered appropriate, in the context of survey question 6, to remind Council that the wetland, which was identified over Urbanstone's (Schaffer's) land, was required to be given to the State Government (Crown) free of cost as per the requirements under Scheme Amendment No. 112.

Amendment No. 112 does not facilitate development over the wetland on the Urbanstone land. The amendment mandates that this wetland is to be subdivided and given to the State Government free of cost so that the environmental significance of the wetland is not compromised.



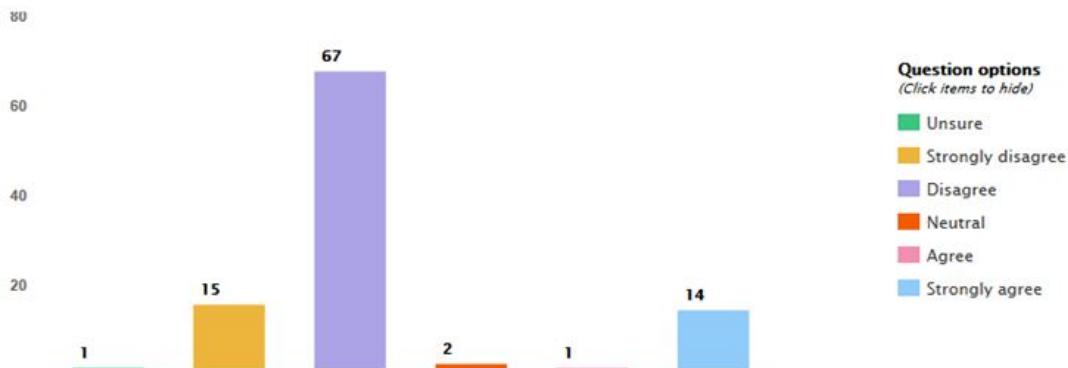
From a town planning perspective State Planning Policy No. 2.9 'Water Resources' encourages Council to *"promote and assist in the management and sustainable use of water resources"*. A number of the community members, as outlined under the qualitative survey responses above, appear to agree with the philosophy of protecting, conserving and enhancing water resources that are identified as having significant economic, social, cultural and/or environmental values.

**Survey Question 7:** *"In consideration of the details on and referred to by Map 8, do you consider that State Government planning requirements should protect the existing native vegetation in Jandakot, especially as a mechanism to protect groundwater quality?"*

**Purpose of question:** to provide the community with an understanding of the planning framework pertaining to the protection of existing native vegetation, and seek community views on the importance of such.

**Response to Survey Question 7:** In total 100 of the 103 survey participants completed the question of which the majority, 67% of the respondents or 67 people, indicated "Disagree". A total of 14% of the respondents or 14 people indicated "Strongly Agree".

13. In consideration of the details on and referred to by Map 8, do you consider that State Government planning requirements should protect the existing native vegetation in Jandakot, especially as...



Attachment No. 3 of this Council report provides the survey responses in raw data received by Council as a result of this survey.

#### Extracts from responses:

*“Love how you want to create corridors to connect the vegetation and reserves. As some of Perth IWSS production bores take from the superficial aquifer, yes- the native vegetation protects the water quality, acts as a filter and supports fauna.”*

*“It is obvious the bush would protect the groundwater although much of the bush has been removed recently (5 - 10 years)”.*

*“It is vital to protect existing native vegetation as current land owners on special rural blocks have always been mindful of this relationship with the environment and the need to protect our groundwater.”*

*“Once this area's turned into hundreds of houses it can't be changed to rural or semi-rural again. We have restrictions on clearing and development, which protects ground water, native vegetation and native animals. Think of change in 30 years, not now.”*

*“The area has been a significant contributor to the Perth water supply, and will continue to be so. Natural vegetation is critical to the quality of groundwater, not to mention wildlife. Concrete not so much.”*

*“More effective plant species need to be put into the area as well as rehabilitating the area.”*

*“Other urban developments are on cleared land. Most of the survey zone is not and is critical to preserve water quality. Apart from being a corridor for fauna movement between bush forever sites, it also creates a unique residential lifestyle”*

*“To protect groundwater quality as well as ensuring the protection of biodiversity of flora and fauna. Cockburn has had a strong program of biodiversity conservation grants in this area, why ruin it now?”*

*“Wetlands with old melaleuca trees we should be improving and revegetating the existing native vegetation.”*

Some submissions advised their opinion that there is “discrimination between large operators and small land holdings”. Specifically responses noted *“Jandakot City/ Airport can clear hundreds of hectares without any discrimination, Small 5 acre holders are subject to all stringent rules.”*

In terms of statutory context, the development of the airport is primarily undertaken within the regulatory framework of the Federal Government’s Airports Act 1996. Under Section 70 of the Act, each commonwealth airport is required to produce a final master plan. A final master plan is a draft master plan that has been approved by the Minister of Infrastructure and Regional Development. Prior to submitting a draft master plan to the Minister, the airport is required to take into account public comments.

It is understood that some submissions are concerned with the difference in legislative powers under the City’s Scheme and that of the Airports Act 1996. These differences are noted and may help explain the differences in the legislative controls.

City officers have been made aware of a recent letter, September 2017, from the Federal Member for Fremantle to the Minister for Infrastructure and Transport seeking clarification on this very issue, more specifically buffer distances.

Essentially the Commonwealth government is separate to the State Government approval process. The City of Cockburn advocates for the Commonwealth government to adhere to State government policy. Notwithstanding, any legislative differences under the approvals process within Jandakot Airport do not apply to land within the study area.

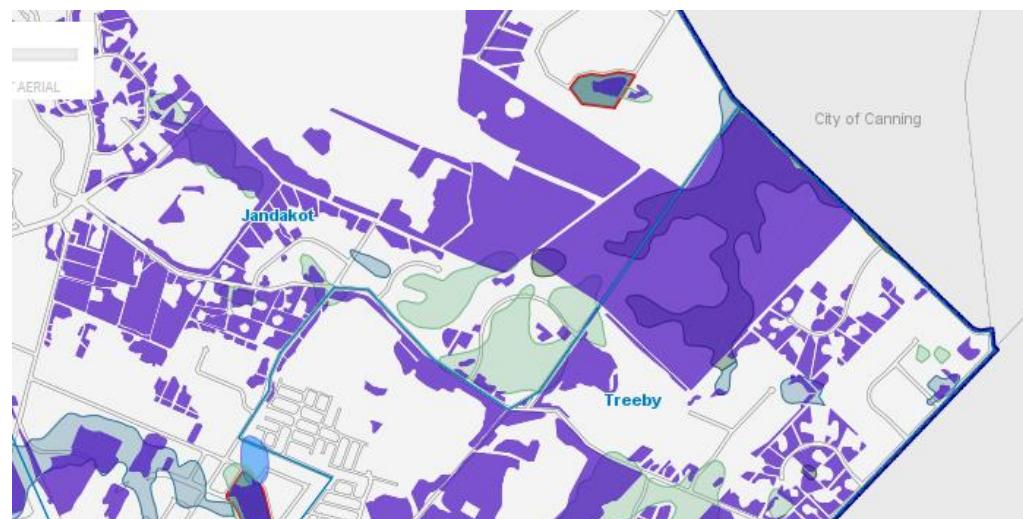
It is noted there were a number of “neutral” responses in relation to question 7. It is noted a total of 56 responses indicated “See question 18” (see Banjup Residents Group submission). The Banjup Residents Group submission makes mention of the following;

*“Most of what remains of Jandakot and Treeby’s rural ambience is its remnant bushland. However, only about half of the area is woodland and on many rural properties only scrub remains. Cockburn’s Treeby District Structure Plan shows that Urban or Commercial use can be made of remnant bush land (eg DoH and Perron lands).”*

**Officer comment:** In relation to the above comments Council is advised, recent mapping completed by the Department of Biodiversity, Conservation and Attractions lists over 90% of Treeby, Jandakot and Banjup as containing Threatened Ecological Community (TEC) of Banksia Woodland of the Swan Coastal Plains.

This TEC is federally listed under the *Environment Protection and Biodiversity Conservation Act 1999* and is listed as endangered. Even areas that buffer TEC are important and are considered in assessing viability of populations.

The vegetation in the Treeby and Jandakot areas support a host of native species including providing foraging habitat for Carnaby's Black Cockatoos and other bird species. Fauna monitoring in this area has returned a variety of species even in areas of poorer condition vegetation indicating that any vegetation has value in contributing to species conservation where it can be found amongst better quality vegetation.



The above mapping was not available at the time of public consultation period. As discussed above, these are new mapping and legislative requirements as advised by the Department of Biodiversity, Conservation and Attractions.

Having TECs (purple) mapped, and then considering what would be their necessary buffer, means the entirety of the vision area accommodates threatened vegetation that would be expected to be protected. This is a significant issue to consider as part of any decision making. This issue again explains the spectrum of values that exist in the area:

1. Considering a vision for change vs:
2. Emphasising a vision to retain the rural area through actions to protect rural amenity levels.

From a town planning perspective, the recently completed mapping, which lists Treeby, Jandakot and Banjup as containing Threatened Ecological Community (TEC) of Banksia Woodland of the Swan Coastal Plains, is a significant issue on its own.

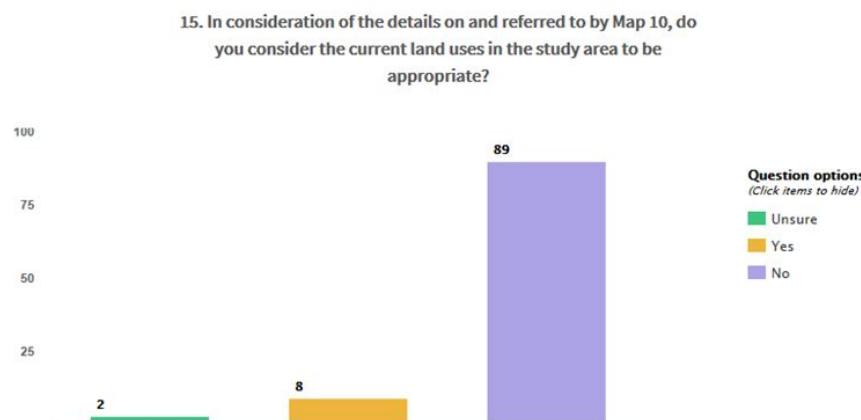
This TEC is federally listed under the *Environment Protection and Biodiversity Conservation Act 1999* and is listed as Endangered. Even areas that buffer TEC are important and are considered in assessing viability of populations. Avoiding environmental impact is considered a key principle of sustainable development and planning.

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**Survey Question 8:** *"In consideration of the details on and referred to by Map 10, do you consider the current land uses in the study area to be appropriate?"*

**Purpose of question:** to provide the community with a final integrated look at all the preceding issues, compiled on a single map to show both the opportunities and constraints facing the area. The intent then to seek community views on such.

**Response to Survey Question 8:** In total 99 of the 103 survey participants completed the question of which the majority, 90% of the respondents or 89 people, indicated "No".



Attachment No. 3 of this Council report provides the survey responses in raw data received by Council as a result of this survey. Please refer to pages 36 and 37 of Attachment 3 for a full list of the received responses in relation to Question No. 1.

**Extracts from responses:**

The following comments provide the qualitative responses in three categories. Categories A, B and C. These are:

A - Those that seem to want remain as is (Resource Zone/ Rural Residential environment);

B - Those that have a desire to be rezoned, aligned either specifically or generally with the land use change concept prepared by the Banjup Residents Association (see Attachment 5);

C - Those that provided neutral comments.

**In terms of comments received from those wanting to see no change, the following extracts were noted:**

*“Ideally there is possibly too much urban and commercial development already”.*

*“I can only speak for Cessna/Fraser Road, where semi-rural should be protected especially as we border on bush forever. Semi-rural will compliment and protect ground water, native bush, native animals and airport.”*

*“The current zoning has a mix of commercial, residential and rural land use, consistent with the complex restrictions of the water mound and environment. It has been zoned resource for many years and with good reason.”*

*“Absolutely appropriate to retain these critical important stands of remnant vegetation. We can successfully develop around and amongst them to create incredibly desirable 2HA lifestyle lots”.*

*“The current resource zoning is protecting the environment, providing a noise buffer to the airport and providing residents with highly sought after rural living blocks. Development can be screened out, we can’t return our environment once it is destroyed.”*

*“Current residential and commercial developments are mainly on land that has been sand mined. It would be a terrible waste to destroy native bushland and put further pressure on the wetland environment by developing the current resource zone.”*

*“They protect the groundwater from further threats, are a noise barrier between suburbs and housing estates, retain vegetation and habitats and are a fantastic place to live.”*

*“I am against all developments on a water mound”.*

**In terms of comments received from those wanting to see change, the following extracts were noted:**

*"There is room to establish a medium density zoning along Jandakot road.*

*"Structure Plan by Banjup association should be taken into consideration."*

*"We need to look at overall planning for 5 acre as owners, being squeezed by industrialisation. All should be zoned commercial and industrial Schaffer Corporation will created a large industrial areas."*

*"Please refer to Banjup residential association submission as per attached. I fully support BRA views."*

*"There should be much less residential and more commercial".*

*"I believe as the rural amenity has been irrecoverably impacted that we need to consider urbanising appropriately to all of Treeby and Jandakot between Warton Road in the East to The Freeway in the West."*

*"Residential development should be considered."*

*"Zoning would be changed to mixed use along Jandakot road, specifically the land near the Prinsep Road and Jandakot junction".*

*"All land north of Armadale road be zoned commercial and industrial."*

*"Our map clearly shows how surrounding developments are destroying any "rural" lifestyle. However, this area has the strategic features that are critical for urban development under regional planning objectives. See detail in our submission."*

*"Should rezone denser to make room for future need".*

*"Residential or Commercial".*

*"Rezoning of land from Special Rural, to residential or commercial".*

The remaining comments (on pages 36 and 37 of the schedule) were considered to be "neutral" comments.

**Officer comment:** It is noted a number of comments, not necessarily those listed above, under this survey question referenced Calleya, Schaffer and Stockland 'activities/ approvals' as justification for contemplation of development/ rezoning in the survey area.

For reasons outlined under the previous sections of this report, it is important to note each proposal is assessed on its merits at the time of lodgement. When considering a planning proposal the adopted legislation, as provided by the State Government, is applied.

State government policy, legislations, guiding statements, mapping and Acts are subject to change as has been demonstrated with the recent mapping completed by the Department of Biodiversity, Conservation and Attractions as discussed above. Documents of this nature are constantly evolving as improvements are made.

It is not considered appropriate in this context to justify one change for a particular area based on what may or may not have happened on the Urbanstone land for example. Comments of this nature run the risk of being taken out of context with the misappropriation of previous planning decisions. Planning decisions, such as Amendment No. 112 (Urbanstone) are informed by intricate supporting documentations, such as Environmental Assessments, Acoustic Reports, Bushfire Management Plans, Traffic Reports and Engineering service reports for example. Each of these reports are prepared by suitably qualified experts and then scrutinised by the relevant State government departments/ experts and Local Government officers.

Notwithstanding the above, eight of the qualitative comments under Question 8 or 38% as outlined above are in favour of remaining Rural/Resource zone. A total of 13 qualitative responses, or 61%, as received by the City indicated a willingness to be rezoned to a range of uses/zones.

It is noted these comments seeking for a rezoning included a mix of the following:

- Medium Density zoning/ or residential development;
- Mixed use;
- As per the Banjup Residents Group submission;
- Commercial;
- Industrial.

This accordingly continues to reveal the spectrum of values that exist in the area, ranging from:

1. Considering a vision for change vs:
2. Emphasising a vision to retain the rural area through actions to protect rural amenity levels.

From a town planning perspective, it is worth revisiting the key policy guidance provided under the different elements that landowners considered in the lead up to Question 8.

Under SPP 2.5 its “*Policy Objectives*” aims to “*avoid and minimise land use conflicts*” and also “*protect and sustainably manage environmental, landscape and water resource assets.*”

Under SPP 3.7 its expectation is that Council and the community aim to:

“*Achieve an appropriate balance between bushfire risk management measures and, biodiversity conservation values, environmental protection and biodiversity management and landscape amenity, with consideration of the potential impacts of climate change.*”

Under SPP 2.3 ‘Jandakot Groundwater Protection’, 2.7 ‘Public Drinking Water Source’ and 2.9 ‘Water Resources,’ these encourage protection of public drinking groundwater and wetlands (including buffers).

Under the recently completed mapping which lists over 90% of Treeby, Jandakot and Banjup as containing Threatened Ecological Community (TEC) of Banksia Woodland of the Swan Coastal Plains (including buffers), this heightens the environmental value that the area represents.

This TEC is federally listed under the *Environment Protection and Biodiversity Conservation Act 1999* and is listed as Endangered. Even areas that buffer TEC are important and are considered in assessing viability of populations.

In closing out Question 8, this section does not include a definitive conclusion for or against the subject area remaining rural residential or alternatively being contemplated for higher residential density codes, commercial or industrial.

It is noted however there are a range of quantitative and qualitative responses. As a vision, the spectrum of views continues to resonate strongly.

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#### **Survey Question 9: “Please provide any other comments?”**

**Purpose of question:** To provide an option for any other comments to be made.

**Response to Survey Question 9:** Response number 4 of question 9 (page 39) of this report mentions:

“*Jandakot is of significance in the overall plan for Perth and good drinking water for all. By continuing to infill the landscape and ignore the importance of this precious groundwater, this commodity may no longer be available to us.*

*There are many other areas of Perth that could be earmarked for urban development. However, I feel to ignore nature and to continue with development of Jandakot and pretending that by leaving small tracts of undeveloped land we can preserve and protect our groundwater and environment is folly.*

*Urbanization needs to stop in this fragile landscape and the council needs to consider the wider community and our need to protect our groundwater, our wetlands and our native flora and fauna."*

This report includes a thorough analysis of the State Government requirements. It proposes to position these requirements in a manner that the community can interpret and consider in the context of where they live.

There are opposing views in relation to remaining rural or exploring other options.

Response number 15 indicates;

*"I have been a landowner in the P2 zone for 20 years now and purchased our block on the knowledge that the zoning was based on groundwater protection. We developed our property along the way with several CoC Landowner Biodiversity Grants and successfully created new habitats for a whole range of native fauna. We appreciate the special qualities that living here presents as well as the great support from the CoC in sharing our passion to preserve and enhance the natural landscape.*

*Some have said that our amenity is degraded and we are ""trapped"" between development on all sides. I disagree and if anything, with the developments around us, we are better served. Aircraft movements have decreased over time, Jandakot Road will soon be upgraded and improved, we will have access to a safer road with bike lanes and foot paths. The new housing estate will offer us access to local shops, a primary school, POS and bus services, all in short walking distance. Where else can you reside amongst a superb example of Swan Coastal Plain Banksia woodland, so close to the CBD and all the modern facilities only a short walk away?*

*I would have to agree with the Banjup Residents Association who in their submission to the WAPC over P&P@3.5M stated the following; ""The landowners believe that there will be more long (term) demand for rural properties close to Perth city than the WAPC anticipates""*

*Given this survey area is actually closer to Perth city than Banjup, the only reasonable conclusion is that there be no changes made to the current zoning as these 2HA lots are both desirable and will be in*

*greater demand long term. There is no need to change the zoning of the survey area and the WAPC in the Perth & Peel @ 3.5M have it right by suggesting we retain the current zoning and continue to protect the vitally important vegetation and groundwater supplies. There is no better land use than that which currently exists in the P2 zone. We need to retain all areas of remnant vegetation from Solomon Road through to Warton Road. Creating urban and/or commercial developments in such a desirable and sensitive location is an incompatible land use and should to be considered."*

Response number 17 appears to disagree with the approach taken by the Banjup Residents Group as follows:

*"When we bought in Jandakot we knew that the road would get busier and that suburbs and industry would get closer, however we created our own haven where wildlife could flourish and where we could shut out the world.*

*We want to retire here and improve our small area for our grandchildren. We bought beside an airport so we knew aircraft noise would exist, and at least 10-15 years ago we knew about "Jandakot City". Neighbours worried about it sold out and left, while others have stayed and complained.*

*We've done what we can to screen it out. Banjup Residents Group and the lady investor have frequently tried to bully us into joining them to push for rezoning. We bought here because we thought it would never be rezoned.*

*Banjup Residents Group themselves tried unsuccessfully to subdivide their own blocks in Banjup into 1ha lots on the premise that there was high demand for rural living blocks close to the city (while telling us it would be their nest egg allowing them to remain there and sell to fund their retirement), yet here they are trying to wipe out the Jandakot rural living blocks.*

*This is clearly a money grab by people who bought to invest, people who see they didn't sell in time to prevent development lowering their values, and by the Banjup Residents who, having been denied the chance to subdivide, see the potential to wipe out a large number of rural blocks closer to the city than them, increasing pressure on the small supply of rural living properties and therefore raising their values.*

*Banjup residents may unanimously support the rezoning of the Jandakot Resource Zone, however we, and many other residents of the area affected do not want this. Don't let the Banjup Residents Group continue to silence us."*

There appears evidence that the lack of clarity in respect of the future for this area has created a lot of uncertainty and stress among affected landowners. There are equally vocal positions taken on both sides of the argument, and it is extremely difficult to emphasise one side without potentially disenfranchising the other. What can be drawn are the key facts as follows:

1. That the presence of Jandakot Airport is an important planning factor that must be central to a future vision;
2. That the presence of the natural rural landscapes and environmental qualities is an important planning factor;
3. That the presence of the Jandakot groundwater mound, as an important public drinking water resource, is an important planning factor and there is no evidence to demonstrate how this risk could be managed if an intensification of 'alternative' land uses was to occur;
4. That the presence of wetlands, and their buffers, is an important planning factor;
5. That the presence of an Endangered Threatened Ecological Community of Banksia Woodland, and its buffers, across the entire area, is an important planning factor;
6. That some landowners establish a strong argument for no change;
7. That some landowners, and the Banjup Residents Group, establish a strong argument for change.

This reverts Council back to the spectrum for change, and that there is no consensus view that exists.

### **Dialogue with Department of Planning**

On 26 September 2017 the City's Chief Executive Officer and Director of Planning met with the Director General of Planning and Chair of the West Australian Planning Commission (WAPC). The purpose of these discussions was to reiterate the details in the City's submission on Perth and Peel @ 3.5m and explain the intent of the Jandakot Visioning exercise.

The City's officers were advised that the Department had looked at all the submissions in detail on the Jandakot area. The WAPC had also now finalised its position on this, which is included in the draft report that is now with the Minister for Planning. The officers were advised that the WAPC expects the Minister to release the final report in the very near future, as such neither the Department nor WAPC would entertain any further consideration of this area or accept any further recommendations.

While the details of the WAPC's recommendations on Jandakot were not able to be discussed, post the release of the final report the City's officers will be in a position to determine if further planning for the area

can be progressed. If the answer is 'yes', then the report recommends how this could occur; if the answer is 'no', then advice needs to be given to landowners to end uncertainty.

### **Conclusion**

The Jandakot area, like many former rural areas of Perth, has experienced considerable change over the past two decades. It is understandable that for residents within the area there is a desire for some certainty how any future change could affect their land and rural lifestyles. The WAPC's Perth and Peel @ 3.5m planning exercise was intended to resolve this. The City's submission to that enquiry addressed these concerns, however, planning control rests with the WAPC.

While the City has undertaken consultation with residents, in order to progress any further consideration of this matter clear direction is required from the WAPC. This will only happen when the Minister for Planning releases the final report, which the City's officers has been advised is due soon.

The review undertaken to date has identified the significant constraints that apply to the Jandakot area. The public consultation while recognising a willingness to consider changes to land use, also acknowledged these constraints. As different parts of the Jandakot area are impacted differently and given the divergence of views expressed, should the WAPC give consent to further analysis of the area, any future consideration of alternate land uses should be progressed with those directly impacted. Undertaking this on a 'precinct by precinct basis' would allow the views of landowners to ultimately guide change, if/ should this be pursued.

As a final piece of relevant information, the City is currently progressing the review to its local planning scheme and local planning strategy. A key element of the local planning strategy is the local profile papers, which identify planning issues for the Cockburn locality. One of these will be "Rural land use, subdivision and development".

In addition to providing background information and setting the scene, the local profile should highlight the planning implications of the information and help identify appropriate planning responses. An important source of information in compiling the local profile can include the community and it is proposed a report be presented to the November meeting of Council to consider the release of 'working drafts' of the individual local profile papers. This will enable the community to shape the future of the City of Cockburn as early as possible, rather than waiting for a whole draft scheme and strategy to be drafted. Two keys points will be questioned:

1. Does the information capture the key issues related to (the local profile topic)?
2. Are there further suggestions for inclusion?

The above approach is beyond the normal scope of consultation for these documents and has the ability to ensure the community is much more involved in their creation.

### **Strategic Plans/Policy Implications**

#### Economic, Social & Environmental Responsibility

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

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

#### Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes

### **Budget/Financial Implications**

Nil

### **Legal Implications**

Nil

### **Community Consultation**

Community Consultation commenced on 31 July 2017 following a Community consultation workshop. The visioning survey concluded on 31 August 2017.

In total Council received 103 submissions which are provided for under Attachment 3 of this report.

### **Risk Management Implications**

The officer report and recommendation provides the analysis of the submission received. In order to maintain rigor in this process, every submission and comment made has been separately provided in the attachment, with Council able to cross-reference specific commentary

against the submissions made on the specific question being discussed. Council has one of two options to choose from, being:

1. Considering a vision for change vs:
2. Emphasising a vision to retain the rural area through actions to protect rural amenity levels.

Failing to clearly adopt either position may create unclear expectations in the community about what to expect in the future. This is important as the most recent State Government expectation (as presented through the Draft Perth and Peel @3.5 million plan) indicated no change occurring.

#### **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 9 November 2017 Ordinary Council Meeting.

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

Nil.

OCM 12/10/2017 Item 15. 3 Attach 1**COMMUNITY CONNECTED PLAN AND VISION FOR JANDAKOT – COMMENT  
ON COCKBURN**

The City of Cockburn seeks your input into the Jandakot community plan and vision to help inform the State Government in its future regional planning affecting the City of Cockburn. This plan is known as the Perth and Peel @3.5 million plan, and seeks to regionally set out how Perth and Peel can grow to accommodate 3.5 million people by 2050. The Jandakot community plan and vision is intended to assist the State Government in its decision making for the Perth and Peel plan.

This survey provides your opportunity for input in to the Jandakot plan. It asks a series of questions, related to maps which you can find on this page. We would like your views as a landowner, in order to help shape what we ultimately advise the State Government.

1. In relation to Map 1, do you think the strategic importance of Jandakot Airport should be supported in the need for it to be recognised in the planning of the region?

Unsure	Strongly disagree	Disagree	Neutral	Agree	Strongly Agree
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Please explain your views with attention to the details referred to in Map 1. For example, if you consider Jandakot airport to be strategically important, how do you consider surrounding land should be planned to protect such?

2. Do you consider that the State Government's 'Rural Planning Policy' has been successfully implemented in the study area?

Unsure	Yes	No
--------	-----	----

Please explain your view with attention to the details referred to in Map 1.

3. In relation to Map 2, do you think the State Government's 'Planning in Bushfire Prone Areas policy' has been successful in achieving an appropriate balance between bushfire risk management measures, biodiversity conservation values, environmental protection, biodiversity management and landscape amenity?

Unsure	Strongly	Disagree	Neutral	Agree	Strongly
--------	----------	----------	---------	-------	----------

	disagree				Agree
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Please explain your view with attention to the details referred to in Map 2.

4. In relation to Map 3, do you consider the broad list of State Government documents is adequately working to protect public groundwater drinking sources?

Unsure	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
--------	-------------------	----------	---------	-------	----------------

Please explain your view with attention to the details on Map 3.

5. In relation to Map 4, do you consider there should be strict controls on the storage and use of potential contaminants in priority public drinking water areas like Jandakot?

Unsure	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
--------	-------------------	----------	---------	-------	----------------

Please explain your view, with close attention to the details on Map 4

6. Do you consider the State Government's emphasis on protecting wetlands and requiring a '50 metre buffer' around wetlands in an appropriate requirement?

Unsure	Yes	No
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Please explain your view with close attention to the details on Map 5

7. In consideration of the details on and referred to by Map 8, do you consider that State Government planning requirements should protect the existing native vegetation in Jandakot, especially as a mechanism to protect groundwater quality?

Unsure	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
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Please explain your view.

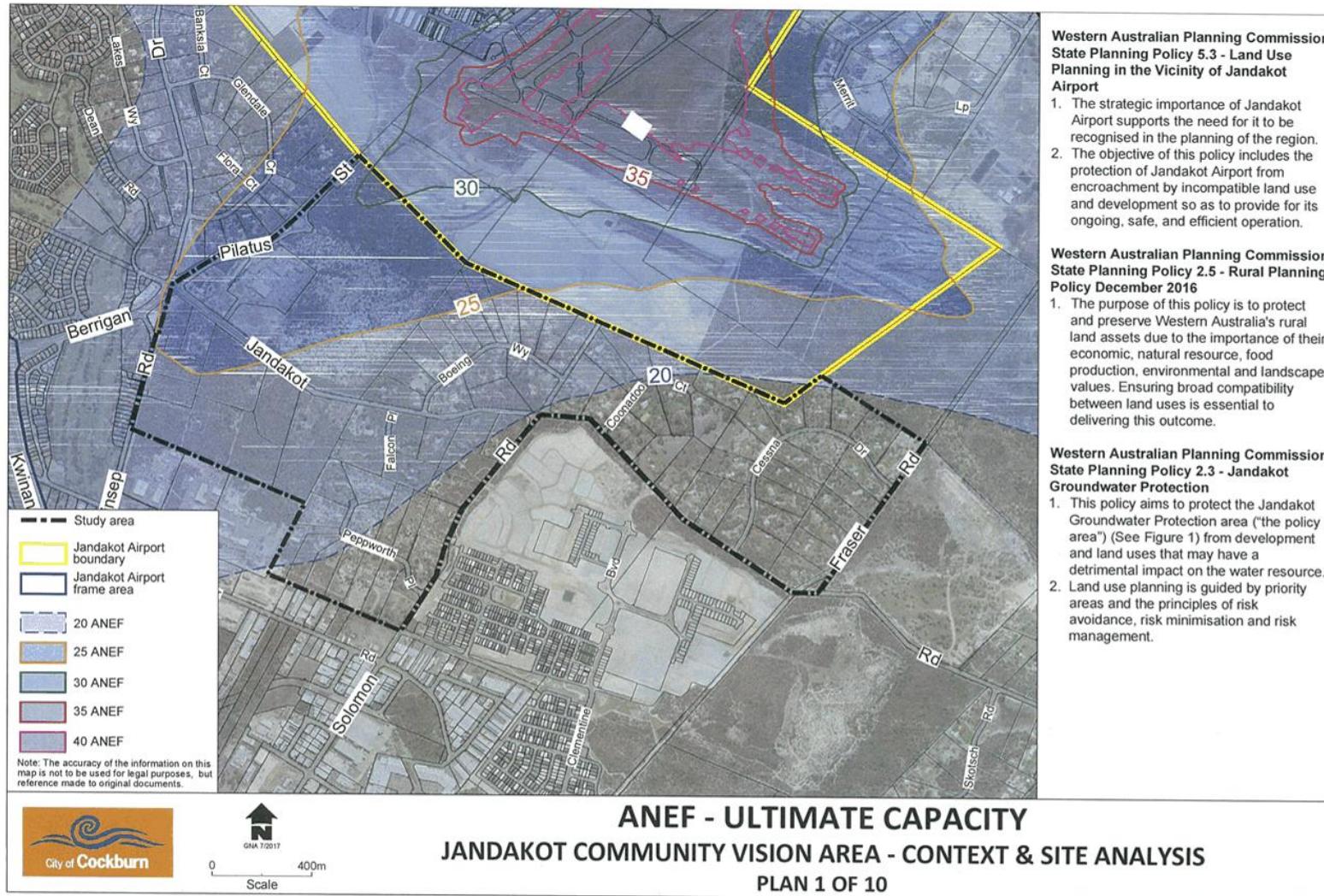
8. In consideration of the details on and referred to by Map 10, do you consider the current land uses in the study area to be appropriate?

Unsure	Yes	No
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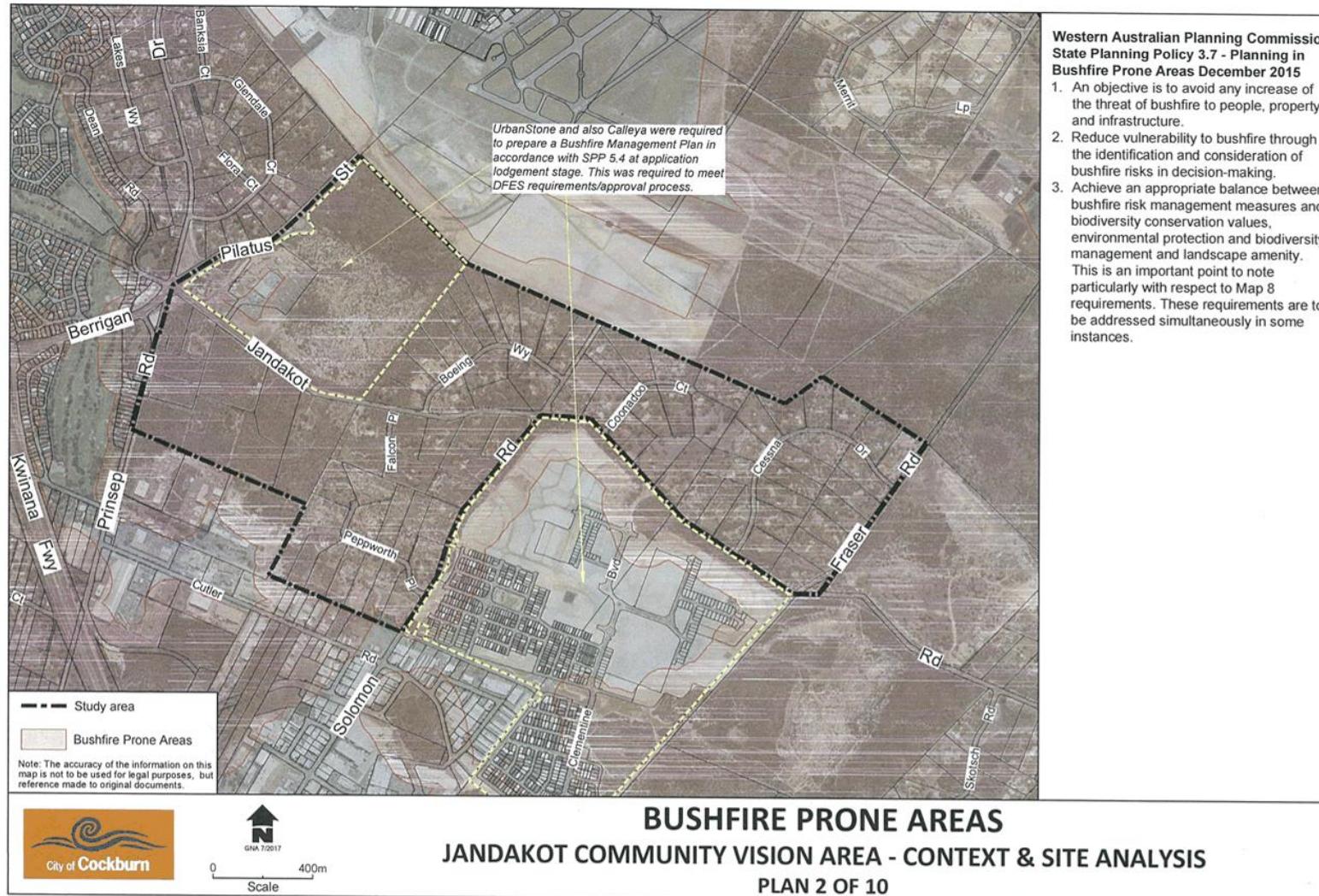
If you responded to question 8 with 'Yes', why do you consider such to be appropriate?

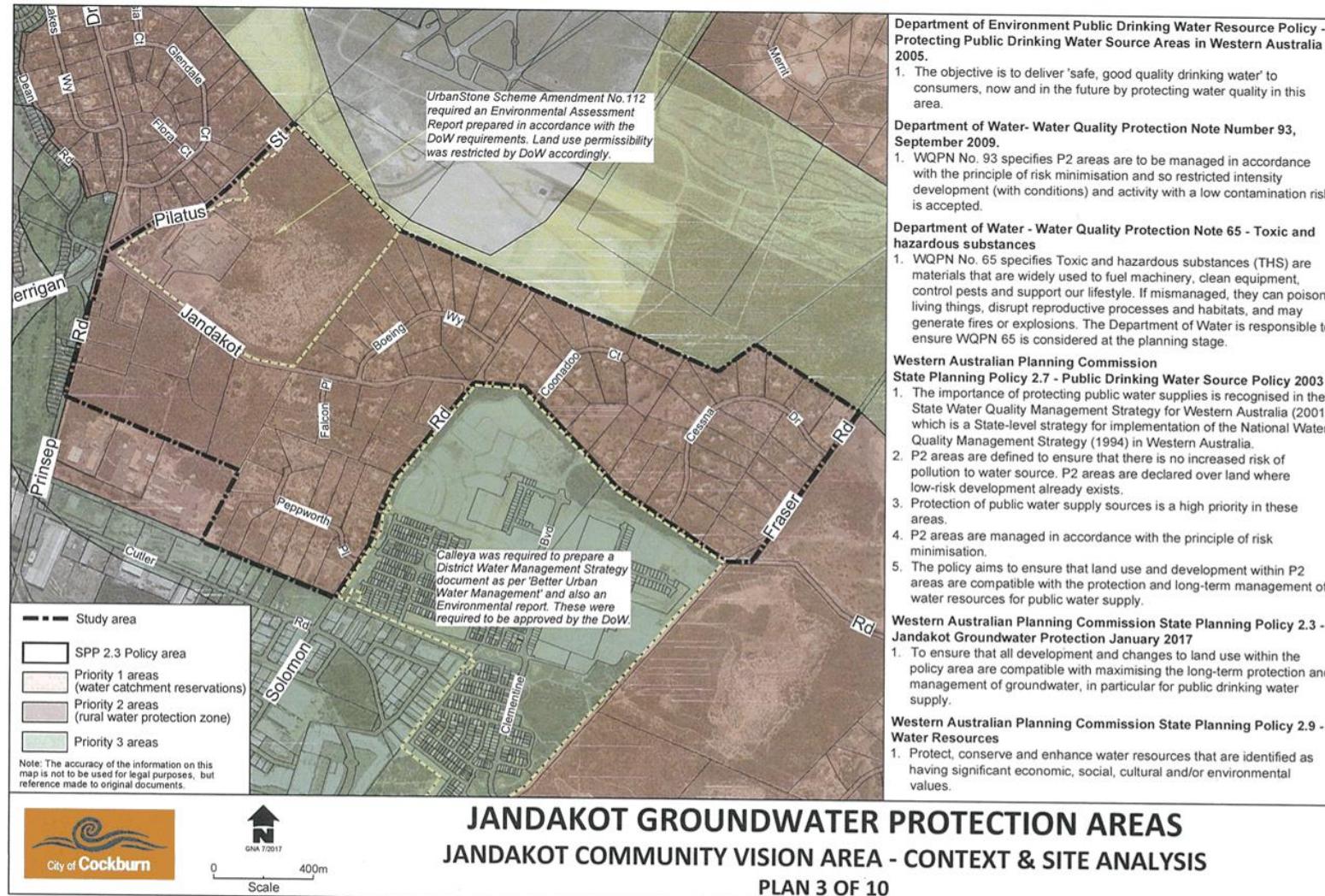
If you responded to question 8 with 'No', in consideration of the overall planning issues needing to be balanced as shown on Map 10, what different land use would you consider to be appropriate?

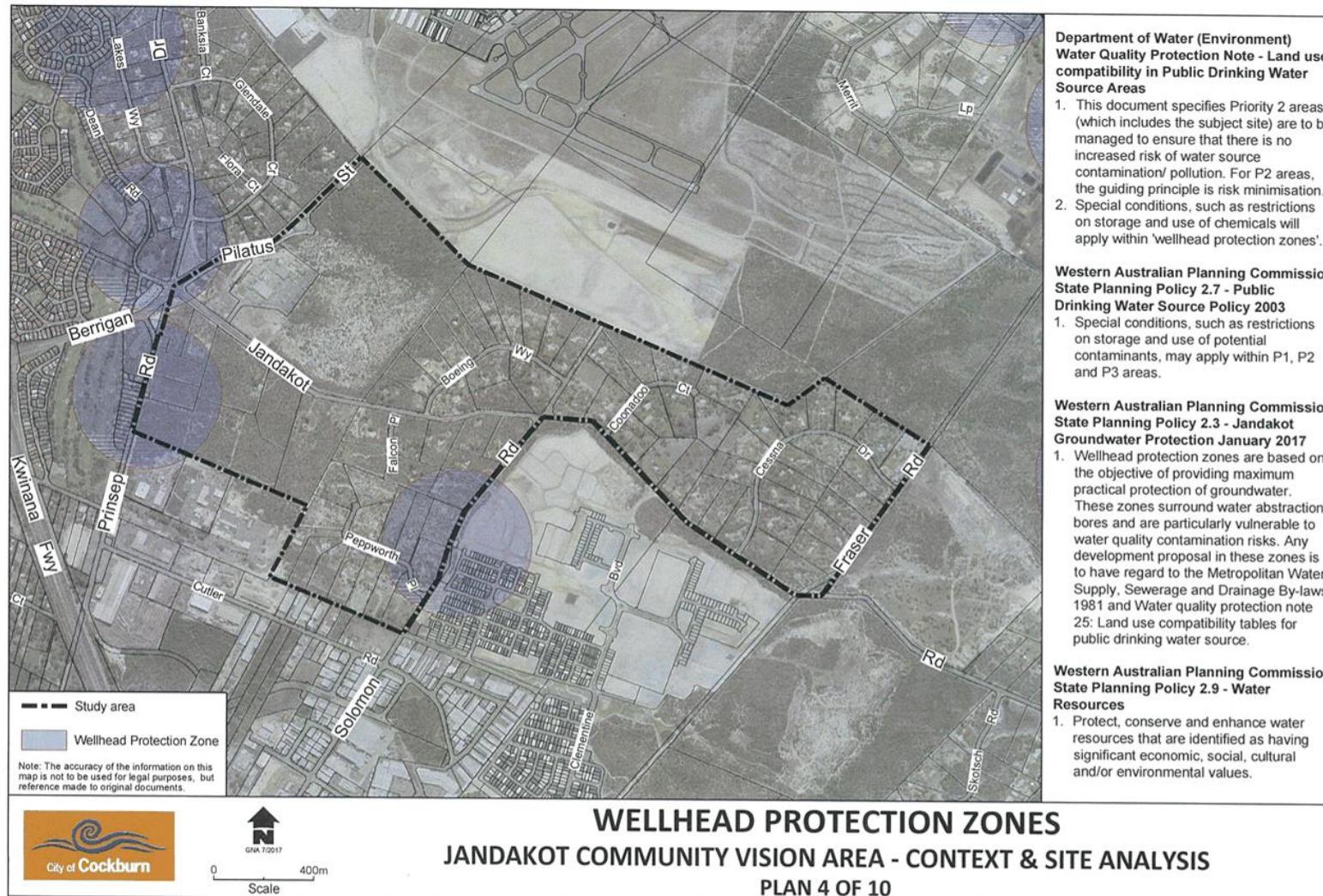
9. Any other comments?

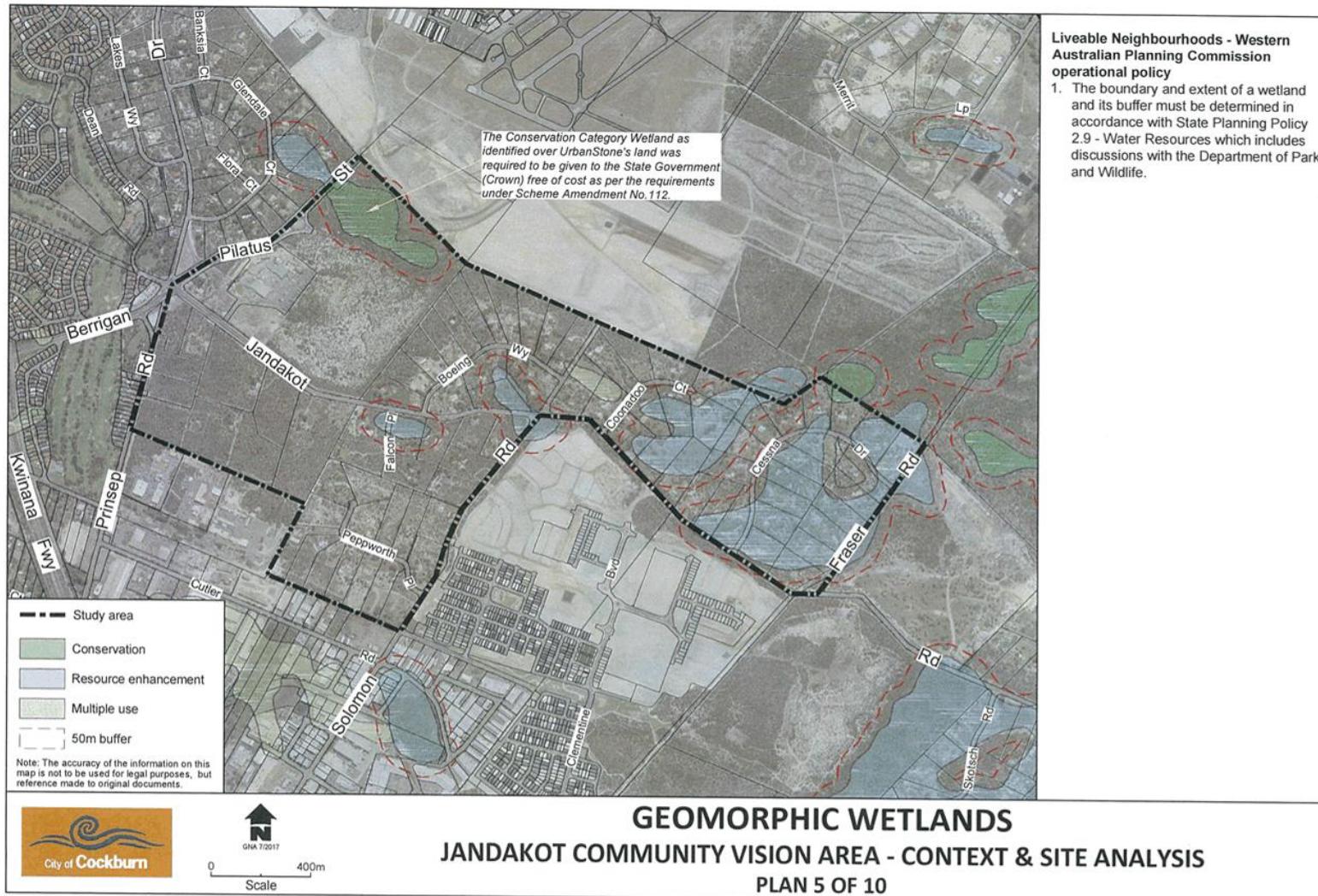


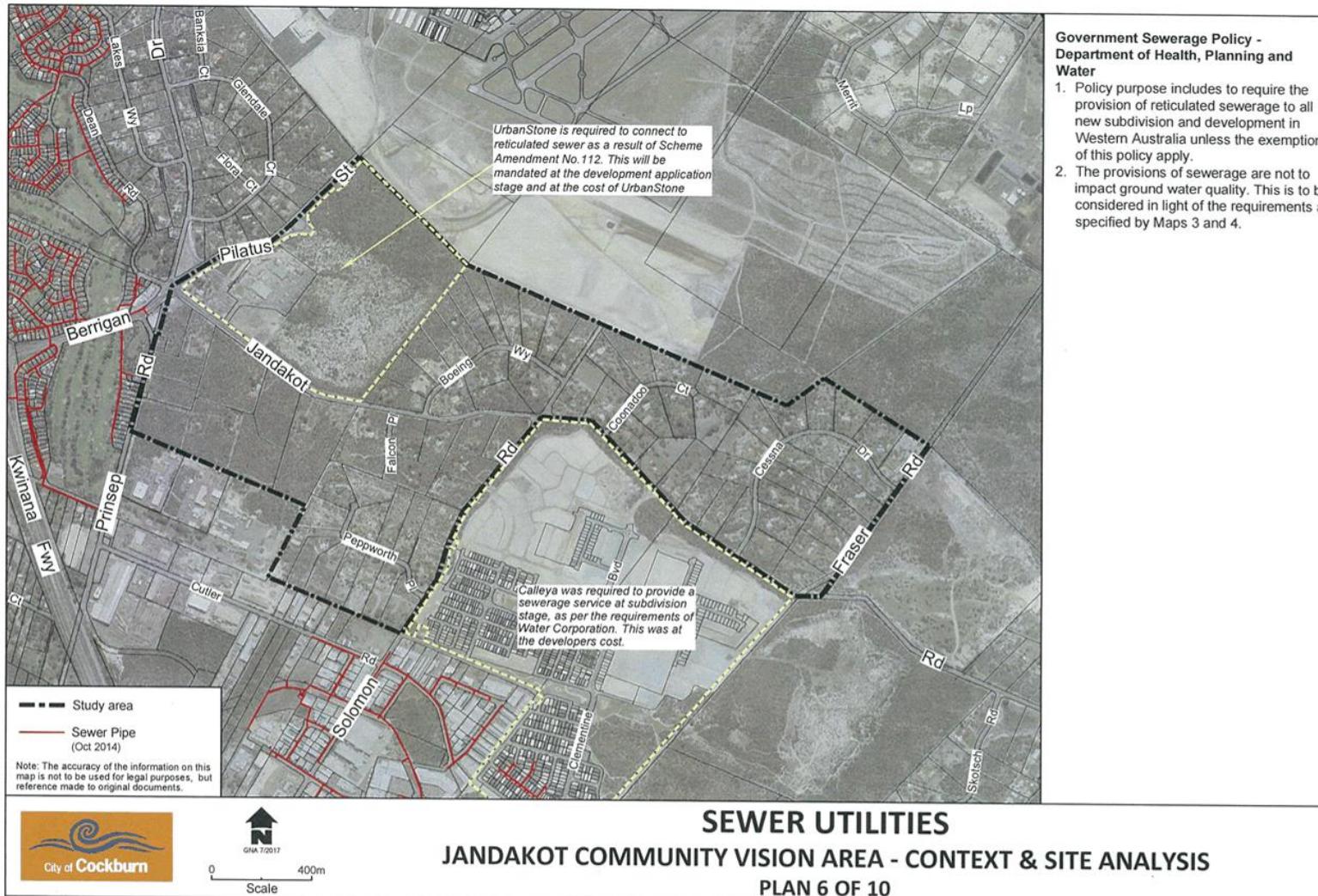
Attach 2

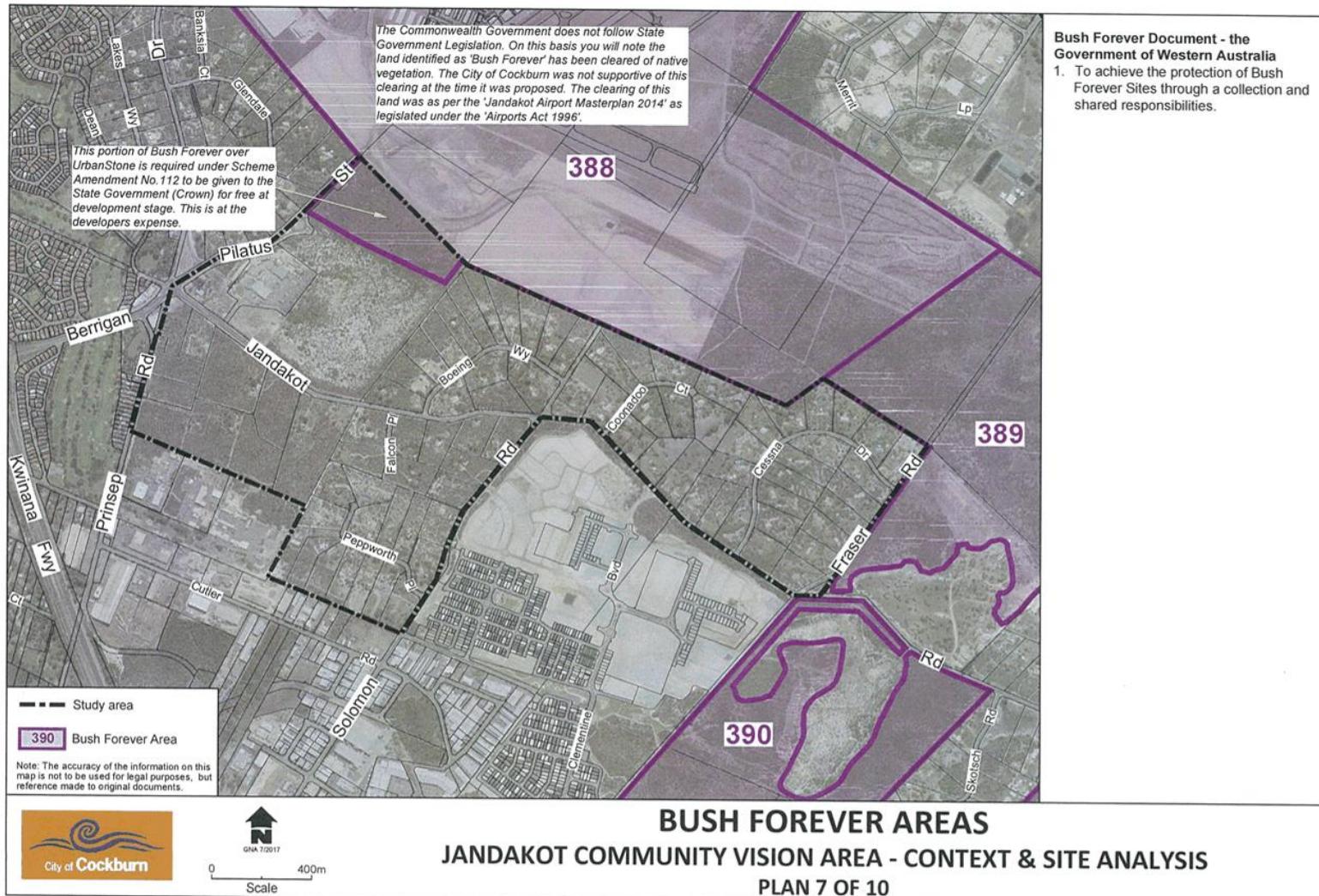


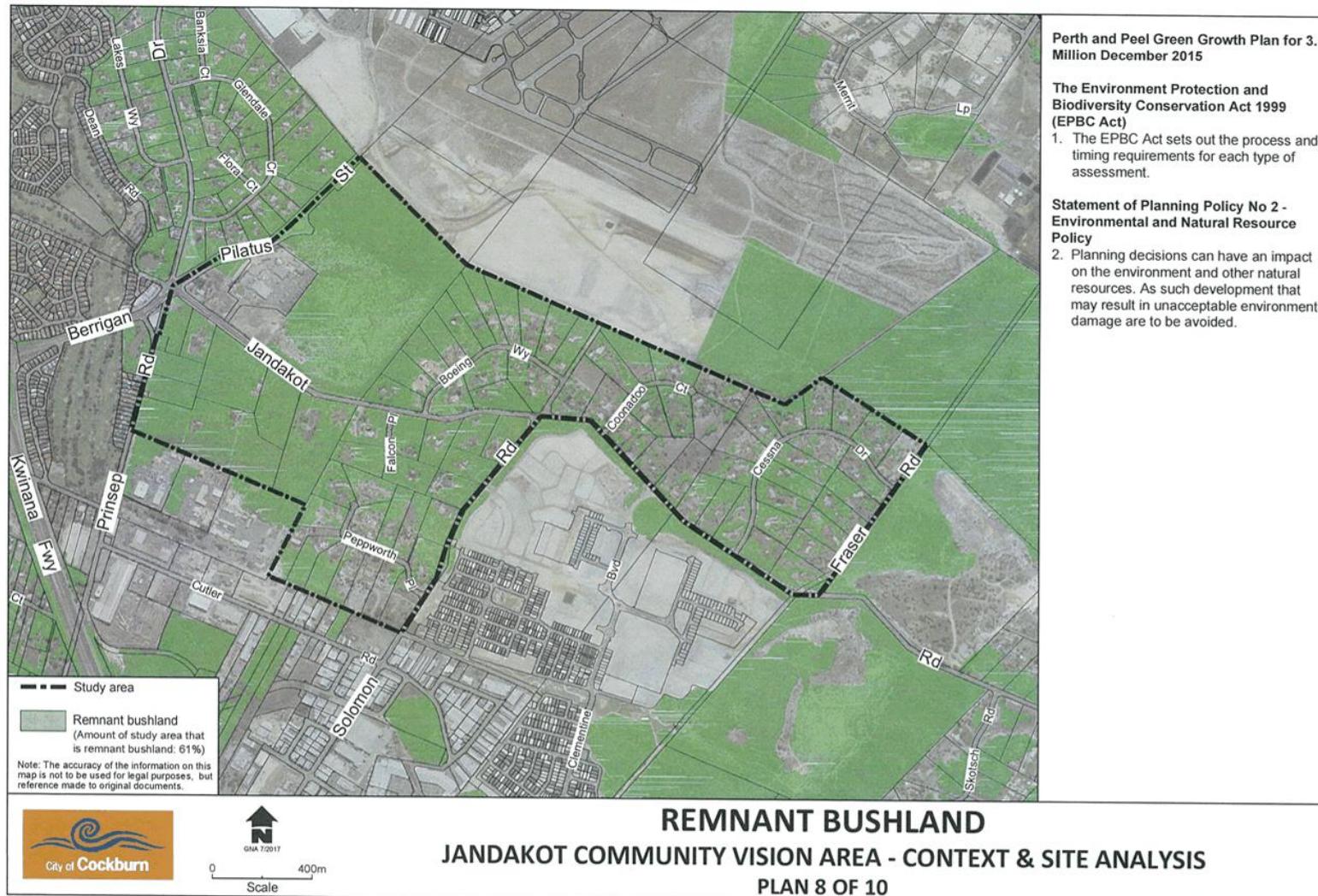


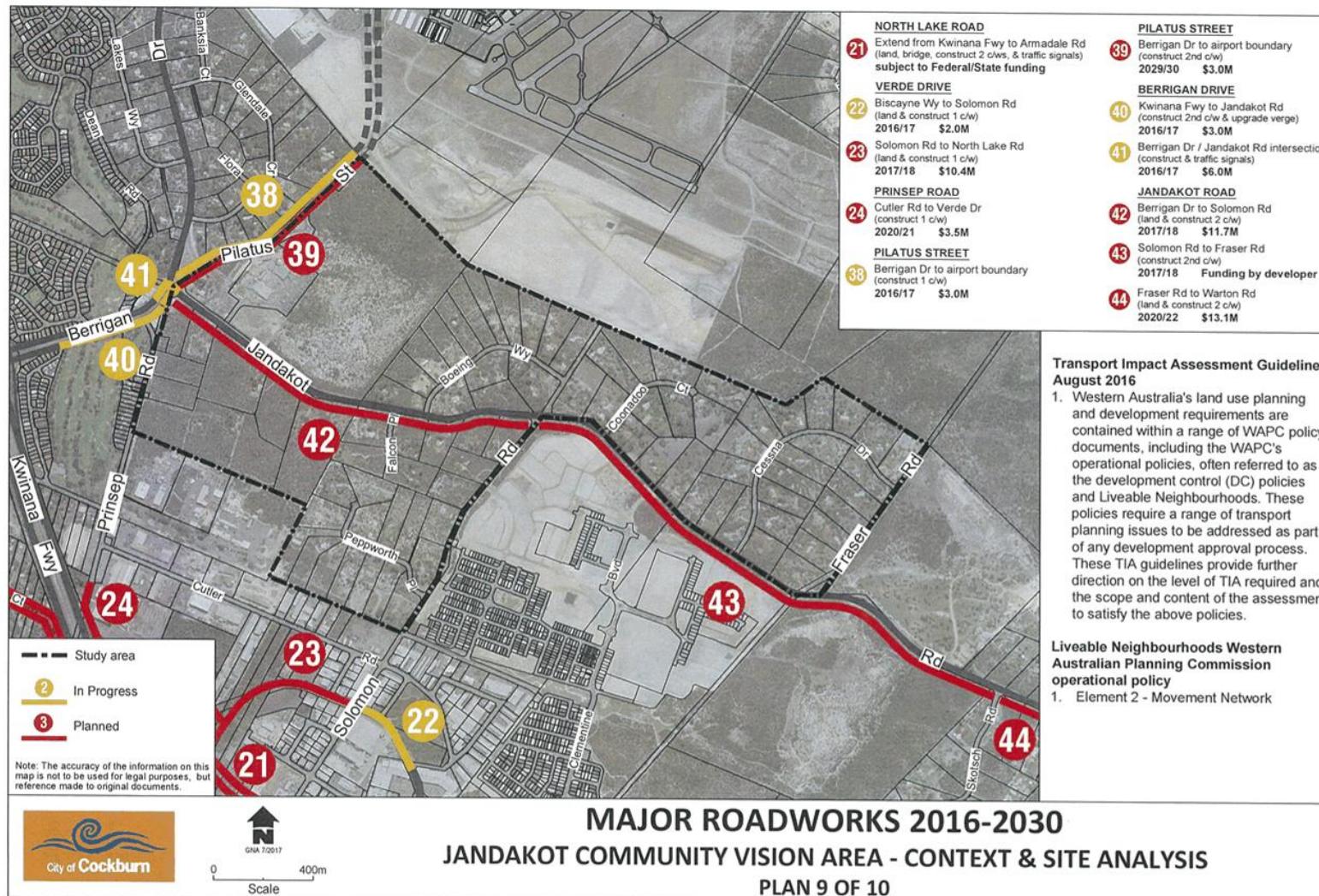


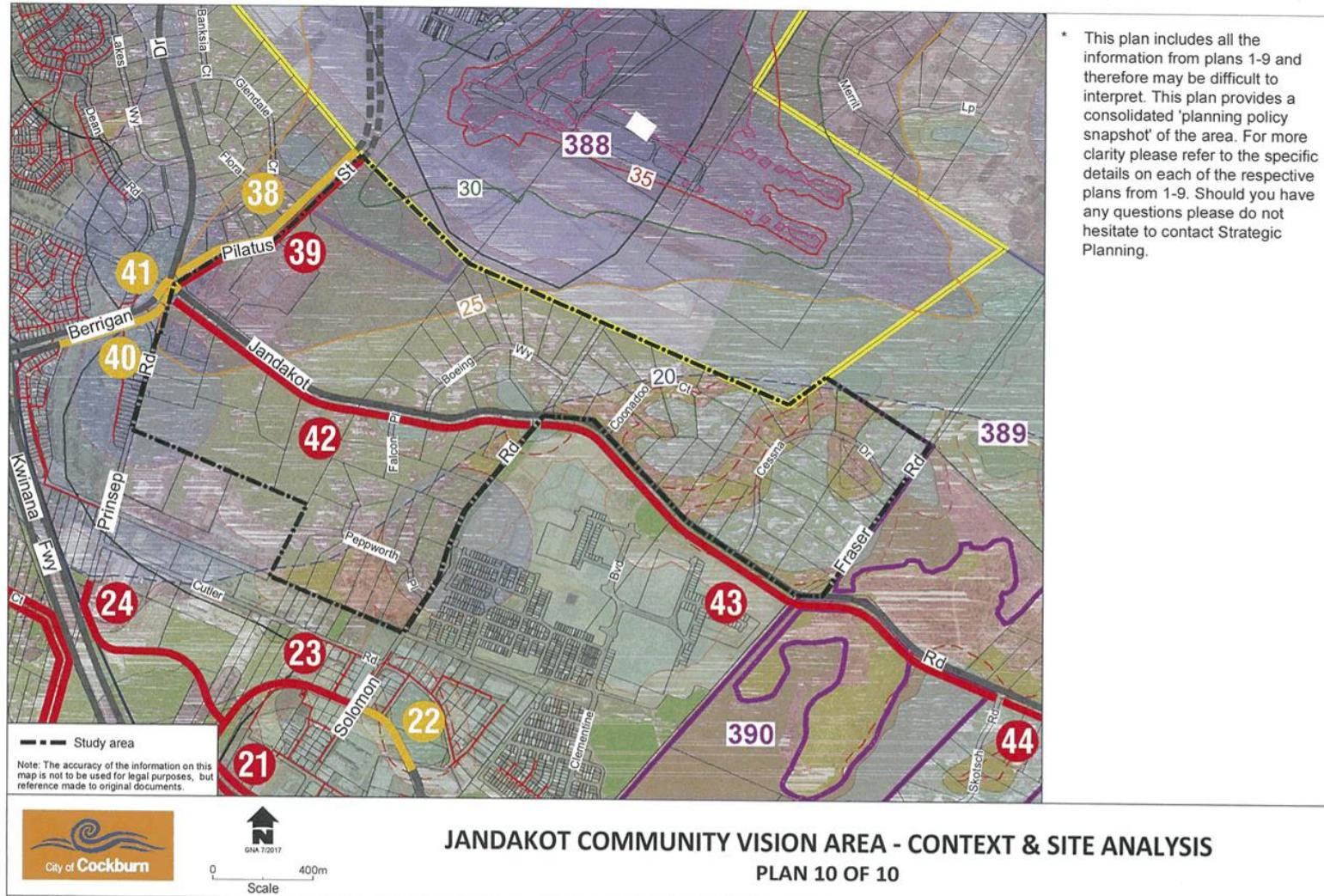


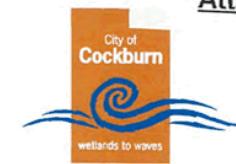










Attach 3

## CONSULTATION ANALYSIS

Jandakot Perth and Peel August 2017

### Overview

Acting on a Council resolution, the City of Cockburn sought feedback about the Jandakot community plan and vision to help inform the State Government in its future regional planning affecting the City of Cockburn. This State Government's Perth and Peel @3.5 million plan seeks to regionally set out how Perth and Peel can grow to accommodate 3.5 million people by 2050.

### Methodology:

Council hosted a public meeting at its Administration offices in Spearwood and then provided an online survey on the Comment on Cockburn website, asking for input. A total of 507 visits were made to the website and 103 people provided responses. A submission circulated by the Banjup Residents Association was forwarded multiple times to the City by respondents.

The survey asked a series of questions, related to maps and State Government policy. The City asked for informed views as a landowner, in order to help shape what the City will ultimately advise the State Government.

### Quotes:

- "This vision document has been prepared and approved by more than 80 rural residents north of Armadale Road, setting out how their amenity has been eroded and their understanding of how rezoning of their lands could be achieved within planning and legislative constraints."
- "We believe that this area is no longer suitable as a rural zone. We recommend that individual parts should be re-zoned as Industrial, Commercial or Residential depending on their proximity to surrounding developments."
- "I have not experienced any other erosion of my rural amenity since moving to the area. Some of the developments will make some facilities and services more accessible in the area. As I type this, it is quiet and I look out my window to a vista of green trees and can see some sheep grazing in my neighbour's property. I do not live on Jandakot Road, the Calleya,

Schaffer and Jandakot Airport developments are not close to my property and cannot get any closer."

**Findings:** For the City's Planners to review

**Attachments:**

Appendix 1: Submission from Banjup Residents Association:

Appendix 2: Online submission form August 2017 – four respondents

Appendix 3: Online survey questions

Appendix 4: Online survey results August 2017 – 92 respondents

Appendix 5: Submission from private landowner A

Appendix 6: Submission from private landowner B

Appendix 7: Submission from private landowner C

Appendix 8: Submission from private landowner D

Appendix 9: Submission from private landowner E

Appendix 1: Submission from Banjup Residents Association:

**JANDAKOT AND TREEBY RURAL RESIDENTS****LAND USE VISION****VISION FOR RURAL JANDAKOT AND TREEBY****1. Summary**

Cockburn has experienced remarkable growth over the past few years and which will continue well into the future. This has dramatically eroded the rural amenity of residential 'lifestyle' blocks in Jandakot and Treeby to the point that it is now irretrievably lost. Planning decisions to develop dense housing and upgrade busy roads that now surround the rural residents will not be reversed. Residents urge planners to recognise the reality of lost rural amenity and investigate urgently the future of Jandakot and Treeby's rural zoning.

This 'Vision' document has been prepared and approved by more than 80 rural residents north of Armadale Road. It sets out how their amenity has been eroded and their understanding of how rezoning of their lands could be achieved within planning and legislative constraints.

Residents see all around them precedents that expert planners for Stockland and Schaffer have set in the rezoning of much of Jandakot and Treeby rural lands. Residents seek the City of Cockburn's support in refining the Vision document and then championing it at the highest levels of the WA Planning Commission and government. This must be achieved by end 2107 so that the WAPC can include it in its *Perth@3.5million* strategy.

**2. Erosion of Rural Amenity**

When first sub-divided for rural residential use in the 1980s, the land around Jandakot Road between Berrigan Drive and Warton Road was a peaceful backwater – a dream locality to escape from the bustle and noise of the city to the north but still close enough for commuting. That was clearly also the intention of the state's planners in assigning the rural residential zoning.

There were no big flying schools operating out of Jandakot Airport, Jandakot Road ended in a dirt track, and the Freeway ended at Leeming. Market gardens were wide parts of the Cockburn landscape. Commerce and industry was at Bibra Lake and beyond. Piara Waters was a swamp.

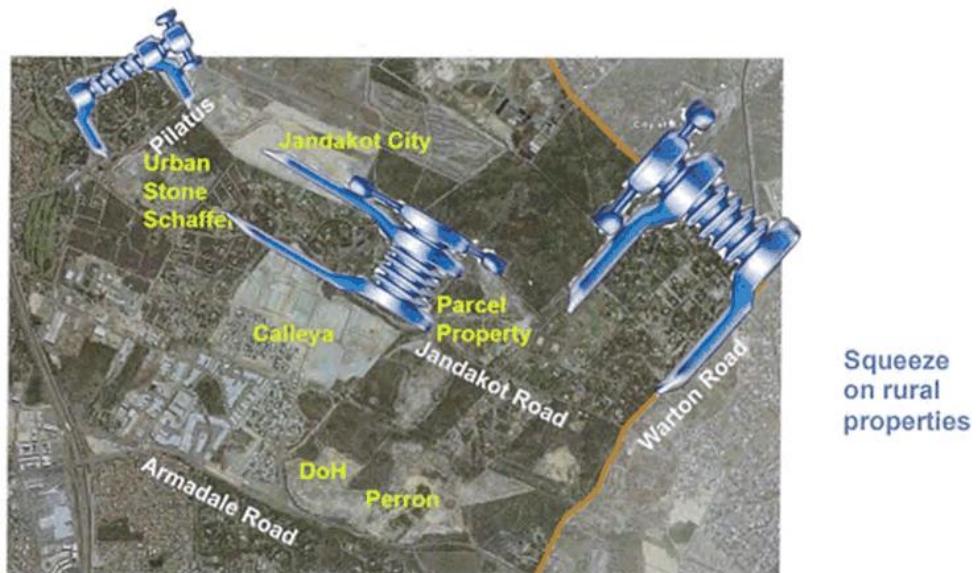
Progressively, and with increasing momentum, the City has come to Jandakot. The Airport is now a big commercial and industrial park directly abutting rural landowners' back fences. More large developments there will be completed within 5 years. The old sand quarries are now dense suburban housing, with many more houses to come. Populations there will climb from zero in 2015 to 15,000 or more by 2025. Jandakot Road will soon be a 4 lane highway carrying 30,000 vehicles daily. Developers are applying for additional uses for large land holdings in the area, adding further to pressures on rural residents. Schaffer and Parcel Property are clear examples.

From all sides and from outside, where the populations of Piara Waters and Harrisdale continue to grow rapidly, the small landowners of Jandakot and Treeby are being squeezed relentlessly such that their rural amenity is all but gone. Current development plans highlight the extent of the squeeze:

- Adjacent dense housing will accommodate 15,000 people (up from zero in 2015)
- Bushland will become extensive commercial parks employing thousands of people (650 hectares at Jandakot City and now Schaffer)

JANDAKOT AND TREEBY RURAL RESIDENTS	LAND USE VISION
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- Heavy truck and car traffic will grow to 50,000 vehicles per day on Armadale Road, 15,000 on Warton Road, 30,000 on Jandakot Road, 30,000 on Berrigan Drive, and 9,000 on Solomon Road



The original purpose of the land as a rural retreat is now lost but for the small landowners of Jandakot and Treeby there is no escape. A planning blight has fallen upon them. Their only way out is for their land to be rezoned.

### 3. Residents' Wishes

As evidenced on 31 July 2017 at Cockburn's Information Forum, overwhelmingly rural property owners north of Armadale Road believe their land should be rezoned for 'Urban' or 'Commercial' use because its rural amenity is being irretrievably eroded by adjacent dense housing and heavy truck and car traffic.

The Banjup Residents Group, which represents rural landowners in Jandakot and Treeby as well as Banjup, has canvassed 84 small rural landowners north of Armadale Road about how they see the future of their lands. Not one of them wants their land to remain zoned 'Rural'.

Residents wish it were not so, because they moved to the area for its tranquillity and rural amenity but now they have to face up to the new reality of a big and growing city on their doorsteps.

### 4. More Efficient Land Use

The WA government wishes to facilitate sustainable growth by more efficient use of land through urban consolidation, integration of infrastructure and development, co-location of services, and the strategic location of employment opportunities.

Jandakot and Treeby's rural lands are strong candidates for more efficient uses. None are primary producers and their rural amenity is all but gone because of the intense urbanisation around them. Were they to be rezoned away from Rural, urban, commercial, and light industry developments would have these benefits:

**Transport**

Kwinana Freeway	3 km
Roe Highway	4 km
Armadale Road	2 km
Railway	3 km

**Business and Employment**

Jandakot City	3 km
Cockburn Central	4 km
Perth CBD	23 km

**Public Services**

Cockburn ARC	5 km
Cockburn Health Centre	5 km
Murdoch health campus	11 km

## 5. Planning Legislation and Policy Constraints

Residents are cognisant of state policies but do not have expertise to propose how planning applications can be framed to be compliant with them. Mindful, though, that Stockland and Schaffer have made successful planning applications, residents see no reason why further changes to Jandakot and Treeby rural land use cannot be compliantly made.

City of Cockburn planners are well aware of how changed land uses can be compliant with state policies, particularly in the Jandakot and Treeby area. Residents look to the City to provide expertise in framing in a compelling manner the residents' Vision and promoting it to the WAPC and to state government. However, several policy constraints may be overcome, as the precedents below indicate.

### 5.1. Aircraft Noise

A number of properties at the western end of the rural areas from Coonadoo Crescent to Dean Way are within the 20 to 25 ANEF noise contours. According to state planning policies, this restricts the types of constructions permitted. However, as Stockland and Schaffer have demonstrated to the satisfaction of the WA Planning Commission, careful planning of land use, memorials on land titles, and appropriate building specifications can facilitate compliant urban, commercial, and light industrial developments.

### 5.2. Bush Fire Prone Areas

Bushlands in conservation areas are clearly prone to bush fires and are managed by the responsible agencies accordingly. However, as Cockburn's Treeby District Structure Plan clearly shows (eg Department of Housing and Perron lands), bush fire prone areas can be developed for Urban or Commercial use, provided the appropriate mitigation measures are implemented, including appropriate building specifications, land clearances, and planting fire resistant species.

<b>JANDAKOT AND TREEBY RURAL RESIDENTS</b>	<b>LAND USE VISION</b>
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### **5.3. Groundwater Protection**

The current rural residential lands in Jandakot and Treeby are zoned P2, Risk Minimisation, according to the state planning policy. However, other lands now zoned for Urban use in the Metropolitan Region Scheme are zoned P3, Risk Management. The first such zoned were the suburbs of Atwell, then Aubin Grove, and recently Stockland's Calleya development. Cockburn's own Treeby District Structure Plan anticipates Urban Treeby will be similarly zoned P3. This demonstrates that the Urban or Commercial use of Jandakot and Treeby's current rural land can be compliant with state planning policies, provided appropriate risk management measures, including deep sewerage, are put in place.

### **5.4. Well Head Protection**

Several current wells extracting water from the Jandakot Mound are in the Urban areas of Treeby and Atwell. They demonstrate that, with appropriate management, well heads in all areas of Jandakot and Treeby can be protected from contamination.

### **5.5. Geomorphic Wetlands**

Jandakot and Treeby's rural residential areas include patches of wetlands. None contain open water and most are just boggy in the winter months. The conservation value of such patches is not yet determined but this did not prevent large areas of nearby Piara Waters from being filled with thousands of truckfuls of sand prior to Urban and Commercial development. As appropriate, some wetlands can be retained and made natural features within surrounding developments.

### **5.6. Bush Forever**

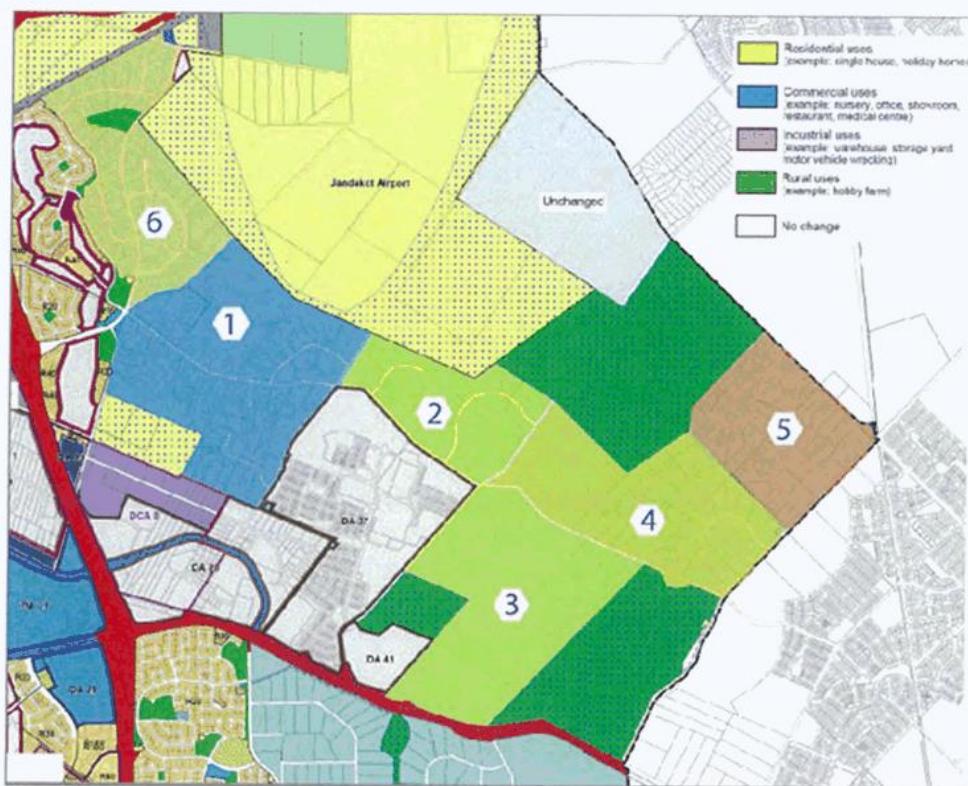
None of Jandakot and Treeby's rural residential areas are designated 'Bush Forever'. It is notable that Bush Forever site 390 is curtailed in Cockburn's Treeby District Structure Plan, indicating that Urban use can be made of such areas, provided that suitable offsets elsewhere can be applied.

### **5.7. Remnant Bushland**

Most of what remains of Jandakot and Treeby's rural ambience is its remnant bushland. However, only about half of the area is woodland and on many rural properties only scrub remains. Cockburn's Treeby District Structure Plan shows that Urban or Commercial use can be made of remnant bush land (eg DoH and Perron lands).

## **6. Vision for Jandakot and Treeby's Rural Areas**

Residents have considered the future of the 6 areas indicated in the map below. Drawing on their first-hand experience of managing their rural properties, residents make several suggestions as to how their land could be developed and yet remain within state planning policies.

**JANDAKOT AND TREEBY RURAL RESIDENTS****LAND USE VISION**

Some remnant bushland is recorded for the area but, as the Schaffer development has shown, this could be remedied by offsets elsewhere.

Some of the land in the area is boggy during winter but as the developers of Piara Waters have shown over a wide area, infill with quarried sand would overcome this drawback.

#### 6.3. Area 3

Almost all of this area is shown already in the Treeby District Structure Plan for urban residential use. The rural pocket of Skotsch Road is an anomaly that would be squeezed between the Treeby urban development to the south and to the north by the busy and noisy 4 lane highway of Jandakot Road that is 3 metres above the Skotsch low-lying land. The rural amenity of residents would then be non-existent.

The Metropolitan Region Scheme shows the whole area zoned Rural but already the Treeby District Structure Plan demonstrates that this zoning can be changed for urban residential use, even if there are pockets of 'bush forever' and 'declared rare flora' within it.

#### 6.4. Area 4

The continuous urban and commercial pressure on the Treeby rural land from 10,000 nearby residents (and even more in Piara Waters, a pressure that must not be ignored by state planners) and 20,000 vehicle movements daily is eroding Area 4's rural amenity such that within a few years it will be non-existent.

A property developer is currently preparing plans to develop the 41 hectares of 367 Jandakot Road for residential housing. This will add further to the urban pressures on rural properties to the east.

Area 4 includes no over-arching constraints to rezoning for urban residential use. Its transport links are better than those for Piara Waters and it would be inconsistent of planners to consider land east of Warton Road in preference.

#### 6.5. Area 5

Like Area 4, Area 5 will lose its rural amenity within a few years and for the same reasons, it should be zoned for urban use.

#### 6.6. Area 6

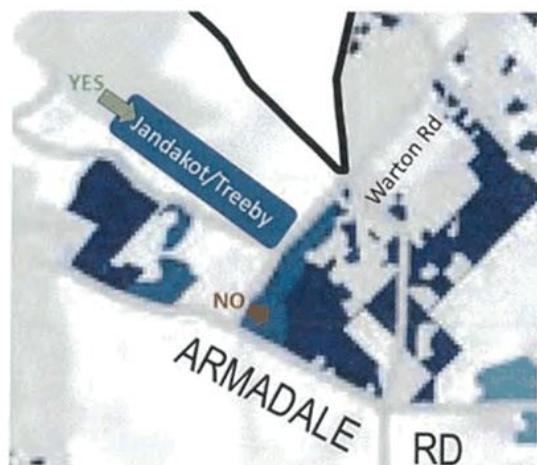
Straddling the 4 lane highways of Berrigan Drive and Pilatus Street and adjoining the Jandakot City commercial precinct, the rural amenity of Area 6 will be squeezed out of existence within a few years. With its good transport links to the Freeway and the Roe Highway, it should be zoned for Urban or Commercial use. Stockland has shown at Calleya that wellheads can be protected even when surrounded by dense housing.

### 7. Designate Jandakot and Treeby for Urban Investigation in Perth@3.5million

Jandakot and Treeby's rural amenity will have gone entirely within the next 10 years, which is less than half of the planning horizon of *Perth@3.5million*. It is essential, therefore, that the WAPC recognise the reality of the unrelenting pressure on Jandakot and Treeby's rural areas and their residents and now investigate them for future Urban or Commercial use.

JANDAKOT AND TREEBY RURAL RESIDENTS	LAND USE VISION
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For their good transport links alone, the rural areas of Jandakot and Treeby are much better candidates for Urban or Commercial use than the land identified in the draft *Perth@3.5million* proposal on the eastern side of Warton Road at the junction with Armadale Road. Residents urge the WAPC to amend its plans accordingly.



Source: WAPC 2015 South\_Metro\_Peel\_Sub-regional\_Framework page 54 – Urban Staging

#### 8. Promote the Vision the WA Planning Commission

Rural residents are keenly aware that their escape from the planning blight lies in the WAPC recognising their predicament and assigning the rural lands north of Armadale Road and between Berrigan Drive and Warton Road for 'Urban Investigation' in the soon to be finalised *Perth@3.5million* Perth and Peel strategy.

Residents urge the City of Cockburn promptly to champion their Vision at the highest levels of the Commission and government.

**Appendix 2: Online submission form August 2017 – four respondents**

1	I think the area should remain rural, with very limited development
2	I feel strongly that the plan in the current format does not work. I would like to see Jandakot Rd closed at Solomon Rd and the property between Solomon and Berrigan drive rezoned for industrial/commercial in keeping with the surrounding area, of Cuttler Rd the airport and now shaffers property. and Jandakot Rd to Armadale Rd residential but large blocks nothing smaller than 1 acre this stops the trucks in residential areas protects the wet lands and wild life. and makes all industry in one area. Solomon Rd could then be opened towards the airport to make more traffic flow.
3	I attended the council meeting on 31st July 2017 and was shocked to find that the council has intentions on developing the area from Berrigan Drive to Fraser Road in Jandakot. This is a large area of land and how was it decided to take this area? We built our home in Cessna Drive in 1996 and have lived here ever since that time. We do enjoy a beautiful semi-rural existence caring for the environment and conscious of the precious ground water. Our street and our land is a haven for the beautiful Carnaby's and Forest Red Tailed Black cockatoo and we often have flocks of cockatoos in our trees. We are a haven for many other birds including several pairs of galahs who nest in our paperbark trees every year. We and our neighbours are home to bandicoots, goannas including a racehorse goanna who lives under our shed. We are home to owls and moaning frogs who often keep us awake at night. I was saddened and dismayed to listen to plans to develop our area into small block affordable housing. Surely if you are interested in protecting the environment you will reconsider this plan and follow the plans of cities, especially in Europe, who develop high density housing leaving the more regional areas alone. Leaving corridors of environment is no match for the environment that already supports these endangered birds and small creatures. We were told of the importance of living on the Jandakot Water Mound and now it seems the boundaries are changed to suit developers who plan to make a lot of money out of the dispossession of the land of others. Not everyone is suited to live on a semi-rural block but for those who have made that decision and invested heavily there should be consideration. Perth's population is not growing as quickly as stated and many people have chosen to leave Perth. Why destroy the chosen lifestyle of the Jandakot people living the semi-rural lifestyle to create housing blocks that may not be needed for many years to come. I ask the council to reconsider the taking of our homes and complete works already in progress before marking the remainder of Jandakot including Cessna Drive.
4	I have not received a proposal. We have viewed the maps. We would prefer to have our block at 287 Jandakot Road rezoned to an urban or development zoning as the rural amenity of the area has already been lost due to road upgrades and residential development within the area. Our property is ideally suited for development given its close proximity to Perth and other proposed development and development amenities within close vicinity to the property Given its close proximity to Perth and transport it would also help to contain urban sprawl as it is an infill area. Issues relating to development can be addressed as they have been with other developments within the area We would like our area to be rezoned for development as soon as possible

**Jandakot planning: Input into Perth and Peel @3.5 million**

Comment on Cockburn

**Jandakot: Input into Perth and Peel@3.5 Million****Survey**

This survey provides your opportunity for input into planning for Jandakot. It asks a series of questions, related to maps which you can find on this page.

**1. In relation to Map 1, do you think the strategic importance of Jandakot Airport should be supported in the need for it to be recognised in the planning of the region? (Choose all that apply) (Required)**

- Unsure
- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly Agree

**2. Please explain your views with attention to the details referred to in Map 1. For example, if you consider Jandakot airport to be strategically important, how do you consider surrounding land should be planned to protect such? (Required)**

**3. Do you consider that the State Government's 'Rural Planning Policy' has been successfully implemented in the study area? (Choose all that apply) (Required)**

- Unsure
- Yes
- No

**4. Please explain your view with attention to the details referred to in Map 1 (Required)**

5. In relation to Map 2, do you think the State Government's 'Planning in Bushfire Prone Areas policy' has been successful in achieving an appropriate balance between bushfire risk management measures, biodiversity conservation values, environmental protection, biodiversity management and landscape amenity? (Choose all that apply) (Required)

- Unsure
- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

6. Please explain your view with attention to the details referred to in Map 2. (Required)

7. In relation to Map 3, do you consider the broad list of State Government documents is adequately working to protect public groundwater drinking sources? (Choose all that apply) (Required)

- Unsure
- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

8. Please explain your view with attention to the details on Map 3. (Required)

9. In relation to Map 4, do you consider there should be strict controls on the storage and use of potential contaminants in priority public drinking water areas like Jandakot? (Choose all that apply) (Required)

- Unsure
- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

10. Please explain your view, with close attention to the details on Map 4 (Required)

11. Do you consider the State Government's emphasis on protecting wetlands and requiring a '50 metre buffer' around wetlands in an appropriate requirement? (Choose all that apply) (Required)

- Unsure
- Yes
- No

12. Please explain your view with close attention to the details on Map 5 (Required)

13. In consideration of the details on and referred to by Map 8, do you consider that State Government planning requirements should protect the existing native vegetation in Jandakot, especially as a mechanism to protect groundwater quality? (Choose all that apply) (Required)

- Unsure
- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

14. Please explain your view (Required)

15. In consideration of the details on and referred to by Map 10, do you consider the current land uses in the study area to be appropriate? (Choose all that apply) (Required)

- Unsure
- Yes
- No

**16. If you responded to question 15 with 'Yes', why do you consider such to be appropriate?**

**17. If you responded to question 15 with 'No', in consideration of the overall planning issues needing to be balanced as shown on Map 10, what different land use would you consider to be appropriate?**

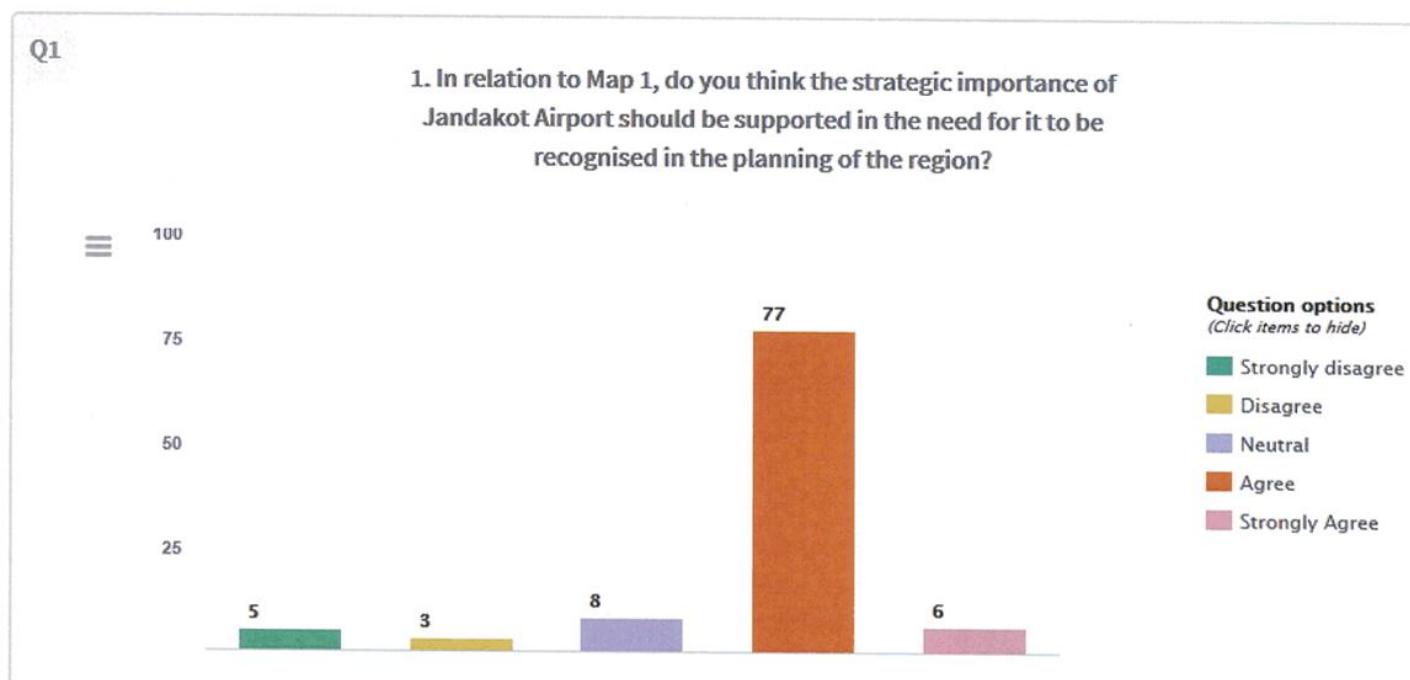
**18. Please provide any comments**

Note: Answer this question if it applies

**19. Please upload any documents**

**Appendix 4: Online survey results August 2017**

A total of 103 residents provided input via the survey. Not all residents answered every question.



15

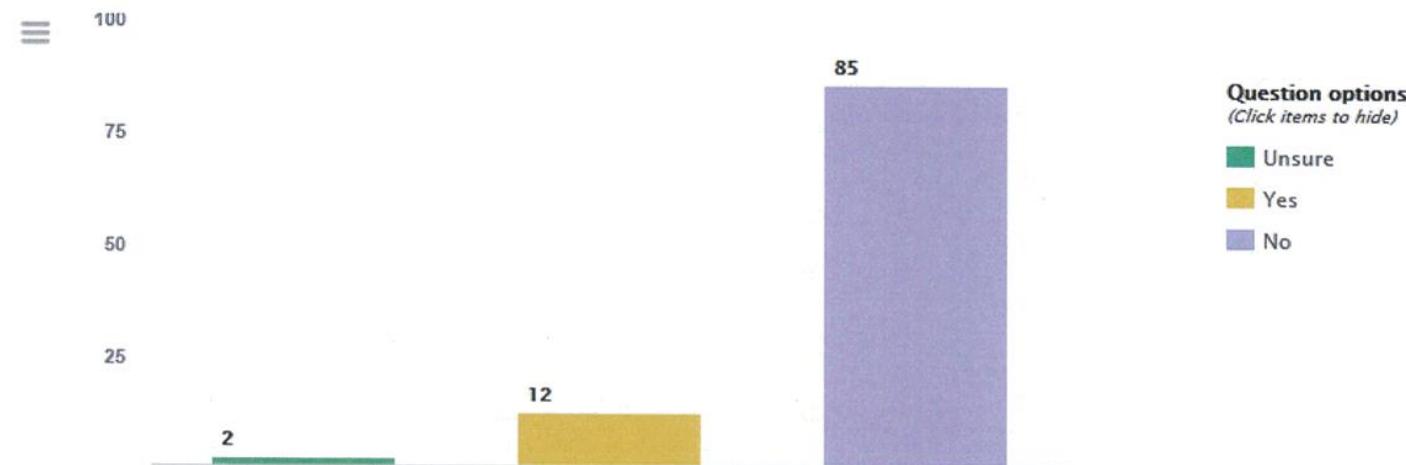
2. Please explain your views with attention to the details referred to in Map 1. For example, if you consider Jandakot airport to be strategically important, how do you consider surrounding land...

