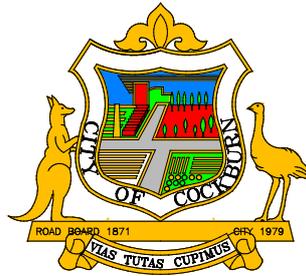


# **CITY OF COCKBURN**



**ORDINARY COUNCIL**

**AGENDA PAPER**

**FOR**

**THURSDAY, 11 AUGUST 2016**

# CITY OF COCKBURN

## SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 11 AUGUST 2016 AT 7:00 PM

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**CITY OF COCKBURN****AGENDA TO BE PRESENTED TO THE ORDINARY  
COUNCIL MEETING TO BE HELD ON  
THURSDAY, 11 AUGUST 2016 AT 7:00 PM**

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

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

**4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (by Presiding Member)****5. APOLOGIES AND LEAVE OF ABSENCE**

Deputy Mayor Carol Reeve-Fowkes - Apology

**6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE****7. PUBLIC QUESTION TIME**

**8. CONFIRMATION OF MINUTES**

**8.1 (OCM 11/8/2016) - ORDINARY COUNCIL MEETING - 14 JUL 2016**

**RECOMMENDATION**

That Council confirms the Minutes of the Ordinary Council Meeting held on Thursday, 14 July, 2016, as a true and accurate record.

**COUNCIL DECISION**

**9. WRITTEN REQUESTS FOR LEAVE OF ABSENCE**

**10. DEPUTATIONS AND PETITIONS**

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

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

## 13. COUNCIL MATTERS

### 13.1 (OCM 11/8/2016) - MINUTES OF THE GRANTS AND DONATIONS COMMITTEE MEETING - 21 JULY 2016 (162/003) (R AVARD) (ATTACH)

#### RECOMMENDATION

That Council receive the Minutes of the Grants and Donations Committee Meeting held on 21 July 2016 and adopt the recommendations contained therein.

#### COUNCIL DECISION

#### Background

The Council of the City of Cockburn established the Grants and Donations Committee to recommend on the level and nature of grants and donations provided to external organisations and individuals. The Committee is also empowered to recommend to Council on donations and sponsorships to specific groups and individuals.

#### Submission

To receive the Minutes of the Grants and Donations Committee and adopt the recommendations of the Committee.

#### Report

Council approved a budget for Grants and Donations for 2016/17 of \$1,300,000 to be distributed as grants, donations, sponsorships and subsidies. The Grants and Donations Committee is empowered to recommend to Council how these funds should be distributed.

#### Strategic Plan/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 through planning, policy and community development

### **Budget/Financial Implications**

Council approved a Budget for Grants and Donations for 2016/17 of \$1,300,000.

Following is a summary of the grants, donations and sponsorship allocations proposed by the Committee.

Committed/Contractual Donations	\$500,000
Specific Grant Programs	\$500,000
Donations	\$180,000
Sponsorship	\$120,000
<b>Total</b>	<b>\$1,300,000</b>
Total Funds Available	\$1,300,000
Less Total of Proposed Allocations	\$1,300,000
<b>Balance</b>	<b>\$0</b>

These allocated funds are available to be drawn upon in response to grants, donations and sponsorship applications from organisations and individuals.

The next round of grants, donations and sponsorship funding will open in mid-August and close on 30 September 2016.

### **Legal Implications**

N/A

### **Community Consultation**

Council's grants are advertised widely in the local community through the City's website, local media, Cockburn Soundings, and Council networks. It is recommended that advertising start immediately following the Council decision to ensure a wider representation of applications.

### **Risk Management Implications**

The Council allocates a significant amount of money to support individuals and groups through a range of funding arrangements. There are clear guidelines and criteria established to ensure that Council's intent for the allocation 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)**

Minutes of the Grants and Donations Committee Meeting on 21 July 2016.

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

The Submissioners have been advised that this matter is to be considered at the 11 August 2016 Council Meeting.

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

Nil.

**13.2 (OCM 11/8/2016) - MINUTES OF THE AUDIT & STRATEGIC FINANCE COMMITTEE MEETING - 21 JULY 2016 (026/007) (N MAURICIO) (ATTACH)**

**RECOMMENDATION**

That Council receive the Minutes of the Audit and Strategic Finance Committee Meeting held on 21 July 2016, and adopt the recommendations contained therein.

**COUNCIL DECISION**

**Background**

A meeting of the Audit and Strategic Finance Committee was conducted on 21 July 2016.

## **Submission**

N/A

## **Report**

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

1. Risk Management Information Report
2. Internal Audit Plan Review
3. Interim External Audit
4. Annual Debts Write-Off

## **Strategic Plan/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**

As contained in the Minutes.

## **Legal Implications**

As contained in the Minutes.

## **Community Consultation**

N/A

## **Risk Management Implications**

The Audit and Strategic Finance Committee is a formally appointed Committee of Council and is responsible to that body. The Audit and Strategic Finance Committee does not have executive powers or authority to implement actions in areas over which management has responsibility and does not have any delegated financial responsibility. The Audit and Strategic Finance Committee does not have any management functions and is therefore independent of management.

Therefore, if any Committee recommendations of the Audit and Strategic Finance Committee are not adopted or deferred by Council,

officers will be unable to proceed to action the recommendations contained within the Minutes.

**Attachment(s)**

Minutes of the Audit & Strategic Finance Committee Meeting - 21 July 2016.

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

N/A

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

Nil.

**14. PLANNING AND DEVELOPMENT DIVISION ISSUES**

**14.1 (OCM 11/8/2016) - PROPOSED CHANGE OF USE FROM SHOP TO SMALL BAR - LOCATION: NO. 2 (STRATA LOTS 134 & 135) SIGNAL TERRACE (CNR MIDGEGOOROO AVENUE), COCKBURN CENTRAL - OWNER: JENTO AKANG - APPLICANT: ALTUS PLANNING & APPEALS. (DA16/0284 / 052/002) (D BOTHWELL) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) grant Planning Approval for the change of use from 'Shop' to 'Small Bar' for No.2 (Strata Lots 134 & 135) Signal Terrace Cockburn Central, in accordance with the attached plans and subject to the following conditions and advice notes:

Conditions

1. All outdoor lighting must be installed and maintained in accordance with Australian Standard AS 4282 - 1997 "*Control of the Obtrusive Effects of Outdoor Lighting*".
2. A further Acoustic Report shall be submitted to and approved by the City, prior to the lodgement of a Building Permit for the internal fit out, and implemented thereafter, to the satisfaction of the City.
3. With regard to Condition 2 above, the acoustic report shall be prepared by a suitably qualified and recognised acoustic consultant and demonstrate that the exhaust canopy, flue and extraction system and location of plant and other

sources of equipment noise will not exceed the assigned noise levels set out in the Environmental Protection (Noise) Regulations 1997 (as amended).

4. Written confirmation from the builder that all recommendations made in the Acoustic Report prepared by Lloyd George Acoustics (Ref 16063613-01; dated 28 June 2016) and the further Acoustic Report required under condition 2 have been incorporated into the proposed development, shall be submitted to and approved by the City prior to the lodgement of a Building Permit for the internal fit out.
5. The builder is to provide written confirmation that the requirements of the Acoustic Report referred to in condition 2 have been incorporated into the completed development with the Form BA7 Completion Form, prior to occupation of the development.
6. Prior to the lodgement of a Building Permit for the internal fit out, a Noise Management Plan shall be prepared to the City's satisfaction demonstrating that noise emissions will comply with the requirements of the Environmental Protection (Noise) Regulations 1997 (as amended). All noise attenuation measures, identified by the plan or as additionally required by the City, are to be implemented prior to the occupancy of the development (or as otherwise required by the City) and the requirements of the Noise Management Plan are to be observed at all times.
7. No wash-down of plant, vehicles or equipment is permitted on the premises. Industrial, commercial or wash-down wastes must not enter stormwater disposal systems or otherwise be discharged to the environment.
8. All service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, being suitably located from public view and/or screened from view from adjacent streets and/or the public domain.
9. No building or construction related activities associated with this approval causing noise and/or inconvenience to neighbours shall occur between the hours 7.00pm and 7.00am, Monday to Saturday, and shall not occur at all on Sundays or Public Holidays.
10. Prior to the issue of a Building Permit for the internal fit out, a Management Plan for the small bar is to be submitted to the

City and reviewed in detail to ensure the content of the document is comprehensive and complete for the purpose of addressing all aspects of the Small Bar use capable of being managed to the satisfaction of the City.

11. A separate development application for any signage shall be submitted to and approved by the City. The representative signage shown in attachment 2 of the submitted plans does not form part of this approval.
12. The Small Bar is limited to a total maximum capacity of 120 persons at any time.
13. The hours of operation are limited to between 6:00am and midnight.

#### Footnotes

1. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, or with any requirements of the City of Cockburn Town Planning Scheme No. 3. Prior to commencement of any works associated with the development, a building permit is required.
2. With regard to Condition 2 above, the acoustic report shall be prepared by a suitably qualified and recognised acoustic consultant and demonstrate that the exhaust canopy, flue and extraction system and location of plant and other sources of equipment noise will not exceed the assigned noise levels set out in the Environmental Protection (Noise) Regulations 1997 (as amended).
3. With regard to regard to condition 6 above, the Noise Management Plan shall be prepared by a suitably recognised acoustic consultant and demonstrate that the development will comply with the requirements of the Environmental Protection (Noise) Regulations 1997 (as amended) and the City of Cockburn Noise Attenuation Policy (LPP 1.12). The Noise Management Plan is to include:
  - i. Predictions of anticipated noise emissions associated with activities, plant or equipment (such as bin areas, air-conditioners, refrigeration or similar).
  - ii. Control measures to be undertaken (including monitoring procedures); and
  - iii. A complaint response procedure.

4. All food businesses must comply with the Food Act 2008 and Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only). Under the Food Act 2008 the applicant must obtain prior approval for the construction or amendment of the food business premises. An Application to Construct or Alter a Food Premises must be accompanied by detailed plans and specifications of the kitchen, dry storerooms, coolrooms, bar and liquor facilities, staff change rooms, patron and staff sanitary conveniences and garbage room, demonstrating compliance with Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only).

The plans are to include details of:

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

These plans are to be separate to those submitted to obtain a Building Permit.

5. All food handling operations shall comply with the Food Act 2008 and Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only). Under the Food Act 2008 the applicant shall complete and return the enclosed Food Business Notification/Registration Form to the City of Cockburn's Health Services. Operation of this food business may be subject to the requirement to pay an Annual Assessment Fee under the Act.
6. This development has been defined as a public building and shall comply with the relevant provisions of the *Health Act 1911* (as amended), and the *Health (Public Buildings) Regulations 1992*. A Building Permit Application must be submitted for approval, prior to works commencing.
7. With regards to condition 11 above, further details of the representative signage, particularly the proposed main signage location facing Midgegooroo Avenue shown on the submitted plans is to be submitted to the City demonstrating that the objectives of the Cockburn Central Design Guidelines have been satisfied.

8. Planning approval does not negate the need for the owner and/or applicant to seek all other required approvals for the site. You may also require approval under the Strata Titles Act 1985, approval from any relevant Strata company or other Strata Lot owners.
- (2) notify the applicant and those who made a submission of Council's decision.

## COUNCIL DECISION

### Background

The subject site is bound by Signal Terrace to the north, Midgegooroo Avenue to the west, Stockton Bend to the south and Sleeper Lane to the east and is located within the Cockburn Central Town Centre. The subject site is adjacent to the existing multiple dwelling developments to the east and south and vacant land to the north which is expected to be developed for a mix of residential and commercial purposes. Directly to the west of the site on the opposite side of Midgegooroo Avenue is Lot 9001 Beeliar Drive Cockburn Central, which is part of the Cockburn Central West (CCW) local development area. Lot 9001 contains the Cockburn ARC development which is currently under construction and which will be a recreational hub for residents and visitors to Cockburn as well as providing a home and training base for the Fremantle Football Club. Lot 9001 also contains the proposed public open space area.

The Cockburn Central Town Centre (CCTC) is a Transit Oriented Development (TOD) located adjacent to the Cockburn Central Rail Station. The intent of the Town Centre is to provide a mix of residential, commercial and recreational uses within a dense, pedestrian based environment.

At its meeting held on 11 March 2013, the Metro South-West Joint Development Assessment Panel (JDAP) approved a mixed use development consisting of 4 commercial tenancies and 102 multiple dwellings over 6 levels with associated car parking which was constructed by Frasers Property (formerly Australand) and is the

building that the subject tenancy is located within. The building is known as 'Kingston'.

The Small Bar is proposed to occupy unit 134 which is 97m<sup>2</sup> in area and unit 135 which is 102m<sup>2</sup> in area, both of which were approved as shops as part of the above mentioned JDAP approval. The subject units are located in the north-west corner of the site on the corner of Signal Terrace and Midgegooroo Avenue.

The proposal is being referred to Council for determination as objections were received during advertising therefore removing staff delegation.

### **Submission**

N/A

### **Report**

#### Proposal

This proposal is for a Change of Use for Tenancies 134 & 135 from 'Shop' to 'Small Bar', specifically comprising:

- Combining Units 134 (97m<sup>2</sup>) and 135 (102m<sup>2</sup>) to operate as a sports bar establishment serving food and alcohol.
- Maximum capacity for the Small Bar of 120 persons including internal and external (alfresco) seating areas for 116 persons.
- Two (2) full time employees and five (5) casual/part-time staff employed.
- Hours of operation are seven (7) days a week, 6:00am to midnight, Monday to Sunday serving breakfast, lunch and dinner.

The applicant has stated that: *"the venue will operate as a sports bar with a focus on sporting entertainment and the provision of quality food in a casual dining atmosphere"*.

#### Neighbour Consultation

The application has been the subject of public consultation and was advertised, with 237 letters sent to adjoining and nearby landowners and accompanying details listed on the City's website.

A total of 35 submissions were received comprising 21 objections and 14 that were supportive of the proposal.

The objections raised the following issues:

- Concern over increased anti-social behaviour and crime/safety;
- Concern over noise generated from the use;
- Concern over car parking and traffic related matters;
- Use not compatible with residential area;
- Concern about odour from the restaurant &
- Concern there is already too many similar uses in the area.

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

- Like the idea of a Small Bar atmosphere in area we live;
- Support diversity of land use the proposal will bring;
- A great addition to the Cockburn Central community &
- Important to have to support current and future entertainment needs of the community.

#### Consultation with other Agencies or Consultants

The application has not been the subject of any external referrals as none were necessary.

#### Planning Framework

##### *Zoning and Use*

The land is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Regional Centre' under Council's Town Planning Scheme No.3 (TPS 3), and is located within Development Area 23. The objective of the 'Regional Centre' zone under TP S 3 is as follows:

*'To provide for a full range of shopping, office, administrative, social, administrative, recreational, entertainment and community services, consistent with the region-serving role of the centre and the centre and including residential uses.'*

The proposed Small Bar use is consistent with the objective of the 'Regional Centre' zone.

On 12 October 2006, the City adopted a Local Structure Plan (LSP) for the location which identifies Town Centre Precincts and provides overarching principles for each precinct. Under the LSP, the subject land is referred to as the 'Park Precinct'.

The land use permissibility found in the LSP does not contain a use class for 'Small Bar' and as such is identified as an 'Unlisted Use'. It is to be noted, however, that the use of a 'Small Bar' is an 'A' use under the TPS 3 zoning of 'Regional Centre', meaning that approval of the

use would be at the discretion of the City after the application is advertised pursuant to clause 9.4 of TPS3.

It is noted that proposed Small Bar with a maximum capacity of 120 persons is consistent with the definition of a Small Bar contained in the City's TPS3 which stipulates that the number of persons who may be on the licensed premises limited to a maximum of 120 persons.

#### *Local Planning Policy 3.6 'Licenced Premises (Liquor)'*

The City's Local Planning Policy LPP 3.6 'Licensed Premises (Liquor)' provides guidance in the decision making processes by Council in relation to the location of all liquor licensed premises within the City. It should be noted that the application satisfies the objectives and requirements of this policy. The applicant has submitted a Public Interest Assessment Report as part of the Liquor License Application which they have submitted to the Department of Liquor, Racing and Gaming and is currently being advertised. The City has reviewed a copy of this and is generally satisfied with the report.

#### Land Use Compatibility

Several concerns were raised during consultation about the incompatibility of the proposed use with the nearby residential uses and that commercial land uses such as a small bar should be separated from the residential multiple dwellings.

One of key principles of the Cockburn Central Town Centre as outlined in the approved Detailed Area Plan (DAP) which incorporates Design Guidelines for the buildings is:

*'to deliver a town centre which is a vibrant place to live, work and visit with high quality public spaces' and 'to offer commercial activity, recreation, employment and housing choice with excellent accessibility to the surrounding community for this rapidly growing community.'*

To achieve this, the DAP specifically includes requirements for buildings which provide a mix of commercial and residential uses such as the building the subject of this proposal. It should be noted that residential units in the Town Centre generally include a notification on title advising prospective purchasers about potential noise impacts that may arise from a vibrant town centre. Notwithstanding this, it is considered that the scale of a small bar (limited to 120 persons) can operate in harmony with other uses such as residential if managed appropriately.