1	Not protected as they (the Commonwealth Land?) can do what they want with it with total disregard to anybody else - self interests \$\$\$\$\$
2	Yes it should be considered. But it hasn't grown as fast as projected, so perhaps the ANEF needs to be reviewed to reflect actual airport activities.
3	Jandakot airport impacts everyone within several kilometres of its area with truck noise, warehouse operations noise and plane noise it has to be considered. It is an added developed pressure on Treeby and Jandakot. It has cleared land; flora & fauna
4	Question not relevant to residents' Vision
5	The surrounding land should be left rural as best option or rezoned commercial
6	Buffer Zone for noise abatement.
7	Virgin Bush Land
8	??
9	Long term the airport should relocate. If the airport required a "buffer" zone perhaps they should not have cleared and developed all the land on their site. The noise levels of traffic on Jandakot Rd is worse than the aircraft noise.
10	Jandakot airport is relatively small, and based on publicated report, over the last 10 years Jandakot airport traffic has been reducing substantially. So I suggest constraint should only be given to the immediate adjacent area, not the whole region.
11	xx
12	Location of airport crucial for emergency services (RFDS, Firefighting planes, rescue chopper). Area needs to be free of housing estate due to safety purposes of aircraft taking off & landing & security.
13	Buffer zones
14	The airport should be treated similar to bankstown airport in NSW and higher density zoning should be allowed closer to the airport. Because urban sprawl is terrible for the environment, long travel times no community. we need higher density development.
15	Jandakot City is already an industrial city. All lands nearby should be commercial and industrial
16	Jandakot City has created a commercial and industrial areas, Employment opportunities. Hundreds of hectares are industrial , businesses and offices
17	Jandakot City is going to be commercial/industrial area with employment opportunity for resident.
18	Jandakot airport is a significant development in the area, and has many impacts to local residents. JAC will not want

	higher density housing in the area, significant buffers should be left in place by use of rural properties.
19	Its a regional airport, So there needs to be a higher density population around it.
20	Without doubt, JA is the most significant area of land in the survey area. The surrounding area needs to act as a transition from urban to Airport and the current 2HA lots fit this bill. They also offer a vegetation barrier which absorbs noise
21	We tolerate aircraft noise as it is tempered by birdsong and a feeling of open space, the resource zone protects the airport from noise complaints and the remnant vegetation helps shield urban development from the noise. Safety should also be a factor.
22	Jandakot Airport was here long before we were, when we bought we knew how close it was, at first we didn't know how much development would happen there, we expected only aircraft noise, but for the past 10 years or more we've known about the industry.
23	They shouldn't get to control the land around them, but we don't need any more development near the airport.
24	See our separate submission under Light Aircraft Noise. Also specific consideration for Zones A, B, C and G. However it appears that the airport now takes a secondary priority below the massive commercial developments by Jandakot Airport Holdings.
25	So close to Perth with trains station Cockburn should be allowed turned to more dense zoning, with more public transport, so Perth won't be called city of car
26	Yes, but to maintain and improve RFDS and the training of pilots only, and no expansion of the runways
27	Even though Jandakot Airport may be strategically important, the surrounding areas should be utilised to their maximum potential as areas surrounding other airports locally and nationally.
28	Jandakot Airport was here when we first bought our property and we believe we can co-exist as many other airports and nearby residential housing exist.
29	So close to Perth with train station Cockburn should be allowed turned to more dense zoning, with more public transport, so Perth won't be called city of car.
30	Jandakot Airport does not provide any benefit for residents so should not be taken into consideration for planning changes.
31	Yes the airport is important and the adjacent land use ie special rural is already incompatible
32-35	Even though Jandakot Airport may be strategically important, the surrounding areas should be utilised to their maximum potential as areas surrounding other airports locally and nationally.
36-91	See Question 18

Q3

3. Do you consider that the State Government's 'Rural Planning Policy' has been successfully implemented in the study area?



18

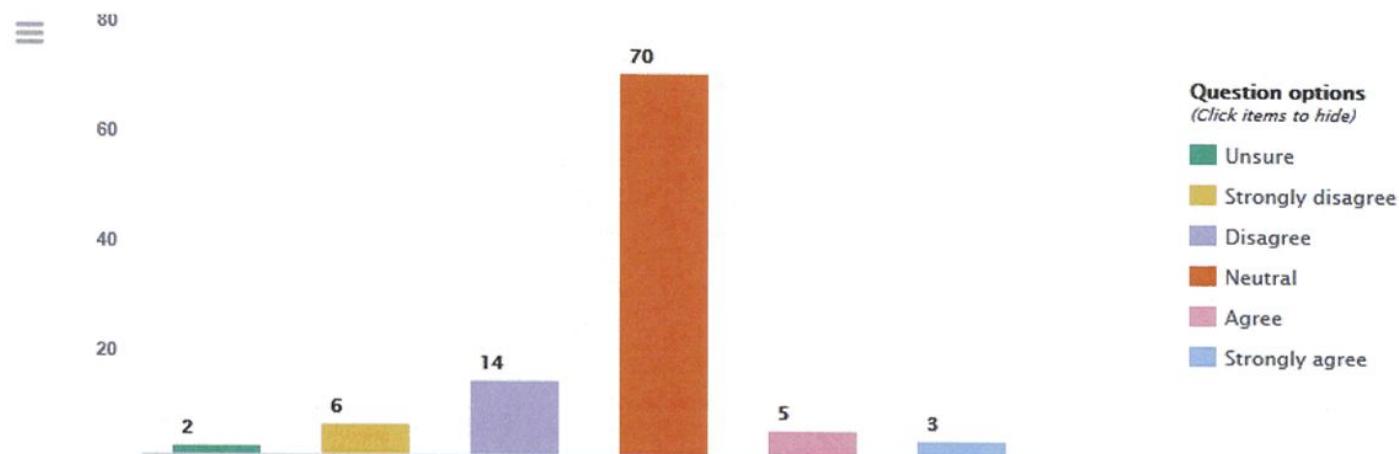
**Question 4.2. Do you consider that the State Government's 'Rural Planning Policy' has been successfully implemented in the study area?**

1	I live on Peppworth Place, smack bang in the middle of everything, every thing affects me
2	I'm not too well versed in this policy nor live in a rural setting so can't really answer yes or no. However I think more needs to be done to protect the rural communities, livability, culture.
3	First time we were ever aware of it. So why has the geographical area been expanded to capture the affected areas?
4	Question not relevant to residents' Vision
5	No as there has been significant development in the past 5 - 10 years
6	The Rural Planning Policy has been successful and should remain without change.
7	Treeby was an old Sandpit previously, just like my land was (is) but now it is being rezoned after all the new housing has gone in
8	??
9	Not enough consideration given to specific holdings - land that has already been cleared should be considered for rezoning. Urban infill should be a priority in these areas to utilise surrounding infrastructure.
10	The whole subjected area consist of pretty much all small 2ha land for residential living purpose only. With continue development taking place in nearby or surround area, I suggest the subjected area no longer fits into rural area in general terms.
11	People need land to live
12	xx
13	Treeby housing estate should not have been allowed with so many houses. Area should have remained 5 acre lots. Don't let it happen again in Cessna/Fraser Road.
14	The policy objectives is to facilitate rural land uses like primary production, to my knowledge there are no primary production in the Jandakot area. rendering this zoning to be superfluous.
15	It has overall planning views. Cannot do on piece meal basis. Stucture plan for all areas
16	State planning has not taken overall planning for whole areas of Jandakot/Treeby areas. Need a total strcural plans for the areas especially north of Armadale road
17	It has been ad-hoc basis with no overall plan for the area
18	The area contains significant rural land holdings, zoned resource which is compatible with the intent of the Rural Planning Policy to protect rural environmental and landscape values.
19	Rural was successfully implemented, but we need to have a higher density population around this area now.

20	We need alignment with the WAPC and deter incompatible land use around the immediate vicinity of the airport. The current use aligns nicely with State Planning Policy 2.5, section 5.3. Importantly - environmental value isn't compromised
21	This area fits perfectly into this Policy as it ensures biodiversity protection and natural resource mgmt. As per the policy it sites rural living adjacent to urban areas with access to health, education and recreation. The Resource Zoning should remain.
22	We love the we can live on a big block, close to the city and to shops and schools and be able to protect the environment and the groundwater.
23	It is a beautiful area where we have been able to build a large home surrounded by bush and gardens while still having all the benefits of suburban life, this fits with the rural planning policy for protecting the environment.
24	Our "rural" amenity has not been protected. Incompatible developments have been allowed with no buffer zones (Precinct 6) and uncoordinated and ad hoc land uses approved (Schaffer and Stockland / Calleya).
25	The rural planning need update new technologies in agriculture land,not apply in map1
26	In relation to SPP 5.3 there has already been major changes to land use on the airport land (Priority 1) suggesting that additional land uses like commercial, mixed business and urban can co-exist next to the airport without any detrimental effects.
27	In relation to SPP 5.3 there has already been major changes to land use on the airport land (Priority 1) suggesting that additional land uses like commercial, mixed business and urban can co-exist next to the airport without any detrimental effects.
28	the rural planning should apply new technologies in agriculture land ,not in Map 1
29	One of the objections of the planning policy is the protection of rural land. How does Calleya meet this objective?
30	Merrit Rd is a great example of an unsuccesful implementation a few hundred metres from a runway and under the path of the Helicopter circuit!
31-34	In relation to SPP 5.3 there has already been major changes to land use on the airport land (Priority 1) suggesting that additional land uses like commercial, mixed business and urban can co-exist next to the airport without any detrimental effects.
35-91	See Question 18

Q5

5. In relation to Map 2, do you think the State Government's 'Planning in Bushfire Prone Areas policy' has been successful in achieving an appropriate balance between bushfire risk management...



21

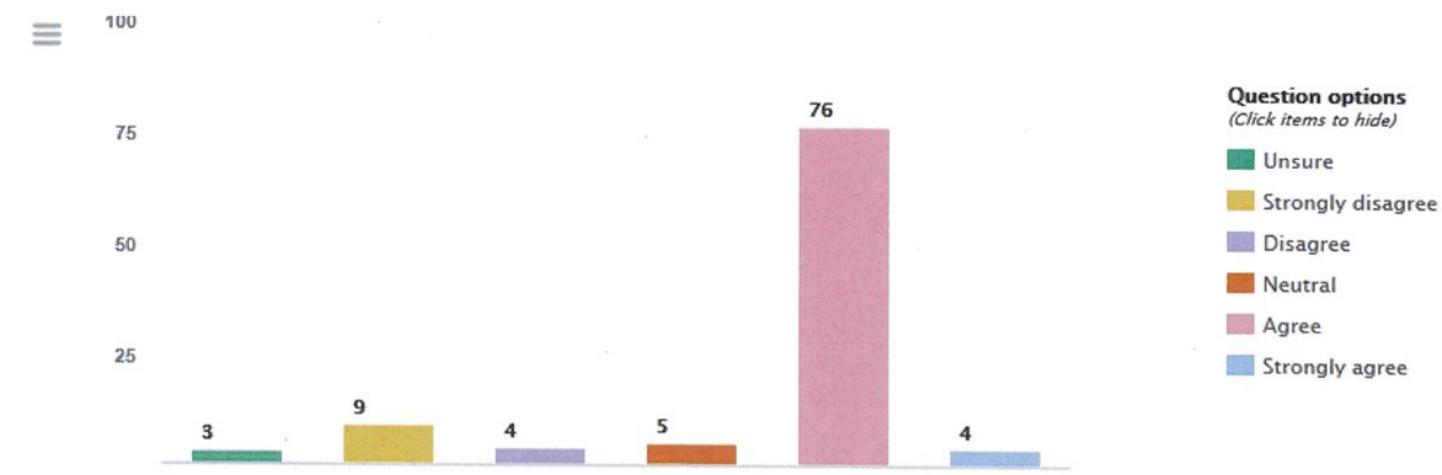
6. Please explain your view with attention to the details referred to in Map 2.

1	No answer for this
2	Yes for some areas, but don't understand why the Cockburn special fire burn area includes additional rules to State Government for blocks under 1000sqm.
3	Wheres map 2? Not in order....you make this survey difficult to follow. But from my experience fire prevention mitigation is good.
4	Question not relevant to residents' Vision
5	not sure what is meant by this as if the area is turned into commercial or urban there is no longer a bushfire risk? I live next door to the commercial area around jandakot airport, obviously the bushfire risk has considerably reduced now
6	Bush fires have been controlled with the placement of fire breaks around special rural properties and we have had no major fire in 20 years.
7	No they have taken all the bushland away from Treeby and put in grassland BBQ areas
8	??
9	Allow landowners to manage bush fire risk on their properties and properly resourcing volunteer fire brigades would be more effective than 50 pages of policy
10	Calleya was allowed to be constructed right inside a huge bush fire prone areas. State Government should allow further development in this area to reduce fire risk to existing residence.
11	xx
12	Their track record in this area is a joke
13	Haven't studied the policy, but I know we live in a high bushfire area, which puts housing estate and airport at risk. We don't need more houses in Cessna/Fraser Road area.
14	The bush density has not been taken into account in the drawing up of the bush fire prone areas.
15	Bushfire care should be provided. land own by state should have reduction on fire loads
16	state property not well care for, Small holders of 5 acres are penalised for all rules /penalties
17	Penalise of small land owners not taking into consideration corporation such as Jandakot city which has cleared large area of land without any penalties.
18	The area does have bushfire risk due to its rural aspect. Rural owners are aware of this and accept the management requirements. Clearing the land is not an acceptable solution to reducing fire risk, it is currently managed.
19	Putting a highway through rural land is not good for biodiversity of flora and fauna. establish a proper reserve and have higher density residential building to combat urban sprawl.
20	If you conserve bushland to protect Perth's underground water supplies, there is the fire risk. The risk of fire is less than the

	risk of water contamination if the zoning changes to higher density urban dwellings that then become extremely vulnerable.
21	Individual landowners have created fire breaks & fire minimisation/management plans which should aid in fighting fires in adjacent bush forever sites. Remnant vegetation is contained within firebreaks and areas within building envelopes are cleared.
22	As was shown in bushfires in Canberra and in rural towns, no-one is immune from the effects of bushfires, even if we were to be rezoned, the houses/businesses would be at risk due from the bush in jandakot regional park and the corner of the airport
23	We all worry about bushfires, but have plans in place to prepare and act. These were effective in the Banjup fires and we hope they'd be equally effective north of Armadale Rd.
24	less than 2 hectares which are less dense and don't propose a bushfire threat
25-30	SPP 3.7 does not address the Bushfire risk to neighbouring areas as rural areas next to residential areas are an immediate fire threat especially during the summer months when bushfires are prone to take place in the area.
31	less than 2 hectares don't propose a bush fire threat
32	Currently, neutral however have not had a significant bush fire event near our property to determine its effectiveness.
33	I havent seen a bushfire in that area for 40 years so I dont think there is a bushfire risk to manage. If biodiversity conservation values, environmental protection, biodiversity management doesn't seem to get consideration?
34-91	See Question 18

Q7

7. In relation to Map 3, do you consider the broad list of State Government documents is adequately working to protect public groundwater drinking sources?



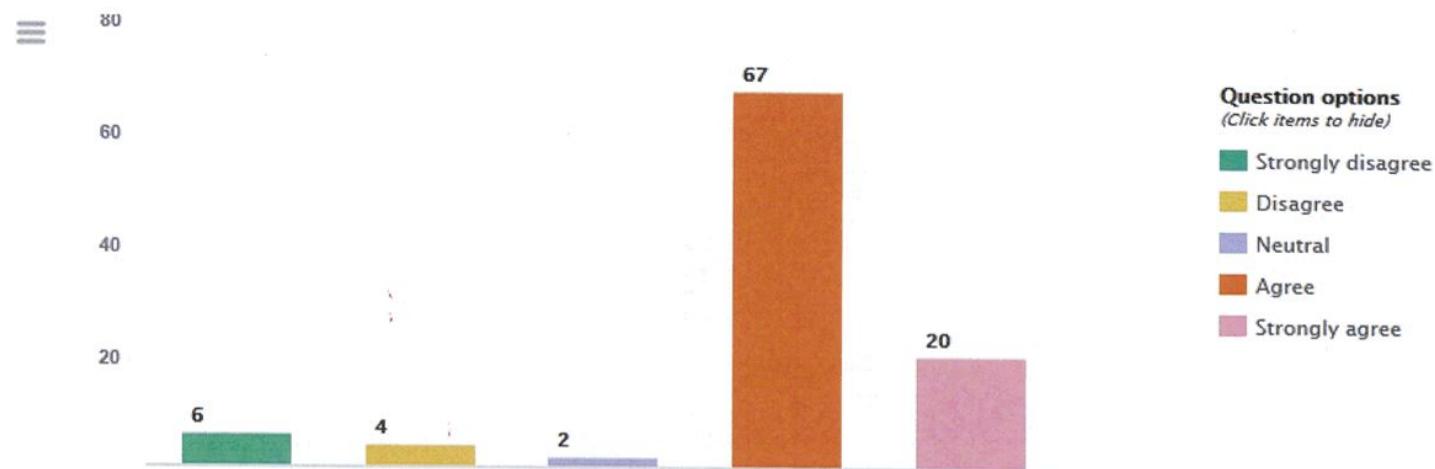
**8. Please explain your view with attention to the details on Map 3.**

1	I live on an old SAND Mine, yet they can build what ever they want on the other side of Solomon Rd in Treeby
2	It needs to be updated. Doesn't mention DWER's allocation plan for the area and other water users. I think the community needs to be informed that Calleya is a "trial" agreed by WAPC to see if urban development could safely occur in changing a P2 to a P3
3	They appear to be. But then they allow a service station to be built on top of it. Then put drainage swales immediately adjacent Armadale Rd with no protection; so there is a lot of lip service
4	Question not relevant to residents' Vision
5	not sure as to the impact on groundwater due to new commercial subdivision all around Jandakot Airport
6	Ground water is precious and should be protected from small density living as is occurring in recent years. Perth has a shortage of reliable drinking water therefore the jandakot groundwater should be protected from increased housing infill.
7	No, because somehow the water boundary keeps changing on the map (according to \$\$\$\$\$) but somehow nature seems to know where these new boundaries are.
8	Why is there a WASTE COLLECTION DEPOT on CUTLER ROAD leaching into the soil, and ultimately the ground water ???
9	Recent developments on priority water areas have demonstrated that these areas can be protected, Calleya Estate being an example.
10	Large land in this area have been reclassified to allow intensive development, such as Calleya.
11	If you value water you don't build houses on it
12	xx
13	Put a housing estate in Cessna/Fraser Road area & ground water at risk. We have restrictions (how much we water, changing oil in vehicles, number of large animals. use and storage of chemicals) Hundreds of houses will affect most of this.
14	The government has sufficiently protecting public ground water, however more investment needs to be put into water treatment and recycling to meet and secure the water needs of the future.
15	adequate monitoring, to allow development
16	good monitoring process. many monitoring wells for contamination
17	Limiting high density population and commercial developments over sensitive groundwater areas reduces the risk of pollution of this extremely valuable resource. Resource zoning already has restrictions in place to this effect.
18	underground water source is being protected but more needs to be done to have a sustainable water source such as recycled water treatment.
19	P2 = low risk development and needs to be retained. Remnant vegetation also plays a vital part in the equation and should also be retained. It is clear, there are many lots in the survey area that hold very high water conservation values.

	Currently mainly land already degraded by sand mining is being developed in the area, wellheads, bushland and wetlands are protected. P2 areas adjacent to P1 catchments should be retained not downgraded, Groundwater quality must be maintained.
20	I think current developments are risking our groundwater, we need to stop industrial, commercial and further residential development on Jandakot Water Mound until we see the long term effects they are having on the quality of the ground water. I've questioned for years why they are allowing so much development on Jandakot Water Mound. Surely we should be limiting the number of houses, businesses and pollution in this area, not adding to it.
21	In relation to SPP 2.7 it has been demonstrated that risk minimisation can be achieved effectively by sewered lots rather than septic tanks.
22	Updates some well not use in 20 years
23	We strongly believe that by having sewered lots instead of septic tanks as is the case now will be environmentally safer. update some well 20 years not been used
24	The study of Calleya determined that it poses low risk to the ground water and as such a study should be completed to investigate potential impacts to rezoning the study area to P3
25	All of the properties in Priority 2 areas have septic tanks. The Priority 1 area is not the actual boundary of the groundwater so they are not protecting all of the groundwater see Dames and Moore study.
26-30	In relation to SPP 2.7 it has been demonstrated that risk minimisation can be achieved effectively by sewered lots rather than septic tanks.
31-91	See Question 18

Q9

9. In relation to Map 4, do you consider there should be strict controls on the storage and use of potential contaminants in priority public drinking water areas like Jandakot?



27

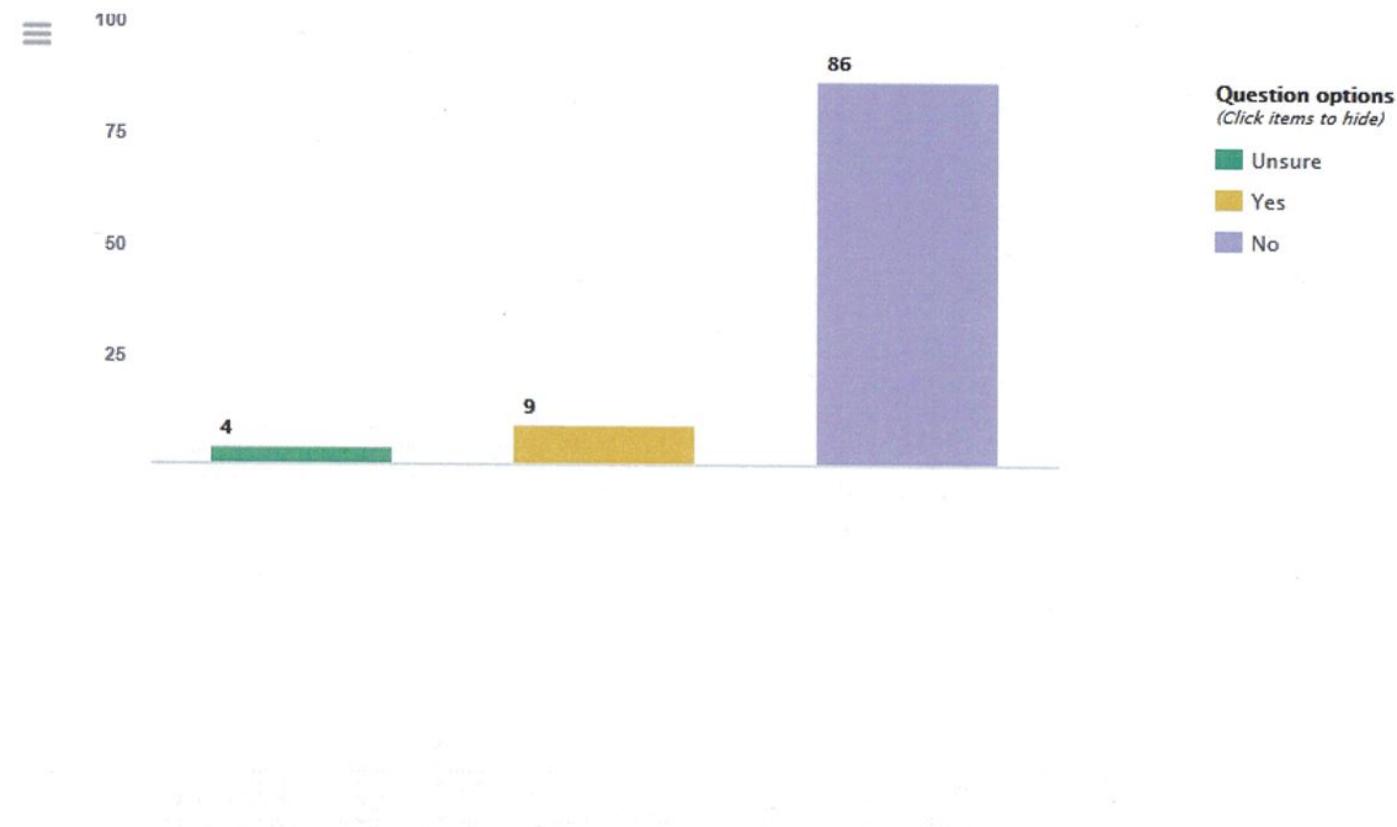
10. Please explain your view, with close attention to the details on Map 4

1	yes - new petrol stations etc....
2	We need to protect all of our the state's water resources, esp when they are used for public drinking water supplies
3	Obviously
4	Question not relevant to residents' Vision
5	commercial properties will inevitably bring chemicals not suited to the water mound
6	Strict controls must be followed and housing infill restricted as well as industrial developments to protect our groundwater from potential contaminants.
7	Any form of unwanted / unexpected leaching would not be good
8	??
9	Strict controls of course, prohibition not necessarily.
10	Potential contaminants in priority public drinking water areas should always be controlled. But doesn't mean it's contradicted to development planning. Different level of development should have corresponding level of control measure.
11	xx
12	Its just a matter of time for a contamination to happen
13	Put hundreds of houses here and you can't control the area adequately. A few 5 acres blocks easy to manage and we love where we live and will do anything to protect it.
14	Already taken care of through NEPM 2006 for the relevant zoning. The well heads are buried sometimes 2 km underground. The time it takes for surface level contamination to dissolve through the ground into the water is negligible
15	Control of land usage and monitoring
16	Why is Jandakot City allowed to do what they do? Where is monitoring on jandakot City
17	Schaffer developments & Calleya are allowed to proceed to develop their property while smaller lot land area are penalised.
18	I would support the lowest possible development near these areas, and catchment zones.
19	No We need a water treatment plant as well as grey water systems in every house for new development.
20	The current zoning is the best form of preservation of the groundwater and takes the appropriate action with wellhead protection zones that should remain.
21	Yes, but not just in wellhead protection zones, potential contaminants should not be kept on our sandy soils over the groundwater.
22	Please dont use current developments potential impacts as an excuse to create further hazards.
23	We risk contamination of the whole aquifer from industrial chemicals, fuels and from fertilisers with the increasing

	development on the water mound. Once it is polluted we've lost this resource forever.
24	Stricter controls than current. What happens if the ground water is contaminated?
25	more investment into sustainable water sources such, as recycling plants are required.
26	Industry should be carefully monitored for contaminants
27	South of our property there now exists heavy industry which will be contaminating the water mound as we speak not to mention the huge commercial development around the airport.
28	more investment into sustainable water sources such ,as recycling plant.
29	Majority of the study area does not sit within wellhead protection zones.
30	As a matter of course
31-	In relation to SPP 2.3 & 2.9 the uses that are already in existence and have been for at least a decade have already proved to
36	be contaminating the ground water. Most of the bores in the area have been shut down.
37-	See Question 18
91	

Q11

11. Do you consider the State Government's emphasis on protecting wetlands and requiring a '50 metre buffer' around wetlands in an appropriate requirement?

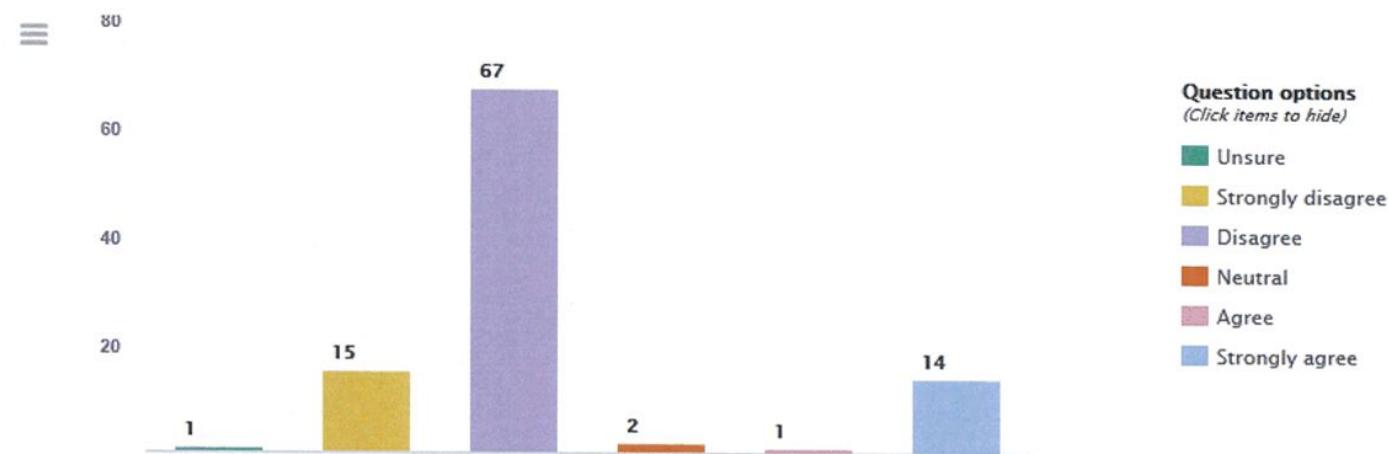


12. Please explain your view with close attention to the details on Map 5

1	yes
2	50 metres is good, but not sufficient unless you have really good management plans in place to deal with issues such as midges
3	is 50 metres enough?
4	Question not relevant to residents' Vision
5	the 50m buffer sounds good but there has been too much development over the rest of the area
6	Wetlands are vital to the whole ecosystem as is the protection of the land and groundwater.
7	No should be a lot larger
8	??
9	Some of the wetlands shown on Map 5 haven't seen water in the last 25 years - a 50 metre buffer zone around what?
10	xx
11	As per the area outlined in Map 5, the existing wetland boundary are questionable. Most area have dried out, and have residence on top.
12	Start with 200 meters
13	If wild life are involved area needs to be protected. If a 50 meter buffer is sufficient to protect wetlands then I agree it's appropriate otherwise it should be more
14	when properly cared for 25 m should be enough.
15	land owned by state are neglected
16-91	See Question 18

Q13

13. In consideration of the details on and referred to by Map 8, do you consider that State Government planning requirements should protect the existing native vegetation in Jandakot, especially as...



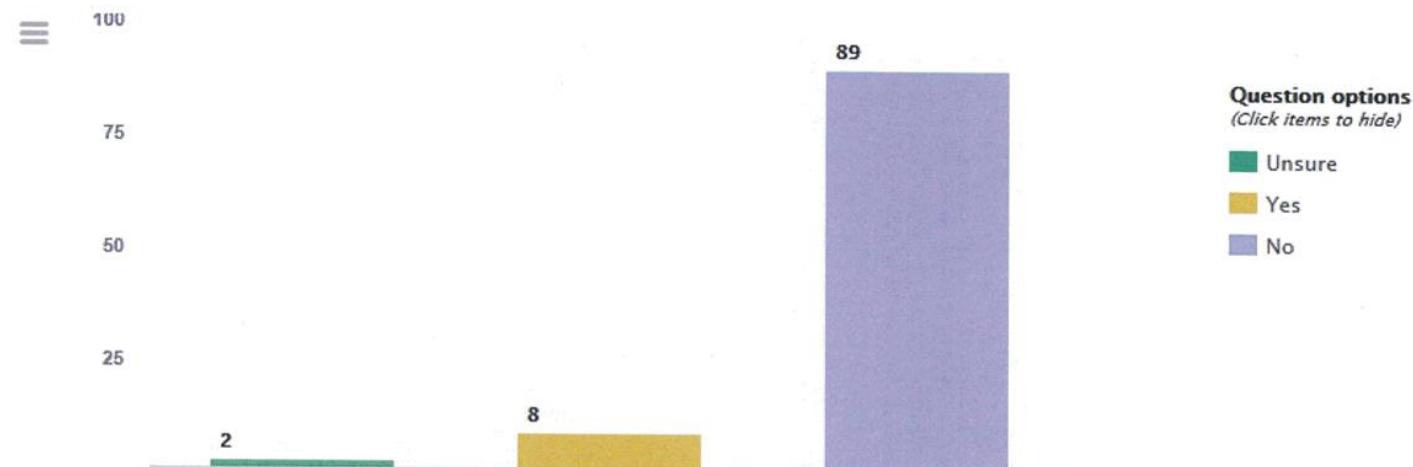
## 14. Please explain your view

1	Although it seems only the rural (Semi??) land owners seem to do this, council only seem to put in a park/bbq area in treeby
2	Love how you want to create corridors to connect the vegetation and reserves. As some of Perth IWSS production bores take from the superficial aquifer, yes- the native vegetation protects the water quality, acts as a filter and supports fauna
3	it has apparently been shown that urban areas can co exist in harmony as exemplified Treebys Calleya Estate, Atwell, Aubin Grove etc
4	Question not relevant to residents' Vision
5	It is obvious the bush would protect the groundwater although much of the bush has been removed recently (5 - 10 years)
6	It is vital to protect existing native vegetation as current land owners on special rural blocks have always been mindful of this relationship with the environment and the need to protect our groundwater.
7	Although it is a bit late now for Treeby
8	??
9	Map 8 shows "native" vegetation on our land which in fact are trees that we planted. While their may be a case for retaining some bush forever those areas that have been essentially cleared and used as paddocks should be exempt
10	Different measure can be implemented to protect groundwater quality.
11	When i was a boy i live on a 1000 acre block, its gone to houses, soon there will be nothing left
12	xx
13	Once this area's turned into hundreds of houses it can't be changed to rural or semi rural again. We have restrictions on clearing and development which protects ground water, native vegetation and native animals. Think of change in 30 years, not now.
14	The government should establish water recycle plants as well as higher quality urban design so that car pollution is reduced and foot traffic is increased.
15	Look at Jandakot city where hundreds of hectares are cleared
16	Discrimination between large operator and small holders. Jandakot City can cleared hundred of hectares without and descrimination, Small 5 acre holders are subject to all stringent rules. look at Calleya Estate, all vegetation bulldozed
17	Why should the small land owners be responsible for the groundwater quality while major projects such as Jandakot City and Calleya are allowed to clear their land.
18	The area has been a significant contributor to the Perth water supply, and will continue to be so. Natural vegetation is critical to the quality of groundwater, not to mention wildlife. Concrete not so much.
19	More effective plant species need to be put into the area . as well as rehabilitating the area.
20	Other urban developments are on cleared land. Most of the survey zone is not and is critical to preserve water quality. Apart

	from being a corridor for fauna movement between bush forever sites, it also creates a unique residential lifestyle
21	To protect groundwater quality as well as ensuring the protection of biodiversity of flora and fauna. Cockburn has had a strong program of biodiversity conservation grants in this area, why ruin it now?
22	It shouldn't just protect the existing environment, as much of this area is good quality banksia woodland, or low lying wetlands with old melaleuca trees we should be improving and revegetating the existing native vegetation.
23	You only have to drive down the freeway, Armadale Rd, Nicholson Rd to see how much has already been cleared and filled. Even those of us on previously degraded land are trying to revegetate and help our native wildlife be recreating homes for them.
24	No detrimental impacts on water quality were identified due to clearing bush for Jandakot Airport or Schaffer development approvals. Any significant areas of bush cleared should be offset. See Zone B in our submission.
25	should be put on planting more vegetation and a wider variety of vegetation. Or sustainable building design
26	We don't believe that preserving extra vegetation will do anything to protect the groundwater. Besides there has been extensive development around the Jandakot area in the past years and hazardous chemicals have been contaminating the ground
27	should design planting to our need to control more or less.
28	Dont see groundwater quality at risk, therefore native vegetation within bush forever zone is sufficient.
29	There is very low grade native vegetation and I can't see how it protects the water quality.
30-34	Ground water quality is not determined by native vegetation. There are hazardous chemicals in use within the P1 & P2 areas that are not seweraged. Pathogens, hazardous chemicals etc have been leaching into and contamination the ground water for decades.
35-91	See question 18

Q15

15. In consideration of the details on and referred to by Map 10, do you consider the current land uses in the study area to be appropriate?



35

16. If you responded to question 15 with 'Yes', why do you consider such to be appropriate?

1	Yes, but see below.
2	Wheres map 10? This is the most useless survey ever worded!
3	Question not relevant to residents' Vision
4	Ideally there is possibly to much urban and commercial development already
5	Refer to answers to questions 3 to 14 .
6	??
7	I can only speak for Cessna/Fraser Road, where semi rural should be protected especially as we border on bush forever. Semi rural will compliment and protect ground water, native bush, native animals and airport.
8	there is room to establish a medium density zoning along jandakot road.
9	structure plan by Banjup association should be taken into consideration
10	We need to look at overall planning for 5 acre as owners, being squeezed by industrialisation. All should be zoned commercial and industrial Schaffer Corporation will created a large industrial areas
11	Please refer to Banjup residential association submission as per attached. I fully support BRA views
12	The current zoning has a mix of commercial, residential and rural land use, consistent with the complex restrictions of the water mound and environment. It has been zoned resource for many years and with good reason.
13	Absolutely appropriate to retain these critical important stands of remnant vegetation. We can successfully develop around and amongst them to create incredibly desirable 2HA lifestyle lots
14	The current resource zoning is protecting the environment, providing a noise buffer to the airport and providing residents with highly sought after rural living blocks. Development can be screened out, we can't return our environment once it is destroyed.
15	Current residential and commercial developments are mainly on land that has been sand mined. It would be a terrible waste to destroy native bushland and put further pressure on the wetland environment by developing the current resource zone.
16	They protect the groundwater from further threats, are a noise barrier between suburbs and housing estates, retain vegetation and habitats and are a fantastic place to live.
17	There should be much less residential and more commercial
18-91	See Question 18

17. If you responded to question 15 with 'No', in consideration of the overall planning issues needing to be balanced as shown on Map 10, what different land use would you consider to be appropriate?

1	We are forced to keep our rural land bush / natural, at our cost
2	I believe as the rural amenity has been irrecoverably impacted that we need to consider urbanising appropriately to all of Treeby and jandakot between Warton road in the East to The Freeway in the West.
3	Please explain why, Treeby was allowed to go ahead, and be reoned afterwoods, when my land is exactly the same, but with all the restrictions
4	As Calleya has successfully met all the planning criteria to allow development rezoning north of Jandakot would also seem appropriate
5	Residential development should be considered.
6	I am against all developments on a water mound
7	Zoning would be changed to mixed use along Jandakot road, specifically the land near the Prinsep Road and Jandakot junction
8	all land north of Armadale road be zoned commercial and industrial
9	We need to plan all the whole areas of Jandakot/Treeby, rather than piece meal by Calleya and Scheffer
10	Better mix of residential and park land need to be around the whole area. A school needs to be build, a water treatment facility.
11	Our map clearly shows how surrounding developments are destroying any "rural" lifestyle. However, this area has the strategic features that are critical for urban development under regional planning objectives. See detail in our submission.
12	should rezone more dense to make room for future need
13	Residential or Commercial
14	Rezoning of land from Special Rural, to residential or commercial
15- 21	Seeing that Stockland have proved to be able to manage urban development in the P2 area without any incident, I think other P2 areas on the Jandakot Water Mound should be allowed to do the same by converting them to P3 as Stockland's site has.
22- 91	See Question 18

**18. Please provide any comments**

1	I was one of the ones forced out of Hope Valley, came to live here, built a nice sustainable house. now am faced with a wall as I leave my street for the Treeby estate. My house (whole street) was built on the sand pit left here, same as treeby but I have restrictions on what i can and cannot do with my property. New subdivisions have kept the snakes away, but now bandicoots / wild life is disappearing now too.
2	I think discussion needs to occur around the urban and industrial encroachment on the semi-rural, rural communities in Jandakot. It would appear from the meeting on the 31/07 that some of these land owners are not satisfied with the proposed approach and either want to be able to take advantage of urban development or have more measures in place to ensure the rural community and lifestyle is protected. This would be a big strategic move i.e. one option (there would be many) for the rural areas to become urban would be to cease taking water from Jandakot Mound once groundwater replenishment is a success SOR, so Woodman Point area. But the wetlands and other natural features need to be preserve and protected now and for the future. So maybe the vision needs to consider enhancing the areas natural features (they are an asset not a constraint), liveability, wellness, community and connectivity.
3	Propose land to the immediate north of Calleya Estate and Skotsch Ct area be residential with a 200m POS buffer to the JAH land. Land to the west of Solomon Rd be residential with a 200m buffer of commercial/light industrial/POS to the Jandakot heavier industrial area. The remainder of land north of jandakot rd be commercial/light industrial. This will give some value for the land holdings and recognize the pressures placed on the special resource zoned land from encroachment of development and the heavier traffic on Jandakot rd.
4	Jandakot is of significance in the overall plan for Perth and good drinking water for all. By continuing to infill the landscape and ignore the importance of this precious groundwater, this commodity may no long be available to us. There are many other areas of Perth that could be earmarked for urban development. However, I feel to ignore nature and to continue with development of Jandakot and pretending that by leaving small tracts of undeveloped land we can preserve and protect our groundwater and environment is folly. Urbanization needs to stop in this fragile landscape and the council needs to consider the wider community and our need to protect our groundwater, our wetlands and our native flora and fauna.
5	It's a bit late after the fact(s) with no consultation (letter box drops??) to ALL the landowners in the Jandakot area. No Consultation about Solomon Rd or Peppworth Place
6	Why is there a waste collection depot on Cutler Road leaching into the soil and ultimately the ground water? Where do residents in Peppworth Place stand or even come into these plans considering they are nearly smack bang in the middle of all this?

7	<p>Developments in recent years have significantly changed the rural nature of the area, in particular with regard to noise levels and traffic. Given these changes it would seem this area would be better suited to housing that is designed for a urban environment and particularly if some of that accommodation catered for people "rightsizing". To fully utilize infrastructure developments such as major shopping centres, railway stations and road developments it would seem logical to allow rezoning.</p>
8	<p>With Cockburn Central becoming a Activity Centre in the Perth south region, urbanisation and intensive development is continue to take place in surrounding area of Jandakot. Rural zoning is no longer a proper classification for this subject area. Continue to distinct and isolate it from surrounding urban area would means never ending issue from contradicted life in both world. Instead, allowing residential development but with proper control and restriction will enable the local government to plan better for this region as a whole.</p>
9	<p>If you cannot find the balance between nature and a concrete jungle, I cannot help you. It will be a dark day when your grandson asks what a banksia woodland looks like. I am sure you will have an answer.</p>
10	<p>I haven't had the education and knowledge to answer your questions adequately but I know we have lived on Fraser Rd for over 20 years and have struggled to protect our piece of land by abiding to the rules of clearing land, protecting ground water, planting more native trees. The road congestion will be enormous with more houses and the changes on Jandakot Rd will not be enough for the amount of residents. Wild life will become extinct (we have bandicoots, carnaby cockatoos, various native birds and snakes! living with us). Hundreds of houses means hundreds of cats! If necessary separate Cessna/Fraser Rd as planned for Skotch Rd and leave us semirural. Do not be influenced by <b>Redacted</b> who wants us to use numerous email addresses to get his point across. Four of us live in this house and we all want to remain here but we have only submitted one response. We expect change and you are doing your best to reduce the impact on us by using a road surface that will reduce traffic noise on Jandakot Rd. I can't see the houses in Treeby from where I live, so they don't affect me but some shops and buses in Treeby will be to my advantage. Consider the native wild life, consider the native bush and consider the ground water. We can't expect total peace and quiet so close to a major city but please fight for us to stay here.</p>
	<p><b>Redacted</b> Once this area's developed, there's no turning back, so leave it as it is for now and perhaps in 20 or 30 years when there's no semi rural land left close to Perth governments can reconsider. The land may be necessary for the airport in years to come. Think of our lifestyle now and leave cessna/fraser road area, at least, how it is now. We will adapt to the changes on Jandakot Rd and Treeby and I'm looking forward to a roundabout at Fraser Road, if it makes the intersection safer. I think 2 or 3 roundabouts, a possible set of traffic lights at Soloman Rd and a reduction in speed limit will make Jandakot Rd less attractive to many motorists and they'll look for alternative routes from/to Warton Rd. Leave cessna/fraser road as we are now - semi rural!</p>

11	Government plan for 3.5 Million by 2050, should be for Perth only ( Not Peel ) People want to live close to Perth, within 30 minutes, we are on the door step East ward Close proximity to Perth, access by Road freeway & Cockburn Central Rail, makes East ward area Perfect location for High density Living. Build on Cockburn Central theme, make the most of the Jandakot City Commercial Centre, Jandakot Park, PLAN to grow, Re Build South Lake, or we will be left behind.
12	We recognise that due to many irreversible factors, the amenity of our property, where we reside, and the rural lifestyle that attracted us to the area, have been severely compromised and the situation will only deteriorate. To this end, we would prefer our property, along with neighbouring parcels along Jandakot Rd, to be rezoned to accommodate higher density suburban residential development, ie an extension of the Calleya Estate, or where that is not feasible it should be rezoned commercial or light industrial. We share with neighbours the vision described in the attached document that states AREA 1, where our property is located, as being suitable for urban, commercial or light industrial use. We urge the City of Cockburn to champion the vision at the highest levels of the WA Planning Commission and government. Please note: This survey did not seem to require any registration or identification. We are not confident that it has been filled out only by those concerned. It could have been forwarded to all and sundry across the state.
13	All areas north of Armadale Road should be zoned commercial and industrial. We fully support the submission of Banjup Residents association. Please consider the voices of residents, BRA submission is fair and reasonable
14	The views of the 5 acre land owners are not being taken into serious consideration. We want the area north of Armadale road to be zone commercial/industrial.
15	"I have been a landowner in the P2 zone for 20 years now and purchased our block on the knowledge that the zoning was based on groundwater protection. We developed our property along the way with several CoC Landowner Biodiversity Grants and successfully created new habitats for a whole range of native fauna. We appreciate the special qualities that living here presents as well as the great support from the CoC in sharing our passion to preserve and enhance the natural landscape. Some have said that our amenity is degraded and we are ""trapped"" between development on all sides. I disagree and if anything, with the developments around us, we are better served. Aircraft movements have decreased over time, Jandakot Road will soon be upgraded and improved, we will have access to a safer road with bike lanes and foot paths. The new housing estate will offer us access to local shops, a primary school, POS and bus services, all in short walking distance. Where else can you reside amongst a superb example of Swan Coastal Plain Banksia woodland, so close to the CBD and all the modern facilities only a short walk away? I would have to agree with the Banjup Residents Association who in their submission to the WAPC over P&P@3.5M stated the following; ""The landowners believe that there will be more long (term) demand for rural properties close to Perth city that the WAPC anticipates""

	<p>Given this survey area is actually closer to Perth city than Banjup, the only reasonable conclusion is that there be no changes made to the current zoning as these 2HA lots are both desirable and will be in greater demand long term. There is no need to change the zoning of the survey area and the WAPC in the Perth &amp; Peel @ 3.5M have it right by suggesting we retain the current zoning and continue to protect the vitally important vegetation and groundwater supplies. There is no better land use than that which currently exists in the P2 zone. We need to retain all areas of remnant vegetation from Solomon Road through to Warton Road. Creating urban and/or commercial developments in such a desirable and sensitive location is an incompatible land use and should to be considered."</p>
16	<p>I am disappointed this survey is accepting views from anyone, not just the residents affected. In fact a councillor requested people outside the area submit and that the study area may be changed after the fact! Those pushing for land use change have also been using underhanded tactics, recruiting far and wide for people to answer on their behalf, they have even tried to bring land developers in to influence the outcomes. Looking at the maps just of the study area we have 2 distinct areas being grouped as 1. We have the land West of Coonadoo Crt which falls within the 20 ANEF contour, is bordered by industry and suburbs and has Jandakot Rd running through the middle. Then we have the area between Coonadoo Crt and Fraser Rd which is bordered by Bush Forever, Jandakot Regional Park and the Jandakot Airport Conservation Zone. It has Jandakot Rd and Treeby to the South. In the first area perhaps their Rural ambience has been affected, however in the second, our amenity is being added to by the additional services such as buses, pathways, schools and shops going into Treeby. Please listen to the residents. We don't want to leave, and we certainly don't want to see our wetlands bulldozed and filled with sand, our ground water polluted and our beautiful native wildlife left homeless, no amount of purchased offsets can replace what we already have right here. Please read my attached statement supporting the WAPC recommendation that this area remain zoned Resource as it is a wonderful example of the Rural Planning Policy working within the metropolitan area.</p>
17	<p>When we bought in Jandakot we knew that the road would get busier and that suburbs and industry would get closer, however we created our own haven where wildlife could flourish and where we could shut out the world. We want to retire here and improve our small area for our grandchildren. We bought beside an airport so we knew aircraft noise would exist, and at least 10-15 years ago we knew about "Jandakot City". Neighbours worried about it sold out and left, while others have stayed and complained. We've done what we can to screen it out. Banjup Residents Group and the lady investor have frequently tried to bully us into joining them to push for rezoning. We bought here because we thought it would never be rezoned. Banjup Residents Group themselves tried unsuccessfully to subdivide their own blocks in Banjup into 1ha lots on the premise that there was high demand for rural living blocks close to the city (while telling us it would be their nest egg allowing them to remain there and sell to fund their retirement), yet here they are trying to wipe out the Jandakot rural living blocks. This is clearly a money grab by people who bought to invest, people who see they didn't sell in time to prevent development lowering their values, and by the Banjup Residents who, having been denied the chance to subdivide, see the potential to wipe out a</p>

	large number of rural blocks closer to the city than them, increasing pressure on the small supply of rural living properties and therefore raising their values. Banjup residents may unanimously support the rezoning of the Jandakot Resource Zone, however we, and many other residents of the area affected do not want this. Don't let the Banjup Residents Group continue to silence us.
18	We only built in this area 10 years ago. After falling in love with the residential properties in Coonadoo Court and Cessna Drive we were excited to have the opportunity to build our own dream when the land further along Jandakot Rd was subdivided. We had been told to wait for the 5 acre blocks south of Cessna Drive, I'm glad we didn't as they never eventuated, instead Stockland managed to rezone the land and Calleya was developed. We felt safe that our home was safe when we saw that the Perth 3.5m plan called for this area to remain zoned Resource. We had no idea there were people who wanted to rezone it. There is nowhere else we could have a lifestyle like this. We have poured everything we have into developing our land and our home for our rural lifestyle and hope the area can remain zoned Resource.
19	"The lands South of Jandakot Rd from Berrigan Dr to Warton Rd should be allowed to be subdivided, including Peppworth properties for housing to meet future housing demand. The Cockburn Station was built to serve this purpose. The housing situation is so critical, that lands need to be released asap. In fact the enclosed Peppworth properties should be allowed to be sub divided into 1-2 acres for old age homes, child care centres, medical centres, and high power lines underground, to meet the requirements of residents around the area. There should be a buffer zone of 30 metres along the high power lines with native trees and plants. The area needs to be fully CCTV installed. Property owners should be compensated to the projected value in five year's time ( implantation stage), based for vacant land, plus added value for buildings and improvements, plus relocation cost and disturbance to life style, payments should fair and reasonable based on a set of criterias."
20-24	The inconsistency with the various developments that have been approved in the P1 and P2 areas that are still very much a hazard to contaminating the ground water but native bushland is not allowed to be cleared based on some unfounded idea that somehow the bushland will preserve the ground water for human consumption is an unsubstantiated notion and should be removed from the guidelines.
25	Where is the fairness? When the big end of town (Stockland) are approved to subdivide rural property and turn it into residential lots clearing all the land of vegetation and the rest of us are being knocked back because of some unsubstantiated notion that somehow the bushland will preserve the groundwater. And on the other side of Jandakot Road has been given approval to develop his land. All we ask is for equal opportunity to move forward and subdivide as Stockland did.
26	Calleya's studies determined that the impact of high residential areas pose low risk to the surrounding areas therefor the same considerations should be applied to residents within the study area.
27-91	We urge the City of Cockburn to champion the Vision at the highest levels of the WA Planning Commission and government We share with neighbours the Vision described at <a href="http://banjup.webs.com/Planning/Jandakot%20Treeby%20rural%20residents%20Vision%20Final.pdf">http://banjup.webs.com/Planning/Jandakot%20Treeby%20rural%20residents%20Vision%20Final.pdf</a>

**Appendix 5: Submission from private landowner A**

The whole of this previously "rural" district is being increasingly hemmed in by incompatible surrounding developments. Especially in our area of Boeing Way, our "rural" lifestyle is being destroyed. The properties have lost their "rural" nature but currently cannot be used for any other purpose. We believe that this area is no longer suitable as a rural zone. We recommend that individual parts should be re-zoned as Industrial, Commercial or Residential depending on their proximity to surrounding developments.

**Impact of other developments**

As longtime residents with an intimate knowledge of this area, the reasoning behind the need for this change is summarised below:

The previous "rural" nature of this area has already been degraded over recent years and will effectively be destroyed by ongoing surrounding developments due to:

- 1) Land for Precinct 6 at Jandakot Airport has been cleared and civil works completed. This will bring Industrial/Commercial development right up to the rear boundaries of many properties, despite Council recommendations that a 200m buffer zone should be left.
- 2) The recent Amendment 112 to Town Planning Scheme 3 for Schaffer/Urbanstone land on Jandakot Road allows Warehousing/Storage Facilities/Showrooms and Additional Uses on the land which bounds the rear of other properties on Boeing Way (including our property).
- 3) The significant increase in traffic along Jandakot Road and Berrigan Drive which will increase more due to:
  - Vehicles trying to avoid congestion on the Kwinana Freeway, Armadale Road and Roe Highway,
  - Further increases for a period of several years when traffic attempts to by-pass the major road works required for Armadale Road widening, Kwinana Freeway northbound widening, and construction of North Lake Road bridge,
  - Rapid industrial / commercial development at Jandakot City, along Solomon Road and at South Central,
  - Major residential developments at Piara Waters, Harrisdale and now in progress at Calleya and planned for east Treeby.
- 4) The planned widening and re-alignment of Jandakot Road to a 4 lane separated highway will resume the front part of their land from property owners along Jandakot Road. A major roundabout at the Solomon Road / Jandakot Road junction will further increase traffic noise disturbance.

- 5) Higher density residential development over the whole of the old Banjup Quarry site for Stockland's Calleya development, now part of Treeby.
- 6) Perron group's plans for further residential development on the land in Treeby to the east of Calleya.
- 7) Potential re-development of the quarry site at 367 Jandakot Road for residential housing.

For the reasons above it is obvious that the Rural zoning is no longer appropriate. Our rural amenity has been continually eroded, leaving a planning blight on the area and keeping property owners in limbo – the properties have lost their “rural” nature, but cannot be used for any other purpose. Apart from the reduction in value, our properties are now becoming virtually impossible to sell. The surrounding development decisions, which are out of our control, are destroying our lifestyle.

#### **Opportunities for alternative land uses**

In support of changing the land use and zoning, we refer to the South Metropolitan Peel Sub-Regional Planning Framework document, which fully supports this as the area meets the following planning principles:

- Development within the main Kwinana Freeway corridor.
- Close to areas where people can live and work (e.g. Jandakot Airport and City, Cockburn Central / Gateway, South Central, Solomon and Cutler Road area light industry).
- Close to existing primary transport routes (Roe Highway and Kwinana Freeway).
- Close to public transport (Mandurah to Perth railway at Cockburn Central or Murdoch, and planned Cockburn to Thornlie train line).
- Close to community, social and service infrastructure (Cockburn Central Integrated Health & Library, Cockburn ARC, planned Primary School and Village Centre at Calleya Estate, health and other services at Glen Iris Shopping Centre, Glen Iris Golf Club, Fiona Stanley & Murdoch Hospitals, Murdoch University)

A requirement of the Metropolitan planning framework is to retain sufficient areas of rural amenity and bushland. The City of Cockburn has identified other areas that the plan earmarks for development which would be much better retained as rural, instead of the Jandakot area, which is already under pressure. In particular the current rural acreage between Latitude 32 and the central wetlands / Beeliar Regional Park should be retained as a buffer for those significant wetlands. Also land to the east of Warton Road along Armadale Road earmarked for Urban/Commercial development is relatively remote from major infrastructure and would be more suitably retained as rural properties.

### Potential barriers to development

The main historical barriers to alternative land uses in the Jandakot area have now been largely overcome:

- Jandakot Water Mound and Wellheads
- Studies by various parties have demonstrated that the impact of developments over the water mound and around wellheads can be minimised and managed by good design and monitoring. This has been shown for the recent residential developments at Calleya in Treeby (and previously for some areas of Atwell in Banjup), and also for industrial and commercial developments on Jandakot Airport land, and now recently approved for the Schaffer property on Jandakot Road.
- Some restrictions would still be required, mainly to ensure there is no bulk storage of any toxic or hazardous materials above the water mound. For example, we do not agree that motor vehicle wrecking operations, as indicated on the key of the vision area map, would be appropriate due to the risk of water pollution from oil and fuel spills and leaks.

### Light Aircraft Noise

There are no constraints on developments outside the ANEF 20 contour, and the City of Cockburn has minimised the risk of any disturbance by requiring minor upgrades to housing window specifications, etc. in the Calleya estate.

State Planning Policy 5.3 on Land Use Planning in the Vicinity of Jandakot Airport was updated in January 2017. Between the 20 & 25 ANEF contours there are no constraints on industrial and commercial developments, including motels and hostels etc. The Policy now states that residential dwellings, schools, hospitals, etc. are all "conditionally acceptable" between the ANEF 20 & 25 contours. In addition it states that "noise attenuation is not mandatory for residential uses", although we would expect the City of Cockburn to require upgraded construction designs to meet their noise standards.

### Alternative Land Uses or Zoning

On the attached map we have marked up the types of land use surrounding the study area. This gives a clearer picture of our "boxed-in" plight and also helps to frame the land use suggestions below. These recommended changes to land use have been selected as the most sensible options considering both the opportunities and constraints for each zone.

Note that for some areas either industrial / commercial or residential development might be appropriate. Longer term forecasts and strategic considerations from the City and WA Planning are needed to decide priorities and whether more places for industrial businesses, or more housing for residents, are likely to be required in these areas in the future.

Zone A: (Boeing Way, Solomon Road North, land on the west side on Coonadoo Ct, and adjacent properties on Jandakot Road):

All properties back onto industrial developments, either at Precinct 6 at Jandakot Airport or on Schaffer / Urbanstone land, or are directly impacted by the Jandakot Road widening and the major roundabout junction with Solomon Road.

Because of these, this area is probably best developed for similar Industrial uses, such as warehousing and logistics (excluding toxic / hazardous materials), and Commercial use such as offices. Such development might then support Jandakot Airport's desire for an exit via Solomon Road North onto Jandakot Road.

However, residential development should not be ruled out. A good option for some of the Zone A area, such as along Jandakot Road, could be low rise (say 3 to 5 storey) apartment buildings. These have advantages, since the design and implementation of any noise attenuation requirements are easier and cheaper, plus people living in apartments spend most time indoors (not out in gardens) further minimising any noise impact. This appears a more sensible approach than the default R20 zoning suggested in SPP 5.3. We assume that similar considerations were taken into account for the construction of some of the apartment blocks at Cockburn Central, which are impacted by noise from the freeway (including trucks and motorbikes) and train movements at Cockburn Station and terminus.

Note that such low rise should be acceptable for aircraft operations, since Jandakot Airport Holdings are planning to construct 15 meter high buildings on Precinct 6.

While such developments might look out of place in the present surroundings, once Jandakot Road is widened and Precinct 6 and Schaffer industrial developments completed, such apartments will fit well and provide an alternative to the higher cost housing on individual blocks at Calleya, Perron / East Treeby, and probably 367 Jandakot Road.

#### Zone B: (West end of Jandakot Road and Prinsep Road)

This area is best suited for purely industrial type development. It is sandwiched between existing industrial properties on Prinsep and Cutler Roads and planned industrial developments on Schaffer / Urbanstone. It has excellent access to both Kwinana Freeway and Roe Highway. A small portion is above the ANEF 25. The remainder between the ANEF 20 to 25 contours will experience a higher level of noise nuisance than land further east due to the high number of noise events since it is directly in line with the main Jandakot runway.

There appears to be a large amount of remnant bushland, so this would have to be offset elsewhere, as was done for bush cleared at Jandakot Airport Precinct 6. Another concern is the visual impact of industrial buildings on the Jandakot Road hill, particularly as Jandakot Road will now be leading to mainly residential areas. Ideally developments should be sunk below sight level from the road, and/or shielded by leaving (or planting) trees and bushes along the strip of land next to the road. However, it is likely that the

appearance of the road will already have been damaged as no restrictions have been placed on Urbanstone / Schaffer developments across the road, which will therefore probably stretch right up to the roadside on the hill with no shielding.

**Zone C: (Falcon Place, Peppworth Place and west of Solomon Road)**

Unlike Area A, most properties are adjacent to similar rural blocks. With good planning, buffers between different land uses could be designed, allowing more flexibility with development options. These could include industrial, with maybe commercial and/or residential development along Solomon Road, and possibly Jandakot Road.

**Zones D, E and F: (East of Coonadoo Crescent to 367 Jandakot Road)**

These areas would be best planned as an integrated package. Zone E is largely degraded due to quarrying operations. It will most likely be redeveloped as residential housing similar to Calleya and east Treeby. Zone D could also be redeveloped as a residential area. Zone F covers an area of wetland west of Fraser Road and remnant bush to the east. The opportunity could be taken to upgrade these wetlands from a Resource Enhancement to Conservation category. The whole of Area F could then be used as a reserve / public open space, servicing the needs, and at the same time breaking up, the surrounding residential areas.

**Zone G: (East of Glendale Crescent)**

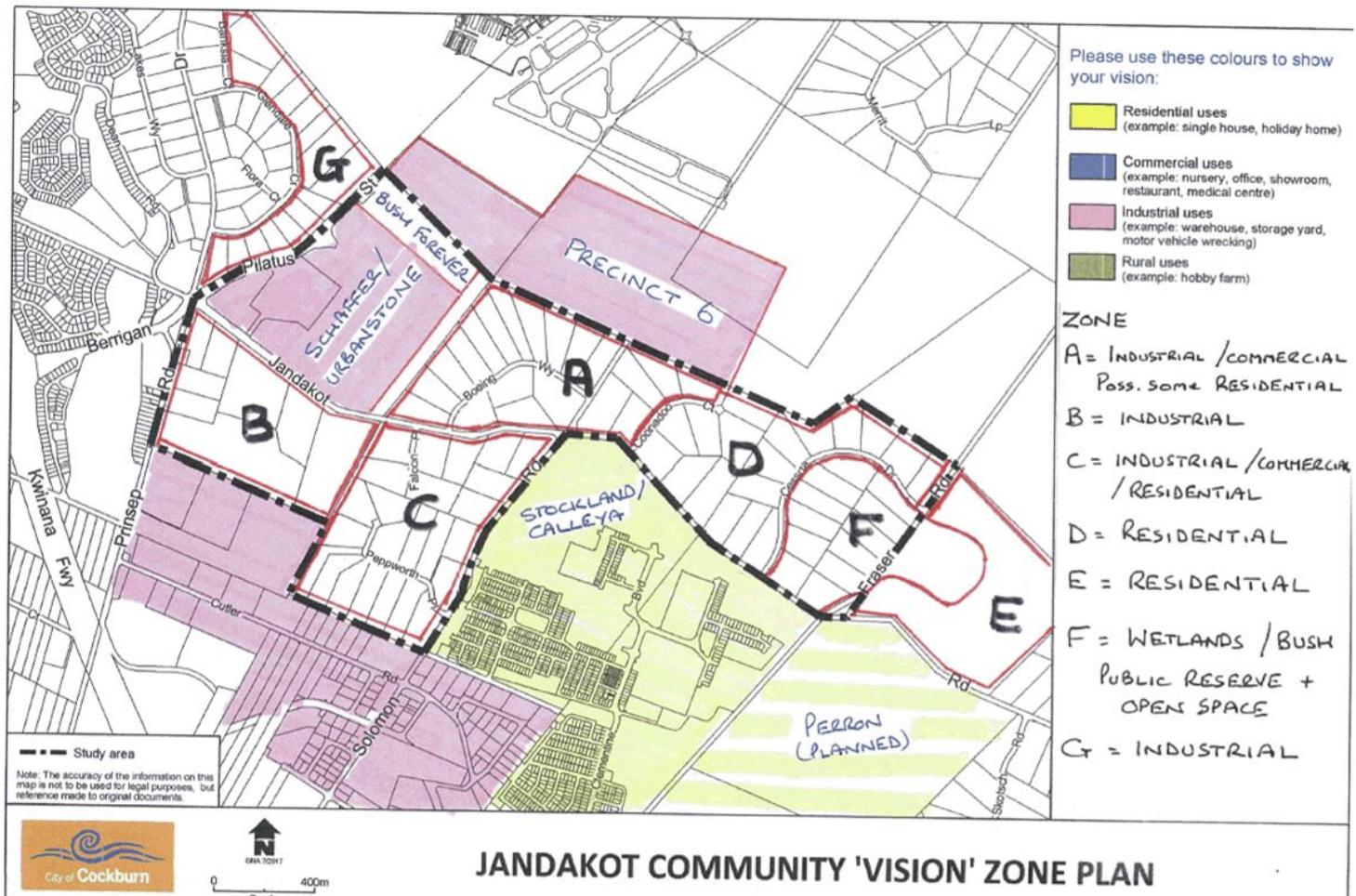
These properties all back onto industrial areas. Much of the area is above the ANEF 25 contour, and impacted by flights from both runways (so noisy every day). This makes it questionable if this area is even suitable for the current rural residential properties. This land would best be considered for Industrial uses.

**In Conclusion**

Our area has been left in a planning vacuum and property owners kept in limbo by the WA Planning Commission for well over 2 years now. Our properties are now becoming virtually impossible to sell under their current "rural" status. The surrounding development decisions, which are out of our control, are destroying our lifestyle. We are now stuck – we no longer want to live here under these imposed conditions, but are unable to sell and move on.

We urge the City of Cockburn, to take quick and decisive action to influence WA Planning to take a more realistic approach to land use planning in Jandakot. Fast and strong lobbying is needed so that changes can be included in the Perth and Peel @ 3.5 Million plans before they are finalised (which we have recently been advised by Yaz Mubarakai is imminent).

Please feel free to contact us if you require any clarification or further information about our submission. (see map overleaf)



**Appendix 6: Submission from private landowner B**

1. Background: I have been a landowner in rural Jandakot since 2011 and actually live in the study area designated on the Jandakot Community "Vision" Zone Plan. My property and lifestyle may be directly impacted by the outcome of this exercise. Moving to a five acre block was a challenge, as I had little experience or idea of what was involved in living on a rural block - however I have learned a lot (sometimes the hard way) and put a lot of effort into my property – I feel it to be one of the greater achievements of my life. I love the diverse birdlife and other wildlife that lives in the area. I have enjoyed planting trees and watching them grow each year – it is wonderful to be on a semi-rural block only 20 minutes from Fremantle and Perth City (I'm sure very rare in most cities of this size). It is my hope that I can retire here and continue to be a part of this unique area.

2. Validity of Survey: Firstly, I would question the survey method as I am aware that the "Banjup Residents Group - BRG" has prepared a submission supporting rezoning, giving the impression that it has unanimous support of residents in the area. The BRG look to have encouraged and coached their members to corrupt the survey results by submitting multiple responses to "increase credibility" of the results. The following excerpt is from their emailed instructions to members regarding submission of this visioning exercise:

*The BRG will make a submission on members' behalf but it will have more impact if each of you makes your own response. Cockburn likes to count how many responses they have received, The greater the number of individual responses, the more credible they find the result. If you have more than one email address, then register to make a response from each of them. (To make subsequent responses, you might have to sign out from the first address that you sign in from. Let me know if you need any further guidance.)*

It would be unfair to draw the conclusion that of the residences in the study area, "not one of them wants their land to remain zoned rural" as the intent of the BRG proposal states. I have certainly not had any dialogue with that group. BRG also claim to represent 84 residents north of Armadale Road, however I am aware that they have members that live in the area who do not support zoning changes (strangely absent from their submission). Residents are not a "residences", and "North of Armadale Road" includes many properties not within the study area.

3. A Fairer Survey Needed?: The vision presentation states that input for "affected residents is crucial." Given that the information gathered by this survey method may not be representative of the feeling of the landowners who actually have properties within the study area – I think it would be prudent to firstly commission a closed and registered survey of the residences impacted by any proposed changes to the land use zoning.

If there is an overwhelming majority in favour of re-zoning/change, then the next steps can be taken to begin that process with developers and relevant Government departments. If residences do not respond, it should be taken that no change is supported by that residence. The driving factor for many landowners who are not directly impacted by the developments, will likely be the worth of their property to a developer – of which there is no current information. If landowners were aware of what a developer is likely to offer them, it may radically change their view on re-zoning, as the values offered may, in many cases, be less than their cost of the property. Not everyone is looking for an exit strategy.

#### 4. Erosion of Rural Amenity

It is entirely fair to say that residents in the study area will have been/be affected at differing levels due to the developments at Jandakot Airport and Calleya. Additionally, the Schaffer development will erode the buffer zone that existed between Urban Stone and the first of the rural properties. However, with the exception of higher volumes of traffic on Jandakot road (which is being addressed by the current plans to widen/straighten Jandakot Road and make the intersections safer), I have not experienced any other erosion of my rural amenity since moving to the area. Some of the developments will make some facilities and services more accessible in the area. As I type this, it is quiet and I look out my window to a vista of green trees and can see some sheep grazing in my neighbour's property. I do not live on Jandakot Road, the Calleya, Schaffer and Jandakot Airport developments are not close to my property and cannot get any closer. We all understood the noise impacts of living near an airport before moving here as well as the restrictions of Resource zoning. For many of us, it's life as usual and can remain this way as long as we protect it.

#### 5. Stand Firm on Resource Zoning

The bottom line is that no further change has to happen. Just because it can be done, doesn't mean it should be! We are stuck with the developments already in progress, however a firm stance can be made by the City of Cockburn to keep the remaining area semi-rural, and not support further development of the land between Fraser Road and Louisiana Glen (other than 5 acre lots conforming to Resource zoning). This would leave a separation similar to Tapper Road in Atwell/Banjup with rural properties coexisting with developments divided by Jandakot Road.

I do not support any change to the current zoning of the properties on the Jandakot airport side of Jandakot road, however acknowledge that residents backing onto developments have been left in a difficult position by insufficient buffer zones. Much more work should be done to pressure JAC, Schaffer and Stockland to protect the rural amenity of properties on their boundaries, even if their yields were lower. For instance, significant bush forever zones should be required adjacent to existing rural properties.

I do not have the resources to lobby politicians, commission reports for WAPC/EPA etc. and I don't have the time personally (being a single parent working full time) to be able to organise an official looking response as the BRG may be able to – But my views are no less important.

#### 6. Bushfire, Sewerage, Geomorphic Wetlands, Remnant Bushland, Aircraft Noise, Environmental & Water Protection

There are a complex set of considerations that would need to be addressed if the area is to accommodate further development. This is not an easy project - The inputs, planning and offsets will be considerable to yield viable residential or commercial land, especially where my property is located. There is no further work required if we accept that the WAPC has already indicated that the area will remain resource zoned and protect the wildlife, wetlands and remnant bushland.

Either protection of the environment, wildlife, remnant bushland, the wetlands & Jandakot mound water quality is important, or it isn't – these are not compatible with large scale developments (although developers can commission enough reports to support anything if required). The City of Cockburn strongly objected to the Roe 8 developments through the wetlands – My property is firmly situated in a geomorphic wetland area. Why would these areas be less important than those in Bibra Lake?

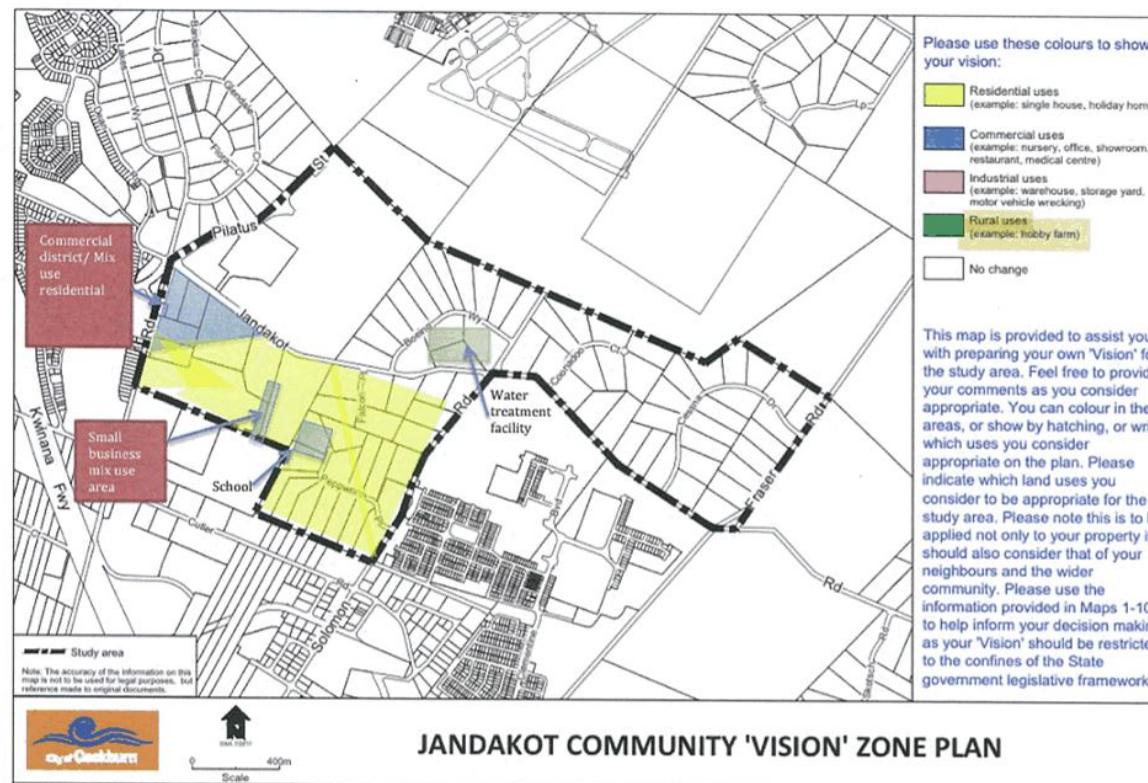
#### 7. Conclusion

There is not a strong demand for commercial land at this point in time (Jandakot City was commissioned prior to the GFC, and is still nowhere near capacity). Most of the land in question is not ideal for residential, due to the proximity to the airport regardless of the 20 ANEF contours (there are still helicopter circuits in this area, which have much more impact than the fixed wing aircraft). Above all, there are many environmental issues that challenge further development in this area and it should be part of a very considered study and consultation process with the residents in the area before informed decisions can be made. The process seems rushed currently – possibly it could be reconsidered in 10 years or so ? The Perth & Peel@3.5million may scare people with the 2050 timeframe, but we all know that with enough resources and money, developers ensure nothing is set in stone.

I would also suggest that the areas on the airport side of Jandakot road, particularly in the vicinity of Coonadoo Crt, Cessna Drive and Fraser Road (where many properties are not affected by current developments, and will not be in the future) could be evaluated separately to properties on the Calleya side. All of the developments so far have not required residential landowners to sell their properties, so this is new ground and should be considered very carefully. It would be negligent to allow development creep to force landowners to sell, and lose a unique rural area.

My vision is for the area to have as minimal further development as possible, which protects the lifestyle of many residents and maintains the intended use of the land as a valuable and important resource/refuge. I hope that in any submission to the WAPC, that the City of Cockburn will fairly reflect that there will be mixed ideas toward changing zoning rules, and fairly represent the diversity of the vision of all landowners in the study area, rather than a blanket approach to zoning. Thank you.

## Appendix 7: Submission from several private landowners C



**Appendix 8: Submission from private landowner D**

We purchased our land in Jandakot in 1998, choosing not to buy on the main road, or near the emerging industrial estates, instead waiting for a block in the quiet neighbourhood of Cessna Drive to come onto the market. We negotiated with Cockburn Council to move our building envelope to protect the amazing old paperbark trees characteristic of the local wetlands, and in 2000 built an architect designed solar passive home where we are bringing up our 3 children. We submitted an environmental management plan to obtain permission to keep a pony, and have been a part of the Cockburn Biodiversity Scheme to aid in revegetation and protecting local flora and fauna. I currently volunteer at least 15 hours a week for a local sporting club and am heavily involved in the Cockburn Community. Our children have room to play at home, while learning about native wildlife and habitat care, yet being within the City of Cockburn they also have access to many sporting clubs and other community facilities. This is where we want to live, to raise our children and to protect our wetland environment.

Many people, especially those not actually living in our local area, are currently claiming that we have lost our "rural amenity". As a resident who has been protecting the environment on my land I can tell you that our rural amenity remains fully intact. I walk around my house and can see bushland, on our block and beyond. I can hear birds singing, see bandicoots scurrying in the undergrowth and see bobtail lizards and skinks sunning themselves. While I feel very sorry for those losing slivers of boundary land to Jandakot Rd or annoyed by increased road noise, it has always been a main road, we always knew traffic would increase and everyone had the ability to build further from the road and plant buffers. Similarly, those unhappy about the encroaching development at Jandakot Airport. The plans for this development are not recent, residents unhappy about it sold up 5-10 years ago, others planted buffer zones. However, the unhappiness of some residents about plans that have been tabled for a very long time should not now force us all to defend our rural lifestyle.

The current survey was designed to gain insight into the views of the residents within the marked area. At the recent meeting it was agreed that the survey would be open to a much wider area. We would actually like to see a narrowing of the area. All the maps shown in the documents supporting the current survey identify clear differences between the zone covering Fraser Rd, Cessna Drive and the East of Coonadoo Court. We are predominantly geomorphic wetlands, of high value for water protection and conservation. Rather than bordering industry we border Bush Forever sites of Fraser Rd, the Jandakot Regional Park and the Conservation Zone of Jandakot Airport. We do not fall within the ANEF 20 contour zone of the airport, and whilst that makes one

neighbouring community group suggest we should have sand trucked in to fill the wetlands, and suburbs built, citing the filling in of low lying farmland in Piara Waters as a precedent, this would be vandalism of a wetland area of significance that retains much remnant vegetation. Instead, we suggest it makes us the ideal site for Rural Living as described by the WAPC. The area between Glen Iris and Jandakot Airport has not been targeted for rezoning, we would like the threat of rezoning removed from our area too.

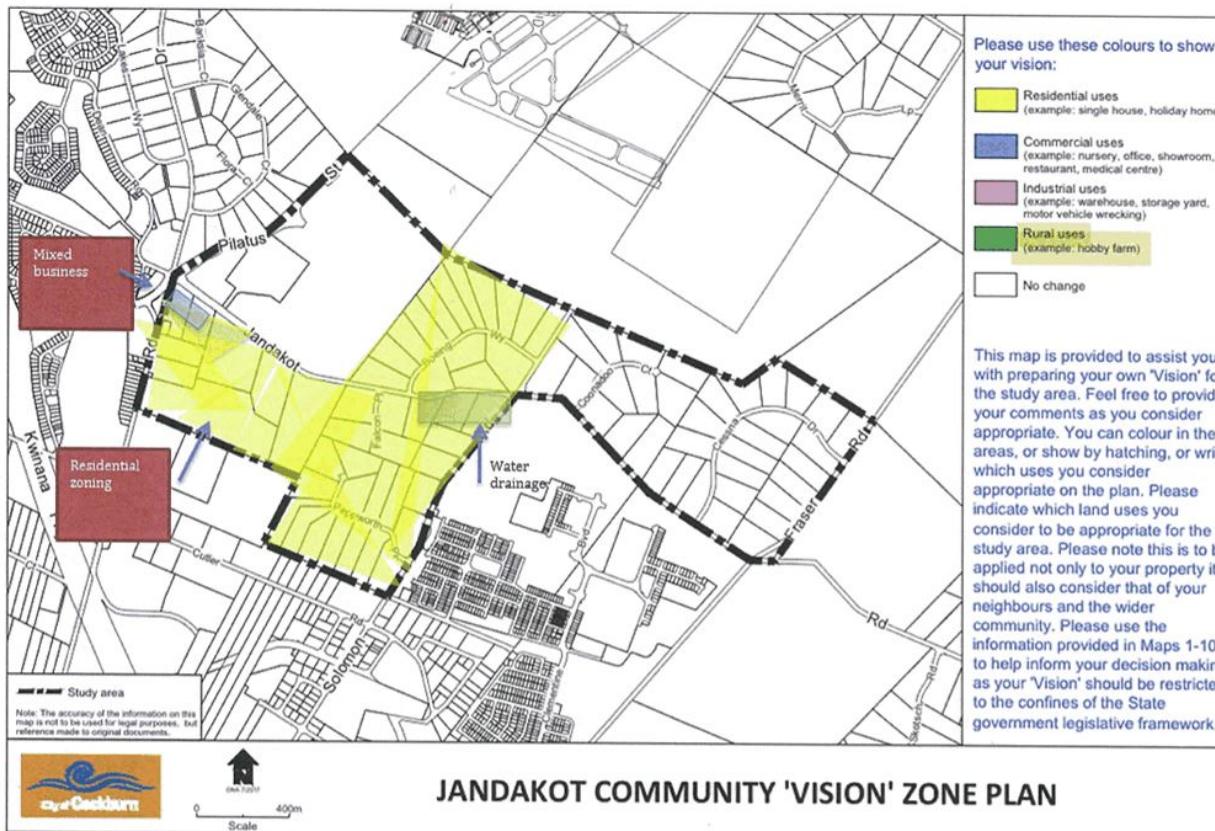
The development of the suburb of Treeby across Jandakot Road from us does not remove our rural amenity, it in fact enhances our amenity by providing opportunities within walking distance such as a primary school, shops, bike paths, community centre, ovals and bus services. The WAPC states that Rural Living zones must be adjacent to urban areas and have access to health, education and recreation, again making our little area ideal for Rural Living. The biggest risk to our rural amenity is the current push to have us all rezoned. The area to the West of Coonadoo Court has entirely different issues that should be considered separately to those of us bordered by bushland.

The Treeby Draft Structure Plan recommends that the geomorphic wetland areas to the South of Jandakot Road are protected through either becoming Bush Forever sites, or in the case of the properties on Skotsch Rd, remaining Rural Living Resource Zoned homes. This provides a local precedent for a mix of Rural Living and urban land uses within the area. We ask that if the results of this survey suggest that a new Structure Plan and recommendations for rezoning are to be made for the Jandakot Survey Study Site, that the area bordering the Bush Forever Zones on the North of Jandakot Rd, including the properties on Fraser Rd, Cessna Drive and Coonadoo Court are similarly treated and retain their Resource Zoning.

In summary, we are not property speculators, we chose to invest in our family's future by building a sustainable lifestyle in the Resource Zone of the City of Cockburn. We have immersed ourselves in the community and have committed to continue to protect our wetland environment. We, as all other buyers in the area, were fully informed that the environment in this zone is protected and that the land is not suitable for subdivision when we purchased, so have been shocked and devastated to find out that such an organised push had been made by others, including those not living in the area, to have us rezoned. Please protect our way of life, our environment, our water resources and those for future generations by ensuring that this environmentally significant wetland area in which we live remains zoned Resource.

Thank you for taking the time to consider my submission.

## Appendix 9: Submission from private landowner E



File No. 110/141

**SCHEDULE OF SUBMISSIONS**  
**PROPOSED STRUCTURE PLAN – TREEBY DISTRICT STRUCTURE PLAN**

**Extracts only – for input to Jandakot Vision schedule**

N.O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
7	Landowner	<b>OBJECT</b> <b>I would like to make my property at 12 Peppworth Place, Jandakot develop to urban residence first. My property position is more close to the shopping centre and train station.</b>	The request for submissions relates to the Treeby District Structure Plan. This submission relates to the submitter's own property outside that area. Accordingly, this submission is dismissed.
10	Adam & Mesha Steel 120 Jandakot Road JANDAKOT WA 6164	<b>OBJECT</b> <ul style="list-style-type: none"> <li>• Armadale road needs to be upgraded for this to happen!</li> <li>• Jandakot Road needs to be made safer by:             <ul style="list-style-type: none"> <li>- Reducing speed limit</li> <li>- Adding slow points</li> <li>- Diverting traffic back to Armadale Road</li> </ul> </li> <li>• <b>Implement a structure plan of the whole area not bit by bit</b></li> </ul>	<p>The request for submissions relates to the Treeby District Structure Plan. This submission relates to road upgrades, adjacent to, but outside that area. The Jandakot Road upgrade will be the subject of a report to Council later in the year.</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p> <p>Considering the Treeby DSP contents and the submission lodged is different to 'implementing' a structure plan, which is done by landowners/developers. When developments are implemented they are always done 'bit by bit' as services progress. An example of this can be seen in the Calleya estate which has been released in 'stages'.</p>
12	Trevor Verran 5 Coonadoo Court JANDAKOT WA 6164	<b>OBJECT</b> <b>Disappointed that the area north of Jandakot Road between Jandakot Road and Jandakot Airport is not been incorporated into this plan. We have been sandwiched in between all of this development with Treeby to the south and Jandakot Airport to the north. The lifestyle we had when moving here in 1991 has been obliterated and we are now being</b>	This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project

Attach 4

N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION
		left out	'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.
13	Malcolm & Louise Dobson 139 Jandakot Road JANDAKOT WA 6164	<p><b>OBJECT</b></p> <p>No structure should proceed until the land owners abutting Jandakot Road and Jandakot Airport fence are given immediate clarity on their land use. We by definition are no longer a rural area such as Banjup, Oxford and Wandi due to traffic numbers traversing Jandakot Road, Solomon Road etc. The road noise levels have destroyed our amenity of life. Do not complete the Treeby Structure Plan and ignore the Jandakot Precinct.</p> <p>Upgrade Armadale Road first to have an alternate road with double lanes to take vehicular traffic off Jandakot Road.</p> <p>In 2015 the Council submitted a "meek suggestion" to WA Planning basically saying "what should Jandakot Precinct be". We now need an answer for once and all, in or out of the Treeby Structure.</p>	<p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading is controlled by Main Roads.</p> <p>Updates are available on the Main Roads webpage:  <a href="https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx">https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx</a></p> <p>The Jandakot Road upgrade will be the subject of a report to Council later in the year.</p> <p>This is refuted. Council took the opportunity to lodge a lengthy submission to the Perth and Peel @ 3.5 million document and question the basis of what was advertised for the a number of areas in our city, including the Jandakot and Treeby (then part of Banjup) areas. If Council had put forward a particular land use in this area, then we would have been criticised for not consulting with own community first. At the time, City officers make a point of presenting the local resident group what this plan noted for this area and asked them to contemplate the points we were to question in our submission and encourage the group to also lodge a submission on the document. The City would also like a response on the Perth and Peel @ 3.5 million documents but accepts this lies with the State Government.</p>
14	Austro Asia Activities Pty	<p><b>OBJECT</b></p> <p>Structure plan for whole of Jandakot, North of Armadale Road, to be</p>	This plan relates to a specific area as this responds to the State

N.O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	Ltd 17 Falcon Place JANDAKOT WA 6164	<p>completed since approved for Schaffer Corp or Urbanstone, then the rest of the areas should be similarly approved for zoning to commercial, warehouse and industrial.</p> <p>Armadale Road needs to be upgraded to major road linking Harrisdale, Piara Waters. Jandakot should be a minor road. Speed limit for Jandakot road to be at 70kph. Reduced from 80kph, traffic/speed humps, roundabouts to be introduced.</p> <p>Need to have input for local residents, views to be taken into consideration, not just views of Calleya.</p>	<p>Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading is controlled by Main Roads.</p> <p>Updates are available on the Main Roads webpage:  <a href="https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx">https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx</a></p> <p>The Jandakot Road upgrade will be the subject of a report to Council later in the year.</p> <p>The Treeby DSP has been advertised to surrounding landowners, including those in the rural areas and industrial lots, not simply the developer and landowners within Calleya.</p>
19	Landowner	<p><b>SUPPORT</b></p> <p>My objection is to the proposed changes to the Schaffer Corp property I'm not against the plan .But I consider that the zoning changes have to benefit everybody in the immediate area. If changes are not made to surrounding property's we could be left in a small enclave with no rights other than pay council rates .When i perched this it was to be for my retirement as things stand we consider we would have a lot of trouble selling it. I'm not against progress but it has to benefit the whole area not just a few With the widening of Jandakot road it will make living a quite rural life style impossible with traffic noise and congestion there for I think the only answer is zoning changes.</p>	<p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p>
20	Landowner	<p><b>OBJECT</b></p> <p>We understand that things in this area are changing but they are having a huge impact on residents on properties in the area that moved here for peace and quiet. If Skotsch Road is forced to stay as Resource zoning we will be closed in by residential. If our street opens</p>	<p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them. This point was appreciated at the Community Forum and there has been no rationale provided by the State Government for why Skotsch Rd was left as rural. It is possibly because development there has been quite recent and the State</p>

N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION
		<p>into residential land behind us we will have continual traffic travelling past our once quiet homes as it is a no through road at present at present it already takes up to 10 minutes to get onto Jandakot Road . We are also opposed to the bike and walk path that would go along the back of our block. Thirdly the school that is proposed for the residential land behind us will also impact us with noise and children cutting through our area to get home etc we have children ourselves but if I wanted to live near a school I would have moved near one. Finally I think if we are having these changes forced on us the zoning in the Skotsch Road area should be changed to residential as well so we can get out of here before all of this starts we should at least have this option, leaving one strip of Resource seems ridiculous I don't understand if most of the land in an area is residential why isn't it automatically changed with it.</p>	<p>has made an assumption these landowners would not look to redevelop. This of course, does not consider the alternative question, are they happy to remain, but feel surrounded by urbanisation? To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> <li>1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or</li> <li>2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</li> </ol> <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p>
23	Landowner	<p><b>SUPPORT</b></p> <p>However, we live at (house number removed) Jandakot Road, Treeby and am disappointed that the area previously known as North Banjup has been completely left out. Development happening rapidly around us and no commitment as to the standing of our properties.</p>	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p>
25	Wayne & Julie Hall 12 Cessna Drive JANDAKOT WA 6164	<p><b>OBJECT</b></p> <p>We will only support special rural subdivision of 1 hectare lots. Big businesses are doing what they want when they want. Small landholders get no consideration!</p>	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item</p>

N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION
			<p>will be the subject of a report to Council later in the year.</p> <p>One hectare lots would not be supported in a rural area; this is contrary to State Government policy which requires a minimum of 2ha lots where there is no mains water connected.</p>
31	Kim Chuan Eng 36 Murdoch Way BANJUP WA 6164	<p><b>SUPPORT</b></p> <p>Support development of the Treeby district for its close proximity to all amenities. Should also consider development on property/land adjacent to the south of Armadale Road for "Perth and Peel @3.5 million" due to its close proximity to infrastructure and amenities.</p>	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p>
32	Danielle Honore 73 Louisiana Glen TREEBY WA 6164	<p><b>OBJECT</b></p> <p>It is very frustrating to see that the tail end of Jandakot Road and the side roads off it are not being considered in this proposal.</p> <p>Our semi-rural lifestyle is already being impacted by the major increase in traffic and noise, this additional carve up of property will only make it worse.</p> <p>Why is it stopping at Fraser Road and not continuing down to Warton Road? Getting out of our street weekday afternoons is extremely dangerous and it will only be a matter of time before a young family on their way to school or sport is cleaned up. I have reported this already but been told that it is not on the radar within the next 10 years. The traffic gets clogged up at the Warton Road roundabout, usually down to the NLG sandpit and trying to turn right out of street is nothing short of a death trap. To simply leave a small number of semi-rural</p>	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. The Jandakot Road upgrade will be the subject of a report to Council later in the year.</p> <p>The boundary of the 'Jandakot visioning' area was detailed in a Council resolution. However, at the Community Forum, Elected Members invited landowners outside this area to still put forth their views for their area.</p>

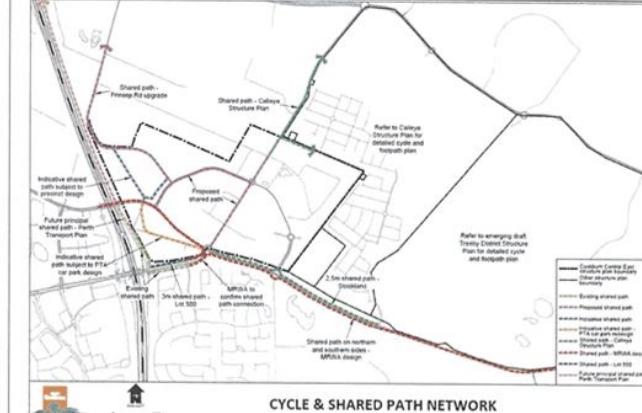
N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION
		properties surrounded by residential properties and schools etc is not what we chose when we purchased this lifestyle. The extension of residential property should either include all of those down to Warton Road or not include any at all. It seems that because we are right at the end of the Cockburn Council cut off, we are forgotten, each and every time.	
34	Landowner	<p><b>OBJECT</b></p> <ol style="list-style-type: none"> <li>1. Jandakot Road needs to be made safer by : <ul style="list-style-type: none"> <li>- reducing speed limit</li> <li>- adding slow points like roundabouts</li> <li>- diverting traffic back to Armadale Road</li> <li>- limit heavy truck movement</li> </ul> </li> <li>2. Armadale Road needs to be upgraded first before any works done on Jandakot Road</li> <li>3. Implement a structure plan of the whole area, North of Jandakot Road, from Urbanstone to Warton Road and not a piecemeal. Object to just stopping at Fraser Road only.</li> </ol>	<p>Noted</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. The Jandakot Road upgrade will be the subject of a report to Council later in the year.</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading is controlled by Main Roads.</p> <p>Updates are available on the Main Roads webpage:  <a href="https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx">https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx</a></p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p>
40	Department of Education 151 Royal Street EAST PERTH	<p>The Department has reviewed the document and wishes to make the following comments;</p> <ul style="list-style-type: none"> <li>• Within the proposed residential development area the anticipated student yield will be accommodated at the</li> </ul>	<p>Noted this is background information rather than a submission point and doesn't require officer comment.</p>

N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION
	WA 6004	<p>proposed two primary schools in Banjup.</p> <ul style="list-style-type: none"> <li>It is expected that the catchment boundary for these schools will extend from east of the Kwinana Freeway to the Local Government boundary on Warton Road, the southern boundary along Armadale Road with the northern boundary yet to be confirmed.</li> <li>The extent of the public open space within the Structure Plan area curtails any further residential development</li> <li><b>Should any further residential development occur within the Structure Plan area this would place significant pressure on the proposed schools. These schools are each anticipated to have a large residential yield to cater for.</b></li> <li>The Department is aware of the potential mixed used development in Cockburn Central East which may include residential development in the long term.</li> </ul> <p>Other than the above comments there are no objections to this Structure Plan.</p>	<p>Noted</p> <p>Noted</p> <p>Noted, this should be kept in mind if for example the Skotsch Road area was to be urbanised this could potentially generate several hundred lots (assuming various constraints could be mitigated such as bushfire risk and remnant vegetation). Should the State Government update Perth and Peel @ 3.5 million and should those landowners seek to rezone that precinct, then the school's capacity may not be sufficient. This would be an important consideration the landowners would need to address as part of any potential rezoning if it were contemplated.</p> <p>Noted, the development of this lot (lot 1 Armadale Road, west of Calleya estate) will be a useful consideration in the above issue also.</p>
42	Landowner	<p><b>OBJECT</b></p> <p><b>I would like to see less development and for the area to remain rural</b></p>	<p>Noted</p> <p>The area is indicated in draft State Government documents as 'urban expansion', not to remain rural.</p>
43	Malcolm & Kay Wilcox 35 Boeing Way JANDAKOT WA 6164	<p>We would like you to consider the following aspects regarding the Draft Treeby Structure Plan:</p> <ol style="list-style-type: none"> <li>1) The impact on neighbouring properties and nearby areas should be better considered. The proposed developments would significantly increase traffic volumes along Jandakot Road. Along with other developments (e.g. Jandakot Airport commercial zones, Schaffer/Urbanstone commercial development, etc.) the</li> </ol>	<p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was</p>

N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION
		<p>Treeby urban/residential developments would further isolate and squeeze remaining "rural" areas. Our rural amenity has been continually eroded, leaving property owners in limbo – the properties have lost their "rural" nature, but cannot be used for any other purpose. Apart from the reduction in value, our properties are now becoming virtually impossible to sell. These surrounding development decisions, which are out of our control, are destroying our lifestyle. We are now stuck – we no longer want to live here under these imposed conditions, but are unable to sell and move on.</p> <p><b>For the surrounding areas (north along the length of Jandakot Road, and also areas south of Jandakot Road and west of Solomon Road), plans should be developed, approved and implemented at the same time as any Treeby developments. This would overcome the current uncertainty for owners and planning blight on the properties.</b></p> <p>2) No further development in Treeby should be approved until the Main Roads network has been fully upgraded including:</p> <ul style="list-style-type: none"> <li>- Armadale Road upgrade and improved junctions at Solomon Road and Verde / Tapper</li> <li>- North Lake Road bridge and additional freeway entry and exit ramps</li> <li>- Additional lanes constructed on Kwinana Freeway northbound from Beeliar Drive to north of Roe Highway</li> </ul> <p>This would allow the heavy trucks moving sand and fill during construction to use the Main Roads, instead of further overloading Jandakot Road (as we have experienced with developments at Calleya, Piara Waters and Harrisdale and the sand excavation at Jandakot Airport). The additional traffic from the new residential areas would then be able to use the Main Roads instead of finding short-cuts through rural areas.</p>	<p>nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p> <p>As above.</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading is controlled by Main Roads.</p> <p>Updates are available on the Main Roads webpage Armadale Rd (Tapper to Anstey Rd):  <a href="https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx">https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx</a></p> <p>North Lake Rd bridge  <a href="https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/NorthLakeRoadBridge.aspx">https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/NorthLakeRoadBridge.aspx</a></p>

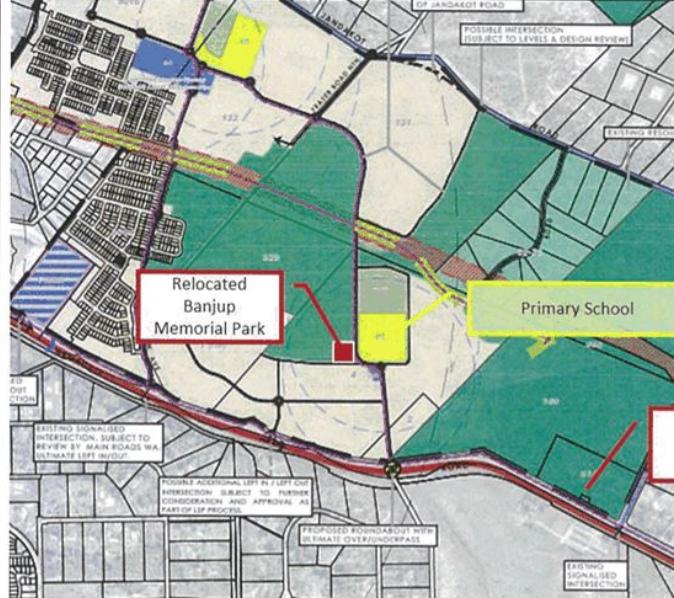
N. O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION
		<p>3) Increased traffic will inevitably result in tail-backs during peak hours at the proposed roundabout at Solomon / Jandakot Roads. Measures and controls would need to be put in place to stop eastbound traffic trying to by-pass this congestion using Boeing Way and turning it into a "rat-run".</p> <p>4) Roads in the Treeby Structure Plan appear to be designed to direct most traffic onto Jandakot Road, while discouraging traffic from using Armadale Road. There are 2 full access exits onto Jandakot Road and 2 full exits onto Solomon Road proposed, but only 1 full exit (at Liddelow) onto Armadale Road. Most traffic from the Treeby developments will be heading in north and west directions (towards Perth, Fremantle, Murdoch etc.) but the only full access planned to the main Armadale Road is at the south-east corner of Treeby, so it will be under-utilised. Nearly all the traffic would therefore end up at the Solomon / Jandakot Roads junction.</p> <p>The plans should be changed to encourage traffic onto the Main Road system, which is already funded for upgrading, and discourage traffic from minor roads, instead of the current plans which effectively create a new "main" road along Jandakot Road. One of the two new exits onto Jandakot Road (at Clementine Bvd or Fraser Road) should be deleted. One of the two exits onto Solomon Road (the new road or the access via Dollier) should also be deleted. Instead, at Armadale Road, the full signalised intersection at Ghostgum should be retained, or upgraded to a large roundabout with future overpass like the other main intersections. The additional exit between Ghostgum and Liddelow should also be confirmed.</p> <p>These modifications should go some way towards equalising traffic flows and ensuring that the Main Roads system is being</p>	<p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. The Jandakot Road upgrade will be the subject of a report to Council later in the year.</p> <p>There is 10,800 vehicles per day (vpd) entering/exiting onto Jandakot Road, 6,000vpd onto Solomon Rd and 6,100vpd onto Armadale Road. This is reflective of the fact that the majority of the residential development is within the northern section of the Treeby DSP area.</p> <p>Main Roads WA control how many access points can be allowed onto Armadale Rd. There are also some constraints given the upgrades proposed on where access can be facilitated. The access points to the other roads are reasonable and do not simply accommodate day to day traffic flow. They also ensure that the properties within this urban area are reasonably accessible in emergencies.</p>

N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION
		<p>effectively utilised.</p> <p>5) While the Treeby plan talks of connectedness it should be integrated with the Cockburn Central East Structure Plan. This is needed in particular to come up with ways to encourage Treeby residents to walk or bike to Cockburn Central and the station. Solomon Road is currently totally unsuitable for bikes or pedestrians, and access along the north side of Armadale Road will be hampered by the major intersections at Verde and Solomon. I am thinking that some kind of priority dual use path is needed from the west of Calleya (near Biscayne) through to Verde at Solomon Road, as I understand that Verde will then loop from Solomon round to the station.</p>	<p>This can be said for a number of plans across the City of Cockburn. This is why the City is required to have an overarching plan known as the Local Planning Strategy which gives a broader overview of the development intent for the City. A project plan has been initiated to undertake this project.</p> <p>Eventually a boundary needs to be drawn and in this case there is an existing structure plan boundary for the Cockburn Central East (CCE) Structure Plan. That plan is also a different level of plan in the planning hierarchy, it is a local structure plan, whereas this is a higher order plan (a district structure plan) reflective of where this land is in the development process, that is, it has not even been rezoned as yet. It is therefore not realistic to merge these together and this would also impinge unfairly on those CCE landowners who have been appropriately zoned for a number of years.</p> <p>Construction of a shared use path on Solomon Road (between Armadale Road and Dollier Road) is commencing mid-September. An overview of the path networks (including western boundary of the Treeby DSP) can be seen in Figure 10 of the CCE plan:</p>

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			 <p data-bbox="1224 763 1866 794">Figure 10</p>
46	Banjup Residents Group 176 Gibbs Road BANJUP WA 6164	<p>Thank you for the opportunity to comment on the proposed Treeby District Structure Plan. As you know, the Banjup Residents Group represents the owners of 240 properties in the rural areas of Banjup, Jandakot, and Treeby. We have consulted with all of our members about the Treeby Structure Plan and each has received a draft of this submission and their feedback has been included in this final draft.</p> <p>Residents make several comments, as below, that we request the City to consider before finalising the Plan.</p> <p><b>1. Treeby District Structure Plan to be adopted in parallel with the adoption of a Vision for rural Jandakot</b></p> <p><b>The development of Treeby over the coming decade will have a profound effect on the rural properties of Jandakot and at the eastern</b></p>	<p>Noted this is background information rather than a submission point and doesn't require officer comment.</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban</p>

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		<p>end of Jandakot Road near Warton Road that we note have been omitted from the structure plan, even though they are in the locality of Treeby. We request that the City prepare, in consultation with local landowners, a concise Vision of how the City would prefer the rural and urban areas north of Armadale Road and east of Berrigan Drive to be developed over the coming 10 to 20 years and to promote that Vision energetically to the WAPC and to Ministers. The Vision would provide a coherent context for the advertised Treeby District Structure Plan.</p> <p><b>2. No further development until Armadale Road duplication completed</b></p> <p>We request that no development of the DoH or Perron land in the old sand quarries commence until the duplication of Armadale Road in the vicinity of Treeby and Banjup has been completed. This is to prevent congestion on the already over-utilised adjacent road network.</p> <p><b>3. Traffic calming on Liddelow Road</b></p> <p>We note that the main southbound exit from Treeby will be through a roundabout at Armadale and Liddelow. The other exits are marked on the plans as eventually being left in, left out only. With Rowley Road designated as a major road to Latitude 32 and the outer harbour, Liddelow Road could well become a cut through for traffic not only from Treeby but also Piara Waters and Canning Vale. This would be at complete variance with Council's decision in 2015 to classify Liddelow Road as a 'Local Distributor' for which the predominant purpose is "movement of traffic within local areas" (MRWA 2011).</p>	<p>expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading is controlled by Main Roads.</p> <p>Updates are available on the Main Roads webpage Armadale Rd (Tapper to Anstey Rd): <a href="https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx">https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx</a></p> <p>North Lake Rd bridge <a href="https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/NorthLakeRoadBridge.aspx">https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/NorthLakeRoadBridge.aspx</a></p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading , including intersection control is by Main Roads.</p> <p>Updates are available on the Main Roads webpage Armadale Rd (Tapper to Anstey Rd): <a href="https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx">https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx</a></p>

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		<p>We request that <u>before</u> the roundabout at its junction with Armadale Road is built several further and effective traffic calming measures be installed along Liddelow Road to prevent it being used as a rat run.</p> <p><b>4. Relocation of Banjup Memorial Park</b></p> <p>The existing Banjup Memorial Park at the corner of Armadale and Warton Roads is dedicated to the memory of the 14 men of Banjup who served their country in the Great War. As such, it is a vital part of the history of the area and of the European pioneers who developed the nearby lands. However, the Park is remote and largely unknown by the new urban community of Treeby. To improve the Memorial's recognition and its use and to guarantee its future relevance and maintenance, we propose relocating the Park to a central position in urban Treeby.</p> <p>We request that the City make provision in the District Structure Plan for a new Memorial Park located on the edge of bushland close to the proposed primary school east of Fraser Road, as below:</p>	<p>There is some logic in relocating the memorial into the Treeby DSP area and certainly areas adjacent to schools or town centres would be well suited to include such an item. Specific designation on the draft DSP itself such as shown in the submission may prejudice the best location for the memorial and create unintended conflict. For example, indicating on this specific street corner where Bush Forever matters should be resolved first would not be prudent. Bush Forever is managed by a State Government agency who would not be best placed to manage a memorial. The logical management would be the local government and therefore a local reserve (rather than regional) is more appropriate. An annotation would be more acceptable on the DSP to indicate the need to incorporate provision for the war memorial to be factored in when local structure planning starts to plan out in more detail the public open space, including local reserves.</p>

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		 <p>We hope that the proposed primary school would adopt and care for it in coming years and make it a focus for teaching history of the area.</p> <p>We envisage that the new site would be similar to the current site. It would have 14 trees planted in two rows with the current memorial stone and plaque at the back with a flagpole alongside. We hope that fairly mature trees of the original species in the current park would be planted so that the new Park would immediately gain character and</p>	<p>It is not likely the Department of Education, or the school itself would officially care for the memorial. It would be nice to see the school develop a level of attachment to the memorial as several primary schools have been able to enjoy. The official asset management and maintenance of the memorial should remain with the City.</p> <p>These comments are jumping to detail of design which is not a matter for the Treeby DSP to deal with.</p> <p>As above.</p> <p>While a reserve is vested with the City of Cockburn, we would continue to have a maintenance obligation to look after it.</p> <p>Noted. Further consultation would be expected at a more detailed level in future.</p>

N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION
		<p>respect.</p> <p>Having the Memorial Park alongside the school and its adjacent football oval would provide adequate parking for ANZAC Day services.</p> <p>We trust that the current Memorial Park would still be preserved and maintained by the City of Cockburn but it would not be the focus of commemorating the men of Banjup who served in the Great War.</p> <p>The Banjup Residents Group has consulted with the Cockburn RSL and with Steve Treeby, the grandson of Ernest Treeby who is commemorated on the memorial plaque. All are content with our proposal.</p> <p>We trust that the City will agree with our proposals.</p>	
51	Landowner	<p><b>OBJECT</b></p> <p>I attended the meeting on 31st July re the draft rural vision. Below are the concerns that I have re the draft proposal.</p> <ul style="list-style-type: none"> <li>Plans for a major dual path to run at the end of Skotsch Road – our concerns are regarding more pedestrians and traffic in our street. We purchased the five acre property for the peace and tranquility. Our concern is if the Eastern Primary school is constructed as per the district structure plan then parents will use Skotsch Road as a "Drop off" and "Pick up" zone to avoid heavy traffic around the school area and merely get their children to walk through the dual pathway to and from school where they are dropped off and collected. We already struggle to exit our street due to the congested traffic on Jandakot Road and we would not welcome extra traffic trying to take a short cut to the school and waiting on the sides of the roads and asking their children to walk through the dual pathway to Skotsch Road to avoid having to drive around to Armadale Road to access the school or to drive through Calleya. We would not welcome this dual pathway as it will no</li> </ul>	<p>Noted</p> <p>Noted. It is highly likely that parents will utilise a cul-de-sac as a 'drop off' zone and that would bring additional traffic regardless of whether Skotsch Rd was connected or not. It is not agreed that this would decrease the level of security to this street, instead would likely improve the level of surveillance from what there is now. Nevertheless, there is the ability for the City to look at parking restrictions on the street (possibly just for school start and finish periods). There is also an opportunity to look to fulfil a pedestrian connection as part of the adjacent reserves instead. This is a matter which could be refined at the local structure planning process.</p>

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		<p>doubt lead to further traffic and congestion in our street and more pedestrians increasing the security risk to our properties and reducing the tranquil lifestyle.</p> <ul style="list-style-type: none"> <li>• If the new Calleya estate requires new schooling then all school access driveways and pathways to the school should be provided through the Caleeya estate only and not impinge on the rural area of Skotsch Road that is not included in the urban vision. If Skotsch Road is not to be considered as part of the urban vision and rezoned accordingly then it would be grossly unfair of the planning of the urban vision to impact on our rural street in any way.</li> <li>• We were asked at the meeting for our thoughts on the bush forever zone concerning fire hazard concerns and whether or not a dual pathway should run through the centre of the bush area. My concerns regarding running a dual pathway through the centre of a large bush area is that it becomes an easily accessible area for undesirables to hang out unseen in the middle from the main roads. It would be much safer to have a cycle path / pedestrian path the whole way around the outside the area of this bushland (similar to Bibra Lake) I believe it would be safer for pedestrians to cycle, walk etc on a pathway in view of housing and traffic. I would not feel as safe walking through the centre of a bushland out of sight from the urban area. This I think could possibly lead to attacks on people and also a higher risk of undesirables having easy access to the centre of the bush to light fires. Pathways for pedestrians are always safer for pedestrians when they are in view of passing traffic and housing and innocent pedestrians are less likely to be attacked if they can be seen. My suggestion therefore would not to have any form of pathways running through the centre of bushes but to keep them on the outer surrounds of</li> </ul>	<p>See above comments</p> <p>It would be unlikely formalised pathways would be provided through the middle of Bush Forever as this is not common practice in their management. Pathways around the edge are more commonplace. The pathway running east west would run within the powerline easement which would have less vegetation. These would be more detailed design issues worked through at the subsequent planning stages.</p>

N.O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>the area. By having large outer pathways also opens up opportunities for fun run events such as held at Bibra Lake.</p> <ul style="list-style-type: none"> <li>The council needs to ensure developers and land owners maintain the fencing along Jandakot Road and Armadale Road. The rural bush area behind Skotsch Road and between Calleya has become a haven for 4WD goers and dirt bike riders. On the weekend, vehicles with trailers park along Jandakot Road with trailers that have dirt bikes and we have a constant flow of 4WDs and dirt bikes riding past the back line of our fence. The amount of undesirables has increased since the development of Calleya. We have people at the back of our fence and on our property at 2am in the morning. There hasn't been a single week for a long time where people have not accessed the back of our property in all hours of the night. If this fencing is not maintained, the 1000s of new residents in the new developing area of Treeby may think it is a great idea to purchase dirt bikes for their kids and families if they have these dirt tracks at their door step that can be so easily accessed. The fencing has to be maintained to reduce the security risk to the rural residents.</li> <li>Our other concerns that are well known to all at the meetings include increased dumping in our streets, increased undesirables at all hours in the morning on our properties, increased traffic congestion and decreased security. There seems to be an awful lot of impact to the rural land owners with little consideration for us. I was very disappointed at the meeting as the draft vision showed little concern for the rural land owners. Hence if the rural area is to be impacted by the Treeby draft vision then our area should be rezoned and become part of the urban area. It makes no sense whatsoever to have a small pocket of rural land in the centre of an urban</li> </ul>	<p>It is important that issues of trespass or suspected illegal activity are reported to WA Police. Council is not able to force landowners to fence (or maintain a fence) to their property. Fencing is generally a matter between landowners (where a shared boundary) or for the boundary facing a road just a matter for that landowner. An instance where Council might be involved is to ensure pets or livestock were sufficiently contained in a property but otherwise fencing is not a requirement (other than where landowners require between their lots).</p> <p>Noted, this landowner, given the amenity impacts on their current rural area as adjacent land was urbanised, would prefer to the area to be urbanised as well.</p>

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		<p>area and proposed rezoning urban areas that will be at the bottom of Skotsch Road towards Armadale Road and also along Warton Road / Piara Waters. If the rural lifestyle of Skotsch Road cannot be maintained and saved from the impact and encroachment of this urbanization around us, it would be grossly unfair not to include Skotsch Road in the rezoning from rural to urban.</p> <ul style="list-style-type: none"> <li>Thanks for your time. These are our concerns.</li> </ul>	
52	Landowners	<p><b>OBJECT</b>  <b>Objections to the Proposal:</b></p> <ul style="list-style-type: none"> <li>The plan favours the development of land owned by at least two major developers</li> <li>The overall plan does not demonstrate natural justice to the 2 hectare land owners of Skotsch Rd.</li> <li>It is not reasonable to presume that the landowners on Skotsch Rd and surrounding areas will continue to enjoy the rural lifestyle that they chose from 2004 onwards, as</li> </ul>	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. That document advertised in 2015 would have likely attracted the interest of companies which undertake land development. The lots are currently owned by the resource companies which undertook sand quarrying. The developers referred to have what is known as an 'option' over the land.</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. That document was advertised by the State Government in 2015 in line with their role to set higher level guidance about the development of the Perth metropolitan area.</p> <p>The purpose of the Treeby District Structure Plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. This was seen as a proactive set to ensure if the area was to be urbanised, then development should occur in a cohesive and logical manner and interface/respect its surrounding areas such as Skotsch Rd which is still shown as remaining rural.</p> <p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them. This point was appreciated at the Community Forum and there has been no rationale provided by the State Government for why Skotsch Rd was left as rural. It is possibly because development there has been quite recent and the State</p>

N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION
		<p>approved then by the City of Cockburn.</p> <ul style="list-style-type: none"> <li>• The rural lifestyle enjoyed by the current 2 hectare landowners in the area, has been eroded continuously since 2010, merely 6 years after the approval to develop this portion of Banjup as a rural residential development.</li> <li>• Skotsch Rd in this proposed structure will be sandwiched between several developments to the west, south and east.</li> <li>• The proposed development has financial disadvantage and impact on the residents of Skotsch Rd. Who would want to purchase a rural lifestyle in the future, amid the congestion of suburbia and a 4 lane highway?</li> <li>• The character and rural aspect of Skotsch Rd and the surrounding rural area will be further eradicated.</li> <li>• The residents of Skotsch Rd and surrounding areas will be adversely affected environmentally- noise, traffic, pollution, loss of wildlife and natural vegetation.</li> <li>• It is unfair to impose an uncertain future on the residents who for the most part are retired or will retire in the next 5 – 10 years.</li> <li>• The choice of a rural lifestyle is being taken away and strangulation by suburbia is being imposed and supported by our local council.</li> <li>• Insurance premiums will rise as suburbia and increased risk of crime infiltrate the neighbourhood.</li> </ul>	<p>has made an assumption these landowners would not look to redevelop. This of course, does not consider the alternative question, are they happy to remain, but feel surrounded by urbanisation? To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> <li>1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or</li> <li>2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</li> </ol> <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p> <p>Council is obliged to follow the lead of the State Government in matters of rezoning. This is legislated within the Planning and Development Act 2005. Where the State rezones land, the City must reflect this in its own local planning scheme.</p> <p>Premiums are not a matter appropriate for officer comment. New urban areas are expected to adhere to Crime Prevention through Environmental Design principles. It is not agreed that this would decrease the level of</p>

N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION
		<ul style="list-style-type: none"> <li>Skotsch Rd is likely to become a thoroughfare to serve the proposed development adjoining Skotsch Rd</li> <li>To ensure equity and natural justice for residents of the new suburb of Treeby, develop all of Treeby or no further development to proceed in the area.</li> </ul>	<p>security to this neighbourhood, instead would likely improve the level of surveillance from what there is now.</p> <p>If the Skotsch Road precinct was also urbanised, there would certainly be an expectation the road linked into the adjoining area. As noted, in an earlier submission, there is a likelihood, even if the area was not urban and road did not connect, parents dropping off and collecting children from the school may use the road.</p> <p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them. The area shown as Urban in the Treeby DSP appears to be supported by the State Government as it has been advertised in their draft Perth and Peel @ 3.5 million document. This would indicate that surrounding urbanisation is highly likely. With this in mind, it is noted this landowner would prefer to see Skotsch Road precinct included as urban as well.</p>
57	Landowner	<p><b>SUPPORT</b></p> <p>Inclusion of Skotsch Road should be highly considered instead of catering just to large scale developers</p>	<p>To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> <li>Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or</li> <li>Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</li> </ol> <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p>
60	Taylor Burrell Barnett PO Box 8186 SUBIACO EAST PERTH	<p>Taylor Burrell Barnett (TBB) makes this submission on behalf of Parcel who represents the owners of Lot 130 Jandakot Road, Banjup comprising 41.7ha in close proximity to the subject site.</p> <p>The purpose of this submission is to provide our support for the</p>	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State</p>

N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION				
	WA 6008	<p>Treeby draft District Structure Plan and to request to also include Lot 130 (No 367) Jandakot Road (subject site) within the Treeby District Structure Plan area due to the similar site characteristics this lot has with the Treeby District Structure Plan land, and to produce a District Structure Plan which holistically considers the planning for the Banjup locality.</p> <p>The report also provides context on the balance of the Banjup urban cell north of the Treeby District Structure Plan area cell generally bound by Acourt Road to the north, Warton Road to the east and Solomon Road to the west which has potential for urbanisation and requires comprehensive planning to ensure consolidation of appropriate development in close proximity to the Cockburn Central Activity Centre.</p> <p>In support of the proposal to consider the broader precinct TBB has prepared the attached concept District Structure Plan for the Banjup Urban Precinct.</p> <p>The associated submission identifies the characteristics of the subject site that support the case for urban development and therefore inclusion within the Treeby District Structure Plan and provides detailed conceptual planning for the development of low, medium and high density residential areas, a range of open space areas and school sites and a series of neighbourhood centres.</p> <p><u>In support of our submission, the following summary is provided</u></p> <table border="1" data-bbox="473 1008 1163 1273"> <tr> <td data-bbox="473 1008 691 1235">District Context</td><td data-bbox="691 1008 1163 1235">The subject site is strategically suited to urban development given its ready access to existing road and rail infrastructure in the form of the Kwinana Freeway (Via Armadale Road), Cockburn Central Railway Station, the Cockburn Activity Centre and the Jandakot Airport Specialised Activity Centre.</td></tr> <tr> <td data-bbox="473 1235 691 1273">Consolidating Urban</td><td data-bbox="691 1235 1163 1273">The current rural designation of the subject site in Perth and Peel @</td></tr> </table>	District Context	The subject site is strategically suited to urban development given its ready access to existing road and rail infrastructure in the form of the Kwinana Freeway (Via Armadale Road), Cockburn Central Railway Station, the Cockburn Activity Centre and the Jandakot Airport Specialised Activity Centre.	Consolidating Urban	The current rural designation of the subject site in Perth and Peel @	<p>Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p> <p>This submission relates to the submitter's own property outside that area. Accordingly, this submission is dismissed.</p>
District Context	The subject site is strategically suited to urban development given its ready access to existing road and rail infrastructure in the form of the Kwinana Freeway (Via Armadale Road), Cockburn Central Railway Station, the Cockburn Activity Centre and the Jandakot Airport Specialised Activity Centre.						
Consolidating Urban	The current rural designation of the subject site in Perth and Peel @						

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		<p>Form</p> <p>3.5m is considered an anomaly and does not reflect the pattern of existing and planned urban development in and adjacent the precinct. The site is located adjacent Stockland's existing Calleya Estate and to a number of sites acknowledged within the Perth and Peel @ 3.5m for urban expansion and urban investigation, including:</p> <ul style="list-style-type: none"> <li>• Lot 821, the subject of this MRS Amendment;</li> <li>• Lot 4 Armadale Road;</li> <li>• Lot 131 Jandakot Road; and</li> <li>• Various parcels east of Warton Road.</li> </ul> <p>The precinct shares the same physical site characteristics and is relatively unconstrained. In stark contrast to retaining the balance of the precinct as underutilised rural land, development will create a complete precinct representing a significant infill opportunity and efficient use of the transport networks, public transport system, servicing infrastructure, employment and community services which are all in such close proximity.</p>	

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		 <p>Figure 1 Extract from Perth and Peel @ 3.5m</p> <p>The subject site has many similar characteristics as the land within the Treeby District Structure Plan. 360 Environmental has undertaken an environmental review for the site and found whilst the site has a number of anticipated environmental constraints and opportunities, and these have the potential to influence the form outcomes, they will not preclude urban development.</p> <p>The subject site is conveniently located:</p> <ul style="list-style-type: none"> <li>• within close proximity to the Cockburn Central Railway station;</li> <li>• At the intersection of two major transport routes in the form of Armadale Road and Warton Road;</li> <li>• In proximity to a variety of existing and planned district and regional community facilities in close proximity to the precinct including regional and district sporting facilities at Cockburn Central, Fiona</li> </ul>	

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			<p>Stanley and St John of God Hospitals (within 8 kms); and</p> <ul style="list-style-type: none"> <li>• A number of other activity centres in close proximity offering excellent access to retail and commercial services including Cockburn Central and Fremantle City Centre.</li> </ul>	
		Integrating and Maximising Public Transport	Maximising patronage on the existing railway line, given proximity to the Cockburn Central Station.	
		Increasing the residential population to employment centres	The site is close to a number of existing and emerging employment centres including the Cockburn Activity Centre, Jandakot Specialised Activity Centre and the Canning Vale Industrial precinct.	
		Effective and Efficient Servicing	<p>A Servicing Strategy has been considered for the precinct by PDC Group as follows:</p> <ul style="list-style-type: none"> <li>• The Banjup North precinct falls within the Jandakot Wastewater Scheme Planning Catchment and has already been accounted for in Water Corporations forward planning for the area.</li> <li>• The precinct falls within two separate water servicing catchments.</li> <li>• Power infrastructure is located nearby.</li> <li>• Gas is available in Armadale Road.</li> </ul>	

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		<ul style="list-style-type: none"> <li>Jandakot Road is planned for a major upgrade to accommodate planned growth to 24,700 vehicles per day.</li> </ul>	<p>Land supply and affordability</p> <p>This subject site is located in proximity to a number of major landholdings identified for urban development. In a more consolidated form the issues of significant land fragmentation and assembly which are common constraints elsewhere in the metropolitan area are removed. In contrast, many areas identified for future urbanisation are highly fragmented and cannot be relied upon to deliver the necessary land supply in the foreseeable future.</p>	
62	Rodney and Deborah Del Caro 51 Skotsch Road TREEBY WA 6164	<p>We wish to formally submit our objection to the current District Structure Plan.</p> <p>As the area has drastically changed and evolved since purchasing our property we wish to support option number 2: <b>Rezoning to Urban to become part of the urban community.</b></p>	<p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them. This point was appreciated at the Community Forum and there has been no rationale provided by the State Government for why Skotsch Rd was left as rural. It is possibly because development there has been quite recent and the State has made an assumption these landowners would not look to redevelop. This of course, does not consider the alternative question, are they happy to remain, but feel surrounded by urbanisation?</p> <p>To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> <li>1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban</li> </ol>	

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			<p>area of Treeby); or</p> <p>2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</p> <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p>
63	Doug and Lynne Smith 227 Jandakot Rd JANDAKOT WA 6164	<p>We believe that the development of this area makes sense considering major infrastructure already in place - ie: railway station, major shopping precinct, sporting facilities and road developments etc.</p> <p>These arguments apply equally to the land on both sides of Jandakot Rd and therefore we fully support rezoning north of Jandakot Rd to urban</p>	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p>
64	Peter Hardie & Jacqueline Young 2 Platt Court BOOROOGO ON WA 6154	<p><b>SUPPORT</b></p> <p>I support the proposal to (2) <b>rezone to urban to come part of the future urban community.</b></p>	<p>To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <p>1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or</p> <p>2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</p> <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p>

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65	Tonino & Vincenza Berlingieri  46 Skotsch Road TREEBY WA 6164	<p><b>OBJECT</b></p> <ul style="list-style-type: none"> <li>Rural lifestyle will be diminished.</li> <li>Increased crime in the area as a result of increased neighbouring population.</li> <li>Major bias in favour of large developers, very unfair to local ratepayers, <b>all of Treeby should be treated the same</b>,</li> <li>Increased traffic on proposed four lane highway (Jandakot Road). Will result in difficulty in existing and entering Skotsch Road and we will be sandwiched between developments.</li> <li><b>All our neighbours feel that our area should be rezoned to urban.</b></li> <li>Prevailing winds blow dust and sand from developments cross to our properties which depend on rain water collection from our roofs.</li> <li>The plan favours the development of land owned by at least</li> </ul>	<p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them</p> <p>It is not agreed that this would decrease the level of security to this neighbourhood, instead would likely improve the level of surveillance from what there is now.</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. That document advertised in 2015 would have likely attracted the interest of companies which undertake land development. The lots are currently owned by the resource companies which undertook sand quarrying. The developers referred to have what is known as an 'option' over the land.</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. The Jandakot Road upgrade will be the subject of a report to Council later in the year.</p> <p>Each landowner in Skotsch Road has been written to individually and has the opportunity (and has been encouraged) to lodge their own comments with Council. The results of this are discussed in the Council Report. It is better to let those landowners speak for themselves directly.</p> <p>Developers are required to take measures minimise construction dust. These are enforced by the City's Environmental Health team.</p> <p>This plan relates to a specific area as this responds to the State</p>

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		<p>two major developers</p> <ul style="list-style-type: none"> <li>• The overall plan does not demonstrate natural justice to the 2 hectare land owners of Skotsch Rd.</li> <li>• It is not reasonable to presume that the landowners on Skotsch Rd and surrounding areas will continue to enjoy the rural lifestyle that they chose from 2004 onwards, as approved then by the City of Cockburn.</li> <li>• The rural lifestyle enjoyed by the current 2 hectare landowners in the area, has been eroded continuously since 2010, merely 6 years after the approval to develop this portion of Banjup as a rural residential development.</li> <li>• Skotsch Rd in this proposed structure will be sandwiched between several developments to the west, south and east.</li> <li>• The proposed development has financial disadvantage and impact on the residents of Skotsch Rd. Who would want to purchase a rural lifestyle in the future, amid the congestion of</li> </ul>	<p>Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. That document advertised in 2015 would have likely attracted the interest of companies which undertake land development. The lots are currently owned by the resource companies which undertook sand quarrying. The developers referred to have what is known as an 'option' over the land.</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. That document was advertised by the State Government in 2015 in line with their role to set higher level guidance about the development of the Perth metropolitan area.</p> <p>The purpose of the Treeby District Structure Plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. This was seen as a proactive set to ensure if the area was to be urbanised, then development should occur in a cohesive and logical manner and interface/respect its surrounding areas such as Skotsch Rd which is still shown as remaining rural.</p> <p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them. This point was appreciated at the Community Forum and there has been no rationale provided by the State Government for why Skotsch Rd was left as rural. It is possibly because development there has been quite recent and the State has made an assumption these landowners would not look to redevelop. This of course, does not consider the alternative question, are they happy to remain, but feel surrounded by urbanisation? To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> <li>1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or</li> <li>2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</li> </ol> <p>The response to this letter is discussed in the Council Report. The outcome</p>

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		<p>suburbia and a 4 lane highway?</p> <ul style="list-style-type: none"> <li>The character and rural aspect of Skotsch Rd and the surrounding rural area will be further eradicated.</li> <li>The residents of Skotsch Rd and surrounding areas will be adversely affected environmentally - noise, traffic, pollution, loss of wildlife and natural vegetation.</li> <li>It is unfair to impose an uncertain future on the residents who for the most part are retired or will retire in the next 5 - 10 years.</li> <li>The choice of a rural lifestyle is being taken away and strangulation by suburbia is being imposed and supported by our local council.</li> <li>Insurance premiums will rise as suburbia and increased risk of crime infiltrate the neighbourhood.</li> <li>Skotsch Rd is likely to become a thoroughfare to serve the proposed development adjoining Skotsch Rd</li> <li><b>To ensure equity and natural justice for residents of the new</b></li> </ul>	<p>has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p> <p>Council is obliged to follow the lead of the State Government in matters of rezoning. This is legislated within the Planning and Development Act 2005. Where the State rezones land, the City must reflect this in its own local planning scheme.</p> <p>Premiums are not a matter appropriate for officer comment. New urban areas are expected to adhere to Crime Prevention through Environmental Design principles. It is not agreed that this would decrease the level of security to this neighbourhood, instead would likely improve the level of surveillance from what there is now.</p> <p>If the Skotsch Road precinct was also urbanised, there would certainly be an expectation the road linked into the adjoining area. As noted, in an earlier submission, there is a likelihood, even if the area was not urban and road did not connect, parents dropping off and collecting children from the school may use the road.</p> <p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them. The area</p>

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		suburb of Treeby, develop all of Treeby or no further development to proceed in the area.	shown as Urban in the Treeby DSP appears to be supported by the State Government as it has been advertised in their draft Perth and Peel @ 3.5 million document. This would indicate that surrounding urbanisation is highly likely. With this in mind, it is noted this landowner would prefer to see Skotsch Road precinct included as urban as well.
70	Creative Design + Planning PO Box 7655 CLOISTERS SQUARE WA 6850	<p>Creative Design and Planning has prepared this submission on the proposed Treeby District Structure Plan (DSP) on behalf of the Da Prato family, owners of Lot 41 Liddelow Road, Banjup. Lot 41 is situated immediately south of the proposed structure plan area on the corner of Liddelow and Armadale Roads.</p> <p>The proposed DSP is supported in principle as it is agreed that the area is suitable for urbanisation.</p> <p>Our client considers that its land (Lot 41) also has future urbanisation potential, and therefore considers that the proposed DSP is complementary to that aspiration. There are some matters relating to connectivity between the land north and south of Armadale Road, however, that the City is requested to consider prior to endorsement of the DSP:</p> <ol style="list-style-type: none"> <li>1. Potential for future urban development south of Armadale Road;</li> <li>2. Treatment of the intersection of Ghostgum Avenue and Armadale Road;</li> <li>3. North-south access across Armadale Road.</li> </ol> <p><b>1. Development Potential of Land South of Armadale Road</b></p> <p>The Da Prato family have previously documented the case for urbanisation of Lot 41 to government. In simple terms, expansion of urban development east of Atwell will provide for better use of existing transport and service infrastructure and will complement the functionality of Cockburn Central as an important activity centre. Proximity to other employment centres such as 'Jandakot City'</p>	<p>Noted</p> <p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. This submission relates to the submitter's own property, outside that area. Accordingly, this submission is</p>

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		<p>Business Park, Fiona Stanley Hospital, Murdoch University etc. also contributes to the area's suitability for urban development.</p> <p>Lot 41 is 47ha in size, cleared, and vacant apart from an existing residence and a small warehouse complex fronting Armadale Road. To its east, a Parks and Recreation reserve provides a logical eastern boundary for a future urban cell extending from Tapper Road to the west which would complement the development proposed in the DSP area.</p> <p>Recent innovations in urban water management have confirmed that protection of groundwater resources can be better achieved by urban development than by rural smallholdings or rural-residential development which presently make up much of this greater North Banjup locality. It is for these and other technical reasons that the Da Prato family considers that its land has future urban potential.</p> <p>Whilst recognising that the case for urbanisation south of Armadale Road still needs to be made, early indications are that there are compelling reasons why it could be supported, and therefore planning for north of Armadale Road should not be dismissive in considering urbanisation to the south of Armadale Road.</p> <p><b>2. Intersection of Ghostgum Avenue and Armadale Road</b></p> <p>The DSP documentation indicates that the intersection of Ghostgum Avenue and Armada le Road would ultimately be converted to a left-in, left-out (LILO) configuration in response to a proposal to eventually 'grade-separate' the intersection of Armadale Road/Tapper RoadNerde Drive, to the west. Such a modification would significantly impact the ability of traffic access Armada le Road to travel west from within the DSP area, as well as prejudice access options for future development of land south of Armadale Road. Further, access to Cockburn Central activity centre and to a proposed future public transport node will be limited. We also note that it is likely to divert traffic into recently approved local road networks not designed to cope with the much higher volumes that would result.</p>	<p>dismissed.</p> <p>This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading, including the Ghostgum intersection is controlled by Main Roads.</p>

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		<p>The City of Cockburn is requested to strongly resist the removal of the current 3-way signalised intersection and its replacement with a LILO configuration. Retention of the current intersection would allow for conversion to a 4-way intersection in future to serve potential urbanisation south of Armadale Road.</p> <p><b>3. North-South Links across Armadale Road</b></p> <p>Item 2 above forms part of the wider issue of future connectivity between development on the north and south sides of Armadale Road. It is requested that the City of Cockburn carefully consider the likely need for a future north-south road, pedestrian and cycle links and insist that the opportunity for creation of such links not be lost in the design of Armadale Road.</p> <p>In summary, the proposed Treeby DSP is supported by our client, but the City is respectfully requested to take a longer term view to ensure that options for good connectivity with potential urbanisation of the land south of Armadale Road are not prejudiced by decisions taken as part of this DSP.</p>	<p>This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading is controlled by Main Roads. The City will of course refer to its adopted Functional Road Hierarchy and Bicycle Network Plan in liaisons with Main Roads.</p>
73	EMBA Pty Ltd PO Box 3366 BROADWAY NEDLANDS WA 6004	<p><b>SUPPORT</b></p> <p>Having previous owned the entire acreages that now comprises the 14 x 2 hectare blocks that make up the Skotsch and Jandakot Road properties, the subject of this submission, I commend Council for its foresight in asking the current owners to express their views on the 2 alternatives available to them.</p> <p>Historically, we had owned this 71 acre block since about 1980 and were active members of the Banjup Urban Group which comprised a number of owners of relatively large blocks of land who agitated for our combined area of some 300+ hectares of land from Jandakot Road to Armadale Road and west towards Solomon Road to be rezoned in stages to allow residential development. In spite of providing the W.A. government agencies with all the appropriate information to justify a rezoning including protection of the underground water, native vegetation etc., our submission was obviously too advanced for the government of that time. Fast forward</p>	<p>Noted</p> <p>To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> <li>1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or</li> <li>2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</li> </ol> <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p>

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		<p>around 20 years and what we attempted to achieve in enhancing this land is now being achieved with all the benefits that will flow to the current and new residents to come.</p> <p>We subsequently, but reluctantly, converted our land to 14 x 2 hectare blocks because this was the only alternative left to us as we simply could not stop the continuous breaking/entering, stealing, dumping, burning of our sheds and other mayhem, in spite of the efforts of the Police.</p> <p>Whilst there are some advantages in living on a 2 hectare blocks, the lack of reticulated scheme water and sewage as well as the fire concerns in summer, ongoing vandalism and theft are still areas of concern. I also note Council's advice that rezoning to urban will ensure full vehicular access from Skotsch Road to the new urban areas of Treeby which will also be a substantial bonus.</p> <p>We have retained 2 blocks in our subdivision for our grandchildren's use at a later date but I believe the opportunity to possibly convert all these existing blocks to urban has nothing but upside for all the existing owners, future purchasers and the local authorities and I fully support this as a proposal.</p>	
74	Grant Stevens Lot 64 Jandakot Road TREEBY WA 6164	<b>SUPPORT</b> <p>We are located at lot 64 Jandakot Road and also want to see us have the option of rezoning our land if wanted. With the ever increasing traffic and urban life enclosing in on us we believe it is only fair that we have this option made available from the council and state planning commission</p>	Noted <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p>
75	Landowner	<p>We live at 24 Skotsch Road in Treeby and have been invited to make a submission as to two choices:</p> <ol style="list-style-type: none"> <li>1. Remaining in the resource zone and not undertaking any further subdivision (this implies no vehicular connections into</li> </ol>	Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them. This point was appreciated at the Community Forum and there has been no rationale provided by the State Government for why Skotsch Rd was left as rural. It is possibly because development there has been quite recent and the State has made an assumption these landowners would not look to redevelop.

N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION
		<p>the new urban area of Treeby); or</p> <p>2. Rezoning to urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</p> <p><b>Due to the impact of the encroaching urban development, increased traffic congestion, decreased security and increased dumping we have lost the peace and tranquil lifestyle that we sought when purchasing five acres. Therefore we feel that we need to be allowed to rezone to urban option 2 - Rezoning to urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</b></p> <p>However, if the land owners are not allowed to rezone then it would be grossly unfair for Skotsch Road to be used as an access way for vehicles and pedestrians into any further urban development and our street should not be used as a thoroughfare for future access. Our five acre lifestyle should be maintained with vehicle access only being for the land owners to properties in Skotsch Road.</p> <p>We also believe that these need to occur in conjunction with each other. In other words, vehicular access and connections should only be allowed to occur at the same time that urban rezoning is granted to the current land owners in the Skotsch Road vicinity. We should not have to endure vehicular connections with a delay in time for the processing of our urban rezoning. They need to occur respectively.</p>	<p>This of course, does not consider the alternative question, are they happy to remain, but feel surrounded by urbanisation?</p> <p>To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> <li>1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or</li> <li>2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</li> </ol> <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p> <p>Noted, the advertised version of the draft Treeby DSP (which indicated Skotsch Rd precinct remaining rural do not allow a vehicular connection through Skotsch. An earlier submission also raised concern with the pedestrian access that was proposed. There are alternative routes for pedestrian access which could be considered if the land remained rural, such as on the adjacent reserves.</p> <p>Urban rezoning does not mean any development happens straightaway. The actioning of the development process is driven by the landowners themselves and can take several years.</p> <p>It is impossible to give a proper timeframe when many of the times depend on a State Government agency as well as landowners themselves. Rather, below is a list of the major decisions which need to occur. Many of these do involve the landowners getting together and actioning these, the City does not undertake them as we have an 'assessment' role to provide:</p>

N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION
			<ol style="list-style-type: none"> <li>1. Finalisation of the Perth and Peel @ 3.5 million document by WA Planning Commission (was advertised in May 2015);</li> <li>2. Change to the zoning under the Metropolitan Region Scheme to reflect Perth and Peel document (initiated by landowner/s but ultimate consideration by WA Planning Commission and Minister for Planning) – estimate 1-2 years;</li> <li>3. Change to the zoning under the City's local planning scheme to reflect the Metropolitan Region Scheme (initiated by landowner/s, advertised by the City but ultimate consideration by WA Planning Commission and Minister for Planning) estimate – 12-18 mths;</li> <li>4. Preparation of structure plans – by landowners following the WAPC Structure Plan Framework;</li> <li>5. Consideration of structure plan (lodged by landowners, advertised by the City but ultimate consideration by WA Planning Commission) estimate 4-6 months;</li> <li>6. Preparation of subdivision applications – by landowners;</li> <li>7. Consideration of subdivision applications (lodged by landowners, determined by WA Planning Commission); and</li> <li>8. Actioning of conditions of subdivision approval before titles can be created – up to landowners (approvals are valid several years).</li> </ol> <p>The first of these actions is still yet to occur, as mentioned at the community forum, our submission on the Perth and Peel @ 3.5 million document is still yet to be responded to by the State Government.</p>
78	Landowner	I choose choice two- <b>Rezoning to urban</b>	<p>To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> <li>1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or</li> <li>2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</li> </ol> <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider</p>

N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION
79	Landowner	<p><b>SUPPORT</b></p> <p>For option two – the opportunity to have the area rezoned from Resource to Urban, regarding the Skotsch Road area precinct.</p>	<p>this in finalising the draft Perth and Peel @ 3.5 million.</p> <p>To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> <li>1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or</li> <li>2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</li> </ol> <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p>
80	Brandon Perreau, Michael Perreau & Sui P Lai 68 Skotsch Road TREEBY WA 6164	<p><b>SUPPORT</b></p> <p>Rezoning to Urban (Choice No. 2)</p>	<p>To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> <li>1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or</li> <li>2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</li> </ol> <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p>
82	Landowner	<p><b>LATE SUBMISSION</b></p> <p>As I have had a property in Canning Vale years ago, we had the same situation where the development came up to our fence. We had unwanted people coming onto our property (stealing-snooping). With a school out back and the road opening up to, it will come again. We all seem to want to move on in one way or another so why leave</p>	<p>Note – this submission was received after the date requested and relates to the Skotsch Road precinct.</p> <p>This adds to the numbers given in the Council report for Skotsch Road which would now be:</p>

N O.	NAME/ADDR ESS	SUBMISSION	RECOMMENDATION				
			Area	Remain Resource	Rezone to Urban	Did not respond	Total
		this parcel of land in the middle. Less work more play. Sounds good to me.	All Resource zoned lots	0	13	2	15
A recommendation is included in the officer report to request the Skotsch Road precinct be included as urban.							



## VISION FOR RURAL JANDAKOT AND TREEBY

### 1. Summary

Cockburn has experienced remarkable growth over the past few years and which will continue well into the future. This has dramatically eroded the rural amenity of residential 'lifestyle' blocks in Jandakot and Treeby to the point that it is now irretrievably lost. Planning decisions to develop dense housing and upgrade busy roads that now surround the rural residents will not be reversed. Residents urge planners to recognise the reality of lost rural amenity and investigate urgently the future of Jandakot and Treeby's rural zoning.

This 'Vision' document has been prepared and approved by more than 80 rural residents north of Armadale Road. It sets out how their amenity has been eroded and their understanding of how rezoning of their lands could be achieved within planning and legislative constraints.

Residents see all around them precedents that expert planners for Stockland and Schaffer have set in the rezoning of much of Jandakot and Treeby rural lands. Residents seek the City of Cockburn's support in refining the Vision document and then championing it at the highest levels of the WA Planning Commission and government. This must be achieved by end 2107 so that the WAPC can include it in its *Perth@3.5million* strategy.

### 2. Erosion of Rural Amenity

When first sub-divided for rural residential use in the 1980s, the land around Jandakot Road between Berrigan Drive and Warton Road was a peaceful backwater – a dream locality to escape from the bustle and noise of the city to the north but still close enough for commuting. That was clearly also the intention of the state's planners in assigning the rural residential zoning.

There were no big flying schools operating out of Jandakot Airport, Jandakot Road ended in a dirt track, and the Freeway ended at Leeming. Market gardens were wide parts of the Cockburn landscape. Commerce and industry was at Bibra Lake and beyond. Piara Waters was a swamp.

Progressively, and with increasing momentum, the City has come to Jandakot. The Airport is now a big commercial and industrial park directly abutting rural landowners' back fences. More large developments there will be completed within 5 years. The old sand quarries are now dense suburban housing, with many more houses to come. Populations there will climb from zero in 2015 to 15,000 or more by 2025. Jandakot Road will soon be a 4 lane highway carrying 30,000 vehicles daily. Developers are applying for additional uses for large land holdings in the area, adding further to pressures on rural residents. Schaffer and Parcel Property are clear examples.

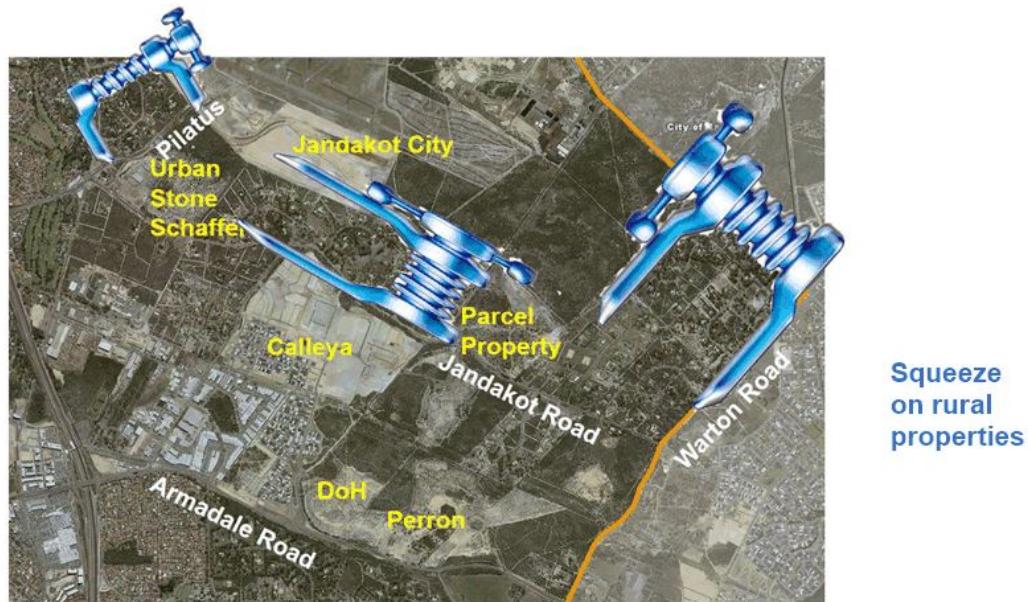
From all sides and from outside, where the populations of Piara Waters and Harrisdale continue to grow rapidly, the small landowners of Jandakot and Treeby are being squeezed relentlessly such that their rural amenity is all but gone. Current development plans highlight the extent of the squeeze:

- Adjacent dense housing will accommodate 15,000 people (up from zero in 2015)
- Bushland will become extensive commercial parks employing thousands of people (650 hectares at Jandakot City and now Schaffer)

## JANDAKOT AND TREEBY RURAL RESIDENTS

## LAND USE VISION

- Heavy truck and car traffic will grow to 50,000 vehicles per day on Armadale Road, 15,000 on Warton Road, 30,000 on Jandakot Road, 30,000 on Berrigan Drive, and 9,000 on Solomon Road



The original purpose of the land as a rural retreat is now lost but for the small landowners of Jandakot and Treeby there is no escape. A planning blight has fallen upon them. Their only way out is for their land to be rezoned.

### 3. Residents' Wishes

As evidenced on 31 July 2017 at Cockburn's Information Forum, overwhelmingly rural property owners north of Armadale Road believe their land should be rezoned for 'Urban' or 'Commercial' use because its rural amenity is being irretrievably eroded by adjacent dense housing and heavy truck and car traffic.

The Banjup Residents Group, which represents rural landowners in Jandakot and Treeby as well as Banjup, has canvassed 84 small rural landowners north of Armadale Road about how they see the future of their lands. Not one of them wants their land to remain zoned 'Rural'.

Residents wish it were not so, because they moved to the area for its tranquillity and rural amenity but now they have to face up to the new reality of a big and growing city on their doorsteps.

### 4. More Efficient Land Use

The WA government wishes to facilitate sustainable growth by more efficient use of land through urban consolidation, integration of infrastructure and development, co-location of services, and the strategic location of employment opportunities.

JANDAKOT AND TREEBY RURAL RESIDENTS	LAND USE VISION
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Jandakot and Treeby's rural lands are strong candidates for more efficient uses. None are primary producers and their rural amenity is all but gone because of the intense urbanisation around them. Were they to be rezoned away from Rural, urban, commercial, and light industry developments would have these benefits:

**Transport**

Kwinana Freeway	3 km
Roe Highway	4 km
Armadale Road	2 km
Railway	3 km

**Business and Employment**

Jandakot City	3 km
Cockburn Central	4 km
Perth CBD	23 km

**Public Services**

Cockburn ARC	5 km
Cockburn Health Centre	5 km
Murdoch health campus	11 km

## 5. Planning Legislation and Policy Constraints

Residents are cognisant of state policies but do not have expertise to propose how planning applications can be framed to be compliant with them. Mindful, though, that Stockland and Schaffer have made successful planning applications, residents see no reason why further changes to Jandakot and Treeby rural land use cannot be compliantly made.

City of Cockburn planners are well aware of how changed land uses can be compliant with state policies, particularly in the Jandakot and Treeby area. Residents look to the City to provide expertise in framing in a compelling manner the residents' Vision and promoting it to the WAPC and to state government. However, several policy constraints may be overcome, as the precedents below indicate.

### 5.1. Aircraft Noise

A number of properties at the western end of the rural areas from Coonadoo Crescent to Dean Way are within the 20 to 25 ANEF noise contours. According to state planning policies, this restricts the types of constructions permitted. However, as Stockland and Schaffer have demonstrated to the satisfaction of the WA Planning Commission, careful planning of land use, memorials on land titles, and appropriate building specifications can facilitate compliant urban, commercial, and light industrial developments.

### 5.2. Bush Fire Prone Areas

Bushlands in conservation areas are clearly prone to bush fires and are managed by the responsible agencies accordingly. However, as Cockburn's Treeby District Structure Plan clearly shows (eg Department of Housing and Perron lands), bush fire prone areas can be developed for Urban or Commercial use, provided the appropriate mitigation measures are implemented, including appropriate building specifications, land clearances, and planting fire resistant species.

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JANDAKOT AND TREEBY RURAL RESIDENTS	LAND USE VISION
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### 5.3. Groundwater Protection

The current rural residential lands in Jandakot and Treeby are zoned P2, Risk Minimisation, according to the state planning policy. However, other lands now zoned for Urban use in the Metropolitan Region Scheme are zoned P3, Risk Management. The first such zoned were the suburbs of Atwell, then Aubin Grove, and recently Stockland's Calleya development. Cockburn's own Treeby District Structure Plan anticipates Urban Treeby will be similarly zoned P3. This demonstrates that the Urban or Commercial use of Jandakot and Treeby's current rural land can be compliant with state planning policies, provided appropriate risk management measures, including deep sewerage, are put in place.

### 5.4. Well Head Protection

Several current wells extracting water from the Jandakot Mound are in the Urban areas of Treeby and Atwell. They demonstrate that, with appropriate management, well heads in all areas of Jandakot and Treeby can be protected from contamination.

### 5.5. Geomorphic Wetlands

Jandakot and Treeby's rural residential areas include patches of wetlands. None contain open water and most are just boggy in the winter months. The conservation value of such patches is not yet determined but this did not prevent large areas of nearby Piara Waters from being filled with thousands of truckfuls of sand prior to Urban and Commercial development. As appropriate, some wetlands can be retained and made natural features within surrounding developments.

### 5.6. Bush Forever

None of Jandakot and Treeby's rural residential areas are designated 'Bush Forever'. It is notable that Bush Forever site 390 is curtailed in Cockburn's Treeby District Structure Plan, indicating that Urban use can be made of such areas, provided that suitable offsets elsewhere can be applied.

### 5.7. Remnant Bushland

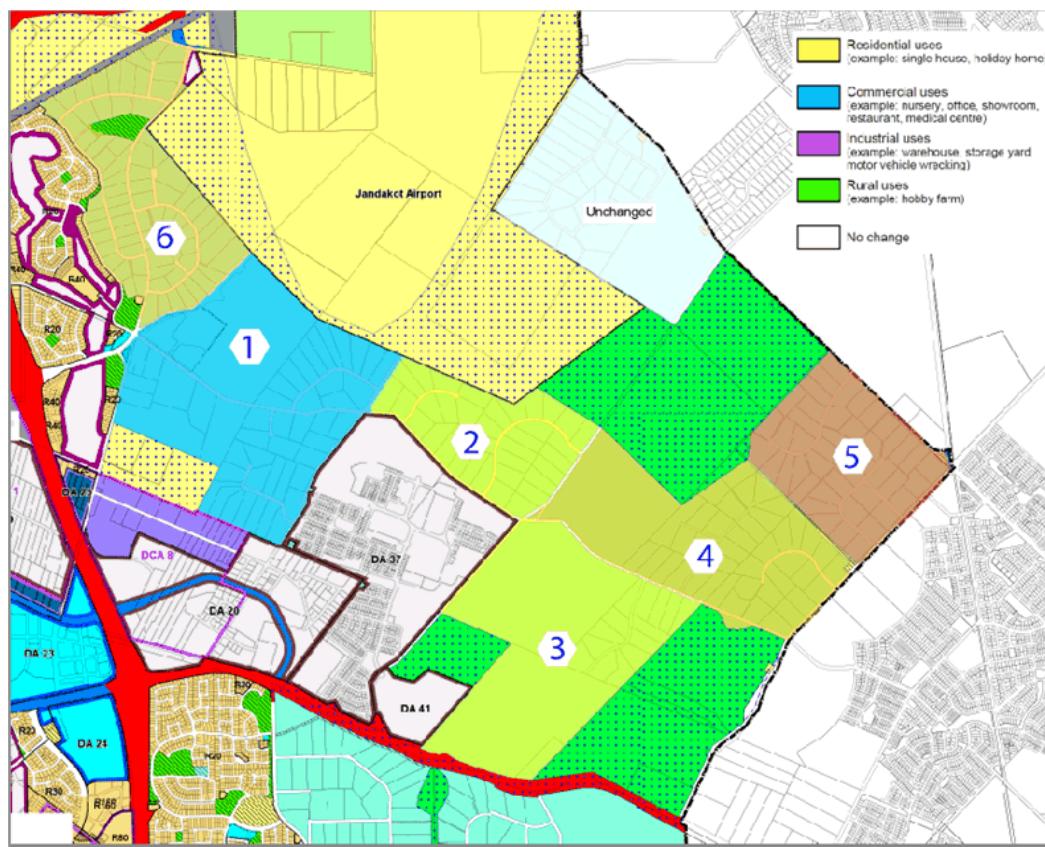
Most of what remains of Jandakot and Treeby's rural ambience is its remnant bushland. However, only about half of the area is woodland and on many rural properties only scrub remains. Cockburn's Treeby District Structure Plan shows that Urban or Commercial use can be made of remnant bush land (eg DoH and Perron lands).

## 6. Vision for Jandakot and Treeby's Rural Areas

Residents have considered the future of the 6 areas indicated in the map below. Drawing on their first-hand experience of managing their rural properties, residents make several suggestions as to how their land could be developed and yet remain within state planning policies.

## JANDAKOT AND TREEBY RURAL RESIDENTS

## LAND USE VISION

**6.1. Area 1**

Developments on land within the Airports' 20 and 25 ANEF noise contours must be compliant with State Planning Policy 5.3 - Land use planning in the vicinity of Jandakot airport.

The land is surrounded by commercial and industrial developments to its south, by dense urban to the east, and to the north by the commercial and industrial developments of Jandakot City and Schaffer. The major intersection of the 4 lane Jandakot Road with Berrigan Drive and its ready access to the Freeway makes Area 1 suitable for urban, commercial, and light industrial use.

Schaffer has already shown that its development of part of the area can be consistent with state planning policies. Stockland has shown at Calleya that wellheads can be protected even when surrounded by dense housing. Other developers with sufficient expertise and resources would likewise be able to make compliant proposals.

**6.2. Area 2**

With its excellent transport connections to Jandakot Road, Fraser Road, and Solomon Road and being adjacent to the Calleya urban development, this area would suit Urban use. Most of the land is outside of the 20 ANEF contour. The small area within that contour could be made public open space.

JANDAKOT AND TREEBY RURAL RESIDENTS	LAND USE VISION
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Some remnant bushland is recorded for the area but, as the Schaffer development has shown, this could be remedied by offsets elsewhere.

Some of the land in the area is boggy during winter but as the developers of Piara Waters have shown over a wide area, infill with quarried sand would overcome this drawback.

#### 6.3. Area 3

Almost all of this area is shown already in the Treeby District Structure Plan for urban residential use. The rural pocket of Skotsch Road is an anomaly that would be squeezed between the Treeby urban development to the south and to the north by the busy and noisy 4 lane highway of Jandakot Road that is 3 metres above the Skotsch low-lying land. The rural amenity of residents would then be non-existent.

The Metropolitan Region Scheme shows the whole area zoned Rural but already the Treeby District Structure Plan demonstrates that this zoning can be changed for urban residential use, even if there are pockets of 'bush forever' and 'declared rare flora' within it.

#### 6.4. Area 4

The continuous urban and commercial pressure on the Treeby rural land from 10,000 nearby residents (and even more in Piara Waters, a pressure that must not be ignored by state planners) and 20,000 vehicle movements daily is eroding Area 4's rural amenity such that within a few years it will be non-existent.

A property developer is currently preparing plans to develop the 41 hectares of 367 Jandakot Road for residential housing. This will add further to the urban pressures on rural properties to the east.

Area 4 includes no over-arching constraints to rezoning for urban residential use. Its transport links are better than those for Piara Waters and it would be inconsistent of planners to consider land east of Warton Road in preference.

#### 6.5. Area 5

Like Area 4, Area 5 will lose its rural amenity within a few years and for the same reasons, it should be zoned for urban use.

#### 6.6. Area 6

Straddling the 4 lane highways of Berrigan Drive and Pilatus Street and adjoining the Jandakot City commercial precinct, the rural amenity of Area 6 will be squeezed out of existence within a few years. With its good transport links to the Freeway and the Roe Highway, it should be zoned for Urban or Commercial use. Stockland has shown at Calleya that wellheads can be protected even when surrounded by dense housing.

### 7. Designate Jandakot and Treeby for Urban Investigation in Perth@3.5million

Jandakot and Treeby's rural amenity will have gone entirely within the next 10 years, which is less than half of the planning horizon of *Perth@3.5million*. It is essential, therefore, that the WAPC recognise the reality of the unrelenting pressure on Jandakot and Treeby's rural areas and their residents and now investigate them for future Urban or Commercial use.

**JANDAKOT AND TREEBY RURAL RESIDENTS****LAND USE VISION**

For their good transport links alone, the rural areas of Jandakot and Treeby are much better candidates for Urban or Commercial use than the land identified in the draft *Perth@3.5million* proposal on the eastern side of Warton Road at the junction with Armadale Road. Residents urge the WAPC to amend its plans accordingly.



Source: WAPC 2015 South\_Metro\_Peel\_Sub-regional\_Framework page 54 – Urban Staging

**8. Promote the Vision the WA Planning Commission**

Rural residents are keenly aware that their escape from the planning blight lies in the WAPC recognising their predicament and assigning the rural lands north of Armadale Road and between Berrigan Drive and Warton Road for 'Urban Investigation' in the soon to be finalised *Perth@3.5million* Perth and Peel strategy.

Residents urge the City of Cockburn promptly to champion their Vision at the highest levels of the Commission and government.

**From:** City of Cockburn  
**Sent:** 30 Oct 2017 13:55:20 +0800  
**To:** Records Requests  
**Subject:** FW: For the Attention of Mr S Cain  
**Attachments:** Stephen Cain - City of Cockburn.pdf

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**Shana Webster**  
Customer Service Team Leader  
Customer Services

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[www.cockburn.wa.gov.au](http://www.cockburn.wa.gov.au)

*stay connected*



**From:** Foster, Carol [mailto:Carol.Foster@planning.wa.gov.au]  
**Sent:** Monday, 30 October 2017 10:36 AM  
**To:** City of Cockburn  
**Subject:** For the Attention of Mr S Cain  
Hello  
Can you please forward this letter to Mr Stephen Cain as soon as possible.  
Many thanks  
Kind regards  
**Carol Foster** | Executive Assistant (WAPC Chairman) | Office of the Director General  
140 William Street, Perth WA 6000  
(08) 6551 9074  
[Carol.Foster@planning.wa.gov.au](mailto:Carol.Foster@planning.wa.gov.au) | [www.dplh.wa.gov.au](http://www.dplh.wa.gov.au)



*The department acknowledges the Aboriginal peoples of Western Australia as the traditional custodians of this land and we pay our respects to their Elders, past and present.*

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Our ref: EL:CF:L-016

Mr S Cain  
Chief Executive Officer  
City of Cockburn  
PO Box 1215  
BIBRA LAKE DC 6965

Dear Stephen

I refer to our recent communication on 25 October 2017 and subsequent discussion in which you invited me to address Council on the South Metropolitan Peel Sub-regional Planning Framework.

The Western Australian Planning Commission in March 2017 adopted the Draft Sub-regional Planning Framework, along with the other Sub-regional Planning Frameworks and the overarching Perth and Peel @ 3.5 million document.

The submissions received on the suite of documents, including the submission made by the City of Cockburn have been thoroughly considered in the preparation of the Draft Final Sub-regional Planning Framework. As part of this consideration, the Department of Planning, Lands and Heritage representatives, along with myself have met with City of Cockburn officers to discuss key elements of the City's submission. In addition, the City of Cockburn was afforded an opportunity to make a deputation to the Western Australian Planning Commission. All Commissioners took note of, and examined in detail the city's submission.

On examination of the city's submission, the Commission took note of and evaluated the land use planning opportunities and constraints affecting the business locality. This included for example, the operations of Jandakot Airport, the Jandakot Water Conservation area, Environment and Transport considerations. I note these issues were also identified in the comprehensive planning report to Council's October meeting and that report contained an accurate description of the matters which may determine any development proposals in the locality.

Perth and Peel @ 3.5 million suite of documents seek to identify sufficient land for housing and jobs, avoiding and protecting environmental attributes, maximising the use of existing and proposed infrastructure and promoting a balance between greenfield and infill development. The Draft Final suite of documents, along with the Western Australian Planning Commission's recommendations have been forwarded to Government for its consideration.



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ABN 35 482 341 493

As the frameworks are now formally before Government for endorsement, the Commission will give further advice to the City in respect of the considerations now before it upon adoption of the frameworks.

It is anticipated that the Perth and Peel @ 3.5 million suite of documents will be released later this year.

I trust this advice is of assistance for your upcoming Council meeting.



Eric Lumsden PSM  
Chairman  
Western Australian Planning Commission

30 October 2017

**15.6 PREPARATION OF NEW LOCAL PLANNING STRATEGY -  
RELEASE OF DRAFT LOCAL PROFILE PAPERS FOR  
CONSULTATION**

<b>Author(s)</b>	C Catherwood
<b>Attachments</b>	<ol style="list-style-type: none"><li>1. Physical features and natural resource management <a href="#">↓</a></li><li>2. Water management <a href="#">↓</a></li><li>3. Population and housing <a href="#">↓</a></li><li>4. Economy and employment <a href="#">↓</a></li><li>5. Retail and commerce <a href="#">↓</a></li><li>6. Tourism and visitors <a href="#">↓</a></li><li>7. Recreation and open space <a href="#">↓</a></li><li>8. Community facilities <a href="#">↓</a></li><li>9. Cultural heritage, urban design and character <a href="#">↓</a></li><li>10. Rural land use, subdivision and development <a href="#">↓</a></li><li>11. Infrastructure services <a href="#">↓</a></li><li>12. Traffic and transport <a href="#">↓</a></li><li>13. Opportunities and constraints upon development <a href="#">↓</a></li><li>14. Cover sheet for local profile papers - for use during consultation <a href="#">↓</a></li></ol>
<b>Location</b>	City of Cockburn
<b>Owner</b>	N/A
<b>Applicant</b>	N/A
<b>Application</b>	N/A
<b>Reference</b>	

**RECOMMENDATION**

That Council release the local profile key issue papers contained in the attachments to this item for the purposes of public consultation.

**Background**

At the 13 April 2017 Ordinary Council Meeting, a project plan was endorsed to undertake preparation of the new local planning scheme and local planning strategy.

As part of that decision a notification of this intent was advertised in the local newspaper and provided to the relevant government agencies and the adjacent local governments.

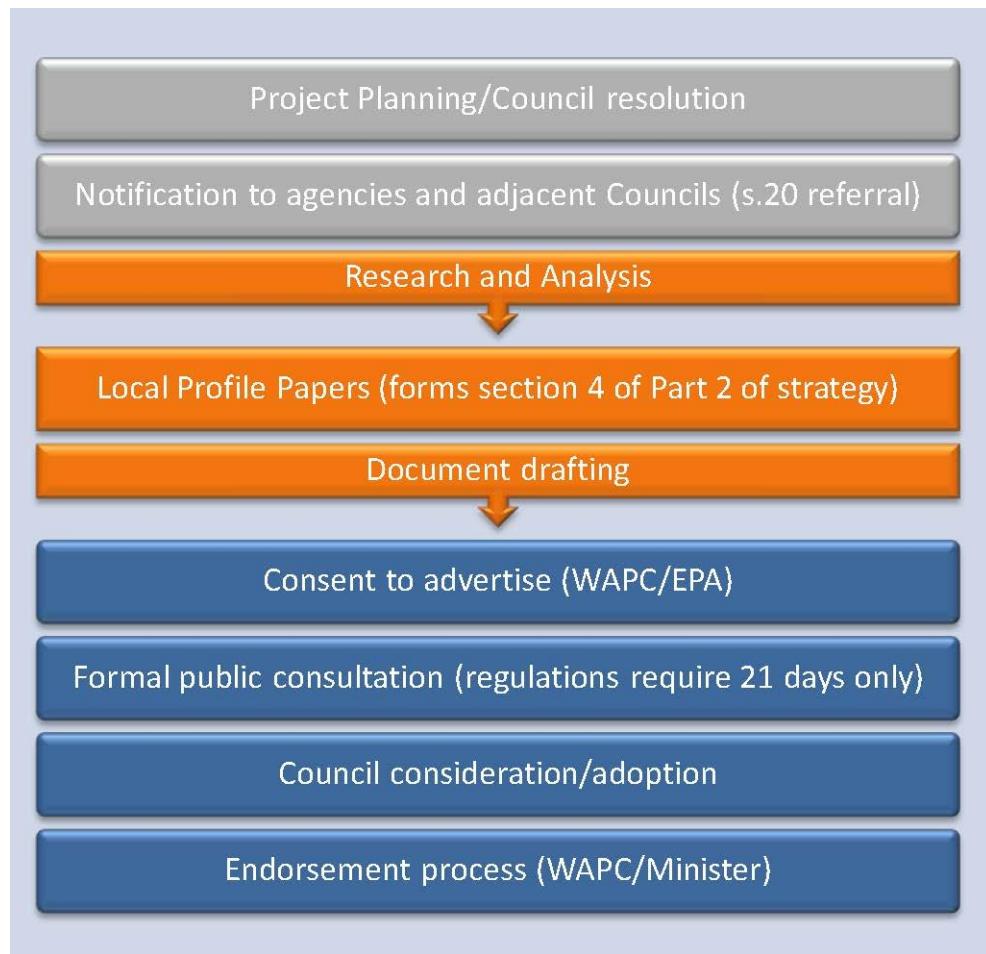
The next step starts the formulation process of the strategy, by engaging with our community on the kinds of key issues that will be important. To this end a series of local profile key issues papers have been prepared, to engage our community in thinking about the key

issues that the City's new local planning strategy and scheme ought to focus on addressing.

This will include bringing our community along the journey, in helping to recognise what the local planning strategy seeks to do.

It is recommended that Council resolve to adopt the series of papers for advertising as a way of commencing the strategy formulation process.

A broad overview of the process is shown below (orange is current stage) and illustrates how consulting on the local profile papers allows for much earlier involvement of the community.



## Submission

N/A

## Report

A key element of the local planning strategy is the local profile papers which identify planning issues for the Cockburn locality. These profile papers are organised upon the following topics, as derived from the State Government's Local Planning Manual:

- physical features and natural resource management
- water management
- population and housing
- economy and employment
- retail and commerce
- tourism and visitors
- recreation and open space
- community facilities
- cultural heritage, urban design and character
- rural land use, subdivision and development
- traffic and transport
- infrastructure services
- opportunities for and constraints upon development.

In addition to providing background information and setting the scene, the local profile should highlight the planning implications of the information and help identify appropriate planning responses. An important source of information in compiling the local profile can include the community and it is proposed Council to consider the release of 'issue papers' of the individual local profile papers. This will enable the community to help shape the future of the City of Cockburn as early as possible, rather than waiting for a whole draft scheme and strategy to be drafted. Two key points will be questioned:

1. Does the information capture the key issues related to the local profile topic?
2. Are there further suggestions for inclusion?

The above approach is beyond the normal scope of consultation for these documents and has the ability to ensure the community is much more involved in their creation.

These local profiles will form Section 4 of Part 2 of the local planning strategy text, there will be further sections within the document which analyse those issues and explain the relationship to other state and local government strategies and policy. The content of Part 2 (background information and analysis) of the local planning strategy is shown below:

1. Introduction
2. State and regional planning context
  - State Planning Strategy
  - State Planning Framework
  - state planning policies
  - regional strategies

- regional planning schemes
- regional and sub-regional structure plans
- operational policies
- other relevant strategies, plans and policies
- guidelines, forecast and reports.

3. Local planning context
  - vision and mission statements
  - local government's strategic plan
  - local planning policies.
4. Local profile
  - physical features, climate, natural heritage and natural resource management
  - water management
  - population and housing, including official forecasts
  - economy and employment
  - retail and commerce
  - tourism and visitors, including attractors and facilities
  - recreation and open space
  - community facilities
  - cultural heritage, urban design and character
  - rural land use, subdivision and development
  - traffic and transport
  - infrastructure services.
5. Opportunities for and constraints upon development
6. Analysis of key issues

The above will inform Part 1 of the local planning strategy text, which includes:

1. Vision and planning principles
2. Objectives
3. Strategic plan (main focus of the document)
4. Strategies and actions
5. Implementation
6. Monitoring and review
7. Maps

It is recommended that Council support the release of the issue papers for public comment.

It is proposed to use the Comment on Cockburn website as the primary method of consultation and to draw stakeholder attention to this via newspaper advertisement, letters to agencies and interest groups, and social media posts. A standardised cover sheet for each local profile paper will be included that gives an overarching description of what the local planning strategy is for and how the local profile papers fit into that project. It will also explain what the feedback will be used for.

A minimum of 75 days is suggested for this consultation. Depending on how long it takes to upload to the webpage and arrange advertising, the closing date will likely be around early February, which should give a broad opportunity for comment to occur.

Once the results of the consultation are received, City officers will review the working draft local profiles. These are a key part of the local planning strategy document, which will need to be brought back to Council in due course to consider further advertising (in line with the adopted project plan).

This approach is beyond the normal scope of consultation for these documents and has the ability to ensure the community is much more involved in their creation.

### **Strategic Plans/Policy Implications**

#### City Growth

Ensure planning facilitates a desirable living environment and meets growth targets

#### Leading & Listening

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

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A

### **Community Consultation**

A 75 day timeframe is suggested for this consultation. Depending on how long it takes to upload to the webpage and arrange advertising, the closing date will likely be around early February, which should give a broad opportunity for comment to occur..

### **Risk Management Implications**

While City staff are comfortable the range of key issues included in the draft local profiles is extensive and captures the key planning matters relevant to Cockburn, there is a slight risk given the lack of response to the formal regulation notification mid-year, that we didn't receive sufficient early engagement with our stakeholders.

To mitigate this risk, and perhaps elicit a better response rate, the provision of 'working draft' documents is proposed.

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

N/A

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

Nil

## Local Profile

### Physical features and Natural Resource Management

This is a 'working draft' of a proposed Local Profile section for the upcoming new Local Planning Strategy for the City of Cockburn.

You are invited to view the draft text and consider the questions located at the end of this section.

Feedback can be lodged through the [Comment on Cockburn](#) webpage

Thank you for helping us to shape the future of the City of Cockburn!

The City of Cockburn is an inner city metropolitan local government located on the coast south of the Port of Fremantle. It is a 10 minute drive from the Fremantle CBD and approximately 30 minutes from Perth CBD, via the regional road system. The City adjoins the Cities of Fremantle, Melville, Canning, Armadale and the Town of Kwinana.

The district of the City of Cockburn is 149 square kilometres (excluding Rottnest and Carnac Island) and is regular in shape. It comprises 22 suburbs in three wards and is one of the larger local governments in the Metropolitan Area. Including Rottnest and Carnac Islands, the area of the district is 168 square kilometres.

The district is located on the coast immediately south of Fremantle. The coastline, the adjoining Cockburn Sound and the limestone ridge which runs parallel to the coast are important features of the district.

The coast is characterised by man-made groynes, a marina development and sandy beaches accessible to the public north of Woodman Point and low limestone cliffs, and shipbuilding facilities south of Woodman Point with limited public access.

Immediately behind the coastal ridge is the Spearwood Valley which contains a chain of wetlands surrounded by fringing vegetation of fresh and salt water paperbark trees.

A second ridge separates these wetlands from the primary chain of lakes which bisect the district into its western and eastern sectors. It is probably one of the most

significant set of wetlands in the metropolitan region and is associated with extensive areas of pristine woodlands and important fauna and avi-fauna habitats.

East of the Central wetland chain is the flat, low lying sandy plains of banksia woodlands which overlay the Jandakot groundwater mound.

There are a number of environmental matters which impact on the district including:

- The buffers which apply to industry, other land use activities and environmental features within the district. Currently around 90% of the district is affected by air quality, odour, fire risk, noise, amenity or groundwater controls that impact on planning and development in both the short and long term.
- The need to protect the extensive areas of wetlands and damplands within the district, which are a dominant characteristic of the municipality and important in the metropolitan regional open space system.
- The retention of regionally and locally significant bushland.
- Presence of a number of Threatened Ecological Communities.
- Bushfire prone areas, in particular the interface with built up areas.
- The need to balance the operational needs of the Jandakot Airport with the amenity expectations of sensitive land uses and physical environmental constraints.
- The need to balance the operational needs of the rail (freight and passenger) network with the amenity expectations of sensitive land uses and physical environmental constraints.
- The need to balance the operational needs of the major road network with the amenity expectations of sensitive land uses and physical environmental constraints.
- The management of a coastline which is highly modified and likely to see additional pressures/changes from the sea level rising and development pressures.
- The water quality of Cockburn Sound, particularly in Jervoise Bay, because of its impact on the fisheries and the recreational use of the sound.
- Sand and limestone quarrying which have a significant affect on the amenity of the area over a long period of time with little or no rehabilitation.

- Nutrient stripping of stormwater drainage in both existing and new residential and industrial areas.
- A drying climate and the subsequent water conservation measures necessitated.
- The presence of significant midge and mosquito habit, and the associated Ross River management issues.
- The presence of Acid Sulphate Soil risk areas particularly associated with wetlands as well as in the eastern subregion.
- Traversing of the region by major natural gas and petroleum pipeline corridors
- The location of the metropolitan area's largest water waste treatment plant at Munster.

### Manning Park lookout



*City of Cockburn*

**Questions:**

***Does this information capture the key issues related to the City of Cockburn's physical features and natural resource management issues?***

***Do you have further suggestions for inclusion?***

*Relevance to the City of Cockburn Strategic Community Plan***City Growth**

- Ensure planning facilitates a desirable living environment and meets growth targets
- Ensure growing high density living is balanced with the provision of open space and social spaces

**Moving Around**

- Reduce traffic congestion, particularly around Cockburn Central and other activity centres
- Identify gaps and take action toward extending the coverage of the cycle way, footpath and trails network
- Continue advocacy for a better solution to regional freight movement
- Advocate for improvements to public transport, especially bus transport

**Community, Lifestyle & Security**

- Provide for community facilities and infrastructure in a planned and sustainable manner
- Create and maintain recreational, social and sports facilities and regional open space

**Economic, Social & Environmental Responsibility**

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

- Improve the appearance of streetscapes, especially with trees suitable for shade
- Improve water efficiency, energy efficiency and waste management within the City's buildings and facilities and more broadly in our community
- Further develop adaptation actions including planning; infrastructure and ecological management to reduce the adverse outcomes arising from climate change

### **Leading & Listening**

- Strengthen our regional collaboration to achieve sustainable economic outcomes and ensure advocacy for funding and promote a unified position on regional strategic projects
- Provide for community and civic infrastructure in a planned and sustainable manner, including administration, operations and waste management

### *Relevance to the future Perth and Peel @3.5m plan and Southern Metropolitan Subregional Frameworks Plan*

The key issues identified in this paper are also relevant to the following regional issues that the future planning for Perth, undertaken by the State Government, need to address:

- how we ensure protection and rejuvenation of the natural environment
- how development will be designed such that it leaves a positive and memorable visual appearance on the landscape

- **Local Profile**

- **Water Management**

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Thank you for helping us to shape the future of the City of Cockburn!

Water sensitive urban design principles are the most effective way to manage water within an urban context and to achieve a more efficient and effective use of water and better outcomes for the environment and urban form.

With urban development now encroaching into the more constrained areas of metropolitan Perth this has been a key focus in recent years. With the City of Cockburn featuring many constrained areas, this is a particularly relevant issue over the last decade, and one which will continue into the future.

As part of the Perth metropolitan water supply area, much of the City of Cockburn is serviced with potable water supply by the Water Corporation who has the strategic planning responsibility for Perth's water needs. In 2009 they released 'Water Forever – Towards Climate Resilience' their 50 year plan which provides a portfolio of options to manage demand and supply balance by 2060 through:

- reducing water use by 25%
- increasing water recycling to 60%
- identifying, investigating and securing support to develop new water sources.

Water Corporation have also developed plans to ensure we continue to meet the needs of their customers across the state over the next 10 years. The plan for Perth is designed to make Western Australia more climate resilient by:

- transferring their groundwater abstraction to the deeper aquifers to protect the groundwater environment and secure groundwater supplies
- replenishing deep aquifers with recycled water through a new groundwater replenishment scheme
- expanding seawater desalination capacity to offset the declining inflow to Perth's dams
- continuing to make gains in water use efficiency, while preserving the outdoor lifestyle and enabling continued growth
- using wastewater recycling as a resource for industry, public open spaces and agriculture.

At the local level, the City of Cockburn has developed a Water Conservation Plan, Irrigation Operating Strategy and Local Water Action Plan and has set water management targets to help reduce water consumption and improve water quality in Cockburn. These measures align with the Water Corporation's strategic planning and the City of Cockburn has been endorsed as a 'Waterwise Council' by the Department of Water and the Water Corporation. To achieve this, the City has set strict targets and proven its ability to reduce water use whilst also implementing measures to improve the water quality in local wetlands.

### *Wetlands*

Cockburn is fortunate to have some of Western Australia's best inland lakes which form two unique chains of wetlands running from North to South through the heart of the City.

Cockburn features some of Perth's most unique and spectacular natural areas including the Beeliar Regional Park which includes Bibra Lake, Manning Park and Thomsons Lake (which is listed as a wetland of international significance).

In the not too distant past wetlands were filled to make way for development or development was allowed to occur very close to wetlands. In the latter case stormwater and effluent was generally discharged directly into wetlands and as a result many wetlands suffered from water quality issues associated with excess nutrients, hydrocarbon and heavy metal contamination.

Today wetlands are valued to a greater degree and planning controls exist to prevent the discharge of stormwater directly into wetlands. Guidelines for Water Sensitive Urban Design have been developed by the Department of Water which have been developed to enhance water quality and help to protect wetlands. These form a key consideration in the structure planning and subdivision processes.

### *Groundwater Protection Area - Jandakot*

Ministerial conditions and commitments were established in 1992 to manage the development of groundwater abstraction for public water supply and the expected growth in private licensed use. The conditions and commitments have been revised several times to remove sites at which the environmental values identified for protection have been lost due to causes other than abstraction. These causes include the drying climate, land clearing and disturbance related to changing land use.

Urbanisation has been a particular pressure in recent years with areas of the groundwater protection area reduced in their priority as extraction sources. This has seen the development of the new suburb of 'Treeby' emerge in what was previously part of the locality of Banjup.

The Department of Water manages abstraction from the Jandakot groundwater system to meet water level criteria and to minimise environmental impacts.

In their report titled 'Environmental management of groundwater from the Jandakot Mound – triennial compliance report (February 2015)' the Jandakot Groundwater Mound is described as follows:

*"The Jandakot groundwater system provides water for public open space, horticulture, industry and gardens, and contributes to Perth's public water supply. The system comprises three main aquifers:*

- *the shallow unconfined Superficial (water table) aquifer known as the Jandakot Mound*
- *the deep, partially-confined Leederville aquifer*
- *the deep, mostly-confined Yarragadee aquifer.*

*Groundwater levels across the Jandakot Mound have generally declined over the last 30 years, but at a slower rate than seen across the Gnangara Mound. This is due to a combination of factors including:*

- *the Jandakot Mound receives more rainfall than the Gnangara Mound*
- *abstraction pressure on the Jandakot Mound is less than on the Gnangara Mound*
- *large parts of the Jandakot Mound are now urbanised, which has increased recharge.*

*Most of the Jandakot Mound is separated from the deeper Leederville aquifer by a confining layer of Kardinya Shale that extends under all the criteria sites, except Lake Forrestdale. These relatively impermeable shales limit the potential for inter-*

*aquifer impacts of abstraction across most of the Mound. The disconnection created by the shales means abstraction from the Superficial aquifer has a greater impact on wetlands on the Jandakot Mound than abstraction from the deep aquifers'.*

### *[City of Cockburn Irrigation Operating Strategy](#)*

The City of Cockburn has a licence issued by the Department of Water to extract groundwater for the irrigation of Public Open Spaces, Sporting Ovals and Streetscapes. The licence primarily sets the amount of water that can be taken from the ground at each location and other management conditions.

To ensure the City complies with the licence the City has developed and implemented a water conservation strategy that includes:

- Metering of bores
- Replacement of inefficient irrigation systems
- Hydrozoning: (1) grouping plants of similar water requirements to conserve water, (2) designing irrigation systems for these plant species.
- Soil monitoring equipment (indicates the water levels in the soil profile)
- Turf renovation programs
- Applying watering programs to meet the amount of water that can be taken from the ground.
- Planting of appropriate trees and shrubs that require minimal water.

### *[Local Water Action Plan](#)*

Since September 2007 the City has been participating in the ICLEI Water Campaign, an international water management program. In December 2010 Council achieved Milestone 3 by endorsing a Local Water Action Plan and endorsing the following targets:

#### Water reduction goals

- To reduce community per capita water consumption by 5 percent below 2007/08 levels by 2017/18
- To reduce corporate scheme water consumption by 5 percent below 2007/08 levels by 2017/18

- To improve efficiency in corporate groundwater use by reducing consumption to 10 percent below the 2007/08 Department of Water allocations per hectare by 2017/18

**Water quality improvement goals**

- To implement a minimum of 50 points worth of actions from the Water Campaign Corporate and Community action cards by 2017/18

**Living Stream Yangebup 2008**

*City of Cockburn*

**Questions:**

***Does this information capture the key issues related to the City of Cockburn's water management?***

***Do you have further suggestions for inclusion?***

*Relevance to the City of Cockburn Strategic Community Plan***City Growth**

- Ensure planning facilitates a desirable living environment and meets growth targets
- Ensure growing high density living is balanced with the provision of open space and social spaces

**Community, Lifestyle & Security**

- Provide for community facilities and infrastructure in a planned and sustainable manner
- Create and maintain recreational, social and sports facilities and regional open space

**Economic, Social & Environmental Responsibility**

- Sustainably manage our environment by protecting, managing and enhancing our unique natural resources and minimising risks to human health
- Improve the appearance of streetscapes, especially with trees suitable for shade
- Improve water efficiency, energy efficiency and waste management within the City's buildings and facilities and more broadly in our community
- Further develop adaptation actions including planning; infrastructure and ecological management to reduce the adverse outcomes arising from climate change

**Leading & Listening**

- Deliver sustainable governance through transparent and robust policy and processes
- Provide for community and civic infrastructure in a planned and sustainable manner, including administration, operations and waste management

*Relevance to the future Perth and Peel @3.5m plan and Southern Metropolitan Subregional Frameworks Plan*

The key issues identified in this paper are also relevant to the following regional issues that the future planning for Perth, undertaken by the State Government, need to address:

- how we ensure protection and rejuvenation of the natural environment
- how we can continue to provide opportunities for urban revitalisation within our older suburbs

- **Local Profile**

- **Population and Housing**

This is a 'working draft' of a proposed Local Profile section for the upcoming new Local Planning Strategy for the City of Cockburn.

You are invited to view the draft text and consider the questions located at the end of this section.

Feedback can be lodged through the [Comment on Cockburn](#) webpage

Thank you for helping us to shape the future of the City of Cockburn!

#### *Population – Current and Projected*

Based on the forecast.id population numbers for 2016, it was estimated that the resident population for the City of Cockburn was 111,787 people. The distribution of the population by locality is contained in the table below. This shows how population change is affecting different parts of Cockburn in different ways. Some small areas may be rapidly growing (such as Success or Cockburn Central) whilst others are stable, or even declining in population (such as Leeming).

Please note that population numbers in forecast.id for the 2011 base year are derived from Estimated Resident Population from the Australian Bureau of Statistics. These differ from (and are usually higher than) Census counts as they factor in population missed by the Census and population overseas on Census night. They are generally considered a more accurate measure of population size than Census counts.

It should also be noted, the figures for the area described as 'Hammond Park-Wattleup-Henderson' would primarily relate to Hammond Park where there are significant urban growth areas.

## Population summary

City of Cockburn	Forecast year						Change between 2011 and 2036	
	Area	2011	2016	2021	2026	2031	2036	Total change
City of Cockburn	95,036	111,787	131,946	147,350	160,573	171,760	+76,724	+2.40
Atwell	9,075	9,704	10,032	9,687	9,508	9,419	+344	+0.15
Aubin Grove - Banjup	5,836	8,605	13,076	15,392	16,530	17,399	+11,563	+4.47
Beeliar	6,224	8,190	9,667	10,473	10,516	10,460	+4,236	+2.10
Bibra Lake	6,327	6,185	6,391	6,814	7,287	7,723	+1,396	+0.80
Coogee - North Coogee	5,249	7,742	11,882	15,475	18,332	21,515	+16,266	+5.81
Coolbellup	5,166	5,810	6,713	6,892	7,146	7,346	+2,180	+1.42
Hamilton Hill	10,504	11,365	12,540	13,901	15,281	16,557	+6,053	+1.84
Hammond Park - Wattleup - Henderson	3,118	5,408	7,788	9,727	11,443	12,891	+9,773	+5.84
Jandakot	2,947	2,844	2,806	2,924	3,111	3,289	+342	+0.44
Leeming	2,297	2,212	2,178	2,192	2,235	2,261	-36	-0.06
Munster	3,543	4,622	5,521	5,885	6,149	6,327	+2,784	+2.35
North Lake	1,333	1,316	1,366	1,543	1,716	1,883	+550	+1.39
South Lake - Cockburn Central	7,117	8,132	9,444	12,007	15,074	18,082	+10,965	+3.80
Spearwood	9,724	10,379	11,556	11,907	12,377	12,812	+3,088	+1.11
Success	8,903	11,106	12,421	13,899	15,212	15,205	+6,302	+2.16
Yangebup	7,548	8,030	8,395	8,455	8,478	8,410	+862	+0.43
Rottnest Island	124	138	171	176	178	183	+59	+1.57

Population and household forecasts, 2011 to 2036, prepared by [id](#), the population experts, August 2016.