A number of the comments received relate to the management of the use, not the use itself. If Council are inclined the support the proposal, a condition can be imposed for the lodgement of a Management Plan

for the Small Bar to be approved by the City. Any Management Plan would need to be comprehensive and address noise management procedures, patron behaviour, operating procedures, waste management and deliveries.

A small number of concerns were raised in relation to the proposed Small Bar being located within close proximity to other similar uses within the area. It is acknowledged that the Gate Bar & Bistro located within the Gateways Shopping Centre precinct is approximately 500m from the subject site and contains a Sports Bar and Garden Bar. However, the small bar will provide a different offering to the Gate as it is much smaller area (total area of 199m<sup>2</sup>) and will be limited to a maximum capacity of 120 persons. Although the Small Bar is also themed as a Sports Bar, the 3D modelling of the internal fit out depicts an intimate setting similar to that of a Wine Bar.

There are currently limited lifestyle/entertainment/social type uses in the Town Centre to service the large number of existing residential dwellings in the area. With the expected continued growth of the Town Centre (a further 1000 dwellings mooted) and over 1000 dwellings expected in the Cockburn Central West project, it is important to provide social and entertainment style uses for the current and future needs of the community.

#### Anti-social Behaviour

It is acknowledged that there is a stigma that venues serving alcohol can encourage binge drinking and cause anti-social behaviour in and around the area, especially larger pubs, hotels and taverns. Small bars which are emerging in many areas across Perth often do not experience the same level of issues due to the smaller scale and restricted number of patrons.

Importantly it should be noted that the model for the proposed small bars the subject of this proposal relies on food as a primary generator of trade and this is reflected in the plans provided with seating/dining areas for 116 of the 120 person capacity. The applicant has stated that the small bar is proposed to be a family friendly establishment with a focus on food which will provide breakfast, lunch and dinner and this is reflected in the opening hours which commence at 6:00am. The provision of meals throughout the day is considered to further increase the amenity enjoyed by Town Centre residents, workers and visitors.

Some submissions expressed concern that the proposed use will increase the crime rate and jeopardise safety in the area. The proposed development will assist in activating the area and staff and patrons will provide important surveillance to the immediate locality deterring antisocial behaviour. The applicant has stated that security cameras

will be installed and during major sporting events and games, security staff will be employed.

### Car Parking

When the mixed-use development that the subject tenancy is located within was approved in 2013, the four (4) commercial tenancies were assessed as 'Shop' with one (1) bay provided per tenancy which was considered reasonable given the site is located within a TOD. The proposed Small Bar therefore has access to 2 on-site car parking bays in the secure basement which would be available to staff only.

Although it could be argued that the change of use from Shop to Small Bar is an intensification of use, especially in peak periods where football games and major sporting events are on, it is considered that the proposed use will not cause an adverse impact on the immediate locality in terms of car parking and traffic. The Small Bar is within a walkable catchment for current and future residents of the Town Centre with a number of locals being able to walk to the Small Bar.

Given the site's location within a TOD, proximity to the Cockburn Central train station and numerous bus routes leading to the site from Beeliar Drive, North Lake Road and Kwinana it is envisaged that many patrons will be utilising the strong public transport links available to the locality. Alternatively, given the nature of the use being a licenced venue serving alcohol, there will also be a number of patrons who would be expected to travel by Taxi or Uber.

For patrons who choose to drive to the venue, on-street car parking (with two hour time limits) adjacent to the site on Signal Terrace, Stockton Bend and Midgegooroo Avenue and around the Town Centre is expected to provide adequate parking. It should be noted that there are 20 on-site visitor car bays approved for the 102 Multiple Dwellings (not the commercial tenancies) which are expected to be sufficient in accommodating the demand for visitor car parking bays for the residential component of the development. This would leave the availability of embayment/on-street car parking for general visitors to the Town Centre including the Small Bar, particularly on the eastern and western sides of the Midgegooroo Road reserve.

As is the case for all other licenced venues across Perth, when patrons plan to consume alcohol they would be expected to plan ahead and use public transport, taxi or Uber services and not rely solely on private vehicles.

## Noise Management

An Acoustic Report/Environmental Noise Assessment (attachment 2) undertaken by a recognised acoustic consultant was submitted with the application. The report assesses the potential noise impacts from the proposed use to the nearby residences against the *Environmental Protection (Noise) Regulations 1997* and includes assessments against a range of potential noise sources including:

- Internal noise in the bar area to the apartment above via ceiling/floor construction;
- External noise emissions from the bar and alfresco dining/serving area; and
- Noise from new kitchen exhaust fan.

The assessment in the report also examines the impact of potential noise on the bedroom of apartment 141 and the living/dining room of apartment 142 which sits above the subject tenancy. Due to the proximity of these apartments to major transport corridors, the west facing windows were required to have 6.38mm laminated glazing which if closed would comply with the Noise Regulations in a worst case scenario in terms of noise.

A number of recommendations come out of the report for the worst-case noise emissions from the proposed small bar to comply with the provisions of the Noise Regulations, with the following noise mitigation measures required:

- Integrate a suspended ceiling plasterboard ceiling across the entire bar area of the following construction:
  - 13mm flush plasterboard on light steel suspended grid system;
  - Minimum 300mm cavity to be provided; and
  - Cavity to be filled with insulation minimum 75mm thick and of minimum density 11kg/m<sup>3</sup>.
- At night time, the west operable glazing is to be kept shut and the outdoor terrace vacated; and
- During the daytime, the west operable glazing is to be kept shut but the outdoor terrace can be used.

Overall, the report concluded that the apartments situated above the proposed Small Bar would not be adversely affected by noise.

Should the proposal be supported by Council, a series of conditions can be applied to ensure that noise is mitigated. One of those conditions would require a Noise Management Plan to be submitted which includes control measures to be undertaken (including monitoring procedures). An example of a procedural recommendation to come out of the Acoustic Report to be incorporated into the required

Noise Management Plan would be to notify residents within the strata of upcoming major sporting events it plans to show. The notification could be through an events board or other means of communication to the satisfaction of the City. The Acoustic Report recommended that details of the particular event and contact details of the person in charge should form part of the event's notice.

In addition to the above, a condition could be imposed requiring a further acoustic report to be submitted to the City for assessment prior to the issue of a Building Permit for the internal fit out. The further acoustic report would address elements which will evolve at the detailed working drawings stage. In this further acoustic report, it would also have to be demonstrated that the exhaust canopy, flue and extraction system and location of plant and other sources of equipment noise would not exceed the assigned noise levels set out in the *Environmental Protection (Noise) Regulations 1997 (as amended)*.

Furthermore, a condition requiring written confirmation from the builder is to be provided confirming that all recommendations made in the Acoustic Report have been incorporated into the completed development. This ensures that all of the recommendations of the Acoustic Report are implemented.

### Signage

The applicant is proposing two (2) signs as part of the subject application as depicted in the submitted plans (attached). The applicant has stated that the signage proposed satisfies the objectives relating to signage in the Cockburn Central Town Centre Design Guidelines. It is noted that the proposed under awning sign on Signal Terrace is consistent with the objectives of the Design Guidelines with sufficient detail provided in the submitted plans for the under awning sign to be supported by the City.

However, there is insufficient detail provided to undertake a full assessment of the main signage location facing Midgegooroo Avenue against the relevant objectives of the Town Centre Design Guidelines. It is acknowledged that this is an important frontage for signage as it has exposure to Midgegooroo Avenue and the Cockburn ARC beyond to the west. More detail of the proposed signage on this western frontage will be required for the City's Officers to assess the proposed sign against the Design Guidelines.

As such, it is to be noted that the proposed signage as shown on the submitted plans do not form part of the subject application if Council resolves to support the application. Should Council approve the proposal, a condition and advice note can be imposed to reflect this.

### *Building alterations & fit out*

As part of the subject application, the applicant is proposing an internal fit out and modifications to the respective units to facilitate the small bar including:

- A bar in the centre of the two units;
- A kitchen at the rear of Unit 134;
- Male, female and wheelchair accessible toilets will be repositioned to the southern corner of Unit 134;
- Feature wall and television screen to be installed at the rear of Unit 135; and
- Additional television screens will be installed throughout the units.

There are also a number of ablutions proposed to satisfy the *Building Code of Australia and Health (Public Buildings) Regulations 1992*. The additions include two (2) closet pans, two (2) urinals and two (2) wash basins for male toilets, two (2) closet pans and two (2) wash basins for the female toilets and a unisex wheelchair assessable toilet.

The submitted plans show examples of the materials to be used for the fit out which includes timber cladding, exposed brick, wire mesh and polished concrete floors. The 3D modelling of the internal fit out shows a space which has high end finishes, extensive seating areas and casual atmosphere which appears similar to a wine bar type setting.

### **Conclusion**

The proposed use is compatible with the Regional Centre zoning of the land and consistent with the principles and objectives set out in the Cockburn Central Town Centre Design Guidelines which seek to create a vibrant place to live, work and visit. The Small Bar could become a point of social contact in an important location at the western edge of the Town Centre in close proximity to the Cockburn ARC development in Cockburn Central West and along a key pedestrian link between the Town Centre and CCW. The Small Bar, if approved, would enhance the existing lifestyle/entertainment/social land uses in the Town Centre and foster a stronger sense of community and local identity.

The restriction of patrons to 120 and restricted hours of operation will limit the scale of the venue and reduce potential noise and amenity conflicts between the small bar and Town Centre residents. In addition, installation of appropriate acoustic materials and robust management plans are expected to ensure that the proposal does not detract from the amenity of residents and the area.

It is therefore recommended that the application be approved subject to conditions.

## **Strategic Plan/Policy Implications**

### **City Growth**

- Ensure growing high density living is balanced with the provision of open space and social spaces

### **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
- 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

## **Budget/Financial Implications**

N/A

## **Legal Implications**

N/A

## **Risk Management Implications**

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

## **Attachment(s)**

1. Development Application Plans
2. Acoustic Report

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

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

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

Nil.

**14.2 (OCM 11/8/2016) - TOWN PLANNING SCHEME NO. 3 – INITIATION OF AMENDMENT 117 REZONING OF LOT 1 GHOSTGUM AVE, BANJUP - OWNER: DEPARTMENT OF HOUSING - APPLICANT: ROWE GROUP (109/053) (C CATHERWOOD) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) in pursuance of Section 75 of the Planning and Development Act 2005 amend the City of Cockburn Town Planning Scheme No. 3 (“Scheme”) by:
1. Including a portion of Lot 1 Ghostgum Avenue and a portion of Ghostgum Avenue, Banjup, as shown on the ‘Proposed Zoning Plan’ within the ‘Development’ Zone;
  2. Including a portion of Lot 1 Ghostgum Avenue and a portion of Ghostgum Avenue, Banjup, as shown on the ‘Proposed Zoning Plan’, within the boundaries of ‘Development Area No. 37’;
  3. Removing a portion of Ghostgum Avenue from Local Reserve – Local Road; and
  4. Amending the Scheme map accordingly.
- (2) note the amendment referred to in resolution (1) above is a ‘standard amendment’ as it satisfies the following criteria of Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations 2015:
- an amendment to the scheme so that it is consistent with a region planning scheme that applies to the scheme area, other than an amendment that is a basic amendment;*
- an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;*
- an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area;*
- any other amendment that is not a complex or basic amendment.*
- (3) upon preparation of amending documents in support of resolution (1) above, determine that the amendment is consistent with Regulation 35 of the Planning and Development

(Local Planning Schemes) Regulations 2015 and the amendment be referred to the Environmental Protection Authority (“EPA”) as required by Section 81 of the Act, and on receipt of a response from the EPA indicating that the amendment is not subject to formal environmental assessment, be advertised for a period of 42 days in accordance with the Regulations.

## COUNCIL DECISION

### Background

The subject land is approximately 20ha in size and has frontages on Armadale Road and Ghostgum Avenue (formerly part of Fraser Road), Banjup. (refer to Attachment 1 location plan).

The subject site is currently vacant and has been extensively cleared and excavated as part of a previous quarrying operation. The subject site abuts the existing Banjup urban locality to the west, rural landholdings to the east, a ‘Parks and Recreation’ reservation to the north and Armadale Road (a ‘Primary Regional Road’) to the south.

The site was the subject of a Metropolitan Region Scheme (MRS) Amendment (1289/57) to rezone the land from ‘Rural Water Protection Zone’ to ‘Urban Zone’ and ‘Primary Regional Roads Reservation’. This MRS amendment was advertised for public submissions from 6 October to 11 December 2015 and was subsequently reviewed and the WA Planning Commission recommended that the Minister for Planning grant approval.

The Minister for Planning, after considering the amendment, approved the amendment and it came into effect on publication in the Government Gazette on 20 May 2016.

### Submission

Rowe Group, on behalf of the landowner the Department of Housing, has submitted a request for Town Planning Scheme No. 3 (“TPS3”) to be amended to reflect the recent Metropolitan Region Scheme Amendment which zoned this lot ‘Urban’.

The proposed amendment to the TPS3 is to:

- Include a portion of Lot 1 Ghostgum Avenue and a portion of Ghostgum Avenue, Banjup within the 'Development' Zone;
- Include a portion of Lot 1 Ghostgum Avenue and a portion of Ghostgum Avenue, Banjup within the boundaries of 'Development Area No. 37';
- Remove a portion of Ghostgum Avenue from Local Reserve – Local Road; and
- Amend the Scheme map accordingly.

The reason only 'a portion of' the lot is proposed to be rezoned is in deference to the Primary Regional Road reservation (for Armadale Road widening) which exists along the southern portion of the lot.

## **Report**

The purpose of this scheme amendment is to assist in the proper and orderly planning of the site through the implementation of a 'Development' zone across the entire site, to reflect the change to the MRS and also extend the current 'Development Area 37' which covers the adjacent 'Calleya' development.

The 'Development' zone will replace the existing 'Resource' zone and establishes the need for a structure plan. Bringing the land into the existing 'Development Area 37' that identifies residential development, community and educational facilities, pedestrian connections and land uses will provide guidance for future land use designations.

## **Strategic Plan/Policy Implications**

### **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

### **Budget/Financial Implications**

The applicant has paid an application fee calculated in accordance with Schedule 3 of the *Planning and Development Regulations 2009*.

## **Legal Implications**

### *Planning and Development Act 2005*

Section 124(2)(b) of the Planning and Development Act 2005 requires the City to resolve to prepare an amendment to its scheme to render it consistent with the Metropolitan Region Scheme ("MRS") within 90 of changes to that scheme taking effect. In this case, this was 20 May 2016, so 90 days since would be 18 August 2016.

This proposed amendment would bring the City's Town Planning Scheme into line with the MRS.

## **Community Consultation**

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

A standard amendment (such as this) requires 42 days consultation. A basic amendment requires no consultation and a complex amendment is 60 days consultation in recognition that such proposals which have a greater impact on the community are given a longer period of consideration.

## **Risk Management Implications**

Should the amendment as proposed not be initiated there is a certain probability, the City's Town Planning No. 3 will not be consistent with the Metropolitan Region Scheme after 18 August 2016 until such time as it is initiated.

The risk if this occurs would be the Minister for Planning may direct the local government to amend its scheme. This would be a compliance matter for the local government.

## **Attachment(s)**

Locality Plan

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

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

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

Nil

**14.3 (OCM 11/8/2016) - COCKBURN CENTRAL PUBLIC ART PLAN AND ASSOCIATED PERCENT FOR ART LOCAL PLANNING POLICY - SEEKING SUPPORT TO ADVERTISE (182/001) (R PLEASANT) (ATTACH)**

**RECOMMENDATION**

That Council adopt the draft Local Planning Policy 'Cockburn Central Percent for Art' and associated Cockburn Central Public Art Plan for the purposes of advertising in accordance with Clause 4(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* for a period of 21 days.

**COUNCIL DECISION**

**Background**

Public art can promote civic, community, and cultural identity, improve visual amenity and space legibility, increase local distinctiveness and improve the interpretation of cultural, environmental and built heritage. Public art is known to promote community reflection, inspiration, celebration and wellbeing. Additionally, it has a measurable effect on local economies by attracting visitors and contributing to property value appreciation.

A key mechanism for increasing public art is the introduction of a percent for art local planning policy, which requires the provision of artworks by developers of eligible proposals, as defined by the policy. Percent for art local planning policies provide an opportunity to enhance development, increase artistic elements currently incorporated into the built environment, improve visual amenity, and contribute to local identity.

The City of Cockburn Local Planning Policy LPP 5.13 'Percent for Art Local Planning Policy' (LPP 5.13) was first adopted 11 December 2014, and applies across the City.