By 2036, the projected population for Cockburn is 171,760 people.

There are two ways in which populations can change, through net migration and/or through natural increase (births minus deaths). Some areas are more driven by one or other of these factors. Migration is largely driven by housing development, whereas natural increase is a function of the age of the population.

### *Age Structure*

Age distribution has been based on the 2016 census data and is as follows:

#### Forecast age structure - 5 year age groups

City of Cockburn - Total persons	2016		2026		2036		Change between 2016 and 2036
Age group (years)	Number	%	Number	%	Number	%	Number
0 to 4	9,276	8.3	11,865	8.1	13,048	7.6	+3,772
5 to 9	7,741	6.9	10,964	7.4	12,240	7.1	+4,499
10 to 14	6,774	6.1	9,813	6.7	11,140	6.5	+4,366
15 to 19	6,870	6.1	8,672	5.9	10,465	6.1	+3,595
20 to 24	7,624	6.8	9,177	6.2	10,909	6.4	+3,285
25 to 29	8,647	7.7	10,408	7.1	11,518	6.7	+2,870
30 to 34	9,150	8.2	11,327	7.7	12,432	7.2	+3,282
35 to 39	9,029	8.1	11,591	7.9	12,843	7.5	+3,814
40 to 44	8,587	7.7	11,123	7.5	12,483	7.3	+3,896
45 to 49	7,737	6.9	10,224	6.9	11,787	6.9	+4,050
50 to 54	6,795	6.1	8,992	6.1	10,680	6.2	+3,885
55 to 59	6,054	5.4	7,751	5.3	9,427	5.5	+3,372
60 to 64	5,152	4.6	6,773	4.6	8,366	4.9	+3,214
65 to 69	4,269	3.8	5,891	4.0	7,242	4.2	+2,973
70 to 74	3,007	2.7	4,734	3.2	6,013	3.5	+3,006
75 to 79	2,142	1.9	3,599	2.4	4,845	2.8	+2,703
80 to 84	1,529	1.4	2,205	1.5	3,296	1.9	+1,766
85 and over	1,403	1.3	2,240	1.5	3,027	1.8	+1,624
<b>Total persons</b>	<b>111,787</b>	<b>100.0</b>	<b>147,350</b>	<b>100.0</b>	<b>171,760</b>	<b>100.0</b>	<b>+59,973</b>

*Population and household forecasts, 2011 to 2036, prepared by [.id](#), the population experts, August 2016.*

In 2016, the dominant age structure for persons in the City of Cockburn was ages 0 to 4, which accounted for 8.3% of the total persons.

The largest increase in persons between 2016 and 2026 is forecast to be in ages 5 to 9, which is expected to increase by 3,223 and account for 7.4% of the total persons.

The largest 5 year age group in 2026 is 0 to 4 years, with a total of 11,865 persons (or 8.1% of the population). By 2036, this group will still grow but will reduce to 7.6% of the Cockburn population.

Interestingly a group which is forecast to remain consistent between 2016 and 2036 as a proportion of the population is the 45 to 49 age group at 6.9%.

### *Household Structure*

According to the ABS, in 2016 there were 40,691 households in Cockburn, projected to grow to 63,627 households by 2036, as shown in the following table these are dispersed between differing household types:

### *Forecast household types*

City of Cockburn	2016		2026		2036		Change between 2016 and 2036
	Type	Number	%	Number	%	Number	%
Couple families with dependents	14,835	36.5	19,354	36.0	22,112	34.8	+7,277
Couples without dependents	10,848	26.7	14,723	27.4	17,871	28.1	+7,023
Group households	1,341	3.3	1,606	3.0	1,876	2.9	+535
Lone person households	8,559	21.0	11,609	21.6	14,175	22.3	+5,616
One parent family	4,111	10.1	5,198	9.7	6,085	9.6	+1,974
Other families	997	2.5	1,263	2.3	1,508	2.4	+511

*Population and household forecasts, 2011 to 2036, prepared by [id](#), the population experts, August 2016*

In 2016, the dominant household type in the City of Cockburn was Couple families with dependents, which accounted for 36.5% of all households.

The largest increase between 2016 and 2026 is forecast to be in Couple families with dependents, which will increase by 4,519 households and account for 36.0% of all households. By 2036, however this will decline to 34.8%.

In contrast Couples without dependants will increase between 2016 from 26.7% of all households to 28.1% by 2036.

The average household size was around 2.72 people in 2016. In 1996, the average household size was 2.87 people, reflective of a decreasing trend in household sizes in Cockburn. This is projected to continue, and by 2036, the average household size is expected to be 2.67. The median age in Cockburn is 35 (2016), compared to 31 in 1996. This does not represent a significant difference to the median age for Greater Perth or Western Australia, which is 36.

#### *Existing House Type and Density*

Cockburn had a housing stock of 42,825 dwelling units in 2016. This has grown from 21,455 in 1996.

The existing house type is predominantly separate housing, reflective of the suburban nature of much of the Cockburn locality. This will likely continue as a predominant dwelling type and there is certainly a role for type of housing given the number of couple families with dependents. The housing market already provides well for this group, the key issue is ensuring the right housing types are available as a choice for other household types.

Over the last decade, the City of Cockburn has undertaken a number of revitalisation strategies in the older suburbs of Spearwood (2009), Hamilton Hill (2012) and Coolbellup (2014), North Lake, Bibra Lake and South Lake (collectively referred to as "The Lakes" 2016). For the strategies prior to 2016, these have now led to changes to the residential density codings. The uptake in Spearwood and Hamilton Hill has appeared reasonably strong given the number of building permits and subdivision clearances considered. There has also been a number of higher density areas developed in the last decade, such as Cockburn Central and Port Coogee. A comparison of housing type between 1996 and 2016 is below:

### Dwelling structure

City of Cockburn - Dwellings (Enumerated)	2016			1996			Change
	Dwelling type	Number	%	Greater Perth %	Number	%	Greater Perth %
Separate house	33,855	79.1	74.6	17,222	80.3	75.3	+16,633
Medium density	6,441	15.0	19.6	2,841	13.2	18.1	+3,600
High density	2,114	4.9	5.1	597	2.8	4.0	+1,517
Caravans, cabin, houseboat	244	0.6	0.4	287	1.3	0.5	-43
Other	8	0.0	0.1	36	0.2	0.1	-28
Not stated	163	0.4	0.2	472	2.2	1.9	-309
<b>Total Private Dwellings</b>	<b>42,825</b>	<b>100.0</b>	<b>100.0</b>	<b>21,455</b>	<b>100.0</b>	<b>100.0</b>	<b>+21,370</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing 1996 and 2016](#). Compiled and presented by [.id](#), the population experts.  
(Enumerated data)

According to the ABS, Cockburn's proportion of medium and high density housing types has increased since the last census to 20%. While still a lower percentage than Greater Perth or Western Australia more generally, with a growth of 5.6% since the last census, this will clearly be a key issue to ensure the balance of matching household type to our declining household sizes is managed appropriately.

### Housing - Constraints

Constraints on housing development can be physical, cultural or financial.

The physical constraints that limit housing location are the industrial buffers such as the Kwinana Air Quality (EPP) Buffer which affects the south-western sector of the district, the Jandakot Groundwater Protection Policy which prevents housing in much of the eastern sector of the district, the Jandakot Aircraft Noise Contours, and to a lesser extent drainage. These factors have defined the land use pattern in Cockburn.

The cultural constraints relate to zoning, density coding and public perceptions. Housing can only be developed in the Urban Zone under the MRS. The location and extent of the Urban Zone is determined by the State. The local scheme must be consistent with the MRS and residential zones can only be located within the Urban

Zone. The local government, with the approval of the State can determine the range of densities that will apply to the residential zone as provided for under the Residential Design Codes ("RD-Codes"). The RD-Codes, enable a range of densities and housing choices to be utilised in a local scheme.

The public perception about housing needs and housing choice is often driven by the building and the lending industries. Most housing is built for 're-sale' rather than family need and in the large part is designed and is constructed of materials to suit the needs of builders and suppliers. In the past lending institutions have been resistant to alternative methods of construction (such as lightweight framed construction) and will either not lend on such construction, or will only lend a lower proportion of the cost. This practice appears to be changing as such projects become more commonplace in the market, possibly due to some project builders now offering a brick ground floor, with lightweight, framed upper floor construction.

### *Housing – Opportunities*

While local government cannot determine housing density or housing type, it can act as a facilitator so that the market has the flexibility to make housing choices. The City has provided for a range of densities throughout the City and specifically infill opportunities through its revitalisation strategies.

In recent years the City has introduced density targets to some development area to ensure minimum densities are achieved and the urban development of our City is undertaken in a more sustainable manner.

Incentives for affordable housing have also been provided for, specifically in the Cockburn Coast development, and the City has been exploring ways to incentivise the provision of other key housing types, such as accessible, aged and dependent and single bedroom housing. These strategies are intended to prevent early entry into aged care and out-of-home accommodation. While these incentives have only been offered recently, indications are from developers and builders that the incentive is attractive and the City is seeing some draft proposed house plans.

#### **Questions:**

***Does this information capture the key issues related to the City of Cockburn's population and housing?***

***Do you have further suggestions for inclusion?***

*Relevance to the City of Cockburn Strategic Community Plan***City Growth**

- Ensure planning facilitates a desirable living environment and meets growth targets
- Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types
- Ensure growing high density living is balanced with the provision of open space and social spaces
- Ensure a variation in housing density and housing type is available to residents

**Moving Around**

- Reduce traffic congestion, particularly around Cockburn Central and other activity centres
- Advocate for improvements to public transport, especially bus transport

**Community, Lifestyle & Security**

- Provide for community facilities and infrastructure in a planned and sustainable manner
- Provide safe places and activities for residents and visitors to relax and socialise
- Foster a greater sense of community identity by developing Cockburn Central as our regional centre whilst ensuring that there are sufficient local facilities across our community

**Economic, Social & Environmental Responsibility**

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development
- Improve the appearance of streetscapes, especially with trees suitable for shade

- Continue to recognise and celebrate the significance of cultural, social and built heritage including local indigenous and multicultural groups

## Leading & Listening

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

### *Relevance to the future Perth and Peel @3.5m plan and Southern Metropolitan Subregional Frameworks Plan*

The key issues identified in this paper are also relevant to the following regional issues that the future planning for Perth, undertaken by the State Government, need to address:

- how we can ensure there is a continued supply of land available for residential development that addresses the needs of our diverse community and households
- how we can continue to provide opportunities for urban revitalisation within our older suburbs
- how development will be designed such that it leaves a positive and memorable visual appearance on the landscape
- how we can assist our community in respect of housing affordability

- **Local Profile**

- **Economy and Employment**

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### *Economy and Employment*

A successful local economy is a key driver of the wellbeing of a community. Given Cockburn's location within the South-west growth corridor, planning over the last 25 years has largely been growth orientated with large tracts of greenfield sites developed for residential development and the infrastructure required to support this growth.

Active planning of key developments has also seen the delivery of new jobs and services including the industrial precincts of Bibra Lake Estate, including Cockburn Commercial Park and Phoenix Business Park, the Australian Marine Complex and Jandakot City.

The coastline also continues to attract and support the needs of a strong shipbuilding and marine resource (oil and gas) industry and business cluster at the Australian Marine Centre (AMC), and provides a unique location for Cockburn's key Strategic sectors of which contribute to an estimated total gross regional product (GRP) of \$6.1 billion (Economy Id, 2017). Along with the AMC, the Western Trade Coast (WTC) incorporates the Kwinana Industrial Area, Latitude 32 and Rockingham Industry Zone creating a hub for fabrication and manufacturing that supplies goods for the resources and agricultural sectors and contributes 33 per cent of all value added in WA's manufacturing sector. WTC generates more than \$14.7 billion in direct sales and accounts for 2 per cent of WA's Gross State Product (Economy Id, 2017).

While forecasts indicate a strong future for Cockburn, growth attributable to greenfield development is expected to slow towards 2022, as the City transitions

towards growth mainly attributable from urban infill and revitalisation. This slow in growth is likely to see a change in focus for the City, moving away from its major land and infrastructure delivery role, to having to provide a greater focus on supporting Cockburn's key strategic industries and local businesses which have arisen as a result of these developments. This will include identifying an approach to support the regions key strategic sectors and to enable more Cockburn residents to work closer to home rather than commuting to distant employment centres.

### *Employment*

In 2015/16 the largest percentage of jobs in Cockburn were in the manufacturing industry (20 per cent), followed by 16 per cent in the construction industry. This is considerably above the Western Australian average of 7.6 per cent for manufacturing and 10.5 per cent for construction.

Retail trade accounted for 9.6 per cent of employment, with education and training, professional, scientific and technical services; health care and social assistance each accounting for approximately 6 percent of employment.

In the manufacturing industry it is transport equipment manufacturing that has the largest number of jobs (2549), followed by primary metal and metal production and machinery and equipment manufacturing.

The largest percentage (25.4 per cent) of registered businesses in Cockburn are in the construction industry, characterised by a large number of smaller businesses; with the greatest proportion in areas such electrical, carpentry plumbing, and house construction.

### *Self-containment*

24.3 per cent of employed people in the City of Cockburn work within the City. 64 per cent work outside the City of Cockburn, with the greatest proportion of these working in the adjacent City of Melville and City of Fremantle.

The greatest number of resident workers are employed in the manufacturing industry, followed by retail trade and construction – these are the areas where Cockburn offers the greatest number of jobs.

The industries where the greatest number of resident workers are employed outside the City of Cockburn are Health Care and Social Assistance, indicating the lack of these jobs in the City of Cockburn.

Directions 2031 sets a 70 per cent employment self-sufficiency target for the South West sub-region. Employment allocation modelling was undertaken as part of LCACS, and provides an analysis of the employment requirements of activity centres and strategic employment centres within the City if the City is to effectively contribute to meeting this employment self-sufficiency target. This modelling suggests that this

target is realistic for the South-West sub-region, including the City of Cockburn due to:

- The presence of significant strategic industrial infrastructure in the area;
- Relatively low projected residential population growth, comparative to other outer sub-regions;
- Significant future public and private investment in employment generating projects; and
- Significant capacity for commercial centres to expand based upon existing agglomerations of activity, available transport infrastructure, and their designated levels in the hierarchy.

Strategic employment centres in the City include the industrial areas of Jandakot Airport, Henderson, Bibra Lake, Jandakot East and West, and Latitude 32. These centres are forecast to contain more of the future jobs in the City. This is due in part to land availability at these locations, but primarily as a result of the significant industrial infrastructure and major export supply chains that flow through the City of Cockburn.

There are six key strategic industries integral to the continued development of strategic employment within the City of Cockburn. The largest of these is 'Other Transport Equipment Manufacturing' due to the agglomerations of marine manufacturing enterprises located at Henderson (including the Australian Marine Complex). Other major industry segments directly involved in the creation and exportation of goods and services to external markets that include significant numbers of strategic jobs includes:

- Basic Ferrous Metal Product Manufacturing;
- Basic Ferrous Metal Manufacturing;
- Cement, Lime, Plaster and Concrete Manufacturing.

Key export support industries employing significant numbers of strategic workers include:

- Architectural, Engineering and Technical Services;
- Management and Related Consulting Services.

The City needs to attract knowledge intensive jobs, with a particular focus on those that support our six key strategic industries, thereby providing a direct link between the sub-region's largest activity centre, the surrounding employment areas, and supporting quality employment opportunities.

The employment allocation modelling indicates potential for expansion of strategic employment at Cockburn Central Regional Centre, Phoenix and the future Cockburn Coast District Centres. These centres are appropriately located in the activity centre hierarchy to develop a diverse and sophisticated range of employment industries based around servicing broader population-driven demands and integration within supply chains providing goods and services to external markets.

In particular Cockburn Central's location has an important role to play in ensuring the 70 per cent employment self-sufficiency target set within Directions 2031 is achieved. Cockburn Central has the potential to offer knowledge intensive consumer services such as education, healthcare, and strategic services to a regional, state, national or international economy. Industries such as healthcare also represent the types of jobs where the greatest number of resident workers are employed outside the City.

A key step is providing an urban environment that is attractive to employers and employees. This means that in addition to ensuring the right land use opportunities are in place, it also relates to being located in areas that are attractive, high quality urban. For this reason an urban design focus on connectivity, streetscapes, and connections to landscape all contribute towards this objective.

A clear opportunity exists for office and commercial space within Cockburn Central Activity Centre to meet this objective given the quality urban environment planned for the precinct. This space has the potential to accommodate clusters of employment offices from the six strategic industries.

A further area for investigation in this regard is the opportunity presented in the Core area, located East of the Kwinana Freeway, and the potential it can offer given its close proximity to light industrial areas and other employment locations including Jandakot City.

Activity Centre Structure Plans will facilitate creation of high quality environments to attract the types of industries that will create knowledge intensive jobs.

Revitalisation Strategies will continue to look at the appropriateness of current zonings within activity centres to determine whether amendments are needed to ensure an appropriate quantity of commercial zoned land, and a suitable range of permissible land uses.

**Questions:**

***Does this information capture the key issues related to the City of Cockburn's economy and employment?***

***Do you have further suggestions for inclusion?***

*Relevance to the City of Cockburn Strategic Community Plan***City Growth**

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

**Economic, Social & Environmental Responsibility**

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development
- Increase local employment and career opportunities across a range of different employment areas through support for economic development

**Leading & Listening**

- Strengthen our regional collaboration to achieve sustainable economic outcomes and ensure advocacy for funding and promote a unified position on regional strategic projects

*Relevance to the future Perth and Peel @3.5m plan and Southern Metropolitan Subregional Frameworks Plan*

The key issues identified in this paper are also relevant to the following regional issues that the future planning for Perth, undertaken by the State Government, need to address:

- how we can plan for the continued growth and investment in our town centres, which supports local economic development and employment
- how we can provide for mixed uses within our residential areas, that encourages more activity throughout the day

- **Local Profile**

- **Retail and Commerce**

This is a 'working draft' of a proposed Local Profile section for the upcoming new Local Planning Strategy for the City of Cockburn.

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In December 2012, Council adopted a Local Commercial and Activity Centres Strategy (LCACS) for the City of Cockburn. The LCACS sets the strategic vision and broad framework to guide the planning and development of the City's activity centres and to help guide planning for the City's strategic employment centres over the next 15 years.

The LCACS's activity centre hierarchy provides a strategic planning framework to guide the long term planning and development of the City's activity centres.

The LCACS activity centre hierarchy reflects the hierarchy for Perth's activity centres outlined in SPP4.2. The core aim of Perth's activity centre hierarchy is to achieve the optimum distribution of activity centres to meet community needs by enabling employment, goods and services to be accessed efficiently and equitably by Perth's population. The hierarchy also provides certainty for public and private investment in activity centres.

The City's highest order activity centre is Cockburn Central, which is a Secondary Centre. Phoenix District Centre is the only established District Centre, with another proposed in Cockburn Coast. There are eight Neighbourhood Centres and 25 established Local Centres located throughout the City.

State Planning Policy 4.2 Activity Centres For Perth and Peel ("SPP 4.2") was gazetted in 2010, and its main purpose is to specify broad planning requirements for the planning and development of new activity centres, and the redevelopment and renewal of existing centres in Perth and Peel.

#### *Activity Centre Performance Assessment*

The City's existing activity centres (with the exception of the very small local centres) and the existing strategic employment centres were assessed in the development of the LCACS. Their performance was measured against a range of criteria including intensity, diversity, employment, accessibility, economic activation and urban form. The City's activity centres largely perform at Perth metropolitan average levels or below across the defined performance metrics.

LCACS identified that there is the greatest scope for improvement across the centres in the following areas:

- Intensity of households living within and around the centre (dwelling targets);
- Employment intensity; and
- Accessibility (pedestrian, cycle and public transport).

Land use planning has a critical role in improving these metrics by ensuring there is appropriately zoned commercial land in activity centres, appropriately coded residential land within activity centres and their catchments; and by improving accessibility.

SPP 4.2 sets out a policy requirement for activity centre structure plans to be prepared for all district level centres and above. Activity centre structure plans are important strategic planning documents which guide land use, urban form, transport and infrastructure planning for larger activity centres.

### *Secondary Centres*

Cockburn Central is the City's only Secondary Centre, and contains the largest amount of retail floorspace in the City. Population growth has had a direct impact on Cockburn Central and further change is expected as the City's population is forecast to grow to over 170,000 residents by 2031 (forecast.id, June 2017).

Over the last decade, centres of activity and influence have shifted with the concentration of populations creating a new core of population surrounding Cockburn Central, straddling the Kwinana Freeway and Perth – Mandurah Railway. Large expanses of employment lands surround Cockburn Central and as these areas, in addition to the activity centre, continue to grow it is becoming vitally important to coordinate large transport infrastructure items so as to ensure the centre can function sustainably into the future.

The Gateways Retail Precinct provides the focus for retail uses and has a significant impact on the public realm. Future objectives for the centre recognise the benefits in building greater relationship to Beeliar Drive, as evidenced by the main street and night time (food and beverage) orientated activity node. The Gateways Retail Precinct, given its location adjacent to the Kwinana Freeway, is an important

gateway site both for access into the activity centre and for visual connections for passing trade.

The continual expansion of the retail offer is a key strength for the activity centre; however a key focus is how the shopping centre better connects with its surroundings and contributes to a vibrant activity centre core.

Council's vision is for Cockburn Central to be positioned as a Strategic Metropolitan Centre and the most influential Activity Centre in the South West Metropolitan Sub-Region by 2031. In this regard a key difference between a Secondary Centre and a Strategic Metropolitan Centre is that a Secondary Centre is more likely to be a sub-regional employment node for higher order population driven employment, whereas the latter provides for high quality strategic employment.

Currently, Cockburn Central's employment is driven by the local population and is generally service-based so there is a need to attract strategic employment to ensure the continual evolution of the Centre. An opportunity exists for clusters of office and commercial space within the activity centre to meet this objective given the quality urban environment planned for the precinct.

#### *District Centres*

The Spearwood Activity Centre (also referred to as the 'Phoenix Centre') has been designated within SPP 4.2 as a 'District Centre'. It is the City of Cockburn's second largest centre with 28,000m<sup>2</sup> of retail floor space, and many other associated commercial uses. This centre is the City's only district level centre.

There has been a considerable amount of strategic planning work completed for the Phoenix District Centre. The Phoenix Revitalisation Strategy was adopted by Council for the Phoenix Centre in 2009. In line with the recommendations of the Revitalisation Strategy, there has been an increase to the residential densities within the 800m catchment around the centre, rezoning of a new 'Mixed Use' area, and numerous improvements to the public realm.

The Phoenix Shopping Centre is likely to undergo refurbishment and possible expansion in the future. The new 'Mixed Use' zoning in the activity centre is likely to generate new land uses and development proposals. The Revitalisation Strategy identified the need for improvements to movement and connectivity in the area to improve the performance of the centre.

An Activity Centre Structure Plan has been prepared for the centre to further address these issues and to guide development.

The Activity Centre Structure Plan determined that Phoenix has the 6.63 ha of land required to meet the employment target of 1,393 jobs by 2031 (a 369 shortfall). LCACS identifies the anticipated market potential of Office Business activity – this anticipates a significant increase in knowledge intensive consumer services ("KICS")

office uses for the Phoenix Activity Centre (eg. accountants, real estate agents etc.). This will strengthen the centre's move from a population driven centre to a diverse population driven centre.

### *Neighbourhood and Local Centre*

There are eight Neighbourhood Centres and 25 established Local Centres located throughout the City.

Growth of these lower-level, smaller commercial centres will be primarily driven by population expansion, and this will require provision of adequate land that is suitable for retail and other population servicing industries. In established areas the City has been progressing Revitalisation Strategies which have increased residential densities within proximity of activity centres, including smaller centres, which will assist in supporting appropriately scaled growth.

Careful consideration of the permissibility of residential land uses in centre zones, particularly the local centre zone, is required. Under TPS3 grouped and multiple dwellings were permissible uses within the district and local centre zones. This created development pressure, particularly in smaller centres, to develop whole centres, or large portions of centres for residential development. This pressure arises when the current to short term demand for commercial and retail floorspace does not warrant the immediate development of the land for these uses. This phenomenon threatens the ability of future residents to access goods and services.

### *Bulky Goods Retailing and Mixed Business*

Bulky goods retailing has emerged as a separate and popular retail category in Australia, and has in recent times, been the fastest growing sector in the retail market in Australia.

Bulky goods are displayed and sold from retail showrooms that typically comprise extensive display and storage areas with direct vehicle access and car parking. Bulky goods retailing does not include the sale of food, clothing or personal effects goods.

Commensurate with the nature of large format retailing the built form is typically bulky and lacks articulation, therefore having the potential to detract from the amenity of an area where a 'finer grained' scale is sought.

SPP4.2 and LCACS outline a number of principles for the control of bulky goods, including:

- Promotion of clusters of bulky goods retail adjacent to, or in close proximity to activity centres and the regional road and public transport networks.
- Avoid the encroachment of bulky goods retail in industrial and residential zones.

- Avoid development of bulky goods retail in an ad-hoc manner or as ribbon development along regional roads.
- Access and urban design controls so as not to interfere with traffic flow and safety, or detract from the amenity of public transport or the locality.

In general, bulky goods retailing is unsuited to the walkable catchment or the core of activity centres given their size and car-parking requirements, low employment densities and need for freight vehicle access.

Under TPS3 bulky goods were a permitted use within all of the City's industry zone. This can erode industrial land; increase traffic volumes due to the increase in single-purpose car trips; and result in the economic under-performance of traditional activity centres

In order to ameliorate these negative effects and properly plan for bulky goods and large format retail they should be recognised as a land use in their own right. The land use permissibility of bulky goods retail should reduce its potential dispersal throughout industrial zones and ensure it is directed to areas with suitable road and public transport access.

**Questions:**

***Does this information capture the key issues related to retail and commerce in the City of Cockburn?***

***Do you have further suggestions for inclusion?***

**Relevance to the City of Cockburn Strategic Community Plan**

**City Growth**

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

**Moving Around**

- Improve parking facilities, especially close to public transport links and the Cockburn town centre

**Economic, Social & Environmental Responsibility**

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development
- Increase local employment and career opportunities across a range of different employment areas through support for economic development

*Relevance to the future Perth and Peel @3.5m plan and Southern Metropolitan Subregional Frameworks Plan*

The key issues identified in this paper are also relevant to the following regional issues that the future planning for Perth, undertaken by the State Government, need to address:

- how we can plan for the continued growth and investment in our town centres, which supports local economic development and employment
- how we can provide for mixed uses within our residential areas, that encourages more activity throughout the day

- **Local Profile**

- **Tourism and visitors, including attractors and facilities**

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The City of Cockburn has a broad array of attractions and facilities which makes it a destination of choice for both tourists and local visitors alike. Planning has an important role to play in protecting those elements of the City that attract tourists and visitors, as well as facilitating development that can leverage from and further enhance such elements to keep people coming back.

Clearly the natural elements of the City set it apart in respect of tourists and visitors being able to connect with what are truly unique nature based experiences .

The central chain of wetlands, the associated regional parklands and nature reserves, the beach and foreshore environment of Cockburn Sound, make the City one of the most unique natural wonders within the Perth metropolitan region. Added to this we see the emerging city experience on offer at Cockburn Regional Centre, comprising not only one of the nation's best up and coming retail centres, but also one of the world's best aquatic and recreation centres at Cockburn ARC. This facility is also co-located with the Fremantle Football Club's AFL/WAFL administration and elite training centre, which now sees Cockburn ARC represent a truly regional drawcard for visitors across the state and nation.

Attracting tourists and visitors alike to come and linger within the City is an important component of injecting money in to the local economy. Wherever possible, land use planning needs to be carefully done in order to form the right kinds of synergistic relationships that come with significant crowds of people being attracted to certain experiences year round. Critically, planning decisions that may lead to land being used in certain ways to capitalise on such experiences, must not detract from that experience or what makes the experience unique in the first place.

One example of planning helping to create a positive synergistic relationship has been in the adventure play experience focussed around the western foreshore of Bibra Lake. This comprises the new regional adventure playground, Perth's major amusement park of Adventure and the new Cockburn Ice Arena. Planning has enabled the placement of these three facilities/attractors in a highly accessible location, concentrated to benefit from transport infrastructure provision and protected from sensitive land uses like housing.

Looking around the City, there are many examples in to the future where planning needs to think carefully about the future relationship between land and the experiences which attract tourism and visitors. Some of these issues include:

- Ensuring key coastal destinations remain highly accessible, without destroying those elements which make the coast so valued. Recent issues like the management of car parking within the City's marina precinct at Port Coogee demonstrates the importance of planning for the right transport infrastructure to support tourists and visitors. More car parking alone is not an effective or realistic response - planning needs to consider how coordinated private and public transport infrastructure can be staged and developed in order to protect accessibility, without destroying the unique appeal of coastal areas;
- Ensuring that the landscape significance of the City is not jeopardised by inappropriate placed development on private land. For example, the coastal limestone ridgelines provide a natural backdrop to both the ocean side and developed landward side of the ridges. These ridgelines provide a natural escape, offering remarkable vistas across Cockburn Sound and areas of quiet solitude. High rise development is especially a risk to potentially detracting from the ridgelines, as well as public activities which do not fit with the natural and quiet experiences that currently come with visiting the area;
- The new Cockburn surf lifesaving facility has created an exceptional formal hosting space on the beach, for the likes of weddings, birthdays, conferences and other major celebrations. Directly adjoining this is the Coogee Caravan Park, which offers some tourism facilities mixed with a large component of park-home residents. A tourism node may have the potential to grow at this location, however planning is needed to deliver the right accommodation outcome that would leverage effectively from what is on offer at the Coogee surf club facilities;
- The Australian Marine Complex and Jandakot Airport offer unique experiences for people to see large ships and aircraft from a very close observer perspective. Having the supporting infrastructure in place to support the large amounts of visitors which are attracted to these two facilities is an important future planning factor;

- The City of Cockburn, and particularly its many lakes and wetlands, are of significant importance to the Nyungar Whadjuk people. There will be a future Aboriginal Cultural Centre built at Bibra Lake for example, to help deliver authentic cultural experiences to tourists and visitors. But what other opportunities may grow from this, especially noting the need to truly embrace and celebrate the indigenous stories and meanings that are found throughout Cockburn;
- Rottnest Island remains part of the district of Cockburn, yet has no direct relationship with the City. The delivery of the new marina at Port Coogee may open opportunities for ferry services to visit on route to Rottnest, which in turn may generate local business opportunities from which to grow;
- Finally the future Cockburn Coast, and its remarkable heart focussed upon a rejuvenated South Fremantle Power Station, stands to become a destination of internal accord if done right. The Power Station is a behemoth of a structure, and which is the most recognisable structure on the coastline south of the Swan River. Its future will be a huge influence on the regional status of Cockburn Coast as a place to visit and recreate.

**Questions:**

***Does this information capture the key issues related to the City of Cockburn's tourism and visitors, including attractors and facilities?***

***Do you have further suggestions for inclusion?***

**Relevance to the City of Cockburn Strategic Community Plan**

**City Growth**

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

**Moving Around**

- Improve parking facilities, especially close to public transport links and the Cockburn town centre
- Advocate for improvements to public transport, especially bus transport

**Community, Lifestyle & Security**

- Provide safe places and activities for residents and visitors to relax and socialise
- Create and maintain recreational, social and sports facilities and regional open space

*Relevance to the future Perth and Peel @3.5m plan and Southern Metropolitan Subregional Frameworks Plan*

The key issues identified in this paper are also relevant to the following regional issues that the future planning for Perth, undertaken by the State Government, need to address:

- how development can support improved public transport provision and walking and cycling
- how we ensure protection and rejuvenation of the natural environment
- how we can plan for the continued growth and investment in our town centres, which supports local economic development and employment

- **Local Profile**

- **Recreation and open space**

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One of the key measures to the liveability of the City of Cockburn is the level of access that our community enjoys to recreation and open space areas. This 'network' of green spaces needs to provide for the full range of recreational needs in our community, considering the spectrum of highly organised and formal sports grounds, to passive and intimate local parks which people can enjoy along with the facilities within them.

Planning has an important role to play both in the physical provision of recreation and open space areas, as well as the functionality which is provided within them. Questions such as whether recreation and open space areas are 'adequate', need to be considered from the perspectives of how accessible they, what different functions can be performed within them and finally how well connected everything is. This shows that it is not simply a measure of 'amount', but takes in to account the infrastructure that supports accessing and recreating within parks, and how our neighbourhoods can be ordered around green spaces as the natural green hearts of the community.

As part of embarking on the new Local Planning Strategy, the City has the opportunity to address the key issues that are considered relevant to the current and future levels of recreation and open space provision. The City already undertakes an extensive level of strategic planning in respect of its diverse community, sport and recreation facilities, with this tied to a funding model that demonstrates delivery and maintenance capacity over time. This considers elements such as:

- Collocating of recreational facilities, to maximise efficiency and accessibility to consolidated precincts;

- The degree to which different functions can be performed within areas of open space, ranging from natural experiences, sporting experiences and active recreation pursuits;
- How we maintain site and contextually relevant open spaces, for example ensuring we design and deliver open spaces which match as much as possible the types of recreational needs that the immediate surrounding community hold.

As we now embark on the Local Planning Strategy and Scheme, it is important to emphasise the key issues which exist in respect of planning for recreation and open space. The following provides an insight in to such issues, as they are currently considered from a planning and community perspective :

- How planning can cater for emerging recreational interests, such as drone flying, remote controlled vehicle racing and the like;
- Whether higher levels of infrastructure, especially fitness and active play equipment, are needed in our suburbs, as the traditional large backyard becomes more scarce with smaller lots and larger homes being built;
- In dealing with climate change, and especially hotter summers, how we can judge accessibility to and functionality within open spaces in terms of provision being made for shade;
- How we can promote further use of green spaces within the City to encourage active transport (walking and cycling), and linking these up to local areas of interest;
- What type and form of urban ‘parks’ should be delivered, especially in the higher density urban areas being created within Cockburn Regional Centre and Cockburn Coast;
- What type of design response we should be seeking in respect of land which exists opposite or adjoining areas of open space, in order to maximise safety and security through passive surveillance;
- Whether there are any gaps in the provision of recreational and open space facilities, such as where suburbs are separated by major pieces of transport infrastructure that make accessing designated areas of local open space difficult;
- Other infrastructure within parks, especially lighting, fencing and access paths in order to meet the broad accessibility needs of our community;

- How the design, delivery and maintenance of recreation and open space areas deals with the reality of tighter controls being placed by State Government upon groundwater irrigation allowances;
- Exploring alternative means by which to irrigate and maintain our vast network of green spaces;
- Whether there are gaps in open space provision to address particularly organised sporting needs, or to address particular areas of the City.

**Questions:**

***Does this information capture the key issues related to the City of Cockburn's recreation and open space?***

***Do you have further suggestions for inclusion?***

*Relevance to the City of Cockburn Strategic Community Plan*

**City Growth**

- Ensure planning facilitates a desirable living environment and meets growth targets
- Ensure growing high density living is balanced with the provision of open space and social spaces

**Moving Around**

- Identify gaps and take action toward extending the coverage of the cycle way, footpath and trails network

**Community, Lifestyle & Security**

- Create and maintain recreational, social and sports facilities and regional open space

*Relevance to the future Perth and Peel @3.5m plan and Southern Metropolitan Subregional Frameworks Plan*

The key issues identified in this paper are also relevant to the following regional issues that the future planning for Perth, undertaken by the State Government, need to address:

- how development can support improved public transport provision and walking and cycling
- how we ensure protection and rejuvenation of the natural environment
- how development will be designed such that it leaves a positive and memorable visual appearance on the landscape

- **Local Profile**
- **Community Facilities**

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Community Services are provided by a range of government and non-government service providers. An overview of community facilities within the district, with an emphasis on the 'fixed' infrastructure provided by State and local government is as follows.

#### *Neighbourhood and Local Services*

Local Community Centres typically provide the base for neighbourhood level services and activities.

Sites are generally ceded via the subdivision process either as part of the 10% public open space (POS) contribution, or as a deduction to the gross subdivisible area upon which POS is calculated.

Community centre buildings are often provided through a combination of State and local government funding. They are usually designed to be multi-functional to accommodate a range of facilities and services and include the joint development of facilities between Council and the Department of Family and Children's Services.

Fundamental to the planning approach for community service provision is the development of community services infrastructure utilising urban design techniques to encourage and facilitate the development of community precincts which are pedestrian focused, multi-purpose where possible, and which have a catchment threshold for the services and facilities provided.

#### *Regional and District Services*

Examples of Regional and District level community facilities may go beyond local government facilities due to both their catchment size and the service provision role itself.

In terms of existing services, Cockburn residents access regional hospital facilities in Murdoch (Fiona Stanley Hospital and St John of God Hospital).

There are several technical college campuses (as part of South Metropolitan Tafe) both within Cockburn's district (Jandakot, Henderson, Munster) as well as just over the boundary (Fremantle, Beaconsfield, Murdoch).

In recent years the model of police station provision has changed dramatically with smaller local stations being replaced with larger regional stations, several providing for a 24 hour service, the nearest of these to the City of Cockburn is Fremantle and Cannington. There is a new regional station (not 24 hour) at Cockburn Central.

In recent years, Cockburn Central has emerged as a regional sporting hub with the relocation of the Fremantle Dockers football club to the centre, as well as the construction of the Cockburn ARC, to replace the previous South Lake Leisure Centre (pool and fitness centre). These complement the centres' community centre and GP superclinic.

### *Education Facilities*

Recent and upcoming additions to the schools within the district can be found in the growth corridor along the Kwinana Freeway, including the newer suburbs of Hammond Park and Treeby. In the City's west, there will be a new primary school in future at the Cockburn Coast development area. Closure of the Hamilton High School in Hamilton Hill occurs in late 2017.

#### ***Questions:***

***Does this information capture the key issues related to community facilities?***

***Do you have further suggestions for inclusion?***

*Relevance to the City of Cockburn Strategic Community Plan***City Growth**

- Ensure growing high density living is balanced with the provision of open space and social spaces
- Maintain service levels across all programs and areas

**Moving Around**

- Identify gaps and take action toward extending the coverage of the cycle way, footpath and trails network

**Community, Lifestyle & Security**

- Provide residents with a range of high quality, accessible programs and services
- Provide for community facilities and infrastructure in a planned and sustainable manner
- Provide safe places and activities for residents and visitors to relax and socialise
- Create and maintain recreational, social and sports facilities and regional open space
- Foster a greater sense of community identity by developing Cockburn Central as our regional centre whilst ensuring that there are sufficient local facilities across our community

**Economic, Social & Environmental Responsibility**

- Improve water efficiency, energy efficiency and waste management within the City's buildings and facilities and more broadly in our community

**Leading & Listening**

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

*Relevance to the future Perth and Peel @3.5m plan and Southern Metropolitan Subregional Frameworks Plan*

The key issues identified in this paper are also relevant to the following regional issues that the future planning for Perth, undertaken by the State Government, need to address:

- how development can support improved public transport provision and walking and cycling
- how we can ensure there is a continued supply of land available for residential development that addresses the needs of our diverse community and households
- how we can provide for mixed uses within our residential areas, that encourages more activity throughout the day
- how we can continue to provide opportunities for urban revitalisation within our older suburbs
- how development will be designed such that it leaves a positive and memorable visual appearance on the landscape

- **Local Profile**

- **Cultural Heritage, Urban Design and Local Character**

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### *Cultural Heritage*

The City of Cockburn has a rich and diverse history that is reflected in the built, natural, and cultural environment. As the area experiences growth and change, the community's interest in heritage and the history of the area strengthens. The challenge is to ensure this change is managed in a way that does not erode the City's unique character.

### *Aboriginal Heritage*

Cockburn's traditional owners were the Whadjuk People, part of the Beeliar group. Their area extended south from the Swan and Canning Rivers. Today, Aboriginal people maintain strong links with the area. Aboriginal campsites along Cockburn's central chain of lakes avoided the salty waters nearer to the coast. Sixteen Aboriginal campsites have been found in Cockburn, most of them located on the fringes of Bibra Lake (Walliabup) and North Lake (Coolbellup).

Information on Aboriginal Heritage places protected under the Aboriginal Heritage Act (1972) are a standard input required for planning assessments and is one of the relevant "Matters to be considered by the City" in planning applications and proposals, which are listed in the Scheme.

The normal processes of registration and clearance to develop land affected by the Aboriginal Heritage Act are dealt with by that separate legislation. The list of places registered under the Aboriginal Heritage Act (1972) is maintained and administered by the State Government's Department of Aboriginal Affairs. Locations and sites may be searched under the Department's Inquiry System and information obtained from

that authority which then becomes a planning factor considered through administration of TPS No.4.

#### *European Heritage*

The first European settlement in Cockburn was Thomas Peel's ill-fated venture at Clarence. Later in the 1880s a small group of Pensioner Guards from Fremantle established a compact village around Lake Coogee, building small cottages and establishing vegetable gardens and orchards. Remains of the cottages and their gardens can still be seen around Lake Coogee.

Upon the discovery of gold in Western Australia there was rapid growth of Fremantle and Perth vegetable gardeners and orchardists were attracted to the Cockburn area. Jandakot, and later and more successfully, South Coogee grew to become the nursery of market gardening in Cockburn.

Nearer to Fremantle, new settlements at Hamilton Hill and Spearwood grew to meet the demands for building materials and food. By 1930 new settlements were scattered throughout Cockburn, although development stalled during the Depression and again with World War II. Settlement of the district commenced again in the post-war years. This time rather than market gardens and dairy farms, housing developments were established.

Much of this story is still visible throughout Cockburn in remnant buildings, ruins, and landscape elements. This includes a number of turn of the century weatherboard houses, and limestone dwellings constructed in the 1920's, quarried from local quarries. There are a variety of other buildings reflecting Cockburn's cultural past, including halls, stores, stables, schools and hotels. There are also numerous natural features such as the Beeliar Wetlands Chain, significant Tuart trees and Norfolk pines, and parklands which contribute to the interpretation of the character of Cockburn.

Remnants of the war effort are still visible throughout the City – this includes the former explosives reserve at Woodman Point, the gun emplacements in Hamilton Hill, and the WWII Army Camp site in Bibra Lake that was only re-discovered in 2014.

Notably, the City has a rich and diverse industrial heritage which was instrumental in the economic development of Cockburn, including the lime kilns in Coogee, the Robb Jetty abattoirs, hide and tanneries, and the Watsonia Factory. Today, the area is renowned for its ship building industry located in Henderson.

The City's most prominent and significant heritage places include Manning Park, Newmarket Hotel; Old Coogee Hotel and Post Office, South Fremantle Power Station, Woodman Point Quarantine Station; and the Magazine Jetty and adjacent former explosives reserve. These sites have landmark qualities, contribute to local identity and provide recreational and tourism opportunities for the City.

The City must ensure all opportunities are taken to safeguard the area's unique history and character. This can be achieved through protection of heritage places, but also by encouraging the appropriate adaptive reuse of heritage places and buildings, and facilitating opportunities for new development to reflect or interpret the area's past.

#### *Local Government Inventory*

The City of Cockburn has adopted a Local Government Inventory in accordance with the *Heritage of Western Australia Act 1990*. This is a comprehensive list of places in the City of Cockburn that have heritage significance, assisting the City in making decisions that are harmonious with heritage values. The Local Government Inventory also provides a public cultural and historic record of the district, and it is an accessible and invaluable resource for both Council and the community.

The City's LGI includes 115 places of cultural heritage significance, with the 45 'Management Category A and B' places also included on the Heritage List, adopted pursuant to the Scheme. Twelve of these places are included on the State Register of Heritage Places, reflecting their state level cultural heritage significance. The City has one designated 'Heritage Area', being 'Naval Base Holiday Park'.

There are five (5) categories of places in the Inventory with different management recommendations for each, reflecting the level of heritage significance of the places. These categories do not all have the same implications for the owners, as places in the highest category (A) require the highest level of protection, management and assessment than do places in the lower categories. The 'Management Category' A and B places are those with the highest level of significance, and these places are also included on the Heritage List pursuant to the Scheme. Places are included on the LGI based on meeting criteria set out by the Office of Heritage.

Places that have been demolished are retained on the LGI as 'sites' to ensure a record of their existence, and to ensure the LGI provides a comprehensive record of important sites. This also provides the opportunity for new development to reflect or interpret the site's past, adding richness and helping contribute to the 'sense of place', create local identity.

A robust statutory framework is at the forefront of heritage protection. This includes the statutory protection of places with the highest level of cultural heritage significance under the local planning scheme; supported by clear guidelines to assess proposals that affect heritage places, and to provide certainty to landowners of heritage places, and the community regarding the expectations.

The City has a Local Planning Policy 'Heritage Conservation Design Guidelines', adopted pursuant to the Scheme, that sets out clear guidance for heritage proposals for each Management Category. In conjunction with State Planning Policy 3.5 Historic Heritage Conservation, it broadly seeks to achieve the following:

- To ensure that development does not adversely affect the significance of heritage places and areas.
- To ensure that heritage significance at both the State and local levels is given due weight in planning decision-making.
- To provide improved certainty to landowners and the community about the planning processes for heritage identification, conservation and protection.

In Cockburn Coast and Cockburn Central the City has adopted site specific public art strategies to comprehensively identify opportunities for public art to reflect key themes to create a unique sense of place. These strategies are supported by 'Percent for Artwork' Local Planning Policies.

#### *Urban Design, Character and Heritage*

Cockburn's unique environmental attributes of wetlands and continued stretch of coastline contribute to a relaxed lifestyle. These assets contribute to the character of the area and have contributed to the attraction of young families of which have taken up home owning opportunities over the last 25 years across the local government area. The City of Cockburn has experienced significant growth and change, and the challenge is to manage this in a way that still protects the character that is valued by the community.

#### *Heritage and Character*

The retention and adaptive re-use of heritage buildings; and the appropriate interpretation of heritage places and sites, such as through public art and street naming, is an important way to reflect the history and heritage of Cockburn, and to maintain its unique character.

The City has a rich industrial history, and in recent years a number of these key sites have been redeveloped. The redevelopment of the former Watsonia Factory site and surrounding buffer area included retention the rose garden and steps to Woodlands Homestead in public open space; and numerous pieces of interpretive artwork in the public realm. This has ensured the former use of the land is still reflected, and establishes a unique sense of place for this area.

In Cockburn Coast the Public Art and Place Making Strategy has provided for the interpretation of remaining heritage fabric, the addition of public art, and a street naming theme in recognition of past land use and character. Implementation of this is possible through the City's Percent For Artwork policies.

Residential character in existing suburbs

Suburbs like Spearwood, Coogee and Munster have evolved from market gardening and agricultural areas to key residential growth areas, resulting in a substantial change in their character. Some of these areas have again in recent years seen change through the Revitalisation Strategies, whereby higher residential densities have facilitated re-subdivision of these residential lots, resulting in intensification of residential development.

In addition to higher residential densities, there has also been a trend towards larger dwellings. Smaller three bedroom one bathroom dwellings that typified the original dwellings in a suburb such as Spearwood or Hamilton Hill, are being replaced by much larger dwellings.

Changes to the Residential Design Codes have also facilitated smaller street, side and rear setback requirements at all residential densities. This has changed the setting of dwellings, reducing private open space and garden areas, and changing the appearance of streetscapes in established residential areas as dwellings are replaced with a larger dwelling or multiple or grouped dwellings.

Smaller lot sizes and changing consumer expectations have altered dwelling designs. This has changed the character and appearance of streetscapes. Double garages have become the norm, and even with the Residential Design Codes restricting their width, garages generally comprise a greater proportion of the façade of new dwellings. This restricts opportunities for articulation and interest in dwelling facades, and means fewer windows facing the street which reduces surveillance of the street.

Smaller garden areas and front setbacks mean less large tree species in private gardens. There is typically an increased proportion of hard standing areas to facilitate on-site parking, and to reduce lawn area as a result of water restrictions.

To summarise, new residential development is characterised by less green landscaping, more hard landscaping elements, and greater prominence of the built form in the streetscape. This is having an influence on the character of established suburbs through redevelopment of lots for either new single dwellings, grouped dwellings or multiple dwellings.

The mature trees in established suburbs, particularly Hamilton Hill and Coolbellup are highly valued by the community, and contribute significantly to the character of these suburbs. A key challenge is how to balance protecting and enhancing existing mature trees and accommodating further housing growth.

The Coolbellup Revitalisation Strategy sought to address this issue by including strategies to protect and enhance the character and natural environment of Coolbellup. This included plans for extensive street tree planting in the public realm, including parks, and street verges.

In addition to these types of strategies, protection of the most significant trees is through the 'Significant Tree' list is important, whereby there is a requirement under the Scheme for planning approval prior to their removal.

#### *Residential character in new areas*

In addition to the trend towards larger dwellings there are a number of matters relating to subdivision design and earthwork that are shaping the character of new residential areas.

In the last few decades there has been a significant change in land development practices in Western Australia. Most notably, thirty years ago when land was developed there was substantially less land clearing and earthworks than there is today. It has become standard practice that subdivisional areas are bulk earthworked and that each lot created is level and retained.

This has seen a greater impact on the natural landscape, and wholesale loss of vegetation in greenfield developments to a much greater extent than there was when the City's first residential areas were established. Such practices can render an area unrecognisable.

The landscape of a place is part of its character and identity. The City will work to encourage the retention of mature trees and natural landscape elements in greenfield developments through the structure plan and subdivision process to create places with an identity and connection to the past.

In new suburban areas provision of functional and attractive multi-purpose POS has become more critical than ever to provide a recreational and aesthetic function, and to create a local character.

Local Development Plans will play an important role in ensuring good quality outcomes on smaller lots, ensuring that dwellings contribute positively to the streetscape and provide surveillance of the public realm. Importantly, consideration of the location of crossovers is also required to ensure that the number of street trees that can be accommodated is maximised.

#### *Character of Activity Centres*

Many of the City's activity centres are comprised primarily of 'shopping centres'. These are typified by inward facing built form, lack of connectivity to the surrounding area, and a focus on access for cars rather than pedestrians.

SPP 4.2 encourages the development of activity centres as community focal points. They are hubs that attract people for a variety of activities such as shopping, working, studying and living. They include uses such as commercial, retail, higher-density housing, entertainment, tourism, civic/community, higher education and medical services.

SPP 4.2 sets out a policy requirement for activity centre structure plans to be prepared for all district level centres and above. Activity centre structure plans set out the spatial plan and strategy to achieve a compact, pedestrian-friendly, mixed use activity centre that will offer a range of lifestyle choices, reduce car dependency, and limit environmental impact.

Activity Centre Structure Plans have been prepared for Phoenix and Cockburn Central and will ensure a focus on quality urban design outcomes for new development. This include improvements to the public realm with the aim being to see these shopping centres function more as 'town centres' so that they contribute to a unique sense of place for the community.

**Questions:**

***Does this information capture the key issues related to the City of Cockburn's cultural heritage, urban design and local character?***

***Do you have further suggestions for inclusion?***

*Relevance to the City of Cockburn Strategic Community Plan*

**City Growth**

- Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types

**Economic, Social & Environmental Responsibility**

- Improve the appearance of streetscapes, especially with trees suitable for shade
- Continue to recognise and celebrate the significance of cultural, social and built heritage including local indigenous and multicultural groups

*Relevance to the future Perth and Peel @3.5m plan and Southern Metropolitan Subregional Frameworks Plan*

The key issues identified in this paper are also relevant to the following regional issues that the future planning for Perth, undertaken by the State Government, need to address:

- how we ensure protection and rejuvenation of the natural environment

- how development will be designed such that it leaves a positive and memorable visual appearance on the landscape

- **Local Profile**

**(1) Rural land use, subdivision and development**

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Under the State Government's regional planning scheme for Perth, there are two rural type zones that occur within the City of Cockburn. The first is located along the eastern part of the City, south of Jandakot airport, taking in the suburbs of Jandakot (part), Treeby (part) and Banjup (whole). This regional zone is called the Rural Water Protection zone, and coincides with the Jandakot groundwater mound which spans this area. This is a vitally important strategic public drinking groundwater supply for Perth.

The Rural Water Protection zone exists to protect groundwater quality and quantity, through ensuring land use and development protects the ecological integrity of important wetlands (which are hydraulically connected to groundwater), and also to maintain and increase natural vegetation cover. Tight control and limitation of land use and development is a clear imperative for the Rural Water Protection zone. The State Government's Rural Water Protection zone directly shapes how the City's Local Planning Scheme currently responds to the groundwater mound, with this area being zoned 'Resource.' The 'Resource' zone draws on State Planning Policy 2.3 (Jandakot Groundwater Protection) to regulate land use and development. The policy also provides strategic guidance to the protection of this groundwater resource as part of strategic planning. Essentially, development of a single house on a single lot of minimum 2ha in size is the key land use and development control for this area, and this has shaped the highly valued rural and environmental landscapes that define this part of the City.

The second regional zone is the Rural zone, coinciding with the southwestern part of the City. This comprises a mix of market gardening, turf and flow growing, limestone quarrying and rural living type activities. The City's Local Planning Scheme similarly

adopts a Rural zone for much of this area, but also has a Rural Living zone and Conservation zone that are relevant in setting the local pattern of zones within the regional zone. This rural area has values in its productive potential, in its transitional role to buffer the central wetland areas from the (future) Latitude 32 industrial area but also to ensure that activities which are potentially harmful to people (like industry) are kept within a very strict confine and not permitted to encroach within the Rural zones, and thus closer to residential areas.

The City's rural areas are highly valued, and under continued pressure as growth occurs throughout the broader Perth Metropolitan Region. The following are summarised as the key issues facing the rural areas of the City, and addressing these issues will form part of our comprehensive strategic plan under the Local Planning Strategy and next Local Planning Scheme:

- Maintaining the rural, natural bushland and environmental landscapes of the Resource zone above the Jandakot groundwater mound, through strict land use and development control;
- Managing how areas surrounding the Resource zone interface with it, in order to achieve a level of quiet enjoyment and amenity which is congruent with the strategic future of the Resource zone;
- Ensuring that development of the Jandakot airport precinct respects the presence of the Resource zone, and its strategic intent for bushland and environmental values to prevail;
- Preventing any further sand mining activities within the Resource zone, that destroy the elevated bushland sand ridges that run through the area;
- Ensuring the broader community value the productive capacity of the Rural zone in the southwest part of the City. That is, the important contribution of the agricultural industry in Cockburn should be recognised and protected in the same way as the Swan Valley Viticulture Area. The productive Spearwood soil complex is a limited resource and cannot be replaced elsewhere in the Perth Metropolitan Area. Viable commercial agriculture businesses are a planning priority to make use of this arable potential of land;
- Preventing any further subdivision within either the Resource zone or the Rural zone. Subdivision within the Resource zone causes fragmentation of the natural environment, with the likes of driveway, firebreak, building envelopes and bushfire requirements are considered. This impact of the natural environment, and the extensive network of wetlands that exist, directly threatens the Jandakot groundwater mound and further introduces pressure for development to occur;

- Subdivision within the Rural zone, while different to the Resource zone, threatens the arable potential of land by further constraining the productive economies of scale for viable rural business to occur;
- Ensuring the expectation of landowners within rural areas matches the strategic intent of such areas – whether that is for the natural landscapes of the Resource zone to prosper, or whether that is for productive rural industries to be expected to occur in the Rural zoned area;
- Ensuring that road infrastructure levels in rural areas reflect the intended function of each road. Local rural roads should be managed as such, whereas local and district distributor roads like Jandakot Road and Liddlelow Road should be planned for upgrading to reflect their higher order functions;
- Continuing to assist rural landowners through education, sustainability, proactive compliance work and consistent communication on issues which affect the rural amenity of such areas.

**Questions:**

***Does this information capture the key issues related to the City of Cockburn's rural land use, subdivision and development?***

***Do you have further suggestions for inclusion?***

*Relevance to the City of Cockburn Strategic Community Plan*

**City Growth**

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

**Economic, Social & Environmental Responsibility**

- Sustainably manage our environment by protecting, managing and enhancing our unique natural resources and minimising risks to human health
- Further develop adaptation actions including planning; infrastructure and ecological management to reduce the adverse outcomes arising from climate change

*Relevance to the future Perth and Peel @3.5m plan and Southern Metropolitan Subregional Frameworks Plan*

The key issues identified in this paper are also relevant to the following regional issues that the future planning for Perth, undertaken by the State Government, need to address:

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- **Local Profile**

## (2) Infrastructure

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### *Sewerage*

The City's residential areas have now all been sewered by the State Government under the Sewer Infill Programme.

Extension of sewer infrastructure in the last ten years, including Spearwood and Coogee, has provided some impetus for residential redevelopment that was otherwise hindered by lack of available sewer.

There is no infill sewer in the City's 'Resource', 'Rural' zoned areas, and these areas rely on the installation of onsite effluent disposal systems. These are regulated by the *Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974* and controlled by the 'State Government Sewerage Policy – Perth Metropolitan Region'. There is also legislation which is specific to the City of Cockburn and the Jandakot Mound 'Resource Zone'.

The majority of industrial localities in the City are also sewered, including Phoenix Business Park. While infill sewerage is available, properties in the south western area of the Bibra Lake Industrial area are not connected to sewerage.

The Woodman Point Wastewater Treatment Plant is the largest wastewater treatment plant in Western Australia. It treats wastewater for a population of about 680,000 people living south of the Swan River in the Perth metropolitan area.

The plant currently treats some 140 million litres of wastewater every day. As the population in the catchment area continues to grow, additional treatment capacity is required at the plant.

The Water Corporation have planned an upgrade to the Woodman Point Wastewater Treatment Plant to increase the plant's treatment capacity. This is a three phase project to enable the plant remains operational during the expansion works. The upgrade includes construction of a new grit removal facility, new flow distribution channel, expansion of existing odour collection and treatment systems, new sedimentation tanks and conversion of the existing batch reactor to a permanent aeration facility.

Once complete, the upgraded Woodman Point Wastewater Treatment Plant will have an operating capacity of 180 million litres a day, and will be able to accommodate a population of more than 900,000. The Water Corporation anticipate that this will be completed by late 2019.

The Woodman Point plant has a substantial odour buffer which currently represents a constraint to residential subdivision in the Munster locality east of Lake Coogee. The City has long advocated for the State Government to undertake a buffer definition study to more clearly understand the extent of the buffer, particularly in light of odour upgrade works to the facility.

### *Water Supply*

Reticulated water supply is currently provided to existing residential localities within the City.

However, for manufacturing firms the availability of water has been criticised as being insufficient for their needs. Currently, some firms are importing water due to inadequate local supply, again an unsustainable practise for many key fabrication and manufacturing firms in the area.

'Resource' and 'Rural' zoned properties are serviced by on-site potable groundwater bores or a rainwater supply.

The Jandakot Public Ground Water Supply Area currently contributes approximately 3 per cent of the metropolitan public scheme water supply.

Private abstraction of this groundwater resource is also substantial, supporting a range of industrial, rural, special rural and domestic uses. The Stage 1 public supply borefield has been in operation since 1979.

Statutory protection of the groundwater resource is provided through a range of measures, including Bylaw and Licensing provisions for the Jandakot Underground Water Pollution Control Area; State Planning Policy 2.3 'Jandakot Groundwater Protection', and the Water Catchment reservation and the Rural-Water Protection zone of the Metropolitan Region Scheme.

SPP 2.3 provides guidance regarding planning requirements that need to be considered in the policy area and should be read in conjunction with the Department

of Water's Water quality protection note 25: Land use compatibility tables in public drinking water source.

Wellhead protection zones surround water abstraction bores and are particularly vulnerable to water quality contamination risks. Any development proposal in these zones is to have regard to the Metropolitan Water Supply, Sewerage and Drainage By-laws 1981 and Water quality protection note 25: Land use compatibility tables for public drinking water source areas. A map of the wellhead protection zones can be found on the Department of Planning website.

#### *Power*

Existing residential localities are serviced with either aerial or underground supply depending upon the era in which subdivision occurred.

For the past thirty years State Government Policy has required that new subdivisions incorporate a mandatory underground power supply.

The State Government Underground Power Program was established in 1996 and projects are awarded through competitive rounds similar to a public tender (subject to a budget for each funding round). The project is jointly funded by Western Power, the State Government and Local Government.

The State Government Underground Power Program has seen the undergrounding of power in East Hamilton Hill and East Coolbellup, and the western and eastern areas of South Lake have been identified for future underground power. This has allowed for additional street tree planting, reduced street tree pruning allowing trees to grow to natural height, and, feature lighting which is improving the appearance of streetscapes and allows brighter, safer and more evenly lit streets with the new lighting system.

Underground reticulation provides significant benefits to the community, including improved aesthetics and a safer and more reliable power supply. For this reason the City will continue to make submissions for underground power. Revitalisation Strategy areas are considered to be a priority in this regard, to contribute to the beautification of streetscapes in these areas, and because as subdivision of private land occurs there will be requirements for existing dwellings to be connected to power underground regardless.

Existing high voltage aerial mains blight the appearance of some local streetscapes within a number of the City's suburbs.

#### *Gas*

Alinta Gas's current policy on connecting gas distribution pipework in new subdivisions is based on the economic justification of individual proposals. Frontal extension of infrastructure is generally feasible.

For manufacturing firms, both the quantity and availability of gas has been criticised as being insufficient for their needs. Currently, some firms are using bottled gas in order to maintain fabrication facilities, which they see as being an unsustainable practice.

The Parmelia Pipeline traverses the district adjacent to the railway line and south through Yangebup, adjacent to Spearwood Avenue and Henderson Road.

The Dampier Bunbury Natural Gas Pipeline traverses through Wattleup, and the south east corner of the City in Banjup

There are buffers and notification areas associated with these high pressure pipelines, set out in Planning Bulletin 87 High Pressure Gas Transmission Pipelines in the Perth Metropolitan Region.

#### *District Drainage*

The City has two Drainage Schemes, being the Russell Road Arterial Drain Scheme; and the Cockburn Central and Solomon Road Development Areas Arterial Drainage Scheme

#### *Russell Road Arterial Drain Scheme*

The Russell Road Arterial Drain Scheme is the stormwater drainage system to service the City of Cockburn's proposed Southern Suburbs District Structure Planning Area, which covers the localities of Success, Atwell, Wattleup, Hammond Park and Banjup.

Over 10 years ago, the Water Corporation agreed to provide a stormwater Main Drainage outfall to service the agreed catchment to facilitate subdivisional development. The City of Cockburn was to assume responsibility for the coordination of the design and operate the drainage systems upstream of the proposed Water Corporation's Russell Road Buffer Lake in Success.

The Russell Road Arterial Drain Scheme report addressed the philosophy and design requirements of the major "Arterial Drains" which are required to enable the subdivisional development of the area covered by the Southern Suburbs District Structure Plan. This allows for an ordered, unified drainage system which will effectively serve the entire catchment but can be constructed in fragmented portions as the subdivisions occur on various fronts. This will facilitate the subdivisional process in the area.

#### *Cockburn Central and Solomon Road Development Areas Arterial Drainage Scheme*

The Cockburn Central and Solomon Road Development Areas Arterial Drainage Scheme provides a strategic drainage concept for the entire catchment to facilitate an integrated drainage system to be constructed in fragmented sections.

Prior to this the lack of an integrated drainage system hampered the development in the area, including within the Muriel Court Structure Plan area.

### *Telecommunications*

Telecommunications infrastructure includes a number of established exchanges, for example, Wattleup, Munster and Spearwood.

Existing telecommunications services often require amplification to meet new demands. Telecommunications networks change constantly as frontal extensions to accommodate new subdivisions occur or as new technology is introduced. New cabling occurs underground, using subdivision trenching shared with other services.

Telecommunications has been flagged as an issue in the Henderson industrial area, where firms appear to be suffering significant delays in establishing adequate commercial telecommunications facilities. While capacity appears not to be an issue once the facilities are established, the significant initial delays result in substantial economic losses for growing firms.

In 2017 the NBN network draws together wired communication: copper, optical and hybrid fibre-coaxial; and radio communication: satellite and fixed wireless networks at 121 Points of Interconnect (POI) typically located in Telstra owned telephone exchanges throughout Australia.

NBN cable infrastructure is available in North Hamilton Hill, parts of Bibra Lake and South Lake, Yangebup, Naval Base, Cockburn Central and new areas such as Packham North and Port Coogee, where it has been required. The majority of the rest of the City is earmarked for NBN connection, with the exception of Coogee ('old Coogee'), southern Spearwood, northern Munster, the southern portion of the Bibra Lake industrial area and the 'Resource' zone.

New infrastructure is constantly established by telecommunications carriers operating in a deregulated commercial environment. No published strategic plans for new infrastructure provision have been made available by the telecommunications carriers. Consequently, the Council is required to respond to individual applications for new mobile phone towers and other 'high impact' facilities on an individual basis. This is guided by Council Policy which has a presumption towards the establishment of 'high impact' facilities in non-residential zones.

#### ***Questions:***

***Does this information capture the key issues related to infrastructure services in the City of Cockburn?***

***Do you have further suggestions for inclusion?***

*Relevance to the City of Cockburn Strategic Community Plan***City Growth**

- Maintain service levels across all programs and areas

**Community, Lifestyle & Security**

- Advocate for improvements to information technology infrastructure such as the NBN rollout
- Apply for areas to be included in funding to replace aging infrastructure under the State Underground Power Program - Major Residential Projects

**Leading & Listening**

- Strengthen our regional collaboration to achieve sustainable economic outcomes and ensure advocacy for funding and promote a unified position on regional strategic projects

*Relevance to the future Perth and Peel @3.5m plan and Southern Metropolitan Subregional Frameworks Plan*

The key issues identified in this paper are also relevant to the following regional issues that the future planning for Perth, undertaken by the State Government, need to address:

- how we can continue to provide opportunities for urban revitalisation within our older suburbs

- **Local Profile**
- **Traffic and Transport**

This is a 'working draft' of a proposed Local Profile section for the upcoming new Local Planning Strategy for the City of Cockburn.

You are invited to view the draft text and consider the questions located at the end of this section.

Feedback can be lodged through the [Comment on Cockburn](#) webpage

Thank you for helping us to shape the future of the City of Cockburn!

Transport planning is undertaken by the Department of Transport, Main Roads WA, the Public Transport Authority and the Western Australian Planning Commission.

Community surveys indicate that traffic remains the highest priority for residents of the City of Cockburn. In this regard six specific objectives have been identified to facilitate safe, efficient, connected and sustainable movement around the City

1. Reduce traffic congestion, particularly around Cockburn Central and other activity centres
2. Identify gaps and take action to extend the coverage of the cycle way, footpath and trail networks
3. Improve connectivity of transport infrastructure
4. Continue advocacy for a better solution to regional freight movement
5. Improve parking facilities, especially close to public transport links and the city centre
6. Advocate for improvements to public transport, especially bus transport

#### *Regional Road Network*

The City's regional road network is set out in the MRS as 'Primary Regional Roads' and 'Other Regional Roads' reservations. These reserves are automatically included in local schemes. This network is planned and determined by Main Roads WA in conjunction with the WAPC, with the City playing a more active role in recent years

to advocate for outcomes that recognise local issues and ensure optimal outcomes for the community.

The regional road network provides for through traffic and the distribution of local traffic within the district.

Primary distributors, other than freeways, include the four and six lane roads under MRWA control, and they play a fundamental role in catering for inter and intra-regional traffic and major truck routes.

The regional road network is characterised by a north south orientation with a lesser emphasis on east west road linkages.

The Primary Regional Roads Reserves within the district are:

- Kwinana Freeway (north - south)
- Stock Road (north - south)
- Fremantle to Rockingham Highway (north - south)
- Roe Highway (east - west)

The Other Regional Roads Reservations are:

- North Lake Road / Armadale Road
- Spearwood Avenue
- Beeliar Drive
- Hammond Road
- Russell Road

#### *Armadale Road and North Lake Bridge Interchange*

Traffic congestion around Cockburn Central has been a longstanding concern of Council, landowners, businesses and the community. Traffic on Armadale Road and around Cockburn Central has increased significantly due to:

- economic investment
- new land developments for a rapidly growing population
- limited public transport services
- residential, commercial and retail growth

The State Government have committed to delivering the Armadale Road deviation and new North Lake Road Bridge / Freeway Interchange project, funded between the Federal and State Governments. This project includes the following:

- Armadale Road/North Lake Road (Kwinana Freeway) – Constructing bridge and collector roads
- Kwinana Freeway (Russell Road to Roe Highway) – Widening of Northbound Lanes

Armadale Road Bridge will:

- Link North Lake Rd directly to Armadale Rd, bypassing traffic at Cockburn Central
- Provide easier access to Kwinana Freeway
- Provide quicker entry/exit from Cockburn Central train station

This will support the enterprise arc for the southern metropolitan region, connecting strategic industrial areas so that supply chains and target markets can more efficiently access and interlink, helping to grow business and employment.

The Armadale Road and North Lake bridge project will divert regional traffic out of the town centre and allow Cockburn Central East to grow as a transport oriented development.

In partnership with Main Roads WA (“MRWA”), Department of Planning, Lands and Heritage, Department of Transport and the Public Transport Authority (“PTA”), a strategic road infrastructure design has been established that will create an appropriately dimensioned centre that supports the needs of regional accessibility balanced with regional mobility. This infrastructure will also unlock the intended future land use outcomes for the broader enterprise precincts along the southern enterprise arc.

### *Roe Highway*

In early 2017 sections of the Roe Highway Primary Regional Road reservation, east of the Kwinana Freeway to west of Stock Road, were cleared of vegetation in preparation for the construction of the Roe Highway extension to Stock Road. Clearing work stopped in March 2017 when the new Labour State Government was elected and the project ceased.

The cleared area has been fenced with conservation fencing to limit damage to the site, and a program of works to rehabilitate the site has commenced.

To ensure there is no delivery of a road solution in this area the Primary Regional Roads reservation under the Metropolitan Region Scheme which designates it for a

freeway/highway must change. Planning for the repurposing of the Roe Highway Primary Regional Roads reservation is a key project.

The reservation contains three logical precincts formed by the arrangement of north south major roads which cut across the reservation and could form the basis for planning:

- Precinct 1 - Stock Road to North Lake Road
- Precinct 2 - North Lake Road to Bibra Drive
- Precinct 3 - Bibra Drive to Kwinana Freeway

The alternative construction of an intermodal facility (which can move freight from rail to road and vice versa) at Latitude 32 in the Hope Valley/Wattleup area is critical. This alternative considers the volumes of containers moving to and from the southern metropolitan region, and supports the existing intermodal facility at Forrestfield.

#### *[Local Road Network](#)*

In the City's new areas the local street network has been designed through the structure planning and subdivision process as new suburbs are developed. This includes a network of neighbourhood connectors, access streets and laneways.

The structure plan process provides the opportunity to ensure the local road network is co-ordinated between different properties, a clear hierarchy is established, and the principles of the Liveable Neighbourhoods are adhered to.

In new areas the creation of smaller lots, and smaller front setbacks have reduced the availability of on-site parking. Coupled with increased rates of car ownership this places greater pressure on the street to accommodate resident and visitor parking.

In areas such as South Beach and Port Coogee, characterised by smaller lots, larger dwellings and a more constrained road network, there have been ongoing concerns regarding vehicle parking.

While the City promotes use of public transport, and discourages over provision of vehicle parking, realistic consideration must be given to providing for private vehicle parking in residential areas to ensure the needs of the community are met. This requires consideration to be given through structure plans, subdivisions and local development plans.

Careful consideration of matters such as garages, crossovers; location of utilities; street trees; waste management; and on-street parking embayments is critical to create safe, attractive well-designed streets that provide convenient resident and visitor parking.

The overuse of laneways, particularly, an excessive quantity of laneways, or a network of laneways is problematic because it reduces on street parking (not permitted in laneways); and creates difficulty for safe waste vehicle access and placement of bin pads. In addition, the laneways themselves do not contribute to the pedestrian network as they generally do not have footpaths.

### *Existing Local Roads*

As part of the City's revitalisation strategies consideration is given to the capacity of local roads to ensure they can accommodate increased traffic and parking where higher residential densities are proposed.

The majority of the City's local roads currently have traffic volumes much lower than the maximum of 3,000 vpd recommended by MRWA, and are therefore able to accommodate the increased traffic that would generally be expected from an increase to residential densities in established areas.

However, in some circumstances it will be appropriate to monitor traffic volumes to ensure they remain appropriate, and to determine whether traffic calming or other interventions are required.

It is critical to ensure additional crossovers proposed by new development are minimised given that they remove street tree opportunities, increase hard standing, and interrupt the pedestrian and cycling environment.

### *Public Transport*

Public transport in Cockburn includes passenger buses operated by the State; and the Mandurah passenger train line which runs within the Kwinana Freeway Primary Regional Road reserve, with a Station at Cockburn Central (opened in 2007), and Aubin Grove (opened 2017).

In 2011 9.7 per cent of the workforce in the City used public transport to commute to work. In 2006 this was 6.3 per cent, and in 1996, prior to the Mandurah train line, it was only 3 per cent. This is expected to increase further with the introduction of the Aubin Grove train station in 2017.

The greatest proportions of people who travel to work on public transport are concentrated on the Mandurah train line, with the percentage increasing further south. Higher proportions are also observed along Rockingham Road where there are high frequency bus routes.

### *Buses*

Existing bus routes provide a high level of service in the established and inner suburbs of the City where services converge on Fremantle and towards Perth. In the newly developing residential areas, services are not as effective as they tend to follow demand.

The Council is limited to lobbying the State Government and local members of Parliament to improve the level of public transport services in the City of Cockburn.

### *Passenger Train*

Cockburn Central Station, outside the Central Business District, is one of the busiest stations on the Perth to Mandurah Line with approximately 5,000 daily boardings, with bus to train transfers accounting for approximately 30% of all boardings.

The Public Transport Authority manages some 1,300 'park and ride' bays adjacent to Cockburn Central Station. The demand for these bays is high, with capacity reached by 7:30am each weekday.

Site surveys indicate a number of local businesses operate private shuttle services to Cockburn Central Station bridging the 'gap' between the place of work and the train station. The majority of bus routes into the Activity Centre Plan area act as feeder services for Cockburn Central Station, providing seamless connections at peak times for services to and from Perth. Multiple services allow connection through to Fremantle in approximately 45 minutes. Bus connectivity to other identified Activity Centres is limited.

The majority of bus routes operate frequencies between 10 and 20 minutes in peak times with frequencies between 30 minutes and 1 hour common outside of peak. Bus routes converge on a number of key points in the network providing for improved level of service in peak and off peak and shoulder times.

Aubin Grove Train Station, located approximately 3km south of Cockburn Central Station opened in April 2017. It features a bus station and a significant car parking facility. The Station has six bus feeder services into Cockburn and Aubin Grove stations and bicycle facilities for more than 80 bikes and connections to local paths.

### *Bus Rapid Transit/Light Rail*

The Cockburn Coast District Structure Plana recommended the creation of a Bus Rapid Transit system (BRT) focussed on Cockburn Road and Hampton Road connecting to the Fremantle CBD and train station with the Cockburn Coast area.

It is proposed that the BRT corridor be created along Cockburn Road with a number of stops located approximately every 400-600 metres so that they are within walking distance for the majority of the development. The corridor was designed with the possibility that it could be used for a light rail in the future

The BRT will help to encourage public transport use within Cockburn Coast and will reduce the reliance on private car travel. It was considered to be an important element of the plan to create a vibrant and accessible urban environment.

This transit corridor is reflected in the two adopted Structure Plans for the area (Robb Jetty and Emplacement).

The future of the BRT is uncertain and at this stage does not have State Government funding or a commitment of timeframes.

The proposed BRT has the potential for the extension of the service further south or to the east in the future, potentially linking to Cockburn Central, however these possibilities require further investigation into the design and possible funding.

### *Cycling and Walking*

The City has an extensive network of cyclist and pedestrian infrastructure used for commuting and recreation.

Perth Bicycle Network (PBN) routes are a signed regional network of routes throughout the Metropolitan Area. There are ten PBN routes throughout the City of Cockburn. Each route was assessed as part of the City of Cockburn Bicycle Network and Footpath Plan (Worley Parsons, 2010). Generally the PBN network provides good coverage throughout the central portion of the City, some minor additions to the network will improve this coverage and legibility of the network.

The western suburbs of the City (Hamilton Hill, Spearwood, Coogee and Munster) are poorly served by the PBN network and an additional route is required through these areas. In this regard the planned PRP seek to improve north south connectivity in the western area of the City along Stock Road; providing access to Fremantle and retail/commercial activities along Rockingham Road. Additional routes will improve east-west connectivity through Bibra Lake and improve connectivity to the coast

The City has Recreational Shared Paths (RSP) around Bibra Lake, Yangebup Lake, Market Garden Swamp North, in the Woodman Point area and around Lake Coogee connecting to south to Naval Base. Extensions are proposed to complete circuits of these areas, to extend to Thompsons Lake and Harry Warring Marsupial Reserve; and to connect Market Garden Swamp North to Market Garden Swamp South.

The City's new draft Bicycle Plan 2016-2020 seeks to encourage more people to ride bicycles and walk as a travel choice. It seeks to develop a more connected bicycle network, improving links to existing routes and making cycling more accessible for people of all ages and abilities.

Inclusion of appropriate paths in new structure plans and subdivisions in accordance with Liveable Neighbourhoods is critical to ensure integration and connectivity locally and to the greater network.

Inclusion of end of trip facilities, and bicycle parking in new developments is important to encourage cycling, particularly cycling to work.

### *Recreational Trails*

The City of Cockburn has a wide range of attractive and varied landscapes, and a great diversity in wildlife and vegetation. It has many kilometres of coastline, a chain of wetlands and lakes and a limestone ridge – all of which provide excellent natural areas for the development of a trails network.

A recreation trail is defined as: “Any corridor, route or pathway for recreational purposes such as walking and cycling, which passes through or has a strong connection with the natural environment, open spaces and cultural heritage.”

Well-planned trails perform a number of highly beneficial roles in the broader community, providing opportunities for low-key unstructured passive recreation for local residents and visitors. They also provide physical exercise opportunities; foster general well-being; are a valuable tourism attraction; and can help educate and instil a conservation ethic amongst users.

The City of Cockburn Trails Master Plan sets out the range of improvements required on existing trails and proposed future trails, to establish a comprehensive network of recreation facilities. The plan includes paths to connect existing routes, focused in and around wetlands and Manning Park to improve connectivity.

#### *Jandakot Airport*

Jandakot Airport was opened in 1963 and is the major general aviation airport in Western Australia. It is owned by the Federal Government and the area of land controlled by the Airport is 622 hectares.

Under the MRS it is primarily reserved for public purposes (Commonwealth Government) and the balance is zoned rural. A portion is also included in the ‘Water Catchment’ Region Scheme Special Area. It is affected in some parts by the Jandakot Groundwater Protection Policy (SPP No. 6).

In June 1998 the Jandakot Airport was leased for 49 years to Jandakot Airport Holdings Pty Ltd (JAH) a private company charged with the responsibility of operating, managing and developing the airport.

Jandakot Airport operates 24 hours, 7 days a week and is the busiest general aviation airport in Australia in terms of aircraft movements, having averaged 255,000 movements per annum over the last three years. The airport could expect to reach the theoretical operating capacity of 460,000 fixed wing and 66,000 helicopter movements per annum within the 20 year planning horizon of this Master Plan.

The airport has a significant role as a major training base for both local and international pilots. Flying training activities account for approximately 80% of the annual movements conducted at the airport, with some 60% of movements being repetitive ‘touch-and-go’ circuit operations.

The airport provides a base for essential service organisations such as the Royal Flying Doctor Service, Department of Environment and Conservation Forest and Bushfire Patrol, Fire and Emergency Services Authority of Western Australia (FESA) emergency helicopter and the WA Police Air Support. Jandakot is also an important training base for international airline pilots. The economic analysis contained in the Jandakot Airport Master Plan suggests that the total employment within the estate could potentially reach 4,700.

#### *Jandakot Airport Master Plan*

Jandakot Airport Holdings Pty Ltd, as the operator of a leased federal airport, is required under the *Airports Act 1996* to prepare a Master Plan every 5 years. The Master Plan is a 20 year strategic vision for the airport that details how Jandakot Airport will be developed and operated.

The Jandakot Airport Master Plan 2014 was approved by the Minister for Infrastructure and Regional Development on 17 February 2015. The Master Plan 2014 provides the framework for the future development of the airport, taking into account aviation operations, the environment, non-aviation land use, services infrastructure and ground transport. In accordance with the Act, this Master Plan identifies a planning period of 20 years with the Master Plan to be replaced every five years.

The Jandakot Airport Master Plan 2014 projects the following land use and proportion of total land area:

- Conservation - 119 hectares (19%) which includes 4 km<sup>2</sup> of Banksia woodlands;
- Aviation Operations (includes runways and taxiways) - 260 hectares (42%);
- Mixed Business - 195 hectares (31%); and
- Roads and Services - 48 hectares (8%).

Further aviation development is proposed to achieve the vision of a strategically significant aviation hub. This includes a fourth runway with associated taxiways and aviation support facilities/infrastructure.

The airport because of its location and high level of use impacts on the adjoining rural and residential areas in terms of development potential, land use and amenity.

#### *Non-Aviation Development*

The growth in aviation infrastructure will be undertaken in parallel with increased commercial activity to sustain the economic future of the airport. The development of non-aviation land is critical to the future delivery of aviation and environment

outcomes on the airport as it provides a strategic diversity of income to secure the sustainability of the airport.

Of the 622 hectare landholding, 195 hectares (31 per cent) has been identified in the 2014 Master Plan as being for mixed business development. A development strategy for the airport's non-aviation land has been established. The non-aviation precincts proposed are broadly consistent with Directions 2031, and State Planning Policy Activity Centres for Perth and Peel which recognise Jandakot Airport as a 'Specialised Activity Centre'.

The Airports Act 1996 requires all leased federal airports to prepare a Major Development Plan (MDP) for significant developments on the airport site.

#### *Fremantle Outer Harbour*

The long term development of an efficient, well serviced marine harbour backed by effective infrastructure, well-connected to the surrounding metropolitan area and State is seen as critical to the development of Perth as a competitive, liveable and global city.

Fremantle is now a third or fourth tier port as it has been deemed too shallow for modern shipping; cannot accept the length of trains (2km) now common in first and second tier ports; and cannot accept double stacked container rolling stock.

Importantly, Fremantle Port does not have enough room in its hinterland to accommodate modern facilities even if the harbour were excavated.

Construction of a new Fremantle Outer Harbour would mean the port could accept any size vessels and be provided with back of port business parks (Latitude 32) – considered essential for any modern port facility. It could also be provided with a rail loading facility demonstrating global best practice and efficiency.

Accordingly, there is a whole of government position at State and Federal levels that the Fremantle inner harbour will not grow any more. Although the inner harbour would still operate, the strategy for capping and transition of the bulk of freight and containerisation from the inner harbour to the new outer harbour would see the freight emphasis (and associated infrastructure requirement) focussed appropriately on the outer harbour and supporting industrial precinct lands - being Latitude 32.

#### **Questions:**

***Does this information capture the key issues related to traffic and transport in the City of Cockburn?***

***Do you have further suggestions for inclusion?***

*Relevance to the City of Cockburn Strategic Community Plan***Moving Around**

- Reduce traffic congestion, particularly around Cockburn Central and other activity centres
- Identify gaps and take action toward extending the coverage of the cycle way, footpath and trails network
- Improve connectivity of transport infrastructure
- Continue advocacy for a better solution to regional freight movement
- Advocate for improvements to public transport, especially bus transport

*Relevance to the future Perth and Peel @3.5m plan and Southern Metropolitan Subregional Frameworks Plan*

The key issues identified in this paper are also relevant to the following regional issues that the future planning for Perth, undertaken by the State Government, need to address:

- how development can support improved public transport provision and walking and cycling
- how we can plan for the continued growth and investment in our town centres, which supports local economic development and employment

- **Local Profile**

## Opportunities for and constraints upon development

This is a 'working draft' of a proposed Local Profile section for the upcoming new Local Planning Strategy for the City of Cockburn.

You are invited to view the draft text and consider the questions located at the end of this section.

Feedback can be lodged through the [Comment on Cockburn](#) webpage

Thank you for helping us to shape the future of the City of Cockburn!

It is always important to begin a planning process with a thorough understanding of the opportunities for, and constraints impacting, the ability to develop and use land. The City of Cockburn is a unique district, when we consider the nature of varying land use and environments that exist. Inherent to the variability however is the associated impacts or commonly termed 'buffers' that different land uses, and indeed different landscape elements, often have associated. Often these impacts form the basis of buffers, which intern inform the application of decision making in respect of how to zone land, and what types of land uses may be appropriate. Often landscape or land use variability presents unique opportunities for planning to consider, while also posing constraints that limit the spectrum of potential options available.

Opportunities and constraints can be created across the variability of landscape and land uses that exist. The following table provides an initial insight in to some of these opportunities and constraints:

Presence of a General Aviation Airport generating impacts including: <ul style="list-style-type: none"><li>- Noise from aircraft</li><li>- Noise from land based development within the airport boundary</li></ul>	Opportunity for promoting potential non-sensitive land use on land that is heavily impacted by noise.  Opportunity to leverage high and better land use outcomes for land that is proximate to the developed transport and industrial infrastructure which exists at the airport.	Constraint for any consideration to intensify development of sensitive (residential) land use.  Constraint for removing natural buffers which exist currently on land surrounding the airport, as a way of helping to limit the visual impact of the airport on the broader
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	<p>Presence of extensive wetlands and associated bushland reserves</p> <p>Opportunity for promoting high density development in an area which has wonderful visual amenity, and extensive open space available.</p> <p>Opportunity to consider development on nearby land which can benefit from the attraction which these natural features have for tourists and visitors.</p>	<p>surrounding community.</p> <p>Possible constraint to higher density development due to nuisances associated with midges and mosquitos.</p> <p>Constraint to any further intensification of development when considering the bushfire risk that is inherent to the fringing foreshore reserves that surround wetlands, and areas of bushland.</p>
Presence of major industrial areas	<p>Opportunity to intensify development in nearby areas as a way of connecting industrial areas with a key employment source.</p> <p>Opportunity to promote further industrial development/redevelopment, as a way of maximising the economic return that comes from the productive elements of business.</p>	<p>Constraint to how close sensitive (residential) development can go to industrial areas, when it is considered that many industrial uses have buffer issues associated with them.</p> <p>Constraint to how intensive industrial development should be permitted to become, given the cumulative impacts that may come in respect of noise, dust, odour, particulates and the like.</p>
Presence of major freeways, highway and rail corridors	<p>Opportunity to leverage new development (and redevelopment) of residential areas to take full advantage of the excellent accessibility and mobility that comes with highly developed transport networks.</p> <p>Opportunity to leverage further industrial development/redevelopment given the efficient connections with supply</p>	<p>Constraint to further residential development associated with noise and vibration impacts.</p> <p>The severing impact that significant transport networks have across the landscape of the district.</p> <p>The limited direct access that is often associated with the highest order roads and rail corridors.</p>

	chains and customers which developed transport networks offer.	
Presence of major utility infrastructure	<p>Opportunity to support further expansion of development across the landscape, given the availability of necessary infrastructure.</p> <p>Opportunity to leverage symbiotic relationships between major utility infrastructure and the way in which surrounding land is developed</p>	<p>Constraints associated with the offsite impacts often associated with major power, water and sewerage infrastructure plants.</p> <p>Constraints associated with the infrastructure corridors running from major utility infrastructure which often have a land sterilisation and visual blight impact.</p>

Opportunities and constraints to development are important to consider for the future of the city. Planning should seek to maximise the utility of land, but with this carefully balanced across environmental, social and economic outcomes. It would be inappropriate to contemplate any opportunity, without thoroughly understanding both constraints but more so the broader strategic context that exists relevant to the City of Cockburn. This is important to ensure landowners have expectations that do not simply ignore the broader strategic imperative that needs to guide the pursuit of maximum utility for land. Key issues are therefore relevant as follows:

- How should the local planning strategy seek to balance between social, environmental and economic opportunities and constraints?
- In terms of environmental context, to what extent should these shape development opportunities, or more so prevent certain development options being contemplated?
- What mechanisms should be considered to unlock the development potential of land, including the likes of developer contributions and landowners coordinating to deliver development?
- When are constraints so significant that clear indication needs to be given to affected landowners that no contemplation of further development opportunities will be given?
- How can new opportunities for development be pursued to benefit the broader community at large, and ensure the benefits of development (economic growth) are able to be spread across the local economy?

- Where there is a choice of development opportunities that exist, what is the most effective way to balance the choice of alternative scenarios?

**Questions:**

***Does this information capture the key issues related to the City of Cockburn's opportunities for, and constraints upon, development?***

***Do you have further suggestions for inclusion?***

*Relevance to the City of Cockburn Strategic Community Plan*

**City Growth**

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

**Moving Around**

- Improve connectivity of transport infrastructure

**Economic, Social & Environmental Responsibility**

- Increase local employment and career opportunities across a range of different employment areas through support for economic development
- Sustainably manage our environment by protecting, managing and enhancing our unique natural resources and minimising risks to human health

*Relevance to the future Perth and Peel @3.5m plan and Southern Metropolitan Subregional Frameworks Plan*

The key issues identified in this paper are also relevant to the following regional issues that the future planning for Perth, undertaken by the State Government, need to address:

- how we ensure protection and rejuvenation of the natural environment
- how development will be designed such that it leaves a positive and memorable visual appearance on the landscape

- **Preparation of a new Local Planning Strategy**
- **Local Profile Papers**
- 

### **(3) What is a local planning strategy?**

The local planning strategy will set out the long-term (15-20 years) planning direction for the municipality and provides the rationale for the zones and other provisions of the local planning scheme.

### **(4) What is a local planning scheme?**

A Local Planning Scheme includes a variety of zones and accompanying statutory planning provisions which combine to provide for control of land use and development. It implements the strategic vision set out in the Local Planning Strategy.

### **(5)**

### **(6) What this consultation is for**

A key element of the local planning strategy is the local profile papers which identify planning issues for the Cockburn locality. We want you to tell us whether you think we're on the right track and help shape the future of the City of Cockburn!

### **(7) How can you be involved?**

We want you to read the draft local profiles of interest to you and consider two key questions:

1. Does the information capture the key issues related to (the local profile topic)?
2. Are there further suggestions for inclusion?

Feedback can be lodged through the Comment on Cockburn webpage

### **(8)**

### **(9) What happens then?**

Comments will be reviewed and used to update the local profile papers which form a key section of the local planning strategy (also to be advertised in future).

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**15.7 ACQUISITION OF LOT 50 SOUTH LAKE DRIVE AND LOT 26  
BRIGGS STREET, SOUTH LAKE**

**Author(s)** A Trosic  
**Attachments** 1. Executive Summary Valuation - Lot 50 [↓](#)  
2. Executive Summary - Lot 26 [↓](#)  
**Location** Lot 50 South Lake Drive and Lot 26 Briggs Street,  
South Lake  
**Owner** Various  
**Applicant** City of Cockburn  
**Application Reference** 5514414; 5516735

**RECOMMENDATION**

That Council

- (1) purchase Lot 50 South Lake Drive, South Lake for a purchase price of \$125,000;
- (2) purchase Lot 26 Briggs Street, South Lake for a purchase price of \$51,000 utilising funds held in the South Lake Cash in Lieu Trust account; and
- (3) amend the 2017/18 Municipal Budget by transferring a total amount of \$125,000 from the Land Development and Investment Reserve to fund the purchase of Lot 50 South Lake Drive, South Lake.

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

Lot 50 and adjoining Lot 1 were previously both owned by Western Power. An agreement between Western Power and the City of Cockburn in October 2006 transferred Lot 1 to the City of Cockburn. This agreement stipulated that the transfer of Lot 1 to the City of Cockburn be conditional on the City of Cockburn landscaping Lot 50 over a period of no longer than 20 years. The land purchase then needed to occur after this period had concluded, when the agreement was at an end.

Lot 26 Briggs Street South Lake is currently privately owned but has been placed on the market by an administrator as the company which owns the property has been placed into receivership. Council at its meeting on 14 July 2016 resolved to purchase the southern adjoining Lot 12 Briggs Street, South Lake, in anticipation that Lot 26 would at some point also be purchased once a reasonable negotiation had taken place.

The purchase of these two land parcels will provide the final pieces for Council to complete the green link along the Western Power high voltage corridor easement area. It is recommended that both acquisitions be undertaken, which will enable the future rejuvenation and landscaping works to be considered for budgeting and implementation.

**Submission**

N/A

**Report****Lot 50 South Lake Drive**

Western Power as the current owner of Lot 50 South Lake Drive contacted the City noting that they had received an informal approach from an individual to acquire Lot 50 South Lake Drive. City officers asked that the City be granted sufficient time to allow a valuation report to be prepared on the basis that the City of Cockburn would be clearly the most appropriate purchaser to secure what is an important community green space asset in South Lake.

A valuation report prepared for the City by McGee's Valuation has now been received which values the property at \$125,000. Western Power has indicated that an offer at \$125,000 subject to Western Power being able to secure a transmission line easement would be accepted. This is an appropriate basis on which to proceed. The land in question is shown following:



Lot 26 Briggs Street

City officers have been made aware of the desire by the administrators of the company, which is currently in receivership, to sell Lot 26 and contact has been made with the Real Estate Agent appointed by the Administrators. This land is shown following:



Comment on the reasons for purchase

Lot 50 South Lake Drive, South Lake is made up of two land parcels either side of the road, and has a combined area of 10.0439 ha. The owner of the land is Western Power and the land is burdened by a High Tension transmission line. Western Power will as a condition of the sale require an easement that restricts any structures being built on the land. Lot 26 is 1.5554ha, and is unimproved land which is subject to sale by Administrators.

If both Lot 50 and Lot 26 are acquired, the Council will control all the high voltage power line land between Anning Park at the south and the freight railway line at the north. There are sufficient funds held in the South Lake Cash in Lieu reserve trust account for the purchase of Lot 26, but this account does not have the available funds to purchase Lot 50. As such funds will need to be transferred from the Land Development and Investment Reserve to accommodate the purchase of Lot 50.