LPP 5.13 introduced the requirement for developers to provide a contribution for artworks for certain types of major developments, as follows:

1. *All development proposals for commercial (excluding industrial uses), civic, institutional, educational projects or public works of a value greater than \$1 million (one million dollars) are to set aside a minimum of one per cent (1%) of the total project cost (up to a maximum value of \$250,000) for the development of artworks on the subject land which reflect the place, locality and/or community.*
2. *All development proposals for multiple dwellings of a value greater than \$2 million (two million dollars) are to set aside a minimum of one per cent (1%) of the total project cost (up to a maximum value of \$250,000) for the development of artworks on the subject land which reflect the place, locality and/or community.*

Clause 1(4) of the Local Planning Policy states:

*Where a development proposal is located within an area that is subject to a location-based Public Art Master Plan (or equivalent) and an associated percent for art local planning policy for that area the requirements of that specific policy shall prevail.*

The City currently has one adopted location specific percent for art policy and associated Public Art Plan – that being for Cockburn Coast. Now the City has identified the need to prepare a Public Art Plan to coordinate public art within Cockburn Central. Essentially the Public Art Plan seeks to coordinate Public Art across the emerging mixed-use precincts.

#### Memorial Walk Trail

At the 12 May 2011 Ordinary Council Meeting, Council resolved to provide in principle support the establishment of a memorial walk trail at Cockburn Central West. The concept identified was to recognise those who have served Australia in past and current theatres of war.

*Development Contribution Plan 13 – Community Infrastructure (DCP13) was established in August 2013 inclusive of the “Cockburn Central Heritage Park” item. This item while relating to a 10ha park included the collection of funds for the ‘Memorial Walk’. Since this time, the Heritage Park project scope has changed considerably given the subsequent development of Cockburn Central West structure plan which has included an environmental assessment and POS analysis of the adjacent town centre development. As a result, with specific regard to the Memorial Walk, DCP13 now states – within the development area there is still the opportunity to provide this item (but at a reduced scope) still in line with the intent of the proposal in the form of a*

*'Memorial walk' trail which could reflect heritage values such as Australia's participation in various theatres of war.*

DCP13 states the proposal will be funded from both municipal sources and DCA contributions. The DCA funding is estimated to be \$124,600. It is noted \$121,619 in funds have been collected to date for the Memorial Walk. The coordination of the Memorial walk Trail is further discussed below.

### **Submission**

N/A

### **Report**

The purpose of this report is for Council to consider adopting the Cockburn Central Public Art Plan (Public Art Plan) and associated draft Local Planning Policy 'Cockburn Central Percent for Art' (the Policy) for the purposes of advertising.

The City's Local Planning Policy LPP5.13 'Percent for Art' (LPP) makes provision for professionally produced artworks on private land as part of eligible developments within the City of Cockburn. In order to coordinate public art across Cockburn Central and to expand options available for developers and their artists within Cockburn Central West and the Cockburn Central Town Centre, the City has prepared the Public Art Plan and associated Policy.

The Policy and Public Art Plan seek to:

1. Physically enhance public places, the public realm and buildings;
2. Provide greater meaning and context to the precincts, places and buildings in Cockburn Central by providing linkages to the history, character and culture of the locality;
3. Contribute to a 'sense of place' for Cockburn Central, by creating difference and identity for particular locations;
4. Create local or regional landmarks;
5. Encourage the increased use and enjoyment of public places;
6. Contribute to the 'visitor experience' of the regional centre;

### The Public Art Plan

The draft Public Art Plan –

- Sets out relevant contextual information to inform artworks in Cockburn Central;

- Identifies themes and narratives for artists to explore, and;
- Highlights elements (landmarks, gateway points for example) to inform public art locations.

The draft Public Art Plan can be used by:

- Developers and their artists in Cockburn to inform artwork designs and locations;
- The City to coordinate the design and location of artworks as funding and various opportunities become available, and;
- To guide future developments, for example future local structure plans including the next stage of development for Gateways Shopping City should use this Public Art Plan to inform a public art project.

The draft Public Art Plan identifies 2 overarching opportunities for developers and their artists to explore:

#### Opportunity 1: Regional Connections

This concept relates to commissioning artists to create artworks that relate to Cockburn Centrals regional narratives associated with *Natural*, *Historic* and *Transport connections*. These narratives are promoted within the alignment shown in **Figure 1**. These stories will promote Cockburn Central's:

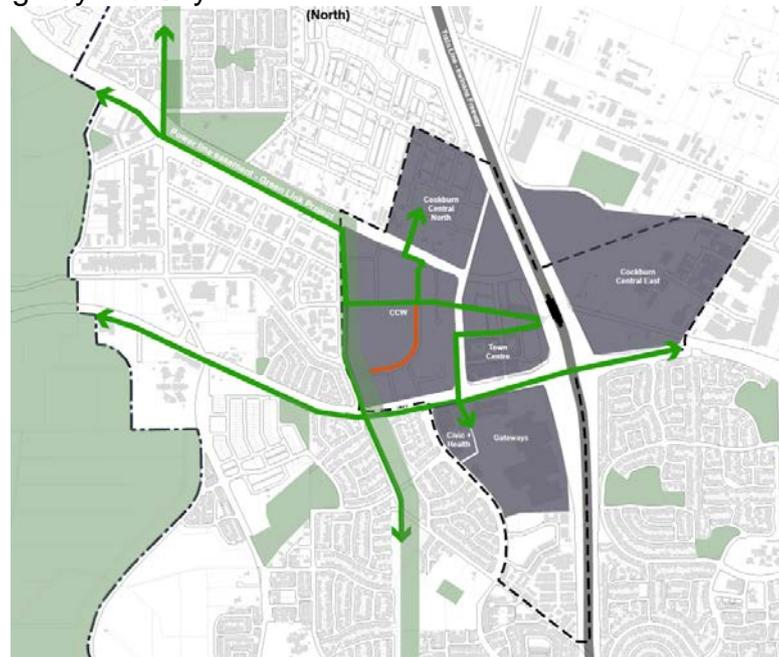
- Close proximity and connections to naturally significant areas including the Beeliar Wetlands,
- Local history including indigenous heritage, and;
- Regional transport connections, noting the presence of the Cockburn Central Train Station and the Town Centres urban character, including street naming referencing transport elements.

#### Site specific opportunities

The draft Public Art Plan recognises the need and desire for the Memorial Walk Trail. Two known site specific opportunities are identified within the draft Public Art Plan including -

1. Midgegooroo Avenue and Yandi Park for obvious locations for public art relating to indigenous history given the presence of the wetland and the street reference to Midgegooroo.
2. Remembrance Avenue being a suitable location for public artwork for the Memorial walk Trail to honour our Veterans, including indigenous veterans involved in war time efforts.

In addition to designating a route for the memorial walk, the draft Public Art Plan provides benchmark images to inform artwork procurement and design by the City.



**Figure 1:** Regional connections theme alignment (green) and site specific artwork for Remembrance Avenue (orange).

### Opportunity 2: Community

This theme relates to a series of artworks that promote concepts relating to the local community and future desires for the Activity Centre, including:

- the Neighbourhood,
- Diversity,
- Innovation, and
- Recreation.

A key outcome sought is to promote local identity, culture, and a sense of place for residents, workers and visitors relevant for vibrant urban centre – not a suburban centre.



**Figure 2:** Community theme (Blue).

### The Policy

The draft Policy is provided at **Attachment 2**.

The Policy adopts the same structure as the Cockburn coast Percent for Art Policy in that the key differences between LPP 5.13 and the proposed Cockburn Central Percent for Art Policy are:

- Proposed inclusion of a cash-in-lieu contribution option.
- Allowance for artworks to be located on public land where consistent with the Cockburn Central Public Art Plan.

The draft Policy applies to developments in Cockburn Central West and those remaining lots to be developed in the Town Centre precinct.

### Eligible Proposals

It is proposed that the types of eligible proposals for the Cockburn Central percent for art contribution remain the same as the current applicable City-wide LPP 5.13, as follows:

1. *All development proposals for commercial (excluding industrial uses), civic, institutional, educational projects or public works of a value greater than \$1 million (one million dollars) are to set aside a minimum of one per cent (1%) of the total project cost (up to a maximum value of \$250,000) for the development of*

*artwork which reflects the themes set out in the Cockburn Coast Place Making Strategy.*

2. *All development proposals for multiple dwellings of a value greater than \$2 million (two million dollars) are to set aside a minimum of one per cent (1%) of the total project cost (up to a maximum value of \$250,000) for the development of artwork which reflects the themes set out in the Cockburn Coast Place Making Strategy.*

The built form of these types of major developments over \$1,000,000 has a significant impact upon the amenity of the surrounding public realm. Thus it is considered appropriate to request a Percent for Art contribution from major developments. The amount, or at least value of the art is generally proportionate to the scale of the development, and the cost of the art is proportionately minor in the context of the overall development.

However for multiple dwellings it is recommended that developments over \$2,000,000 be required to contribute, as developments of \$1,000,000 would only be around eight dwelling units, and not of a scale to warrant inclusion of artworks.

#### Eligible Artworks

Consistent with LPP 5.13, suitable artworks pursuant to the Policy may include:

- building features and enhancements such as bicycle racks, gates, benches, fountains, or shade structures which are unique and produced by a professional artist;
- landscape art enhancements such as walkways or art features within a garden;
- murals, tiles, mosaics or bas-relief covering walls, floors and walkways. Murals may be painted or constructed with a variety of materials;
- sculpture which can be freestanding or wall-supported in durable materials suitable for the site;
- fibreworks, neon or glass art works, photographs, prints.

The following art projects are not considered suitable:

- business logos;
- directional elements such as supergraphics, signage or colour coding;
- "art objects" which are mass produced such as fountains, statuary or playground equipment;
- "off-the-shelf" art and/or reproductions; and

- landscaping or architectural elements which would normally be associated with the project.

Consistent with LPP5.13 the Policy will require the artwork to be designed and produced by a professional artist, as defined by the Policy. To provide further clarification, it is also proposed that the Policy specifically state that artwork or architectural features designed by an architect, building designer or town planner are not considered suitable. This is because percent for art policies are specifically seeking the creative input and contribution of professional artists to complement the work undertaken by architects, town planners and other professionals.

#### Ownership and Maintenance of Artworks

Ownership of Public Art commissioned under this Policy will depend upon the location of the Public Art as follows:

- (a) Where situated on private property, the artwork is owned and maintained by the Owner.
- (b) Where situated on public property, the artwork is owned and maintained by the City, regardless of who coordinated the project.

#### Implementation process

The draft Public Art Plan adopts the same implementation process as the Cockburn Coast Public Art Strategy, as follows –

- Step 1 - Condition imposed on development approval
- Step 2 – Engage and artists prior to buildings licence
- Step 3 – Formal project approval
- Step 4 – Fabrication and installation.

Further details are provided on page 20 of the draft Public Art Plan (**Attachment 1**).

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

#### **City Growth**

- Ensure growing high density living is balanced with the provision of open space and social spaces

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

- 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**

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

**Budget/Financial Implications**

Public Art in Cockburn Central will be funded by private developers, and municipal funds as they become available. DCP 13 will fund \$124,600 towards the Memorial Walk Trail with any further funding required to be provided through municipal funds.

**Legal Implications**

N/A

**Community Consultation**

It is proposed the draft Local Planning Policy 'Cockburn Central Percent for Art' and associated Cockburn Central Public Art Plan be advertised in accordance with Clause 4(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* for a period of 21 days.

**Risk Management Implications**

Should a draft Local Planning Policy 'Cockburn Central Percent for Art' and associated Cockburn Central Public Art Plan not be prepared a lost opportunity will exist to coordinate public art in Cockburn Central.

**Attachment(s)**

1. Draft Cockburn Central Public Art Plan
2. Draft Local Planning Policy 'Cockburn Central Percent for Art'

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

N/A

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

Nil.

**14.4 (OCM 11/8/2016) - CHANGE OF USE FROM FACTORY TO CLUB PREMISES - LOCATION: 4/13 PORT KEMBLA DRIVE, BIBRA LAKE- OWNER: HAYLEY LOUISE BOND, KRISTOPHER GRAHAM BOND, PETA NICOLE RYAN & SULTENE PTY LTD – APPLICANT: TERRY JOSEPH NAPOLI (052/002 / DA16/0422) (G ALLIEX) (ATTACH)**

**RECOMMENDATION**

That Council approve the application for a Change of Use from Factory to Club Premises, at 4/13 Port Kembla Drive Bibra Lake, subject to the following conditions and footnotes:

Conditions

1. The Club Premises is only permitted to operate during the following times:
  - a) Tuesday between the hours of 7.00pm to 12.00am and Friday between 6.30pm to 12.00am, to conduct club meetings;
  - b) Saturday between the hours of 7.00pm to 12.00am once every two months (maximum 6 per calendar year), to conduct private functions;
  - c) Monday to Friday (excluding Public Holidays) between the hours of 8.00am to 7.00pm, for informal use by club members only and for not more than two days per calendar week; and
  - d) On a Saturday, Sunday or Public Holiday between the hours of 8.00am to 7.00pm for informal use by the club members only.
2. No more than twenty five (25) persons are permitted on the premises at any one time.
3. The premises are not approved as a licensed premise. The bar, indicated on the floor plan is not to be used for the sale of alcoholic liquor or supplies to the public unless a change of use for that purpose is approved by the City and Liquor Control Act requirements are complied with.
4. The premises are not to be hired or permitted to be used by a third party, without the prior approval of the City.
5. No external signage advertising the 'Club Premises' or the operator of the 'Club Premises' is permitted.

Footnotes

1. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all

relevant building, health and engineering requirements of the City, with any requirements of the City of Cockburn Town Planning Scheme No. 3, or the requirements of any other external agency.

2. The primary use of the development hereby approved is 'Club Premises', defined in the City of Cockburn Town Planning Scheme No. 3 as *'premises used by a legally constituted club or association or other body of persons united by a common interest'*.

## COUNCIL DECISION

### Background

The subject site at 4/13 Port Kembla Drive Bibra Lake is one of six units on the lot and has an internal floor area of 302m<sup>2</sup>. A brief history of the previous use of the unit relevant to this proposal is detailed below:

1. A retrospective planning application was made for a Change of Use from 'Factory' to 'Club Premises (Rebels Motorcycle Club)' at 4/13 Port Kembla Drive early 2013 which was refused by Council at its meeting held on 11 July 2013;
2. The applicant lodged a review of the decision with the State Administrative Tribunal (SAT);
3. Under Section 31 of the *State Administrative Tribunal Act 2004*, Council was invited to reconsider its previous decision on the subject as a result of the mediation process;
4. Council approved the Change of Use to a 'Club Premises (Rebels Motorcycle Club)' at its meeting held on 12 June 2014 however it was approved temporarily for two (2) years subject to conditions restricting the number of patrons and opening hours; and
5. The temporary planning approval expired on 17 June 2016.

The applicant now seeks to gain a permanent approval for the use of the unit as a 'Club Premises', with changes to maximum occupancy of the unit and operating hours than was previously approved. The application is being referred to Council for determination due to the previous temporary approval being determined by Council.

## **Submission**

N/A

## **Report**

### Proposal

The proposal seeks to permanently change of use of the subject site to 'Club Premises' based on the following detail:

- a) Operating hours from 7:00pm to 12:00am on Tuesdays.
- b) A maximum of seventy (70) club members to be accommodated during the stipulated operating hours (above).
- c) Twenty five (25) club members to be accommodated during typical business hours (8am-5pm) between Monday to Friday.

In accordance with the previous application and temporarily approved use, the proposal is for use by the Rebels Motorcycle Club for formal club meetings outside business hours, informal use by club members on a daily basis and private functions.

### Community Consultation

The current proposal was advertised to all other tenants within the site, adjoining land owners to the north and south of the subject lot and landowners directly across the road from the subject lot. In total, 25 advertising letters were sent out and during the submission period (21 days) a total of 2 submissions were received both of which were non-objections.

### Planning Framework

#### *Town Planning Scheme No.3*

The site is zoned 'Mixed Business' in Council's Town Planning Scheme No. 3 (TPS 3), the objective of which is to

*'provide for a wide range of light and service industrial, wholesaling, showrooms, trade and professional services, which, by reason of their scale, character, operation or land requirements, are not generally appropriate to, or cannot conveniently or economically be accommodated within the Centre or industry zones.'*

A 'Club Premises' is classified as a Discretionary ('D') use within the 'Mixed Business' zone, meaning a use that is use is not permitted unless the local government has exercised its discretion by granting planning approval

The land use 'Club Premises' is defined in TPS 3 as:  
*'premises used by a legally constituted club or association or other body of persons united by a common interest.'*

It was previously accepted by Council that the proposal constitutes a 'Club Premises' and it is therefore capable of approval in the Mixed Business zone.

### *Car Parking*

The subject site requires a total of 38 on-site car parking bays for the land uses operating from the 6 units as per the following table:

<b>Unit</b>	<b>Use</b>	<b>GLA</b>	<b>Parking ratio/required</b>
1	Showroom	140m <sup>2</sup>	1:50m <sup>2</sup> = 3 bays + 1 delivery bay
2	Motor Vehicle Sales	300m <sup>2</sup>	1:5 vehicles + 1:1 employee 20 vehicles approved + 1 employee = 5 bays
3	Factory	305m <sup>2</sup>	1:50m <sup>2</sup> = 7 bays
4	Club Premises	302m <sup>2</sup>	1:50m <sup>2</sup> = 6 bays + 1 delivery bay at 1:500m <sup>2</sup>
5	Dance Studio	200m <sup>2</sup>	1:4 people accommodated = 4 bays
6	Showroom	610m <sup>2</sup>	1:50m <sup>2</sup> = 13 bays + 1 delivery bay
<b>TOTAL</b>			<b>38 bays + 3 delivery bays</b>

A 'Club Premises' under the City's TPS 3 has a parking requirement of 1 parking bay per 50m<sup>2</sup> of Gross Leasable Area (GLA). The previous 'Factory' use was also calculated at a ratio of 1 parking bay per 50m<sup>2</sup> GLA therefore no extra parking bays are required. The subject lot generates a total of 38 car parking bays and 3 delivery bays and given the existing number of parking bays onsite is 42, the proposed change of use is deemed to be compliant with the parking standards of TPS 3.

### Maximum Persons Accommodated & Operating Hours

The previous temporary planning approval for the site (DA13/0264) was subject to two conditions relating to operating hours and the maximum number of people to occupy the unit at any given time. These conditions are listed below:

1. Condition 1 limited the maximum number of people to occupy the unit to a maximum 25 people; and
2. Condition 10 limited the operation hours to the following:
  - Tuesday between the hours of 7.00pm to 9.00pm and Friday between 6.30pm to 12.00am, to conduct club meetings;

- Saturday between the hours of 7.00pm to 12.00am once every two months (maximum 6 per calendar year), to conduct private functions;
- Monday to Friday (excluding Public Holidays) between the hours of 8.00am to 7.00pm for informal use by club members only and for not more than two days per calendar week; and
- On a Saturday, Sunday or Public Holiday between the hours of 8.00am to 7.00pm for informal use by the club members only.

The purpose of the previous temporary two year conditional planning approval was for the City to observe the amenity impacts of the Club Premises on adjoining tenants and surrounding landowners. The City has generally been satisfied with the use of the unit as a 'Club Premises', based on how it has operated over the past two years.

The applicant is now seeking to increase the maximum number of people occupying the unit, after 5:00pm on weekdays and on Saturdays and Sundays, to a maximum of 70 people at any given time. The applicant is also seeking to occupy the unit on Tuesday evenings until 12:00am rather than the previously approved 9:00pm for club meetings.

The use of the subject unit as a 'Club Premises' over the past two years during the temporary approval period restricted to a maximum number of persons to 25 and restricted operating hours has not detracted from the amenity of the area or resulted in complaints to the City by any nearby tenants or landowners. With the exception of the Dance Studio, all other approved uses in the complex operate primarily during normal business hours. The applicant has advised that the attendance of the maximum number of 25 people typically occurs during the formal club meetings which is twice a week and outside normal business hours and on the occasional private function once every two months on Saturday nights.

The City did not receive any objections to the proposed increase in the maximum number of people to occupy the unit after 5:00pm on weekdays and on Saturdays and Sundays to 70 persons. However, there is concern that an increase in the number of members in the premises at any one time which would increase the scale of the operation and may negatively impact the amenity of the area, conflict with other land uses in the area and could be more likely to result in anti-social behaviour in and around the site. It is the small scale nature of the use which has been limited to 25 persons that has meant that the use has operated in the area without impact. Should Council support this proposal, a condition could be imposed restricting the number of persons to 25 as per the previous temporary approval.

The amended operating hours on Tuesday evenings as proposed are not considered problematic as the premises will be required to comply with the *Environmental Protection (Noise) Regulations 1997*.

### Bar Facilities

Although the issue of the 'bar' was raised in the previous application and discussed in the Council report, the plans submitted still show a bar in the unit. It was previously clarified by the applicant that the 'bar' will not be used for the purposes of a licensed premises (i.e. there is no intention to sell and supply liquor to club members or guests for consumption on or off the premises). Given the information provided, the 'bar' facility does not impact the assessment of this development application and no Public Interest Assessment Report (PIAR) is required. Should Council support this proposal, a condition could be imposed ensuring that the premises are not licensed premises.

### Public Building Approvals

Under the *Health (Public Buildings) Regulations 1992* it should be noted that the unit can accommodate a maximum of 100 persons at any one time. However, any restriction on the number of persons under planning legislation (through a planning approval) would have to be adhered to by the proponent as it is a requirement to comply with all relevant legislation.

### Conclusion

During the temporary approval period based on restricted hours of operation and numbers of persons on site, the proponent has demonstrated to the City that they can utilise the unit for 'Club Premises' without negatively impacting the amenity of tenants within the complex and surrounding land owners. However, the proposed increase from 25 to 70 persons has the potential to increase the scale of the use and is not supported due to the potential amenity impacts that could arise. The minor increase in hours of operation is supported and is not expected to cause issue. It is therefore recommended that Council approve the use of the unit as a 'Club Premises' in perpetuity, subject to conditions contained in the recommendation.

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

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

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

**Economic, Social & Environmental Responsibility**

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

**Budget/Financial Implications**

Costs involved in defending any review of the decision in the State Administrative Tribunal which would be met through municipal funds.

**Legal Implications**

N/A

**Community Consultation**

The proposal was advertised to nearby and surrounding landowners, see 'Consultation' section of the report above.

**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. Should Council approve the proposal, there is a risk as the Rebels Motorcycle Club have previously been linked to illegal activities, which could pose a risk to the area including adjoining tenants and land owners.

**Attachment(s)**

1. Site Plan; and
2. Floor Plan

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

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 August 2016 Council Meeting.

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

Nil.

#### 14.5 (OCM 11/8/2016) - REVISED REVITALISATION STRATEGY STAGING PLAN (110/093) (R PLEASANT) (ATTACH)

##### RECOMMENDATION

That Council supports an amendment to the revitalisation strategy staging plan as follows:

- Yangebup (2018/19).
- Southern portion of Spearwood and Munster (2020/21).
- Review the need for further revitalisation strategies, inclusive of the older area of Coogee (2022).

##### COUNCIL DECISION

### Background

Council resolved at the 14 November 2013 Ordinary Council Meeting to support a revitalisation strategy staging plan as follows:

- Stage 1 – North Lake and Bibra Lake (2014/2015).
- Stage 2 – South Lake (2015/2016).
- Stage 3 – Yangebup (2016/2017).
- Stage 4 – Southern portion of Spearwood and Munster (2018/2019).

The City completed the fourth revitalisation strategy in May 2016, the Lakes Revitalisation Strategy. This follows the Phoenix Revitalisation Strategy undertaken in 2009, the Hamilton Hill Revitalisation Strategy in 2012 and the Coolbellup Revitalisation Strategy in 2014.

The Lakes Revitalisation Strategy covered the areas of South Lake, the eastern portion of Bibra Lake and a portion of North Lake. The area covered by the revitalisation strategy encompassed the areas of both stage 1 and 2 listed above.

The combining of stages 1 and 2 in addition to the revitalisation program being placed on hold during local government reform has resulted in the need to review timeframes and advise Council of the amendment to the program.

It is recommended that Council endorse the amendment to the staging plan as proposed by this report.

### **Submission**

N/A

### **Report**

The preparation of revitalisation strategies is predominantly driven through

- 1) The need to promote further housing choice options as suburbs and communities throughout the locality grow, change, and age.
- 2) To guide investment in the public realm to help support growing residential populations of which may result as part of uplifting of residential densities.

The need to identify greater densities to reduce urban sprawl is an ongoing aspiration for the State Government with the latest strategic plan for the Perth metropolitan and Peel regions being *Perth and Peel @ 3.5M*. In line with this long term aspiration, the City has been actively addressing the challenge of infill development through providing innovative planning responses via the revitalisation strategies.

A key action within the City of Cockburn Strategic Community Plan 2016–2026 relates to - *Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types*. As a direct result of this vision, the Corporate Business Plan has identified the need to - *Finalise the Yangebup Revitalisation Strategy and ensure clear transition to the operational Business Units of the City to achieve implementation 18/19*.

Revitalisation strategies present an opportunity to address a variety of suburb specific opportunities including:

- The upgrading of infrastructure and public open space.
- Guidelines and initiatives for the enhancement of local centres and activity centres.
- Streetscape and transport infrastructure improvements.
- Strategies to protect and enhance important local characteristics.
- Provide a coordinated approach in managing change relating to aging building stocks in older suburbs.

### Proposed amendment to staging

Only an amendment to timeframes is proposed. No amendment to suburbs included with the exception of a review of new areas in 2022 including the area of Coogee to first be developed. Attachment 1 details the areas set out below -

- Yangebup (2018/19).
- Southern portion of Spearwood and Munster (2020/21).
- Review the need for further revitalisation strategies, inclusive of the older area of Coogee (2022).

A key influence on the order of the stages relates to the current quality and age of housing stock, centres and infrastructure.

Given the coming 12 months needing to manage the key actions associated with the Lakes Strategy, and to continue implementation of the City's pre-existing Revitalisation Strategies, it is recommended that Council endorse the minor timing change as recommended by this report.

### **Strategic Plan/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.

### **Community Strategic Plan and Corporate Business Plan**

The City of Cockburn Strategic Community Plan 2016–2026 identifies the need to - *Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types.*

The Corporate Business Plan identifies - *Finalise the Yangebup Revitalisation Strategy and ensure clear transition to the operational Business Units of the City to achieve implementation 18/19.*

**Budget/Financial Implications**

The project will be undertaken internally by Council staff with any minor costs associated with the project being funded from the town planning studies budget.

**Legal Implications**

N/A

**Community Consultation**

N/A

**Risk Management Implications**

Should a revitalisation strategy staging plan not be adopted then a lost opportunity will exist to coordinate housing needs across the City.

**Attachment(s)**

Revitalisation Strategy Staging Plan Map

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

N/A

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

Nil.

- 14.6 (OCM 11/8/2016) - PROPOSED RE- NAMING OF PUBLIC OPEN SPACE RESERVE 47410 (RESERVE FOR PUBLIC USE & RECREATION) - LOT 4881 (20) RAVELLO VISTA, YANGEBUP - OWNER: STATE OF WA (MGT ORDER : CITY OF COCKBURN) (147/001 / 6000808) (A TROSIC / A KHAN) (ATTACH)**

**RECOMMENDATION**

That Council advise the applicant that, according to the policy requirements of the Geographic Naming Committee, it is unable to support the renaming request for Ravello Park to become Dropulich Park.

## COUNCIL DECISION

### Background

The City has recently received a request to rename Ravello Reserve to become Dropulich Park. Ravello Reserve is specifically Reserve 47410, and is located at No. 20 (Lot 4881) Ravello Vista, Yangebup.

Following the Policy set out by the City and Geographical Naming Committee (GNC), the name 'Ravello' was chosen for the reserve due to this being the name of the adjoining road. This name was formally approved by the GNC on 20 June 2013.

The name Ravello is from the historic town of Ravello, on the Amalfi Coast which is a well-known tourist destination. It generally reflects the southern European which is a common naming theme in Cockburn. It is proposed to rename the park as Dropulich Park. The park in question is shown following:



### Submission

The City received a request for the renaming of the public open space reserve from Ravello Reserve to Dropulich Park from Mate and Senka Dropulich, owners of 28 Shallcross Street, Yangebup . The owners

are also subdividing land, which will make up the majority of the park once completed.

## **Report**

The name Dropulich Park, has been proposed by the applicant to recognise the contribution of the Dropulich family to the broader Cockburn community. The name Dropulich reflects the surrounding Southern European Theme which is evident through much of Spearwood, Munster and western parts of Yangebup. The background letter submitted by the applicant is provided at Attachment 1.

In accordance with Council policy and delegation, the request was considered according to Policy PSPD20 (Naming of Parks and Reserves) and the Geographic Names Committee Principles, Guidelines and Procedures document. In accordance with Council Policy and GNC procedure, further community consultation was undertaken via newspaper advertisement in the 21 June 2016 edition of the Cockburn Gazette, the City's website and letters also sent to surrounding and nearby landowners. An important consideration that is taken in respect of any renaming request, noting that park names are meant to be enduring, is the community sentiment to such a proposal. The community consultation results are described following.

### Community Consultation

The proposed renaming of Ravello Reserve was advertised for public comment from 21 June to 12 July 2016. All of the submissions that were received are set out in the Schedule of Submissions (Attachment 2). A total of nine submissions were received.

Of the submissions received, seven submissions preferred the name 'Ravello' citing it easier to pronounce, also that it was a logical name choice after the adjoining road and that the community had become accustomed to the reserve being Ravello Reserve.

One submission was from a landowner who had previously requested the name Ravello Reserve be renamed after her family. The City had rejected that request as it was deemed unsuitable by GNC policy.

### Officer Comment

It is important to consider the State Government Policy Guidance given in respect of renaming of reserves. This assists the City in considering what a fair and reasonable response to this request needs to take in to account. The relevant sections of the GNC Policy are extracted following:

## 5.4 Naming amendments

Official local park or recreational reserve names are expected to be enduring. Landgate discourages any changes to official names without good reason, however such proposals will be considered on an individual basis, and the merits of each case will be carefully evaluated.

Reasons that may be considered in support of a name change are:

- changes made to bring official usage into agreement with well-established local usage
- proposals to eliminate naming issues such as derogatory names, duplication or those previously approved on the basis of incorrect information
- proposals previously made at the request of persons or organisations (public or private) for commemorative or other reasons important to the proposer.

Where a change to the name of a local park or recreational reserve is proposed, clear justification outlining sufficient reasons for consideration is required. As names are meant to be enduring, the current name has already been in use within the public domain. The proposed new name selected shall conform to all the necessary naming policies and standards.

It is clearly evident that renaming of parks is discouraged. This reflects the logic that park names are meant to be enduring, and that renaming requests start to undermine the significance once a park is named. In the case of this request, it is also proposed to be a Personal (family) name. The GNC guidelines provide the following additional advice in this respect:

### 1.4.2 Use of personal names

Requests to approve names that commemorate, or that may be construed to commemorate, living persons will not be considered. Community attitudes and opinions may change over time and as a result any requirement to rename may lead to confusion and be costly to process.

The approval of a name to commemorate an individual will only be considered if:

- such application is in the public interest
- there is evidence of broad community support for the proposal
- the person has been deceased for at least two (2) years
- the applicant requesting the new name is not an immediate relative, written permission of the family should be obtained

- the person being honoured by the naming has had either some direct and long-term association, twenty (20) or more years, with the feature
- has made a significant contribution to the area in which it is located
- the proposal commemorating an individual with an outstanding national or international reputation has had a direct association with the area in which it is to be located.

The following will not be considered as appropriate grounds for a commemorative naming request:

- current or recent ownership of the land
- precedence of existing names
- recent or ongoing public service within all levels of government
- no direct association with the area.

The personal name of Dropulich does not fulfil the above requirements. Officers have had a number of discussions with the applicant, and understand how significant this issue is for the family. In order to reflect this significance, this report seeks Council to make a final decision, taking in to account the policy guidance and also the results of public consultation that did not support the renaming. It is recommended that Council advise the applicant that it cannot support the renaming request.

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

#### **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.

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

N/A

#### **Legal Implications**

N/A

#### **Community Consultation**

Public consultation was undertaken as per Council policy and the GNC guidelines. The proposal was advertised from 21 June to 12 July 2016. This included letters to landowners in the area.

### Risk Management Implications

The key risk for Council is in making a decision which appears contrary to the policy guidance provided by the GNC, and in light of the community consultation outcomes that did not support the renaming request.

### Attachment(s)

1. Background letter
2. Schedule of submission

### Advice to Proponent(s)/ Submissioners

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

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

Nil.

#### 14.7 (OCM 11/8/2016) - PROPOSED LOCAL STRUCTURE PLAN RECOMMENDATION TO THE WESTERN AUSTRALIAN PLANNING COMMISSION – LOT 38 (584) ROCKINGHAM ROAD, MUNSTER – (110/081) (G LILLEY) (ATTACH)

##### RECOMMENDATION

That Council

- (1) adopts the Schedule of Submissions prepared in respect to the proposed structure plan;
- (2) endorse the Bushfire Management Plan when prepared as recommended in modification point 22;
- (3) pursuant to *Schedule 2, Part 4, Clause 20 of the deemed provisions of the Planning and Development (Local Planning Schemes) Regulations 2015*, recommend to the Western Australian Planning Commission the proposed Structure Plan for Lot 38 Rockingham Road, Munster, be approved, subject to the following modifications:
  1. Modify all references to 'Local Structure Plan' within the text to 'Structure Plan' in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.
  2. Remove 'Endorsement Page' from Appendix F and insert immediately following the 'Cover Page' of the report.