The landscaping in the two land parcels making up Lot 50 has been completed, and has been maintained by the City's Parks Services, in accordance with the 2006 agreement. The acquisition of Lot 50 will enable the City to continue maintaining the area and ensuring that the area is available to the general public. The continuation of the works

identified in the South Lake Precinct Upgrade and Redevelopment Plan will depend on the success of these two acquisitions. The completion of the plan is listed in the Parks Capital Works Program 2016-2026 subject to land tenure resolution.

Should Council resolve to acquire the land, it is expected that the current owner will accept such offer. This will enable land settlement and transfer processes to occur. The City's Solicitors (McLeods) will manage the land transfer process on behalf of the City.

If this land acquisition proceeds, the only portion of land remaining in private ownership along the green corridor is a triangular piece of land adjoining the existing shopping centre car park. At this stage the land is managed by the City, as part of the adjoining green corridor, but is privately owned. Dialogue will need to occur in respect of this in to the future with the landowner, with the aim of ultimately securing the land for the green link.

### **Strategic Plans/Policy Implications**

#### City Growth

Ensure planning facilitates a desirable living environment and meets growth targets

Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types

#### Moving Around

Identify gaps and take action to extend the coverage of the cycle way, footpath and trail networks

#### Community, Lifestyle & Security

Create and maintain recreational, social and sports facilities and regional open space

---

### **Budget/Financial Implications**

Sufficient funds are held in the South Lake Cash in Lieu for Public Open Space reserve account for the purchase of Lot 26. A budget adjustment to fund the purchase of Lot 50 will be required.

### **Legal Implications**

The Planning and Development Act makes provision for the use of funds held in the cash in lieu reserve to be used to acquire recreational land in the vicinity of the area where the funds were raised.

### **Community Consultation**

Community consultation has been undertaken as part of the *Lakes Revitalisation Strategy*. Numerous respondents to the consultation sought the completion of the landscaping of the Transmission line corridor.

### **Risk Management Implications**

All relevant risks have been taken in to account in generating this report and recommendation to Council. Should Council not proceed with the land purchase, there is a risk that it will not be able to complete the green link.

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

N/A

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

Nil.



**A Market Valuation Report prepared for  
Lot 50 South Lake Drive, South Lake  
Under instructions from City of Cockburn**



## Executive Summary

<b>Property Address:</b>	Lot 50 South Lake Drive, South Lake.
<b>General Description:</b>	The subject property comprises a vacant 10.0439 hectare parcel of land zoned "Special Use 23" in accordance with the City of Cockburn's Town Planning Scheme No. 3.
<b>Purpose of Valuation:</b>	To assess the current market value of the subject property for acquisition purposes.
<b>Market Valuation:</b>	<b>\$125,000</b>
	The market value stated above is exclusive of GST.
<b>Date of Inspection:</b>	19 September 2017.
<b>Date of Valuation:</b>	19 September 2017.
<b>Senior Valuer:</b>	<b>Wayne Srhoy</b> AAPI, Masters (Property) Certified Practising Valuer Licensed Valuer No. 44175 Western Australia

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

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

### Definition of "Market Value":

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

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

### Assumptions, Conditions and Limitations:

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

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

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



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

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

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

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

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

\*\*\*\*\*



**A Compensation Valuation Report prepared for  
Lot 26 Briggs Street, South Lake  
Under instructions from City of Cockburn**



## Executive Summary

<b>Property Address:</b>	Lot 25 Briggs Street, South Lake.
<b>General Description:</b>	The subject property comprises a vacant 1.5554 hectare parcel of land zoned "Special Use 23" in accordance with the City of Cockburn's Town Planning Scheme No. 3.
<b>Purpose of Valuation:</b>	To assess current fair compensation values of the subject lot for acquisition purposes.
	The compensation value is to be assessed in accordance with Section 241 of the <i>Land Administration Act 1997</i> , in respect of a Whole of Land Take.
<b>Area of Land Acquisition:</b>	1.5554 hectares (Whole of Land Take)
<b>Compensation Valuation:</b>	
➤ Sub-section (2) of Section 241 – Value of Land Taken	\$51,000
➤ <b>Total Compensation</b>	<b>\$51,000</b>
The compensation value stated above is exclusive of GST and the following:	
➤ Solatium	
➤ Consequential losses including stamp duty on the owners purchasing an equivalently valued property	
<b>Date of Inspection:</b>	31 October 2016
<b>Date of Valuation:</b>	31 October 2016
<b>Senior Valuer:</b>	<b>Wayne Srhoy</b> AAPI, Masters (Property) Certified Practising Valuer Licensed Valuer No. 44175 Western Australia

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

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

### Definition of "Market Value":

*The International Valuation Standards Council (and as adopted by the Australian Property Institute) defines market value as:*

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

### Assumptions, Conditions and Limitations:

- The planning and cadastral details obtained from the Western Australian Planning Commission, Main Roads Western Australia, Landgate and Local Authority websites are current and correct.
- Adjoining land owners or community groups do not impede or restrain development as foreseen.



- We are not aware of any notices currently issued against the property and we have made no enquiries in this regard.
- A visual site inspection **has not** revealed any obvious asbestos contamination.

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

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

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

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

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

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

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

\*\*\*\*\*

**15.8 CHANGE OF USE FROM SHOP TO USE NOT LISTED (MASSAGE THERAPY) UNIT 9A NO. 237 (LOT 502) HAMILTON ROAD, COOGEE****Author(s)** D Bothwell**Attachments**

- 1. Location Plan [↓](#)
- 2. Site Plan [↓](#)
- 3. Floor Plan [↓](#)

**RECOMMENDATION**

That Council grant planning approval for the change of use from 'Shop' to 'Use Not Listed' (Massage Therapy), at Unit 9A No. 237 (Lot 502) Hamilton Road, Coogee in accordance with the attached plans and subject to the following conditions and advice notes:

**Conditions**

1. Development may be carried out only in accordance with the details of the application as approved herein and any approved plan.
2. The approved change of use to 'Use Not Listed' (Massage Therapy) is restricted to a maximum of two (2) qualified massage therapists working from the premises at any one time. Receptionists/administrative staff are not accounted for as qualified massage therapists and therefore permitted in addition to the two (2) qualified massage therapists.
3. The permitted hours of operation are 9am - 7pm from Monday to Saturday and 10am - 6pm on Sunday and not at all on public holidays.
4. The subject property is not to be used for massage activity of a sexual nature, prostitution, as a brothel business, as an agency business associated with prostitution, as an escort agency business, or the like.
5. The premises shall contain purpose-made massage tables to the satisfaction of the City and shall not contain any beds.

**Advice Notes**

- a. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the Council, or with any requirements of the City of Cockburn Local Planning Scheme No. 3 or with the requirements of any external agency.

Prior to the commencement of any works associated with the development, a Building Permit is required.

- b. Any signage which is not exempt under Schedule 5 of the City of Cockburn Local Planning Scheme No. 3 must be subject to a separate development approval.
- c. The applicant/owner is advised that the approved change of use may generate the requirement for an Occupancy Permit to be obtained from the City's Building Services Department prior to commencement of use. In this regard, please contact the City's Building Services on 9411 3444 to confirm.
- d. You are advised of the requirement of compliance with the Department of Health massage therapy environmental health guide.
- e. You are advised that should the use change, or that there is an increase in the number of qualified massage therapists, this will generate the requirement for further planning approval.

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

### **Background**

The subject land is located on western side of Hamilton Road in Coogee and is 3,878m<sup>2</sup> in area. The lot contains an existing neighbourhood shopping centre known as 'Coogee Plaza'. The shopping centre was constructed in 1998 and currently contains eight (8) different businesses as follows:

- Deli;
- Fish and Chips Take Away;
- Thai Restaurant/Take Away;
- Butcher;
- Pizza Take Away;
- Hair Dresser;
- Beautician;
- Baker; and
- Chiropractor.

On 15 June 2015, the City issued an approval under delegated authority from Council for a shop addition to the existing neighbourhood centre. The shop which is located on the northern side of the subject property had an approved floor area of 209m<sup>2</sup>.

On 24 August 2017, the City issued a Certified Building Permit for a partition wall which split the shop into 2 tenancies (shops 9A & 9B) with Tenancy 9A comprising an area of 77.11m<sup>2</sup> and Tenancy 9B an area of 131.89m<sup>2</sup>. The smaller Tenancy 9A is the building for which the change of use planning application is proposed and is the subject of this report.

### **Submission**

N/A

### **Report**

#### Proposal

The proposal is for a Change of Use of shop 9A from 'Shop' to 'Use not Listed' (Massage Therapy), specifically comprising:

- A maximum of two (2) massage therapists at any time operating from the premises;
- Hours of operation proposed are 9am until 7pm Monday – Saturday and 10am until 6pm on Sunday;
- Details of the qualifications in both Swedish and Thai Massage provided with the application; and
- Details of the purpose designed massage tables to be used at the premises were provided with the application.

#### Neighbour Consultation

The proposal was advertised to fourteen adjoining and surrounding landowners on 23 August 2017 for a period of 21 days in which two objections were received. Subsequent to this consultation period, increased interest by nearby residents was generated after details of the proposal were posted on social media. It was agreed to allow these residents additional time to make submissions to the City. A further twelve submissions were received during this period resulting in a total of fourteen submissions received.

The submissions which were largely objections to the proposed use were based on the following:

- The proposed use may attract undesirable clients;

- There is already enough of this type of use in the area;
- Would prefer an alternative use such as a newsagency or pharmacy;
- Concern over car parking;
- Concern over hours of operation;
- This type of use should be in an area zoned commercial not a residential area; and
- Concern that the business will provide 'extra' services.

The City's comments in relation to the submissions received are discussed in greater detail in this report.

### Planning Framework

#### *Zoning and Use*

The land is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Local Centre' under the City of Cockburn's Local Planning Scheme No. 3 (LPS3) and is located within Development Area 1.

The objectives for a Local Centre zone under LPS3 are to:

*"provide for convenience retailing, local offices, health, welfare and community facilities which serve the local community, consistent with the local – serving role of the centre"*

The proposed use of Massage Therapy is considered an 'unlisted use' as the City's Local Planning Scheme No. 3 (LPS3) meaning the use is not permitted unless:

*"the local government has exercised its discretion and has granted planning approval after giving special notice in accordance with clause 9.4"*

#### *Car Parking*

The car parking for the site as a whole including the proposed use of massage therapy is demonstrated in the below table:

Use	NLA	Car Bays Required	Rate
Consulting Room (Chiropractor)	N/A	5 car bays	5 bays per consultant

Shop (Baker)	54m <sup>2</sup>	5 car bays	1/12m <sup>2</sup>
Shop (Beautician)	64m <sup>2</sup>	6 car bays	1/12m <sup>2</sup>
Shop (Hairdresser)	40m <sup>2</sup>	4 car bays	1/12m <sup>2</sup>
Fast Food Outlet (Pizza Take-away)	35m <sup>2</sup>	3 car bays	1/15m <sup>2</sup>
Shop (Butcher)	55m <sup>2</sup>	5 car bays	1/12m <sup>2</sup>
Fast Food Outlet (Thai)	44m <sup>2</sup>	3 car bays	1/15m <sup>2</sup>
Fast Food Outlet (Fish & Chips)	45m <sup>2</sup>	3 car bays	1/15m <sup>2</sup>
Convenience Store (Deli)	154m <sup>2</sup>	11 car bays	1/15m <sup>2</sup>
Shop (Currently Vacant)	131.89m <sup>2</sup>	11 car bays	1/12m <sup>2</sup>
Unlisted Use (Proposed Massage Therapy)	77.11m <sup>2</sup>	7 car bays	1/12m <sup>2</sup>
<b>Required – 63 car bays</b>	<b>Proposed – 66 car bays</b>	<b>Surplus – 3 car bays</b>	

Following the most recent approval at the subject property which increased the number of car parking bays on-site by seven, the centre has a total 66 car bays. The proposed use of massage therapy has been calculated indicatively with the car parking rate of a shop which is one car bay for every 12m<sup>2</sup> of net lettable area. Based on the floor area of 77.11m<sup>2</sup>, the use would generate a requirement of 7 car bays. This is considered an appropriate rate to apply to the unlisted use. It is also noted that there is a car parking surplus for the site as a whole considering all of the existing and proposed uses with a total of 63 car bays required and 66 car bays existing on-site.

### Use

The majority of the concerns expressed in the advertising period were about the use attracting undesirable clients or people to the area. The City's officers have examined the qualifications in massage and details of the purpose built massage tables to be used submitted by the applicant. Following this assessment, the City's Officers are satisfied

that based on the information provided, the proposal is for a legitimate massage business. Should Council approve the proposal, appropriate conditions can be imposed to ensure that the use operates as a legitimate massage therapy business. These conditions can specify that no sexual services to be conducted from the site and that the premises to contain purpose built massage tables and not beds. In addition, imposing conditions around hours of operation can also assist and this is discussed further below.

In relation to the comments received that there is already too many other massage therapists in the area, the planning framework does not control the number of massage therapy businesses in a particular area or precinct. Similarly, there is no way for the City to ensure that an alternative use such as a newsagency or pharmacy move into this tenancy.

There was also comment that this was not an appropriately zoned area and should be in a commercial area and not a residential area. As mentioned above the zoning of the land is local centre, with the intent of this zone to *provide for convenience retailing, local offices, health, welfare and community facilities which serve the local community, consistent with the local – serving role of the centre*. It is considered that the use of massage therapist is consistent with the intent of a local centre providing the service of massage to the local community. The proposed use of massage would not be dissimilar to other massage therapists, health services or beauty therapy) which are common in local and neighbourhood centres across Perth.

### Hours of Operation

In relation to the proposed hours of operation, the use is proposed to operate during the day and is closed at night as outlined in the *Details* section of this report. This gives the City further assurance that the proposed is a genuine massage therapist. Should Council approve the proposal, it is recommended that a condition should be imposed restricting the hours of operation to 10am-6pm Monday to Saturday and 9am-7pm on Sundays and not at all on public holidays as proposed.

### **Conclusion**

It is recommended that the application be approved subject to a range of conditions outlined above which deal with the management of the use, ensuring that the proposal is a legitimate massage therapist and restricting the number of massage therapists on the premises as well as the hours of operation.

### **Strategic Plans/Policy Implications**

#### City Growth

Ensure planning facilitates a desirable living environment and meets growth targets

**Economic, Social & Environmental Responsibility**

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

**Budget/Financial Implications**

N/A

**Legal Implications**

Any decision by Council will be subject to review by the State Administrative Tribunal.

**Community Consultation**

Community consultation was conducted which is discussed above in the Neighbour Consultation section of the report.

**Risk Management Implications**

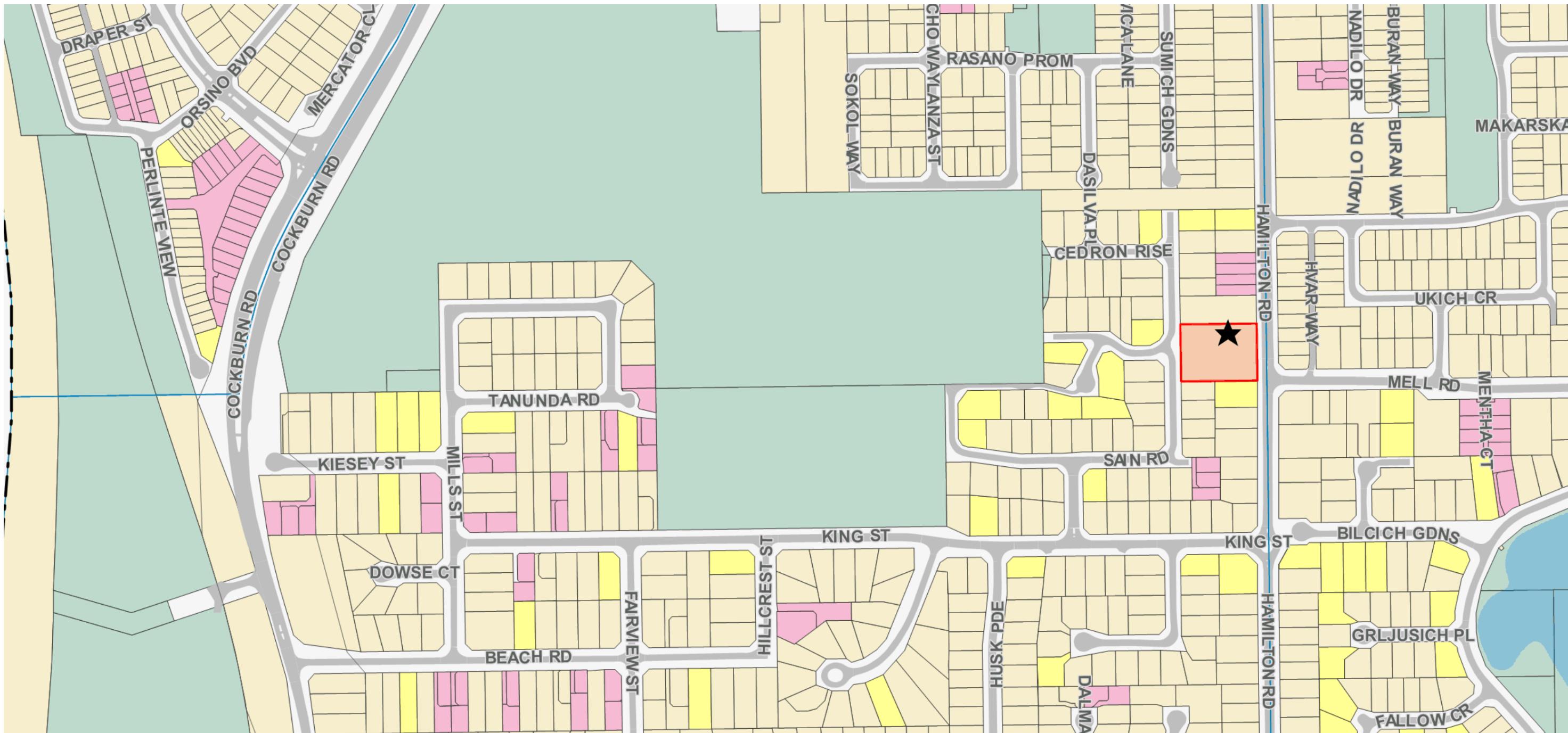
Should the applicant lodge a review of the decision with the State Administrative Tribunal, there may be costs involved in defending the decision, particularly if legal Counsel is engaged.

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

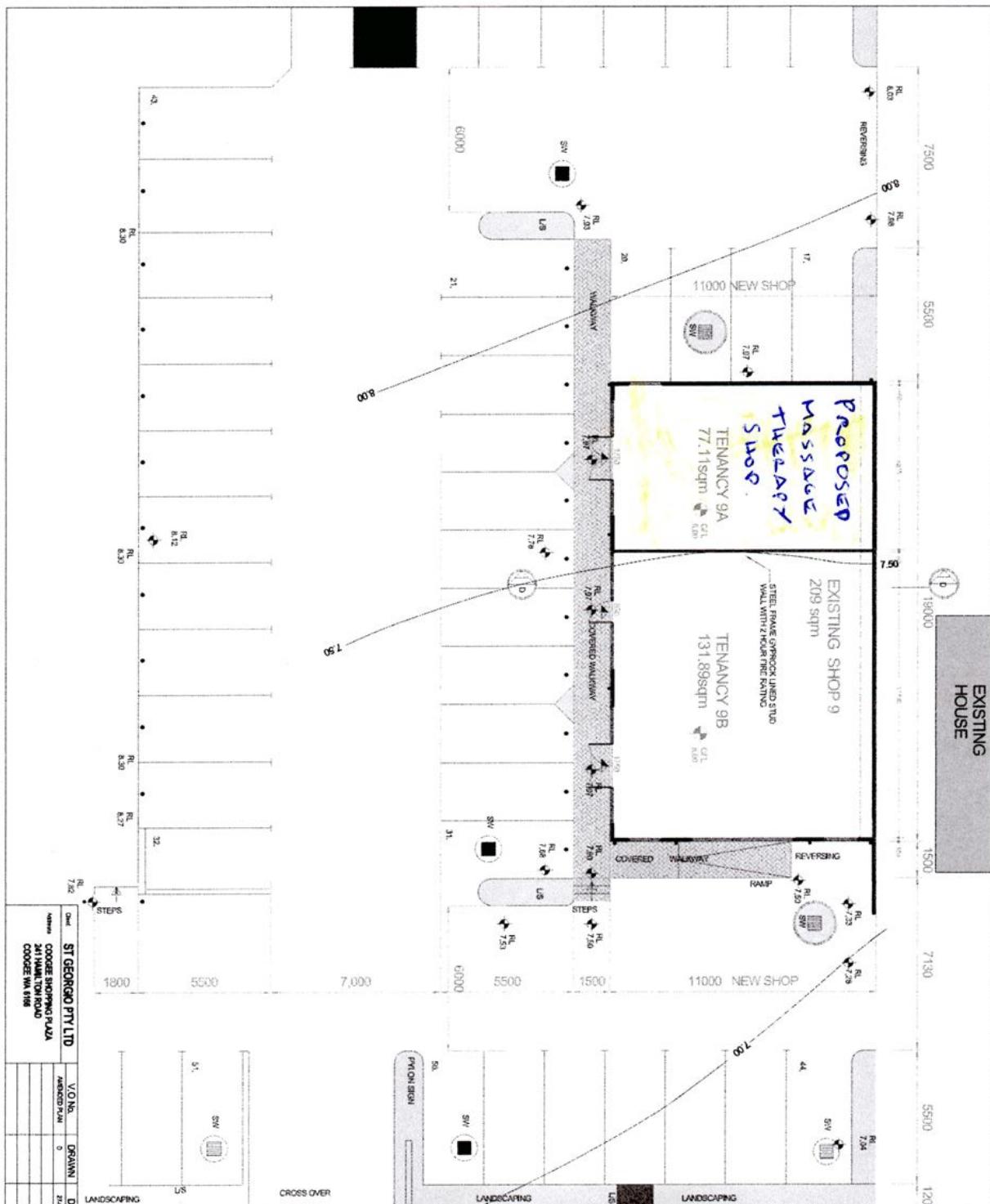
The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 9 November 2017 Ordinary Council Meeting.

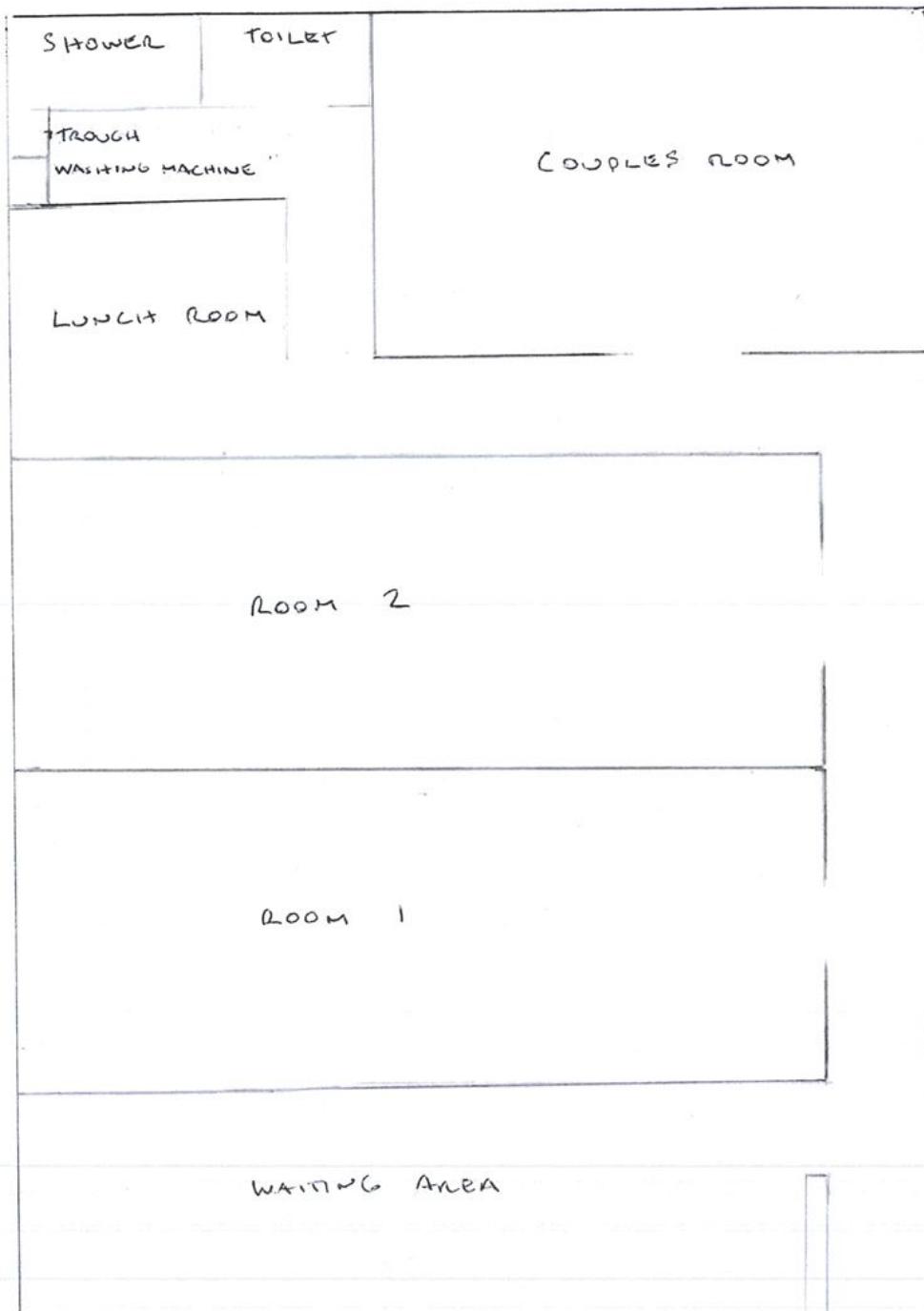
**Implications of Section 3.18(3) *Local Government Act, 1995***

**Nil**



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## 16. FINANCE & CORPORATE SERVICES DIVISION ISSUES

### 16.1 LIST OF CREDITORS PAID - SEPTEMBER 2017

**Author(s)** N Mauricio

**Attachments** 1. List of Creditors Paid - September 2017 [Download](#)

#### **RECOMMENDATION**

That Council receive the List of Creditors Paid for September 2017, as attached to the Agenda.

#### **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 September 2017 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 Plans/Policy Implications**

##### Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes

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

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

N/A

#### **Legal Implications**

N/A

#### **Community Consultation**

N/A

**Risk Management Implications**

The list of accounts for September 2017 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.

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

N/A

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

Nil.

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF105355	21463	<b>CAPITAL FINANCE AUSTRALIA LTD</b> FINANCIAL SERVICES - LEASE FINANCES	5/09/2017	2,620.20
EF105356	26987	<b>CTI RISK MANAGEMENT</b> SECURITY - CASH COLLECTION	5/09/2017	2,257.50
EF105357	88888	<b>BRUCE SCATERFIELD</b> BOAT PEN BOND REFUND	5/09/2017	235.82
EF105358	99997	<b>ANTON LEES</b> REIMB STUDY FEES	5/09/2017	7,900.00
EF105359	10244	<b>BUILDING &amp; CONST INDUSTRY TRAINING</b> LEVY PAYMENT	10/09/2017	82,203.31
EF105360	23302	<b>BUILDING SERVIC</b> BUILDING SERVICES LEVIES	10/09/2017	73,013.37
EF105361	10152	<b>AUST SERVICES UNION</b> PAYROLL DEDUCTIONS	11/09/2017	1,344.90
EF105362	10154	<b>AUSTRALIAN TAXATION OFFICE</b> PAYROLL DEDUCTIONS	11/09/2017	409,991.00
EF105363	10305	<b>CHILD SUPPORT AGENCY</b> PAYROLL DEDUCTIONS	11/09/2017	3,995.95
EF105364	10733	<b>HOSPITAL BENEFIT FUND</b> PAYROLL DEDUCTIONS	11/09/2017	317.80
EF105365	10888	<b>LJ CATERERS</b> CATERING SERVICES	11/09/2017	3,863.75
EF105366	11001	<b>LOCAL GOVERNMENT RACING &amp; CEMETE</b> PAYROLL DEDUCTIONS	11/09/2017	225.50
EF105367	11857	<b>CHAMPAGNE SOCIAL CLUB</b> PAYROLL DEDUCTIONS	11/09/2017	536.00
EF105368	11860	<b>455 CLUB</b> PAYROLL DEDUCTIONS	11/09/2017	18.00
EF105369	18553	<b>SELECTUS PTY LTD</b> PAYROLL DEDUCTIONS	11/09/2017	11,815.34
EF105370	19726	<b>HEALTH INSURANCE FUND OF WA</b> PAYROLL DEDUCTIONS	11/09/2017	1,223.75
EF105371	25987	<b>TOYOTA FLEET MANAGEMENT</b> PAYROLL DEDUCTIONS - NOVATED LEASE	11/09/2017	608.14
EF105372	26517	<b>CLICKSUPER</b> PAYROLL DEDUCTIONS	28/09/2017	480,660.25
EF105373	26517	<b>CLICKSUPER</b> PAYROLL DEDUCTIONS	11/09/2017	7.90
EF105374	26987	<b>CTI RISK MANAGEMENT</b> SECURITY - CASH COLLECTION	12/09/2017	2,018.60
EF105375	20634	<b>LEE-ANNE SMITH</b> MONTHLY CLR ALLOW/EXP REIMB	19/09/2017	3,642.54
EF105376	26480	<b>MATTRESS REMOVAL WA</b> MATRESS REMOVAL SERVICES	19/09/2017	7,440.00
EF105377	26987	<b>CTI RISK MANAGEMENT</b> SECURITY - CASH COLLECTION	19/09/2017	2,408.55
EF105378	10590	<b>DEPARTMENT OF FIRE AND EMERGENCY</b> ESL LEVY & RELATED COSTS	21/09/2017	4,748,493.59
EF105379	12565	<b>SOUTHERN METRO REGIONAL COUNCIL -</b> LOAN REPAYMENT	21/09/2017	404,537.28
EF105380	88888	<b>BROOKFIELD MULTIPLEX CONSTRUCTION</b> ROAD WORKS BOND REFUND	21/09/2017	38,000.00
EF105381	10152	<b>AUST SERVICES UNION</b> PAYROLL DEDUCTIONS	26/09/2017	1,344.90
EF105382	10154	<b>AUSTRALIAN TAXATION OFFICE</b> PAYROLL DEDUCTIONS	26/09/2017	418,571.00
EF105383	10305	<b>CHILD SUPPORT AGENCY</b> PAYROLL DEDUCTIONS	26/09/2017	4,321.04

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF105384	10733	<b>HOSPITAL BENEFIT FUND</b> PAYROLL DEDUCTIONS	26/09/2017	317.80
EF105385	10888	<b>LJ CATERERS</b> CATERING SERVICES	26/09/2017	2,418.00
EF105386	11001	<b>LOCAL GOVERNMENT RACING &amp; CEMETE</b> PAYROLL DEDUCTIONS	26/09/2017	190.65
EF105387	11857	<b>CHAMPAGNE SOCIAL CLUB</b> PAYROLL DEDUCTIONS	26/09/2017	532.00
EF105388	11860	<b>455 CLUB</b> PAYROLL DEDUCTIONS	26/09/2017	18.00
EF105389	18553	<b>SELECTUS PTY LTD</b> PAYROLL DEDUCTIONS	26/09/2017	11,283.34
EF105390	19726	<b>HEALTH INSURANCE FUND OF WA</b> PAYROLL DEDUCTIONS	26/09/2017	1,196.66
EF105391	25987	<b>TOYOTA FLEET MANAGEMENT</b> PAYROLL DED. - NOVATED LEASE	26/09/2017	608.14
EF105392	26987	<b>CTI RISK MANAGEMENT</b> SECURITY - CASH COLLECTION	26/09/2017	3,230.45
EF105393	10023	<b>ACTIV FOUNDATION INC</b> PACKAGING SERVICES	29/09/2017	40.00
EF105394	10043	<b>AKN LOCK SERVICE</b> SECURITY SERVICES	29/09/2017	297.00
EF105395	10058	<b>ALSCO PTY LTD</b> HYGIENE SERVICES/SUPPLIES	29/09/2017	4,177.21
EF105396	10118	<b>AUSTRALIA POST</b> POSTAGE CHARGES	29/09/2017	11,795.06
EF105397	10145	<b>AUST MAYORAL AVIATION COUNCIL</b> AMAC FEES	29/09/2017	8,509.33
EF105398	10160	<b>DORMA AUSTRALIA PTY LTD</b> AUTOMATIC DOOR SERVICES	29/09/2017	1,305.37
EF105399	10170	<b>MACRI PARTNERS</b> AUDITING SERVICES	29/09/2017	3,676.20
EF105400	10184	<b>BENARA NURSERIES</b> PLANTS	29/09/2017	3,934.57
EF105401	10201	<b>BIG W DISCOUNT STORES</b> VARIOUS SUPPLIES	29/09/2017	125.00
EF105402	10206	<b>BOB COOPER OUTBACK SURVIVAL PTY LTD</b> REPAIRS/MAINTENANCE SERVICES	29/09/2017	350.00
EF105403	10207	<b>BOC GASES</b> GAS SUPPLIES	29/09/2017	4,008.12
EF105404	10212	<b>BOSS BOLLARDS</b> SECURITY PRODUCTS	29/09/2017	291.50
EF105405	10220	<b>BOYA EQUIPMENT</b> EQUIPMENT SUPPLIES	29/09/2017	220.44
EF105406	10221	<b>BP AUSTRALIA LIMITED</b> DIESEL/PETROL SUPPLIES	29/09/2017	23,564.31
EF105407	10226	<b>BRIDGESTONE AUSTRALIA LTD</b> TYRE SERVICES	29/09/2017	15,810.68
EF105408	10246	<b>BUNNINGS BUILDING SUPPLIES PTY LTD</b> HARDWARE SUPPLIES	29/09/2017	2,175.63
EF105409	10255	<b>CABCHARGE AUSTRALIA PTY LTD</b> CABCHARGES	29/09/2017	1,606.44
EF105410	10256	<b>CABLE LOCATES &amp; CONSULTING</b> LOCATING SERVICES	29/09/2017	3,769.15
EF105411	10279	<b>CASTROL AUSTRALIA PTY LTD</b> GREASE/LUBRICANTS	29/09/2017	2,297.13
EF105412	10287	<b>CENTRELINE MARKINGS</b> LINEMARKING SERVICES	29/09/2017	495.00

CITY OF COCKBURN  
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EF105413	10329	<b>CITY OF ROCKINGHAM</b>	29/09/2017	1,000.00
		TIP FEES		
EF105414	10333	<b>CJD EQUIPMENT PTY LTD</b>	29/09/2017	2,070.79
		HARDWARE SUPPLIES		
EF105415	10346	<b>COATES HIRE OPERATIONS PTY LTD</b>	29/09/2017	233.42
		EQUIPMENT HIRING SERVICES		
EF105416	10359	<b>COCKBURN PAINTING SERVICE</b>	29/09/2017	6,875.00
		PAINTING SUPPLIES/SERVICES		
EF105417	10375	<b>VEOLIA ENVIRONMENTAL SERVICES</b>	29/09/2017	9,502.76
		WASTE SERVICES		
EF105418	10384	<b>PROGILITY PTY LTD</b>	29/09/2017	52,790.63
		COMMUNICATION SERVICES		
EF105419	10386	<b>COMMUNITY NEWSPAPER GROUP</b>	29/09/2017	9,924.54
		ADVERTISING SERVICES		
EF105420	10459	<b>DAVID GRAY &amp; CO</b>	29/09/2017	448.80
		MOBILE GARBAGE BINS		
EF105421	10483	<b>LANDGATE</b>	29/09/2017	4,619.85
		MAPPING/LAND TITLE SEARCHES		
EF105422	10526	<b>E &amp; MJ ROSHER PTY LTD</b>	29/09/2017	5,936.85
		MOWER PARTS		
EF105423	10528	<b>EASIFLEET MANAGEMENT</b>	29/09/2017	568.90
		VEHICLE LEASE		
EF105424	10535	<b>WORKPOWER INCORPORATED</b>	29/09/2017	11,162.20
		EMPLOYMENT SERVICES - PLANTING		
EF105425	10580	<b>FC COURIERS</b>	29/09/2017	1,890.11
		COURIER SERVICES		
EF105426	10588	<b>FINANCIAL COUNSELLORS ASSOC OF WA</b>	29/09/2017	200.00
		MEMBERSHIP RENEWAL		
EF105427	10590	<b>DEPARTMENT OF FIRE AND EMERGENCY</b>	29/09/2017	3,588.28
		ESL LEVY & RELATED COSTS		
EF105428	10597	<b>FLEXI STAFF PTY LTD</b>	29/09/2017	53,097.78
		EMPLOYMENT SERVICES		
EF105429	10611	<b>FORPARK AUSTRALIA</b>	29/09/2017	49,867.40
		PLAYGROUND EQUIPMENT		
EF105430	10636	<b>FUJI XEROX AUSTRALIA PTY LTD</b>	29/09/2017	68.95
		PHOTOCOPY CHARGES		
EF105431	10641	<b>GALVINS PLUMBING SUPPLIES</b>	29/09/2017	836.00
		PLUMBING SERVICES		
EF105432	10679	<b>GRASSTREES AUSTRALIA</b>	29/09/2017	2,208.80
		PLANTS & PLANTING SERVICES		
EF105433	10708	<b>HEAVY AUTOMATICS PTY LTD</b>	29/09/2017	3,021.91
		EQUIPMENT MAINT. SERVICES		
EF105434	10709	<b>HECS FIRE</b>	29/09/2017	14,558.72
		FIRE SYSTEM MAINTENANCE		
EF105435	10714	<b>HERRING STORER ACOUSTICS</b>	29/09/2017	1,573.00
		ACOUSTIC ASSESSMENT		
EF105436	10726	<b>HOLTON CONNOR ARCHITECTS &amp; PLANNERS</b>	29/09/2017	7,062.00
		ARCHITECTURAL SERVICES		
EF105437	10740	<b>HYDRO-DYNAMIC MINING SERVICES PTY LTD</b>	29/09/2017	2,501.10
		REPAIRS/MAINTENANCE SERVICES		
EF105438	10757	<b>INDOOR KART HIRE O'CONNOR</b>	29/09/2017	1,600.00
		ENTERTAINMENT SERVICES		
EF105439	10778	<b>IWF FENCING</b>	29/09/2017	15,809.07
		FENCING REPAIRS/MAINTENANCE		
EF105440	10779	<b>J F COVICH &amp; CO PTY LTD</b>	29/09/2017	21,508.45
		ELECTRICAL SERVICES		
EF105441	10783	<b>JANDAKOT METAL INDUSTRIES</b>	29/09/2017	2,874.30
		METAL SUPPLIES		

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EF105442	10791	<b>JASMAN ENTERPRISES PTY LTD</b>	29/09/2017	280.98
EF105443	10794	HIGH PRESSURE CLEANING <b>JASON SIGNMAKERS</b>	29/09/2017	534.00
EF105444	10814	SIGNS <b>JR &amp; A HERSEY PTY LTD</b>	29/09/2017	641.30
EF105445	10827	SAFETY CLOTHING SUPPLIES <b>KELYN TRAINING SERVICES</b>	29/09/2017	1,950.00
EF105446	10879	TRAINING SERVICES <b>LES MILLS AEROBICS</b>	29/09/2017	3,265.68
EF105447	10892	INSTRUCTION/TRAINING SERVICES <b>LOCAL GOVERNMENT PROFESSIONALS AU</b>	29/09/2017	3,626.00
EF105448	10913	SUBSCRIPTION <b>BUCHER MUNICIPAL PTY LTD</b>	29/09/2017	7,911.97
EF105449	10918	PUR. OF NEW PLANT/REPAIR SERVICES <b>MAIN ROADS WA</b>	29/09/2017	284,386.69
EF105450	10923	REPAIRS/MAINTENANCE SERVICES <b>MAJOR MOTORS PTY LTD</b>	29/09/2017	140.59
EF105451	10942	REPAIRS/MAINTENANCE SERVICES <b>MCGEES PROPERTY</b>	29/09/2017	9,075.00
EF105452	10944	PROPERTY CONSULTANCY SERVICES <b>MCLEODS</b>	29/09/2017	23,175.92
EF105453	10991	LEGAL SERVICES <b>BEACON EQUIPMENT</b>	29/09/2017	29,091.10
EF105454	11004	MOWING EQUIPMENT <b>MURDOCH UNIVERSITY OFFICE OF FINAN</b>	29/09/2017	305.80
EF105455	11022	ANALYSING SERVICES <b>NATIVE ARC</b>	29/09/2017	385.00
EF105456	11028	GRANTS & DONATIONS <b>NEVERFAIL SPRINGWATER LTD</b>	29/09/2017	353.42
EF105457	11036	BOTTLED WATER SUPPLIES <b>NORTHLAKE ELECTRICAL</b>	29/09/2017	66,337.07
EF105458	11068	ELECTRICAL SERVICES <b>VODAFONE HUTCHISON AUSTRALIA PTY LTD</b>	29/09/2017	668.80
EF105459	11077	PAGING SERVICES <b>P &amp; G BODY BUILDERS PTY LTD</b>	29/09/2017	2,245.10
EF105460	11093	PLANT BODY BUILDING SERVICES <b>PARKLAND MAZDA</b>	29/09/2017	15,438.00
EF105461	11152	REPAIRS/MAINTENANCE SERVICES <b>FULTON HOGAN INDUSTRIES PTY LTD</b>	29/09/2017	7,990.40
EF105462	11182	ROAD MAINTENANCE <b>PREMIUM BRAKE &amp; CLUTCH SERVICE</b>	29/09/2017	2,403.50
EF105463	11205	BRAKE SERVICES <b>QUALITY TRAFFIC MANAGEMENT PTY LTD</b>	29/09/2017	16,639.44
EF105464	11208	TRAFFIC CONTROL SERVICES <b>QUICK CORPORATE AUSTRALIA PTY LTD</b>	29/09/2017	3,455.67
EF105465	11235	STATIONERY/CONSUMABLES <b>REINFORCED CONCRETE PIPES PTY LTD</b>	29/09/2017	572.00
EF105466	11244	CONCRETE PIPE SUPPLIES <b>RESEARCH SOLUTIONS PTY LTD</b>	29/09/2017	7,557.29
EF105467	11304	RESEARCH SERVICES <b>SANAX MEDICAL &amp; FIRST AID SUPPLIES</b>	29/09/2017	266.47
EF105468	11307	MEDICAL SUPPLIES <b>SATELLITE SECURITY SERVICES PTY LTD</b>	29/09/2017	682.00
EF105469	11308	SECURITY SERVICES <b>BOSS INDUSTRIAL FORMALLY SBA SUPPL</b>	29/09/2017	2,897.73
EF105470	11337	HARDWARE SUPPLIES <b>SHERIDANS FOR BADGES</b>	29/09/2017	227.81
		NAME BADGES & ENGRAVING		

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EF105471	11361	<b>SIGMA CHEMICALS PTY LTD</b> CHEMICAL SUPPLIES	29/09/2017	4,978.20
EF105472	11387	<b>BIBRA LAKE SOILS</b> SOIL & LIMESTONE SUPPLIES	29/09/2017	120.00
EF105473	11425	<b>SOUTHERN METROPOLITAN REGIONAL C</b> WASTE DISPOSAL GATE FEES	29/09/2017	252,550.10
EF105474	11459	<b>SPEARWOOD VETERINARY HOSPITAL</b> VETERINARY SERVICES	29/09/2017	1,060.00
EF105475	11483	<b>ST JOHN AMBULANCE AUST WA OPERATI</b> FIRST AID COURSES	29/09/2017	1,742.40
EF105476	11496	<b>STANLEE WA LTD</b> CATERING EQUIPMENT/SUPPLIES	29/09/2017	639.00
EF105477	11546	<b>T FAULKNER &amp; CO</b> INSTALLATIONS/SUPPLY OF HAND RAILS	29/09/2017	6,842.00
EF105478	11625	<b>TOTAL EDEN PTY LTD</b> RETICULATION SUPPLIES	29/09/2017	23,545.82
EF105479	11651	<b>TREE WATERING SERVICES</b> TREE WATERING SERVICES	29/09/2017	2,288.00
EF105480	11657	<b>TRUCKLINE PARTS CENTRES</b> AUTOMOTIVE SPARE PARTS	29/09/2017	1,035.74
EF105481	11667	<b>TURFMASTER FACILITY MANAGEMENT</b> TURFING SERVICES	29/09/2017	6,476.25
EF105482	11699	<b>VERNON DESIGN GROUP</b> ARCHITECTURAL SERVICES	29/09/2017	2,090.00
EF105483	11701	<b>VIBRA INDUSTRIA</b> FILTER SUPPLIES	29/09/2017	535.70
EF105484	11715	<b>WA BLUEMETAL</b> ROADBAS SUPPLIES	29/09/2017	17,873.66
EF105485	11722	<b>WA HINO SALES &amp; SERVICE</b> PURCHASE OF NEW TRUCKS / MAINTENANCE	29/09/2017	1,789.32
EF105486	11749	<b>WARRENS EARTHMOVING CONTRACTORS</b> EARTHMOVING SERVICES	29/09/2017	869.00
EF105487	11773	<b>WESFARMERS LANDMARK LIMITED</b> CHEMICAL SUPPLIES	29/09/2017	7,468.58
EF105488	11787	<b>DEPT OF TRANSPORT</b> VEHICLE SEARCH FEES	29/09/2017	175.35
EF105489	11789	<b>WALGA</b> ADVERTISING/TRAINING SERVICES	29/09/2017	1,645.00
EF105490	11793	<b>WESTERN IRRIGATION PTY LTD</b> IRRIGATION SERVICES/SUPPLIES	29/09/2017	8,544.82
EF105491	11795	<b>WESTERN POWER</b> ELECTRICAL SERVICES	29/09/2017	4,239.00
EF105492	11810	<b>ABAXA PREVIOUSLY WH LOCATIONS</b> LOCATING SERVICES	29/09/2017	5,852.78
EF105493	11828	<b>WORLDWIDE ONLINE PRINTING - O'CONNOR</b> PRINTING SERVICES	29/09/2017	149.50
EF105494	11835	<b>WURTH AUSTRALIA PTY LTD</b> HARDWARE SUPPLIES	29/09/2017	861.28
EF105495	11841	<b>YANGEBUG FAMILY CENTRE INC</b> VENUE HIRE / GRANTS & DONATIONS	29/09/2017	330.00
EF105496	11854	<b>ZIPFORM</b> PRINTING SERVICES	29/09/2017	2,367.98
EF105497	11873	<b>WATTLEUP TRACTORS</b> HARDWARE SUPPLIES	29/09/2017	331.10
EF105498	11990	<b>EARTHCARE (AUSTRALIA) P/L</b> LANDSCAPING SERVICES	29/09/2017	275.00
EF105499	12014	<b>TUTT BRYANT EQUIPMENT BT EQUIPMENT</b> EXCAVATING/EARTHMOVING EQUIPMENT	29/09/2017	4,146.05

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EF105500	12153	<b>HAYS PERSONNEL SERVICES PTY LTD</b> EMPLOYMENT SERVICES	29/09/2017	3,508.74
EF105501	12207	<b>CIVICA PTY LTD</b> SOFTWARE SUPPORT/LICENCE FEES	29/09/2017	16,391.65
EF105502	12542	<b>SEALIN GARLETT</b> CEREMONIAL SERVICES	29/09/2017	400.00
EF105503	12589	<b>AUSTRALIAN INSTITUTE OF MANAGEMENT</b> TRAINING SERVICES	29/09/2017	972.00
EF105504	12656	<b>COOGEE BEACH SURF LIFESAVING CLUB</b> POORE GROVE SLSC DEVELOPMENT COSTS	29/09/2017	500.00
EF105505	12694	<b>SPECIALISED LIFTING SERVICE</b> LIFTING EQUIPMENT & SERVICES	29/09/2017	435.60
EF105506	12796	<b>ISENTIA PTY LIMITED</b> MEDIA MONITORING SERVICES	29/09/2017	1,340.62
EF105507	12998	<b>PLAYRIGHT AUSTRALIA PTY LTD</b> INSPECTION SERVICES - PLAYGROUNDS	29/09/2017	4,026.00
EF105508	13056	<b>CLEANDUSTRIAL SERVICES PTY LTD</b> CLEANING SERVICES	29/09/2017	80,322.78
EF105509	13111	<b>OCE-AUSTRALIA LIMITED</b> COPIERS/PRINTERS	29/09/2017	24.07
EF105510	13325	<b>MARTINS ENVIRONMENTAL SERVICES</b> WEED SPRAYING SERVICES	29/09/2017	61,737.50
EF105511	13393	<b>SOUTH WEST GROUP</b> CONTRIBUTIONS	29/09/2017	59,411.00
EF105512	13462	<b>ATI-MIRAGE PTY LTD</b> TRAINING SERVICES	29/09/2017	2,872.38
EF105513	13475	<b>BURGESS RAWSON (WA) PTY LTD</b> VALUATION SERVICES	29/09/2017	385.00
EF105514	13563	<b>GREEN SKILLS INC</b> EMPLOYMENT SERVICES	29/09/2017	3,603.17
EF105515	13671	<b>STAPLES AUSTRALIA PTY LTD</b> OFFICE/STATIONERY SUPPLIES	29/09/2017	34.99
EF105516	13779	<b>PORTER CONSULTING ENGINEERS</b> ENGINEERING CONSULTANCY SERVICES	29/09/2017	9,240.00
EF105517	13825	<b>JACKSON MCDONALD</b> LEGAL SERVICES	29/09/2017	218.62
EF105518	13860	<b>KRS CONTRACTING</b> WASTE COLLECTION SERVICES	29/09/2017	6,426.75
EF105519	14350	<b>BAILEYS FERTILISERS</b> FERTILISER SUPPLIES	29/09/2017	13,681.74
EF105520	14598	<b>ALF REBOLA THE GOOD GUYS</b> ELECTRICAL GOODS	29/09/2017	84.95
EF105521	14667	<b>APPEALING SIGNS</b> SIGNS	29/09/2017	693.00
EF105522	15393	<b>STRATAGREEN</b> HARDWARE SUPPLIES	29/09/2017	563.80
EF105523	15588	<b>NATURAL AREA HOLDINGS PTY LTD</b> WEED SPRAYING	29/09/2017	6,214.59
EF105524	15678	<b>A2Z PEST CONTROL THE TRUSTEE FOR C</b> PEST CONTROL	29/09/2017	2,207.00
EF105525	15786	<b>AD ENGINEERING INTERNATIONAL PTY LTD</b> SIGNS - ELECTRONIC	29/09/2017	132.00
EF105526	15868	<b>CARDNO (WA) PTY LTD</b> CONSULTANCY SERVICES - ENGINEERING	29/09/2017	25,665.60
EF105527	15914	<b>T-QUIP</b> MOWING EQUIPMENT	29/09/2017	2,028.15
EF105528	16064	<b>CMS ENGINEERING PTY LTD</b> AIRCONDITIONING SERVICES	29/09/2017	10,793.97

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EF105529	16107	<b>WREN OIL</b> WASTE DISPOSAL SERVICES	29/09/2017	110.00
EF105530	16108	<b>ALTIFORM PTY LTD</b> OUTDOOR FURNITURE	29/09/2017	2,843.50
EF105531	16396	<b>MAYDAY EARTHMOVING</b> ROAD CONSTRUCTION MACHINE HIRE	29/09/2017	47,114.95
EF105532	16510	<b>LLOYD GEORGE ACOUSTICS PTY LTD</b> CONSULTANCY SERVICES - ACOUSTIC	29/09/2017	10,516.00
EF105533	16704	<b>ACCIDENTAL FIRST AID SUPPLIES - PERT</b> MEDICAL SUPPLIES	29/09/2017	1,240.49
EF105534	16715	<b>FORD &amp; DOONAN</b> AIR CONDITIONING	29/09/2017	6,906.42
EF105535	16985	<b>WA PREMIX</b> CONCRETE SUPPLIES	29/09/2017	15,570.72
EF105536	17097	<b>VALUE TISSUE</b> PAPER PRODUCTS	29/09/2017	252.56
EF105537	17343	<b>RAC BUSINESSWISE</b> MEMBERSHIP SUBSCRIPTION	29/09/2017	82.20
EF105538	17471	<b>PIRTEK (FREMANTLE) PTY LTD</b> HOSES & FITTINGS	29/09/2017	1,308.97
EF105539	17605	<b>EZI-EDGE CONCRETE GARDEN KERBING</b> KERBING SERVICES	29/09/2017	10,599.60
EF105540	17790	<b>CPA AUSTRALIA LTD</b> CONFERENCES & SEMINARS	29/09/2017	615.00
EF105541	17827	<b>NILSEN (WA) PTY LTD</b> ELECTRICAL SERVICES	29/09/2017	1,745.86
EF105542	17927	<b>SHARYN EGAN</b> ARTISTIC SERVICES	29/09/2017	800.00
EF105543	18114	<b>BOLLIG DESIGN GROUP P/L</b> ARCHITECTURAL SERVICES	29/09/2017	12,644.60
EF105544	18203	<b>NATSYNC ENVIRONMENTAL</b> PEST CONTROL	29/09/2017	3,602.50
EF105545	18272	<b>AUSTRACLEAR LIMITED</b> INVESTMENT SERVICES	29/09/2017	156.00
EF105546	18508	<b>JOHN TURNER</b> BRICK LAYING SERVICES	29/09/2017	8,108.00
EF105547	18695	<b>MYAREE CRANE HIRE</b> CRANE HIRE	29/09/2017	231.00
EF105548	18734	<b>P &amp; R EDWARDS</b> ENTERTAINMENT SERVICES	29/09/2017	1,115.00
EF105549	18764	<b>AFFIRMATIVE GROUP</b> BRICK PAVING SERVICES	29/09/2017	3,008.76
EF105550	18799	<b>DOWN TO EARTH TRAINING &amp; ASSESSING</b> TRAINING SERVICES	29/09/2017	600.00
EF105551	18962	<b>SEALANES (1985) P/L</b> CATERING SUPPLIES	29/09/2017	1,407.70
EF105552	19107	<b>FOREVER SHINING</b> MONUMENT	29/09/2017	1,424.50
EF105553	19533	<b>WOOLWORTHS LTD</b> GROCERIES	29/09/2017	3,516.30
EF105554	19541	<b>TURF CARE WA PTY LTD</b> TURF SERVICES	29/09/2017	792.00
EF105555	19657	<b>BIGMATE MONITORING SERVICES PTY LTD</b> COMPUTER HARDWARE/SOFTWARE	29/09/2017	68.20
EF105556	19718	<b>SIFTING SANDS</b> CLEANING SERVICES - SAND	29/09/2017	8,181.75
EF105557	19776	<b>JOSH BYRNE &amp; ASSOCIATES</b> ENVIRONMENTAL CONSULTANT	29/09/2017	1,692.90

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EF105558	20000	<b>AUST WEST AUTO ELECTRICAL P/L</b> AUTO ELECTRICAL SERVICES	29/09/2017	23,760.44
EF105559	20146	<b>DATA#3 LIMITED</b> CONTRACT IT PERSONNEL & SOFTWARE	29/09/2017	18,535.00
EF105560	20321	<b>RIVERJET P/L</b> EDUCTING-CLEANING SERVICES	29/09/2017	20,303.25
EF105561	20347	<b>THE ORGANIC COLLECTIVE</b> ORGANIC FOODS	29/09/2017	497.44
EF105562	20549	<b>A1 CARPET, TILE &amp; GROUT CLEANING</b> CLEANING SERVICES - TILES/CARPET	29/09/2017	4,229.50
EF105563	21120	<b>SHOREWATER MARINE PTY LTD</b> MARINE CONSTRUCTION SERVICES	29/09/2017	17,382.48
EF105564	21127	<b>JOANNA AYCKBOURN (VOICES IN SINC)</b> INSTRUCTION - SINGING	29/09/2017	500.00
EF105565	21139	<b>AUSTRAFFIC WA PTY LTD</b> TRAFFIC SURVEYS	29/09/2017	5,104.00
EF105566	21291	<b>CHITTERING VALLEY WORM FARM</b> ENVIRONMENTAL EDUCATION	29/09/2017	132.00
EF105567	21294	<b>CAT HAVEN</b> ANIMAL SERVICES	29/09/2017	2,099.00
EF105568	21371	<b>LD TOTAL SANPOINT PTY LTD</b> LANDSCAPING WORKS/SERVICES	29/09/2017	15,145.57
EF105569	21463	<b>CAPITAL FINANCE AUSTRALIA LTD</b> FINANCIAL SERVICES - LEASE FINANCES	29/09/2017	7,855.27
EF105570	21556	<b>VITAL INTERPRETING PERSONNEL</b> CONSULTANCY - EDUCATION	29/09/2017	882.95
EF105571	21627	<b>MANHEIM PTY LTD</b> IMPOUNDED VEHICLES	29/09/2017	413.60
EF105572	21665	<b>MMJ REAL ESTATE (WA) PTY LTD</b> PROPERTY MANAGEMENT SERVICES	29/09/2017	6,544.84
EF105573	21672	<b>MEGA MUSIC AUSTRALIA</b> MUSICAL INSTRUMENTS/SOUND EQUIPMENT	29/09/2017	1,000.00
EF105574	21678	<b>IANNELLO DESIGNS</b> GRAPHIC DESIGN	29/09/2017	808.50
EF105575	21747	<b>UNICARE HEALTH</b> WHEELCHAIR HIRE	29/09/2017	128.00
EF105576	21915	<b>ECOWATER SERVICES PTY LTD</b> MAINTENANCE SERVICES - WASTE SYSTEMS	29/09/2017	170.40
EF105577	21946	<b>RYAN'S QUALITY MEATS</b> MEAT SUPPLIES	29/09/2017	1,883.55
EF105578	22106	<b>INTELIFE GROUP</b> SERVICES - DAIP	29/09/2017	7,104.46
EF105579	22109	<b>PUBLIC LIBRARIES WESTERN AUSTRALIA</b> PROFESSIONAL ORGANISATION	29/09/2017	120.00
EF105580	22182	<b>K-LINE FENCING GROUP</b> FENCING SERVICES	29/09/2017	9,894.50
EF105581	22337	<b>SEGA FREDO ZANETTI AUSTRALIA PTY LTD</b> COFFEE & COFFEE MACHINES	29/09/2017	439.00
EF105582	22344	<b>BICYCLE VICTORIA</b> SURVEY'S	29/09/2017	3,179.00
EF105583	22448	<b>CAKES WEST PTY LTD</b> CATERING	29/09/2017	84.33
EF105584	22511	<b>JOHNNY'S TILING</b> TILING SERVICES	29/09/2017	150.00
EF105585	22553	<b>BROWNES FOOD OPERATIONS</b> CATERING SUPPLIES	29/09/2017	356.82
EF105586	22569	<b>SONIC HEALTH PLUS PTY LTD</b> MEDICAL SERVICES	29/09/2017	3,766.40

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EF105587	22577	<b>THE TRUSTEE FOR CORNWALL IMPORT U</b> FURNITURE	29/09/2017	29,764.90
EF105588	22589	<b>JB HI FI - COCKBURN</b> ELECTRICAL EQUIPMENT	29/09/2017	405.95
EF105589	22613	<b>VICKI ROYANS</b> ARTISTIC SERVICES	29/09/2017	600.00
EF105590	22619	<b>KSC TRAINING</b> TRAINING SERVICES	29/09/2017	320.00
EF105591	22624	<b>AUSSIE EARTHWORKS PTY LTD</b> EARTHWORKS	29/09/2017	3,139.40
EF105592	22639	<b>SHATISH CHAUHAN</b> TRAINING SERVICES - YOGA	29/09/2017	765.00
EF105593	22682	<b>BEAVER TREE SERVICES PTY LTD</b> TREE PRUNING SERVICES	29/09/2017	47,674.05
EF105594	22752	<b>ELGAS LIMITED</b> GAS SUPPLIES	29/09/2017	35.48
EF105595	22805	<b>COVS PARTS PTY LTD</b> MOTOR PARTS	29/09/2017	1,852.35
EF105596	22806	<b>PUMA ENERGY (AUSTRALIA) FUELS PTY L</b> FUEL SUPPLIES	29/09/2017	79,213.97
EF105597	22903	<b>UNIQUE INTERNATIONAL RECOVERIES LL</b> DEBT COLLECTORS	29/09/2017	396.80
EF105598	22913	<b>AUSTRALIAN OFFICE LEADING BRANDS.C</b> ENVELOPES	29/09/2017	2,429.02
EF105599	23253	<b>KOTT GUNNING</b> LEGAL SERVICES	29/09/2017	6,726.95
EF105600	23348	<b>ZUMBA WITH HONEY</b> FITNESS CLASSES	29/09/2017	792.00
EF105601	23411	<b>COCKBURN REMOVALS</b> REMOVAL SERVICES	29/09/2017	726.00
EF105602	23450	<b>CLEVER DESIGNS</b> UNIFORMS	29/09/2017	576.00
EF105603	23457	<b>TOTALLY WORK WEAR FREMANTLE</b> CLOTHING - UNIFORMS	29/09/2017	4,596.11
EF105604	23570	<b>A PROUD LANDMARK PTY LTD</b> LANDSCAPE CONTRUCTION SERVICES	29/09/2017	53,122.30
EF105605	23579	<b>DAIMLER TRUCKS PERTH</b> PURCHASE OF NEW TRUCK	29/09/2017	265.41
EF105606	23849	<b>JCB CONSTRUCTION EQUIPMENT AUSTRALIA PTY LTD</b> PLANT/MACHINERY	29/09/2017	378.20
EF105607	23858	<b>SPECIALISED SECURITY SHREDDING</b> DOCUMENT DESTRUCTION SERVICES	29/09/2017	40.48
EF105608	23971	<b>FIND WISE LOCATION SERVICES</b> LOCATING SERVICES - UNDERGROUND	29/09/2017	4,874.10
EF105609	24183	<b>WELLARD GLASS</b> GLASS REPAIR SERVICES	29/09/2017	3,281.03
EF105610	24195	<b>PAYNE'S WINDOW CLEANING AND SERVICES</b> WINDOW CLEANING SERVICES	29/09/2017	7,418.76
EF105611	24275	<b>TRUCK CENTRE WA PTY LTD</b> PURCHASE OF NEW TRUCK	29/09/2017	579.86
EF105612	24506	<b>AMARANTI'S PERSONAL TRAINING</b> PERSONAL TRAINING SERVICES	29/09/2017	375.00
EF105613	24524	<b>CALO HEALTH</b> HEARTMOVE CLASSES	29/09/2017	1,920.00
EF105614	24599	<b>POOLWERX SPEARWOOD</b> ANALYTICAL SERVICES	29/09/2017	1,683.90
EF105615	24643	<b>BIBLIOTHECA RFID LIBRARY SYSTEMS AUSTRALIA PTY LTD</b> PURCHASE OF LIBRARY TAGS	29/09/2017	2,408.09

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EF105616	24655	<b>AUTOMASTERS SPEARWOOD</b> VEHICLE SERVICING	29/09/2017	2,830.00
EF105617	24736	<b>ZENIEN</b> CCTV CAMERA LICENCES	29/09/2017	16,722.94
EF105618	24748	<b>PEARMANS ELECTRICAL &amp; MECHANICAL</b> ELECTRICAL SERVICES	29/09/2017	18,679.94
EF105619	24864	<b>FREMANTLE FOOTBALL CLUB</b> REIMBURSEMENT - DEVELOPMENT COSTS	29/09/2017	7,350.94
EF105620	24945	<b>NS PROJECTS PTY LTD</b> PROJECT MANAGEMENT SERVICES	29/09/2017	4,400.00
EF105621	24949	<b>BITUMEN SURFACING THE TRUSTEE FOR</b> BITUMEN SUPPLIES	29/09/2017	869.55
EF105622	24974	<b>SCOTT PRINT</b> PRINTING SERVICES	29/09/2017	9,567.80
EF105623	25060	<b>DFP RECRUITMENT SERVICES</b> EMPLOYMENT SERVICES	29/09/2017	5,006.41
EF105624	25063	<b>SUPERIOR PAK PTY LTD</b> VEHICLE MAINTENANCE	29/09/2017	341.55
EF105625	25102	<b>FREMANTLE MOBILE WELDING</b> WELDING SERVICES	29/09/2017	6,204.00
EF105626	25115	<b>FIG</b> INVESTMENT MANAGEMENT SERVICES	29/09/2017	2,750.00
EF105627	25158	<b>MPIRE SECURITY</b> SECURITY SERVICES	29/09/2017	50,860.90
EF105628	25262	<b>SANDOVER PINDER ARCHITECTS</b> ARCHITECTURAL SERVICES	29/09/2017	17,792.54
EF105629	25264	<b>ACURIX NETWORKS PTY LTD</b> WIFI ACCESS SERVICE	29/09/2017	18,494.30
EF105630	25415	<b>JANDAKOT STOCK &amp; PET SUPPLIES</b> PET SUPPLIES	29/09/2017	257.80
EF105631	25418	<b>CS LEGAL</b> LEGAL SERVICES	29/09/2017	9,977.16
EF105632	25586	<b>ENVIROVAP PTY LTD</b> HIRE OF LEACHATE UNITS	29/09/2017	2,530.00
EF105633	25644	<b>DYMOCKS GARDEN CITY</b> PURCHASE OF BOOKS	29/09/2017	3,866.51
EF105634	25713	<b>DISCUS ON DEMAND THE TRUSTEE FOR I</b> PRINTING SERVICES	29/09/2017	8,024.56
EF105635	25733	<b>MIRACLE RECREATION EQUIPMENT</b> PLAYGROUND INSTALLATION / REPAIRS	29/09/2017	15,004.22
EF105636	25771	<b>INTEGRAL DEVELOPMENT ASSOCIATES P</b> TRAINING COURSES	29/09/2017	4,873.00
EF105637	25813	<b>LGCONNECT PTY LTD</b> DEVELOPMENT CONSULTANCY	29/09/2017	7,046.88
EF105638	25819	<b>BRAJKOVICH DEMOLITION &amp; SALVAGE (W</b> DEMOLITION SERVICES	29/09/2017	4,400.00
EF105639	25832	<b>EXTERIA</b> STREET AND PARK INFRASTRUCTURE	29/09/2017	44,943.80
EF105640	25874	<b>BRIGHTSKY AUSTRALIA</b> HEALTHCARE PRODUCTS	29/09/2017	189.90
EF105641	25940	<b>LEAF BEAN MACHINE</b> COFFEE BEAN SUPPLY	29/09/2017	800.00
EF105642	25962	<b>ALL LINES</b> LINEMARKING SERVICES	29/09/2017	1,540.00
EF105643	26018	<b>TOTAL ALARMS &amp; SECURITY PRODUCTS</b> SECURITY	29/09/2017	200.00
EF105644	26029	<b>AUTOSWEEP WA</b> SWEEPING SERVICES	29/09/2017	3,773.00

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EF105645	26067	<b>SPRAYKING WA PTY LTD</b> CHEMICAL WEED CONTROL SERVICES	29/09/2017	27,371.63
EF105646	26090	<b>FREMANTLE MILK DISTRIBUTORS</b> MILK DISTRIBUTORS	29/09/2017	300.40
EF105647	26110	<b>DASH CIVIL CONTRACTING</b> CONCRETING SERVICES	29/09/2017	133,547.76
EF105648	26114	<b>GRACE RECORDS MANAGEMENT</b> RECORDS MANAGEMENT SERVICES	29/09/2017	14,067.93
EF105649	26121	<b>COCKBURN COMMUNITY MEN'S SHED INC</b> FABRICATION SERVICES	29/09/2017	75.00
EF105650	26123	<b>KENTICO SOFTWARE</b> SOFTWARE LICENSE	29/09/2017	49,694.04
EF105651	26173	<b>SOUTHSIDE PLUMBING</b> PLUMBING SERVICES	29/09/2017	374.00
EF105652	26195	<b>PLAY CHECK</b> CONSULTING SERVICES	29/09/2017	28,660.50
EF105653	26257	<b>PAPERBARK TECHNOLOGIES</b> ARBORICULTURAL CONSULTANCY SERVICES	29/09/2017	11,561.15
EF105654	26261	<b>LEARNING SEAT</b> TRAINING SERVICES	29/09/2017	26,400.00
EF105655	26264	<b>TLS PRODUCTIONS</b> HIRE SERVICES	29/09/2017	462.00
EF105656	26303	<b>GECKO CONTRACTING TURF &amp; LANDSCAPE</b> TURF & LANDSCAPE MAINTENANCE	29/09/2017	44,640.20
EF105657	26314	<b>CPE GROUP</b> TEMPORARY EMPLOYMENT SERVICES	29/09/2017	2,705.99
EF105658	26323	<b>AT THE KITCHEN</b> CATERING SERVICES	29/09/2017	975.00
EF105659	26330	<b>KENNARDS HIRE - BIBRA LAKE</b> EQUIPMENT HIRE	29/09/2017	1,235.00
EF105660	26354	<b>ELECTROFEN</b> REPAIR SERVICES - SECURITY FENCES	29/09/2017	14,093.53
EF105661	26359	<b>WILSON SECURITY</b> SECURITY SERVICES	29/09/2017	197,100.32
EF105662	26369	<b>ALL RETAINING SYSTEMS</b> CONSTRUCTION SERVICES	29/09/2017	38,682.60
EF105663	26399	<b>PAPERSCOUT THE TRUSTEE FOR PETERS</b> GRAPHIC DESIGN SERVICES	29/09/2017	2,640.00
EF105664	26403	<b>CHES POWER GROUP</b> ENGINEERING SOLUTIONS / BACK UP GENERATOR	29/09/2017	320.85
EF105665	26416	<b>COOLBELLUP NEWSAGENCY THE TRUSTEE</b> NEWSPAPER DELIVERY SERVICES	29/09/2017	1,584.11
EF105666	26418	<b>INTEGRANET TECHNOLOGY GROUP PTY LTD</b> ICT CONSULTANCY SERVICES	29/09/2017	1,848.00
EF105667	26442	<b>BULLANT SECURITY PTY LTD KEY WEST INC</b> LOCKSMITH & SECURITY SERVICES	29/09/2017	15,672.79
EF105668	26460	<b>KISS PHOTOBOTHHS</b> PHOTOBOTH HIRE	29/09/2017	450.00
EF105669	26470	<b>SCP CONSERVATION AND LAND MANAGEMENT</b> FENCING SERVICES	29/09/2017	3,789.20
EF105670	26513	<b>CLAREMONT FINANCE CORPORATION (AUSTRALIA)</b> FINANCIAL SERVICES - XCELLERATE LEASE	29/09/2017	12,221.06
EF105671	26533	<b>CURTIN UNIVERSITY OF TECHNOLOGY</b> RECOUP CONSTRUCTION COSTS - ARC	29/09/2017	195,198.00
EF105672	26543	<b>PUBLIC OUTDOOR PTY LTD</b> OUTDOOR PING PONG TABLE	29/09/2017	2,433.75
EF105673	26568	<b>UNITED DIAMOND TOOLS</b> DIAMOND CUTTING TOOLS	29/09/2017	2,350.00

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EF105674	26571	<b>MARK IT</b> PRINTING SERVICES/PROMOTIOANL	29/09/2017	3,602.50
EF105675	26574	<b>EVA BELLYDANCE</b> ENTERTAINMENT - BELLY DANCING	29/09/2017	675.00
EF105676	26576	<b>WIZARD TRAINING SOLUTIONS</b> TRAINING SERVICES	29/09/2017	7,590.00
EF105677	26592	<b>ZACOR DESIGN PTY LTD</b> PROJECT MANAGEMENT - MUNICIPAL, MARITIME	29/09/2017	4,735.50
EF105678	26594	<b>THE PLASTIC MAN</b> PLASTIC PRODUCTS	29/09/2017	12,150.00
EF105679	26600	<b>TIMMOTHY KELLY</b> ABORIGINAL CULTURAL DANCING	29/09/2017	400.00
EF105680	26606	<b>ENVIRO INFRASTRUCTURE PTY LTD</b> CONSTRUCTION& FABRICATION	29/09/2017	9,481.03
EF105681	26609	<b>BASES APPROVAL SERVICES</b> BUILDING SURVEYING	29/09/2017	275.00
EF105682	26611	<b>PETE'S CONCRETE CONSTRUCTION</b> CONCRETE SERVICES	29/09/2017	1,155.00
EF105683	26613	<b>AVE BIN AND BBQ CLEANING PTY LTD</b> CLENAING SERVICES (BBQ - BINS)	29/09/2017	3,177.50
EF105684	26614	<b>MARKETFORCE PTY LTD</b> ADVERTISING	29/09/2017	1,712.96
EF105685	26619	<b>SPEARWOOD NEWS DELIVERY</b> NEWSPAPER DELIVERY	29/09/2017	196.70
EF105686	26625	<b>ANDOVER DETAILERS</b> CAR DETAILING SERVICES	29/09/2017	1,006.67
EF105687	26639	<b>SAFEGUARD INDUSTRIES</b> SECURITY DOORS, SCREENS AND ROLLER SHUTT	29/09/2017	800.00
EF105688	26643	<b>APOLLO FABRICATIONS</b> FABRICATION SERVICES	29/09/2017	6,880.50
EF105689	26655	<b>WORLDWIDE PRINTING SOLUTIONS EAST</b> PRINTING SERVICES	29/09/2017	4,224.00
EF105690	26667	<b>TANGELO CREATIVE</b> GRAPHIC DESIGN	29/09/2017	352.00
EF105691	26698	<b>MELVILLE MITSUBISHI</b> PURCHASE OF NEW VEHICLES & MAINTENANCE	29/09/2017	67,591.85
EF105692	26721	<b>QUAD SERVICES PTY LTD</b> CLEANING SERVICES	29/09/2017	16,949.80
EF105693	26724	<b>ARC INFRASTRUCTURE PTY LTD FORMAL</b> RAILWAY INFRASTRUCTURE	29/09/2017	1,347.50
EF105694	26735	<b>SHANE MCMASTER SURVEYS</b> SURVEY SERVICES	29/09/2017	8,855.00
EF105695	26739	<b>KERB DOCTOR</b> KERB MAINTENANCE	29/09/2017	14,629.95
EF105696	26743	<b>STATEWIDE TURF SERVICES</b> TURF RENOVATION	29/09/2017	22,226.99
EF105697	26745	<b>EMBROIDME MYAREE</b> EMBROIDERY	29/09/2017	650.10
EF105698	26746	<b>MOWER CITY</b> LAWN MAINTENANCE	29/09/2017	929.00
EF105699	26747	<b>BELL-VISTA FRUIT &amp; VEG</b> FRUIT AND VEGETABLES.	29/09/2017	987.07
EF105700	26750	<b>KLEENIT PTY LTD</b> GRAFFITI REMOVAL	29/09/2017	385.00
EF105701	26756	<b>TRENCHBUSTERS PTY LTD</b> EARTHMOVING	29/09/2017	415.80
EF105702	26766	<b>JPW EARTHMOVING PTY LTD</b> EARTHMOVING SERVICES	29/09/2017	30,492.21

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EF105703	26773	<b>LASER CORPS COMBAT ADVENTRUES</b> ENTRY FEES	29/09/2017	950.00
EF105704	26780	<b>METROPOLITAN OMNIBUS COMPANY</b> BUS HIRE	29/09/2017	495.00
EF105705	26782	<b>SOFT LANDING</b> RECYCLING SERVICES	29/09/2017	5,810.20
EF105706	26786	<b>NUTURF</b> HERBICIDE PRODUCTS	29/09/2017	566.50
EF105707	26811	<b>ROMERI MOTOR TRIMMERS</b> UPHOLSTERY REPAIR	29/09/2017	715.00
EF105708	26812	<b>BROOKS CHOICE REMOVALS</b> REMOVALISTS	29/09/2017	5,274.50
EF105709	26824	<b>WEB KEY IT PTY LTD</b> WEBSITE CONSULTANCY	29/09/2017	495.00
EF105710	26830	<b>ECO EATS CATERING</b> CATERING	29/09/2017	1,173.45
EF105711	26831	<b>AFL SPORTS READY LTD</b> EDUCATION & TRAINING	29/09/2017	1,293.73
EF105712	26833	<b>DRILLING CONTRACTORS OF AUSTRALIA</b> DRILLING SERVICES	29/09/2017	103,343.63
EF105713	26843	<b>ERGOLINK</b> ERGONOMIC OFFICE FURNITURE	29/09/2017	1,116.37
EF105714	26864	<b>GUARDIAN TACTILE SYSTEMS P/L</b> TACTILES, STAIRNOSING, WHEEL STOPS	29/09/2017	3,797.20
EF105715	26898	<b>SPANDEX ASIA PACIFIC PTY LTD</b> SIGNAGE SUPPLIER	29/09/2017	10,637.62
EF105716	26901	<b>ALYKA PTY LTD</b> DIGITAL CONSULTANCY AND WEB DEVELOPMENT	29/09/2017	5,720.00
EF105717	26904	<b>GREEN SERVICES</b> SUSTAINABILITY EDUCATION FOR HOUSEHOLDS	29/09/2017	6,450.00
EF105718	26913	<b>MIRANDA KISSELL CONTRACTING</b> CARPENTRY SERVICES	29/09/2017	9,625.00
EF105719	26917	<b>CIRRUS NETWORKS PTY LTD</b> IT SERVICES	29/09/2017	4,739.77
EF105720	26921	<b>JULIET COGHLAN - PHOTOGRAPHER</b> PHOTOGRAPHY SERVCIES	29/09/2017	320.00
EF105721	26923	<b>WOODLANDS DISTRIBUTORS &amp; AGENCIES</b> RUBBISH COLLECTION EQUIPMENT	29/09/2017	6,352.50
EF105722	26929	<b>ELAN ENERGY MATRIX PTY LTD</b> RECYCLING SERVICES	29/09/2017	485.71
EF105723	26935	<b>IRRIGATION WA PTY LTD</b> IRRAGATION SERVICES	29/09/2017	5,803.05
EF105724	26938	<b>MAJESTIC PLUMBING</b> PLUMBING	29/09/2017	10,739.58
EF105725	26946	<b>AV TRUCK SERVICES PTY LTD</b> TRUCK DEALERSHIP	29/09/2017	2,162.89
EF105726	26950	<b>WALCON MARINE AUSTRALASIA PTY LTD</b> MARINE SERVICES	29/09/2017	4,298.80
EF105727	26952	<b>FOCUS PROMOTIONS</b> PROMOTION - ETERTAINMENT	29/09/2017	660.00
EF105728	26964	<b>SOUTH METROPOLITAN TAFE</b> EDUCATION	29/09/2017	2,446.47
EF105729	26977	<b>THE YOUNG BOXING WOMAN PROJECT</b> TRAINING/MENTORING	29/09/2017	2,002.00
EF105730	26984	<b>COMMERCIAL AQUATICS AUSTRALIA PTY</b> POOL EQUIPMENT	29/09/2017	286.00
EF105731	26987	<b>CTI RISK MANAGEMENT</b> SECURITY - CASH COLLECTION	29/09/2017	1,247.40

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EF105732	27002	<b>COCKBURN PARTY HIRE</b> HIRE SERVICES	29/09/2017	452.80
EF105733	27006	<b>BIBRA LAKE IGA XPRESS</b> LIQUOR SUPPLIES	29/09/2017	1,201.38
EF105734	27010	<b>QUANTUM BUILDING SERVICES PTY LTD</b> BUILDING MAINTENANCE	29/09/2017	6,691.85
EF105735	27017	<b>MIL-TEK WASTE SOLUTIONS (WA)</b> WASTE & RECYCLING EQUIPMENT	29/09/2017	330.00
EF105736	27020	<b>TENDERLINK.COM</b> INTERNET ACESSES SERVICES	29/09/2017	330.00
EF105737	27026	<b>FIRST ACTION PTY LTD</b> EMERGENCY MANAGEMENT SOLUTIONS	29/09/2017	709.50
EF105738	27027	<b>FRIG TECH WA</b> REFRIDGERATION SERVICES	29/09/2017	310.75
EF105739	27031	<b>DOWNER EDI WORKS PTY LTD</b> ASPHALT SERVICES	29/09/2017	27,779.57
EF105740	27034	<b>ADELBY PTY LTD</b> FIREBREAK CONSTRUCTION	29/09/2017	12,809.50
EF105741	27044	<b>GRAFFITI SYSTEMS AUSTRALIA</b> GRAFFITI REMOVAL & ANTI-GRAFFITI COATING	29/09/2017	14,146.55
EF105742	27054	<b>VOCUS PTY LTD</b> TELECOMMUNICATIONS	29/09/2017	14,064.05
EF105743	27063	<b>NATURE PLAY SOLUTIONS</b> PLAYGROUND DESIGN/CONSULTANCY	29/09/2017	44,793.65
EF105744	27064	<b>COMMUNITY FIRST INTERNATIONAL</b> DISABILITY SERVICES	29/09/2017	3,883.00
EF105745	27065	<b>WESTBOOKS</b> BOOKS	29/09/2017	4,045.26
EF105746	27069	<b>HART SPORT</b> SPORTS EQUIPMENT	29/09/2017	3,178.50
EF105747	27072	<b>NORDIC FITNESS EQUIPMENT</b> FITNESS EQUIPMENT	29/09/2017	945.00
EF105748	27078	<b>INFOCOUNCIL PTY LTD</b> SOFTWARE	29/09/2017	28,501.15
EF105749	27082	<b>KULBARDI PTY LTD</b> STATIONERY SUPPLIES	29/09/2017	1,169.30
EF105750	27087	<b>TRANSKARD PTY LTD</b> STORAGE SERVICES	29/09/2017	541.85
EF105751	27092	<b>SPRAYLINE SPRAYING EQUIPMENT</b> SPRAYING EQUIPMENT	29/09/2017	33.00
EF105752	27093	<b>MAGNETIC AUTOMATION PTY LTD</b> GATES/BARRIERS	29/09/2017	1,155.00
EF105753	27098	<b>Q2 (Q-SQUARED)</b> DIGITAL DATA SERVICE	29/09/2017	8,250.00
EF105754	27099	<b>LUDLOW TIMBER PRODUCTS</b> TIMBER RECYCLING & PRODUCTS	29/09/2017	5,350.00
EF105755	27104	<b>BLACK DIAMOND SECURITY (AUSTRALIA)</b> SECURITY	29/09/2017	22,007.70
EF105756	27106	<b>DAVE LANFEAR CONSULTING</b> CONSULTANCY - SPORT & LEISURE	29/09/2017	11,440.00
EF105757	27119	<b>MONITORED SECURITY SYSTEMS PTY LTD</b> SECURITY	29/09/2017	732.05
EF105758	27124	<b>LYCOPODIUM INFRASTRUCTURE PTY LTD</b> ENGINEERING SERVICES	29/09/2017	281.60
EF105759	27130	<b>OOH MEDIA SOCIAL SPORTS PTY LTD</b> DIGITAL MARKETING & SOFTWARE SERVICE PRO	29/09/2017	682.00
EF105760	27132	<b>WILMA SCENINI</b> TRAINING & INSTRUCTOR	29/09/2017	450.00

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EF105761	27146	<b>AV MEDIA SYSTEMS</b> AUDIO VISUAL	29/09/2017	1,254.00
EF105762	27154	<b>SUEZ RECYCLING &amp; RECOVERY PTY LTD</b> WASTE SERVICES	29/09/2017	17,044.60
EF105763	27166	<b>TJS SERVICES (WA) PTY LTD</b> FACILITY SERVICES	29/09/2017	63,128.95
EF105764	27168	<b>NIGHTLIFE MUSIC PTY LTD</b> MUSIC MANAGEMENT	29/09/2017	506.00
EF105765	27169	<b>NATURAL POWER SOLUTIONS PTY LTD</b> POWER PROTECTION PRODUCTS	29/09/2017	58,765.30
EF105766	27174	<b>PERTH GEOTECHNICS</b> ENGINEERING AND GEOTECHNICAL CONSULTANT	29/09/2017	1,100.00
EF105767	27177	<b>INITIAL HYGIENE</b> HYGIENE	29/09/2017	1,700.93
EF105768	27195	<b>ALLFLOW INDUSTRIAL</b> OIL WATER SEPARATORS	29/09/2017	457.55
EF105769	27197	<b>TURFCARE AUSTRALIA PTY LTD</b> CHEMICAL SUPPLIES	29/09/2017	941.00
EF105770	27201	<b>WFS AUSTRALIA PTY LTD</b> SOFTWARE	29/09/2017	22.00
EF105771	27205	<b>CAMERON CHISHOLM NICOL</b> ARCHITECTURAL SERVICES	29/09/2017	780.00
EF105772	27209	<b>AXIS PLUMBING WA (SMALL WORKS) PTY</b> PLUMBING	29/09/2017	846.56
EF105773	27225	<b>WSP AUSTRALIA PTY LTD</b> ENGINEERING	29/09/2017	59,950.00
EF105774	27227	<b>SURVEY RESULTS</b> SURVEY SERVICES	29/09/2017	7,180.52
EF105775	27231	<b>CIVIL SURVEY SOLUTIONS PTY LTD</b> CONSULTANCY - ENGINEERING	29/09/2017	465.30
EF105776	27236	<b>INTERSKILL</b> TRAINING	29/09/2017	825.00
EF105777	27242	<b>KP ELECTRIC (AUSTRALIA) PTY LTD</b> ELECTRICAL SERVICES	29/09/2017	197.90
EF105778	27245	<b>BEAUMONDE CATERING</b> CATERING	29/09/2017	320.74
EF105779	27246	<b>VEALE AUTO PARTS</b> SPARE PARTS MECHANICAL	29/09/2017	152.70
EF105780	27248	<b>BMT JFA CONSULTANTS</b> CONSULTANCY - ENGINEERING	29/09/2017	6,600.00
EF105781	27254	<b>BRENTON SEE VISUAL ARTIST</b> ARTISTIC	29/09/2017	5,000.00
EF105782	27255	<b>MEL MCVEE</b> ARTISTIC	29/09/2017	5,500.00
EF105783	27261	<b>TUDOR HOUSE</b> FLAGS & BANNERS	29/09/2017	220.00
EF105784	27263	<b>KOMPAN PLAYSCAPE PTY LTD</b> PLAYGROUND EQUIPMENT/PARTS	29/09/2017	4,752.00
EF105785	27264	<b>RSA SIGNS PTY LTD</b> SIGNS	29/09/2017	8,349.22
EF105786	27269	<b>INTEGRAPAY PTY LTD</b> PAYMENT PROCESSING	29/09/2017	31,477.54
EF105787	27272	<b>BRIDGE HEALTH PTY LTD</b> SPEECH PATHOLOGY SERVICES	29/09/2017	838.50
EF105788	27273	<b>TONY AND SONS NURSERIS AND ORCHID</b> PLANTS	29/09/2017	605.00
EF105789	27285	<b>XTREME FIRE DETECTION</b> FIRE SAFETY	29/09/2017	1,595.00

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EF105790	27293	<b>BASKETBALL WA</b> SPORTING EVENTS	29/09/2017	1,798.50
EF105791	23250	<b>DEPARTMENT OF PLANNING</b> DAP APPLICATIONS & DAP FEES	29/09/2017	4,744.00
EF105792	88888	<b>OCEAN ROAD INFRASTRCUTURE</b> BOND REFUND	29/09/2017	6,250.00
EF105793	88888	<b>FOWLJEFF HOLDINGS PTY LTD</b> BOND REFUND	29/09/2017	7,037.65
EF105794	88888	<b>IAN McEWAN</b> BOND REFUND	29/09/2017	484.20
EF105795	88888	<b>NJM SUPPERNNUATION FUND</b> BOND REFUND	29/09/2017	29,312.50
EF105796	88888	<b>JASON CLARK</b> BOND REFUND	29/09/2017	1,000.00
EF105797	88888	<b>WAYNE RADONICH</b> BOND REFUND	29/09/2017	15,147.00
EF105798	88888	<b>JAMES AND MARY JOHNSTON</b> BOND REFUND	29/09/2017	500.00
EF105799	88888	<b>CHRIS DYSON</b> BOND REFUND	29/09/2017	465.55
EF105800	88888	<b>NICH GRUNDY</b> BOND REFUND	29/09/2017	451.84
EF105801	88888	<b>EMETT PULFORD</b> BOND REFUND	29/09/2017	165.35
EF105802	88888	<b>EMETT PULFORD</b> BOND REFUND	29/09/2017	4,502.40
EF105803	99997	<b>KATHRYN SWAN</b> COMPOST BIN REBATE - K SWAN	29/09/2017	50.00
EF105804	99997	<b>MELVILLE JUNIOR FOOTBALL CLUB</b> KIDSSPORT - KS012707 - T.CLUNING	29/09/2017	120.00
EF105805	99997	<b>THE DANCE COLLECTIVE</b> KIDSPOURT INV: KS013243 - JAYDEN SALERNO	29/09/2017	220.00
EF105806	99997	<b>MIRKO HESSEL</b> REFUND REQUEST FORM COCKBURN ARC MIRKO	29/09/2017	45.00
EF105807	99997	<b>SPEARWOOD HAWKS JUNIOR BASKETBAL</b> KIDS SPORT - KS013202 - A.MARTIN	29/09/2017	200.00
EF105808	99997	<b>CANDICE GORMAN</b> CROSSOVER CONTRIBUTION 5 PLATINUM STREET	29/09/2017	300.00
EF105809	99997	<b>DANIELLE VITI</b> GRANTS, DONATIONS & REFUNDS	29/09/2017	300.00
EF105810	99997	<b>CHRISTINE GREEN</b> CROSS-OVER CONTRIBUTIONS - CHRISTINE GRE	29/09/2017	300.00
EF105811	99997	<b>JAMIE ANDREW PLACKETT</b> CROSS-OVER CONTRIBUTIONS - JAMIE A PLACK	29/09/2017	300.00
EF105812	99997	<b>HAMMOND PARK JUNIOR FOOTBALL CLU</b> KIDSPOURT INV: KS013291 - H QIN	29/09/2017	200.00
EF105813	99997	<b>KARDINYA JUNIOR FOOTBALL CLUB</b> KIDSPOURT INV KS013280 - A MONTGOMERY	29/09/2017	192.50
EF105814	99997	<b>15TH PERTH GIRLS BRIGADE</b> KIDSPOURT - KS013307 - F & J LASIKE	29/09/2017	400.00
EF105815	99997	<b>ST VINCENTS NETBALL CLUB</b> KIDSPOURT INV KS013317 - A PENNY	29/09/2017	200.00
EF105816	99997	<b>SOUTH BEACH COMMUNITY GROUP INC.</b> NEWSLETTER & INVITE TO COMMUNITY MEETING	29/09/2017	128.23
EF105817	99997	<b>FREMANTLE CITY DOCKERS JUNIOR FOO</b> KIDSPOURT INV: KS013308 LANFORD WILLIAMS	29/09/2017	200.00
EF105818	99997	<b>EAST FREMANTLE JUNIOR FOOTBALL CL</b> KID SPORT INV: KS013353	29/09/2017	200.00

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EF105819	99997	<b>PHOENIX KNIGHTS FOOTBALL CLUB</b> KIDSPORT INV: KS013209	29/09/2017	1,400.00
EF105820	99997	<b>PHOENIX KNIGHTS FOOTBALL CLUB</b> KIDSPORT INV: KS013371	29/09/2017	200.00
EF105821	99997	<b>SPEARWOOD HAWKS JUNIOR BASKETBAL</b> KIDSPORT INV: KS013344	29/09/2017	200.00
EF105822	99997	<b>CBC FOOTBALL CLUB INC</b> KIDSPORT INV: KS013382	29/09/2017	1,000.00
EF105823	99997	<b>FREMANTLE CHRISTIAN COLLEGE INC</b> DONATION TO SCHOOLS - ACS7	29/09/2017	413.16
EF105824	99997	<b>SAMANTHA J STANDISH</b> SAMANTHE STANDISH PHONE CASE REFUND	29/09/2017	119.00
EF105825	99997	<b>JOHNNY PAN</b> JOHNNY PAN - TRANSLATING SERVICES	29/09/2017	619.00
EF105826	99997	<b>YEJIA LI</b> COMPOST BIN REBATE - YEJIA LI	29/09/2017	50.00
EF105827	99997	<b>GILLIAM LEOW</b> COMPOST BIN REBATE - GILLIAN LEOW	29/09/2017	50.00
EF105828	99997	<b>ANTHONY AND LORETTA REGAN</b> COMPOST BIN REBATE - ANTHONY & LORETTA R	29/09/2017	50.00
EF105829	99997	<b>CAROLINE LINDSAY</b> REFUND CONFERENCE ATTENDANCE CAROLINE	29/09/2017	62.40
EF105830	99997	<b>CLIFF MCKINLEY</b> CITY TO SURF - CLIFF MCKINLEY	29/09/2017	40.00
EF105831	99997	<b>MICHELLE CHAMPION</b> EMPLOYEE REIMBURSEMENT-MICHELLE CHAMPION	29/09/2017	40.00
EF105832	99997	<b>PHILLIP DAVID</b> PRESCRIPTION SAFETY GLASSES REIMBURSE	29/09/2017	299.00
EF105833	99997	<b>GIRLS BRIGADE NORTH LAKE</b> KIDSPORT INV: KS011519	29/09/2017	440.00
EF105834	99997	<b>KS013444</b> KIDSPORT INVOICE KS013444 - B TAYLOR	29/09/2017	200.00
EF105835	99997	<b>HEADY ENTERPRISES</b> SPEARWOOD ELECTRIC VEHICLE WORKSHOP	29/09/2017	660.00
EF105836	99997	<b>PHOENIX PARK LITTLE ATHLETICS CLUB</b> KIDSPORT - KS013503 - A & B GARBIN	29/09/2017	400.00
EF105837	99997	<b>ALAN M HANCOCK</b> WRITING COURSE - SPEARWOOD LIBRARY	29/09/2017	1,700.00
EF105838	99997	<b>JOHN &amp; NATALIE MCDONALD</b> REIMBURSEMENT OF EXPENSES	29/09/2017	397.00
EF105839	99997	<b>JANDAKOT FLYERS LITTLE ATHLETICS C</b> KIDSPORT INVOICE KS013533	29/09/2017	400.00
EF105840	99997	<b>KARDINYA JUNIOR FOOTBALL CLUB</b> KIDSPORT INVOICE KS013080	29/09/2017	950.00
EF105841	99997	<b>THE GREENHOUSE</b> SUCCESS LIBRARY WORKSHOP 9/09/17	29/09/2017	385.00
EF105842	99997	<b>KELETE THEATRE &amp; PERFROMING ARTS</b> DONATION DA LGACS2	29/09/2017	200.00
EF105843	99997	<b>PROBUS CLUB OF COCKBURN</b> DELEGATED AUTHORITY LGACS2	29/09/2017	99.00
EF105844	99997	<b>COMMUNITY OF AUBIN GROVE INC.</b> SMALL EVENTS SPONSORSHIP	29/09/2017	1,933.43
EF105845	99997	<b>COMMUNITY OF AUBIN GROVE</b> DELEGATED AUTHORITY LGACS7	29/09/2017	557.70
EF105846	99997	<b>K SKELLORN</b> AMANA LIVING	29/09/2017	2,565.96
EF105847	99997	<b>SARENNA MATELJAN</b> LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE	29/09/2017	400.00