3. Modify the text within the 'Executive Summary' in paragraph 1 with the following: "*This submission has been prepared by Hames Sharley and Modan on behalf of G.J.C. (WA) Pty Ltd in relation to Lot 38 (584) Rockingham Road, Munster (the subject land).*"
4. Modify the numbering of the 'Table of Contents' to align with corrected sections within the report.
5. Modify the 'Appendices' list to align with other modifications required in the report (refer to points 2, 6, 12, 14, 26, 34).
6. Modify all references to Appendices throughout the report to comply with the supporting 'Table of Contents' sequencing.
7. Part 1 - Remove Structure Plan Map from Appendix A and insert it immediately following Part 1.
8. Part 1 - Modify the text within Section 1.0 with the following: "*This Structure Plan shall apply to the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan Map*".
9. Part 1 - Modify the Structure Plan Map within Section 1.0:
  - a. In the 'Legend' insert the heading 'Local Scheme Zone' and insert below the text 'Residential R50' and 'Residential R80' with relevant symbols/ colours.
  - b. In the 'Legend' insert the heading 'Other' and insert below the text 'Structure Plan Boundary' with relevant symbol.
  - c. Modify the design of the 'Structure Plan Map Boundary' to comply with the symbol in the 'Legend' for the 'Structure Plan Boundary'.
  - d. In the 'Legend' delete 'Development Zone'.
  - e. In the 'Legend' delete numbers '50' and '80' and leave only 'R50' and 'R80' removing the brackets.
  - f. On the map delete 'Development Zone' colouring.
10. Part 1 - Modify the text in Section 4.3 with the following: "Designated Bushfire Prone Areas – Construction Standards.  
*This Structure Plan is supported by a Bushfire Management Plan (BMP) contained within Appendix \*. Any land falling within 100 metres of a bushfire hazard identified in the BMP is designated as a Bushfire Prone Area for the purpose of the Building Code of Australia*".
11. Part 1 - Delete paragraph 2 in Section 4.5: "*Lot 39 to the north has been provided with a connection to the east and a potential connection to the west via a laneway. It is anticipated that future development of Lot 39 will abut lots to the common boundary to create seamless development;*"
12. Part 1 - Modify the text in Section 4.8 point 1 with reference to Appendix E so that this appendix letter aligns to modifications required in point 5 of this report.

13. Part 1 - Modify the text in Section 5.0 as follows: *“A Local Development Plan (LDP) is not required to be prepared for this site pursuant to Clause 47 (b) of the Planning and Development (Local Planning Schemes) Regulations 2015”.*
14. Remove Appendix C – Local Development Plan from the report and from the ‘Table of Contents’.
15. Part 1 - Modify the text in Section 6.1 with the following: *“The developer is to make satisfactory arrangements with the City of Cockburn to provide proportional contributions towards those items of development infrastructure defined by the City of Cockburn Town Planning Scheme No. 3 for the Development Contribution Area 13 (DCA13) and the Development Contribution Area (DCA6)”.*
16. Remove all reference in the report referring to *“laneway”*.
17. Part 2 - Modify the text in Section 1.1 paragraph 4 with the following: *“This proposal is accompanied by a Structure Plan Map prepared in accordance with City of Cockburn Town Planning Scheme No. 3.”*
18. Modify all Figure numbers on images to conform to the supporting text throughout the report.
19. Part 2 - Insert in Section 1.3.2 reference to the *State Planning Policy 3.7 – Planning in Bushfire Prone Areas* and insert with the following text: *“State Planning Policy 3.7 (SPP 3.7) seeks to guide their implementation of effective risk based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure. SPP 3.7 applies to strategic planning proposals, including Structure Plans over land designated as bushfire prone by the Map of Bushfire Prone Areas prepared by the Department of Fire and Emergency Services. Lot 38 is designated as Bushfire Prone and as such has undertaken a Bushfire Management Plan (see Appendix \*)”.*
20. Part 2 - Insert in Section 1.3.2 of the Bushfire Prone Areas Map and insert text with the following: *“An extract from the Map of Bushfire Prone Areas Mapping, as it relates to Lot 38 is included in Figure \* below.”*
21. Part 2 - Modify Section 1.3.5 with the following: *“Local Planning Policy LPP 1.2 Residential Design Guidelines”* and *“Local Planning Policy LPP 1.11 – Residential Zoning and Subdivision Adjoining Midge Infested Lakes and Wetlands”.*
22. Part 2 - Insert in Section 1.3.5 the following: *“Local Planning Policy LPP 1.13 – Bushfire Prone Areas”.*
23. Part 2 - Update and modify Section 2.4 to summarise the findings of the Bushfire Management Plan (BMP).
24. Part 2 - Modify Section 3.1 text with the following: *“The*

proposed Structure Plan covers a gross development area of 0.4775 ha compromising of Residential R50 and R80 density, as shown on proposed Structure Plan in Figure \*. The associated proposed dwelling yield and estimated population is also summarised in Table 3”.

25. Part 2 - Modify the map in Section 3.1 ‘Indicative Development Plan’ so that the ‘Legend’ is aligned with point 8 of these modifications and that the north-south road is reflected with a scale delineating it as 15 meters in width.
26. Part 2 - Delete Section 3.3.2 from this section and the related Appendix.
27. Part 2 - Modify numbered sections appropriately due to the deletion of Section 3.3.2.
28. Part 2 - Modify layout of Section 3.4.1 with the following: *“The subject land is strategically located with direct access to Rockingham Road which offers connections to Beeliam Drive, Stock Road and Kwinana Freeway. This road network provides ease of access to the wider Perth Metropolitan Area”.*
29. Part 2 - Insert a new Section 3.4.3 and insert all of the text from Section 3.9.3 and modify with the following: *“All roads will be required to be designed and constructed to the satisfaction of the City of Cockburn’s Engineering Department. It is required that this will be constructed to a standard of fifteen (15) metres as specified by the City of Cockburn”.*
30. Part 2 - Insert in new Section 3.4.3 a summary of the findings and conclusions of the Transport Impact Statement (TIS).
31. Part 2 - Modify the numbering sequence of the subsequent sections.
32. Part 2 - Delete Section 3.9.3 and modify the numbering sequence of the subsequent sections appropriately.
33. Part 2 - Delete Section 4.0 Summary and Conclusion.
34. Part 2 - Insert new Section 4.0 Technical Studies Appendices Index including the following table with relevant texts:

Appendix No.	Document Title	Assessment Agency	Approval Status

35. Appendices – Modify appendices as requested in point 5 of the modifications.

(4) advise the applicant and the WAPC that should these

modifications not be supported by the WAPC, then the proposed structure plan is recommended for refusal due to its design providing an inappropriate movement network and incomplete planning framework in which to support the intended development; and

- (5) advise the landowner/s within the Structure Plan area and those who made a submission of Council's recommendation accordingly.

## COUNCIL DECISION

### Background

The purpose of the report is to consider making a recommendation to the Western Australian Planning Commission for the Proposed Structure Plan for Lot 38 (584) Rockingham Road, Munster. The Proposed Structure Plan was initially prepared by Hames Sharley, and more recently by Modan.

The Proposed Structure Plan responds to the zoning of the land as a Development zone, requiring the preparation of a structure plan in order to guide future land use, subdivision and development. Full details of the Proposed Structure Plan are set out under the report section.

The Proposed Structure Plan provides the first opportunity to facilitate the compatible redevelopment of the area, providing for comprehensive and flexible infill development options which are considered a fundamental strength of the proposal.

Although the City raised a number of concerns with the Structure Plan report, the proponent wished to proceed with the advertising of the Structure Plan without making many of the recommended modifications. The concerns of the City and the issues raised in the submissions are discussed throughout the succeeding report. These concerns and issues account for the number of modifications which are required to the Structure Plan. Due to the new process imposed by the WAPC on all local governments, the City could no longer get these issues addressed upfront before advertising. The result therefore is

having to deal with all the issues post advertising, which in this case there are a number needing to be addressed and modifications undertaken.

The Structure Plan was advertised for 28 days from the 26th May 2016 and concluding on the 28th June 2016.

### **Submission**

The Proposed Structure Plan was prepared by Modan on behalf of the land owner/s.

### **Report**

#### Planning Background

The subject site is 0.4475 hectares in area and is bound by Rockingham Road to the west and Stock Road to the east. The land to the north and south is undeveloped urban zoned land. See Attachment 1 for details.

The subject land contains an existing brick and tile dwelling and outbuilding, located on the western portion of the lot fronting Rockingham Road. The remainder of the site contains low lying grasses and shrubs. Historically, the land was used for market gardening however these operations have since ceased and the land remains cleared of significant vegetation.

The Proposed Structure Plan is located within a key future development zone surrounded by eight other undeveloped lots. It is the first Structure Plan to be lodged and it is imperative that the design and layout of Lot 38 assimilates with adjacent indicative design plans proposed by the City of Cockburn (refer to Attachment 3).

The subject land is zoned 'Urban' under the Metropolitan Region Scheme and 'Development' under City of Cockburn Town Planning Scheme No. 3. The subject land is also located within Development Contribution Area No. 6 (DCA 6) and Development Contribution Area No. 13 (DCA 13).

#### Residential Density – State Government Direction

*Perth and Peel @3.5 million, Directions 2031 and Beyond and Liveable Neighbourhoods* promote a minimum of 15 dwellings per hectare, as the 'standard' density for new greenfield development in urban areas.

The Outer Metropolitan Perth and Peel Sub-regional Strategy forms an integral part of the Directions 2031 vision. It provides information about

the levels of expected population growth by local government area, and highlights development opportunities and increased densities in greenfield areas, including the south-west outer sub region which the City of Cockburn is included.

### Residential Density – Proposed

The Structure Plan proposes residential densities of R50 and R80 to facilitate the development of 26 dwellings or approximately 52 dwellings per hectare. If fully developed, the Structure Plan should ultimately accommodate approximately 73 residents. The proposed Structure Plan therefore meets *Liveable Neighbourhoods* minimum dwelling targets while providing a future diversity of housing stock. The proposal will assist in ensuring the state dwelling targets for the South Metropolitan Perth area, as identified within *Perth and Peel @3.5 million* strategic land use planning document, are reached whilst providing additional housing diversity to the locality.

While density targets may be met, the City has undertaken extensive engagement with the proponent for the draft Structure Plan and has advised them that their design raises a number of concerns (Attachment 2). Of particular concern is the suggestion of Local Development Plans being required as well as the below standard width of the north-south road and the restricted movement network that it will cause in the future. These issues are discussed in further detail below.

### Local Development Plan

The proponent has included a Local Development Plan in the Proposed Structure Plan report. However, pursuant to Clause 47 (b) of the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 Part 6, a Local Development Plan is generally required as a condition of subdivision. In Appendix C of the Structure Plan report the proponent has provided a 15 page document which aims to provide a number of development controls over the land. In discussion with the landowner, it was understood that the indicative designs for the three-storey residential dwelling developments may not be developed depending on costs and market considerations.

On this basis, it is considered inappropriate for the Proposed Structure Plan to include a Local Development Plan which may further restrict and complicate the development approval process and subdivision process. Notwithstanding the above, the Local Development Plan aims to vary the R-Codes extensively which is inconsistent with the Western Australian Planning Commission document *Structure Plan Framework* dated March 2016.

### Underwidth north-south road

The proposed Structure Plan identifies the provision of north-south road link that will be established when the land to the north and south between Howe Street and Mayor Road (Beeliar Drive extension) is planned and developed. This proposed Structure Plan however proposes an underwith road reserve, which does not have a sufficient width to accommodate a 6m carriageway together with standard 4.5m verges. According, the it is recommended that the proposed Structure Plan be amended requiring the north-south road link to be a minimum road reserve width of fifteen (15) metres.

### Consultation

There were a total of 29 submissions received. 11 of these submissions were from government agencies, with the principal concern raised by Main Roads Western Australia for the recommendation of an Acoustic Noise Report and a Traffic Statement to be undertaken by the proponent and included in the report.

Of the 18 community submissions there were fifteen 15 submissions of objection, and three of support.

All submissions are outlined and addressed in the Schedule of Submissions (Attachment 4); however, the key issues that have been raised are also discussed in detail below.

### *Traffic concerns*

The majority of submissions expressed concern regarding increased traffic and the inadequacy of the Rockingham Road, Mayor Road, Beeliar Drive and Stock Road intersections. Consequently, it is therefore recommended by the City of Cockburn's Road Engineers that the Structure Plan report be amended to include a Traffic Impact Statement with an analysis of this assessment included in Part Two Section 3.4.3 of the report.

The City believes that the projected traffic numbers can be accommodated within the existing road network. There is also a future road project for this area which will ultimately address these traffic concerns. Hence, in the interim period the Proposed Structure Plan does not impress upon the traffic issues of these intersections.

Furthermore, it is important to note that exact traffic numbers cannot be known at this time given that the exact future uses are not known. Traffic and parking will be matters again considered at the

Development Approval stage when the exact use and scale of the uses are known in specific detail.

#### *Noise concerns*

The Main Roads Western Australia's submission and the City of Cockburn's Heath Services Department raised concerns with the potential issue of traffic noise from freight vehicles and general traffic using Stock Road. The applicant has been made aware of the advice provided by Main Roads Western Australia as per their request.

The advice to the proponent suggests careful consideration should be given to the impact of noise on the planned residential lots in the vicinity of the Stock Road and a noise assessment and noise mitigation measures should be undertaken. It is therefore recommended that the Acoustic Preliminary Assessment will be reassessed at the Development Approval stage.

#### Bushfire Management

The State Planning Policy 3.7 (SPP 3.7) seeks to guide the implementation of effective risk based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure. The SPP 3.7 applies to strategic planning proposals, including Structure Plans over land designated as bushfire prone by the Map of Bushfire Prone Areas dated the 7 December 2015 and prepared by the Department of Fire and Emergency Services. Lot 38 Rockingham Road lies within the Bushfire Prone Areas as shown in Figure 1.

It is therefore recommended by the City of Cockburn that the Structure Plan report be amended to include a Bushfire Management Plan (BMP) and include it in Part 2 Section 2.4 with a summary of the findings of the Bushfire Management Plan (BMP).

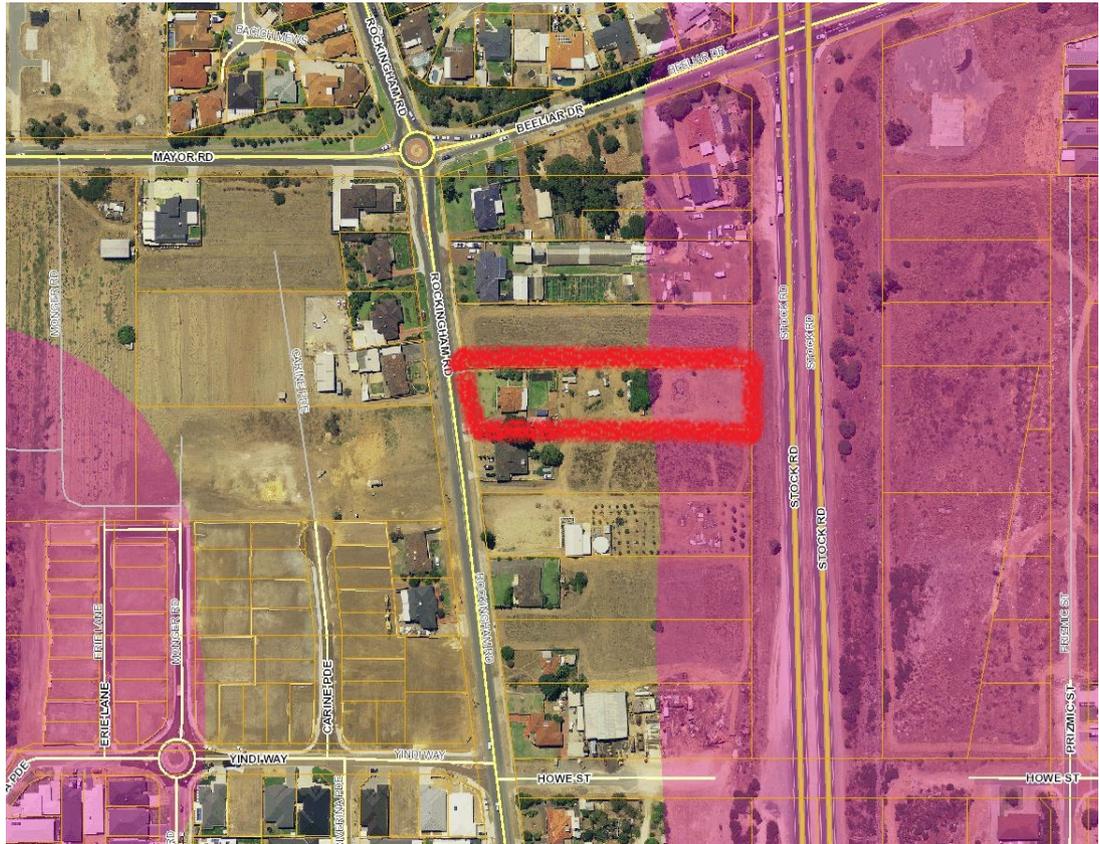


Figure 1 Location of Lot 38 (584) Rockingham Road, Munster within the Bushfire Prone Area dated the 7 December 2015 (DFES 2015)

### Public Open Space

Public Open Space within the Structure Plan proposes 'cash-in-lieu'.

### Conclusion

The Structure Plan proposes residential densities of R50 and R80 to facilitate the development of 26 dwellings or approximately 52 dwellings per hectare. The density targets are above the minimum expectation of *Directions 2031 and Beyond* and *Liveable Neighbourhoods*, and is therefore considered to be consistent with the State Government vision for increased urban densities.

The Proposed Structure Plan with the recommended modifications is considered to provide sufficient flexibility to facilitate the infill development of a diverse housing stock, while ensuring the character of the area is not compromised, and residential amenity is protected.