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EF105848	99997	<b>LILLIANA MATELJAN</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105849	99997	<b>ANTHONY MATELJAN</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105850	99997	<b>HAYLEY VEZICH</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105851	99997	<b>ASHLEIGH SANTICH</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105852	99997	<b>YING XIANG LIN</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105853	99997	<b>ISABELLA WALLHEAD</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105854	99997	<b>TREMAYNE KAMSO</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105855	99997	<b>LEWIS COLLIER</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105856	99997	<b>ANASTACIA MATELJAN</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105857	99997	<b>MACKENZIE JONES</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105858	99997	<b>BEN DREW</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105859	99997	<b>MATAVARIE IONGI</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105860	99997	<b>MACKENZIE TAYLOR</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105861	99997	<b>CODY LIPPERT</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105862	99997	<b>ELLA MATTHEWS</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105863	99997	<b>RHYS PELLICCIONE</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105864	99997	<b>ASHLEY COLLARD</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105865	99997	<b>REECE LUKOWIAK</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105866	99997	<b>CAITLIN WHINCUP</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105867	99997	<b>JACOB BALDRY</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105868	99997	<b>ETHAN RAINES</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105869	99997	<b>ELIH WATT</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105870	99997	<b>TOM HARRIES</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105871	99997	<b>MEGAN BELL</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105872	99997	<b>HANA LOWRY</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105873	99997	<b>MACY SUMICH</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105874	99997	<b>MITCHELL KINGSMILL</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105875	99997	<b>TIJAN MCKENNA</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105876	99997	<b>LETICIA MCKENNA</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		

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EF105877	99997	<b>DAKOTA LARKIN</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105878	99997	<b>BENJAMIN ALLEN</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105879	99997	<b>CHRIS PAYNE</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105880	99997	<b>MITCH PAYNE</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105881	99997	<b>ISABELLA COUBROUGH</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105882	99997	<b>COHEN MONTEIRO</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105883	99997	<b>TAHLIYA TAVITA</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105884	99997	<b>ISABELLA CAMPEOTTO</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105885	99997	<b>JORDAN TUMOANA</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105886	99997	<b>RUBY BENN</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105887	99997	<b>RAPHAEL MCCRACKAN</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105888	99997	<b>NELIO JUNIOR TUHAKARAINA</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105889	99997	<b>MAIA LEACH</b>	29/09/2017	400.00
		LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE		
EF105890	99997	<b>JANDAKOT BUSHFIRE BRIGADE</b>	29/09/2017	771.45
		REIMBURSEMENT-JANDAKOT BUSHFIRE BRIGAD		
EF105891	99997	<b>FREMANTLE CITY DOCKERS JUNIOR</b>	29/09/2017	190.00
		KIND SPORT INV - KS013462		
EF105892	99997	<b>THE DANCE COLLECTIVE</b>	29/09/2017	220.00
		KID SPORT INV - KS013458		
EF105893	99997	<b>COCKBURN STATE EMERGENCY SERVICE</b>	29/09/2017	1,623.72
		REIMBURSEMENT		
EF105894	99997	<b>JENNY BAKER</b>	29/09/2017	300.00
		CROSSOVER CONTRIBUTION 2 COOGAN CLOSE		
EF105895	99997	<b>MICHAEL KENNY</b>	29/09/2017	300.00
		CROSSOVER CONTRIBUTION 161 YANGEBUG ROAD		
EF105896	99997	<b>GEORGINA MACKENZIE</b>	29/09/2017	300.00
		CROSSOVER CONTRIBUTION 47 APATITE STREET		
EF105897	99997	<b>LENKA SEPAROVICH</b>	29/09/2017	50.00
		CAT STERILISATION SUBSIDY - MUSA		
EF105898	99997	<b>ISOBEL MACAULAY</b>	29/09/2017	50.00
		COMPOST BIN REBATE - ISOBEL MACAULAY		
EF105899	99997	<b>JESSICA TANTAMA</b>	29/09/2017	50.00
		COMPOST BIN REBATE - JESSICA TANTAMA		
EF105900	99997	<b>UNIVERSITY OF WESTERN AUSTRALIA</b>	29/09/2017	220.00
		KIDSPORT-KS013591- M.RENTON		
EF105901	99997	<b>MAYUR SANGHANI</b>	29/09/2017	300.00
		CROSS-OVER CONTRIBUTION - M.SANGHANI		
EF105902	99997	<b>BRAVES BASEBALL CLUB</b>	29/09/2017	200.00
		KIDS SPORT- KS013613 - J.NELLA		
EF105903	99997	<b>WYENING MISSION FARM FOOD</b>	29/09/2017	650.00
		MORNING TEA AND TOUR 14/09/2017		
EF105904	99997	<b>JULIE MCDONALD</b>	29/09/2017	428.00
		REIMBURSEMENT OF EXPENSES		
EF105905	99997	<b>HAMILTON HILL COMMUNITY GROUP</b>	29/09/2017	200.00
		DONATION DA LGACS2		

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EF105906	99997	<b>BEELIAR PRIMARY SCHOOL</b> SMALL EVENTS SPONSORSHIP	29/09/2017	2,000.00
EF105907	99997	<b>BEELIAR COMMUNITY VOICE INC</b> SMALL EVENTS SPONSORSHIP	29/09/2017	2,000.00
EF105908	99997	<b>NATIVE ARC</b>	29/09/2017	49,475.60
EF105909	99997	INSTALMENT 1 OF DONATION TO NARC FOR 2017-18 <b>COCKBURN WETLANDS EDUCATION CENT</b>	29/09/2017	49,475.60
EF105910	99997	INSTALMENT 1 OF DONATION TO CWEC FOR 2017-18 <b>COCKBURN SENIOR CITIZENS ASSOCIATI</b>	29/09/2017	9,565.00
EF105911	99997	DONATION COCKBURN SENIOR CITIZENS <b>SPEARWOOD DALMATINAC SPORT AND C</b>	29/09/2017	12,166.20
EF105912	99997	REIMBURSEMENT OF 50% RATES FOR 2017-18 <b>K9 DOG RESCUE GROUP</b>	29/09/2017	10,000.00
EF105913	99997	DONATION K9 RESCUE GROUP <b>WENDY TURNER</b>	29/09/2017	2,000.00
EF105914	99997	SPONSORSHIP INDIVIDUAL <b>SOUTH LAKE DOLPHINS SWIM CLUB ERIK</b>	29/09/2017	914.50
EF105915	99997	SPORTS EQUIPMENT GRANT #83 <b>JANDAKOT PARK CRICKET CLUB MARIO I</b>	29/09/2017	958.00
EF105916	99997	SPORTS EQUIPMENT GRANT #84 <b>COCKBURN CRICKET CLUB GABE PUCA</b>	29/09/2017	1,000.00
EF105917	99997	SPORTS EQUIPMENT GRANT #85 <b>BEELIAR SPIRIT SOCCER CLUB</b>	29/09/2017	200.00
EF105918	99997	KIDSPORT - KS013639 - S.NYEMBO <b>YANGEBUG KNIGHTS JUNIOR BALL CLUB</b>	29/09/2017	400.00
EF105919	99997	KIDSPORT INV: KS013687 <b>DANNIE CULVER MCGILVRAY</b>	29/09/2017	50.00
EF105920	99997	COMPOST BIN REBATE FORM - DANNIE <b>ELIZABETH MILLER</b>	29/09/2017	50.00
EF105921	99997	COMPOST BIN REBATE - ELIZABETH MILLER <b>CHIA-YIN CHENG</b>	29/09/2017	300.00
EF105922	99997	CROSSOVER CONTRIBUTION 23 ADNATA ROAD <b>ANDREW NAPIER</b>	29/09/2017	50.00
EF105923	99997	COMPOST BIN REBATE - ANDREW NAPIER <b>KATHLEEN ANNE BRENZI</b>	29/09/2017	50.00
EF105924	99997	CAT STERILISATION SUBSIDY - KATHLEEN <b>SANDY EDGAR</b>	29/09/2017	400.00
EF105925	99997	CREDIT CARD REIMBURSEMENT - FUR RUN <b>SEAN EARNER</b>	29/09/2017	250.00
EF105926	99997	YOUTH NOISE COMPETITION - SEAN EAMER <b>BEELIAR COMMUNITY VOICE</b>	29/09/2017	370.70
EF105927	99997	DELEGATED AUTHORITY LGACS7 <b>SMART ACCESS</b>	29/09/2017	300.00
EF105928	99997	CROSS-OVER CONTRIBUTION - M. VANAMISETTY <b>DAVID &amp; ATHENA TELLING</b>	29/09/2017	300.00
EF105929	99997	CROSS-OVER CONTRIBUTION DA TELLING <b>THOMAS SIMS</b>	29/09/2017	300.00
EF105930	99997	CROSS-OVER CONTRIBUTION T.SIMS <b>HOSSEIN ALFLOUJI</b>	29/09/2017	300.00
EF105931	99997	CROSS-OVER CONTRIBUTIONS - H ALFLOUJI <b>KAREN NITSCHE</b>	29/09/2017	280.00
EF105932	99996	PRESENTATION - CHATTER MATTERS (2HR) <b>HUNGRY JACK'S PTY LTD</b>	28/09/2017	100.00
EF105933	99996	RATES REFUND <b>NICKS PLACE COCKBURN CENTRAL</b>	28/09/2017	294.00
EF105934	99996	RATES REFUND <b>FIRST CHOICE PATIOS</b>	28/09/2017	159.35
		RATES REFUND		

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF105935	99996	<b>STOCKLAND WA DEVELOPMENT PTY LTD</b>	28/09/2017	476.59
EF105936	99996	RATES REFUND <b>JANET &amp; WAYNE MOLLER</b>	28/09/2017	483.48
EF105937	99996	RATES REFUND <b>QIWAN WANG</b>	28/09/2017	1,837.05
EF105938	99996	RATES REFUND <b>LENORI PTY LTD</b>	28/09/2017	9,980.00
EF105939	99996	RATES REFUND <b>PAMELA PAGE</b>	28/09/2017	1,821.57
EF105940	99996	RATES REFUND <b>PARGAN SANGHERA</b>	28/09/2017	410.00
EF105941	99996	RATES REFUND <b>LINKWATER NOMINEES PTY LTD</b>	28/09/2017	816.47
EF105942	99996	RATES REFUND <b>STOCKLAND WA DEVELOPMENT PTY LTD</b>	28/09/2017	3,029.78
EF105943	99996	RATES REFUND <b>KALMAR PTY LTD</b>	28/09/2017	147.00
EF105944	99996	RATES REFUND <b>DYLAN MACDONALD</b>	28/09/2017	77.50
EF105945	99996	RATES REFUND <b>KIM THORNTON</b>	28/09/2017	30.00
EF105946	99996	RATES REFUND <b>HELEN HAYES</b>	28/09/2017	150.00
EF105947	99996	RATES REFUND <b>COOLBELLUP AMATEUR FOOTBALL CLUB</b>	28/09/2017	335.50
EF105948	99996	RATES REFUND <b>CELEBRATION NOMINEES PTY LTD</b>	28/09/2017	929.79
EF105949	11867	RATES REFUND <b>KEVIN JOHN ALLEN</b>	29/09/2017	2,613.67
EF105950	12740	MONTHLY COUNCILLOR ALLOWANCE <b>MAYOR LOGAN HOWLETT</b>	29/09/2017	11,325.83
EF105951	19059	MONTHLY COUNCILLOR ALLOWANCE <b>CAROL REEVE-FOWKES</b>	29/09/2017	4,465.00
EF105952	20634	MONTHLY COUNCILLOR ALLOWANCE <b>LEE-ANNE SMITH</b>	29/09/2017	2,613.67
EF105953	21185	MONTHLY COUNCILLOR ALLOWANCE <b>BART HOUWEN</b>	29/09/2017	2,613.67
EF105954	23338	MONTHLY COUNCILLOR ALLOWANCE <b>STEVE PORTELLI</b>	29/09/2017	2,613.67
EF105955	23339	MONTHLY COUNCILLOR ALLOWANCE <b>STEPHEN PRATT</b>	29/09/2017	2,613.67
EF105956	25352	MONTHLY COUNCILLOR ALLOWANCE <b>LYNDSEY SWEETMAN</b>	29/09/2017	2,613.67
EF105957	25353	MONTHLY COUNCILLOR ALLOWANCE <b>PHILIP EVA</b>	29/09/2017	2,613.67
EF105958	26696	MONTHLY COUNCILLOR ALLOWANCE <b>CHAMONIX TERBLANCHE</b>	29/09/2017	2,613.67
EF105959	10047	MONTHLY COUNCILLOR ALLOWANCE <b>ALINTA ENERGY</b>	29/09/2017	75,509.26
EF105960	11794	NATURAL GAS & ELECTRCITY SUPPLY <b>SYNERGY</b>	29/09/2017	268,129.60
EF105961	12025	ELECTRICITY USAGE/SUPPLIES <b>TELSTRA CORPORATION</b>	29/09/2017	20,296.31
027061	99999	COMMUNICATIONS SERVICES <b>LEIGH HALL</b>	29/09/2017	119.00
027062	99999	HALL BOND REFUND <b>KEVIN SNOOK</b>	29/09/2017	180.00
		HALL BOND REFUND		

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
027063	99995	<b>DEPARTMENT OF HOUSING</b>	29/09/2017	1,024.49
027064	10747	RATES REFUND <b>INET LIMITED</b>	29/09/2017	53.52
027065	16940	INTERNET SERVICES <b>RAC SECURITY SERVICES</b>	29/09/2017	200.00
027066	22136	SECURITY SERVICES <b>SHIRE OF MERREDIN</b>	29/09/2017	1,357.64
027067	27215	RECOVERIES OF LOST BOOKS <b>METAL WORKS PERTH</b>	29/09/2017	6,286.50
027068	11758	SIGNAGE <b>WATER CORP UTILITY ACCOUNT ONLY - P</b>	29/09/2017	15,326.66
		WATER USAGE		
		ADD RETENTION HELD		
		NIL		
		LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS		
EF104772		KATHRYN SWAN	5/09/2017	-50.00
EF104798		MELVILLE JUNIOR FOOTBALL CLUB	5/09/2017	-120.00
027019		NICKS PLACE COCKBURN CENTRAL	12/09/2017	-294.00
EF104757		BROOKFIELD MULTIPLEX CONSTRUCTIONS	18/09/2017	-38,000.00
		PAYMENT LIST TOTAL		<b>11,515,714.91</b>
		TOTAL AS PER AP SOURCE 18GLACT9991000		<b>11,515,714.91</b>
		ADDITIONAL DIRECT PAYMENTS		
		BANK FEES		
		MERCHANT FEES COC		12,010.00
		MERCHANT FEES SLLC		52.34
		MERCHANT FEES ARC		2,599.88
		MERCHANT FEES VARIOUS OUT CENTRES		88.82
		NATIONAL BPAY CHARGE		3,475.20
		RTGS/ACLR FEE		56.00
		NAB TRANSACT FEE		10,503.32
		MERCHANDISE / OTHER FEES		
		CBA CREDIT CARD PAYMENT		74,877.66
				<b>103,663.22</b>
		FAMILY DAY CARE AND IN HOME CARE PAYMENTS		
		FDC PAYMENTS		91,628.59
		IHC PAYMENTS		153,998.89
				<b>245,627.48</b>
		PAYROLL TRANSACTIONS		
20/09/2017		COC-01/07/17 Pmt 000103790064 City of Cockburn		13,815.56
1/09/2017		COC-01/09/17 Pmt 000102841587 City of Cockburn		1,369.24
6/09/2017		COC-05/09/17 Pmt 000103105687 City of Cockburn		1,287,188.97
13/09/2017		COC-08/09/17 Pmt 000103461828 City of Cockburn		10,535.93
11/09/2017		COC-11/09/17 Pmt 000103317917 City of Cockburn		1,515.26
20/09/2017		COC-19/09/17 Pmt 000103850537 City of Cockburn		1,296,491.47
21/09/2017		COC-21/09/17 Pmt 000103929863 City of Cockburn		167.49
27/09/2017		COC-27/09/17 Pmt 000104205404 City of Cockburn		707.68
6/09/2017		COC-31/08/17 Pmt 000103048421 City of Cockburn		10,059.24
				<b>2,621,850.84</b>
		TOTAL PAYMENTS FOR SEPTEMBER		<b>14,486,856.45</b>

**PAYMENT SUMMARY****CHEQUE PAYMENTS**

027061 – 027068

**ELECTRONIC FUNDS TRANSFER PAYMENT**

EF105355 – EF105961

**CANCELLED PAYMENTS**

EF104772; EF104798; EF104757; 027019

## 16.2 STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - SEPTEMBER 2017

**Author(s)** N Mauricio

**Attachments** 1. Statement of Financial Activity - September 2017  
[!\[\]\(20c3c4ba89067e0ae07522158601ccba\_img.jpg\)](#)

### RECOMMENDATION

That Council

- (1) adopt the Statement of Financial Activity and associated reports for September 2017, as attached to the Agenda;
- (2) amend the 2017-2018 Municipal Budget in accordance with the detailed schedule in the report as follows:

Revenue Adjustments	Increase	\$610,000
Transfer from Reserve Adjustments	Increase	\$90,437
Expenditure Adjustments	Increase	\$700,437
Transfer to Reserve Adjustments	Increase	\$500,000
Net change to Municipal Budget Closing Funds	Decrease	\$500,000

- (3) Pursuant to sections 6.16(3)(a) and 6.19 of the Local Government Act 1995, impose the following additional pen fees for the Port Coogee Marina effective from 1 November 2017 and give local public notice of its intention to do so:

Pen Size	Annual Fee (inc GST) \$	Monthly Fee (inc GST) \$	Daily Fee (inc GST) \$
12m (7m width)	9,560	1,086	72
12m (7.5m width)	10,100	1,140	76
15m (8.5m width)	13,475	1,478	99

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

#### Background

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

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

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

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

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

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

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variances within monthly financial reporting. At the August 2017 meeting, Council adopted to continue with a materiality threshold of \$200,000 for the 2017/18 financial year.

Detailed analysis of budget variances is an ongoing exercise, with any required budget amendments submitted to Council each month in this report or included in the City’s mid-year budget review as deemed appropriate.

### **Submission**

N/A

### **Report**

#### *Opening Funds*

The City budgeted for \$2.5M in opening funds (brought forward from the previous year) with the now audited position showing \$6.64M. However, this includes \$5.42M of municipal funding required for the carried forward works and projects. The necessary carried forwards budget

amendment is addressed in a separate report presented to this Council meeting.

### *Closing Funds*

The City's actual closing funds position of \$91.0M was \$12.55M higher than the budget forecast for the end of September. This result reflects net favourable cash flow variances across the operating and capital programs as detailed in this report.

The 2017/18 revised budget reflects an EOFY closing position of \$0.42M, up from the \$14k originally included in the adopted budget. This is primarily due to the temporary quarantining of \$0.44M budget allocation for street tree planting.

### *Operating Revenue*

Consolidated operating revenue of \$110.61M was ahead of the YTD budget target by \$0.34M. A significant amount of the City's operating revenue was recognised in July upon the issue of the annual rates notices. The remaining revenue, largely comprising fees, grants and interest earnings flows comparatively uniformly over the remainder of the year.

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

Nature or Type Classification	Actual Revenue \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Rates	96.48	96.43	0.05	99.98
Specified Area Rates	0.37	0.33	0.04	0.33
Fees & Charges	9.23	9.27	(0.03)	26.71
Operating Grants & Subsidies	2.65	2.55	0.09	9.72
Contributions, Donations, Reimbursements	0.37	0.26	0.11	1.18
Interest Earnings	1.51	1.43	0.08	4.74
<b>Total</b>	<b>110.61</b>	<b>110.27</b>	<b>0.34</b>	<b>142.66</b>

The significant variances at month end were:

- Fees & Charges
  - Cockburn ARC fee revenue was \$0.58M ahead of YTD budget.
  - Henderson Waste Recovery Park sales revenue was \$0.36M behind YTD budget.

*Operating Expenditure*

Operating expenditure of \$31.5M (including asset depreciation) was under the YTD budget by \$3.66M.

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

Nature or Type Classification	Actual Expenses	Revised Budget YTD	Variance to Budget	FY Revised Budget
	\$M	\$M	\$M	\$M
Employee Costs - Direct	11.92	12.38	0.46	52.75
Employee Costs - Indirect	0.22	0.26	0.04	1.50
Materials and Contracts	8.04	10.81	2.78	41.32
Utilities	1.08	1.31	0.23	5.23
Interest Expenses	0.00	0.00	0.00	0.82
Insurances	1.00	1.00	0.00	1.70
Other Expenses	2.15	2.37	0.22	9.01
Depreciation (non-cash)	7.19	7.07	(0.12)	28.30
Amortisation (non-cash)	0.28	0.28	0.00	1.12
Internal Recharging- CAPEX	(0.37)	(0.32)	0.05	(1.29)
<b>Total</b>	<b>31.50</b>	<b>35.16</b>	<b>3.66</b>	<b>140.44</b>

The significant variances at month end were:

- Material and Contracts - were collectively \$2.78M under the YTD budget with the only significant variances being:
  - Waste collection expenses down \$0.78M
  - Parks maintenance spending under by \$0.48M
  - Aged & Disabled Services is under spent by \$0.21M, primarily due to no spend on the NDIS.
  - Cockburn ARC is \$0.24M under spent.
- Other Expenses – Landfill levy costs were \$0.23M below YTD budget due to reduced commercial tonnage.
- Direct Employee Costs – were collectively \$0.46M under YTD with no individual significant variances being recorded.

### *Capital Expenditure*

The City's total capital spend at the end of the month was \$4.83M, representing an under-spend of \$8.23M against the YTD budget.

The following table details the budget variance by asset class:

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	FY Revised Budget \$M	Commit Orders \$M
Roads Infrastructure	0.98	2.31	1.33	15.26	1.95
Drainage	0.04	0.67	0.63	1.74	0.06
Footpaths	0.13	0.22	0.10	1.59	0.00
Parks Infrastructure	1.22	3.38	2.16	12.24	1.72
Landfill Infrastructure	0.16	0.52	0.36	1.01	0.59
Freehold Land	0.01	0.06	0.05	0.86	0.00
Buildings	1.36	4.11	2.75	20.04	7.34
Furniture & Equipment	0.45	0.29	(0.16)	0.93	0.15
Information Technology	0.25	0.63	0.38	2.98	0.57
Plant & Machinery	0.24	0.87	0.63	4.22	0.58
<b>Total</b>	<b>4.83</b>	<b>13.05</b>	<b>8.23</b>	<b>60.87</b>	<b>12.98</b>

These results included the following significant project variances:

- Buildings – collectively \$2.75M behind YTD budget with Cockburn Bowling & Recreation Facility contributing \$1.82M to the variance, Cockburn ARC \$0.25M and Port Coogee Marina works \$0.21M. Continuing works at the new Operations Centre have now seen its full year budget exceeded by \$0.33M and this will need to be addressed at the mid-year review.
- Roads Infrastructure works were under YTD budget by \$1.33M with Berrigan Drive at Jandakot the only significant variance (under by \$0.41M).
- The Drainage works program was \$0.62M behind YTD budget with Hamilton Rd Stage 2 works (under by \$0.21M) the only significant variance.
- Parks Infrastructure – the capital program was behind YTD budget by \$2.16M with Coogee Beach master plan (under by \$0.65M), Beeliar Drive landscaping (under by \$0.38M) and Cordelia Streetscape (under by \$0.25M) the only projects with a significant variance.
- Plant & Machinery – the light vehicle replacement program was \$0.53M behind the YTD budget.
- Information Technology - hardware and software asset spending were collectively \$0.38M behind YTD budget.
- Landfill Infrastructure – costs for the new green waste decontamination plant were \$0.21M behind YTD budget.

### *Capital Funding*

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

Significant variances for the month included:

- Capital grants were collectively \$0.85M behind YTD budget primarily due to timing issues around grant funding for the Cockburn Bowling & Recreation facility (\$0.96M).
- Developer Contribution Area (DCA) contributions were collectively ahead of YTD budget by \$0.52M, with community infrastructure contributions comprising \$0.21M and the balance for roads infrastructure.

### *Reserve Transfers*

- Transfers from Reserve were \$3.05M below the YTD budget setting, corresponding to the low capital spend to the end of September and mainly relating to carried forward works (\$2.71M).

- Transfers to financial reserves were \$0.61M below the YTD budget, primarily due to a lack of proceeds from land sales (\$1.06M)

### *Cash & Investments*

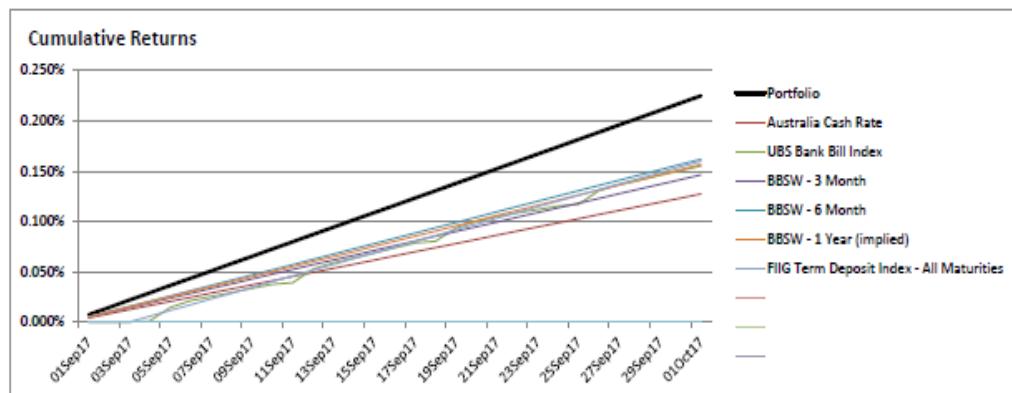
The closing cash and financial investment holding at month's end totalled \$163.88M, up from \$159.52M the previous month.

\$106.51M of this balance represented funds held for the City's financial reserves. The remaining balance of \$57.37M represents funds available to meet operational liquidity requirements.

### *Investment Performance, Ratings and Maturity*

The City's investment portfolio made a weighted annualised return of 2.68% for the month, slightly down from 2.72% the previous month and 2.73% the month before. This continues to compare favourably against the UBS Bank Bill Index (1.84%) and the FIIG Term Deposit - All Maturities Index (1.90%). It is expected that the average monthly return will continue to slide a little as reinvestments are currently made at rates ranging from 2.55% to 2.65%.

The cash rate was most recently reduced at the August 2016 meeting of the Reserve Bank of Australia (by 25bp to 1.50%) with markets indicating the next move will most likely be up, but not for at least 12 months. Portfolio interest earnings to the end of September of \$1.51M were \$78k ahead of the YTD budget.



*Figure 1: COC Portfolio Returns vs. Benchmarks*

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

The City's TD investments fall within the following Standard and Poor's short term risk rating categories. The A-1+ investment holding decreased marginally from 34% to 33% during the month, whilst the A-1 holding increased from 19% to 20%. The amount invested with A-2 banks decreased from 45% to 44%, comfortably below the policy limit of 60%.

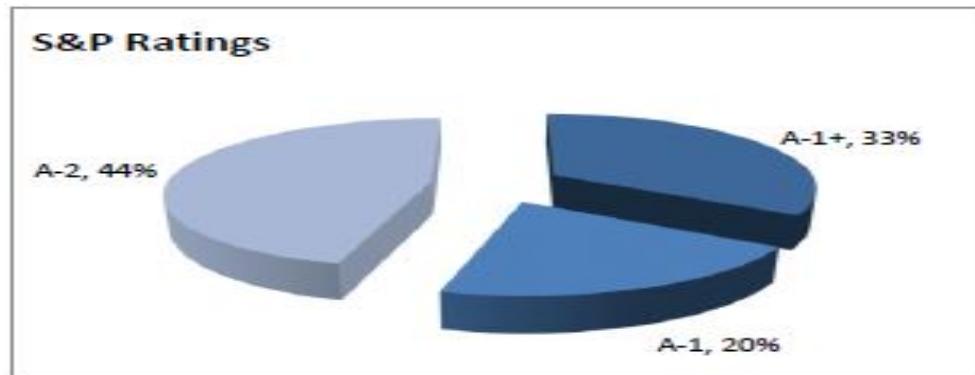


Figure 2: Council Investment Ratings Mix

The current investment strategy seeks to secure the highest possible rate on offer (up to 12 months for term deposits), subject to cash flow planning and investment policy requirements. Value is currently being provided within the 3-12 month investment range.

The City's TD investment portfolio had an average duration of 194 days or 6.4 months at 30 September (up from 124 days the previous month) with the maturity profile graphically depicted below:

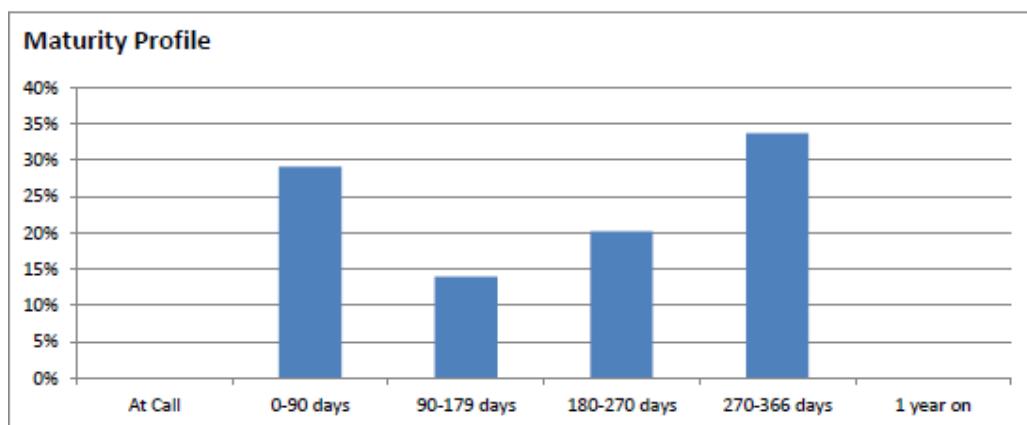


Figure 3: Council Investment Maturity Profile

#### Investment in Fossil Fuel Free Banks

At month end, the City held 45% (\$71.63M) of its TD investment portfolio of \$160.63M with banks deemed free from funding fossil fuel

related industries. This was slightly down from 46% (\$74.13M) the previous month.

### *Budget Revisions*

Budget amendments identified during the month and requiring Council adoption are as per the following schedule:

PROJECT/ACTIVITY LIST	USE OF FUNDING + increase (-) decrease		FUNDING SOURCES + decrease (-) increase		
	EXP \$	TF to RESERVE \$	TF FROM RESERVE \$	REVENUE \$	MUNI \$
Grant received for BMX Bike Track in Yangebup	65,000			(65,000)	
Insurance premium savings (to Insurance Reserve)		500,000			(500,000)
Relocation of Telstra cable - Lot 804 Beeliar Drive (from Land Dev Reserve)	90,437		(90,437)		
Grant received for BRIT Project	95,000			(95,000)	
Grant funding for Coogee Live	100,000			(100,000)	
Purchase of POS lot 8010 Spearwood Ave Beeliar (from funds held in Trust)	350,000			(350,000)	
Croatian Visit & Sister City Visit (from Contingency)	5,000				(5,000)
Budget Contingency	(5,000)				5,000
<b>Totals</b>	<b>700,437</b>	<b>500,000</b>	<b>(90,437)</b>	<b>(610,000)</b>	<b>(500,000)</b>

### *Description of Graphs & Charts*

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

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

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

against the YTD budget and the previous year's position at the same time.

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

#### *Trust Fund*

At month end, the City held \$11.54M within its trust fund. \$5.60M was related to POS cash in lieu and another \$5.94M in various cash bonds and refundable deposits.

#### *Port Coogee Marina – Pen Fee Review*

Management undertook a review of the pen fees as part of the fees and charges review for the 17/18 budget process. The revised fees adopted in the 17/18 budget reflected a consistent fee structure across all pen sizes, whilst also allowing for the market trends observed during the first year under the City's operation.

Further review since the adoption of the annual budget has firmed up the licence areas for the catamaran pens and identified additional pen sizes that should be included in the marina's fees and charges. The fees have been set using the same base amount and square metre rates as that used for the other pen fees included in the 2017/18 budget (in keeping with the consistent fee structure adopted). They will ensure the marina's fee schedule better reflects the existing range of physical pens available and ensure better operational management of the waterways.

The following updated fee schedule includes the new pen sizes being proposed:

		2017/18 Pen Fees (inc-GST)		
	Pen Size	Annual \$	Monthly \$	Daily \$
<b>Standard</b>	8 x 4m	4,880	618	42
	10 x 4m	5,600	690	46
	12 x 4.4m	6,752	805	54
	15 x 5m	8,750	1,005	68
	16 x 5.2m	9,488	1,079	72
	20 x 5.7m	12,260	1,356	92
<b>Catamaran</b>	<b>12 x 7m</b>	<b>9,560</b>	<b>1,086</b>	<b>72</b>
	<b>12 x 7.5m</b>	<b>10,100</b>	<b>1,140</b>	<b>76</b>
	<b>15 x 7.5m</b>	<b>12,125</b>	<b>1,343</b>	<b>90</b>
	<b>15 x 8.5m</b>	<b>13,475</b>	<b>1,478</b>	<b>99</b>

New  
New  
New

## **Strategic Plans/Policy Implications**

### **Leading & Listening**

Deliver sustainable governance through transparent and robust policy and processes

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

### **Budget/Financial Implications**

The 2017-18 budget surplus position has decreased by \$500,000 to \$420,968 as a result of budgeting for the transfer of insurance premium savings into the Insurance Reserve.

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Risk Management Implications**

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

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

N/A

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

Nil

## STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 September 2017

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Operating Revenue</b>						
Governance	98,696,289	98,581,674	0%	114,615	106,617,419	108,619,823
Financial Services	285,660	296,283	-4%	(10,622)	662,100	662,100
Information Services	-	375	-100%	(375)	1,500	1,500
Human Resource Management	43,236	72,998	-41%	(29,762)	292,000	292,000
Library Services	11,803	13,287	-11%	(1,483)	53,146	53,146
Recreation & Community Safety	3,028,791	2,296,486	32%	732,305 ✓	9,282,863	9,197,863
Community Development & Services	2,305,609	2,351,895	-2%	(46,286)	8,821,350	8,635,797
Corporate Communications	8,736	8,650	1%	86	113,400	13,400
Statutory Planning	244,890	343,000	-29%	(98,110)	1,372,000	1,372,000
Strategic Planning	919,428	1,043,704	-12%	(124,276)	2,961,734	2,961,734
Building Services	499,178	554,445	-10%	(55,267)	1,460,650	1,460,650
Environmental Health	231,751	246,375	-6%	(14,624)	325,500	325,500
Waste Services	3,844,249	4,285,348	-10%	(441,100) ✘	9,340,885	9,340,885
Parks & Environmental Services	11,279	2,555	341%	8,724	10,220	10,220
Engineering Services	93,208	62,030	50%	31,178	248,120	248,120
Infrastructure Services	387,074	108,383	257%	278,691 ✓	1,097,797	1,097,797
	110,611,181	110,267,487	0%	343,694	142,660,683	144,292,534
<b>Total Operating Revenue</b>	<b>110,611,181</b>	<b>110,267,487</b>	<b>0%</b>	<b>343,694</b>	<b>142,660,683</b>	<b>144,292,534</b>
<b>Operating Expenditure</b>						
Governance	(775,812)	(802,336)	-3%	26,524	(4,401,512)	(4,416,012)
Strategy & Civic Support	(170,833)	(240,557)	-29%	69,724	(1,239,217)	(1,234,467)
Financial Services	(2,006,665)	(2,315,961)	-13%	309,296 ✓	(5,534,457)	(5,975,527)
Information Services	(1,567,169)	(1,213,270)	29%	(353,900) ✘	(5,277,917)	(5,266,526)
Human Resource Management	(730,766)	(723,536)	1%	(7,231)	(2,845,516)	(2,775,521)
Library Services	(930,438)	(915,290)	2%	(15,148)	(3,758,725)	(3,683,813)
Recreation & Community Safety	(3,346,555)	(3,793,956)	-12%	447,401 ✓	(15,771,694)	(15,576,109)
Community Development & Services	(2,470,985)	(2,942,984)	-16%	471,999 ✓	(11,501,346)	(10,928,756)
Corporate Communications	(574,485)	(620,837)	-7%	46,352	(3,517,525)	(3,417,525)
Statutory Planning	(292,035)	(360,441)	-19%	68,405	(1,576,865)	(1,576,865)
Strategic Planning	(454,159)	(450,512)	1%	(3,647)	(1,911,561)	(1,851,561)
Building Services	(328,731)	(380,630)	-14%	51,899	(1,670,771)	(1,670,771)
Environmental Health	(354,987)	(430,842)	-18%	75,855	(1,864,428)	(1,859,118)
Waste Services	(3,850,704)	(5,036,255)	-24%	1,185,550 ✓	(19,840,746)	(19,841,080)
Parks & Environmental Services	(2,499,040)	(3,279,546)	-24%	780,506 ✓	(13,429,993)	(13,330,993)
Engineering Services	(1,930,261)	(2,083,518)	-7%	153,257	(8,093,516)	(7,901,213)
Infrastructure Services	(2,120,751)	(2,543,561)	-17%	422,810 ✓	(10,082,850)	(9,916,832)
	(24,404,378)	(28,134,030)	-13%	3,729,652	(112,318,641)	(111,222,691)

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 September 2017

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
<b>Less:</b> Net Internal Recharging	\$ 371,072	\$ 323,522	15%	\$ 47,550	\$ 1,293,775	\$ 1,331,071
<b>Add:</b> Depreciation & Amortisation on Non-Current Assets						
Computer Equipment	(62,580)	(62,580)	0%	-	(250,320)	(250,320)
Furniture and Equipment	(76,551)	(50,841)	51%	(25,710)	(203,364)	(203,364)
Plant & Machinery	(747,609)	(743,251)	1%	(4,358)	(2,999,255)	(2,999,255)
Buildings	(1,426,107)	(1,337,508)	7%	(88,599)	(5,350,032)	(5,350,032)
Infrastructure - Roads	(2,771,877)	(2,771,877)	0%	-	(11,087,508)	(11,087,508)
Infrastructure - Drainage	(631,176)	(631,176)	0%	-	(2,524,704)	(2,524,704)
Infrastructure - Footpaths	(302,055)	(302,055)	0%	-	(1,208,220)	(1,208,220)
Infrastructure - Parks Equipment	(925,398)	(925,398)	0%	-	(3,701,592)	(3,701,592)
Landfill Infrastructure	(280,191)	(280,191)	0%	-	(1,120,764)	(1,120,764)
Marina Infrastructure	(243,546)	(243,546)	0%	-	(974,184)	(974,184)
	<b>(7,467,090)</b>	<b>(7,348,423)</b>	<b>2%</b>	<b>(118,667)</b>	<b>(29,419,943)</b>	<b>(29,419,943)</b>
<b>Total Operating Expenditure</b>	<b>(31,500,395)</b>	<b>(35,158,930)</b>	<b>-10%</b>	<b>3,658,535</b>	<b>(140,444,810)</b>	<b>(139,311,564)</b>
<b>Change in Net Assets Resulting from Operations</b>	<b>79,110,786</b>	<b>75,108,557</b>	<b>5%</b>	<b>4,002,229</b>	<b>2,215,873</b>	<b>4,980,970</b>
<b>Non-Operating Activities</b>						
<b>Profit/(Loss) on Assets Disposal</b>						
Plant and Machinery	311,381	(33,347)	-1034%	344,728	✓	(96,888)
Freehold Land	-	1,065,000	-100%	(1,065,000)	✗	2,513,103
Buildings	-	-	0%	-	-	-
	<b>311,381</b>	<b>1,031,653</b>	<b>-70%</b>	<b>(720,272)</b>		<b>2,416,215</b>
						<b>1,561,715</b>
<b>Capital Expenditure</b>						
Computer Equipment	(245,028)	(627,136)	-61%	382,108	✓	(2,197,915)
Furniture and Equipment	(449,831)	(286,430)	57%	(163,401)	✓	(931,930)
Plant & Machinery	(241,804)	(871,110)	-72%	629,306	✓	(4,217,982)
Land	(7,539)	(61,842)	-88%	54,303	✓	(857,404)
Buildings	(1,359,498)	(4,113,068)	-67%	2,753,570	✓	(20,041,064)
Infrastructure - Roads	(978,554)	(2,309,918)	-58%	1,331,364	✓	(15,258,364)
Infrastructure - Drainage	(39,862)	(666,108)	-94%	626,246	✓	(1,743,654)
Infrastructure - Footpaths	(125,550)	(221,565)	-43%	96,015	✓	(1,590,096)
Infrastructure - Parks Equipment	(949,959)	(2,689,662)	-65%	1,739,703	✓	(10,805,064)
Infrastructure - Parks Landscaping	(270,579)	(687,934)	-61%	417,355	✓	(1,439,184)
Landfill Infrastructure	(158,493)	(519,194)	-69%	360,701	✓	(1,008,385)
<b>Note 1.</b>	<b>(4,826,697)</b>	<b>(13,053,967)</b>	<b>-63%</b>	<b>8,227,269</b>		<b>(60,872,905)</b>
						<b>(48,705,143)</b>

## STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 September 2017

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Add:</b> Gifted Subdivision Assets	-	-	0%	-	-	-
<b>Add:</b> Land - Vested in Crown	(390,308)	(350,000)	12%	(40,308)	(350,000)	-
<b>Add:</b> Transfer to Reserves	(8,123,996)	(8,736,466)	-7%	612,470 ✓	(26,849,306)	(25,599,306)
<b>Add Funding from</b>						
Non-Operating Grants, Subsidies and Contributions	1,607,914	2,645,029	-39%	(1,037,115) X	13,484,709	11,336,931
Developers Contributions Plans: Cash	2,021,848	1,504,434	34%	517,414 ✓	6,017,736	6,017,736
Proceeds on Sale of Assets	311,381	1,286,500	-76%	(975,119) X	4,432,500	3,578,000
Reserves	7,139,104	10,193,207	-30%	(3,054,104) X	33,019,595	19,082,533
Gifted Subdivision Assets	-	-	0%	-	-	-
	<b>11,080,247</b>	<b>15,629,171</b>	<b>-29%</b>	<b>(4,548,923)</b>	<b>56,954,540</b>	<b>40,015,200</b>
<b>Non-Cash/Non-Current Item Adjustments</b>						
Depreciation on Assets	7,186,899	7,068,232	2%	118,667	28,299,179	28,299,179
Amortisation on Assets	280,191	280,191	0%	-	1,120,764	1,120,764
Profit/(Loss) on Assets Disposal	(311,381)	(1,031,653)	-70%	720,272 X	(2,416,215)	(1,561,715)
Loan Repayments	-	-	0%	-	(2,597,176)	(2,597,176)
Non-Current Leave Provisions	36,874	-	0%	36,874	-	-
Deferred Pensioners Adjustment	481	-	0%	481	-	-
	<b>7,193,064</b>	<b>6,316,770</b>	<b>14%</b>	<b>876,294</b>	<b>24,406,552</b>	<b>25,261,052</b>
Opening Funds	6,643,985	2,500,000	166%	4,143,985	2,500,000	2,500,000
<b>Closing Funds</b>	<b>Note 2, 3.</b>	<b>90,998,461</b>	<b>78,452,436</b>	<b>16%</b>	<b>12,546,025</b>	<b>420,968</b>
		-	-	-	-	-

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## Notes to Statement of Financial Activity

### Note 1.

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

Assets Classification	Commitments at		Actuals YTD	YTD Revised Budget	Full Year Revised Budget	Uncommitted at Month End
	Actuals	Month End				
Computer Equipment	(245,028)	(567,199)	(812,227)	(627,136)	(2,979,778)	2,167,551
Furniture and Equipment	(449,831)	(150,150)	(599,981)	(286,430)	(931,930)	331,949
Plant & Machinery	(241,804)	(584,850)	(826,654)	(871,110)	(4,217,982)	3,391,328
Land	(7,539)	-	(7,539)	(61,842)	(857,404)	849,865
Buildings	(1,359,498)	(7,341,126)	(8,700,624)	(4,113,068)	(20,041,064)	11,340,440
Infrastructure - Roads	(978,554)	(1,954,374)	(2,932,929)	(2,309,918)	(15,258,364)	12,325,436
Infrastructure - Drainage	(39,862)	(60,547)	(100,409)	(666,108)	(1,743,654)	1,643,245
Infrastructure - Footpaths	(125,550)	(1,252)	(126,802)	(221,565)	(1,590,096)	1,463,294
Infrastructure - Parks Equipment	(949,959)	(1,560,606)	(2,510,565)	(2,689,662)	(10,805,064)	8,294,499
Infrastructure - Parks Landscaping	(270,579)	(163,810)	(434,389)	(687,934)	(1,439,184)	1,004,795
Landfill Infrastructure	(158,493)	(593,214)	(751,708)	(519,194)	(1,008,385)	256,677
	(4,826,697)	(12,977,129)	(17,803,826)	(13,053,967)	(60,872,905)	43,069,079

### Note 2.

Closing Funds in the Financial Activity Statement are represented by:

	YTD Revised		Full Year Revised Budget	Adopted Budget
	Actuals	Budget		
<b>Current Assets</b>				
Cash & Investments	158,915,445	196,230,421	113,947,104	115,497,141
Rates Outstanding	52,620,938	2,150,000	2,150,000	2,150,000
Rubbish Charges Outstanding	313,597	120,001	120,000	120,000
Sundry Debtors	2,603,976	4,000,000	4,000,000	4,000,000
GST Receivable	(151,598)	-	-	-
Prepayments	84,637	420,000	420,000	420,000
Accrued Debtors	6,593	-	-	-
Stock on Hand	23,361	14,000	14,000	14,000
	214,416,947	202,934,422	120,651,104	122,201,141
<b>Current Liabilities</b>				
Creditors	(13,921,645)	(11,302,735)	(11,260,049)	(11,260,049)
Income Received in Advance	(1,009,038)	(1,500,000)	(1,500,000)	(1,500,000)
GST Payable	(185,697)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(4,306,171)	(3,998,006)	(3,992,256)	(3,992,256)
Provision for Long Service Leave	(2,451,508)	(2,000,000)	(2,000,000)	(2,000,000)
	(21,874,059)	(18,800,740)	(18,752,305)	(18,752,305)
<b>Net Current Assets</b>				
	192,542,889	184,133,682	101,898,799	103,448,836
<b>Add: Non Current Investments</b>				
	4,963,535	4,825,000	4,825,000	4,825,000
	197,506,424	188,958,682	106,723,799	108,273,836
<b>Less: Restricted/Committed Assets</b>				
Cash Backed Reserves #	(106,507,963)	(110,506,246)	(105,425,417)	(108,259,348)
Deposits & Bonds Liability *	-	-	-	-
	90,998,461	78,452,436	1,298,382	14,487
<b>Closing Funds (as per Financial Activity Statement)</b>				
	<b>90,998,461</b>	<b>78,452,436</b>	<b>1,298,382</b>	<b>14,487</b>

# See attached Reserve Fund Statement

\* See attached Restricted Funds Analysis

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## Note 3.

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

Project/ Ledger	Activity	Description	Council Resolution	Classification	Non Change (Non Cash Items)		Increase in Available Adjust. Cash	Decrease in Available Cash	Amended budget Running Balance
					Adjust.	\$			
<b>Budget Adoption</b>									
				<b>Closing Funds Surplus(Deficit)</b>					<b>14,487</b>
GL	131 Recovery of Multicultural Officer			Operating Income		140			<b>14,627</b>
GL	855 Reduction Insurance charges			Operating Expenditure		490,416			<b>505,043</b>
GL	105 Reduction in FAGS grant			Operating Income			40,968		<b>464,075</b>
CW	5681 Reduction in Tree Planting CW			Operating Expenditure		445,000			<b>909,075</b>
GL	355 Management cost recovery			Operating Income		11,893			<b>920,968</b>
GL	855 Savings in insurance premium transferred to Reserve			Operating Expenditure		500,000			<b>420,968</b>
				<b>Closing Funds Surplus (Deficit)</b>	<b>0</b>	<b>947,449</b>	<b>540,968</b>		<b>420,968</b>

## Statement of Comprehensive Income *by Nature and Type*

for the period ended 30 September 2017

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
<b>OPERATING REVENUE</b>						
01 Rates	96,479,340	96,430,182	49,159	100,030,608	99,981,449	99,981,449
02 Specified Area Rates	374,800	330,000	44,800	374,800	330,000	330,000
05 Fees and Charges	Note 1	9,232,415	9,265,150	(32,735)	26,677,571	26,710,305
06 Service Charges		-	-	-	-	-
10 Grants and Subsidies	2,646,112	2,554,647	91,465	9,811,965	9,720,500	11,382,351
15 Contributions, Donations and Reimbursements	369,855	256,767	113,088	1,288,549	1,175,461	1,145,461
20 Interest Earnings	1,508,658	1,430,742	77,916	4,820,884	4,742,968	4,742,968
25 Other revenue and Income	-	-	-	-	-	-
<b>Total Operating Revenue</b>	<b>110,611,181</b>	<b>110,267,487</b>	<b>343,694</b>	<b>143,004,377</b>	<b>142,660,683</b>	<b>144,292,534</b>
<b>OPERATING EXPENDITURE</b>						
50 Employee Costs - Salaries & Direct Oncosts	Note 2	(11,920,639)	(12,382,244)	461,605	(52,291,145)	(52,752,750)
51 Employee Costs - Indirect Oncosts		(215,477)	(256,658)	41,181	(1,455,073)	(1,496,254)
55 Materials and Contracts	Note 3	(8,035,066)	(10,811,872)	2,776,806	(38,538,550)	(41,315,355)
65 Utilities		(1,076,695)	(1,310,614)	233,919	(4,996,379)	(5,230,298)
70 Interest Expenses	-	-	-	(816,699)	(816,699)	(816,699)
75 Insurances		(1,004,191)	(1,004,344)	153	(1,700,335)	(1,700,488)
80 Other Expenses		(2,152,310)	(2,368,299)	215,989	(8,790,809)	(9,006,798)
85 Depreciation on Non Current Assets		(7,186,899)	(7,068,232)	(118,667)	(28,417,846)	(28,299,179)
86 Amortisation on Non Current Assets		(280,191)	(280,191)	-	(280,191)	(1,120,764)
<b>Add Back: Indirect Costs Allocated to Capital Works</b>		371,072	323,522	47,550	1,341,325	1,293,775
<b>Total Operating Expenditure</b>		<b>(31,500,395)</b>	<b>(35,158,930)</b>	<b>3,658,535</b>	<b>(135,945,702)</b>	<b>(140,444,810)</b>
<b>CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES</b>		<b>79,110,786</b>	<b>75,108,557</b>	<b>4,002,229</b>	<b>7,058,675</b>	<b>2,215,873</b>
<b>NON-OPERATING ACTIVITIES</b>						
I1, 16 Non-Operating Grants, Subsidies and Contributions		1,607,914	2,645,029	(1,037,115)	12,447,594	13,484,709
18 Developers Contributions Plans: Cash		2,021,848	1,504,434	517,414	6,535,150	6,017,736
57 Land Ceded to the Crown		(390,308)	(350,000)	(40,308)	(390,308)	(350,000)
95 Profit/(Loss) on Sale of Assets		311,381	1,031,653	(720,272)	311,381	2,416,215
<b>Total Non-Operating Activities</b>		<b>3,550,835</b>	<b>4,831,116</b>	<b>(1,280,281)</b>	<b>18,903,817</b>	<b>21,568,660</b>
<b>NET RESULT</b>		<b>82,661,621</b>	<b>79,939,673</b>	<b>2,721,948</b>	<b>25,962,492</b>	<b>23,784,533</b>
						<b>23,897,352</b>

### Notes to Statement of Comprehensive Income

#### Note 1.

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

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
<b><u>Recreation &amp; Community Safety</u></b>				
Recreational Services	145,318	147,770	591,080	591,080
Law and Public Safety	84,079	96,399	385,596	385,596
Cockburn ARC	2,387,643	1,800,394	7,253,485	7,253,485
	2,617,040	2,044,563	8,230,161	8,230,161
<b><u>Waste Services:</u></b>				
Waste Collection Services	2,563,042	2,650,127	2,800,000	2,800,000
Waste Disposal Services	1,279,924	1,635,221	6,540,885	6,540,885
	3,843,438	4,285,348	9,340,885	9,340,885
<b><u>Infrastructure Services:</u></b>				
Port Coogee Marina	287,781	107,809	1,095,500	1,095,500
	287,781	107,809	1,095,500	1,095,500
	6,748,259	6,437,721	18,666,545	18,666,545

#### Note 2.

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

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services				
Executive Services	(558,683)	(607,608)	(2,629,867)	(2,629,867)
Finance & Corporate Services Division	(1,793,461)	(1,810,343)	(7,508,795)	(7,358,795)
Governance & Community Services Division	(4,272,008)	(4,227,848)	(18,367,623)	(18,241,451)
Planning & Development Division	(1,167,373)	(1,350,155)	(5,869,626)	(5,869,626)
Engineering & Works Division	(4,129,114)	(4,386,290)	(18,376,839)	(18,184,786)
	(11,920,639)	(12,382,244)	(52,752,750)	(52,284,525)

#### Note 3

Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services				
Executive Services	(331,533)	(386,627)	(1,888,688)	(1,898,438)
Finance & Corporate Services Division	(1,321,559)	(1,224,518)	(3,510,204)	(3,496,376)
Governance & Community Services Division	(2,485,336)	(3,320,142)	(12,972,244)	(12,158,109)
Planning & Development Division	(246,494)	(254,657)	(1,000,597)	(935,287)
Engineering & Works Division	(3,650,144)	(5,625,928)	(21,943,622)	(21,678,688)
Not Applicable	0	0	0	0
	(8,035,066)	(10,811,872)	(41,315,355)	(40,166,898)

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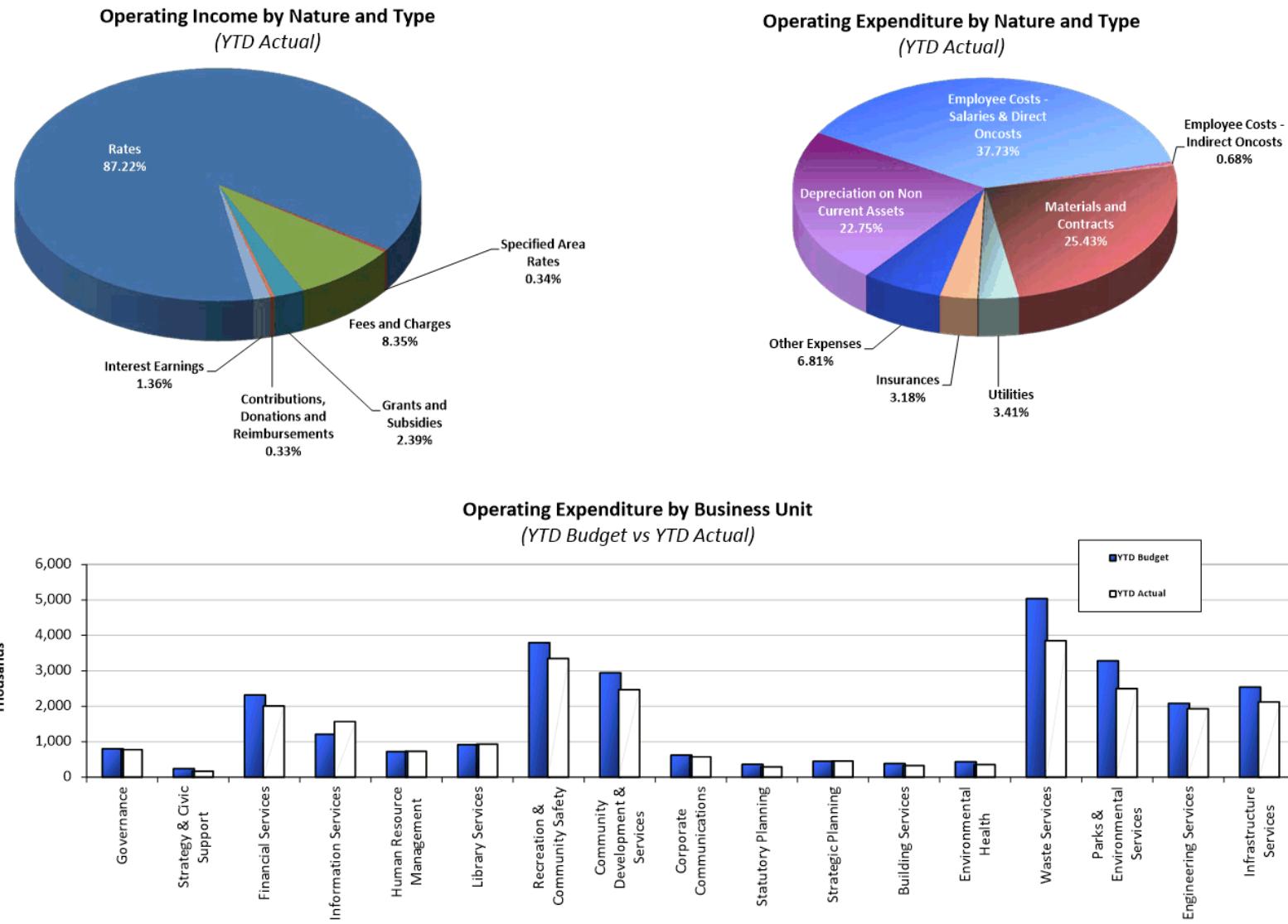


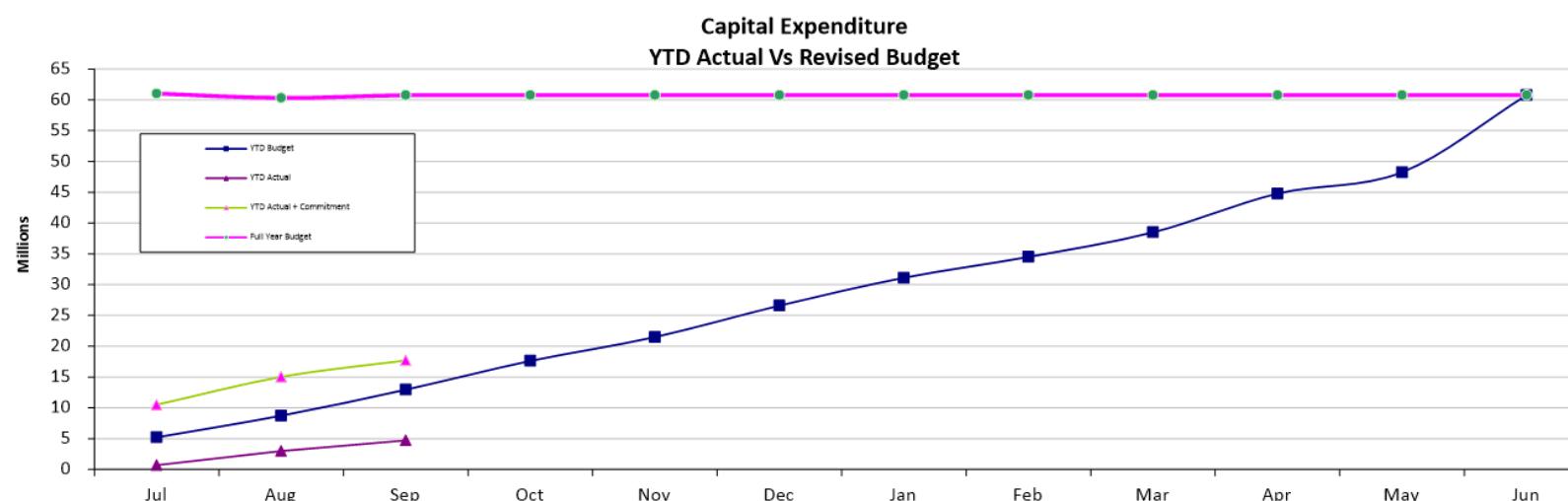
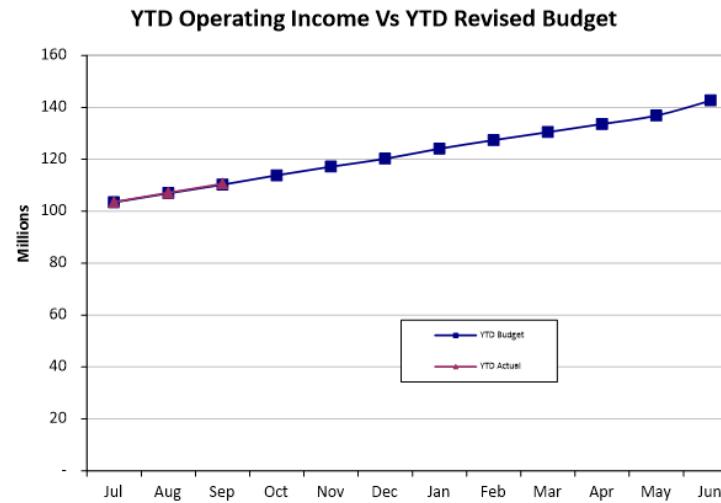
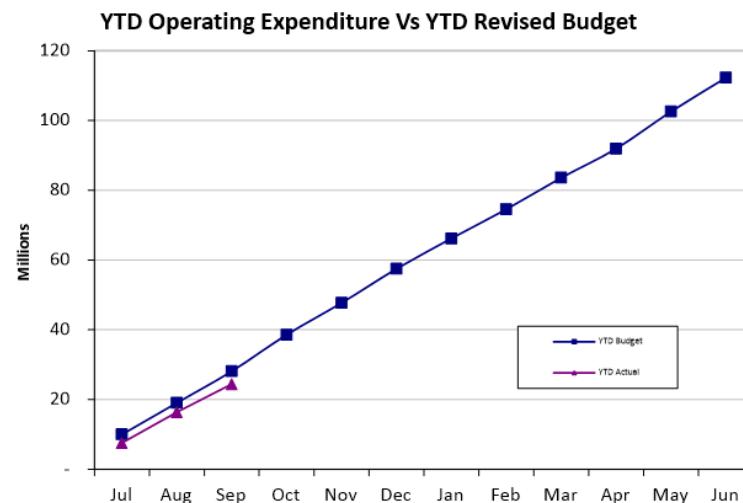
## City of Cockburn - Reserve Funds

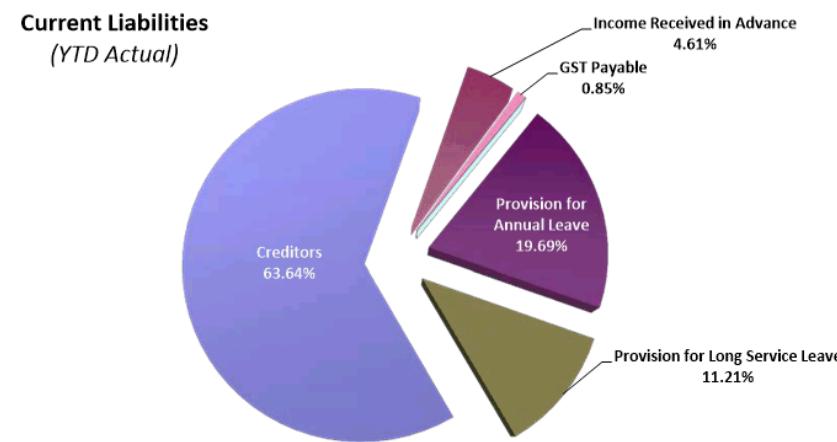
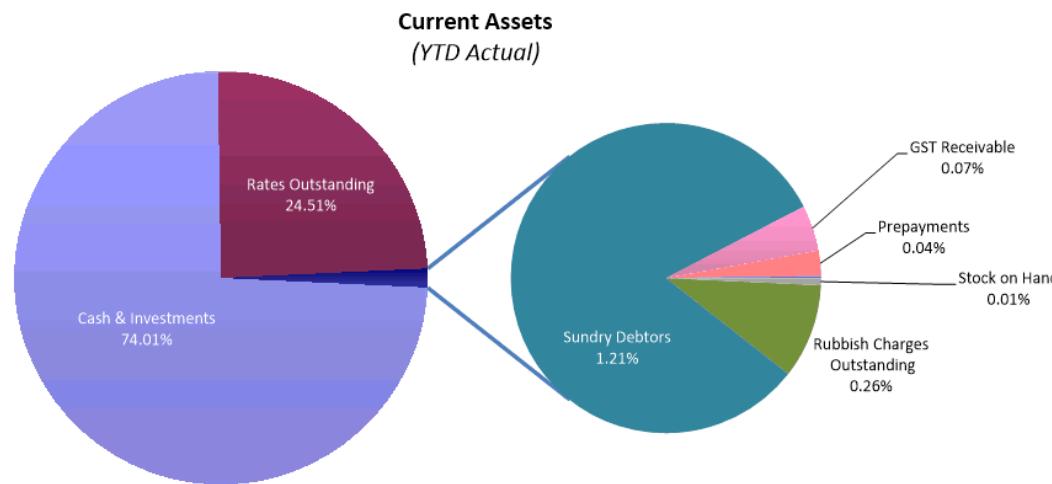
### Financial Statement for Period Ending 31 August 2017

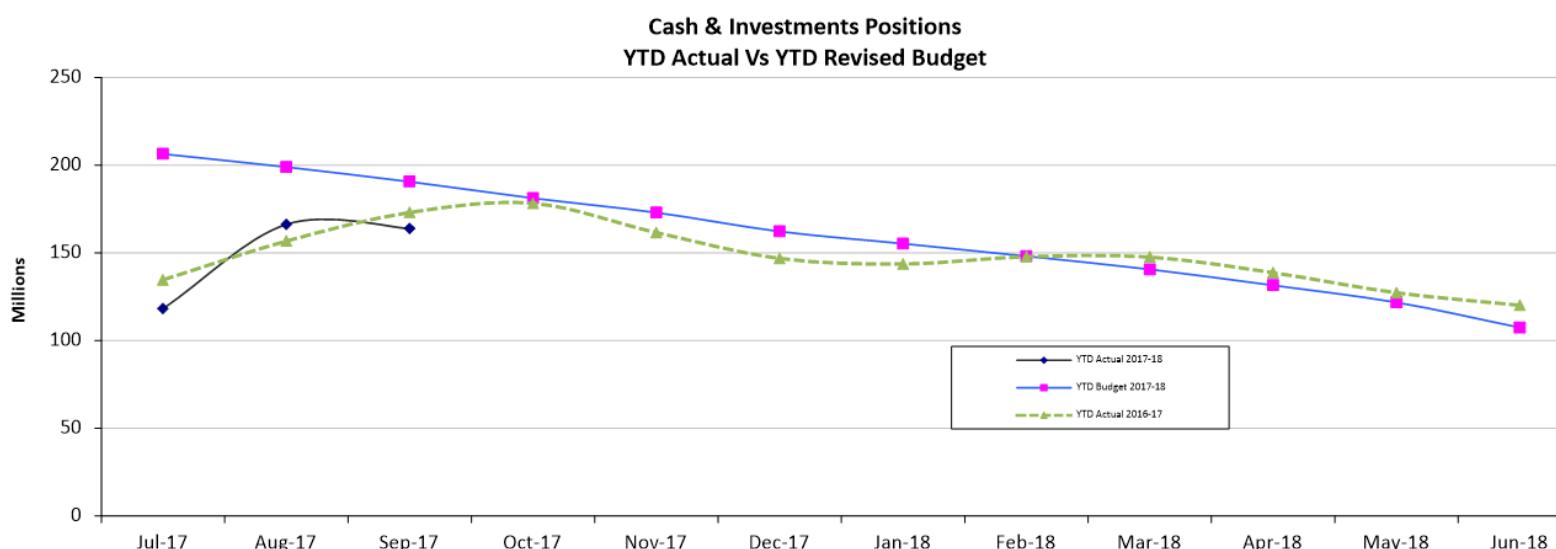
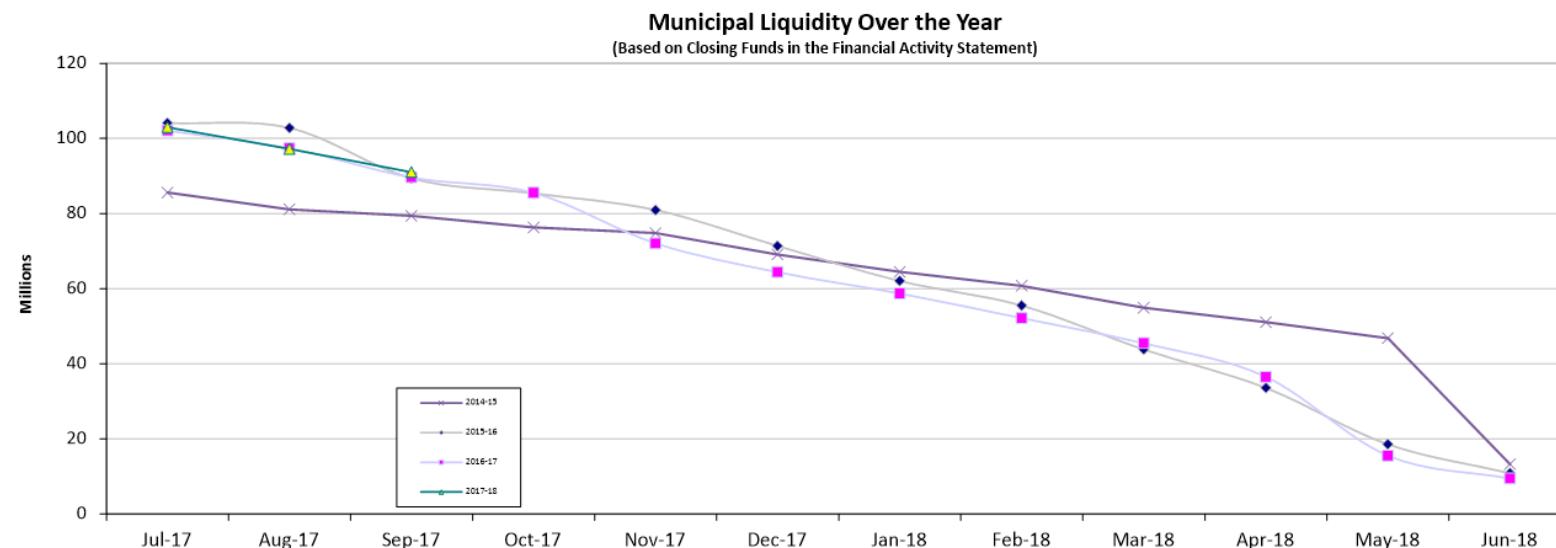
<b>Account Details</b>		<b>Opening Balance</b>	<b>Interest Received</b>	<b>t/f's from Municipal</b>	<b>t/f's to Municipal</b>	<b>Closing Balance</b>	
		<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>
<b>Council Funded</b>							
Bibra Lake Management Plan Reserve		589,288	589,288	10,648	2,021	-	(25,000)
C/FWD Projects Reserve		9,474,600	9,280,897	-	-	(7,702,795)	(1,647,898)
CCW Development Fund		1,492,671	500,000	53,000	3,344	-	-
Community Infrastructure		13,495,449	13,210,265	109,782	48,628	3,632,000	2,588,667
Community Surveillance Levy Reserve		1,314,234	1,097,742	22,594	3,862	200,000	33,333
DCD Redundancies Reserve		41,748	41,748	797	142	-	-
Environmental Offset Reserve		298,185	298,185	7,691	1,018	-	-
Green House Emissions Reductions		349,919	349,919	10,330	1,503	200,000	33,333
HWRP Post Closure Management		2,359,654	2,359,654	47,780	8,052	-	-
Information Technology		189,836	290,055	8,082	943	100,000	16,667
Insurance		327,698	327,698	8,090	1,095	-	(168,392)
Land Development & Investment Fund Reserve		4,175,384	4,177,766	251,777	14,212	3,760,000	-
Major Buildings Refurbishment		11,573,486	11,573,486	133,850	39,713	1,500,000	250,000
Municipal Elections		155,198	155,198	2,681	741	120,000	120,000
Naval Base Shacks		1,072,113	1,077,675	22,969	3,668	75,363	-
Plant & Vehicle Replacement		7,416,058	7,371,172	105,975	25,897	3,038,000	506,333
Port Coogee Marina Assets Replcmt		-	-	-	-	-	(2,457,792)
Port Coogee Special Maintenance Reserve		1,246,841	1,246,841	26,794	4,378	274,000	-
Port Coogee Waterways Reserve		112,477	112,477	8,685	384	56,000	-
Port Coogee WEMP		1,933,584	2,296,993	40,372	7,239	-	(79,742)
Roads & Drainage Infrastructure		14,004,556	13,987,382	64,880	45,485	1,500,000	250,000
Staff Payments & Entitlements		1,947,631	1,947,631	45,068	6,179	125,000	20,833
Waste & Recycling		13,725,436	13,165,896	348,847	44,990	1,472,079	-
Waste Collection Levy		2,731,598	2,437,627	63,366	9,807	1,000,000	-
POS Cash in Lieu (Restricted Funds)		500	(1,087)	108,937	(28)	-	-
		<b>90,028,144</b>	<b>87,894,507</b>	<b>1,502,995</b>	<b>273,273</b>	<b>17,052,442</b>	<b>3,819,167</b>
						<b>(20,782,460)</b>	<b>(2,497,551)</b>
						<b>87,801,121</b>	<b>89,489,396</b>
<b>Grant Funded</b>							
Aged & Disabled Vehicle Expenses		248,193	223,193	8,628	702	-	(56,000)
CIHF Building Maintenance Resrv		4,497,350	4,621,068	-	15,795	1,450,000	127,035
Family Day Care Accumulation Fund		16,799	8,482	-	44	-	-
Naval Base Shack Removal Reserve		526,838	526,838	10,217	1,798	-	-
Restricted Grants & Contributions Resrv		2,685,102	3,585,466	-	-	-	(3,207,791)
UNDERGROUND POWER		227,532	0	-	375	-	(3,471,144)
Welfare Projects Employee Entitlements		470,402	459,203	9,223	1,634	-	-
		<b>8,672,216</b>	<b>9,424,250</b>	<b>28,068</b>	<b>20,348</b>	<b>1,450,000</b>	<b>127,035</b>
						<b>(3,283,791)</b>	<b>(3,484,781)</b>
						<b>6,866,493</b>	<b>6,086,852</b>
<b>Development Cont. Plans</b>							
Cockburn Coast DCP14		(109,448)	(109,448)	-	(306)	-	(40,177)
Community Infrastructure DCA 13		5,964,447	5,964,447	220,238	26,112	5,000,000	703,851
Hammond Park DCP		1,398,439	1,398,439	9,354	4,783	396,000	-
Munster Development		1,140,711	1,140,711	18,147	3,908	80,000	5,538
Muriel Court Development Contribution		(110,762)	(110,762)	-	(351)	100,000	-
Packham North - DCP 12		34,792	34,792	1,000	133	150,000	39,156
Solomon Road DCP		626,939	626,939	16,500	2,146	50,000	-
Success Nth Development Cont. Plans		2,684,263	2,684,263	15,311	9,164	11,700	-
Thomas St Development Cont. Plans		12,986	12,986	294	44	-	(3,518)
Wattleup DCP 10		91,140	91,140	2,000	322	100,000	-
Yangebup East Development Cont. Plans		1,347,473	1,347,473	6,026	4,600	130,036	652
Yangebup West Development Cont. Plans		427,648	427,648	9,195	1,472	-	(3,118)
		<b>13,508,629</b>	<b>13,508,629</b>	<b>298,065</b>	<b>52,026</b>	<b>6,017,736</b>	<b>883,002</b>
						<b>(8,560,407)</b>	<b>-</b>
						<b>11,264,023</b>	<b>14,443,657</b>
<b>Total Reserves</b>		<b>112,208,988</b>	<b>110,827,386</b>	<b>1,829,128</b>	<b>345,646</b>	<b>24,520,178</b>	<b>4,829,204</b>
						<b>(32,626,658)</b>	<b>(5,982,331)</b>
						<b>105,931,636</b>	<b>110,019,905</b>

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## DETAILED BUDGET AMENDMENTS REPORT

for the period ended 30 September 2017

PROJECT/ACTIVITY LIST			ADD/LESS	EXPENDITURE	TF TO RESERVE	FUNDING SOURCES			
						RESERVE	EXTERNAL	MUNICIPAL	NON-CASH
GL 855	Savings in insurance premium transferred to Reserve		LESS		500,000				
CW 5897	Grant received for BMX Bike Track in Yangebup		ADD	65,000			(65,000)		
CW 1598	Relocation of Telstra cable at Lot 804 Beeliary Drive, Yangebup		ADD	90,437		(90,437)			
OP 9608	Increase budget for Croatian Visit & Sister City Visit from Contingency		ADD	5,000					
OP 8272	Funding Croatian & Sister City Visits		LESS	(5,000)					
OP 8897	Grant received for BRIT Project		ADD	95,000			(95,000)		
OP 9470	Funding received for Coogee Live		ADD	100,000			(100,000)		
OP 8260	Crown land		ADD	350,000			(350,000)		
				700,437	500,000	(90,437)	(610,000)	0	0

### 16.3 CARRIED FORWARD WORKS/PROJECTS AND BUDGET SURPLUS FOR 2016-2017

**Author(s)** N Mauricio

**Attachments** 1. Carried Forward Works & Projects [↓](#)

#### RECOMMENDATION

That Council

(1) amend the 2017-18 budget by including the Carried Forward Works and Projects as set out in the schedule attached to the Agenda and summarised in the following table:

Capital Expenditure	\$11,260,564
Operating Expenditure	\$777,205
Transfers to Reserves (from land sales)	\$750,000
<b>Total Expenditure</b>	<b>\$12,787,769</b>
<b>Funded By:</b>	
Sale of Assets	(\$854,500)
Grants & Contributions	(\$1,192,191)
Transfers from Reserves	(\$5,321,175)
Municipal Funds	(\$5,419,903)
<b>Total Funding</b>	<b>\$12,787,769</b>

(2) amend the 2017-18 budget by adjusting the opening municipal funds brought forward position as follows:

Increase opening municipal funds b/fwd from \$2,500,000 to \$6,643,985	(\$4,143,985)
TF municipal funds b/fwd into C/FWD Projects Reserve to fund the municipal component of carried forward works & projects from 2016-17	\$5,419,903
Reduce budgeted TF to Community Infrastructure Reserve of \$3,632,000 by the variance in budgeted surplus vs actual 'free' surplus (\$2,500,000 vs \$1,224,082).	(\$1,275,918)

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

The audit of the 2016-17 annual accounts has now been finalised, allowing for the closing municipal position and value of carried forward works and projects to be determined together with any required budget adjustments.

When Council adopted its Budget for the 2017-18 financial year (FY) at the June ordinary meeting, carried forward works and projects were not included as these were unascertainable at the time. An estimated municipal surplus position of \$2.5M was included in the 2017-18 adopted budget and this now needs to be revised to match the actual audited financial position and also to account for the municipal funded component of the carried forward works and projects.

**Submission**

N/A

**Report**

In the 2017-18 adopted budget, the City forecast an opening municipal position of \$2,500,000, which was treated as an uncommitted 'free' surplus. These funds were included in a budgeted transfer to the Community Infrastructure Reserve of \$3,632,000.

The City's financial position for 2016-17 has now been audited and a total surplus of \$6,643,985 determined. However, this includes an amount of \$5,419,903 municipal funding required for the list of carried forward projects (attached to the agenda). This essentially reduces the 'free' surplus from \$2,500,000 to \$1,224,082, with the resulting \$1,275,918 reduction proposed to be offset against the budgeted transfer to the Community Infrastructure Reserve. This would still leave a total transfer to the reserve of \$2,356,082 and this measure complies with Council's budget management policy SC34.

The carried forward works and projects include capital and operating expenditure totalling \$12,037,769 (down from \$24,618,866 last year). These are funded from a mix of municipal funds, financial reserves, asset sales and grants and contributions.

Also carried forward is the sale of lot 80 Beeliar Drive for an estimated \$750,000 which once realised, will be transferred into the Land Development and Investment Fund Reserve as per Council's Land Development Strategy.

There are 144 projects carried forward this year (compared to 142 last year). Of these, 104 projects were in progress with expenditure of \$68.5M against a total budget of \$78.7M (87% completed) leaving a balance of \$10.2M carried forward. The remaining 40 projects were yet to commence and their full budgets totalling \$2.6M are being carried forward. 90% of the 384 Capital Works projects were completed or commenced prior to the 30 June 2017.

Only one project has a carried forward amount greater than \$1.0M being Berrigan Drive - Dean to Jandakot (\$1.22M), with another three projects being over \$0.5M including the Green Waste Decontamination Plant (\$0.7M), the Coogee Beach Master Plan (\$0.66M) and Cockburn ARC (\$0.5M).

23 projects totalling \$5.15M have carried forward expenditure ranging between \$0.1M and \$0.5M. The greater majority of projects (count of 117) have no more than \$0.1M each carried forward and total \$3.82M or 31% of the total carried forward project expenditure.

### **Strategic Plans/Policy Implications**

#### Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes

Ensure sound long term financial management and deliver value for money

### **Budget/Financial Implications**

The 2017-18 Budget will be amended to reflect \$6,643,985 of opening funds brought forward from the 2016-17 FY (an increase of \$4,143,985). However, this amount includes \$5,419,903 of municipal funding required to fund carried forward works and projects totalling \$12,787,769.

The net reduction in 'free' surplus of \$1,275,918 (\$5,419,903 less \$4,143,985) will be adjusted off the budgeted transfer to the Community Infrastructure Reserve (currently \$3,632,000) in accordance with Council's budget management policy SC34.

### **Legal Implications**

N/A

### **Community Consultation**

N/A

**Risk Management Implications**

Council's budget for revenue, expenditure and the closing financial position will be misrepresented if the recommendation amending the budget is not adopted. The uncompleted carried forward works and projects from 2016-17 (and their associated funding sources) need to be formally adopted by Council to ensure compliance with legislative requirements.

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

N/A

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

Nil

Service Unit	Project Description	Amount to be C/Fwd	2017/18			
			Reserves	Grants & Contributions	Sale of Assets	Municipal
113 - Other_Governance	CW - Cockburn ARC	500,000	0	-500,000		0
211 - Accounting_Services	OP8822 - Business Intelligence & Performance Reporting Project	86,642	-16,642			-70,000
221 - Information Communication and Techno	CW1356 - OCE Digital Plan Printer & Scanner	43,000	-43,000			0
221 - Information Communication and Techno	CW1407 - Server Room Renovations	20,000	-20,000			0
221 - Information Communication and Techno	CW1423 - WAN Redundancy Works: Mesh Creation	56,979	0			-56,979
221 - Information Communication and Techno	CW1424 - UPS devices for high-end computing devices	9,000	0			-9,000
221 - Information Communication and Techno	OP8250 - Network Configuration & Improvement	12,186	-12,186			0
221 - Information Communication and Techno	OP8823 - CCW Cockburn ARC Facility - Tech Programme Management	50,000	-50,000			0
222 - Records	CW1419 - Upgrade ECM Software	2,000	0			-2,000
223 - GIS_Services	OP8825 - Waste Truck Mobility System	25,000	-25,000			0
224 - Business_Systems_Services	CW1089 - Facilities Booking System for Youth Centre, Seniors and Rec	5,000	-5,000			0
224 - Business_Systems_Services	CW1367 - GIS Integration with T1	5,440	-5,440			0
224 - Business_Systems_Services	CW1368 - Mobility	19,964	-19,964			0
224 - Business_Systems_Services	CW1369 - Recreation and Leisure Centre Software	7,750	-7,750			0
224 - Business_Systems_Services	CW1396 - Intellileisure Online	14,585	-14,585			0
224 - Business_Systems_Services	CW1397 - Photo Library System	5,320	-5,320			0
224 - Business_Systems_Services	CW1398 - Delegated Authorities Replacement	2,758	-2,758			0
224 - Business_Systems_Services	CW1399 - Firebreak System	600	-600			0
224 - Business_Systems_Services	CW1411 - Redevelopment of City Website	162,426	-37,462			-124,964
224 - Business_Systems_Services	CW1413 - Risk Management Software	22,836	0			-22,836
224 - Business_Systems_Services	CW1414 - Replacement of Agenda & Minutes System	47,007	-47,007			0
224 - Business_Systems_Services	CW1415 - Application and Server Monitoring Software	25,000	-16,775			-8,225
224 - Business_Systems_Services	CW1431 - New software to replace Cambion	67,582	0			-67,582
224 - Business_Systems_Services	CW1432 - New software to payroll rostering	99,080	0			-99,080
224 - Business_Systems_Services	CW1433 - New software project management	46,795	0			-46,795
311 - Management_Libraries	OP8828 - Update History of Cockburn Project Stage 2 - Ongoing	72,245	-49,745			-22,500
311 - Management_Libraries	OP9995 - Library Grants Minor	2,667	-2,667			0
314 - Success_Library	CW4624 - Balcony Modifications	9,200	0			-9,200
314 - Success_Library	CW4625 - Community Art Workshops and Finished Paintings	10,000	0			-10,000
323 - Recreation Services	OP8829 - Western Suburbs Sports Precinct Study	94,000	0			-94,000
323 - Recreation Services	CW5817 - Atwell Reserve Floodlights	105,549	-12,570	-92,979		0
323 - Recreation Services	OP6280 - Sporting Wall of Fame	20,000	0			-20,000
328 - Ranger and Community Safety	CW1387 - Electronic Infringement System and Software	10,373	-10,373			0
328 - Ranger and Community Safety	CW1402 - Upgrade Fire break system	12,000	-12,000			0
328 - Ranger and Community Safety	OP8831 - Ranger Electronic Mobilisation	48,741	0			-48,741
328 - Ranger and Community Safety	OP8833 - CCTV Replacement Rangers and Community safety services - Pla	28,696	-28,696			0
328 - Ranger and Community Safety	OP8838 - Develop the City's Community Emergency Risk Management Plan	15,648	0			-15,648
328 - Ranger and Community Safety	OP8837 - Community Engagement Activities Within Bushfire Prone Areas	15,000	0			-15,000
329 - Cockburn ARC	CW4674 - Cockburn ARC Curtin Fitout	193,000	-193,000			0
330 - Community Dev and Services Unit Mgt	CW4662 - Bibra Lake Skate Park	211,720	-171,720			-40,000
330 - Community Dev and Services Unit Mgt	OP8592 - Consultancy Services for the Review of the Age Friendly Stra	3,736	-3,736			0
331 - Family and Community Development	OP8322 - Connecting South Lake	3,660	-3,660			0
331 - Family and Community Development	OP8580 - Alcoa Cockburn Community Development	10,000	-10,000			0
331 - Family and Community Development	OP9182 - Reconciliation Action Plan review and update	24,715	-9,715			-15,000
331 - Family and Community Development	OP9729 - MY Time Group	1,471	-1,471			0
332 - Youth_Services	OP8840 - Youth Strategy consultancy	21,496	0			-21,496
333 - Aged_and_Disabled_Services	OP8324 - Private Fee Income	68,484	-68,484			0
335 - Seniors_Services	OP8247 - Fundraising - Senior Centre	8,290	-8,290			0
421 - Strategic_Planning	OP8848 - Master plan and feasibility model for development of Civic a	60,000	-60,000			0
423 - Leasing and Land Administration	CW1530 - Lot 1 Berrigan Dr, South Lake Rezoning & Subdivision	4,994	-4,994			0
423 - Leasing and Land Administration	CW1548 - Lot 40 Cervantes Loop - surveying and construction of access	197,000	-197,000			0
423 - Leasing and Land Administration	CW1553 - Subdivision and development of Lot 915 and Reserve 38537	361,287	-361,287			0

Service Unit	Project Description	Amount to be C/Fwd	2017/18			
			Reserves	Grants & Contributions	Sale of Assets	Municipal
423 - Leasing and Land Administration	CW1592 - Lot 80 Beelar Drive land rationalisation, subdivision and s	800,000	-50,000		-750,000	0
423 - Leasing and Land Administration	CW1608 - Purchase of LOT 8001 Riverina Pde, Munster	16,363	-16,363			0
423 - Leasing and Land Administration	CW1600 - Demolition of March Street	18,572	-18,572			0
423 - Leasing and Land Administration	CW1562 - Purch lot 2102 Garston Way North Coogee	8,751	-8,751			0
511 - Waste_Collection_Services	CW1980 - 2 Operation sheds for Staging and Delivery of Bins - Include	95,000	-95,000			0
511 - Waste_Collection_Services	CW1981 - Purchase of 8000 Bins	80,000	-80,000			0
511 - Waste_Collection_Services	CW1983 - Waste Mobility	16,528	0			0
512 - Waste_Disposal_Services	CW1920 - Waste Transfer Station Stage 1	53,679	-53,679			0
512 - Waste_Disposal_Services	CW1929 - Materials Recovery Facility - Design and Documentation	24,587	-24,587			0
512 - Waste_Disposal_Services	CW1935 - Remediation & landfill leachate management	41,217	-41,217			0
512 - Waste_Disposal_Services	CW1962 - Upgrade to Weighbridge Software	1,910	-1,910			0
512 - Waste_Disposal_Services	CW1962 - Green Waste Decontamination Plant - Waste Recycling Reserve	696,992	-696,992			0
521 - Parks_Construction_and_Maintenance	CW5261 - Bibra Lake MP Adventure Playground	44,681	0			0
521 - Parks_Construction_and_Maintenance	CW5407 - Park Development - Coogee Beach Master Plan	656,051	-155,052			-44,581
521 - Parks_Construction_and_Maintenance	CW5648 - Hamilton Hill Revitalisation - Davilak Reserve	28,141	-28,141			-499,999
521 - Parks_Construction_and_Maintenance	CW5807 - Simms Road (HH Revitalisation)	156,415	0			0
521 - Parks_Construction_and_Maintenance	CW5756 - Dixon Reserve Works (Hamilton Hill Revitalisation Strategy)	9,315	0			-156,415
521 - Parks_Construction_and_Maintenance	CW5763 - Bakers Square_Irrigation Renewal	60,604	0			-9,315
521 - Parks_Construction_and_Maintenance	CW5772 - Jarvis Park (Coolbellup Revitalisation Strategy)	384,184	0			-60,604
521 - Parks_Construction_and_Maintenance	CW5790 - Spearwood Avenue Street Beautification Program	163,870	0			-384,184
521 - Parks_Construction_and_Maintenance	CW5808 - Plumosa Park Developments	82,292	0			-163,870
521 - Parks_Construction_and_Maintenance	CW5814 - Beelar Drive Landscaping	178,376	-178,376			-82,292
521 - Parks_Construction_and_Maintenance	CW5765 - Pipeline Park_Irrigation Renewal	78,834	0			-78,834
522 - Environmental_Management	CW5801 - Port Coogee Dive Trail Stage 2	13,785	0			-13,785
522 - Environmental_Management	CW5743 - Manning Park - Finalise path to Western Lookout	136,730	-13,730			-123,000
531 - Road_Construction_and_Maintenance	CW3643 - Barrigen Dr Inter Jandakot - Dean Rd to Jandakot Airport	1,215,224	-1,098,398			-116,826
531 - Road_Construction_and_Maintenance	CW3665 - Cockburn Road (Ocean to Orsino)	61,652	0			-61,652
531 - Road_Construction_and_Maintenance	CW3461 - Bus Stop Facilities	2,418	0			-2,418
531 - Road_Construction_and_Maintenance	CW3611 - Bus Shelter Replacement Program	21,870	0			-21,870
531 - Road_Construction_and_Maintenance	CW3624 - Bike network review	61,219	-61,219			-30,000
531 - Road_Construction_and_Maintenance	CW3684 - Operational Centre Staff Parking	22,727	0			-30,000
531 - Road_Construction_and_Maintenance	CW3686 - Bike Boulevard Demonstration Projects - Design and Developme	30,000	0			-40,7302
531 - Road_Construction_and_Maintenance	CW3741 - Wartron Rd (ArmadaleRd to JandakotRd)- Install Road Lighting	407,302	-101,587			-78,949
531 - Road_Construction_and_Maintenance	CW5802 - Renew Bitumen Path @ C.Y. O'Connor Beach	40,785	0			-22,727
531 - Road_Construction_and_Maintenance	CW3740 - Knock Pl & Solomon Rd Int (Minor Widening)	19,265	-19,265			-22,727
531 - Road_Construction_and_Maintenance	CW3694 - Major Road Rockingham to Fawcett	237,615	0			-30,000
531 - Road_Construction_and_Maintenance	CW3695 - Lyon and Gibbs Signallisation and upgrade	341,710	0			-30,000
531 - Road_Construction_and_Maintenance	CW3696 - Gibbs and Liddelow Roundabout	441,718	0			-30,000
531 - Road_Construction_and_Maintenance	CW3701 - Roper Reserve Parking	128,306	0			-30,000
531 - Road_Construction_and_Maintenance	CW - 694 - Resurfacing - CW	72,009	0			-30,000
531 - Road_Construction_and_Maintenance	CW2482 - Russell Road transport planning study	92,797	-65,582			-30,000
531 - Road_Construction_and_Maintenance	CW3646 - Rigby Avenue Traffic investigation	25,000	-25,000			-30,000
531 - Road_Construction_and_Maintenance	CW3704 - Barrington St (Stock Rd to Rockingham Rd) - Traffic Management	44,963	-44,963			-30,000
531 - Road_Construction_and_Maintenance	CW3708 - Imiah Court - Closure at Prinsep Rd	50,180	0			-30,000
531 - Road_Construction_and_Maintenance	CW3708 - Heavy vehicle parking	76,797	0			-30,000
531 - Road_Construction_and_Maintenance	CW2491 - Drainage Investigation & Design	33,165	-33,165			-30,000
531 - Road_Construction_and_Maintenance	CW3653 - Boronia Park Brushfoot Blvd Install Lake overflow	66,628	-66,628			-30,000
531 - Road_Construction_and_Maintenance	CW3654 - 292 Hamilton Road Flooding	246,687	-111,688			-30,000
531 - Road_Construction_and_Maintenance	CW3721 - Postans Road upgrade	68,237	0			-30,000
531 - Road_Construction_and_Maintenance	CW3727 - Starbush Park	75,872	0			-30,000
531 - Road_Construction_and_Maintenance	CW3726 - Breaksea Drive design and construct	127,815	0			-30,000
531 - Road_Construction_and_Maintenance	CW3656 - 237 Yanggeup Road Flooding	125,250	-125,250			-30,000
531 - Road_Construction_and_Maintenance	CW3544 - North Lake Road (Hammond to Kentucky)	112,384	-112,384			-30,000
531 - Road_Construction_and_Maintenance	CW3386 - CoC Drainage Catchment Study	6,847	-6,847			-30,000
542 - Asset_Services	CW1392 - Works & Asset Systems Development	9,040	0			-30,000
542 - Asset_Services	OP8263 - Road & Footpath Condition Audit	42,234	-42,234			-30,000
542 - Asset_Services	OP8594 - Technology One Mobility	4,888	-4,888			-30,000
542 - Asset_Services	OP8596 - Road & roadside furniture Asset Condition Survey	35,419	-35,419			-30,000

Service Unit	Project Description	Amount to be C/Fwd	2017/18			
			Reserves	Grants & Contributions	Sale of Assets	Municipal
543 - Facilities_Mtce_and_Management	CW4379 - Disability Access Audit & Improvements	10,000	0			-10,000
543 - Facilities_Mtce_and_Management	CW4567 - Civic & Community Buildings Various - Floor Covering Replace	49,269	0			-49,269
543 - Facilities_Mtce_and_Management	CW4616 - Naval Base - Toilet Blocks refurbishment	62,578	-12,578			-50,000
543 - Facilities_Mtce_and_Management	CW4636 - Civic and Community Buildings - Sign Upgrade	31,850	0			-31,850
543 - Facilities_Mtce_and_Management	CW4639 - Civic and Community Buildings - Asbestos Removal	6,255	0			-6,255
543 - Facilities_Mtce_and_Management	CW4642 - Coogee Beach CCTV upgrade	32,222	-32,222			0
543 - Facilities_Mtce_and_Management	CW4647 - Civic and Community Buildings - Exterior and Interior Paint	9,170	0			-9,170
543 - Facilities_Mtce_and_Management	CW4648 - Civic and Community Buildings - Car Park Linemarking	10,000	0			-10,000
543 - Facilities_Mtce_and_Management	CW4649 - Jean Willis Centre - Refurbishments	27,545	0			-27,545
543 - Facilities_Mtce_and_Management	CW4650 - Spearwood Library - Refurbishments	40,305	0			-40,305
543 - Facilities_Mtce_and_Management	CW4653 - South Lake Leisure Centre - Decommissioning	8,042	0			-8,042
543 - Facilities_Mtce_and_Management	CW4655 - Port Coogee Marina CCTV & Comms Hookup to Depot	15,131	0			-15,131
543 - Facilities_Mtce_and_Management	CW4659 - Cockburn Health & Community Centre - Fitout & Improvement	20,000	-20,000			0
543 - Facilities_Mtce_and_Management	CW4670 - Main Admin Front Stairs emergency access/egress upgrade to a	22,642	0			-22,642
543 - Facilities_Mtce_and_Management	CW4238 - Phoenix Central Revitalisation Plan	15,790	-15,790			0
543 - Facilities_Mtce_and_Management	CW4201 - Admin Bldg - Refurbishment	1,510	0			-1,510
543 - Facilities_Mtce_and_Management	CW4396 - Admin Building Office Modifications	35,501	-16,412			-19,089
543 - Facilities_Mtce_and_Management	CW4643 - Bibra Lake Adventure Playground CCTV Stage 1	14,600	-14,600			0
543 - Facilities_Mtce_and_Management	CW4671 - new depot comms mast and the standby generator relocation	5,048	0			-6,048
543 - Facilities_Mtce_and_Management	CW4539 - PV Installation Project	12,203	-12,203			0
543 - Facilities_Mtce_and_Management	CW4628 - Community Mens Shed, Cockburn Central	435,241	0	-287,836		-147,405
543 - Facilities_Mtce_and_Management	CW4631 - Depot DR Facility Construction	89,115	0			-89,115
544 - Plant_Maintenance	CW7240 - Light Vehicle - Waste Disposal Ute	32,000	-17,000		-15,000	0
544 - Plant_Maintenance	CW7290 - Light Fleet Youth services PL2902	65,000	-32,500		-32,500	0
544 - Plant_Maintenance	CW7528 - Nissan Dualiz 2WD Hatch	62,000	-17,000		-45,000	0
544 - Plant_Maintenance	CW7531 - PL 531 HACC D Burridge	29,000	-17,000		-12,000	0
544 - Plant_Maintenance	CW7561 - New Waste Bin larger capacity Ute	20,000	-20,000		0	0
544 - Plant_Maintenance	CW7560 - Livestock trailer	17,982	0		-17,982	0
545 - Port Coogee Marina	CW4656 - Port Coogee Marina Day Visitor Jetty Walkway Access	50,000	-50,000		0	0
545 - Port Coogee Marina	CW4657 - Port Coogee Fuel Spill Kit	30,000	0		-30,000	0
546 - Coastal Engineering Services	OP8597 - C Y O'Connor Beach Nourishment Works	21,987	-21,987		0	0
542 - Events and Culture	CW5207 - Public Artwork Programme	149,750	0			-149,750
543 - Facilities_Mtce_and_Management	CW4385 - Operations Centre - New Op Cntr Building	145,211	0			-145,211
		12,787,769	(5,321,175)	(1,192,191)	(854,500)	(5,419,903)

## 17. ENGINEERING & WORKS DIVISION ISSUES

### 17.1 RFT 26/2017 - DESIGN & CONSTRUCTION SERVICES - BIBRA LAKE SKATE PARK & RECREATION PRECINCT

**Author(s)** A Lees

**Attachments**

1. RFT26-2017 - Consolidated Evaluation Scores  
**(CONFIDENTIAL)**
2. RFT26-2017 - Tendered Prices  
**(CONFIDENTIAL)**

#### **RECOMMENDATION**

That Council accept the Tender submission from Menchetti Consolidated Pty Ltd for RFT 26/2017 Design & Construction Services – Bibra Lake Skate Park & Recreation Precinct, for the total estimated lump sum contract value of \$1,686,183.14 (Ex GST), in accordance with the submitted estimated total lump sum and the Schedule of Rates for determining variations and/or additional services.

#### **Background**

The City is requiring the replacement of its ageing Bibra Lake Skate Park with the new skate environment that meets today's and the future community's aspirations. A concept design for the precinct has been developed through extensive community consultation in order to meet the current and future needs of the City. The skate park design (approx. 1,100m<sup>2</sup>) has evolved through engagement with skaters and the local students at Bibra Lake Primary School. The new park is to incorporate public toilets, 24 bay Car Park, Shelters, BBQ amenities, Basketball half-court and Playground for young children for which the City has received grant funding. Council adopted the Bibra Lake Skate Park design at the Ordinary Council Meeting on 13 April 2017 OCM.

The total footprint for the areas is 6,000m<sup>2</sup>. It is envisaged that the precinct will be visible from Bibra Drive and be readily easily accessible for all members of the Community.

The project has been estimated at \$1.8 million which includes all design and documentation fees, construction costs, certification fees, project management fees and all associated costs and fees.

The scope of works/services includes, but not limited to:

- a) Detailed Design Development and documentation;
- b) Submitting new service connections and receiving approvals from all authorities and service providers;
- c) Skate Park Construction (approx. 1,100m<sup>2</sup>) and associated lighting;

- d) Liaison with Power, Water, Sewer and Playground Construction Contractors;
- e) Roadway modifications;
- f) Off street car park construction associated lighting;
- g) Fabrication;
- h) Site Works – Including set out, site clearing, earthworks and foundations;
- i) Protection of Flora and Fauna;
- j) Site Security and Safety;
- k) Stencilled Artwork
- l) Procurement and installation of Playground and recreation equipment;
- m) Procurement of steel shelter, seating, BBQ, Drinking fountain, etc.;
- n) Landscaping;
- o) Building construction, installation and plumbing, electrical and other associated works;
- p) Provision for future CCTV and Wi-Fi (conduits);
- q) Pedestrian and Active Pathways;
- r) Site Reinstatement - Fully reinstate the site and leave the works in a neat and tidy condition; and
- s) 'As Constructed' Drawings and documentation.

A request for Tender was advertised on Saturday 23 September 2017 in the Local Government Tenders section of "The West Australian" newspaper for the Design & Construction Services of the Bibra Lake Skate Park & Recreation Precinct. The tender was open for two and a half weeks and closed at 2:00pm (AWST) on Thursday 12<sup>th</sup> October 2017.

The RFT was also displayed on the City's E-Tendering website between Saturday 23 September 2017 and Thursday 12 October 2017.

### Submission

The Request for Tender closed at 2:00pm (AWST) Thursday, 12 October 2017. Four (4) submissions were received from the following companies:

Tenderer's Name:	Registered Business Name
Convic Pty Ltd	Convic Pty Ltd
D.B.Cunningham Pty Ltd	Advanteering Civil Engineers
Menchetti Consolidated Pty Ltd	MG Group WA
Phase3 Landscape Construction	Phase3 Landscape Construction

## Report

### Compliance Criteria

The following criteria were used to determine whether the submissions received were compliant:

<b>Compliance Criteria</b>	
(a)	Compliance with <b>A03 – RFT26-2017 - Conditions of Responding and Tendering</b>
(b)	Compliance with <b>B01 – RFT26-2017 - Specifications</b>
(c)	Completion of Form of Response
(d)	Provision of Respondent's Contact Person's details
(e)	Provision of list of Sub-Contractors
(f)	Compliance with Financial Position requirements
(g)	Compliance with Insurance requirements and provision of details
(h)	Completion of Qualitative Criteria
(i)	Compliance with Price basis
(j)	Compliance with and completion of the Price Schedule (including the breakdown of Lump Sum) <b>B02 – RFT26-2017 – Price Schedule</b>
(k)	Compliance with ACCC Requirements and completion of <b>A04 – RFT26-2017 – Certificate of Warranty</b> .
(l)	Acknowledgement of any Addenda issued.

### Compliance Tenderers

Procurement Services undertook the initial compliance assessment and all Four (4) submitted Tenderers were deemed compliant and released for evaluation.

### Evaluation Criteria

<b>Evaluation Criteria</b>	<b>Weighting Percentage</b>
Demonstrated Experience	20%
Tenderer's Resources	20%
Methodology	15%

Sustainability	10%
Tendered Price	35%
<b>TOTAL</b>	<b>100%</b>

### Tender Intent/ Requirements

The City requires the services of a suitably registered, qualified and experienced Construction Contractor/Manufacturer to undertake the design and construction of what the City anticipates to be a premier Skate Park and Recreation Precinct on Bibra Lake Reserve (44060R), 59 Bibra Lake Dive, Bibra Lake WA.

The City is requiring the replacement of its ageing Bibra Lake Skate Park with the new skate environment that meets todays and the future community's aspirations. A concept design for the precinct has been developed through extensive community consultation in order to meet the current and future needs of the City. The skate park design (approx. 1,100m<sup>2</sup>) has evolved through engagement with skaters and the local students at Bibra Lake Primary School. The new park is to incorporate public toilets, 24 bay Car Park, Shelters, BBQ amenities, Basketball half-court and Playground for young children for which the City has received grant funding. The total footprint for the areas is 6,000m<sup>2</sup>.

### Evaluation Panel

Name	Position & Organisation
Mr Anton Lees	Manager Parks & Environment (Chairman)
Mrs Gail Bowman	Manager Community Development
Mr Kevin Stripe	Parks Project Officer
<u>Probity Role Only</u>	
Ms Tammy Chappel	Contracts Performance Officer

### Scoring Table – Combined Totals

Tenderer's Name	Percentage Score		
	Non-Cost Evaluation	Cost Evaluation	Total
	65%	35%	100%
<b>Menchetti Consolidated PL**</b>	<b>44.03%</b>	<b>35.00%</b>	<b>79.03%</b>
Advantearing Civil Engineers	40.67%	33.44%	74.11%

Convic Pty Ltd	40.73%	32.88%	73.61%
Phase3 Landscape Construction	38.33%	31.83%	70.16%

\*\* Recommended Submission

### *Evaluation Criteria Assessment*

#### Demonstrated Experience

The submission by Convic Pty Ltd and Menchetti Consolidated PL demonstrated to the panel that they had the experience in delivering projects similar to this one and had the company structures to manage the construction. Both companies have completed projects of similar value and been able to integrate the build of the skate park with the recreational elements. Phase3 Landscape Construction and Advanteering Civil Engineers had experience in recreation precinct developments and a company structure to deliver projects of this scope and value, they were ranked lower due to their reduced exposure to skate park construction.

#### Tenderer's Resources

Menchetti Consolidated PL and Advanteering Civil Engineers submitted documentation which demonstrated their human resource capabilities including key personal in delivering the key elements of the project. All four submissions demonstrated their capacity to react to changes in the project deliverables and had the necessary contingency measures should any constraints arise. The panel were unable to clearly ascertain Convic Pty Ltd and Phase3 Landscape Construction current commitments and thus were scored slightly lower. All four submissions provided financial details as prescribed and band referees.

#### Methodology

All four submissions clearly outlined to the panel a proposed design and construction methodology to meet the key deliverables of the project and the City's objectives. Menchetti Consolidated PL, Phase3 Landscape Construction and Advanteering Civil Engineers provided a Gantt chart that demonstrated their capacity to deliver the project within the 26 weeks program and were able to commence immediately. Convic Pty Ltd was scored slightly lower as they didn't provide a Gantt chart but submitted a works program that delivered the project over 38 weeks and weren't definitive in their commencement availability. All four tenderers submitted details on their quality assurance systems, Occupational Health and Safety policies, risk assessment process and other relevant document documentation.

#### Sustainability

All four submissions demonstrated their environmental management systems or alternative systems along with their sustainability and corporate social responsibilities policies. All four provided information on their sustainability awards, resources efficiencies, and waste reduction initiatives and how they intend to incorporate local suppliers and resources within the supply chain.

#### Cost Evaluation

An alternative tender was submitted by Phase 3 Landscape Construction for the installation of an onsite waste water treatment system as opposed to connection to mains sewerage. Due to the sensitive nature of the environmental surroundings this was not deemed the suitable and discounted from the cost evaluation.

In evaluating the cost structure and the lowest price submitted by each tenderer to deliver the specification outline in this tender and achieve the City's key objectives, Menchetti Consolidated PL was deemed to provide the best value.

#### Summation

Taking in consideration all of the submitted response criteria, the evaluation panel recommends to Council that the submission received from Menchetti Consolidated Pty Ltd as being the most advantageous to deliver Tender No. RFT 26-2017 – Design & Construction Services Bibra Lake Skate Park & Recreation Precinct, for an estimated contract value of \$1,686,183.14 GST exclusive, in accordance with the submitted Schedule of Rates; and the additional schedule of rates for determining variations and/or additional services.

The recommendation is based on the following key elements:

- Well demonstrated experience in performing similar work for similarly sized contracts;
- A range of personnel that have experience in managing the services associated with the requirements of the contract;
- Having the required resources and contingency measures to undertake the works;
- Referees confirming Menchetti Consolidated Pty Ltd capabilities in delivering high quality skate parks and recreation precincts, meeting compliance criteria, performance targets; and
- Provide the best value for money.

#### **Strategic Plans/Policy Implications**

#### Community, Lifestyle & Security

Create and maintain recreational, social and sports facilities and regional open space

Provide safe places and activities for residents and visitors to relax and socialise

### **Budget/Financial Implications**

The budget allocation for the Bibra Lake Skate Park and Recreation Precinct (CW 5645) totals \$2,075,000 which is framed by a grant issued by the Government of Western Australia (Department of Local Government and Communities) of \$400,000 (skate park component), Developer Contributions (DCP13) of \$780,720 and \$894,280 from municipal funds.

The tendered price submitted by Menchetti Consolidated Pty Ltd of \$1,686,183.15, GST exclusive, can be accommodated within the budget allocation and allows for other works associated with the project to be delivered.

The City has undertaken a financial review of the recommended tenderer. The review is currently been performed by Corporate Scorecard with the outcome provided prior to or at the OCM.

### **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 Bibra Lake Skate Park and Recreation Precinct had significant community consultation in the concept design development phase. Initial consultation included workshops with the general Community and focus on the skateboard community to ascertain the needs and values in relation to the recreation precinct. The following stakeholders were approached:

- Bibra Lake Resident's Association
- Bibra Lake Primary School (Administration)
- Skate Board WA
- Local skate board community at Bibra Lake and Cockburn Youth Centre
- Broader Skateboard community including Skate park attendees, social media, and women's skate group
- BMX community
- Dog walkers at the lake and Yarra Vista dog park.
- Community members at Bibra Lake Playground opening and workshop in the park (existing skate park location).

The Comment on Cockburn site was visited by 325 people, with 187 contributing to the survey. The concept plan was downloaded 294 times. In summary the community consultation most strongly supported the Skate Park, and upgrade of the Toilet facilities, and all other elements of the concept plan that went to Tender were also highly supported.

### **Risk Management Implications**

By not accepting the recommendation there is a risk that the project will not meet the Government of Western Australia (Department of Local Government and Communities) grant timeframes in order to receive the funds in full and potentially impact the City's reputation in consulting with the community and delivering on the outcomes.

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

Those who lodged a tender submission have been advised that this matter is to be considered at the 9/11/2017 Council Meeting.

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

Nil

## 17.2 STATE OF SUSTAINABILITY 2016-17

**Author(s)** J Harrison

**Attachments** 1. State of Sustainability Report 2016/2017 [↓](#)

### **RECOMMENDATION**

THAT COUNCIL RECEIVE THE STATE OF SUSTAINABILITY REPORT 2016-17.

### **Background**

For the past seven years the City has tracked its progress towards sustainability in an annual 'State of Sustainability' report.

This reporting tool enables the City to publicly report against four key areas: Governance, Economy, Environment and Society.

The State of Sustainability report uses the traffic light symbols to provide a visual snapshot of progress towards achieving a particular KPI.

Green indicates that the City is on track in achieving its stated objective; Amber indicates that while the City is making progress, more work is needed; and Red indicates that the City is yet to make progress in achieving a particular KPI.

### **Submission**

N/A

### **Report**

The City of Cockburn's seventh annual State of Sustainability Report is a snapshot of the City's collective efforts in working towards a sustainable future for the 2016-17 financial year.

For this reporting period, the City addressed 77 indicators for sustainability across the organisation.

The City has delivered incredible outcomes for the community and the natural environment during 2016-17 with over 97 per cent of Key Performance Indicators complete or significantly progressed.

Only two of the 77 indicators monitored had not been progressed, and these were due to changes in either internal funding allocation or human resourcing.

A summary of the highlights of KPI's achieved over the past reporting year are outlined below.

**Governance:** The City identified 23 KPIs to measure its progress towards achieving Governance Excellence. Governance is the cornerstone of the City's approach to sustainability. Through this the City is able to listen to and guide its residents and ratepayers in building a sustainable future.

87% of governance KPIs were achieved in 2016-17, with a further 13% significantly progressed.

Governance highlights include:

- Updated tender requirements to facilitate greater support for 'social procurement' objectives, aiding not-for-profit and organisations providing disability support
- Continued to review the City's strategies to better incorporate elements of the sustainability policy and strategy
- Launched the Zero Harm initiative to raise the profile of safety within the City
- Continued implementation of Liveable Neighbourhoods design principles in structure plans and adopted the Lakes Revitalisation Strategy
- Established a Design Review Panel and implemented a paperless system for planning applications
- Increased the opportunity for cycling throughout the City by completing the *Bike and Walk Cockburn Plan 2016-2021*
- The Staff Sustainability Committee delivered the Travelsmart to Work Project, Sustainability Library expansion, Wastewise workplace videos, Corporate Planting Day and Community Garden planting event.

**Environment:** The City identified 17 KPIs to measure progress toward achieving best practice in Environmental Management. The environment is the foundation for sustainability in the City of Cockburn. Our natural areas and resources must be sustainably managed now and in the future.

41% of the environmental KPIs were achieved in 2016-17, with a further 47% significantly progressed, whilst 12% were not achieved.

Environment highlights include:

- Delivered the Garden Waste Bin rollout of 4,500 bins to Hamilton Hill and Leeming, allowing organic waste to be converted to a higher quality compost
- Maintained a 'zero emissions' fleet via the carbon offset program
- Undertook mapping of bushland areas within the City which identified that 83% of bushland is in good or better condition
- Revegetated 2.1 hectares of degraded land with 32,380 plants. Additionally, 5.5 hectares of infill planting was completed at existing revegetation sites which exceeded targets
- Installed a Geothermal heating system at the City's new Cockburn Aquatic and Recreation Centre (ARC). The system will be operational in 2017-18
- Installed a 900 kW PV system on Cockburn ARC – it is the largest rooftop solar system in Western Australia
- Delivered more than 50 environmental and sustainability events including the Salty Fest, Sustainable Living Series and Get Wild about Wetlands Program.

**Society:** The City identified 21 KPIs to measure progress towards achieving a more socially equitable, diverse and inclusive community. Society is at the heart of sustainability in Cockburn. Our people – from our residents, ratepayers and businesses, to schools, visitors and employees – are the driving force behind the way we develop, now and into the future.

90% of society KPIs were achieved in 2016-17, with a further 10 significantly progressed.

Society highlights include:

- Officially opened new Cockburn Aquatic and Recreation Centre (ARC) providing health facilities in a central location
- Successfully delivered the following plans which allowed the City to respond to the diverse needs of the community:
  - Age Friendly Strategic Plan
  - Child and Family Strategic Plan
  - Youth Services Strategic Plan
  - Disability Access and Inclusion Plan, and
  - Reconciliation Action Plan

- Allocated \$400,000 towards new footpaths to encourage walking and cycling
- Continued to provide CoSafe services and installed CCTV at Cockburn Central, New Operations Centre and Port Coogee Marina
- Adopted the new Community Development Strategic Plan 2016-20
- Delivered 16 diverse community events including: Hello Baby, Teddy Bears Picnic, three NAIDOC events, Reconciliation Week Event, Harmony Day Event, eight Youth Events, and a Celebrate Ability Event.

**Economy:** The City identified 16 key performance indicators (KPIs) to measure progress towards achieving best practice financial management.

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

100% of the economy KPIs were achieved in 2016-17.

Economy highlights include:

- Secured significant partnerships with Curtin university as part of the new Cockburn Integrated Health Centre and the new Cockburn Aquatic and Recreation Centre (ARC)
- Officially opened the Bibra Lake Regional Playground
- Completed a concept plan for the Cockburn Wetland Precinct
- Played a key role in replanning the regional road network to reduce traffic congestion in Cockburn Central

Continues to support and co-fund the Melville Cockburn Chamber of Commerce (MCCC) and Business Foundations to support small business operators within the District.

### **Strategic Plans/Policy Implications**

#### Community, Lifestyle & Security

Provide for community facilities and infrastructure in a planned and sustainable manner

**Economic, Social & Environmental Responsibility**

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

**Leading & Listening**

Deliver sustainable governance through transparent and robust policy and processes

**Budget/Financial Implications**

The State of Sustainability report provides a snapshot of the City's collective efforts towards sustainability over the past financial year (2016-17). These projects and programs were funded through a variety of means as identified in the community strategic plan including both municipal funds and external grant funding.

**Legal Implications**

N/A

**Community Consultation**

The State of Sustainability report is a summary of the City's progress towards sustainability in 2016-17. Community consultation was undertaken for some of the projects referenced in this report, as required.

**Risk Management Implications**

This report represents the seventh consecutive year of sustainability reporting for the City of Cockburn. This reporting tool has established high levels of communication and service provision around sustainability initiatives within a designated reporting timeframe.

If the report is not endorsed, Council risks not meeting established reporting deadlines and potentially not meeting staff and community expectations around sustainability communication

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

N/A

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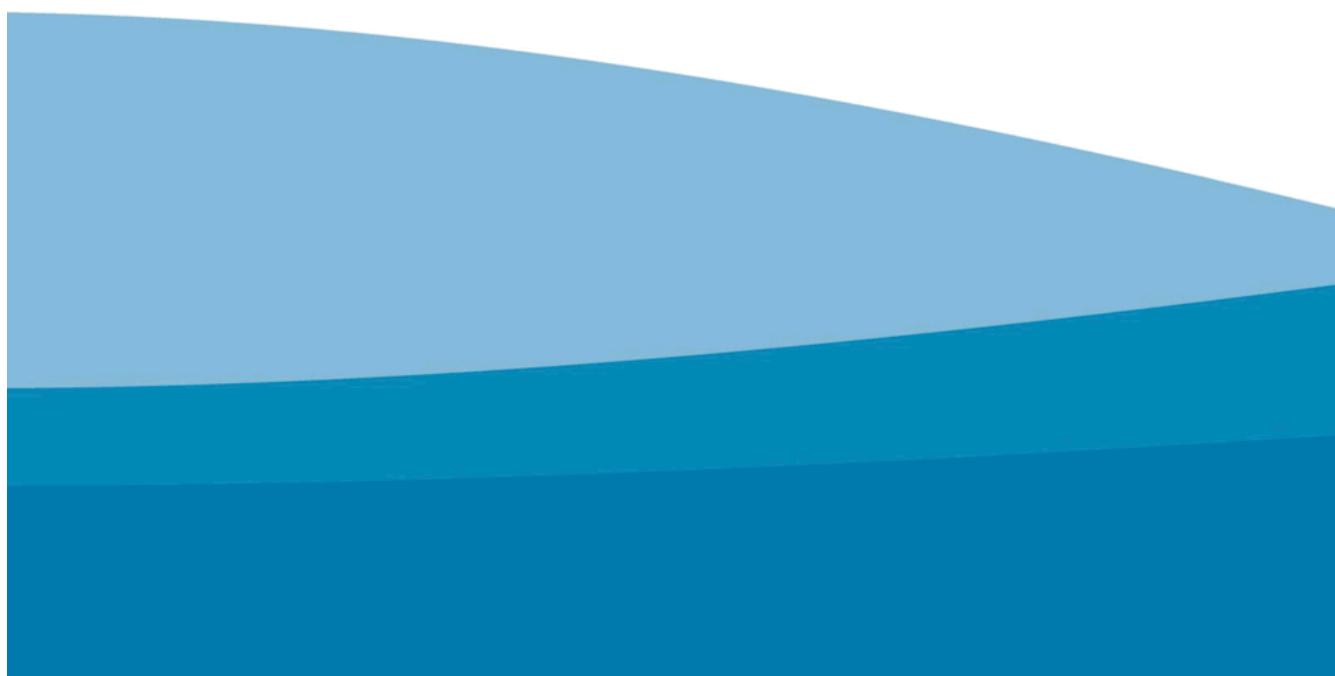
**Implications of Section 3.18(3) *Local Government Act, 1995***

Nil



# State of Sustainability Report

2016-17



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## Statement from the CEO

The City's seventh Sustainability Report is a remarkable demonstration of how far we have progressed over this time period. Aspirations have become realities and new targets have needed to be set.

From a governance perspective, having all the initiatives in progress with over 87% completed, demonstrates the high level of organisational commitment to the sustainability framework.

However, it is imperative that our practices match attainable objectives. The rollout of our 3rd bin strategy (currently underway) is a key step in improving the City's waste diversion. Likewise, the implementation of the geothermal system and 1Mw solar system at Cockburn ARC will make our facility one of the most environmentally efficient in Australia.

The success of the joint cities of Cockburn and Armadale advocacy program (Community Connect South) achieved commitments for \$423m in road funding. This will see congestion largely eliminated from Cockburn Central and the adjacent section of Kwinana Freeway when these works are completed in 2021.

This initiative is about making our road network operate more efficiently. However, it is being complemented with a further \$400m in public transport improvements with the METRONET project for extension of the Thornlie line to Cockburn Central. Coupled with the April 2017 opening of the \$130m Aubin Grove Train and Bus station, the City will have had a substantive uplift in public transport service through these projects.

There are many other initiatives contained in this report; demonstrating that we continue to strive to make Cockburn a better and more sustainable place to live.

Stephen Cain

## 1 Our Vision

Council's vision is to build on the solid foundations that our history has provided to ensure that the Cockburn of the future will be the most attractive place to live, work, visit and invest in, within the Perth metropolitan area.

## 2 Our Sustainability Definition

Pursuing governance excellence to meet the needs of current and future generations through integration of the environment, society, economy.

## 3 Our Sustainability Focus

The City of Cockburn strives towards best practice in sustainability.

We make a commitment to ensuring that the decisions we make today enable our community and the society beyond our borders, to thrive into the future.

We aim to protect, conserve and improve our urban and natural environment; so that we might leave this place more liveable, more resilient and more beautiful than we found it.



## 4 Integrated Reporting Platform

The Integrated Reporting Platform provides the framework for sustainability planning, monitoring and reporting. The hierarchy of documentation is outlined below:

### **Strategic Community Plan 2016- 2026**

Sets the City's direction for 2026 based around five strategic objectives for Cockburn.

### **Policy SC37 – Sustainability**

Provides a set of 6 high-level principles to guide the City's decision-making processes.

### **Sustainability Strategy 2017 – 2022**

Identifies the Integrated Reporting Platform and articulates the City's 16 sustainability objectives.

### **Sustainability Action Plan 2017 – 2022**

77 KPI's set to achieve to the City's sustainability objectives

### **State of Sustainability Report (Annual)**

Annual progress report that provides a balanced representation on the City's sustainability performance.



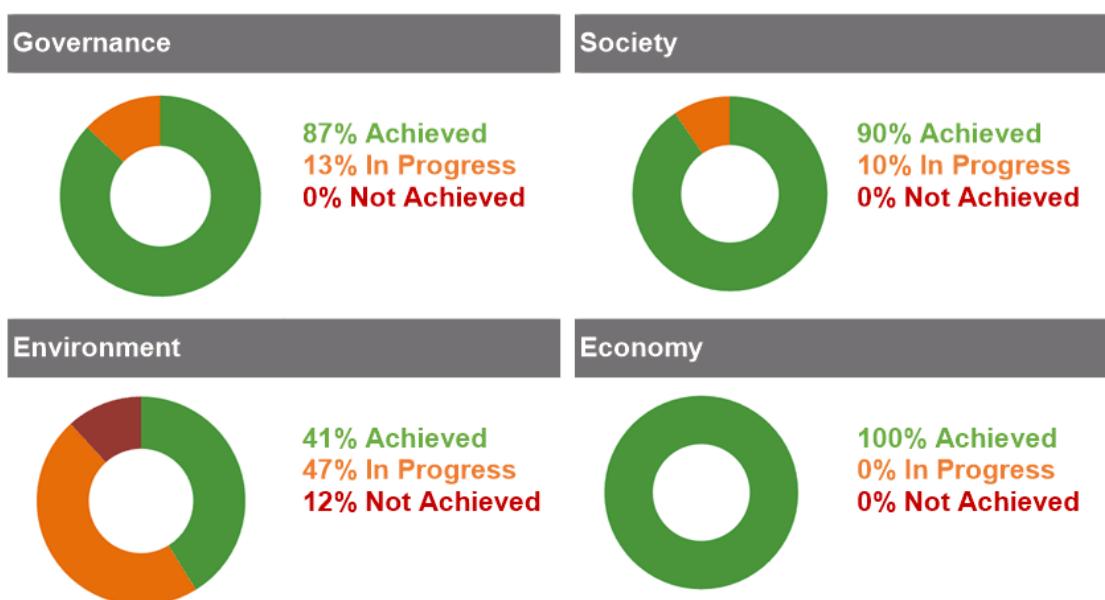
## 5 Reporting Structure

This report is structured according to the City's key focus areas for sustainability – Governance, Environment, Society and Economy. Each focus area is comprised of a number of sustainability principles, overarching objectives, actions and key performance indicators (KPIs). The City's progress in achieving its KPIs is illustrated through the use of a simple traffic light system, which is explained as follows:

- Indicates the City has achieved, or is on track to achieving, the KPI.
- Indicates while the City is making progress toward the achievement of a particular KPI, more work is needed.
- Indicates the City is not yet making progress toward the achievement of that particular KPI.

## 6 Sustainability Report 2016-17

The City of Cockburn's seventh annual State of Sustainability Report is a snapshot of the City's collective efforts in working towards a sustainable future for the 2016-17 financial year. For this reporting period, the City had 77 indicators for sustainability across the organisation.



## 6.1 Governance

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

In 2016-17 the City identified 23 key performance indicators (KPIs) to measure its progress towards achieving Governance excellence.

### Governance Highlights 2016-17

- Updated tender requirements to facilitate greater support for 'social procurement' objectives, aiding not-for-profit and organisations providing disability support
- Continued to review the City's strategies to better incorporate elements of the sustainability policy and strategy
- Launched the Zero Harm initiative to raise the profile of safety within the City.
- Continued implementation of Liveable Neighbourhoods design principles in structure plans and adopted the Lakes Revitalisation Strategy
- Established a Design Review Panel and implemented a paperless system for planning applications
- Increased the opportunity for cycling throughout the City by completing the *Bike and Walk Cockburn Plan 2016-2021*
- The Staff Sustainability Committee delivered the Travelsmart to Work Project, Sustainability Library expansion, Wastewise workplace videos, Corporate Planting Day and Community Garden planting event.



**Focus Area: Management, Accountability, Transparency and Engagement**

Moving toward a sustainable future, the City recognises its role in leading while listening to the needs of the community. Being a progressive and responsible public sector organisation requires an approach that involves accountability and transparency.

**Sustainability Strategy Overarching Objective**

**Gov 1** - Facilitate employee retention through strategies, processes and training.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Gov 1.1	To attract, engage, develop and retain employees in accordance with a long term Workplace Plan.	Review and update Workforce Plan.	No significant adverse trends identified in employee attraction and engagement.	Manager Human Resources	Workforce Plan has been amended to reflect changes in the City's priorities and in keeping with budgetary issues.	
Gov 1.2	Ascertain whether the City is offering an appropriate Employee Value Proposition (EVP).	Measure employee satisfaction via Employee Survey and Exit Interview Survey data, as well as voluntary turnover annually and report to Executive.	Voluntary turnover for each financial year does not exceed the target set in the annual Business Plan. Key Employee Survey metrics move into, or remain at, top quartile.	Manager Human Resources	Turnover rates are decreasing and employee survey metrics place the City in the top quartile.	

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Gov 1.3	Maintain sustainable and competitive base salary rates for employees.	Benchmark collective agreement rates with similar Councils annually and report to Executive.	Collective agreement salary increases are attractive and affordable.	Manager Human Resources	Enterprise Agreement has been finalised, approved by the employees and registered by the Fair Work Commission. Wage increase offer was based on extensive local government comparative research.	
Gov 1.4	Optimise the safety of the workforce.	Develop and promote a program of safety initiatives.	Minimise the number of lost time injuries.	Manager Human Resources	Zero Harm initiative has been launched and has resulted in safety having a higher profile within the City. Still experiencing one LTI, on average, per month so more work needs to be done.	

**Sustainability Strategy Overarching Objective**

Gov 2 - Adopt best practice in sustainable procurement and asset management

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Gov 2.1	Develop mechanisms which support best practice sustainable procurement.	Review status of sustainability clauses in tender documents.	100% of tenders contain a 10% sustainability weighting.	Executive	Achieved. This is a standing requirement in all City Tenders. The City has also recently broadened its support to include 'social procurement' support objectives, aiding not-for-profit and organisations providing disability support.	
Gov 2.2	Assets managed sustainably in accordance with the <i>Asset Management Strategy</i> to ensure current and forward funding provisions meet asset renewal needs as well as required community and technical levels of service.	<i>Asset Management Plans (AMPs)</i> document performance against the 'asset management sustainability indices' based on Department of Local Government Framework.	Achieve AMP asset management sustainability index targets	Asset Manager	Across the 6 Asset Management Plans the proportion of 'as new' assets was 66.46%. Target between 50% & 75%. Across the 6 Asset Management Plans the average assets sustainability ratio was 48.74%. Target between 90% & 110%. Across the 6 Asset Management Plans the average asset renewal funding ratio was 86.33%. Target between 95% & 105%.	

**Sustainability Strategy Overarching Objective****Gov 3 - Ensure sustainability forms an integral part of corporate strategic planning**

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Gov 3.1	Incorporate sustainability into the City's annual report.	Include a summary of sustainability performance in the City's annual report.	Summary of State of Sustainability included.	Manager Corporate Communications	Completed	
Gov 3.2	Ensure sustainability is considered in every strategic report prepared by the City.	Align strategic reports with the City's sustainability strategy.	Strategic Documents to consider sustainability according to focus areas identified in Sustainability Strategy.	Executive	The City has reviewed its Strategies and is consolidating these into a more concise framework over 4 years. Each rewrite is incorporating the elements of the Sustainability policy and strategy. This process will continue until completed in 2020.	
Gov 3.3	Effective and constructive dialogue with all City stakeholders.	Use communication tools available to consult and inform stakeholders.	80% are satisfied with how the community is informed and consulted. Measured in the Community Scorecard.	Manager Corporate Communications	82% satisfaction (combined, informed and consulted). This is percentage who rated between okay and excellent, not the performance index score.	

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Gov 3.4	To inform the community about Council Services, facilities and events.	Use communication tools available.	81% are satisfied with how the Community is informed. Measured in the Community Scorecard.	Manager Corporate Communications	85% satisfaction - percentage who rated between okay and excellent	
Gov 3.5	To promote sustainability throughout the organisation	Sustainability Committee continue to meet bimonthly.	Sustainability Committee develops and supports 2 staff sustainability initiatives per annum	Manager Parks and Environment	Completed. Initiatives included: Travelsmart to Work Project, Sustainability Library expansion, Wastewise workplace videos, Corporate Planting Day, and Community Garden planting event.	

**Sustainability Strategy Overarching Objective****Gov 4 - Maintain best practice public service delivery for the City's key stakeholders.**

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Gov 4.1	Develop initiatives to improve customer service following Customer Satisfaction Surveys.	Initiatives identified and implemented annually to maintain or improve service outcomes.	Initiatives identified and completed.	Manager Corporate Communications	Completed and reported on.	
Gov 4.2	To address areas of concern and priority for the community identified through an annual Community Scorecard.	To undertake a Community Scorecard.	Key areas of concern identified and initiatives developed to mitigate areas of concern and priority.	Manager Corporate Communications	Actions identified and strategies put in place	
Gov 4.3	Identify and manage corporate risk.	Undertake a 'Strategic Risk' Assessment. Develop and maintain a corporate risk register.	Strategic Risk Register developed. Risk register for each service unit prepared, annually reviewed and reported on.	Executive	Completed. The City purchased specific software (Risk Management and Safety System, or RMSS) in 2016 to manage, evaluate and report and the City's associated corporate risks (Strategic and Operational) on an annual basis.	
Gov 4.4	Ensure active compliance with relevant legislation, policy and guidelines.	Complete annual compliance return.	100% compliance.	Executive	Completed. The City's compliance reporting noted 99% compliance, with a minor issue relating to a new software program causing the minor failure.	
Gov 4.5	Promote the City's response to recognised community priorities.	Monitor and report on results from the Community Scorecard.	Community Scorecard results.	Manager Corporate Communications	Completed	

**Focus Area: Sustainable Planning and Development**

The City is actively pursuing a lower resource-intensive style of development, which simultaneously assists the pursuit of community development and more liveable neighbourhoods. This will be supported through the pursuit of higher density and mixed use areas of development.

**Sustainability Strategy Overarching Objective**

**Gov 5** - Support increased walking, cycling and public transport use through the development of neighbourhoods with mixed housing types and densities.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Gov 5.1	To plan the efficient size, shape and composition of neighbourhoods, based upon a 5 minute (400m) walk from the neighbourhood's centre to its perimeter.	Incorporate Elements 1 and 7 of Liveable Neighbourhoods into all structure plans. [1]	100% of structure plans comply with Elements 1 and 7 of Liveable Neighbourhoods.	Manager Strategic Planning	<p>This continues similar to the progress made last year. All structure plans continue to be assessed according to Liveable Neighbourhoods principles. Analysis of structure plans undertaken over the last 12 months reveal continued objectives for mixed use walkable neighbourhoods to be achieved. As an example, the Calleya Structure Plan will soon begin delivery of its mixed use neighbourhood centre, which is the focus of the neighbourhood structure in the estate. The City is also progressing the broader Draft District Structure Plan for Treeby, which provides local neighbourhood focus for the future urban areas east of the Calleya Estate. This demonstrates the integration of Elements 1 and 7 into structure plans.</p>	

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Gov 5.2	To plan neighbourhoods with a range of residential densities which increase towards the neighbourhood's centre.	Incorporate Element 3 of Liveable Neighbourhoods into all Structure Plans. Advancing 'The Lakes' strategy.	Minimum of three residential codings in each structure plan.	Manager Strategic Planning	Structure Plans over the past 12 months have involved an excellent range of residential densities, with the objective of promoting greater housing choice especially in pursuing compatible objectives associated with housing affordability. This demonstrates the integration of Element 3 in to structure plans. As an example, the City has progressed the first planning action associated with the Lakes Revitalisation Strategy, which involved the broad range upcoding of residential properties within the suburbs of South Lake, Bibra Lake and North Lake. This demonstrates the integration of Element 3.	
Gov 5.3	Encourage best practice sustainable building outcomes for residential and commercial developments.	Establish a Design Review Panel for complex planning applications which will consider sustainable design criteria. Implement new software (Trapeze) to facilitate electronic plan assessment and a move towards a paperless assessment process.	Design Review Panel established.	Manager Statutory Planning	The City's Design Review Panel has been established and the inaugural meeting was held on 21 June 2017. Trapeze software has been installed and implemented resulting in a fully electronic and paperless planning approval assessment and delivery.	

**Sustainability Strategy Overarching Objective**

**Gov 6** - Support local employment, service provision and leisure opportunities through the delivery of mixed use neighbourhoods.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Gov 6.1	To plan new neighbourhoods such that sufficient and appropriate sites are identified (and secured) in structure plans for local employment opportunities. These should take the form of mixed use neighbourhood centres and collocated with the major transport networks (including public transport).	Incorporate Elements 2 and 7 of Liveable Neighbourhoods into each structure plan.	Degree to which neighbourhood design complies with Elements 2 and 7 of Liveable Neighbourhoods.	Manager Strategic Planning	The City continues in its implementation of Liveable Neighbourhoods design principles as part of structure plans. This continues to focus on the provision of mixed use neighbourhoods, which provide capabilities for local service provision and in turn local employment. A clear example of this is associated with the Draft Cockburn Central East Structure Plan, which provides for an adjusted structure which includes extensive land for employment and enterprise developments. This accords with Elements 2 and 7 of Liveable Neighbourhoods.	
Gov 6.2	To continue the City's Revitalisation strategies.	Review and progress the City's Revitalisation Strategies.	Actions completed against timelines by service units across the organisation.	Manager Strategic Planning	The City achieved adoption of the Lakes Revitalisation Strategy, and has progressed the first initial actions associated.	

**Sustainability Strategy Overarching Objective****Gov 7** - Facilitate opportunities for sustainable transport.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Gov 7.1	Increase the opportunity for cycling through the City.	Implement the City's Bike Plan.	\$200,000 annual allocation to the Bike Plan.	Manager Engineering Services	The Engineering business unit successfully increased the opportunity for cycling throughout the City by completing the Bike and Walk Cockburn Plan 2016-2021 and seeking State and Federal funding to enable major projects identified. More than \$400,000 has been spent on new footpaths.	

**Sustainability Strategy Overarching Objective****Gov 8** - Strategically plan for the sustainable long-term retention of significant natural areas.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Gov 8.1	Ensure significant natural areas are identified and documented in new structure plans, where possible or appropriate, for the purposes of long-term retention.	Create a formalised process for increased Environmental service unit involvement in the development of structure plans.	Formalised process in place.	Manager Strategic Planning and Manager Parks and Environment	All examples of structure plans, scheme amendments and strategic planning projects have continued to involve close collaboration with the Parks and Environment Business Unit, which enables early input to shape a design response that responds to the environmental features of the land.	

## 6.2 Environment

The environment is the foundation for sustainability in the City of Cockburn. Our natural areas and resources must be sustainably managed into the future.

In 2016-17 the City identified 17 KPIs to measure its progress toward achieving best practice in Environmental Management.

### Environment Highlights 2016-17

- Delivered the Garden Waste Bin rollout of 4,500 bins to Hamilton Hill and Leeming, allowing organic waste to be converted to a higher quality compost
- Maintained a 'zero emissions' fleet via the carbon offset program
- Undertook mapping of bushland areas within the City which identified that 83% of bushland is in good or better condition
- Revegetated 2.1 hectares of degraded land with 32,380 plants. Additionally, 5.5 hectares of infill planting was completed at existing revegetation sites which exceeded targets
- Installed a Geothermal heating system at the City's new Cockburn Aquatic and Recreation Centre (ARC). The system will be operational in 2017-18
- Installed a 900 kW PV system on Cockburn ARC – it is the largest rooftop solar system in Western Australia
- Delivered more than 50 environmental and sustainability events including the Salty Fest, Sustainable Living Series and Get Wild about Wetlands Program.



**Focus Area: Environmental Management**

The City recognises the role that its natural area play in ecosystem health, amenity for residents, visitors and sustainability. As custodian of these areas the City is committed to maintaining, conserving and enhancing its natural areas for present and future generations.

**Sustainability Strategy Overarching Objective**

**Env 1** - Maintain, conserve and enhance ecosystems for present and future generations.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Env 1.1	Manage coastal environments for the long term benefit of the community.	Develop a Coastal Management and Adaptation Plan.	Coastal Management and Adaptation Plan adopted by Council.	Manager Infrastructure Services	Briefing presented to Council 2016.	
Env 1.2	Increase the condition of vegetation within bushland reserves.	Compare the condition of vegetation within bushland reserves by mapping 25% of the bushland area annually (100% over a 4 year period) and reviewing the condition against previous surveys.	Vegetation in good or better condition is increasing against base year figure of 62% in 2010.	Manager Parks and Environment	Mapping indicates that the percentage of bushland in good or better condition is now 83%	

**Sustainability Strategy Overarching Objective**  
**Env 2 - Establish and enhance ecological corridors.**

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Env 2.1	To ensure the ongoing rehabilitation of degraded natural areas.	Plan to revegetate a minimum of 2.5 hectares annually.	Complete 2.5 hectares of revegetation annually with an emphasis on enhancing ecological corridors linking natural areas.	Manager Parks and Environment	2.1 Hectares revegetated with a further 5.5 hectares of infill planting undertaken with 32,380 plants installed.	
Env 2.2	To maintain genetic diversity and genetic viability across natural areas.	Develop incentives, develop information packages and offer training to private landowners and residents to encourage management of natural areas on private property and the use of local species within gardens.	Annual increase in the number of private landowners participating in incentive programs and number of training workshops delivered by the City.	Manager Parks and Environment	20 landowners participated in the grant scheme in 2016-17 which is the same as the previous year.	
Env 2.3	To create streetscapes that enhance the ecological viability and aesthetic appeal of road network.	Develop a POS and Street Tree Master Plan in accordance with Action item 2.1.4 in the POS Strategy 2014-2024	POS and Street Tree Master Plan Developed	Manager Parks and Environment	Street Tree Master Plan completed and being implemented. POS tree master plan not commenced	

**Sustainability Strategy Overarching Objective****Env 3 - Identify, manage and minimise risks to human health.**

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Env 3.1	Monitor and manage incidence of vectors of disease (mosquitoes and rodents) in the City.	Investigate complaints associated with vectors of disease.	Reduction in number of mosquito and rodent complaints across the City (per capita).	Manager Health Services	The number of cases associated with vectors of disease are within the expected and acceptable range.	
Env 3.2	Monitor and manage incidence of noise complaints in the city	Investigate complaints associated with noise	Reduction in number of noise complaints across the City (per capita)	Manager Health Services	The number of noise complaints are within the expected and acceptable range.	

**Sustainability Strategy Overarching Objective****Env 4 - Promote stewardship of the natural environment.**

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Env 4.1	Promote environmental awareness to encourage environmental stewardship in the community.	Enhance community participation in environmental action by delivering a portfolio of environmental education initiatives. Environmental Services team to have a presence at public events.	Deliver a minimum of 10 environmental education initiatives and two capacity building activities. Environmental Services team to attend a minimum of three high profile events annually.	Manager Parks and Environment	Environmental staff delivered in excess of 50 environmental education programs including the salty fest, sustainable living event series and get wild about wetlands program.	
Env 4.2	Increase visitation and raise community awareness of open space values.	Construct infrastructure and install interpretive signage on open space to enhance and encourage visitation by the community.	Annual Capital Works programs to include infrastructure and signage.	Manager Parks and Environment	No signage was installed as the new signage guidelines were being developed and finalised.	

**Focus Area: Efficient settlements and use of resources**

The City understands that a commitment to sustainability necessitates the long term management of natural areas and resources. This approach will require ongoing investment in preservation of natural areas, reduction in resource use, emissions reduction and education for sustainability.

**Sustainability Strategy Overarching Objective**

Env 5 - Implement best practice water management strategies.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Env 5.1	Demonstrate leadership in water conservation.	Maintain Waterwise Council criteria.	Waterwise Council criteria maintained.	Manager Parks and Environment	City received "Gold" Waterwise Council Status	
Env 5.2	To improve the urban environment – water quality.	Conduct samples of water from beaches, public swimming pools and businesses without scheme water.	Ensure substandard samples are not linked to increased risk of disease outbreaks.	Manager Health Services	The number of substandard water samples are within the expected and acceptable range.	

**Sustainability Strategy Overarching Objective****Env 6 - Increase the use of renewable energy.**

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Env 6.1	Continued investment in renewable energy generation.	Implement the City's renewable energy target.	20% renewable energy generation by 2020.	Manager Infrastructure Services	Good progress with 900 kW PV system installed at the recreation and aquatic facility.	
Env 6.2	Strategically plan the City's investment in renewable energy.	Deliver actions from the City's renewable energy implementation plan including installation of largescale solar photovoltaics at the City's Operations Centre, Administration Building and Recreation and Aquatic Facility. Installation of geothermal at the Recreation and Aquatic Facility.	Solar photovoltaic and geothermal systems installed.	Manager Infrastructure Services Manager Recreation and Community Safety	Completed. Solar PV panels installed and operational. Geothermal heating system installed and in final stages of testing. Gas boilers being used for water heating source as an interim measure.	

**Sustainability Strategy Overarching Objective****Env 7 - Reduce greenhouse gas emissions.**

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Env 7.1	Reduce Greenhouse Gas Emissions (GGE) for electricity and fuel consumption.	Develop a Greenhouse Gas Emission Reduction Action Plan for the next 3 years (2017 -2020)	Action plan adopted by Council.	Manager Parks and Environment	Action Plan not yet adopted. Maintained a 'zero emissions' fleet via the carbon offset program.	
Env 7.2	Minimise Greenhouse Gas emissions from waste at Henderson Waste Recovery Park (HWRP).	Implementation of waste minimisation actions. Maintain methane gas capture partnership.	No more than 45% above 2008/09 levels by 2020.	Waste Manager	This target is on track as the City has plans for the Henderson Waste Precinct, the SMRC's processing of organic waste and our anticipated move to 'Waste to Energy'.	

**Sustainability Strategy Overarching Objective****Env 8 - Reduce waste and increase recycling.**

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Env 8.1	Increase both the diversion of waste from landfill and the recovery rate of reusable materials at Henderson Waste Recovery Park (HWRP)	Develop a business case for a Materials Recovery Facility (MRF). Complete design and documentation for the MRF.	Business Case adopted by Council.	Waste Manager	Waste Forum 5 completed in July 17. Henderson Waste Precinct Feasibility Study due for completion in September 17.	
Env 8.2	Promotion of waste separation and recycling.	Full-time Waste Education Officer to deliver waste education programs.	Achieve weekly recycling tonnages: 5% decrease in Municipal Solid Waste (MSW), 40% increase in recycling (based on 2012 levels)	Waste Manager	Waste education associated with the Garden Waste Bin Rollout will ensure improved use of waste bins.	

### 6.3 Society

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

In 2016-17 the City identified 21 KPIs to measure its progress towards achieving a more socially equitable, diverse and inclusive community.

#### Society Highlights 2016-17

- Officially opened new Cockburn Aquatic and Recreation Centre (ARC) providing health facilities in a central location
- Successfully delivered the following plans which allowed the City to respond to the diverse needs of the community:
  - Age Friendly Strategic Plan
  - Child and Family Strategic Plan
  - Youth Services Strategic Plan
  - Disability Access and Inclusion Plan, and
  - Reconciliation Action Plan
- Allocated \$400,000 towards new footpaths to encourage walking and cycling
- Continued to provide CoSafe services and installed CCTV at Cockburn Central, New Operations Centre and Port Coogee Marina
- Adopted the new *Community Development Strategic Plan 2016-20*
- Delivered 16 diverse community events including: Hello Baby, Teddy Bears Picnic, three NAIDOC events, Reconciliation Week Event, Harmony Day Event, eight Youth Events, and a Celebrate Ability Event.



**Focus Area: Sense of Place and Healthy Communities**

The City is populated with a vibrant, diverse and culturally rich community who have access to a range of high class services and facilities that support an excellent quality of life. Residents of the City of Cockburn have their needs met through tailored service provision.

**Sustainability Strategy Overarching Objective**

**Soc 1** - Enhance social inclusion, equity and diversity.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Soc 1.1	Facilitate an equitable and inclusive Community, particularly for those who experience disadvantage.	Implement the Disability Access and Inclusion Plan.	90% of annual Disability, Access and Inclusion Plan (DAIP) actions completed.	Manager Community Development	Achieved. The implementation of the Disability Access and Inclusion Plan has been successful in assisting to facilitate equitable and inclusive community access to a Council services, events and facilities.	
Soc 1.2	Provision of inclusive and accessible community services and leisure activities to meet diverse community needs.	Provide the community services, leisure activities and facilities contained in the <i>Age Friendly Strategic Plan</i> , <i>The Child and Family Strategic Plan</i> , <i>the Youth Services Strategic Plan</i> , <i>the Disability Access and Inclusion Plan</i> , and the <i>Reconciliation Action Plan</i> .	90% of Actions contained within the Strategic Plans are implemented in accordance with identified time frames each year.	Manager Community Development	Achieved. These strategies have been instrumental in understanding diverse community needs and responding to needs in an appropriate manner.	

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Soc 1.3	To assist those who are most vulnerable in our Community.	Provide financial counselling, family support services, early years, childcare services, frail aged and disability services, and youth at risk services.	90% of actions contained within the <i>Grant and Fee Funded Human Services Strategic Plan 2013-2018</i> are implemented in accordance with identified time frames each year.	Manager Community Development	Achieved. The Human Services strategic plan actions have been implemented, and as other strategies are being reviewed human services are being incorporated into other relevant Community plans.	

**Sustainability Strategy Overarching Objective**

**Soc 2** - Provide well located community services and facilities to meet identified community needs and facilitate healthy lifestyles.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Soc 2.1	Maintain and improve the health and wellbeing of the residents and workers in the City	Implement actions from the Public Health Plan.	Completion of actions from the Public Health Plan.	Manager Health Services	About 95% of actions are completed and a new plan is being developed.	
Soc 2.2	Provide information, incentives and ongoing support and motivation to encourage people to be more active and travel less by car.	Implement actions from the Travelsmart Plan	Actions completed against targets in the Travelsmart Plan	Manager Engineering Services	Completed and ongoing. The City has continued with effective implementation actions from the Travelsmart Plan. During 2016/17 the Bike and Walk Cockburn Plan has been reviewed and updated. Engineering team attended to the large numbers of the community groups meetings, working with schools and community to provide information and support for travel smart, walking and cycling initiatives. More than \$ 400,000 has been spent on new footpaths.	
Soc 2.3	To centrally locate health and community facilities for residents	Construction of a new multifunctional Cockburn Regional Physical Activity and Educational Centre at Cockburn Central West.	Building is completed and open to the public.	Manager Recreation and Community Safety	Completed. Building opened for public use in May 2017. All services and leased areas now fully operational.	

**Sustainability Strategy Overarching Objective****Soc 3 - Develop safe communities**

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Soc 3.1	To ensure the City responds to the Community's safety concerns in a timely manner.	Ensure the response times of CoSafe Officers are within 15 minutes of original call being placed.	85% of call outs responded to within 15 minutes.	Manager Recreation and Community Safety	CoSafe has attended 86,017 jobs throughout July 2016 to June 2017, the average response time was 7.12 minutes with over 94.6 percent of jobs attended to within 15 minutes.	
Soc 3.2	To provide case management support to at-risk youth in the community.	Meet the annual targets of engagement as part of the City's Youth Outreach Program.	70 youth engaged in the program annually.	Manager Community Development	Achieved. 120 young people participated in case management services.	
Soc 3.3	Increase the sense of security at identified sites within the City.	Implement the City's CCTV Strategy.	CCTV Implementation Strategy implemented. CCTV installed at the Cockburn ARC	Manager Recreation and Community Safety	CCTV has been installed at Cockburn Central, New Operations Centre and Port Coogee Marina. Other upgrades have further improved the systems performance and ability to monitor a large number of cameras from a dedicated room within the new Operations Centre.	
Soc 3.4	To reduce the risk and impact of Bushfires in the City of Cockburn	To implement the actions identified in the Bushfire Risk Management Plan	Completion of Identified actions.	Manager Recreation and Community Safety	The City's Bushfire Risk Management Plan has seen a number of mitigation works undertaken within City reserves and State managed land. In 2017, this culminated in the City, Water Corp and Department of Lands undertaking three hazard reduction burns and implementing a fuel load mitigation program.	

**Sustainability Strategy Overarching Objective**

**Soc 4** - Protect and promote the City's cultural heritage and diversity.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Soc 4.1	To value and celebrate Indigenous culture, heritage and participation.	Continue to employ a full time Aboriginal Community Development Officer and implement the <i>Reconciliation Action Plan</i> .	90% of actions contained within the plan are implemented within the required timeframe.	Manager Community Development	Achieved. The Reconciliation Action Plan 2013-16 has been completed, and a new RAP will be developed.	
Soc 4.2	Celebrate and promote cultural diversity.	Identify funding for the development of a multicultural strategy and officer.	Funding sourced identified.	Manager Community Development	Partially completed. The Multicultural officer has been funded by Council, and a strategy will be developed in 2018.	
Soc 4.3	Ensuring the City's heritage sites are appropriately identified and documented.	Regularly update the City's local Government Inventory and Heritage List.	Annual Review undertaken.	Manager Strategic Planning	The City has continued with effective management of the Local Government Inventory. This again sees the City undertaking its annual update of the inventory, with this presented to the Council in 2017. Specific actions in this include achieving appropriate recognition of the former Bibra Lake Speedway, and updating place records associated with the pensioner guard sites at Lake Coogee.	

**Sustainability Strategy Overarching Objective**

**Soc 5** - Encourage community involvement in local events and activities.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Soc 5.1	Provide and facilitate affordable community events.	Develop annual program of free community events	Annual calendar of events adopted by Council. Achieve a min 85% satisfaction score in the Community Scorecard for festivals and events	Manager Corporate Communications	91% of Community Scorecard participants rated the City's events and festivals between 'okay' and 'excellent'.	
Soc 5.2	Ensure City events are sustainable (have minimal impact on the planet, and provide social and economic benefit for the community)	Implement the 'Sustainable Events Strategy' actions from the City's Event Strategy and Action Plan.	A definition and set of guidelines developed, implemented and reviewed for sustainable events.	Manager Corporate Communications	Completed and ongoing	
Soc 5.3	Support creative communities.	Develop and maintain a public online register of art, culture, heritage providers within the City.	Register developed.	Arts and Cultural Coordinator	Initial consultation completed. Further consultation required and further development with Business Systems before it is implemented.	

**Sustainability Strategy Overarching Objective**

**Soc 6** - Develop a strategic approach to community engagement and education.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Soc 6.1	Adopt a strategic approach to community engagement.	Implement the <i>Community Engagement Framework</i> to officers in the City for utilization in community engagement.	Ensure reports to Council are supported by community engagement that meets the Framework requirements.	Executive	Achieved. The appointment of a full time Community Engagement Officer has resulted in a consistency of consultation methods being introduced where issues require a form of public consultation. Outcomes are included in relevant Council Reports, where these are required for Council endorsement or outcomes to be decided.	
Soc 6.2	Provision of specialist community and cultural development activities and events that meet the diverse needs of our community.	Deliver a range of social and/or cultural awareness events and initiatives focussing on Children's Development, Youth Development, Disability Access and Inclusion, and Aboriginal Community Development.	Deliver a minimum of 10 social and/or cultural education initiatives.	Manager Community Development	Achieved. Over 16 diverse events were held including: Hello Baby, Teddy Bears Picnic, 3 NAIDOC events, Reconciliation Week Event, Harmony Day Event, 8 Youth Events, and a Celebrate Ability Event.	

**Sustainability Strategy Overarching Objective**

**Soc 7** - Enhance a sense of community ownership and promote Cockburn as an attractive place to live, work and visit.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Soc 7.1	To support the development of vibrant community spaces through investment in urban art.	Maintain a constant investment in public art.	Annual investment in public art.	Manager Corporate Communications	Ongoing annual investment in public art including at Cockburn ARC and several developer funded commissions	

**Sustainability Strategy Overarching Objective**

**Soc 8** - Build community resilience through strengthened community groups, relationships and linkages.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Soc 8.1	Strengthen the capacity of community groups.	Provide support through community grants program. Strengthen networks between community groups and encourage partnerships with business.	90% of actions within the <i>Community Strategic Plan</i> are implemented in accordance with identified time frames each year.	Manager Community Development	Achieved. The new Community Development Strategic Plan 2016-20 was adopted in October 2016 and implementation has been carried out in accordance with the plan.	
Soc 8.2	Actively encourage volunteering in the City of Cockburn.	Market and promote volunteering opportunities in the City.	Annual increase in the number of registered volunteers.	Manager Community Development	Achieved. An additional volunteer event was held to promote volunteering opportunities.	

## 6.4 Economy

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

In 2016-17 the city identified 16 key performance indicators (KPIs) to measure its progress towards achieving best practice financial management.

### Economy Highlights 2016-17

- Secured significant partnerships with Curtin university as part of the new Cockburn Integrated Health Centre and the new Cockburn Aquatic and Recreation Centre (ARC)
- Officially opened the Bibra Lake Regional Playground
- Completed a concept plan for the Cockburn Wetland Precinct
- Played a key role in replanning the regional road network to reduce traffic congestion in Cockburn Central
- Continues to support and co-fund the Melville Cockburn Chamber of Commerce (MCCC) and Business Foundations to support small business operators within the District.



**Focus Area: Economic Development**

The City recognises the importance of pursuing strong fiscal policy, aimed at underpinning the rapid growth experienced in recent years and supporting a transition toward sustainability into the future. In so doing, the City understands that balanced economic development is an important component of its journey towards sustainability.

**Sustainability Strategy Overarching Objective**

**Eco 1** - Implement a strategic approach to economic development

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Eco 1.1	Pursue a strategic approach to economic development.	Implement the actions in the Economic Development Directions Report, including the development of a strategy. Upon successful recruitment of an Economic Development Officer, the formal Economic Development Strategy for the City will be able to be prepared.	% actions met against target.	Executive	The City has finalised the Strategy, and utilised its action plan to inform the latest version of the Strategic Community Plan and Corporate Business Plan. Economic development continues to be coordinated out of the Strategic Planning Business Unit. Upon recruitment of the new Economic Development Officer, the new Strategy will be able to be prepared.	
Eco 1.2	Implement Economic Development in the City.	Determine the priority for an economic development officer.	An economic development officer is identified in the Workforce Plan.	Executive	This position has been included in the Workforce Plan 2016-2020.	

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Eco 1.3	Consider what role tourism will play for the City.	Determine whether tourism should be incorporated into an economic development strategy or as a stand-alone strategy.	Identified within an Economic Development Strategy.	Executive	This will be addressed as a key issues forming part of the new Local Planning Strategy.	
Eco 1.4	Consider what future role the tertiary education sector will occupy in the City's economic development.	The tertiary education sector should be considered in an economic development strategy.	Identified within an Economic Development Strategy.	Executive	The City has secured significant partnerships with Curtin university both as part of the new Cockburn Integrated Health Centre and the new Cockburn ARC.	

**Sustainability Strategy Overarching Objective**

**Eco 2** - Attract business investment through the facilitation of strategic infrastructure.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Eco 2.1	Ensure the City continues to attract business investment through the construction of an enhanced road network.	Ensure funds are available to meet the Road Development Program as outlined in the Integrated Transport Plan.	Number of projects completed against target.	Executive	The City has successfully advocated for major road network improvements that include widening of Armadale Road, construction of a new bridge and freeway connection at North Lake Road, construction of a 3rd lane on the Freeway from Russell Road to Roe Highway, upgrading of Karel Avenue into Jandakot Airport and opening of a new southern access road from the Airport onto Berrigan Drive.	
Eco 2.2	Identify gaps in strategic infrastructure which inhibit business investment in the City.	Survey business to determine gaps in strategic infrastructure.	Report received.	Executive	This survey is currently in progress.	

**Sustainability Strategy Overarching Objective**  
**Eco 3 - Facilitate the development of local enterprise.**

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Eco 3.1	To relieve traffic congestion in Cockburn Central.	<p>Seek a commitment from the appropriate stakeholders for the timely construction of the North Lake Road Freeway Overpass, and the upgrades to the surrounding road network, which have been identified in the City's Major and Regional Road Network Strategy.</p> <p>Advocate for increased State and Commonwealth funding for major road projects.</p>	<p>Report on agency responsibility, and proposed timeframes, for upgrades to the network as identified in the Major and Regional Road Network Strategy.</p> <p>Undertake the Community Connect South (phase 2) campaign.</p>	Executive	<p>The City has achieved a remarkable feat in this respect. Advising an idea to replan the regional road network in Cockburn Central; having this design idea adopted by the State Government; having this solution now FULLY FUNDED by the Federal Government.</p>	
Eco 3.2	Facilitate the development of vibrant local activity centres.	Implement the Local Commercial and Activity Centres Strategy.	1/5 of actions within the Plan completed.	Manager Strategic Planning	This remains on track, with all programmed actions achieved per their specified timeframes.	

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Eco 3.3	Support local enterprise in the City.	Determine the needs of existing businesses within the City by engaging with the Melville Cockburn Chamber of Commerce, South West Group and Business Foundations Group and industry advocacy groups, e.g. Australian Industry Defence Network.	Annual perceptions survey, Bi-annual meeting with stakeholder groups, and event support.	Chief Executive Officer	The City provides funding and event support to the MCCC, Business Foundations, Marine WA and Australian Defence Industry Network. The City continues to advocate for opportunities for industry, particularly in the area of Defence shipbuilding and sustainment. The Annual Perceptions Survey is used to target support requirements for industry, which are most notably focussed on road network improvements.	

#### Sustainability Strategy Overarching Objective

**Eco 4** - Grow tourism in Cockburn through the management, improvement and promotion of the City's key natural, cultural and commercial features.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Eco 4.1	Create a distinctive identity for Bibra Lake as community destination and place of connection to the natural environment	Construction of the Regional Playground and commence planning for the development of the Wetland Precinct	Regional playground constructed and concept plan developed for wetland precinct.	Manager Parks and Environment	Regional Playground opened 12 November 2016.  Cockburn Wetland precinct concept plan completed. Detailed design to commence 2017/18	

**Sustainability Strategy Overarching Objective**

**Eco 5 - Support Cockburn residents accessing local high value jobs through targeted programs of training and development.**

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Eco 5.1	Support the development of Vocational Education and Training Educational Institutions in the City of Cockburn.	Advocate for increased funding and resources for Challenger TAFE from State and Federal Government. Establish partnerships with Curtin University for training placements.	Report from Challenger TAFE on funding achievements.  Number of training places offered at Cockburn GP Clinic and new Aquatic Centre.	Chief Executive Officer	South Metro TAFE has recently transferred all of its Engineering Department to the ACEPT Centre in Henderson. The Centre is also in the final stage of a technology and infrastructure upgrade. The CEO is a member of the South Metro TAFE Governing Council. The City has also concluded MOUs with Curtin University that has established training facilities and places at the Cockburn Health and Community Centre and Cockburn ARC, the latter also linking the Fremantle Football Club with training places for University students. These initiatives will lift the student throughput from 500 to 1,000 training opportunities per annum.	

**Sustainability Strategy Overarching Objective****Eco 6 - Maintain the City's Employee Development Program.**

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Eco 6.1	Continue to maintain a strong trainee development program.	Maintain the funding to facilitate the trainee program.	Continue to provide a minimum of five trainee positions annually.	Manager Human Resources	Trainee numbers are being maintained.	
Eco 6.2	Maintain the City's Employee Development Policy.	Secure consistent annual funding for this program.	Annual investment in Employee Development Policy maintained.	Manager Human Resources	Employee development budget and spend has been maintained.	

**Sustainability Strategy Overarching Objective**

**Eco 7** - Develop and promote strategic partnerships with stakeholders involved in the industrial/commercial precincts.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Eco 7.1	Enhance existing retail precincts.	To work with Perron Group for the next stage of the Gateway Precinct and construction of the associated infrastructure.	Preparation, assessment and adoption of structure plan for the next stage.	Manager Strategic Planning	The Strategic Planning Business Unit has provided detailed feedback to Perron Group as they embark on the detailed structure planning for the next phase of the Gateways Shopping City expansion. We have also been working closely with the businesses and stakeholders that form the Phoenix Town Centre, with the objective of guiding improvements to this overall centre.	
Eco 7.2	Work with the State Government, Landcorp and associated stakeholders in the delivery of the Latitude 32 and Australian Marine Complex Precincts.	Continue to engage with all stakeholders regarding planning and development of these precincts.	Completion of the Wattleup Structure Plan.	Manager Strategic Planning	The City has had an active role in shaping the upcoming Structure Plans for Development Areas 3, 4 and 5. These are the next planning phases in the Latitude 32 project. The City has also taken a leading role in providing local government input on the proposed development contribution plan given the significant implications this may have for the future development of the precinct.	

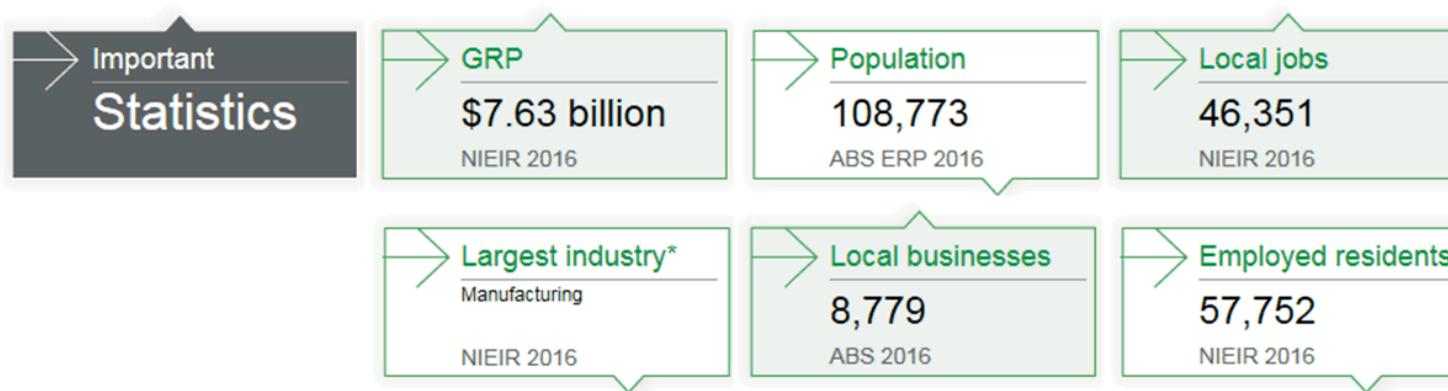
**Sustainability Strategy Overarching Objective**

Eco 8 - Promote the small business sector in Cockburn through key strategic alliances.

KPI No.	Annual Objective	Action	KPI	Responsibility	2016/17 Progress	
Eco 8.1	Support for business operators within the municipality.	Continue to support and co-fund the Melville Cockburn Chamber of Commerce (MCCC).	Report from MCCC on activities held within the municipality.	Manager Community Development	Achieved. The MCCC has continued to receive funding to support small business operators within the District.	

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## 7 Important Statistics



## 8 Report Summary and Feedback

Year	2011	2012	2012-13	2013-14	2014-15	2015-16	2016-17
Governance	Total KPIs: 11	Total KPIs: 19	Total KPIs: 19	Total KPIs: 28	Total KPIs: 26	Total KPIs: 22	Total KPIs: 23
KPIs Achieved	6	12	14	16	19	19	20
KPIs Making Progress	5	5	4	6	5	5	3
KPIs Not Achieved	0	2	1	6	2	2	0
Environment	Total KPIs: 11	Total KPIs: 14	Total KPIs: 14	Total KPIs: 27	Total KPIs: 25	Total KPIs: 17	Total KPIs: 17
KPIs Achieved	5	5	10	16	13	13	7
KPIs Making Progress	6	4	3	8	9	9	8
KPIs Not Achieved	0	5	1	3	3	3	2
Society	Total KPIs: 6	Total KPIs: 17	Total KPIs: 16	Total KPIs: 28	Total KPIs: 27	Total KPIs: 22	Total KPIs: 21
KPIs Achieved	4	11	12	22	20	20	19
KPIs Making Progress	2	5	2	5	5	5	2
KPIs Not Achieved	0	1	2	1	2	2	0
Economy	Total KPIs: 6	Total KPIs: 16	Total KPIs: 16	Total KPIs: 22	Total KPIs: 19	Total KPIs: 18	Total KPIs: 16
KPIs Achieved	4	5	8	7	9	9	16
KPIs Making Progress	2	6	7	8	5	5	0
KPIs Not Achieved	0	5	1	7	5	5	0

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### 17.3 JANDAKOT ROAD UPGRADE

<b>Author(s)</b>	A Trosic and J Kiurski
<b>Attachments</b>	<ol style="list-style-type: none"><li>1. Option 1 – four way centralised roundabout at Solomon/Jandakot <a href="#">↓</a></li><li>2. Option 2 – four way offset roundabout <a href="#">↓</a></li><li>3. Option 3 – three way intersection with traffic lights at Solomon/Jandakot <a href="#">↓</a></li></ol>

### RECOMMENDATION

That Council:

- (1) proceed with the comprehensive and staged upgrade of Jandakot Road and Solomon Road, in accordance with design Option 1 and timing outlined in this report;
- (2) proceed with the road upgrades as soon as practicable, including undertaking the necessary acquisition of any required land for Option 1, in accordance with the provisions of the Land Administration Act 1997; and
- (3) advise those parties that made a submission of Council's decision accordingly.

### Background

At the Ordinary Council Meeting on 9 March 2017, an item was presented for Council to consider acquisition of land required for the planned upgrades of Jandakot Road between Solomon Road and Fraser Road and Solomon Road between Cutler Road and Jandakot Road, Jandakot.

Council subsequently resolved the following:

*"That Council defer the purchase of land required for the road widening from all the affected properties from in stage 1 of the Jandakot road widening proposal until after the noise impact study has been completed and presented at a comprehensive workshop as was agreed at the OCM 09/02/2017, which is to be facilitated between the City's Officers, Elected Members and all affected land owners for all stages of the Jandakot Rd widening project."*

Two workshops have been undertaken subsequent to this, with affected landowners along Jandakot Road and Solomon Road as well as landowners taking access from roads coming off Jandakot Road and

Solomon Road. This has resulted in a significant amount of feedback, which has shaped consideration of three upgrade options. The City also received feedback regarding whether an upgrade of Jandakot Road and Solomon Road is required at this stage.

This report deals with the following questions:

1. does Council support Jandakot Road and Solomon Road being upgraded, including the key intersections?; and
2. if the answer to this question is yes, which of the three options does Council support taking place?

### **Submission**

N/A

### **Report**

#### Why is the road upgrade required?

An upgrade to both Jandakot Road and Solomon Road, including key intersections, is fundamentally needed to address safety and congestion issues. Members of the community have expressed concern with the road's capacity, particularly Jandakot Road, and expressed a desire for it to be upgraded to increase the levels of safety and decrease congestion. The most recent traffic surveys show Jandakot Road is approaching the limits of safe operating capacity for a single lane rural road. Accordingly, an upgrade is needed. This extends also to Solomon Road, as the capacity and configuration of that road forms a key part of the local road network.

Crash statistics are high for Jandakot Road. In the period between January 2011 – December 2015 there were 78 reported accidents in the section between Berrigan Drive and Fraser Road. This is one of the most dangerous stretches of road in the district of Cockburn. The majority of accidents were 'vehicles from one direction' e.g. rear end/side swipe type crashes. A number of these accidents have been serious, including one which had fatalities. In the year to date, there have been two further fatalities along Jandakot Road. (July 2017; near Coonadoo Court and September 2017; near the Warton Road roundabout).

The City continues to grow and by 2031 it is forecast that there will be between 26,000 - 29,000 vehicles per day using Jandakot Road. In 2015 this was just under 14,000 vehicles. It is at the point of 15,000 vehicles per day that a single lane road needs to expand its operating capacity, or alternatively traffic volumes are shifted elsewhere. However, there are no other viable options to shift this traffic, with the City aware of the current levels of congestion experienced along

Armadale Road and Beeliar Drive, the most immediate other east-west route.

The Commonwealth and State Government are committed to upgrading Armadale Road from Anstey Road to Tapper Road and from Verde Drive to North Lake Road. These works, including a new bridge over Kwinana Freeway, will help service the increasing growth and address significant congestion in the area.

The Main Roads timetable has Armadale Road upgraded in stages, firstly from Anstey Road to Tapper Road. Construction of this section will start in early 2018; followed by the duplication of Armadale Road to North Lake Road Bridge commencing in early 2019 through to 2020.

Although the upgrade of Armadale Road and construction of a bridge over Kwinana Freeway will provide additional capacity and improve safety and operational efficiencies in the area; the Main Road's ROM forecast for Jandakot Road indicates that even with the upgrades to Armadale Road, it will be carrying 26,500 vehicles per day by 2021. This is consistent with earlier forecasts and reinforces the need to act now and upgrade Jandakot Road.

In addition by 2031, there will be an extra 20,000 to 30,000 people living in the nearby localities of Jandakot, Treeby, Piara Waters, Harrisdale and Haynes. A significant number of these residents are likely to utilise Jandakot Road as their most direct access to the Kwinana Freeway.

Solomon Road, while able to be retained as a single carriageway in either direction; will need upgrading to improve its functionality and provide for formalised turning treatments, particularly at its juncture with Jandakot Road.

The benefits associated with the road upgrade include:

- safer opportunities for turning (both at roundabouts, at rural roads intersecting with Jandakot Road and at the driveways of landowners adjoining Jandakot Road);
- safer opportunities for cycling and walking – with footpaths and street lighting;
- a reduced likelihood for serious accidents, as there will be a significantly reduced potential for head on or right angle traffic accidents that generally cause the greatest amount of injury; and
- management of congestion.

### Road Design Requirements

The key requirements of an upgraded Jandakot Road is to provide improved safety and capacity. However, within the constraints of the existing 20m road reserve it is not possible to achieve this.

The only viable design outcome is to increase Jandakot Road from a single lane rural road to a dual divided carriageway road with roundabout intersection controls. This cannot fit within the existing 20m road reserve of Jandakot Road, and thus if road upgrading is to occur, it will necessitate land acquisition from private owners along the road; particularly at the intersections of Jandakot Road and Solomon Road and Jandakot Road and Fraser Road.

This will create a new road environment along Jandakot Road; it will be safer for all landowners along this road and those that access their properties from rural roads coming off this road. Accordingly, it is not essentially a question of whether Jandakot Road and Solomon Road should be upgraded, but rather in what design form the dual carriageway should take?

Where it could, the City has previously conditioned developments in this area in order to obtain funding for a road upgrade and land acquisition. A voluntary agreement was entered into between the City and Stockland, the developers of the Calleya residential estate, south of Jandakot Road. The voluntary agreement requires that the developer upgrade Jandakot and Solomon Roads, where they adjoin the Calleya development. Stockland are required to complete these works by 31 December 2017 or when the 900<sup>th</sup> residential lot is created. The City has acknowledged that due to its deferral of this matter in March 2017, this completion date is unable to be achieved and are currently finalising an addendum to the agreement to reflect that.

The progression of the Calleya estate, however, means that Stockland will have to construct the intersection treatments where the internal subdivision roads access Solomon and Jandakot Roads in early 2018. If the Council resolves not to proceed with the upgrade of Solomon and Jandakot Roads within the recommended timeframes, these intersections works will have to be designed to reflect the current status of the respective roads and the intersections updated at a future date. The cost of these redundant works would be deducted from Stockland's financial contribution for the upgrading costs of Jandakot and Solomon Roads and the City required to make up the difference when the upgrading occurs. Stockland has costed a single roundabout and dual roundabout options at the Clementine Boulevard entrance, with the additional cost around \$2.3m.

#### Design options and the recommended approach

Any decision on duplicating the Jandakot Road environment must be carefully balanced against the impact to all local residents, changes to driveway access and land resumptions on individual properties. This has been a fundamental consideration in coming up with three design options, which are:

Option 1 –the ‘central roundabout’ option;  
Option 2 –the ‘offset roundabout’ option; and  
Option 3 –the ‘traffic lights’ option.

The City consulted with affected landowners along Jandakot Road during 2016 and 2017 to assist in the preparation of the design options. While the majority of the land required for the road upgrades will be provided by Stockland from the Calleya residential estate, there are some additional portions of private land on the western side of Solomon Road and both sides of Jandakot Road west of the Solomon/Jandakot Roads intersection that would also be required. These landowners are clearly important stakeholders in the design of a safer road.

As mentioned, Council’s deferral of the land acquisition item in March 2017 was in order to facilitate workshops with the landowners directly impacted by potential land acquisition. The workshop held in April 2017 requested the City to investigate:

- reducing the design speed to better suit existing road reserve and lessen land resumption;
- cost effective ways to reduce the impact of traffic noise;
- test alternative drainage options to reduce basin sizes;
- traffic safety at intersections; and
- environmental concerns about pollution.

The road design was tested with a design speed of 80km/h and a posted speed of 70 km/h to check differences in land required and road alignment. For safety reasons, the design speed of a road is normally required to be 10km/h above its posted speed. A video camera was also installed at the intersection of Jandakot Road and Berrigan Drive to test turning movements, and review the nature and level of traffic using Jandakot Road.

The noise model was run again to compare the sign posted speed of 70 km/h to 80 km/h for limits of acceptable noise. An independent engineer peer review was also conducted by BG&E Consultants.

In regard to vehicular movement along Jandakot Road, it was found that the major turning movements were:

AM Peak: From Jandakot Rd, 52% turn north, 47% to Freeway

From Berrigan Dr: 31% turn into Jandakot Rd, 67% head north

PM Peak: From Jandakot Rd, 38% turn north, 57% to Freeway

From Berrigan Dr: 62% turn into Jandakot Rd, 26% head north

In terms of road speed, this was explained to the community as being regulated by Main Roads WA (MRWA); as this Agency sets design parameters for roads, including the sign 'posted' speeds. Discussions were held with MRWA, which determined the posted speed for an upgraded Jandakot Road should be 70 km/h and design speed 80 km/h after the road has been upgraded to a dual carriageway.

A second workshop undertaken in July 2017 was open to all landowners who either live on Jandakot Road, or on the access roads intersecting Jandakot Road. A significant amount of feedback was received which has shaped consideration of the three upgrade options being considered. It should also be noted that the City also received feedback about whether an upgrade of Jandakot Road is required at this point in time.

The three options identified are:

Option 1 – four way centralised roundabout at the Solomon/Jandakot Road intersection

Option 2 – four way offset roundabout at the Solomon/Jandakot Road intersection

Option 3 – three way intersection with traffic lights at Solomon/Jandakot Road intersection

A presentation by MRWA to the July workshop favoured the roundabout as the safest option as it reduced crash severity. At the workshop the MRWA Network Operations Manager presented a video showing modelling of traffic volumes and intersections performance in 2031 in morning and afternoon peak traffic for a roundabout (Options 1 and 2) and for a three way intersection (Option 3) solution.

MRWA is currently working on optimising traffic signals across the metropolitan area and remains committed to a general strategy that roundabout treatments are preferred over the installation of traffic signals.

The drainage design was tested using the median island and road reserve as drainage storage in order to reduce area of land required for the proposed retention basin. An independent engineering peer review was conducted by BG&E Consultants.

The City's acoustic consultant, Lloyd George Acoustics advised that changing the road surface from the existing dense grade asphalt to open grade asphalt (OGA) and posting the speed at 70 km/h would reduce the noise level, as summarised below.

Posted speed of 70km/h results in a 1 dB reduction:

- use of OGA road surface results in 2 dB reduction;
- when road project is constructed, there will be a reduction in noise level;
- as traffic increases over time, noise levels will increase to marginally above existing noise levels;
- proposed mitigation represents around a 3 dB reduction compared to the No Build option.

Consideration must also be given to environmental constraints such as native vegetation and Bushland Forever.

Each option impacts on native flora and fauna values of the site. The City completed a flora and fauna assessment in spring 2016 within the road reserve and private lots to meet requirements under the Environment Protection (EP) Act 1986 (WA) and Biodiversity Conservation (EPBC) Act 1999 (Commonwealth).

The study area comprises the Jandakot Road road reserve and the following private lots: 7, 8, 20, 27, 44, 58, 72, 97, 120, 134, 135 and Lot 103 Jandakot Rd; and 8 and 13 Falcon Place. The extent of the flora and fauna survey did not include areas identified within the two roundabout options being presented. Additional studies will be required to determine scale of impact on flora and fauna values within the preferred option.

The 2016 flora and fauna assessment indicated that no listed Threatened (Declared Rare) and Priority Flora or other flora species of conservation significance were recorded in the private lots or road reserve. A single vegetation community was described within both the road reserve and private lots. This vegetation community represents the Threatened Ecological Community 'Banksia Woodland of the Swan Coastal Plain', which is a Matter of National Environmental Significance (MNES) protected under the Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth).

Any impact of MNES generally require offsets. The ratio of offsets required is informed by the quality and size of the patch in question. The amount of land required for each proposed option is:

- Option 1 – Road widening and a central roundabout – 53,315m<sup>2</sup>
- Option 2 – Road widening and an offset roundabout – 59,155m<sup>2</sup>
- Option 3 – Road widening and traffic signals – 51,535m<sup>2</sup>

Option 1 will have lesser impact on the two MNES and therefore is likely to require less offsets.

Option 2 requires the clearing of a large portion of the environmental sensitive land at intersection of Jandakot Road and Solomon Road, and

therefore there will be a requirement to lodge a submission with the Commonwealth for assessment of any clearing activity. The Minister can make a determination on the scale of impacts within 20 business days. Should the determination be regarded as significant further documentation and assessment will be required.

In addition a state issued clearing permit will be required for any clearing activity within the road reserve. The timeframe for this process is four to five months.

Jandakot Road is currently a rural road within a 20m road reserve. If Council determines the need to upgrade this road in the manner as recommended by the officers, then the road would need to be widened by acquiring privately owned land. These private land impacts would be particularly significant at key intersections, and primarily at Jandakot Road and Solomon Road.

#### Staging Road Development

In the item presented to Council on 9 March 2017, it was stated that the development of Jandakot Road could occur in stages. Stage 1 works, from Fraser Road to Solomon Road, would align with the development of the Calleya estate. At the time it was recommended this include the roundabout at Solomon / Jandakot. Stage 2, from the modified roundabout to Berrigan Drive, would need negotiation with a number of private landowners. Further stages of the road development east of Fraser Road would be timed to coincide with any further urbanisation of the Treeby area, which was a matter Council would consider later in 2017.

Subsequently, at the May 2017 Ordinary Council meeting, the Treeby District Structure Plan was approved for advertising and then adopted at the September 2017 meeting. This will pave the way for additional urbanisation in this suburb.

At the September 2017 meeting Council also resolved to adopt Scheme Amendment 112; part of this resolution requiring the applicant (Schaffer Corporation) to cede land and contribute to the cost of upgrading Jandakot Road.

With these additional elements in place, a revised staging for the road upgrade could occur:

- Stage 1 – Fraser Road to just prior to the current Solomon / Jandakot Road intersection;
- Stage 2 – Berrigan Drive to and inclusive of the Solomon / Jandakot Road intersection; and
- Stage 3 – east of Fraser Road to be timed with any further development of the Treeby estate that abutted Jandakot Road.

The advantages of removing the intersection from stage 1 is that it would allow for that to be considered in a funding application for Metropolitan Regional Road Group (MRRG) funding from the State Government. The inclusion of the roundabout would increase the likelihood of the project meeting the threshold requirements for MRRG funding.

Taking in to account the extensive design work, community engagement and research that has been undertaken, it is recommended that Jandakot Road and Solomon Road be upgraded, and that the required form of that upgrade should be completed in the following stages:

- Stage 1
  - Land acquisition to facilitate the adopted design (Stage 1 works only) being undertaken in late 2017;
  - Upgrade of Jandakot Road between Solomon Road and Fraser Road,(not including Jandakot Road and Solomon Road intersection);
  - Upgrade Solomon Road, south of Jandakot Road
  - Environmental review and clearing permit commencing in December 2017;
  - Construction activities commencing in late 2017 and being completed by mid-2018.
- Stage 2
  - Upgrade Jandakot Road between Berrigan Drive and Solomon Road;
  - Reconstruct intersection of Solomon Road and Jandakot Road in accordance with Option 1 (centralised roundabout)
  - Construction design works to commence in December 2017;
  - Land acquisition to facilitate the adopted design (Stage 2 works) being undertaken in March 2018;
  - Environmental review and clearing permit commencing in December 2017;
  - Construction activities will start in late 2018 and completed by mid-2019.

The level of safety concern and congestion known to exist, means that this infrastructure upgrade should occur as soon as practically possible.

Option 1 will essentially achieve:

- Jandakot Road being converted to a dual divided carriageway road (similar to Beeliar Drive between Hammond Road and Spearwood Avenue);
- Road will be kerbed, stormwater control by pipe system and retention basin, street lighting, pedestrian and cycling infrastructure installed.
- The major intersections at Solomon Road and Fraser Road being converted to dual lane roundabouts (similar to the Spearwood Avenue and Beeliar Drive roundabout), with these being central roundabouts and not offset in order to achieve the best design outcome, lessen the impact on the environment, reduce the area of required land and share land requirement impacts as equitably as possible;
- New intersection treatments being provided at the rural roads intersecting with Jandakot Road and Solomon Road (through dedicated deceleration lanes and turning lanes).
- Provide connectivity to Calleya Subdivision - by linking Clementine Boulevard to Jandakot Road.

## **Strategic Plans/Policy Implications**

### Moving Around

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

Improve connectivity of transport infrastructure

### Leading & Listening

Ensure sound long term financial management and deliver value for money

Deliver sustainable governance through transparent and robust policy and processes

## **Budget/Financial Implications**

Land acquisition and construction costs for Stage 1 is approximately \$11m and fully funded by Stockland.

The road component of Stage 2 is estimated to cost \$9.7m. The MRRG component of this would be \$6.3m, with the City contributing the balance of \$3.4m. Land for the roundabout component would be paid for by Stockland and as noted, land has been ceded from the Schaffer Corporation.

Preliminary advice from the MRRG is that the project is supported and up to 40% of the funding could be available in FY18/19.

This would see the project commence in 2018 with Stage 1 funded by Stockland, continue in FY18/19 with land acquisition funded by the State and Stockland and construction completed in FY19/20 when the City's contributions would be required.

### **Legal Implications**

If Council resolves an upgrade of Jandakot Road, then any process of land acquisition needs to follow the Land Administration Act 1997.

### **Community Consultation**

Consultation included a community workshop in April and July 2017, as well as mailouts, hardcopy survey and information posted on 'Comment on Cockburn' website.

During the July workshop there was a proposal from the floor to request a show of hands for deferral of any upgrade of Jandakot Road until after the duplication of Armadale Road to which there was unanimous agreement. In light of the safety and congestion issues that must be dealt with, City officers do not consider this to be a viable option.

A feedback form was provided to residents for completion on the night, or via an online survey on Comment on Cockburn. It was also emailed to residents groups following the workshop.

A total of 392 people visited the website. Overall, 48 people contributed to the survey by 26 July 2017. A letter was sent out to all households in the area prompting them to complete the survey. By 8 September, when the survey was finally closed, 70 responses were received.

Key survey findings: Total respondents 70, with the strongest support for Options 1 and 2.