It is therefore recommended that Council recommend to the WAPC that the Structure Plan be approved, subject to modifications.

## **Strategic Plan/Policy Implications**

### **City Growth**

- Ensure planning facilitates a desirable living environment and meets growth targets
- Ensure a variation in housing density and housing type is available to residents

### **Budget/Financial Implications**

The Structure Plan fee was calculated in accordance with the Regulations. There are no other direct financial implications associated with the Proposed Structure Plan.

### **Legal Implications**

N/A

### **Community Consultation**

Pursuant to *Schedule 2, Part 4, Clause 18 of the deemed provisions of the Planning and Development (Local Planning Schemes) Regulations 2015*, public consultation was undertaken for 28 days commencing on 26 May 2016 and concluding on 28 June 2016.

Advertising included a notice in the Cockburn Gazette, letter to the selected landowners within and surrounding the Structure Plan area and State Government agencies.

In total Council received 29 submissions. 11 submissions were received from government agencies and service providers. 18 submissions were received from members of the community.

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

### **Risk Management Implications**

The officer's recommendation takes in to consideration all the relevant planning factors associated with this proposal. It is considered that the officer recommendation is appropriate in recognition of making the most appropriate planning decision.

The Structure Plan proposes a design that the City has raised a number of concerns over as discussed in the above report. The recommended modifications to the Structure Plan address these

concerns and thus if these modifications are not supported, the result would be a Structure Plan that does not appropriately provide the coordination of key infrastructure or public amenity.

The current Structure Plan design is not consistent with orderly and proper planning and would not provide future residents with a safe and efficient local road network.

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

1. Proposed Structure Plan
2. Modified Structure Plan Map
3. Indicative Road Design
4. Schedule of Submissions

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

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 August 2016 Council Meeting.

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

Nil.

### **14.8 (OCM 11/8/2016) - NAMING OF MARKET GARDEN SWAMPS (147/001) (A TROSIC / A KHAN) (ATTACH)**

#### **RECOMMENDATION**

That Council

- (1) adopt Bindjar Lake, Boodjar Mooliny Lake and Moyootj Lake as feature names;
- (2) adopt Bindjar Reserve, Boodjar Mooliny Reserve and Moyootj Reserve as reserve names;
- (3) undertake community consultation for a period of 21 days involving local newspaper advertisement and promotion through the City's website and social media, seeking community feedback on the names; and
- (4) at the close of advertising, subject to there being no substantial objects, the naming requests be formally submitted, together with community feedback, to the Geographic Names Committee for approval.

**COUNCIL DECISION****Background**

Three lakes and reserves located in Spearwood and Munster need to be named, and historically have been known as Market Garden Swamps 1, 2 and 3. They are deserving of more recognition than simply 1, 2 and 3 to signify them, and accordingly this report recommends naming of the reserves and their features uniquely.

The northernmost lake/reserve is bounded by Garden Road, Pennlake Drive and Troode Street, Spearwood (see Attachment 2 and 5).

The central lake/reserve is bounded by Gumina Place, Troode Street, Leschenault Boulevard, Musulin Rise and Mayor Road, Munster (see Attachment 3 and 6).

The southernmost lake is bounded by Riverina Parade, Preston Drive and Fawcett Road, Munster (see Attachment 4 and 7).

In accordance with Council policy and delegation, the proposal is to be considered according to Council Policy PSPD20 'Naming of Parks and Reserves' and the Geographic Names Committee ("GNC") Principles, Guidelines and Procedures document.

**Submission**

The three lakes and reserves are to be named by the City. Being important natural features, and part of a notable reserve network, they are deserving of proper naming and recognition.

**Report**

This has been brought to Council to determine and officially name the lakes and reserves after indigenous names meaning swamp:, Bindjar, Boodjar Mooliny and Moyootj.

Nyungar names are particularly encouraged by the Geographic Names Committee 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 lakes and reserves would be an achievement of the above actions.

The names Market Garden Swamp No. 1, Market Garden Swamp No. 2 and Market Garden Swamp No. 3 have been informally used for the three lakes and reserves, and are known as such by some sections of the community. The feature names Market Garden Swamp No. 1, Market Garden Swamp No. 2, and Market Garden Swamp No. 3 and subsequently their reserve names of Market Garden Swamp No.1 Reserve, Market Garden Swamp No. 2 Reserve and Market Garden Swamp No. 3 Reserve are not suitable as they are too similar, very long and unimaginative. They also downplay what should be recognised as a unique and valued section of reserved land within the City.

The selected names of Moyootj, Bindjar and Boodjar Mooliny are considered excellent choices especially given the work of the City in continuing to restore these reserves to their natural states. This will also give the City the opportunity to create some unique interpretive information going forward that captures the story of these areas.

Officers have also sought feedback from the City's Aboriginal Reference Group, who have assisted officers in developing the themes and name selections. This helps to provide a deep and local indigenous connection that naming of such important natural environments certainly deserve and continues to demonstrate the City's commitment to an ongoing collaboration between the City and indigenous Australians.

It is recommended that Council support the naming. Should Council support the naming, it is recommended that the Council then advertise them for public feedback before finally submitting them to the GNC for approval.

### **Strategic Plan/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.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A

### **Community Consultation**

Officers undertook liaison with the City's Aboriginal Reference Group via the City's Aboriginal Community Development Officer. There is support for the proposed names from the ARG.

### **Risk Management Implications**

The key risk in not naming the reserves is that the City is left with an unimaginative naming of the reserve, which is not deserving of the important environmental and natural qualities which they hold.

**Attachment(s)**

1. Location map
2. Location of Bindjar Lake
3. Location of Boodjar Mooliny Lake
4. Location of Moyootj Lake
5. Location of Bindjar Reserve
6. Location of Boodjar Mooliny Reserve
7. Location of Moyootj Reserve
8. Advice from City of Cockburn Aboriginal Reference Group

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

N/A

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

Nil.

**14.9 (OCM 11/8/2016) - LOT 14 (NO. 325) ROCKINGHAM ROAD, SPEARWOOD - PROPOSED STRUCTURE PLAN - OWNER: G & V PALERMO - APPLICANT: MW URBAN (110/142) (D. DI RENZO) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) adopts the Schedule of Submissions prepared in respect to the proposed structure plan.
- (2) pursuant to Schedule 2, Part 4, clause 20 of the deemed provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, recommend to the Western Australian Planning Commission, the Proposed Structure Plan for Lot 14 Rockingham Road Spearwood, be approved, subject to the following modifications:
  1. The additional information contained in Attachment 2 being incorporated into the Acoustic Assessment (Appendix 2) to provide greater clarification.
  2. Modify Clause 1.3.1 of the Structure Plan report to include reference to the subject land as being within 'Development Area 31', Development Contribution Areas 12 and 13.
- (3) advise the landowners within the structure plan area and those who made a submission of Council's recommendation accordingly.

**COUNCIL DECISION****Background**

The purpose of the report is to consider making a recommendation to the Western Australian Planning Commission (“WAPC”) for the Proposed Structure Plan for Lot 14 (No. 325) Rockingham Road, Spearwood.

The proposed structure plan has been advertised for community consultation, and the purpose of this report is to consider making a recommendation to the WAPC, in light of the advertising that has taken place.

**Submission**

The proposed structure plan has been submitted by MW Urban Planning Consultants on behalf of the landowner.

**Report**Subject land

The subject land is located on the western side of Rockingham Road Spearwood, south of Spearwood Avenue and immediately south of the rail line. The subject site is 1.828 hectares, and is currently vacant.

The subject land is zoned ‘Development’ zone, located within ‘Development Area 31’, and Development Contribution Areas 12 and 13 pursuant to the City of Cockburn Town Planning Scheme No. 3 (“Scheme”). It is located within the ‘Packham North District Structure Plan’ and is identified as ‘Mixed Business’.

Packham District Structure Plan

The Packham North District Structure Plan (“District Structure Plan”) was prepared by the City of Cockburn in order to facilitate proper and orderly planning across Development Area 31 (Packham North). The purpose of the District Structure Plan is to facilitate the development of the former Watsonia Abattoir and Small Goods Factory, together with

the surrounding land that was previously zoned 'Rural' and was within the odour buffer of the abattoir.

The District Structure Plan provides an overall planning framework to guide future Structure Plans, given the fragmented nature of landownership which exists.

It identifies the area primarily for future residential development, but also includes some commercial zonings, including a 'Mixed Business' precinct within the northeast of the District Structure Plan area that was previously zoned 'Light and Service Industry'.

The District Structure Plan was endorsed by Council at the Ordinary Meeting held on 11 August 2011.

The District Structure Plan originally included an annotation on the 'Mixed Business' zone that prohibited residential land uses which would ordinarily be permissible under the scheme (grouped and multiple dwellings; lodging and single house; residential building).

The reason for not allowing residential development within this precinct when the District Structure Plan was prepared was to minimise potential land use conflicts. The area was previously zoned 'Light and Service Industry' and some of the lots have been developed and are currently used for such purposes.

A request was received in 2013 on behalf of some landowners in the 'Mixed Business' area to modify the annotation on the District Structure Plan restricting the development of residential uses.

At the Ordinary Meeting of Council 12 March 2014 Council resolved to modify the annotation on the District Structure Plan as follows:

*Mixed Business uses as set out in Table 1 of the Scheme. Residential uses are not permitted due to the proximity of the railway corridor, the nature of adjoining (non-residential) land uses and the nature of the constrained road network. Council will only consider residential development via a Proposed Structure Plan which demonstrates that issues such as noise, vibration, adjoining land use impacts/risks and structural elements of residential design are suitably addressed in accordance with State and Local planning requirements."*

This annotation requires that a structure plan for the 'Mixed Business' area within the District Structure Plan comprehensively addresses these constraints.

### Proposed Structure Plan

The proposed Structure Plan (Attachment 1) proposes the following zones for the subject land:

- \* 'Residential' R80 on the northern and eastern sides of the site.
- \* 'Residential R80' with possible ground floor office adjacent to Rockingham Road.
- \* 'Residential R40' on the southern portion of the site.
- \* 'Local Reserve' Public Open Space

The proposed structure plan includes development concept plans demonstrating how development may occur. This demonstrates buildings of 3 – 5 storeys multiple dwellings in the 'R80' coded areas of the site, adjacent to the railway line to the north and storage units to the west. Given the non-residential interface on these sides, these types of densities and building heights are considered appropriate.

The proposed 'R40' coded area includes 2 storey developments, which will ensure an appropriate interface with the development to the south.

The area of public open space in the centre will provide the development with an area for recreation, and provides visual relief.

The proposed structure plan addresses the constraints set out in the District Structure Plan annotations, through the following:

#### *Noise and Vibration*

An acoustic report has been prepared for the subject land, consistent with the State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning' ("SPP 5.4").

It also addresses the issue of vibration, which is not specifically identified in SPP 5.4, but was identified as an issue in the District Structure Plan for the 'Mixed Business' area.

The acoustic report is consistent with the City's Local Planning Policy 1.12 (Noise Attenuation), and the Noise Attenuation Guidelines.

However, it is recommended that a number of matters outlined in the Acoustic report are clarified in further detail so that this provides clear guidance for the future stages of planning, including subdivision and development of the land.

This additional information is set out in Attachment 2, and with these matters clarified it is considered that this issue has been adequately addressed through the Structure Plan.

### *Local road access*

The Proposed Structure Plan includes the provision of up to 190 dwellings, comprised of the following mix:

- 67 one bedroom apartments;
- 107 two bedroom apartments;
- 16 three bedroom apartments.

The site will also accommodate up to 500sqm of gross lettable area commercial floorspace, which in combination with residential development potential, provides for up to 1,000 vehicle per day movements.

In terms of the critical peak hour movement, the associated traffic assessment which accompanies the Proposed Structure Plan states that there will be 100 vehicles in the AM peak (90% outbound 10% inbound) and 100 vehicles in the PM peak (20% outbound and 80% inbound). Key consideration has therefore been, to what extent is the proposed Structure Plan satisfactory in respect of its provision for vehicle access.

The traffic report prepared for the Structure Plan has been assessed as acceptable by the City's Engineering Team. This notes the following technical factors:

1. It is anticipated that the distribution of outbound and inbound vehicle movements will be primarily to/from the north along Rockingham Road, given the operation of similar intersections close to the Structure Plan area and the land uses to the north of the site;
2. The indicative development plans show a single vehicle access into the Structure Plan area, via the sites southernmost frontage along Rockingham Road. This ensures that the vehicle access into the LSP area is located as far south as possible and as far from the Rockingham Road Level Crossing as possible. The site access point is located approximately 70m south of the level crossing;
3. It is anticipated that the quantum of proposed development would increase traffic on Rockingham Road by approx. 10% during the peak hours and as such would have a limited impact on the existing road network;
4. SIDRA Intersection predicts that when the level crossing is activated during the AM peak hour, queues on the Rockingham Road southern approach (northbound traffic) will extend to a

maximum of 259m along Rockingham Road (just south of Reserve Road). When the level crossing is activated during the PM peak hour, SIDRA Intersection predicts a maximum queue length of 168m on the Rockingham Road southern approach (which is approximately 30m south of the southern service station crossover). Both of these peak hour queues will extend beyond the proposed crossover to the Structure Plan area. After the boom gate has been raised, the queues will dissipate. Similarly, any delays experienced by Rockingham Road traffic during a boom gate closure will return to zero once the boom gate opens and the queue clears;

5. It is proposed that keep clear markings are installed on Rockingham Road at the crossover into the Structure Plan area, to ensure that vehicles can turn right into and out from the LSP area when the level crossing is activated and vehicles are temporarily queued;
6. The proposed form of development within the Structure Plan area includes the design of streets with a restricted vehicle capacity to encourage low vehicle speeds. The Access Streets and Laneways will be designed to provide for safe on-street cycling as well as providing wide footpaths adjacent to development Lots to encourage walking and cycling trips to be made to/from the site.

In light of the detailed analysis that has taken place, the conclusion of the traffic assessment is that “The indicative form of development proposed for the LSP area can be accommodated within the existing transport networks with little or no material impacts anticipated.”

On this basis the design is considered acceptable. It should also be noted that the slight variation in road reserve width of the internal access road is due to the road running past an existing drainage reserve and area of open space. Due to the reduced verge width required adjoining areas of open space, this accounts for the minor design change as the road runs past.

### Consultation

The proposed Structure Plan was advertised from 27 May 2016 until 24 June 2016. This included a newspaper advertisement, letters to landowners in the area, and letters government agencies.

There were a total of 17 submissions received, and all submissions are outlined and addressed in the Schedule of Submissions (Attachment 3).

Four submissions were received from landowners and members of the community, with all of these supporting the proposed Structure Plan.

There were 13 submissions received from government agencies, with the only issue raised relating to noise and vibration from the railway line, raised by the Freight and Logistics Council of Western Australia ("WA"), Public Transport Authority, Brookfield Rail and Fremantle Ports.

The Freight and Logistics Council have noted that SPP 5.4 is currently being reviewed by the State Government. In responding to the review, FLCWA has conducted substantial research into appropriate land use planning policy responses to growing activity on the metropolitan freight rail network. The research, together with detail of the appropriate responses, is described in a FLCWA Bulletin (Freight Rail Noise Policy and Practice). This research suggests that a more stringent noise metric for freight rail is required in State Planning Policy 5.4 to ensure the future protection of residences adjacent to rail corridors. The FLCWA has requested that the City place requirements on the proposal consistent with those outlined in the attached bulletin.

It is important to note that the review of SPP 5.4 is still underway, and in the meantime it remains the gazetted policy for freight rail noise. The proposed Structure Plan includes an Acoustic and Vibration Report that addresses SPP 5.4, in addition to the issue of vibration, which is not currently a requirement of the SPP.

Critically, the consultants, Herring Storer, have used a more conservative measure than SPP 5.4, using an approach that is consistent with the City's Local Planning Policy 1.12 (Noise Attenuation), and the Noise Attenuation Guidelines. This approach exceeds the requirements of SPP 5.4, and the City's Environmental Health Services are satisfied that this will ensure the protection of residential amenity.

With the inclusion of the information contained in Attachment 2, as discussed above, it is considered that this matter has been adequately addressed.

### Conclusion

It is considered that the Proposed Structure Plan addresses the requirements of the District Structure Plan, demonstrating that residential development can be accommodated on the subject land where the requirements and recommendations of the Acoustic and Vibration report are addressed in the further stages of planning.

It is therefore recommended that Council recommend to the WAPC that the Structure Plan be approved, subject to modifications.

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

#### **City Growth**

- Ensure planning facilitates a desirable living environment and meets growth targets
- Ensure a variation in housing density and housing type is available to residents

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

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

### **Budget/Financial Implications**

The Structure Plan fee was calculated in accordance with the Regulations and has been paid by the applicant.

### **Legal Implications**

N/A

### **Community Consultation**

The proposed Structure Plan was advertised from 27 May 2016 until 24 June 2016 in accordance with Planning and Development (Local Planning Schemes) Regulations 2015. This included a newspaper advertisement, letters to landowners in the area, and government agencies.

### **Risk Management Implications**

If Council defers a decision and does not make a recommendation on the Structure Plan the WAPC may make a decision in the absence of a report from Council in accordance with Schedule 2, Part 4 Clause 22 (4) of the Planning and Development (Local Planning Schemes) Regulations 2015.

If Council recommends that the Structure Plan be adopted without the modifications as set out in the Officer Recommendation then the Acoustic Report will not provide the best level of clear information for future stages of planning.

If Council recommends refusal of the structure plan against the staff recommendation and the applicant seeks a review of a WAPC decision of refusal in accordance with the Planning and Development Act 2005 Part 14, the City may then be called to participate in the appeal process.

**Attachment(s)**

- 1 Draft Structure Plan
- 2 Additional Information for Acoustic Assessment
- 3 Schedule of Submissions

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

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 August 2016 Council Meeting.

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

Nil.

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

**15.1 (OCM 11/8/2016) - LIST OF CREDITORS PAID - JUNE 2016 (076/001) (N MAURICIO) (ATTACH)**

**RECOMMENDATION**

That Council adopt the List of Creditors Paid for June 2016, as attached to the Agenda.

**COUNCIL DECISION**

**Background**

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

**Submission**

N/A

### **Report**

The list of accounts for June 2016 is attached to the Agenda for consideration. The list contains details of payments made by the City in relation to goods and services received by the City.

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

#### **Leading & Listening**

- 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 report reflects the fact that the payments covered in the attachment are historic in nature. The non-acceptance of this report would place the City in breach of the Regulation 13 of the Local Government (Financial Management) Regulations 1996.

### **Attachment(s)**

List of Creditors Paid – June 2016.

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

N/A

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

Nil.

**15.2 (OCM 11/8/2016) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - JUNE 2016 (071/001) (N MAURICIO) (ATTACH)**

**RECOMMENDATION**  
That Council :

- (1) adopt the Statement of Financial Activity and associated reports for June 2016, as attached to the Agenda; and
- (2) continue to apply a materiality threshold variance of \$200,000 from the appropriate base amount for the 2016/17 financial year in accordance with Financial Management Regulation 34(5).
- (3) amend the 2015/16 Municipal Budget in accordance with the detailed schedule in the report as follows:

Revenue Adjustments	Increase	134,900
Expenditure Adjustments	Increase	216,867
TF from Reserve Adjustments	Increase	1,146
TF to Reserve Adjustments	Increase	18,146
<b>Net change to Municipal Budget Closing Funds</b>	<b>Decrease</b>	<b>98,967</b>

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

**COUNCIL DECISION**

**Background**

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

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

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

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

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

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

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

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variances within monthly financial reporting. Council adopted a materiality threshold of \$200,000 for the 2015/16 financial year and it is recommended that Council continue with this level for 2016/17.

Detailed analysis of all budget variances is an ongoing exercise, with necessary budget amendments submitted to Council each month where applicable. This also helps to inform the City's mid-year budget review.

### **Submission**

N/A

## Report

Due to ongoing end of financial year (EOFY) processing, the numbers contained in the June statement of financial activity are not finalised and are subject to external audit. The final budget position for 2015/16 will be reported to the November Council meeting, along with a final June monthly financial activity statement and listing of carried forward works and projects.

### *Opening Funds*

The opening funds of \$13.7M brought forward from last year has been audited and the budget has been amended to reflect this final position. These compare closely to the opening funds used in the adopted budget of \$13.5M and include the required municipal funding for carried forward works and projects of \$9.7M (versus the original \$10.5M estimated in the adopted budget). The additional \$1.0M of available municipal funding was redirected into the Roads and Drainage Infrastructure Reserve at the November 2015 Ordinary Council meeting.

### *Closing Funds*

The City's closing funds of \$10.84M is currently \$10.53M higher than the end of year budget target of \$0.31M. This result includes the municipal funded portion for carried forward projects, currently estimated at \$6.92M. The balance represents an uncommitted surplus comprising a combination of favourable and unfavourable cash budget variances across the operating and capital programs (as detailed throughout this report).

Continued EOFY processing is likely to further impact the closing funds position, with the confirmed uncommitted surplus amount to be transferred into one or more of the City's financial reserve accounts in accordance with Council's budget management policy. This will be addressed in the report to the ordinary meeting of Council in November 2016 dealing with the final budget position.

### *Operating Revenue*

Consolidated operating revenue of \$129.90M was over the annual budget target by \$3.06M.

The following table shows the operating revenue budget performance by nature and type:

Nature or Type Classification	Actual Revenue \$M	FY Revised Budget \$M	Variance to Budget \$M
Rates	(91.31)	(89.03)	2.28
Specified Area Rates	(0.34)	(0.27)	0.07
Fees & Charges	(22.07)	(22.10)	(0.03)
Service Charges	(1.07)	(1.07)	(0.00)
Operating Grants & Subsidies	(8.06)	(7.61)	0.45
Contributions & Reimbursements	(1.37)	(1.18)	0.19
Interest Earnings	(5.68)	(5.57)	0.11
<b>Total</b>	<b>(129.90)</b>	<b>(126.84)</b>	<b>3.06</b>

The significant variances at month end were:

- Rates revenue was over the annual budget by \$2.28M due to higher interim rating related to strong growth in the rating property base. Rates paid in advance were also stronger year on year.
- Subsidies received for childcare services were \$0.81M ahead of annual budget. These are offset by higher payments to the Caregivers.
- Income from development application fees was \$0.26M behind the annual budget target of \$1.35M.

#### *Operating Expenditure*

Reported operating expenditure (including asset depreciation) of \$117.58M was under the annual budget by \$6.89M.

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

Nature or Type Classification	Actual Expenses \$M	FY Revised Budget \$M	Variance to Budget \$M
Employee Costs - Direct	45.66	46.75	1.09
Employee Costs - Indirect	1.28	1.13	(0.14)
Materials and Contracts	34.98	38.47	3.50
Utilities	4.54	4.57	0.03
Interest Expenses	0.08	0.07	(0.00)
Insurances	2.22	2.13	(0.09)
Other Expenses	6.07	6.83	0.75
Depreciation (non-cash)	24.81	27.53	2.72
Internal Recharging-CAPEX	(2.06)	(3.02)	(0.97)
<b>Total</b>	<b>117.58</b>	<b>124.47</b>	<b>6.89</b>

The significant variances at month end were:

- Material and Contracts were \$3.50M under annual budget with the main contributor being Waste Collection (\$1.18M). Environmental Health project spending was also down (\$0.45M), as was IT projects (\$0.22M). Conversely, child caregiver payments were over budget (\$0.67M) in line with the additional subsidy revenue received.
- Salaries and direct employee on-costs were \$1.09M under the annual budget with Roads Construction under by \$0.38M due to less wages staff cost. The balance of the variance comprised below threshold variances across most business areas, other than Waste Collection wages which were over the annual budget by \$0.37M.
- Under Other Expenses, fuel costs for the City's fleet were \$0.36M below annual budget (due to the low petrol price) and the landfill levy was \$0.334 under the adjusted annual budget. Conversely, family day care caregiver levy payments were \$0.28M over the annual budget (but matched with Grant Income).
- Total depreciation on assets was \$2.72M under the annual budget due to lower depreciation for road assets of \$1.03M (due to EOFY revaluations), lower depreciation for parks infrastructure of \$0.33M and lower depreciation for buildings of \$0.90M (due to the review of useful life for all buildings and their structural components). Plant depreciation was also \$0.20M under annual budget.
- The internal recharging of overhead costs to the CAPEX program was \$0.97M behind the annual budget setting, particularly due to a \$0.69M shortfall in roads labour charged to infrastructure projects.

### *Capital Expenditure*

The City's total capital spend for the year was \$71.70M, representing an under-spend of \$28.55M against the annual budget.

The following table details the budget variance by asset class:

<b>Asset Class</b>	<b>FY Actuals \$M</b>	<b>FY Revised Budget \$M</b>	<b>FY Variance \$M</b>
Roads Infrastructure	7.51	14.10	6.59
Drainage	0.72	1.44	0.72
Footpaths	0.94	1.17	0.24
Parks Hard Infrastructure	4.48	7.97	3.49
Parks Soft Infrastructure	0.80	1.37	0.57
Landfill Infrastructure	0.22	0.48	0.25

Asset Class	FY Actuals \$M	FY Revised Budget \$M	FY Variance \$M
Freehold Land	0.43	1.61	1.18
Buildings	52.77	64.80	12.02
Furniture & Equipment	0.01	0.01	(0.00)
Computers	0.29	0.98	0.69
Plant & Machinery	3.53	6.32	2.79
<b>Total</b>	<b>71.70</b>	<b>100.25</b>	<b>28.55</b>

These results included the following significant items:

- Buildings – had a net under spend against annual budget of \$12.02M comprising the Cockburn ARC project (\$3.20M), Operations Centre upgrade (\$6.78M), Bibra Lake main toilet block (\$0.39M), Civic building energy reduction initiative (\$0.25M) and Atwell clubrooms upgrade (\$0.39M). At the end of June, BMX had completed 64.2% of the building work on Cockburn ARC. Council has accrued the July 2016 payment into 2015/16 financial statements amounting to \$7.597m as this related to work undertaking in June 2016. This means that Council completed \$79.297m worth of work in 2015/16 or 79% of the overall capital expenditure program.
- Roads Infrastructure - The roads construction program was \$6.59M under-spent against the annual budget, mainly due to Berrigan Drive [Jandakot improvement works] under by \$4.16M; Beeliar Drive [Spearwood Ave to Stock Rd] under by \$1.24M; North Lake Road [Hammond to Kentucky] under by \$0.57M; and Stock Rd Spearwood Ave Intersection under by \$0.27M.
- Drainage Infrastructure - This was collectively underspent by 50% or \$0.72M.
- Plant & Machinery - The plant replacement program was \$2.79M behind the annual budget comprising \$2.43M in undelivered heavy plant items.
- Parks Hard Infrastructure - The parks capital program is collectively \$3.49M behind annual budget with the adventure playground at Bibra Lake underspent by \$2.31M. The Coogee Beach master plan was also underspent by \$0.28M.
- Parks Soft Infrastructure - The parks streetscaping program is collectively \$0.57M behind the annual budget.
- Development costs for the City's freehold land sales were \$1.18M behind annual budget, comprising several land parcels with \$0.28M attributable to lot 804 Beeliar Drive.
- Computers - The City's technology capital spend budget is collectively \$0.69M behind its annual budget of \$0.98M, comprising mainly software development and website projects.

### *Capital Funding*

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

Significant variances for the month included:

- Transfers from financial reserves were \$19.13M below annual budget, consistent with the capital budget under spend.
- Developer contributions received under the community infrastructure plan were \$2.07M over the annual budget of \$4.40M.
- Developer contributions under road infrastructure plans were \$0.95M ahead of their annual budget.
- External funding for Cockburn ARC was \$1.37M behind the annual budget comprising a shortfall in development partner contributions.
- Proceeds from sale of land were \$16.25M below the annual budget mainly due to several unrealised land sales on Beeliar Drive (\$14.6M) and Davilak Avenue (\$1.3M).
- Proceeds from the sale of plant items were \$0.53M behind annual budget, in line with the lag in the replacement program.

### *Transfers to Reserve*

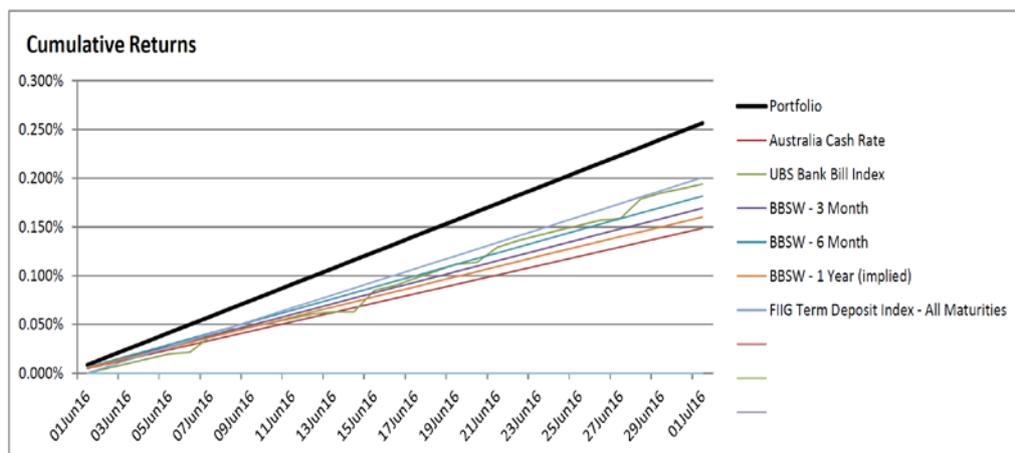
Transfers to financial reserves were \$10.16M behind the annual budget, mainly due to delayed land sales (\$16.25M). Conversely, transfers relating to developer contributions were \$2.40M higher, as was the transfer of unspent road grants at \$1.63M and additional waste collection (\$0.78M) and disposal (\$0.56M) funds reserved. The transfer of interest earnings on reserves was also higher than annual budget by \$0.42M.

### *Cash & Investments*

The closing cash and financial investment holding at month's end totalled \$156.25M, well up from \$136.52M the previous month due to receipt of the \$25M loan for Cockburn ARC. The last balance of \$132.63M represents the amount held for the City's cash backed financial reserves. Another \$5.81M represents restricted funds held to cover deposit and bond liabilities. The remaining \$13.92M represents the City's liquid (cash) working capital, available to fund current operations, capital projects, financial liabilities and other financial commitments.

### *Investment Performance, Ratings and Maturity*

The City's investment portfolio made a weighted annualised return of 3.06% for the month, unchanged from the previous month and 3.05% the month before that. This result compares very favourably against the UBS Bank Bill Index (2.31%) and has been achieved through diligent investing at optimum rates and investment terms. The cash rate set by the Reserve Bank of Australia was reduced to 1.75% at its April meeting. Financial markets and economists are favouring another downwards movement of at least 0.25% in the coming months, given the accommodative CPI result for the June quarter.



*Figure 1: COC Portfolio Returns vs. Benchmarks*

The majority of investments are held in term deposit (TD) products placed with highly rated APRA (Australian Prudential Regulation Authority) regulated Australian and foreign owned banks. These are invested for terms ranging from three to twelve months. All investments comply with the Council's Investment Policy other than those made under previous statutory 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:

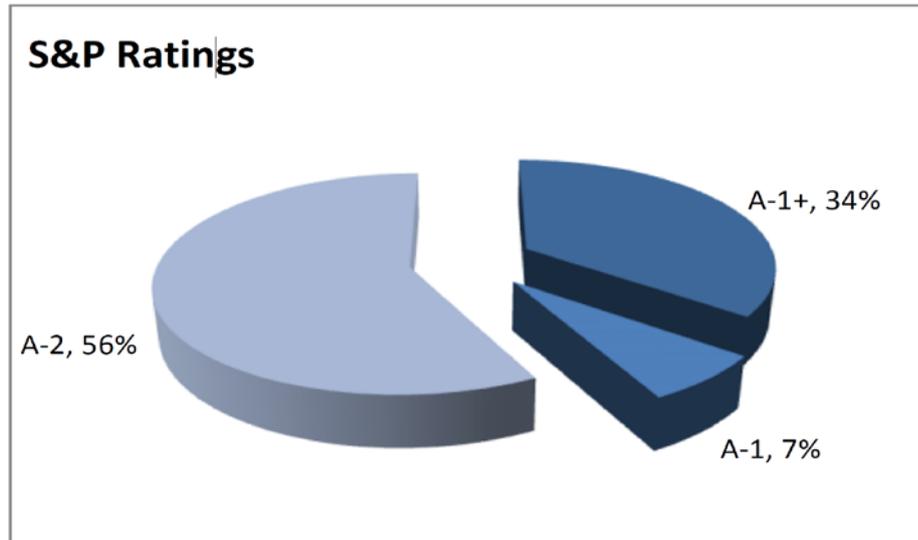


Figure 2: Council Investment Ratings Mix

The current investment strategy seeks to secure the highest possible rate on offer over the longest duration (up to 12 months for term deposits), subject to cash flow planning and investment policy requirements. Value is currently being provided within the 4-12 month investment terms.