	Support or strongly support	Oppose or strongly oppose
Option 1  Four way centralised roundabout at Solomon Road /Jandakot Road	36	25
Option 2  Four way offset roundabout at Solomon Road/Jandakot Road	39	21

Option 3 Traffic lights at Solomon Road /Jandakot Road	10	49
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A landowner workshop was held on 11 April 2017. Issues raised by landowners included:

- Most landowners acknowledged that the current road situation along Jandakot Road is unsafe, and that this safety issue must be addressed.
- Some landowners did not want any changes to the road at all, and instead the City of Cockburn should be ensuring that the State Government deliver the long awaited Armadale Road upgrade and new freeway bridge that would possibly negate the need for any changes to Jandakot Road.
- All landowners were concerned about noise, and what noise solution would ultimately be proposed by the City.
- Landowners with road widening proposed on their land were concerned about this impact.
- Several landowners requested the opportunity for subdivision and development rights as a consideration for supporting the road upgrades.
- Some landowners felt that widening the road will only make congestion more problematic.
- Landowners felt that the entire length of Jandakot Road needs to be addressed at the one time, as leaving any section as a single carriageway will shift congestion points to that area.
- Landowners requested investigation as to why the road upgrade intersection at Jandakot Road and Solomon Road and Jandakot Road and Fraser Road could not be entirely located within the Calleya Estate.
- Landowners wanted the opportunity for further community workshops before any progress on the project.

This resulted in further detailed work and research being undertaken by City officers, to arrive at three design options to form the basis of further engagement with the community. The three design options are analysed in the above section of the report, including the community comment received.

### Risk Management Implications

The City's intention is to improve road safety on Jandakot Road and minimise accidents. Crash data shows 78 accidents (ie crashes) on Jandakot Road between Berrigan Drive and Fraser Road (January 2011 to December 2015). The majority (82%) were rear end/side swipe type crashes, with 5% resulting in people being taken to hospital.

During 2017, there have been 2 fatalities with fatalities having occurred in the years prior to that.

The risk to the City if the recommendation is not followed or is deferred again, is that the 4-lane dual carriageway upgrade will not proceed in a timely manner. This will potentially increase safety issues along this road. Accident data clearly shows the need to increase road and intersection capacity and address the safety issues that exist for road users, residents and the general community.

Council has also previously been made aware of the issue of Jandakot Road, and the current levels of traffic being experienced along this single lane rural road. At the 13 May 2010 Council meeting, Item 16.1 (Minute No. 4261) Council considered complaints from landowners about traffic speed and traffic volume along Jandakot Road. This was in response to a petition signed by 23 residents that had been tabled earlier in that year to Council (11 March 2010 Council meeting). The proposed noise treatments outlined in this report will mitigate this issue.

From a risk management viewpoint, it is imperative that the safety and congestion issues be addressed.

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

All residents along Jandakot Road as well as all residents who access property from roads off Jandakot Road have been advised that this matter is to be considered at the 9 November 2017 Ordinary Council Meeting.

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

Nil.

Option 1 – Four Way Centralised Roundabout at Solomon Rd/Jandakot Rd Intersection

Attachment 1



## Option 2 – Four Way Offset Roundabout at Solomon Rd/Jandakot Rd Intersection

Attachment 2



Option 3 – Three Way Traffic Signal at Solomon Rd/Jandakot Rd Intersection

Attachment 3



## 18. COMMUNITY SERVICES DIVISION ISSUES

### 18.1 YOUTH SERVICES STRATEGY 2017 - 2022

**Author(s)** M Champion

**Attachments** 1. City of Cockburn Youth Services Strategy 2017 - 2022 [Download](#)

#### RECOMMENDATION

That Council

- (1) adopt the City of Cockburn Youth Services Strategy 2017 – 2022, as attached to the Agenda; and
- (2) ensure that any financial requirements from the Strategy are included for consideration in future annual budgets and corporate planning documents.

#### Background

In 2011 the City adopted its first Youth Service's Strategic Plan which outlined community services, and identified current and future needs for young people living within the Cockburn District.

Following the successful completion and review of the 2011 – 2016 Plan, Youth Services have developed a further 5 year plan to respond to expectations of the community and council.

#### Submission

N/A

#### Report

Following a request for quotation process the City appointed the Youth Affairs Coalition of Western Australia (YACWA) to assist the City in the development of the Youth Services Strategy. The following tasks were undertaken by consultants:

- (1) Provision of comprehensive written information on currently available community services groups and programs either targeting or predominantly catering to young people 10 – 25 years in the Cockburn district.
- (2) Consultation/s with young people the broader community and service providers.
- (3) Demographic analysis and research to identify current and future needs for young people in the Cockburn District.

(4) Provision of a Forward Plan outlining the required type and location of future services, community development opportunities and events for young people over the next five years.

The completion of these tasks along with alignment with the City of Cockburn Strategic Community Plan 2016, and review of previous Youth Service's Strategic Plan provided the framework for the new plan.

As of 2017, there are 22,052 young people living in Cockburn which is 19% of the City of Cockburn's population, their number are forecast to increase 14% over the next five years. This is a significant population for the City to consider in its future planning.

The City's previous Youth Services Strategy outlined a number of strategies to improve youth services in the City. The City made significant progress towards the strategies and actions in the previous plan, including:

- The development and employment of a new full-time Youth Development Officer position
- The provision of Blissco mobile youth services to Beeliar, Coolbellup, Hamilton Hill, Hammond Park, South Lake, Spearwood and Southwell
- The expansion of youth recreational facilities, including additional skate, scooter and BMX facilities, and the completion of Cockburn ARC
- Improved connection between the Council and the City's Youth Advisory Collective (YAC)
- Collaboration with key community organisations to provide co-located support services for young people at the youth centre
- commencement of the planning for the RYDE driver youth mentoring and education program

Extensive Community consultation was undertaken with a total of 382 members of the community being consulted.

Young people told us that the main issues of concern for them included:

- the cost of things or not having money to do things they wanted to
- boredom and a lack of things to do
- transport and difficulty getting around
- drugs and alcohol issues

- not knowing what is available
- safety - namely feeling unsafe in certain places and situations
- employment - not having the skills to find work and an absence of jobs
- inclusion - feeling welcome and valued

Parents and caregivers told us the main issues that worried them were:

- anti-social behaviour
- a lack of activities to do
- general boredom of young people
- drugs and alcohol issues

Community organisations and City staff were concerned about many of the same issues as young people, and added that they felt there needed to be special focus on young people who were vulnerable or at risk, and a need to challenge the negative stereotypes of young people in the community.

The Vision for young people living in the City of Cockburn is that, they feel safe, valued and included in their community and have access to places, activities, programs and support that enable them to reach their full potential.

The four outcomes that will be achieved in order to move the City toward this vision are:

1. Young people feel safe, welcome and valued in their community
2. Young people have access to events, programs, services and facilities that meet their needs
3. Young people are well informed and involved in decision making
4. The City has strong partnerships and advocates for the current and emerging needs of young people

We have identified ten priority actions:

	Focus area	Priority action
1	At risk or vulnerable young people	Continue to provide out-reach youth work services to at-

		risk young people
2	Boredom or having nothing to do	Upgrade the acoustics and sounds system in the youth centre hall to support forums and events which rely on sound
3	The cost of things	Continue to provide all youth services run events for free or low cost
4	Drugs and alcohol	Explore a collaboration with a drug and alcohol service/program to co-locate and provide services from the youth centre
5	Employment	Collaborate with employment service providers and local businesses to target youth unemployment (with a focus on Coolbellup)
6	Inclusion and feeling part of the community	Review the youth award criteria for City Awards to make it easier to nominate young people
7	A negative image of young people	Develop a positive message campaign for the youth centre in collaboration with young people that use it
8	Promotion of programs, services and events	Develop a digital communication plan for young people
9	Safety	Visit and identify areas of the City that young people feel unsafe, in a community safety youth audit
10	Transport and difficulty getting to places	Develop a program to assist young people to acquire their driver's licence (e.g. RYDE program)

These priorities are reflected in an Implementation Plan which contains a total of 71 actions. If adopted the Youth Services Strategy 2017-2022 will guide the City's considerations regarding the needs of young people for the next five years. The actions will be reviewed annually with the next major strategy review scheduled for 2022. Additionally, the City will continue to seek opportunities for the increased provision of its current services and programs to the Cockburn community into the future.

### **Strategic Plans/Policy Implications**

The new Youth Strategy actions will contribute to achieving the following objectives of the City's Community Strategic plan

#### City Growth

Maintain service levels across all programs and areas

#### Community, Lifestyle & Security

Provide residents with a range of high quality accessible programs and services

Provide safe places and activities for residents and visitors to relax and socialise

### Leading & Listening

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

### **Budget/Financial Implications**

As contained in the plan, and in the attached Budget Implications Report. Over the five year period it is estimated that \$203,972 of additional municipal resources will be required to implement the strategy actions listed below:

Youth Services Strategy 2017 - 2022 Municipal cost requirements		Budget Type	17/18	18/19	19/20	20/21	21/22	Total	
Strategy Action Number	Action								
1.1.2	Develop a Co-Safe 'when to call Co-Safe' promotional video targeted at young people	New				2000		2000	
1.2.3	Engage with young people to develop library programs that meet their needs, and promote these to young people via the website and social media	New .5 FTE level 5			29515	30695	31922	92132	
2.1.2	Explore opportunities around better utilisation of the Henderson motor cross facility, to encourage legal use of trail bikes by young people	New		11800				11800	
2.1.5	Upgrade the acoustics and sounds system in the youth centre hall to support forums and events which rely on sound (i.e. film screenings)	New		20000				20000	
3.1.2	Social media officer dedicates two days per week to youth services marketing and promotion and is based at the youth centre for those days	New .4 FTE level 5			25000	26000	27040	78040	
		Total	Full cost	0	31800	54515	58695	58962	203972

The other 66 actions contained within the strategy will be required to be undertaken within existing operational resources or through securing external grant funding. It is recommended that all actions which require additional Municipal resources be considered by Council through Council's strategic and annual budget process.

### **Legal Implications**

N/A

### **Community Consultation**

The consultants spoke with and listened to young people, parents/caregivers, community groups, and City staff, including:

- 316 young people
- 36 parents and caregivers

- 30 representatives from community groups
- 53 City staff members

Young people told the consultants:

- Social media is an important way of finding out about things, but that different age groups use different social media platforms
- Shopping centres are favourite places to hang out, as are other free venues such as beaches, parks/ovals and libraries
- Lack of transport, and the cost of things are the two biggest barriers in getting to places they want to go and doing activities they want to
- The most important sources of support are friends, parents/caregivers and other family members
- Many (two-thirds surveyed) would like to get more involved in their community or meet new people

Young people surveyed identified seven main issues of concern:

- Transport
- Drugs and alcohol
- Cost of things
- Safety
- Promotion of activities
- Boredom
- Employment

The issues that most worried parents and caregivers of young people included anti-social behaviour, boredom and a lack of activities for young people as well as drugs and alcohol.

Parents said they wanted the City to help parents and caregivers of young people by providing parent education workshops and better communication of what is available.

Community organisations agreed that the seven main issues raised by young people were areas that needed focus. They also identified other challenges for young people including:

- Financial support
- Housing and homelessness
- Education and training
- Negative stereotypes of young people
- Mental health
- The justice system

### **Risk Management Implications**

If the plan is adopted as recommended the financial implications for each of the actions contained in the strategy will need to be considered by Council in the relevant financial year, included in the Long Term Financial Plan and Workforce Plan.

If the plan is not adopted by Council the community and other stakeholders will be informed in accordance with the Community

Engagement Policy and there will be an increased risk of reputation damage. If the Plan is not adopted by Council there is also a risk that the City will not allocate sufficient resources to accommodate the needs of the significant youth demographic into the future.

### **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 9 November 2017 Ordinary Council Meeting.

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

Nil

# **City of Cockburn Youth Services Strategy 2017 - 2022**

*Available in alternative formats upon request*



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## Executive summary

As of 2017 forecasts, there are currently 22,052 young people aged 10 to 24 living in the City of Cockburn, which is 19% of the population (forecast.id). The number of young people in this age group will increase by over 14% (3,136) by the end of this strategy. Young people have unique needs, which need to be considered when planning events, programs, and facilities.

This strategy affirms the City's commitment to work in collaboration with young people to deliver high quality events, programs and facilities that enable them to reach their full potential.

To develop the strategy, we looked at the following information:

- The type of young people that live in the City of Cockburn
- What current research tell us about the issues of concern for young people
- Which services, activities, events, programs and facilities are currently available for young people and where the gaps are
- What young people, parents/caregivers, community organisations and City staff told us was working well for young people and what needed to be improved or changed

The City's previous Youth Services Strategy outlined a number of strategies to improve youth services in the City. The City has had a number of successes over this time including expanding youth development services and outreach services, new youth recreation facilities, new partnerships and an improved connection between the council and the Youth Advisory Committee (YAC).

Background research explored a number of current issues and trends relevant for the wellbeing of young people and this information was used to inform the development of the strategy. The issues identified included, education, health, unemployment, housing and homelessness, child protection, transport, youth justice, technology and youth participation. This exploration also looked at key issues for Aboriginal and Torres Strait Islander young people, young people from culturally and linguistically diverse backgrounds, young people living with disability, lesbian, gay, bisexual, transgender, intersex and questioning (LGBTIQ) young people and young carers.

To inform the development of the strategy, the City spoke with and listened to 316 young people, 36 parents and caregivers, representatives from 30 community organisations, and 53 City staff.

Young people told us that the main issues of concern for them included: the cost of things or not having money to do things they wanted to; boredom and a lack of things to do; transport and difficulty getting around; drugs and alcohol; not knowing what is available; safety - namely feeling unsafe in certain places and situations; employment - not having the skills to find work and an absence of jobs; and finally, inclusion - feeling welcome and valued. Parents and caregivers told us the main issues that worried them was anti-social behaviour, a lack of activities to do, general boredom of young people and drugs and alcohol. Community organisations and City staff were concerned about many of the same issues as young people, and added that they felt there needed to be special focus on young people who were vulnerable or at risk, and a need to challenge the negative stereotypes of young people in the community.

The new strategy has four key components:

- The vision - what we want things to look like in the City of Cockburn
- Four outcomes - what we want to achieve in the City of Cockburn

- Thirteen strategies - how we will go about achieving the outcomes
- An Implementation Plan - actions that will be taken to achieve the outcomes and strategies
- A robust process for ongoing monitoring and review

Our vision for young people living in the City of Cockburn is that, they feel safe, valued and included in their community and have access to places, activities, programs and support that enable them to reach their full potential.

The four outcomes that we want to achieve in order to move the City toward this vision are:

1. Young people feel safe, welcome and valued in their community
2. Young people have access to events, programs, services and facilities that meet their needs
3. Young people are well informed and involved in decision making
4. The City has strong partnerships and advocates for the current and emerging needs of young people

We have identified ten priority actions:

	Focus area	Priority action
1	At risk or vulnerable young people	Continue to provide out-reach youth work services to at-risk young people
2	Boredom or having nothing to do	Upgrade the acoustics and sounds system in the youth centre hall to support forums and events which rely on sound
3	The cost of things	Continue to provide all youth services run events for free or low cost
4	Drugs and alcohol	Explore a collaboration with a drug and alcohol service/program to co-locate and provide services from the youth centre
5	Employment	Collaborate with employment service providers and local businesses to target youth unemployment (with a focus on Coolbellup)
6	Inclusion and feeling part of the community	Review the youth award criteria for City Awards to make it easier to nominate young people
7	A negative image of young people	Develop a positive message campaign for the youth centre in collaboration with young people that use it
8	Promotion of programs, services and events	Develop a digital communication plan for young people
9	Safety	Visit and identify areas of the City that young people feel unsafe, in a community safety youth audit
10	Transport and difficulty getting to places	Develop a program to assist young people to acquire their driver's licence (e.g. RYDE program)

## 1. Introduction

The City of Cockburn has a strong history of supporting and investing in the wellbeing of its young residents, especially those most at risk or vulnerable to poor outcomes. The City is well regarded as a leading provider of youth services in the area.

This strategy, builds on the achievements of the Youth Services Strategic Plan 2011-2016. The City made significant progress towards the strategies and actions in the previous plan, including:

- The development and employment of a new full-time Youth Development Officer position
- The provision of Blissco mobile youth services to Beeliar, Coolbellup, Hamilton Hill, Hammond Park, South Lake, Spearwood and Southwell
- The expansion of youth recreational facilities, including additional skate, scooter and BMX facilities, and the completion of Cockburn ARC
- Improved connection between the Council and the City's Youth Advisory Collective (YAC)
- Collaboration with key community organisations to provide co-located support services for young people at the youth centre

In developing the new Youth Services Strategy, the City aims to build on its strong performance, and continue to focus on areas that need further development, including:

- Transport - the previous plan stipulated that the City would investigate allocating resources towards buses and staff to transport young people to and from events and activities. The aim was to assist young people facing transport disadvantage, especially those living in suburbs with poorer transport options, to access City activities and events. Municipal funding for this proposal was not forthcoming, however the need for an initiative that facilitates greater access for these young people remains;
- Schools - building relationship with high schools and the Department of Education featured in the last youth plan, however City staff report that engagement with high schools has been difficult and continues to be of an ad-hoc and issues based nature, despite numerous attempts made by the youth services team. The employment of the Youth Development Officer (whose role it is to engage with schools), was delayed by a year. Building partnerships with schools remains an area of focus in the new strategy;
- Driver training programs - the previous plan stipulated that the City would work in partnership with the WA Police and the RAC to source grant funding in order to facilitate driver training programs. Driving lessons and hours have been offered at irregular times across the last five-year period; however there is a clear gap in this area. Implementing a young person's driving program known as RYDE, is a priority action in this strategy;
- Communication - the previous plan included an action of investigating the development of an interactive online forum to both seek opinions and give feedback. Municipal funds for this initiative were pushed back to the 2017/2018 financial year due to competing projects. This project will be instigated in 2017/2018 and is included in the new strategy;
- Employment - the previous plan stipulated that youth services would assist in the implementation of the Aboriginal Employment Strategy contained within the City's Human Resources Strategy. Progress has been achieved with the employment of two Aboriginal trainees in departments other than youth services. Youth services continue to lead the way in

terms of the City's Aboriginal employment, and remain supportive of an organisational wide Aboriginal Employment Strategy, which is included in the new strategy.

The development of the Youth Services Strategy 2017 - 2022 involved three key stages:

- Review and research
- Consultation
- Analysis and strategy development

An outline of the timeframe and key steps in this process is outlined in Annexure 1.

## 2. Existing youth services and facilities

The City of Cockburn is the most significant youth service provider in the area, and provides a wide-range of existing youth services, programs, events and facilities, detailed in the table below:

### Cockburn Youth Services

Service area	Objective	What is provided
Cockburn Youth Centre	To provide a safe, supervised space offering engaging youth programs and events	<ul style="list-style-type: none"> <li>• Open six days a week, Monday to Saturday, 9am to 7pm and 9pm Thursday evenings</li> <li>• Safe drop in space for young people to hang out</li> <li>• Co-located youth support services</li> <li>• School holiday and term programs</li> <li>• End of term events</li> <li>• Free, or low-cost activities, with fee waivers available</li> </ul>
Youth Programs and Events	To provide targeted youth programs and events in Cockburn at locations other than the Youth Centre	<ul style="list-style-type: none"> <li>• Bliss-Co youth outreach arts and sports program held weekly in three locations around the City</li> <li>• Outrage school holiday program</li> <li>• Annual events: <ul style="list-style-type: none"> <li>○ Skate park competitions in Spring and Autumn</li> <li>○ ANZAC youth parade in April</li> <li>○ Youth Noise (previously Battle of the Bands) in September</li> <li>○ FROSH Youth Festival in October</li> </ul> </li> </ul>
Youth development	To work with the community, building programs and projects where gaps have been identified	<ul style="list-style-type: none"> <li>• Leadership programs</li> <li>• Peer mentoring programs</li> <li>• Youth Advisory Collective (YAC)</li> <li>• Building partnerships with schools, tertiary institutions and other community organisations</li> </ul>
Youth Support Services	To provide tailored support to young people identified as at risk and where appropriate their	<ul style="list-style-type: none"> <li>• Qualified Youth Workers</li> <li>• One-to-one case management for at-risk young people aged 10 to 18</li> </ul>

	family.	<ul style="list-style-type: none"> <li>Groups and programs that engage young people in pro-social activities of a diversionary nature</li> </ul>
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### Other City Services for young people

Service area	Deliverable
Sponsorship and grants	<ul style="list-style-type: none"> <li>U-Fund grant for young people 12 to 18 to organise a small project; up to \$400</li> <li>Youth Art Scholarships; up to \$500</li> <li>Environmental Education for Primary and Secondary Schools grant</li> <li>Reimbursement donations to schools</li> </ul>
Recreation Services	<ul style="list-style-type: none"> <li>KidSport program - financial assistance towards club fees for children and young people aged 5 to 18</li> <li>Junior Sport Travel Assistance Program</li> </ul>
Co-Health	<ul style="list-style-type: none"> <li>Programs for young people focused on who are overweight and obese</li> </ul>
TravelSmart	<ul style="list-style-type: none"> <li>Working with schools to enable travel behaviour change</li> </ul>
Co-Safe	<ul style="list-style-type: none"> <li>A 24-hour service that provides assistance on issues including anti-social behaviour, vandalism, suspicious behaviour and noise complaints</li> </ul>
Support Services	<ul style="list-style-type: none"> <li>Cockburn Support Services - free, community service for individuals or families, including counselling, advocacy, referrals, groups and workshops</li> <li>Financial Counselling - free, community service for individuals aged 18 years and over or families which to develop the skills, knowledge and confidence to take control of their finances</li> </ul>
Parenting Services	<ul style="list-style-type: none"> <li>Cockburn Parenting Service – free, offers parenting support to families with young people up to 18 years to manage the challenges of parenting and build close, connected relationships.</li> </ul>
Library Services	<ul style="list-style-type: none"> <li>Three libraries in Spearwood, Success and Coolbellup</li> <li>Library programs for young people aged 8 to 17 (i.e. coding clubs)</li> <li>Resources - space to study, access to online resources to assist study, books, graphic novels and DVDs</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>Coolbellup Community Hub</li> <li>Nine community halls and centres</li> <li>One youth centre (detailed above)</li> <li>210 parks and reserves, including 153 playgrounds (including one regional universal playground with a liberty swing)</li> <li>Four skate parks</li> <li>One BMX track</li> <li>Six sport and recreation centres</li> <li>Cockburn ARC</li> <li>Three libraries</li> <li>Azealia Ley Museum - run school holiday programs and support schools</li> </ul>
Aboriginal Community Development	<ul style="list-style-type: none"> <li>Support to Aboriginal community groups and individuals in Cockburn</li> <li>Reconciliation Action Plan</li> </ul>

Disability Access and Inclusion Services	<ul style="list-style-type: none"> <li>• Aboriginal Reference Group</li> <li>• Projects that enhance participation for people with disabilities</li> <li>• Free annual community event, 'Celebrate Ability', with involvement from local schools</li> <li>• Disability Reference Group</li> </ul>
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### Reference groups

The City has four reference groups relevant to young people:

- The Children's Reference Group (for children and young people aged 6 to 12)
- The Youth Advisory Collective (for young people aged 12 to 24)
- The Disability Reference Group (for interested community members representing disability issues)
- The Aboriginal Reference Group (for Aboriginal and Torres Strait Islander community members)

### Networks

The City currently coordinates and/or participates in the following networks which aim to ensure that service provision for young people in the City is well informed and connected.

- Cockburn, Melville, Fremantle (CMFIYF) Youth Services meeting
- Fremantle Family Support Network (children and family support services)
- South West Metropolitan Partnership Forum (8-13 years working group)
- Parents and Friends Group Network (18 P&Cs)
- Champion sporting club's networks (80 clubs)
- CALD Services South West network

### External services

There are a wide variety of external services that support young people in the City of Cockburn, including education services, health and support services, sport and recreations services, employment services and church groups/programs. A more detailed description of the number and type of these is included as Annexure 2.

## 3. Young people in Cockburn

There are currently 22,052 young people aged 10 to 24 living in the City of Cockburn, which is 19% of the population. An average predicted population growth across the entire population of the City of Cockburn of 3.22% per annum, means that the number of young people in this age group will increase by 14% (3,136) by the end of this strategy. The number of young people in Aubin Grove-Banjup (833)<sup>1</sup> and Hammond Park-Wattleup-Henderson (468) will grow by between 40-50% and the areas of Coogee-North Coogee (391), South Lake-Cockburn Central (308) and Success (395) will grow by between 17.5-25%. Forecast.id can be accessed in real time to see these trends, and where growth is occurring.

This can be accessed at <http://forecast.id.com.au/cockburn/>.

<sup>1</sup> Actual numbers of additional young people in brackets

In 2016, the SEIFA Index of Disadvantage scores showed that there were pockets of significant disadvantage in the suburbs South Lake - Cockburn Centre, South Lake, Spearwood, Coolbellup and Hamilton Hill.<sup>2</sup> A focus on monitoring youth services and trends in these areas should be a priority over the next five years.

In 2016, 1.5% (1,528) of the City's population was Aboriginal or Torres Strait Islander (ATSI). Young people make up a larger proportion the Indigenous population compared to the than non-indigenous population. In 2016, 2.37% (524) of young people aged 10 to 24 living in Cockburn were Aboriginal or Torres Strait Islander. In WA, 35.2% of the indigenous population was age 0 to 14, with a median age of 22.<sup>3</sup> The suburbs with the highest proportion of ATSI residents are Coolbellup (3%, 157), South Lake (3.2%, 225), and Hamilton Hill (2.2%, 229).

In 2016, 28% of young people (5,390) were born overseas. In addition, 17% (3,274) of young people in Cockburn speak another language as well as English. In 2016, 3% (3,132) of Cockburn residents spoke English not well or at all (slightly higher than Greater Perth level of 2.4%)<sup>4</sup>, however less than 1% of young people fall into this category (152). This suggests that young people for whom English is a second language has far greater English language proficiency than their parents.

The greatest numbers and proportion of Cockburn residents speaking another language and English not well or at all live in Success (4.6%), Spearwood (4.3%), and Hammond Park - Wattleup - Henderson (3.6%).

The City of Cockburn has two secondary schools within its borders which fall below the average Index of Community Socio-Educational Advantage (ICSEA)<sup>5</sup> - Hamilton Senior High School and Lakeland Senior High School. The City also has six primary schools that fall below ICSEA, which are (in order from lowest to highest ranked), Southwell, South Lake, Coolbellup, Spearwood, Yangebup and Newton Primary Schools. The suburbs these schools are located in reflect the pockets of significant disadvantage in the City. They are also where a higher proportion of Aboriginal and Torres Strait Islander and CALD young people reside. Hamilton Hill High School closes at the end of 2017.

In terms of higher education, in 2016 6.4% (7,457) of people living in Cockburn were attending tertiary institutions; this is lower than the Greater Perth average of 7.1%.

#### **4. Research, trends, policy initiatives and best practice**

There are a number of issues and trends that are important for the health and wellbeing of young people, including:

- Education
- Health (including mental health)
- Unemployment
- Housing, homelessness and youth accommodation
- Child protection

<sup>2</sup> The index measures the relative level of socio-economic disadvantage based on a range of census characteristics. These suburbs all had a SEIFA score under 1000.

<sup>3</sup> The 2011 data only provides age groupings of 0-14, 15 to 64 and 65 and over for this data

<sup>4</sup> The 2011 census data does not break down country of birth, and language by age; and this data is likely to vary to much per age to be extrapolated or estimated.

<sup>5</sup> The average value of all schools' ICSEA values is set at 1000. This represents the 'middle ground' of educational advantage levels among Australian school students.

- Transport
- Youth justice
- Technology

In addition, there are demographic groups of young people who experience additional challenges or barriers, including:

- Aboriginal and Torres Strait Islander young people
- Young people from culturally and linguistically diverse backgrounds
- Young people living with disabilities
- LGBTIQ young people
- Young carers

A full analysis of the research, trends and state and federal policy as such relates to each of these issues and demographic groups are included as Annexure 4.

### **Youth and community services policy trends**

The section above looked at a variety of trends, research and policy responses (both state and federal) to specific youth issues, however there are also broader trends in policy and funding that have an impact on youth and community sector services, including local government. This section explores those policy trends, and the impact they may have on the City's youth services provision.

#### *Scarce funding environment*

It is widely acknowledged that funding in the community services sector is diminishing, with services expected to provide the same or better services for less funding. The impact on local government is two-fold. In the first instance, where local governments are in the business of direct service delivery (as the City of Cockburn is), they may have State government funding for services they provide either reduced or completely de-funded. Secondly, where community organisations find their funding reduced, they may approach local government to step in and either assist, or take on the responsibility for something they were previously providing.

#### *State government department consolidation*

In April 2017, WA's new State Government announced that the number of government departments in WA would reduce from 41 to 25. The Departments for Child Protection, Housing and Local Government, Communities and the Disability Services Commission now come under the Department of Communities. Juvenile Justice has been decoupled from the Department of Corrective Services and parts sit under the Department for Community Services. The merger may open up more opportunities for collaboration across government, however there is also the possibility that the State Government will drop some functions they maintained and push these out on to local government. It is early days and the City should maintain strategic partnerships with key State Government stakeholders to monitor the potential impact on the City of Cockburn's youth services.

#### *Consortiums, collaborations and partnerships*

There continues to be a strong focus in State and Federal Government funding programs on consortiums, collaborations and partnerships. Tenders and grants often require organisations to work together in a consortium model to apply for funding and deliver their service or program. The challenge of this approach for organisations, including local government, is that often less money needs to be spread amongst more organisations, and there is no funding given to actually make the consortium

work, which takes resources in and of itself. It will however continue to be strategic to pursue and maintain partnerships with a variety of different organisations and key stakeholders - an area that the City works well in at the moment. Opportunities for consortiums and partnerships with other local governments are likely to continue to be difficult because service delivery differs so much between local governments.

#### *Boundaries*

The City of Cockburn provides a high level of youth service provision, which is funded through a combination of municipal funding and State Government funding. The State Government funding enables staff to work with young people beyond the local government boundaries, as the catchment area for service delivery stretches into areas of Kwinana, Melville, Fremantle, and Rockingham or even beyond. The challenge for staff however comes with needing to enforce stricter boundaries with programs that are financed through City municipal funding. Additional challenges arise because other surrounding LGAs have different models of youth provision, and so young people who live in those LGAs are not able to access the services that Cockburn provides elsewhere. This puts pressure on the City to provide services to young people living outside its boundaries.

#### *Co-design*

Youth participation, via consultation has long been considered important or even integral to youth service delivery; however there is an emerging focus on the co-design of service delivery from its inception, even back to the point of procurement. It is now considered best practice in service design. Services and programs which demonstrate a strong element of co-design with young people are likely to be more highly favoured when funding is being allocated.

#### *Outcomes based framework*

Youth services staff are currently using a number of different software systems to report grant funded youth services program outcomes, depending on which funding the program receives. This is an administrative burden which is detracting from service delivery.

#### **Best practice initiatives**

In looking at how the City of Cockburn compares in its youth service provision with other local government areas in the immediate vicinity, it is clear that it is a leader in not only providing universal services to young people, but in the unique level of case-work and individual support provided to vulnerable or at-risk groups of young people. There are however, some examples of excellent projects or programs in WA that the City could adopt or learn from, including those that address challenges with transport, youth leadership, co-design and countering negative stereotypes of young people. More detail about these initiatives is included as Annexure 5.

## **5. Vision, mission and values**

The vision of the Youth Services Strategy 2017 - 2022 is that:

*Young people in the City of Cockburn feel, safe, valued and included in their community and have access to places, activities, programs and support that enables them to reach their full potential.*

This strategy supports the mission to make the City of Cockburn the most attractive place to live, work, visit and invest in, within the Perth metropolitan area. It does this by addressing the priority issues for young people living, working, studying or recreating in the City.

## 6. Links to City strategic documents

A number of current City strategies and plans were reviewed to inform the development of the Youth Services Strategy 2017 - 2022.

### Strategic Community Plan 2016 - 2026

The Youth Services Strategy supports a number of key strategies with the City's Strategic Community Plan (SCP). Table 1 illustrates which areas of the plan supports the focus areas and strategies in the SCP.

Table 1: Strategic links with the YSS 2017 - 2022

SCP focus area	SCP strategic objective	YSS strategic links
<i>City Growth</i>	Ensure planning caters for a population growth of 33,671 residents over the next ten years	1.2
Planning for the City's population growth and maintaining a strong financial position	Maintain service levels across programs and areas	2.1, 2.2
<i>Moving Around</i>	Identify gaps and take action to extend the coverage of the cycle way, footpath and trail networks	3.2
Facilitating safe, efficient, connected, sustainable movement around the City	Advocate for improvements to public transport, especially bus transport	4.2
<i>Community, Lifestyle and Security</i>	Provide residents with a range of high quality programs and services	1.1, 1.2 2.1, 2.2, 2.3 2.4, 2.5 3.3
Providing safe, attractive, healthy programs and infrastructure for a diverse range of activity and people	Provide community facilities and infrastructure in a planned and sustainable manner	1.1 2.1, 2.5
	Provide safe places and activities for residents and visitors to relax and socialise	1.1 2.5
	Create and maintain recreational, social and sports facilities and regional open space	1.1 2.5
	Foster a greater sense of community identity by developing Cockburn Central as our regional centre whilst ensuring there are sufficient local facilities through our community	1.1, 1.2 2.5
<i>Economic, Social and Environmental Responsibility</i>	Increase local employment and career opportunities across a range of different employment areas	2.2
Enabling a sustainable future - economically, socially, and environmentally, including business activity, job opportunities and sustainable use of resources		

<i>Leading and Listening</i>	Listen to and engage with our residents, business community with greater use of social media	1.3 3.1, 3.2, 3.3
Being accountable to the community and engaging through multiple communication channels	Ensure advocacy for funding and promote a unified position on regional strategic projects	2.3 4.2

### Other strategies and plans

A number of other City strategies and plans relate to the Youth Services Strategy 2017 - 2022, including:

- Bicycle Network and Footpath Plan
- Children and Families Strategy 2016 - 2021
- Communications Strategy and Action Plan 2012 - 2017
- Community Safety and CCTV Action Plan 2017 - 2022
- Community Development Strategy 2014 - 2019
- Community Sport and Recreation Facilities Strategic Plan 2017 - 2031 (draft)
- Corporate Business Plan 2012-2013 - 2016-2017
- Disability Access and Inclusion Plan 2012 - 2017 (currently being reviewed)
- Cultural Strategy 2016 - 2020
- Libraries Strategic Plan 2014 - 2019
- Public Health Plan 2013 - 2018
- Public Open Space Strategy 2014 - 2024
- Reconciliation Action Plan 2013 - 2016
- State of Sustainability Report 2015 - 2016

## 7. Youth Services Strategy 2017 - 2022

The Youth Services Strategy 2017 - 2022 is based around four, with 13 strategies outlining how these outcomes will be achieved:

### Outcome 1: Young people feel safe, valued and included in their community

Strategy 1.1 Improve the safety of young people in the community through the development of youth specific community safety initiatives

Strategy 1.2 Ensure that City-wide events and facilities are inclusive and youth-friendly

Strategy 1.3 Promote the positive contribution of young people to the City and counter negative stereotypes

### Outcome 2: Young people have access to events, programs, services and facilities that meet their needs

Strategy 2.1 Continue to provide youth specific events, services and facilities, and develop new provision where gaps are identified

- Strategy 2.2 Develop initiatives that target and support young people with key issues of concern - namely transport, finance, education, training and employment
- Strategy 2.3 Develop or support services and programs that improve the wellbeing of vulnerable or at risk young people
- Strategy 2.4 Provide information and programs for parents/caregivers of young people to build their knowledge, capacity and confidence
- Strategy 2.5 Utilise the Cockburn youth services staffing to continue to respond to youth need and gap areas

**Outcome 3: Young people are well informed and involved in decision making**

- Strategy 3.1 Provide information to young people in ways that resonate with current youth culture
- Strategy 3.2 Continue to develop innovative initiatives that enable young people to be involved in City planning and decision making
- Strategy 3.3 Develop and implement mechanisms that give all young people the opportunity to contribute to their community

**Outcome 4: The City has strong partnerships and advocates for the current and emerging needs of young people**

- Strategy 4.1 Build and maintain strategic partnerships which strengthen the community's ability to respond to the current and emerging needs of young people
- Strategy 4.2 Use the City's position and influence to advocate on issues of importance for young people and youth/community service providers in Cockburn

## 8. Summary of community consultation

### Consultation process

The consultation for the development of the Youth Services Strategy involved four key stakeholder groups:

- young people aged 10 to 24 that lived, studied, worked or played in the City of Cockburn
- parents/caregivers of young people aged 10 to 24
- representatives from community groups, organisations and services
- internal City staff

In total, 435 individuals were consulted with including 316 young people, 36 parents/caregivers, 30 representatives of community organisations and 53 City staff. The details of the method of engagement are included in Annexure 7.

### Key findings of the consultation

#### Young people

We heard from a wide variety of young people (details included as Annexure 7).

Young people told us that social media is an important way of finding out about things, but they are more likely to find out about things going on through other, non-City avenues of social media, and only older young people use Facebook. Young people aged 10 to 12 haven't heard of anything going on in the City of Cockburn.

Young people told us that shopping centres are favourite places to hang out, as are other free venues such as beaches, parks/ovals and libraries. Young people like Adventure World but find it expensive. The biggest barriers that prevent young people getting to places they want in the City transport and cost.

Young people told us that their most important sources of support are friends, parents/caregivers and other family members. Over two-thirds of young people surveyed said they would like to get more involved in their community or meeting new people.

Young people surveyed identified seven main issues of concern:

- Transport
- Drugs and alcohol
- Cost of things
- Safety
- Promotion of activities
- Boredom
- Employment

Further details about these issues of concern and some of the young people's suggested solutions are included in Annexure 7.

#### Parents and caregivers

Parents and caregivers were most worried or concerned with anti-social behaviour; a lack of activities for young people, general boredom and drugs and alcohol. Parents felt that the City could better support parents and caregivers of young people aged 10 to 24 by providing more or different activities, parent education and better communication of what is available. There were a few negative comments about young people hanging around outside the youth centre and engaging in anti-social behaviour.

#### Community groups

Representatives from community groups, organisations and services told us that they thought the Cockburn Youth Service worked well, that it provided lots of well used and targeted programs and that City staff worked really well with young people. They felt that there were a lot of good services and facilities for young people in the area. Many felt that partnerships, collaboration and communication with the City's youth services team was good.

Community groups advised that from their perspective, the biggest challenges for young people in the City related to:

- Employment
- Financial support
- Communication
- Transport
- Housing and homelessness

- Drugs and alcohol
- Education and training
- Inclusion
- Mental health
- The justice system

#### **City staff**

City staff agreed with a number of the issues that young people and service providers talked about. They identified additional challenges including:

- Limited emergency, temporary and long-term accommodation in Cockburn
- A lack of locally based drug and alcohol support
- Poor collaboration with high schools
- A lack of support for LGBTIQ young people

They also identified other areas that they felt were gaps or as presenting as challenges, including:

- Rapid community growth
- Poor financial literacy in young people
- Attracting newly arrived young people to the City's youth services
- Negative stereotypes of young people
- A lack of City-wide mainstream events being youth-friendly

City staff report that youth services are currently at capacity, with staff often stretched. They identified that administrative support for Youth Services would mean trained youth staff members are able to better focus on innovation and partnerships - to prevent working in silos.

## **9. Analysis**

The Youth Services Strategy 2017 - 2022 has been developed based on analysis of:

1. Population figures and demographics of young people in Cockburn
2. Key issues, trends and policy as they relate to young people
3. Current service provision for young people in and around the City of Cockburn
4. The achievements and areas for improvement of the Youth Services Strategy 2011 - 2016
5. Consultation with key stakeholder groups, including young people, parents/caregivers, community organisations and City staff

#### **Duplication and over servicing of services and facilities**

There was no duplication of services identified in the review of youth services and the City is seen as a strong youth services provider. Although we know that mental health difficulties continue to be one of the biggest issues of concern for young people (and young people and service providers reaffirmed this through the consultation), young people in Cockburn are well serviced by a variety of mental health services. It wasn't identified as over servicing, but there is currently enough mental health service provision in the area.

Overall, the City's own provision of recreation facilities, by way of playgrounds, parks and ovals, skateparks, and the newly opened ARC, is strong. Again, the review did not identify recreational over-servicing or duplication, but it was apparent that the City is currently well serviced with skate provision. Skate facilities, are often seen as the solution to youth issues, but the consultation data shows that skateparks are just one place that a young people hang out. There are number of other places that young people spend time and it is important that this strategy ensures resources are directed to a range of recreational activities.

### **Gaps in service provision and facilities**

There were several service gaps or areas for improvement identified in the youth service and facilities review.

#### **Education**

1. Literacy and numeracy / homework support - there are several education programs for young people who have disengaged, or are at risk of disengaging from education in Cockburn, but they are still not meeting demand. Participation coordinators are stretched and unable to support the young people who are in the early stages of disengaging from school. Other groups of young people, such as those who are newly arrived also need assistance when their time in the Intensive English Centre (IEC) runs out. In the previous youth plan, a Department of Child Protection and Family Services (DCPFS) funded Literacy and Numeracy one on one mentoring program was piloted at the youth centre. The program showed early success, but the funding stream was not sustainable. It should be a priority of this strategy to explore funding and/or partnerships for literacy and numeracy or homework support programs to run out of the youth centre and/or City libraries.
2. School attendance - consultation data showed that regular school attendance is still a challenge for many Aboriginal and Torres Strait Islander young people. The only existing program addressing this works with primary schools, leaving a gap in service provision. This strategy should explore ways in which the City can support schools to establish mentoring programs to support Aboriginal and Torres Strait Islander high school students.

#### **Health and support**

1. Accommodation - there are four accommodation providers servicing Cockburn young people, and only one (with limited provision) is located within the City. All are typically full with waiting lists. City youth staff have said that this is a gap area for young people in Cockburn. The City is not going to enter into the area of crisis accommodation or housing provision, so Cockburn's role in this area is primarily one of advocacy.
2. Alcohol and other drugs - there is only one service provider targeting this issue in the area, and they are not located in the City of Cockburn. The issue of drugs and alcohol was of great concern to lots of young people during the consultation, and also to a lesser extent, parents. Cockburn youth staff members have highlighted that not having a service addressing drug and alcohol use in young people in Cockburn is a gap area. With two vacant co-location spaces available in the youth centre, the City should prioritise getting a drug and alcohol service in the building.
3. Sexual health services - the service review found no sexual health services for young people in the area. It is understood that there may be an SHQ nurse providing testing at Cockburn

Integrated Health, however this is not youth focused, nor is it widely known. City staff identified this as a gap area. Again, as there is a co-location space available at the youth centre, the City should prioritise getting a sexual health service in the building.

4. LGBTIQ young people - there is currently no support or services for young people who identify as LGBTIQ in the City. The Freedom Centre is the State's youth service for LGBTIQ young people but is not funded to provide outreach. The Centre may however, be able to support the City in establishing a social or support group for LGBTIQ young people at the youth centre.
5. The City's financial counselling service currently only works with young people aged 18 and over. City staff identified that young people getting into financial trouble through phone contracts was a problem. An exploration of expanding services to young people aged 16 and over is warranted.

### Recreation

1. Cockburn ARC - Cockburn has an exciting new recreation space for the community; it is early days, but City staff members have already suggested that there is room for expanding the Cockburn ARC youth programming in collaboration with young people.
2. Trail bike facilities - City staff and local resident groups have raised the issue of young people using trail bikes unsafely and illegally. The City has a Henderson motor cross facility, and this strategy should explore opportunities around better utilising the facility.
3. Cinema - the most frequently requested recreation facility by young people and parents was a cinema. This is a clear recreational gap in the City. The City should try and facilitate the development of a Cinema in Cockburn. To address this gap in the interim, the City should look at pop-up alternatives, making upgrades necessary to the sound and acoustics at the youth centre to enable this to happen.

### Development of outcome areas and strategies

This section takes the data gathered through the consultation and review of trends and policy, and identifies how they fit under the four outcomes areas, and the strategies addressed within these.

#### Outcome 1

##### *Young people feel safe, valued and included in their community*

Three strategies were developed to achieve this outcome. These strategies focus on increasing safety, ensuring City events are youth-friendly and inclusive, and promoting a positive image of young people.

Strategy focus	Key actions in the new Youth Services Strategy
Safety	<ul style="list-style-type: none"> <li>• better promotion of Co-Safe and its role to young people and parents</li> <li>• identify areas young people feel unsafe through a community safety audit</li> </ul>
Accessible youth-friendly events and facilities	<ul style="list-style-type: none"> <li>• make City-wide events inclusive and involving young people in planning</li> <li>• expand youth service provision in the City libraries</li> </ul>
Positive image	<ul style="list-style-type: none"> <li>• focus on promoting positive things that young people do</li> <li>• develop a positive media campaign around the youth centre</li> </ul>

## Outcome Objective 2

### ***Young people have access to events, programs, services and facilities that meet their needs***

Five strategies were developed to achieve this outcome. These strategies focus youth specific events, services and facilities; targeting issues of concern for young people; programs for at-risk young people; programs for parents/caregivers and best utilising youth services staff.

Strategy focus	Key actions in the new Youth Services Strategy
Youth specific events, services and facilities	<ul style="list-style-type: none"> <li>• continue to provide a range of low cost or free activities</li> <li>• develop recreational services and facilities identified in the gap analysis</li> </ul>
Targeting issues of concern for young people	<ul style="list-style-type: none"> <li>• focus on transport, education and employment as key issues</li> <li>• establish the RYDE program to assist young people get their drivers licence</li> <li>• encourage a greater use of bicycles by young people</li> <li>• build opportunities for young people to grow their employability skills</li> <li>• provide more work experience opportunities</li> <li>• develop relationships with key employment service providers in the area, especially those in receipt of youth employment package funding</li> <li>• address educational service gaps identified in the gap analysis</li> </ul>
At-risk young people	<ul style="list-style-type: none"> <li>• continue to provide services for at risk or vulnerable young people</li> <li>• assist young people from CALD backgrounds to access recreational opportunities</li> <li>• develop support for LGBTIQ young people</li> </ul>
Parent and caregiver programs	<ul style="list-style-type: none"> <li>• develop workshops for parents of teens on topics of relevance, such as safe parties, early identification of mental health problems, drugs and alcohol, cyber safety, bullying, study stress or gaming addiction</li> <li>• encourage more intergenerational use of the youth centre</li> </ul>
Youth services staff	<ul style="list-style-type: none"> <li>• continue to look at ways of making the centre safe and accessible</li> <li>• host an annual youth centre open day</li> <li>• co-locate sexual health and drug and alcohol services at the youth centre</li> <li>• improve the youth services administrative capacity</li> </ul>

## Outcome 3

### ***Young people are well informed and involved in decision making***

Three strategies were developed to achieve this outcome. These strategies relate to communication with young people in a way that resonates with them, providing young people with an opportunity to be involved in planning decision making, and providing opportunities for young people to contribute to their community.

Strategy focus	Key actions in the new Youth Services Strategy
Communication	<ul style="list-style-type: none"> <li>• develop a youth digital communications plan</li> <li>• implement youth specific marketing and communications staff time</li> </ul>
Involvement in planning and decision making	<ul style="list-style-type: none"> <li>• review the YAC model to ensure diverse voices are included</li> <li>• further opportunities for young people to plan events</li> <li>• provide opportunities for peer engagement</li> </ul>

Contributing to community	<ul style="list-style-type: none"> <li>• develop youth-led community initiatives</li> <li>• develop volunteering opportunities</li> <li>• include young people in participatory budgeting</li> </ul>
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#### Outcome 4

***The City has strong partnerships and advocates for the current and emerging needs of young people***

Two strategies were developed to achieve this outcome. These strategies relate to building the City's strategic partnerships, and using its position of influence to advocate on issues of importance to young people.

Strategy focus	Key actions in the new Youth Services Strategy
Strategic partnerships	<ul style="list-style-type: none"> <li>• continue City participation in current networks</li> <li>• build relationships or partnerships with new schools, higher education providers, church groups and shopping centres</li> </ul>
Advocacy	<ul style="list-style-type: none"> <li>• advocate for the provision of better housing and crisis accommodation options and better, safer public transport</li> <li>• pursue funding opportunities for initiatives that will support young people</li> <li>• maintain and seek new funding for vulnerable and at risk young people</li> <li>• co-design new funding initiatives with young people from inception through to evaluation</li> </ul>

## 10. Resourcing

The majority of the actions contained in the plan utilise existing resources, but the following actions will require new resources. Please refer to the Implementation Plan for detailed resourcing requirements.

## **11. Implementation Plan and Measuring achievement**

The Youth Services Strategy Implementation Plan is included below. This document contains specific actions with details on how the success of those actions will be measured.

# **IMPLEMENTATION PLAN**

## **Youth Services Strategy 2017 – 2022**



<p><b>VISION</b> Young people in the City of Cockburn feel, safe, valued and included in their community and have access to places, activities, programs and support that enables them to reach their full potential</p>						
<p><b>OUTCOME 1</b> Young people feel safe, valued and included in their community</p>						
<p><b>Strategy 1.1</b> Improve the safety of young people in the community through the development of youth specific community safety initiatives</p>						
#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
1.1.1	Work with schools to develop young people's understanding of the role of CoSafe, through tailored promotional material	CoSafe (L) Youth Services	Existing	2018/2019 and ongoing	<ul style="list-style-type: none"> <li>CoSafe work with schools annually</li> </ul>	
1.1.2	Develop a Co-Safe 'when to call Co-Safe' promotional video targeted at young people	Communications CoSafe (L) Youth Services	New \$2,000	2020/2021	<ul style="list-style-type: none"> <li>CoSafe produce a promotion video for young people</li> <li>Video is viewed 1000 times</li> </ul>	
1.1.3	Visit and identify areas of the City that young people feel unsafe, in a community safety youth audit	CoSafe (L) Youth Services	Existing	2019/2020	<ul style="list-style-type: none"> <li>Community safety youth audit is conducted</li> <li>Youth specific actions identify are included in next Community Safety Strategy</li> </ul>	
1.1.4	Implement or support initiatives that improve the financial literacy of young people, including the expansion of financial counselling to young people aged 16 and up	Youth Services	Existing	2018/2019 and ongoing	<ul style="list-style-type: none"> <li>Young people aged 16 and up can attend financial counselling</li> <li>One financial literacy initiative held per annum</li> </ul>	
<p><b>Strategy 1.2</b> Ensure that City-wide events and facilities are inclusive and youth-friendly</p>						
#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
1.2.1	Review the City's event program to include more youth focused events and/or activate	Communications (L) Youth Services	Existing	2017/2018	<ul style="list-style-type: none"> <li>There is an increase in the numbers of young</li> </ul>	

	existing events in genuine collaboration with young people				people attending City-wide events	
1.2.2	Include transport and access information in all event promotional material to encourage youth attendance	Travel Smart Officer (L) Communications Events	Existing	Ongoing	<ul style="list-style-type: none"> <li>Travel information is included in all event materials</li> </ul>	
1.2.3	Engage with young people to develop library programs that meet their needs, and promote these to young people via the website and social media	Library (L) Youth Services Communications	New \$30,000 per annum .5 level 5 to be added to workforce plan	Ongoing	<ul style="list-style-type: none"> <li>City Libraries provide two initiatives for young people each term</li> <li>Cockburn Libraries develop a youth tab on the website</li> </ul>	
1.2.4	Explore options for youth programs and activities to be hosted at the ARC	Recreation Services (L) Youth Services	Existing	2017/2018 ongoing	<ul style="list-style-type: none"> <li>Programs for young people are a feature of the ARCs service provision</li> </ul>	
1.2.5	Actively identify and promote to young people all of the free things on offer in the City (i.e. skateparks, beaches, libraries, fitness equipment, youth centre, Wi-Fi)	New Social Media Officer (see 3.1.2)	New (see 3.1.2)	2018/19 ongoing	<ul style="list-style-type: none"> <li>Free things are promoted to young people at least 12 times per annum</li> </ul>	
1.2.6	Regularly review growth areas of the City to ensure youth service provision is meeting need (Aubin Grove-Banjup and Hammond Park-Wattleup-Henderson, Coogee-North Coogee, South Lake-Cockburn Central and Success)	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>Annual review of youth demographic growth and youth service and facilities occurs</li> </ul>	

**Strategy 1.3 Promote the positive contribution of young people to the City and counter negative stereotypes**

#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
1.3.1	Promote the outstanding things young people are doing in the community and their achievements, including the work of the YAC	Youth Services (L) Communications	Existing	Ongoing	<ul style="list-style-type: none"> <li>Six youth achievements are profiled in COC material and the media</li> </ul>	

					per annum	
1.3.2	Profile the 'good news' story of one young person each month on the City's social media pages	Communications (L) Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>One young person is profiled on COC social media per month</li> </ul>	
1.3.3	Actively promote young people for award opportunities and publicise these achievements	Youth Services (L) Communications	Existing	Ongoing	<ul style="list-style-type: none"> <li>Two young people each year are nominated for awards</li> </ul>	
1.3.4	Review the youth award criteria for City Awards to make it easier to nominate young people	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>Youth nominations for the City Awards increase by 30%</li> </ul>	
1.3.5	Develop a positive message campaign for the youth centre in collaboration with young people that use it	Youth Services (L) Communications	Existing	2019/2020	<ul style="list-style-type: none"> <li>Positive message campaign developed</li> </ul>	

<b>OUTCOME 2 Young people have access to events, programs, services and facilities that meet their needs</b>						
<b>Strategy 2.1 Continue to provide youth specific events, services and facilities, and develop new provision where gaps are identified</b>						
#	<b>Actions</b>	<b>Leader &amp; key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of success</b>	<b>Status update</b>
2.1.1	Develop the Bibra Lake Skate and Recreation Facility in collaboration with young people	Parks(L) Youth Services	Existing Bibra Lake Management Plan + \$400,000 committed by Peter Tingley local projects grant program	2017/2018	<ul style="list-style-type: none"> <li>Skate park and recreation facility is complete</li> </ul>	
2.1.2	Explore opportunities around better utilisation of the Henderson motor cross facility, to encourage legal use of trail bikes by young people	Youth Services Co Safe Club Development	New \$11,800	2018/2019	<ul style="list-style-type: none"> <li>New opportunity has been explored, program implemented.</li> </ul>	
2.1.3	Complete new pump tracks in South Lake and Yangebup and Spearwood BMX track	Youth Services (L) Parks and Environment	Existing	2018/2019	<ul style="list-style-type: none"> <li>Pump tracks in South Lake and Yangebup</li> </ul>	

					<ul style="list-style-type: none"> <li>are complete</li> <li>• Spearwood BMX track is complete</li> </ul>	
2.1.4	Expand skate park and BMX competition events to activate new facilities when they are developed	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>• 80% of satisfaction of each event achieved</li> </ul>	
2.1.5	Upgrade the acoustics and sounds system in the youth centre hall to support forums and events which rely on sound (i.e. film screenings)	Facilities (L) Youth Services	New \$20,000	2018/2019	<ul style="list-style-type: none"> <li>• Youth Centre has the infrastructure to support events that rely on sound</li> </ul>	
2.1.6	Continue to provide all youth services run events for free or low cost	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>• All youth services events are provided free or low cost</li> </ul>	
2.1.7	Explore Possibility of Youth specific Programs running out of the ARC including at risk young people's inclusion in sport teams	Youth Services (L) ARC	Existing	Ongoing	<ul style="list-style-type: none"> <li>• % of young people 10 – 24 who attend the ARC.</li> <li>• # Youth Service / ARC collaborations</li> </ul>	
<b>Strategy 2.2 Develop initiatives that target and support young people with key issues of concern – namely transport, finances, education, training and employment</b>						
#	<b>Actions</b>	<b>Leader &amp; key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of success</b>	<b>Status update</b>
2.2.1	Implement the RYDE program to assist young people to acquire their driver's license	Youth Services (L) Volunteer Resource Centre	Existing for pilot. Funding beyond pilot to be costed	2017/2018	<ul style="list-style-type: none"> <li>• RYDE program is established</li> <li>• 50 young people participate in the program per annum</li> </ul>	
2.2.2	Investigate the best method of supporting at young people with transport disadvantage, or living in Cockburn suburbs with poorer transport options, to access activities and events	Travel Smart (L) Youth Services	Existing	2018/2019 and ongoing	<ul style="list-style-type: none"> <li>• City activities and events are attended by more young people in suburbs with poorer transport options</li> </ul>	
2.2.3	Develop programs and initiatives for young people that encourage cycling as mode of transport (i.e. bike maintenance workshops,	Youth Services Travel Smart Officer (L)	Existing	2020/2021 and ongoing	<ul style="list-style-type: none"> <li>• More young people use cycling to access City activities and events</li> </ul>	

	bike safety and etiquette)					
2.2.4	Collaborate with employment service providers and local businesses to target youth unemployment (with a focus on Coolbellup)	Youth Services	Existing	2018/2019 and ongoing	<ul style="list-style-type: none"> <li>Local businesses engage with the City to target youth unemployment</li> </ul>	
2.2.5	Contribute to the development of area-wide employment forums or job fairs for young people	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>The City has a presence at any local employment forums</li> </ul>	
2.2.6	Develop the necessary business networks to assist young people to locate local employment and assist young people to develop skills required to secure their first jobs	Youth Services	Existing	2017/2018 and ongoing	<ul style="list-style-type: none"> <li>Two programs per year focused on employment are delivered</li> </ul>	
2.2.7	Expand and promote the City's youth work experience program, as well as youth internships and traineeships	Human Resources (L) Youth Services	Existing	2018/2019 and ongoing	<ul style="list-style-type: none"> <li>Young people engaging in work experience, or that have an internship/traineeship at the City increases by 20%</li> </ul>	
2.2.8	Assist in the development and implementation of an Aboriginal Employment Strategy (within the City's Human Resources Strategy)	Human Resources (L) Aboriginal Reference Group Youth Services	Existing	2017/2018	<ul style="list-style-type: none"> <li>An Aboriginal Employment Strategy is developed</li> </ul>	
2.2.9	Actively explore funding through the Try, Test and Learn program to support youth employment initiatives in Cockburn	Youth Services (L) Human Resources	Existing	Ongoing	<ul style="list-style-type: none"> <li>Any Try, Test and Learn funding applications submitted are successful</li> </ul>	
2.2.10	Support partnerships to establish mentoring programs to support Aboriginal and Torres Strait Islander high school students, where appropriate	Youth Services	Existing / Grant funding to be explored	2017/18 and ongoing	<ul style="list-style-type: none"> <li>Schools are assisted where requested</li> </ul>	
2.2.11	Actively explore funding and/or partnerships for literacy and numeracy or homework	Youth Services (L) Volunteer Resource	Grant funding	2017/2018 and ongoing	<ul style="list-style-type: none"> <li>Funding streams identified</li> </ul>	

	support programs to run out of the youth centre and/or City libraries	Centre	to be secured		<ul style="list-style-type: none"> <li>Literacy/numeracy or homework support program established</li> </ul>	
<b>Strategy 2.3 Develop or support services and programs that improve the wellbeing of vulnerable or at risk young people</b>						
#	<b>Actions</b>	<b>Leader &amp; key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of success</b>	<b>Status update</b>
2.3.1	Continue to provide out-reach youth work services to at-risk young people	Youth Services	Tender to be submitted to State Gov	Ongoing	<ul style="list-style-type: none"> <li># young people receive out-reach youth services</li> </ul>	
2.3.2	Partner with community organisations to support young people from CALD backgrounds to access sport (or other) opportunities in the City	Club Development Officer (L) Youth Services (L)	Existing grant funding to be explored	2018/2019 and ongoing	<ul style="list-style-type: none"> <li>Fremantle Multicultural Centre report young people are finding it easier to access sporting clubs</li> </ul>	
2.3.3	Audit the City's youth provision in collaboration with young people with disabilities to assess for youth disability accessibility and provision	Disability Services (L) Disability Reference Group Youth Services (L)	Existing	2017/2018	<ul style="list-style-type: none"> <li>Youth disability audit is delivered</li> <li>Necessary amendments are made to youth service provision</li> </ul>	
2.3.4	Establish a support or social group for LGBTIQ young people at the youth centre	Youth Services	Existing	2017/2018	<ul style="list-style-type: none"> <li>LGBTIQ young people social group is established</li> </ul>	
2.3.5	Re-tender for Department for Communities funding for at-risk children and young people when it is released	Youth Services	Existing	When tender is released	<ul style="list-style-type: none"> <li>Tender is successful</li> </ul>	
<b>Strategy 2.4 Provide information and programs for parents/caregivers of young people to build their knowledge, capacity and confidence</b>						
#	<b>Actions</b>	<b>Leader &amp; key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of success</b>	<b>Status update</b>
2.4.1	Develop and deliver education workshops for parents of teens on topics of relevance (i.e.	Family Services (L) Youth Services	Existing – Family and ongoing	2017/18 and ongoing	<ul style="list-style-type: none"> <li>80% of satisfaction of each event is achieved</li> </ul>	

	safe parties, early identification of mental health problems, drugs and alcohol, cyber safety, bullying, study stress, gaming addiction)		Youth Service to jointly fund			
2.4.2	Deliver more intergenerational sessions at the youth centre	Youth Services	Existing	2017/2018 and ongoing	<ul style="list-style-type: none"> <li>There is improved community engagement between the Youth Centre and the community leading to positive perception of the youth centre</li> </ul>	

**Strategy 2.5 Utilise the Cockburn Youth Services staffing to continue to respond to current youth need and gap areas**

#	<b>Actions</b>	<b>Leader &amp; key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of success</b>	<b>Status update</b>
2.5.1	Continue to ensure that youth centre is a safe and accessible space for all young people	Youth services	Existing	Ongoing	<ul style="list-style-type: none"> <li>Statistics of youth centre use reflect a diversity of young accessing the centre</li> </ul>	
2.5.2	Continue to provide a wide-variety of term time and holiday programs from the youth centre	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>80% of satisfaction of each event achieved</li> </ul>	
2.5.3	Host an annual youth centre open day to promote services and programs, and encourage parents to visit the centre	Youth Services	Existing	2018/2019 and ongoing	<ul style="list-style-type: none"> <li>Annual youth centre open day is held</li> </ul>	
2.5.4	Explore a collaboration with a drug and alcohol service/program to co-locate and provide services from the youth centre	Youth Services	Existing	2017/2018	<ul style="list-style-type: none"> <li>Drug and alcohol support services are provided at the youth centre</li> </ul>	
2.5.5	Explore a collaboration with a youth sexual health service/program to co-locate and provide services from the youth centre	Youth Services	Existing	2018/2019	<ul style="list-style-type: none"> <li>Youth sexual health services are provided at the youth centre</li> </ul>	

<b>OUTCOME 3 Young people are well informed and involved in decision making</b>						
<b>Strategy 3.1 Provide information to young people in ways that match their modes of communication and resonates with current youth culture</b>						
#	<b>Actions</b>	<b>Leader &amp; key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of success</b>	<b>Status update</b>
3.1.1	Develop a digital communication plan for young people	Communications (L) Youth Services	Existing	2018/2019	<ul style="list-style-type: none"> <li>Digital communication plan developed</li> </ul>	
3.1.2	Social media officer dedicates two days per week to youth services marketing and promotion and is based at the youth centre for those days	Communications Youth Services (L)	New \$25,000 per annum .4 level 5 position to be added to workforce plan	2017/2018 and ongoing	<ul style="list-style-type: none"> <li>Youth services receive 0.4FTE time for youth marketing and promotion</li> </ul>	
3.1.3	Develop an interactive online forum to seek the opinions of young people and give feedback	Communications (L) Youth Services Community Engagement Officer	Existing	2017/2018	<ul style="list-style-type: none"> <li>Online forum developed</li> </ul>	
3.1.4	Develop a media clip to promote the Youth Services Strategy to young people	Youth Services (L) Communications	Existing	2017/2018	<ul style="list-style-type: none"> <li>Media clip developed</li> <li>Clip viewed 2000 times</li> </ul>	
<b>Strategy 3.2 Continue to develop innovative initiatives that enable young people to be involved in City planning and decision making</b>						
#	<b>Actions</b>	<b>Leader &amp; key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of success</b>	<b>Status update</b>
3.2.1	Continue to review the YAC model, with a focus on identifying ways of including diverse groups of young people	Youth Services (L)	Existing	Ongoing	<ul style="list-style-type: none"> <li>Young people are well engaged in the YAC</li> <li>YAC has a diverse membership</li> </ul>	
3.2.2	Expand the YAC and other young leader's skills and capacity to do peer to peer engagement	Youth Services (L)	Existing	Ongoing	<ul style="list-style-type: none"> <li>Peer-to-peer engagement training is provided when required</li> </ul>	
3.2.3	Involve young people in the planning of key City events	Events (L) Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>Young people are involved in the organising of Coogee Live event</li> </ul>	

3.2.4	Increase youth participation in co-facilitating or co-presenting at City events and occasions	Youth Services (L) Events	Existing	Ongoing	<ul style="list-style-type: none"> <li>Young people MC or co-present at two events per year</li> </ul>	
3.2.5	Actively involve young people in the development of the next Bicycle Network and Footpath Plan and other City plans and strategies related to transport	Planning (L) Travel Smart Officer Youth Services	Existing	2021/2022	<ul style="list-style-type: none"> <li>Young people involved in new plan development</li> </ul>	

**Strategy 3.3 Develop and implement mechanisms that give all young people the opportunity to contribute to their community**

#	<b>Actions</b>	<b>Leader &amp; key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of success</b>	<b>Status update</b>
3.3.1	Develop a group for young people aged 18 to 24 who want to volunteer or work on community initiatives	Youth Services (L)	Existing	2017/2018 and ongoing	<ul style="list-style-type: none"> <li>A group for young people aged 18 to 24 is established</li> </ul>	
3.3.2	Promote volunteering opportunities specifically for young people	Volunteer Resource Centre (L) Youth Services	Existing	2018/2019 and ongoing	<ul style="list-style-type: none"> <li>The number of young people volunteering increases by 10%</li> </ul>	
3.3.3	Expand, promote and re-name the U Fund to be available to young people of all ages	Youth Services (L)	Existing	Ongoing	<ul style="list-style-type: none"> <li>U Fund funds are fully expended each year</li> <li>U Fund is re-named</li> </ul>	
3.3.4	Ensure City of Cockburn participatory budgeting schemes are inclusive of young people and youth projects are included	Community Development (L) Youth Services	Existing	2019/2020	<ul style="list-style-type: none"> <li>Young people are included in participatory budgeting schemes</li> </ul>	

**OUTCOME 4 The City has strong partnerships and advocates for the current and emerging needs of young people**

**Strategy 4.1 Build and maintain strategic partnerships which strengthen the community's ability to respond to the current and emerging needs of young people**

#	<b>Actions</b>	<b>Leader &amp; key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of success</b>	<b>Status update</b>
4.1.1	Continue to participate in networks that build partnerships and increase collaboration amongst youth and community sector providers in the area	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>Four CMFIYF meetings are attended per annum</li> </ul>	
4.1.2	Provide input in the review of the Regional	Community	Existing		<ul style="list-style-type: none"> <li>Review occurs</li> </ul>	

	Managers Forum and the South West Metropolitan Partnership Forum	Development Manager (L) Youth Services				
4.1.3	Build relationships with staff at the two new secondary schools that will service Cockburn students: South Fremantle site, and Hammond Park	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>One contact person is identified in each school</li> <li>Youth Services staff have regular contact with both new schools</li> </ul>	
4.1.4	Continue to build on the relationship with Murdoch, Notre Dame, Curtin Universities and TAFE to provide opportunities for young people aged 17 to 25	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>Youth Services staff have regular contact with each tertiary institution</li> </ul>	
4.1.5	Continue to build relationships with church groups that provide programs and events for young people	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>Contact is made with each of the church youth groups in the City</li> </ul>	
4.1.6	Advocate with key personnel in shopping centres so they can adequately meet and respond to young people's needs	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>Shopping Centres provide opportunities to young people celebrate their positive contribution</li> </ul>	
4.1.7	Explore partnership opportunities with the Fremantle Dockers which have the potential to benefit local young people	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>Partnership develops</li> </ul>	

**Strategy 4.2 Use the City's position and influence to advocate on issues of importance for young people and youth/community service providers in Cockburn**

#	<b>Actions</b>	<b>Leader &amp; key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of success</b>	<b>Status update</b>
4.2.1	Continue to advocate for better provision of housing and accommodation for young people in Cockburn	Manager Community Development (L)	Existing	Ongoing	<ul style="list-style-type: none"> <li>Advocacy occurs when opportunities arise</li> </ul>	
4.2.2	Continue to advocate for better transport options for young people in Cockburn (i.e. buses from youth centre at closing time)	Travel Smart Officer (L) Youth Services	Existing	Ongoing	<ul style="list-style-type: none"> <li>City has regular contact with the PTA</li> </ul>	
4.2.3	Continue to inform State and Federal	Manager Community	Existing	Ongoing	<ul style="list-style-type: none"> <li>Communications with</li> </ul>	

	Government authorities, where appropriate, on key issues affecting young people in the City of Cockburn	Development (L)			State and Federal Government occur on key issues	
4.2.4	Pursue grant opportunities (where appropriate) to respond to the needs of young people	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"><li>• Grants are applied for</li></ul>	
4.2.5	All funding applications for youth services are co-designed from inception with young people	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"><li>• All funding applications are co-designed</li></ul>	
4.2.6	Apply for award opportunities that provide recognition to the City and youth services	Youth Services	Existing	Ongoing	<ul style="list-style-type: none"><li>• Awards applied for</li></ul>	

## 12. Reporting format

An annual review of the strategy will be undertaken with results published in the City's Annual Report each year. A comprehensive review of all components of the Youth Services Strategy will be undertaken in 2022.

## 13. Reference information

The following references documents were used to inform the development this strategy:

- City of Cockburn population forecast - [www.forecast.id.com.au/cockburn/home](http://www.forecast.id.com.au/cockburn/home)
- [www.scsa.wa.edu.au/\\_data/assets/pdf\\_file/0011/345458/Year-12-Student-Achievement-Data-2016-web.pdf](http://www.scsa.wa.edu.au/_data/assets/pdf_file/0011/345458/Year-12-Student-Achievement-Data-2016-web.pdf)
- South Metropolitan Population Health Unit, WA Government Department of Health, *City of Cockburn Health and Wellbeing Profile*, 2016
- [dropin.org.au/display/DNE/2017/04/19/New+Unemployment+Data+for+WA](http://dropin.org.au/display/DNE/2017/04/19/New+Unemployment+Data+for+WA)
- [This is Me - Aboriginal young people's stories](#), Commissioner for Children and Young People
- [Listen to Us: Using the views of WA Aboriginal and Torres Strait Islander children and young people to improve policy and service delivery](#), Commissioner for Children and Young People
- [A Catalyst for Change: Catalyst Youth Summit 2016, YACWA](#)
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## Annexure 1: Methodology

The review and research stage of the new strategy ran from February to May 2017 and included the following:

1. A review of the current Youth Services Strategy 2011 - 2016 and an audit of what had been achieved during the period
2. The identification of what facilities, services, events, activities, and programs the City provide for young people
3. A review of the current services and facilities providing youth services and events in the City
4. An analysis of demographic data of young people living in the City
5. A review of the current issues, trends and policies relevant to the health and wellbeing of young people

The consultation stage of the new strategy ran from February to August 2017 and included the following:

1. Identification of key target groups and the development of a stakeholder engagement plan
2. Delivery of consultation actions identified in the engagement plan
3. Collation of consultation data

The analysis and strategy development stage ran from June to August 2017 and included the following:

1. Identification of duplication or over-servicing, as well as gaps in youth service provision
2. Review of the capacity of current youth services and other events and facilities within the City to meet the needs of young people
3. The identification of youth services, community development opportunities, events and facilities, including appropriate localities that will need to be provided over the next five years
4. Development of evidence based strategies and actions regarding the type and location of future facilities, services, events, activities and programs that need to be provided or facilitated for young people over the next five years
5. Development of three publications: a report to the community, the strategy, and an implementation plan

The development of the Youth Services 2017 - 2022 was overseen by a working group, comprised of the Manager Community Development, Youth Services Manager, and Youth Development Officer.

## Annexure 2: External services

There are 28 primary schools in the City of Cockburn, with an additional learning centre on the site of Coolbellup Primary School, and eight secondary schools, with one of these being alternative education provision. There is also one secondary campus (North Lake) located outside the border, which has an Intensive English Centre and well used by Cockburn residents. In terms of tertiary education, there are two universities located near the City - Murdoch and Notre Dame. Fremantle Education Centre and South Metropolitan TAFE, both also offer tertiary opportunities, including diplomas, certificates and also vocational education and training programs, South Metropolitan TAFE currently runs the GATE program at the Cockburn Youth Centre. There are two CARE providers in the City, Port Community School, and a relatively new provider, Alta 1 College run by the Red Door Community Church.

There is over 30 health and support organisations, services or programs that were based in Cockburn, provided outreach into Cockburn, or worked with a number of young people from the Cockburn area. These were a mix of not-for-profit and Government bodies.

There are currently around 60 sporting and recreation clubs located in the City of Cockburn. There are also other clubs that fall outside of the City's borders that young people living in the City attend. There are also four scout, guides or cadet groups in the City's borders. Two of the major, commercial facilities for young people in the City of Cockburn are Adventure World and Cockburn Ice Arena, both located in Bibra Lake.

There are a number of shopping centres in the City. Cockburn Gateway Shopping Centre is the largest shopping centre, but there are others that young people reported visiting, including Phoenix Shopping Centre, Coolbellup Shopping Centre - Coolbellup, Harvest Lakes Shopping Centre, Beeliar Shopping Centre, and Lakes Shopping Centre.

There are at least 13 employment service providers either located in the Cockburn area, or providing services to young people in Cockburn, with four of these being disability specific providers, and three based within the City of Cockburn borders.

There are eight churches in the City operating youth programs. Many of these groups meet on a Friday night and provide transport for young people age 12 to 17 to access their program.

## Annexure 3: Research and trends

### Education

According to the Department of Education annual report, 26.3% of students enrolled in WA schools that started Year 8 in 2011 didn't successfully graduate Year 12 in 2015. Table 5 contains the 2016 WACE data from schools in the City of Cockburn.<sup>6</sup>

Table 2: 2016 WACE data for Cockburn high schools

School	FT eligible year 12 students	Achieved the WACE	%
Atwell College	161	141	87.6
Hamilton Senior High School	52	38	73.1
Lakeland Senior High School	79	62	78.5
Emmanuel Catholic College	124	119	96

<sup>6</sup> [http://www.scsa.wa.edu.au/\\_\\_data/assets/pdf\\_file/0011/345458/Year-12-Student-Achievement-Data-2016-web.pdf](http://www.scsa.wa.edu.au/__data/assets/pdf_file/0011/345458/Year-12-Student-Achievement-Data-2016-web.pdf)

The Education Department currently employs participation coordinators who work with young people who are early school leavers and at risk of not engaging in education or other approved training or employment programs. The coordinators in the southern area (which includes Cockburn) have extremely high workload which means that they cannot assist all young people that need it.

Since 2013, TAFE fees in WA have increased significantly (some up to five-fold) as a result of the removal of the cap on annual course fee. This fee increase has correlated with a 25% decrease in enrolments. In May 2017, the WA State Government announced that it would freeze TAFE fees on all courses over four years. At a similar time, the Federal Government announced cuts to higher education which resulted in increases in university fees. The threshold earning rate at which young people start paying back their HELP debt has also reduced.

### Health

Children aged up to 12 and young people aged 13 to 25 are both vulnerable groups for poor health and wellbeing. Seventy-one percent of the adult population in the City of Cockburn are either overweight or obese; 92% eat less than five serves of vegetables per day, 31% of adult's drink at risky/high risk levels and 43% are not active enough<sup>7</sup>.

In 2016, the City of Cockburn had a higher rate of self-reported or doctor diagnosed mental health problems than Western Australia as a whole (17.1% compared to a WA estimate of 14.4%)<sup>8</sup>. The Youth Mental Health Report contains the most recent data on mental health for young people<sup>9</sup>. One of the most striking findings of this report was that the percentage of young people (20%) that said mental health was a top national concern doubled in last six years. Internet Gaming Disorder is now listed in the DSM-5 diagnostic manual as a new condition warranting more research. An Australian report on the impact of technology on young men's mental health and wellbeing, by the federally funded Young and Well Co-operative Research Centre, shows males aged 16 to 25 are upping their average time online to three hours each day from two hours four years ago<sup>10</sup>.

Headspace is one of the key mental health providers for young people aged 12 to 25. Headspace Fremantle is the local provider for Cockburn and 27% of their clients come from the City of Cockburn<sup>11</sup>. In the last 18-months there have been significant changes within the organisation. The federal government defunded the national body and organisations within each state have been contracted to deliver services; in WA, this is the WA Health Alliance. YouthReach South is a significant mental health provider in the Cockburn area and is co-located at the Cockburn Youth Centre.

### Unemployment

The 2011 census data shows that City of Cockburn has a comparatively slightly lower youth unemployment rate (9.6%) than the greater Perth average (10.1%) however this rate was not consistent across the City, with Coolbellup having a youth unemployment rate of 20.2%. In addition, 8.9% of the City's population were disengaged<sup>12</sup>, compared to 8.5% in Greater Perth, with this again rising to 15.5% in Coolbellup. State-wide trends show that youth unemployment is rising and recent surveys conducted by YACWA found that young

<sup>7</sup> South Metropolitan Population Health Unit, WA Government Department of Health, *City of Cockburn Health and Wellbeing Profile*, 2016

<sup>8</sup> This is for persons 16 years and over. South Metropolitan Population Health Unit, WA Government Department of Health, *City of Cockburn Health and Wellbeing Profile*, 2016, p.8

<sup>9</sup> <http://www.missionaustralia.com.au/publications/research/young-people>

<sup>10</sup> <http://www.youngandwellcrc.org.au/>

<sup>11</sup> Statistic provided by headspace Fremantle in September 2017

<sup>12</sup> Disengaged young people are defined as those whose labour force status is either 'unemployed' or 'not in the labour force'

people are finding it increasingly difficult to find work and that they wanted help with help with writing and improving CVs.<sup>13</sup> Young people with disabilities are especially at risk of unemployment.

The federal government recently opened its first cycle of the Try, Test and Learn Fund, which is part of its controversial PaTH program.<sup>14</sup> The federal government has stated that the fund is expected to open for ideas several times over multiple years and will support trials of new or innovative policy responses to help people live independently of welfare. There may be an opportunity for the City to partner with business and employment agencies to apply for funding in future rounds.<sup>15</sup>

#### **Housing, homelessness and youth accommodation**

A quarter of people experiencing homelessness is young people. The rate of homelessness reported in the 2011 census indicates that 125 young people in Cockburn are likely to be homeless on any given night<sup>16</sup>. In 2017, large portions of WA's youth homelessness initiatives are at risk of closure or face a serious reduction in service delivery, due to the uncertainty surrounding the National Partnership Agreement on Homelessness (NPAH), which comes to an end next year.

#### **Child protection**

The state government's review of the child protection early intervention strategy will impact on youth outreach provided by the City. The City will likely to have to re-tender for its current contract, and there are likely to be more Aboriginal service providers delivering services in the area.

#### **Transport**

A 2016 survey conducted by YACWA found that over half of young people reported that it was hard or very hard to get a licence, which was as high as 60% in the 19 to 20-year age group.<sup>17</sup> Almost 75% reported that they found the process unaffordable and over half reported that not getting a licence affected their job or potential job applications.

As part of its election platform, the WA Labor party announced that it would commence the Circle Line between Thornlie and Cockburn as part of METRONET. This work would commence in 2019 and be completed by 2021. As part of the same election platform the party also committed to build the Armadale Road Bridge linking North Lake Road and Armadale Road over the Kwinana Freeway. Both of these projects will have an impact on young people's transport in and out of Cockburn.

#### **Youth justice**

There is a critical lack of funding and cross-departmental accountability for community based early intervention programs to prevent youth offending. Effective early intervention and prevention programs that work with vulnerable and disadvantaged children and their families, address underlying risk factors and can circumvent initial (and ongoing) contact with the justice and child protection systems.<sup>18</sup>

#### **Technology**

Children and young people are increasingly engaged with technology, and a wide variety of devices, in different ways than they were just a few years ago. There are a huge number of positives to this, including access to information and services. However, there are also risks including issues such as breaches of

<sup>13</sup> [www.yacwa.org.au/wp-content/uploads/YACWA-Youth-Survey-Results.pdf](http://www.yacwa.org.au/wp-content/uploads/YACWA-Youth-Survey-Results.pdf)

<sup>14</sup> [www.yacwa.org.au/wp-content/uploads/PaTH-Submission-31-August-2016.pdf](http://www.yacwa.org.au/wp-content/uploads/PaTH-Submission-31-August-2016.pdf)

<sup>15</sup> <https://engage.dss.gov.au/try-test-and-learn-fund/try-test-and-learn-fund-view-ideas/>

<sup>16</sup> <http://www.homelessnessaustralia.org.au/index.php/about-homelessness/homeless-statistics>

<sup>17</sup> [www.yacwa.org.au/wp-content/uploads/YACWA-Youth-Survey-Results.pdf](http://www.yacwa.org.au/wp-content/uploads/YACWA-Youth-Survey-Results.pdf)

<sup>18</sup> <https://www.yacwa.org.au/wp-content/uploads/2016/11/YACWA-PBA-ONLINE.pdf>

privacy, the sharp rise of cyber bullying and sexting. Some of the changes in the way technology can be used have left services and, at times, the law struggling to keep up. In addition, now that online communication has become the 'norm', a lack of access for some young people has become a human rights issue. Young people who are unable to access through financial means are more likely to be at risk of building up huge debts.

#### **Aboriginal and Torres Strait Islander young people**

Aboriginal and Torres Strait Islander young people are a group at particular risk for poor outcomes; they are increasingly over-represented in the criminal justice system and in the out-of-home care system. They are likely to have lower health outcomes and educational and employment achievements compared with their non-Aboriginal peers.

A coordinator of the State funded Strong Families Program was previously co-located in the Cockburn Youth Centre and worked effectively with Aboriginal families and young people in the area. A review of this state-wide program in 2016 saw it de-funded. There is currently a no-one coordinating state government departmental response for Aboriginal families and young people in the Cockburn area.

In 2015, the state government outlined the Aboriginal Youth Services Investment reform. The aim of this reform is to drive improved outcomes for Aboriginal young people and increase the effectiveness of government expenditure on Aboriginal youth services and programs. This reform will inform future service provision by the City of Cockburn.

#### **Young people from culturally and linguistically diverse backgrounds**

Demographic data show that there has been a substantial increase in families from culturally and linguistically diverse (CALD) residing in Cockburn in the last five years. In 2015, the Commissioner for Children and Young People undertook a consultation to find out about the issues that affect children and young people under the age of 18 from CALD backgrounds<sup>19</sup>. They found that the best things about living in Australia for these children were family, friends, sport, freedom, safety, and opportunities. Racism, bullying, discrimination and stereotyping were among the things children found most difficult. Other things that were hard included separation from family, loss of culture, learning English, making friends and learning how to get around. Schools with Intensive English Centres (IECs) report a big gap in the educational services for newly arrived young people. They are only funded to receive two years IEC support, and when they go into the mainstream school, many are left floundering, and still need additional help.

#### **Young people living with disability**

The 2016, census data shows that 2.8% of young people aged 10 to 19 living in Cockburn need assistance with core activities due to disability (compared to 2.4% of the Greater Perth population). However, the definition of disability is broader than that, and in 2013 the Commissioner for Children and Young Children reported that around 1 in 12 (8%) of children and young people have some form of disability. This means approximately 1,900 young people aged 10 to 24 in Cockburn are living with a disability. Young people in Cockburn have been part of an NDIS trial site, and anecdotally this has improved their ability to access services and programs to meet their needs. Youth services have seen an increase in young people with autism diagnoses engaging in programs and have adjusted services accordingly.

#### **LGBTIQ young people**

One of the biggest issues to young people who identify as lesbian, gay, bisexual, transgender, intersex or queer is bullying and abuse in schools. To address bullying in schools of the student cohort, Safe Schools

<sup>19</sup> [www.ccyp.wa.gov.au/media/1411/report-cald-children-and-young-people-from-culturally-and-linguistically-diverse-backgrounds-speak-out-web-version-february-2016.pdf](http://www.ccyp.wa.gov.au/media/1411/report-cald-children-and-young-people-from-culturally-and-linguistically-diverse-backgrounds-speak-out-web-version-february-2016.pdf)

Coalition Australia was formed. The program was first federally funded in 2014 and rolled out nationally. The aim of this program is to create safer and more inclusive environments. The federal funding for this program has ceased, however schools can continue to opt in to the program. LGBTI people have the highest rates of suicidality of any population in Australia. Same sex attracted young people attempt suicide at six times the rate of their heterosexual peers, and up to 50% of transgender people have actually attempted suicide at least once in their lives<sup>20 21</sup>

#### Young carers

Young carers rarely identify themselves, and the unique challenges that they face often go unaddressed. Approximately 10% of children and young people assume caring responsibilities for a family member or friend. This means there are likely to be approximately 2,360 young carers living in the City of Cockburn. Most young carers under 18 are aged between 10 and 13 years<sup>22</sup>.

<sup>20</sup> [LGBTI People Mental Health and Suicide](#).

<sup>21</sup> [www.telethonkids.org.au/transpathways](#) (2017)

<sup>22</sup> Hopping off the Roundabout: Supporting Young Carers in Western Australia, 2007

## Annexure 4: Best practice initiatives

### *RYDE program*

The Town of Bassendean support their young residents with getting their licence through the RYDE program, which is delivered by Bassendean Youth Services. The RYDE program<sup>23</sup> provides young people with the opportunity to complete their 50 hours of supervised driving experience with a volunteer driving mentor.

### *Foundation for Young Australians*

The Foundation for Young Australians is national organisation which delivers a range of initiatives that are co-designed with young people. They have an excellent reach into the older youth demographic (18 to 25s), with a slick appealing website, and language which hits the mark. In the last year, they ran 10 national programs, backed 10,000 young people and estimate they reached a community of seven million. Their social media presence is strong, with over 115,000 followers. They have a young staff base and regularly involve young people in developing their media and marketing materials to keep them relevant to current youth culture.

### *Youth Partnership Project*

The Armadale Youth Partnership Project commenced in 2014 and was a culmination of over two years collaborative works between community and government entities the South-East Corridor region to address the anti-social and criminal behaviour of young people on the Armadale train line. The project has been highly successful across a number of measures; however there are two key best practice principles the City could learn from and replicate in initiatives over the next five years.

1. Youth leadership and co-design - the Youth Leadership Roundtable (YLR) was comprised of 13 young leaders who were paid, casual staff. During the first two years of the project they provided strategic direction, advice and support to the YPP, as well as implemented activities and advocated for the priority needs of young people in the area. These young people not only ensured the project was designed and informed by young people, but many of these young people have gone on to do amazing things in other projects and been nominated for (and won) awards.
2. Promoting a positive image of young people and Armadale - in 2016, the Youth Partnership Project developed a Change the Story campaign message. The aim of this campaign was to challenge the prevailing negative stereotype of young people in Armadale. The campaign has been very successful, and received significant media coverage, including radio and television. Simple things like developing a hashtag #changethestory, and catchy name for the campaign that people can remember and get behind, has been critical to its success.

### *MYAN WA*

The Multicultural Youth Advocacy Network of Western Australia (MYAN WA) has been highly successful over the last three years in engaging young people from refugee and migrant backgrounds in variety of projects and developing them as youth leaders that go on to participate and create change in their communities. Two core elements of MYAN WA's work that the City could learn from are outlined below.

Youth project co-design - MYAN WA has supported two different groups of young people to organise consecutive Catalyst Youth Summit's, which have both been well received by the youth and settlement sector alike. The initiatives were youth-led and co-designed from the outset, in every aspect of the project, from the

<sup>23</sup> <http://bys.net.au/ryde-program>

initial grant application, event development, marketing, delivery and evaluation. This ensured maximum buy in by other young people, ensured the event was entirely relevant for young people, and developed the leadership skills of those involved. Many of the young people, who were delegates at the initial event, became the organisers of the next event, developing an alumnus of young people who are all connected.

Youth speakers - MYAN WA incorporates young speakers and presenters in all of their events, and it is part of their strategic plan. They have also developed a speaking bureau for young people from CALD backgrounds. Young people that participate in this project have received training on public speaking, sharing their story and working with the media. Sharing stories is a powerful way of changing community perception on an issue and in this case, showcasing the wonderful things that young people do and believe in.

#### *Youth Advisory Groups*

Maintaining strong youth advisory groups, committees or councils is a vital way for local governments to have a regular dialogue with their young citizens, as well as involve them in planning and decision making. Over the last ten years or so, many local governments have struggled in maintaining numbers and getting diversity. The City of Gosnells and the City of Stirling are doing new and invigorating work in this area, by working closely with schools in their area.

## Annexure 5: Consultation detail

A peer consultation method was used to consult with young people. The rationale for this was that young people are able to gain access to other young people much more readily than an adult consultant, and the information they gather is likely to be a more accurate representation of their thoughts and opinions. Twelve peer consultation leaders were provided with training, and then co-designed and delivered surveys to other young people.

Table 3: Method, numbers and date of consultations used during the consultation and engagement stage of the plan

Group	Method	Number
Young people (aged 10 to 24)	Youth Advisory Committee	3
	Paper surveys	267
	Online surveys	25
	Peer leader workshop	12
	Review focus group	9
	<b>TOTAL</b>	<b>316</b>
Parents/caregivers	Online survey	36
	<b>TOTAL</b>	<b>36</b>
Community groups and organisations	Face-to-face meetings	5
	Phone conversations	6
	Disability Reference Group	10
	Aboriginal Reference Group	9
	<b>TOTAL</b>	<b>30</b>
City of Cockburn staff	Working group	3
	Casual youth staff workshop	15
	Permanent youth staff workshop	10
	Whole of staff workshop	25
	<b>TOTAL</b>	<b>53</b>
<b>TOTAL number consulted</b>		<b>435</b>

Survey responses were received from young people in every age range (10 up to 24; with a median age of 17). To analyse the data, responses were separated into three age groups; age 10 to 12, age 13 to 17 and age 18 to 24. We heard from young people living in every suburb in Cockburn, with the exceptions of Henderson, North Coogee and Wattleup. The suburbs with the highest number of respondents were Success, Spearwood, Atwell and Beeliar, which matches the demographic data that shows these areas have high numbers of young residents. We heard from students from all of the high schools in the City, and those attending TAFE and university and a diverse range of young people:

- 55% were male, 45% female and 2% wrote other or chose not to respond
- 7% were Aboriginal or Torres Strait Islander
- 14% identified as being from a culturally and linguistically diverse backgrounds (CALD)
- 6% identified as being lesbian, gay, bisexual, transgender, intersex or queer (LGBTIQ)
- 15% identified as living with a mental health difficulty
- 9% said they were living with a disability
- 5% said they had caring responsibilities
- 4% were young parents

*Communication*

- The most common way for young people to find out about what is going on is by talking with others, and about 20% use posters and flyers
- The youth centre is good source of information young people aged 13 to 17 but less so for other age groups
- Young people are much more likely to find out about things going on through other, non-City avenues of social media than through the City's Facebook page
- A third of young people aged 10 to 12 haven't heard of anything going on in the City of Cockburn - double that of other age groups
- Young people in Cockburn communicate with others primarily by talking in person, phone, and text message
- Facebook is used by nearly 85% of young people aged 18 to 24, but only 71% of those aged 13 to 17 and just under 20% of those aged 10 to 12
- Snapchat and Instagram are used by approximately 50% of young people aged 13 and over
- Email is an effective method of communication for about 50% of young people aged 18 and over, but not for younger groups
- The least used means of communication for young people are Twitter, What's App, blogs/forums and Skype

*Access to places and facilities*

- Across all age groups, the most popular place to visit is shopping centres, with over 70 % of young people frequenting shopping centres in the City of Cockburn
- No cost or free venues and activities are popular including beaches, parks/ovals and libraries
- Adventure World is visited by a lot of young people, though popularity decreases as young people get older
- The least used places by young people are BMX tracks, community centres and religious centres
- The biggest barriers for young people getting to the places or things they want to in the City are transport and cost
- Transport is a barrier for young people of all ages, but was most important to young people aged 13 to 17
- Age is a barrier for nearly two-thirds of young people age 10 to 12

*Support and inclusion*

- The most important sources of support for young people are friends, parents/caregivers and other family members
- About a third of young people state that a GP/doctor or nurse is a source of support, and is more likely to be used than the internet
- A phone helpline is the least used source of support for young people
- Only 13% of young people feel part of the community, 57% feel a little bit part of the community, and a third don't feel part of the community at all
- 68% of young people would like to get more involved in their community or meet new people

*Issues of concern to young people*

Issue	Discussion / solutions
Transport	Young people reported finding it difficult to get to things. They wanted to see buses that were more frequent, ran later and went out into the suburbs. They also wanted safer public transport. They reported it was hard to get to the central part of Cockburn.
Drugs and alcohol	Young people reported that drugs and alcohol were a big issue in Cockburn. They felt that parents needed to be more accountable, and that police needed to do something about it; that they currently turn a blind eye. They felt there was a need for parent education and more police presence in public parks.
Cost of things	Lots of young people wanted more things to do that were free or cheap. They felt lots of things to do were too expensive and reported that they didn't have the money.
Safety	Many young people reported safety concerns. They said that they didn't know what CoSafe did, or what type of incident would be reported to them (some didn't know that CoSafe existed). There were concerns raised about lack of any lighting after dark in many parks.
Promotion of activities	Young people felt that the City didn't always promote what it offered for young people well. They said that young people use social media a lot, but rarely go onto the City's social media pages, and so to promote stuff the City needs to go on pages they do use.
Boredom	A number of young people reported boredom as an issue. They wanted more community events that they felt included in. A cinema was a highly requested facility.
Employment	Employment was a big issue of concern across age groups, with young people either worried about the future or underemployed/unemployed now. They felt there needed to be more meaningful volunteering opportunities, and workshops to help find jobs. Young people aged 13 to 17-year old were the most likely to report that they were looking for work, suggesting they want part-time work after school.

**19. EXECUTIVE DIVISION ISSUES**

Nil

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

Nil

**21. NOTICES OF MOTION GIVEN AT THE MEETING FOR  
CONSIDERATION AT NEXT MEETING****22. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY  
MEMBERS OR OFFICERS****23. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT  
DEBATE****24. CONFIDENTIAL BUSINESS**

Nil

**25. RESOLUTION OF COMPLIANCE****RECOMMENDATION**

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

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

## 26. CLOSURE OF MEETING