The City's TD investment portfolio currently has an average duration of 141 days or 4.6 months (up from 123 days the previous month) with the maturity profile graphically depicted below:

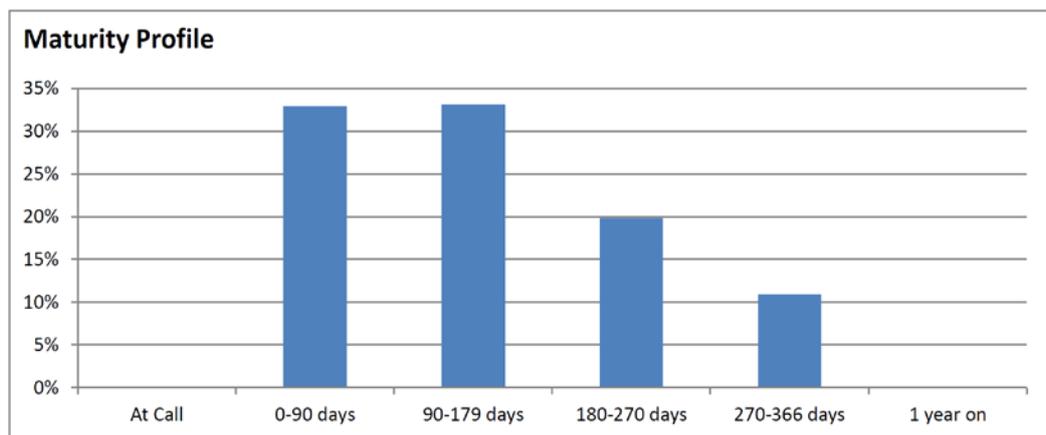


Figure 3: Council Investment Maturity Profile

### Investment in Fossil Fuel Free Banks

At month end, the City held 58% (\$84.38M) of its TD investment portfolio in banks deemed as free from funding fossil fuel related industries. This is down from 63% the previous month as these banks were non-competitive when the City invested the \$25M loan proceeds during the month.

*Budget Revisions*

Several budget amendments were processed in June as per the following schedule:

PROJECT/ACTIVITY LIST	USE OF FUNDING +/-		FUNDING SOURCES (+/-)		
	EXP	TF to RESERVE	TF FROM RESERVE	EXTERNAL	MUNI IMPACT
New gifted FESA Vehicle	117,900			-117,900	
Community Health van expenditure	967				-967
short term licence lot 30 Baler Crt, Hammond Park		17,000		-17,000	
Bush Fire Risk Management Plan (BFRMP) mitigation works	93,000				-93,000
Business Plan expenses	5,000				-5,000
Cockburn Early Years Salaries (LSL)		1,146	-1,146		
	<b>216,867</b>	<b>18,146</b>	<b>-1,146</b>	<b>-134,900</b>	
<b>Surplus: (Increase)/Decrease</b>					<b>-98,967</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).

### **Strategic Plan/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 City's closing Municipal Budget position reduces from \$409,698 to \$310,731 as a result of the proposed budget amendments. However, the actual position will be somewhat higher due to the unspent funding for works and projects to be carried forward (\$6.92M) and realised savings and additional revenue across the whole budget (established at this stage to be \$3.3M).

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Risk Management Implications**

Council's budget for revenue, expenditure and closing financial position will be misrepresented if the recommendation amending the budget is not adopted.

### **Attachment(s)**

State of Financial Activity and associated reports – June 2016.

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

N/A

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

Nil.

## 16. ENGINEERING AND WORKS DIVISION ISSUES

- 16.1 (OCM 11/8/2016) - MATTERS TO BE NOTED FOR INVESTIGATION WITHOUT DEBATE – ASSESSMENT OF THE ROAD RESERVES OF BIBRA DRIVE, FARRINGTON ROAD, NORTH LAKE ROAD, RUSSELL ROAD FOR SIGNIFICANT TREES AND VEGETATION CLEARANCES SHOULD ROE 8 NOT PROCEED (148/004) (ALEES) (ATTACH)

### RECOMMENDATION

That Council

- (1) receive the report; and
- (2) advertise for a period of 30 days the proposed inclusion of eleven trees, located within the North Lake Road and Russell Road reserves, on the Significant Tree List pursuant to the City of Cockburn Local Government Inventory.

### COUNCIL DECISION

### Background

At the Ordinary Council Meeting in February 2016, Cr Steve Portelli raised the following matter for investigation:

*“That an investigation be undertaken for the purposes of listing on the Significant Tree Register the trees in the road reserves as per Officers report OCM 13/8/15 Item 16.1. These roads shall need to be upgraded due to extra traffic if Roe 8 is not built:*

- Bibra Drive 2 to 4 lanes
- Farrington Road to 4 lanes by 2020
- North Lake Road north of Berrigan Drive
- Russell Road west of Hammond Road

Compare the amount of bush land that will need to be cleared with the above roads with the proposed Roe 8 reserve, hectares in area and the number of significant trees.

Also an estimate of the costs to upgrade all Cockburn roads as per report if Roe 8 is not built”

### **Submission**

N/A

### **Report**

#### Road Composition

Bibra Drive is classified as a district distributor B with a single lane carriage way commencing North Lake Road and terminating at Farrington Road. The road has number of sweeping bends with a carriageway width of 20m. The south eastern side of Bibra Drive is framed by residential dwellings with Bibra Lake Reserve bordering the other side. A number of street trees are evidenced adjacent to residential verges with a stronger line of trees located either in Bibra Lake reserve or just on the edge of the road reservation.

Farrington Drive is classified as a district distributor A with a single lane carriage way from North Lake Rd to Bibra Drive then a dual carriage way with a designated median to the Kwinana freeway interchange. The landscape medians and roundabout are in essence the entry statement into the City, which reflect the strong environmental characteristics and high presentation levels. There is strong vegetation belt in existence along the northern edge of single lane carriageway and minor plantings within the thin median island towards the North Lake entry.

North Lake Road is district distributor A which will be dual lane carriage along its entire length following completion of current works between Hammond Road and Midgegooroo Avenue. North Lake Road is listed in the Public Open Space Strategy as a major road of significance, pertaining to its environmental characteristics and ecological corridor status. Sections of the median have been landscaped providing attractive and diverse vegetation that complements the changing adjacent land forms. Verge vegetation has varying densities based on previous development programs and ongoing streetscape programs in accordance with the POS strategy.

Russell Road is an east/west regional distributor road with landscaping to the dual lane carriageway from Kwinana freeway to Hammond Road. The section between Hammond Road and Rockingham Road is a single carriageway with varying degrees of vegetation density and along its route. Russel Road is another road identified as an ecological corridor as it passes between Thompsons Lake Reserve and Harry Waring Marsupial Reserve.

### Road Construction Cost

In relation to the cost estimate to upgrade the roads mentioned in the report to the August 2015 OCM, the cost estimates in the Regional and Major Roadworks Plan 2016-2030 are not based on the construction of the Roe Highway extension. The timing may alter depending on the major highway construction.

### Criteria for Significant Trees

The Significant Tree Registry pursuant to the City of Cockburn Local Government Inventory is intended to elevate heritage considerations in to the mix of normal planning considerations that occurs when (in this case) significant trees are proposed for variation. Often such variation is through either proposals to remove such trees, or modify.

Importantly in order for a tree to qualify as a significant tree it needs to have a number of key attributes. These attributes do not simply relate to a tree being a large tree, but needing to represent values across historical, horticultural, rarity, location, contextual and indigenous criteria.

These criteria are outlined below.

- *Historical Significance*

Tree(s) commemorating a particular occasion including plantings by notable people and/or having associations with an important event in local, state or national history. Tree(s) that possess a history specifically related to the City or its surrounding areas.

- *Horticultural Value*

Tree(s) of outstanding horticultural or genetic value and that which could be an important source of propagating stock, including specimens particularly resistant to disease or exposure.

- *Rare or Localised*

Tree/s species or variety rare or very localised in distribution, enhancing the diversification of the local urban forest.

- *Location or Context*

Tree(s) that occur in a unique location or context so as to provide a major contribution to landscape and/or local place character.

Includes outstanding aesthetic value which frame or screen views, or act as a landmark.

- *Exceptional Size, Age and Form*

Tree(s) noted for particular age, size or irregular form relative to other normal mature tree species that currently reside within the City. Also includes curious forms, particularly abnormal outgrowths, fused branches or unusual root structures.

- *Indigenous Association*

Tree/s that has a recognised association with Indigenous people, or that is valued for continuing and developing cultural traditions

In listing a tree as a significant tree, it is important to remove any misunderstanding that such a listing protects the tree in perpetuity. This is particularly relevant when proposed public works (like building a road) take place, and such works require the removal of significant trees. The impact of listing trees as a Significant Trees as it affects local government or state government's ability to undertake public works is best explained as follows:

In accordance with the Scheme, the approval of a local government under a Scheme is not required for the commencement or carrying out of any use or development on land which is either reserved under the Region Scheme, or which is reserved under the Local Scheme. This relates to such land areas considered in this report.

It must also be noted that in accordance with the *Planning and Development Act 2005* the crown is not bound by a local planning scheme, however they are bound by a region planning scheme, as follows:

5. *Crown bound*

- (1) *Except as provided in section 6 this Act binds the Crown.*
- (2) *A region planning scheme binds the Crown.*
- (3) *An improvement scheme binds the Crown.*

6. *Public works, Act does not interfere with*

- (1) *Subject to section 5(2) and (3) and subsections (2) and (3) of this section, nothing in this Act interferes with the right of the Crown, or the Governor, or the Government of the State, or a local government —*

- (a) *to undertake, construct or provide any public work; and*
  - (b) *to take land for the purposes of that public work.*
- (2) *Rights referred to in subsection (1) are to be exercised having regard to —*
- (a) *the purpose and intent of any planning scheme that has effect in the locality where, and at the time when, the right is exercised; and*
  - (b) *the orderly and proper planning, and the preservation of the amenity, of that locality at that time.*
- (3) *The responsible authority is to be consulted at the time when a proposal for any public work, or for the taking of land for a public work, is being formulated to ensure that the undertaking, construction, or provision of, or the taking of land for, the public work will comply with subsection (2).*

The Crown can therefore undertake ‘public works’, which may include the removal of trees without the requirement for approval. Therefore it is important to note that including trees on the ‘Significant Tree’ list will not alter this, and there is no available heritage mechanism that will ‘protect’ the trees, or guarantee their retention.

However, in accordance with Section 6 Clause (2) of the *Planning and Development Act* public works can only be undertaken where regard is had to ‘the purpose and intent of any planning scheme...and the orderly and proper planning, and the preservation of the amenity of that locality at that time.’

Therefore, by including any tree on the ‘Significant Tree’ where such land is reserved like in a road reserve, it will elevate such a matter that will need to be considered in accordance with Section 6 Clause (2) of the *Planning and Development Act*. This is on the basis that it becomes a matter related to preservation of the amenity of the locality.

It should therefore not be held that this report protects these trees, rather it elevates the consideration of heritage significance should a proposal ever be formulated that may alter such trees. The obligation of proving up the merits of such a proposal would be heightened in specific respect of the heritage issues to be addressed

### Site Evaluation

An assessment of each road was conducted by officers and the City's Arboricultural consultant with the intent to determine any significant trees residing within the current road reservation and potential vegetation to be removed in accordance with the report presented to the 13 August 2015 OCM.

The assessment identified 11 trees for consideration in the Local Government Inventory Significant Tree Register. Each tree has been assessed in accordance with the nomination criteria, photographed and mapped with GPS locations enabling loading into the City's Intramaps layer. Typically these trees are valuable in terms of the exception size and age, have prominent canopies and are of good health and vitality. In addition they make a major contribution to the landscape character and are prominent within the immediate precinct.

In order to determine the volume of bushland required for clearing to upgrade Bibra Drive, North Lake Road, Russell Road and Farrington Drive based on the conclusion of Roe H/way not being constructed requires the issuing of detailed drawings. The detailed drawings would provide definitive road geometry, land acquisition requirements, essential service realignment and areas requiring vegetation clearing. However as these drawings have yet to be produced an approximation of areas has been carried out:

- Farrington Rd – 1.0Ha
- Bibra Dr – 1.0Ha
- Russell Rd – 8.0Ha
- North Lake Rd (North of Berrigan to Boundary) – 6.0Ha

### Roe Highway

The construction of Roe H/Way will result in the clearing of 99Ha of good quality bushland, including at least 7Ha of Conservation Category Wetland. Although there are a number of conditions to compensate for the impacts to the environmental there is little direct benefits to the City as the offsets will transpire on state government land holdings. An assessment and report of the significant trees within the road reservation was presented to Council at the May 2016 OCM. The report identified a list of 447 trees of significance, principally Marri's, Jarrah's and Tuart throughout the site. Councils resolved to list these trees on the City of Cockburn 'Significant Tree List' pursuant to the Local Government Inventory ("LGI") and advise Main Roads WA.

### Consultation

Clause 45 (4) of the *Heritage of Western Australia Act* requires that local governments compile a Local Government Inventory (LGI) with

proper public consultation. This extends also to considerations of additions to the LGI. Adding to the City's LGI requires the proposed additions be advertised for a minimum period of 21 days, as well as any other additional notification required to ensure all relevant feedback can occur.

### Conclusion

The analysis has clearly identified the significant disparity in the Hectares of bushland to be cleared and number of significant trees impacted between the construction of the Roe H/way and the four roads to be upgraded should the Roe not proceed.

To facilitate the request by the Cr Portelli, it is recommended that Council advertise the proposed inclusion of eleven trees located within the North Lake Road and Russell Road, road reserves to the Local Government Inventory Significant Tree Registry for a period of 30 days.

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

#### **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
- Further develop adaptation actions including planning; infrastructure and ecological management to reduce the adverse outcomes arising from climate change

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

N/A

#### **Legal Implications**

N/A

#### **Community Consultation**

N/A

**Risk Management Implications**

The 11 trees located within the road reserves of North Lake Road and Russell Road have been assessed as viable entrants to the Local Government Index and the City needs to minimise the risk of their removal and ensure retention in perpetuity

**Attachment(s)**

1. Significant Verge Tree Nomination Location Map
2. Trees 1-11 North Lake Road and Russel Road Significant Verge Tree

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

N/A

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

Nil.

**16.2 (OCM 11/8/2016) - BARTRAM ROAD BRIDGE (159/020) (C SULLIVAN) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) note the report; and
- (2) provide information to the local resident associations on the content of the report.

**COUNCIL DECISION**

**Background**

At the July 2016 Ordinary Meeting of Council, Cr Portelli provided the following Notice of Motion:

*“Receive a report for the August 2016 Ordinary Meeting of Council on the reasoning for the administrative recommendation adopted by Council at the Special Council meeting held on 23 June 2016 where the 2016/2017 budget was adopted whereby the proposed Bartram Road bridge be downgraded from a vehicular bridge to a pedestrian/cyclist bridge.*

*The report to include:*

- 1. The extent of consultation with Main Roads WA and who is ultimately responsible for delivering the bridge in whatever format.*
- 2. The indicative costs involved (for both options) and the community engagement process that will be adopted with ratepayers/residents in Atwell and Success to explain the change.”*

## **Submission**

N/A

## **Report**

### Background

As part of the revision of the Strategic Community Plan 2016-2026, the Corporate Business Plan 2016/17-2019/20 and the Long Term Financial Plan 2016/17-2025/26, City officers reviewed and updated the Regional and Major Road Works Plan 2016-2030. A copy is provided for reference as Attachment 1.

The section of Bartram Road Reserve extending over and covering either side of the Kwinana Freeway is designated under the MRS as a Primary Regional Road and hence the responsibility of the State through Main Roads Western Australia (MRWA). A Location Map is provided as Attachment 2.

Historically, the original planning for Atwell included a road connection across the Kwinana Freeway at Bartram Road. This was intended to provide for bus, car and pedestrian use. Correspondence from the Departments of Planning in 1995 (Attachment 3) shows an indicative structure plan for this area. However, when this planning was undertaken there was no contemplation of there being bus/train interchanges at Russell Road, or of the road connectivity required to service that station. As can be seen, there has been a considerable change to this area from what was first envisaged as the probable landscape.

Correspondence from the MRWA received October and November 1999 and Minister for Transport received May 2000 (Attachment 4),,

also demonstrates how the State continues to review its network and reschedule (defer) projects to future timescales. In this case the advice received showed the earliest the bridge would be considered was a decade later in 2011.

The South Western Metropolitan Railway Master plan (released April 2000) showed an indicative station at Aubin Grove (Success), however, it wasn't until 2012 that the then Minister for Transport announced \$80M in funding for the project. At that time, this did not include the duplication of Russell Road, something that the City had advised was critical if congestion problems, similar to Cockburn Station, were to be avoided. Successful lobbying by the City saw an additional \$38M allocated for that part of the project announced in the 2015 State Budget.

With the duplication of Russell Road and the City also advocating for construction of the North Lake / Armadale Road Bridge, as part of its *Community Connect South* initiative; the need for another bridge at Bartram road did not feature in MRWA's network planning.

The City's staff look for guidance on what projects MRWA is proposing in documents, such as Directions 2031, however, the specific details for which projects are to be delivered can only be found in their four year plan, Infrastructure Delivery Plan (last published February 2016). The Bartram Road bridge does not appear in either of these documents.

Until the release of the Perth and Peel @3.5 Million Transport Plan, there has not been a published long-term asset plan from MRWA. This document has time horizons of 2031 and 2050, but within these horizons there are no specific dates for any of the individual projects listed.

#### MRWA Network Planning

With the duplication of the Russell Road Bridge and planning for of the North Lake / Armadale Road bridge, the MRWA network planning does not foresee a need for the Bartram Road bridge. MRWA wants to see how the traffic flows develop in the years to come around the Cockburn Central area including the proposals for connector/distributor roads along the Freeway.

On 22 July 2016, City officers met with MRWA staff and made representation that the project should be included in the Perth and Peel @3.5 Million Plan, at the least within the 2050 planning horizon; with traffic modelling of the link included. Advice at that time was that the bridge was not contemplated by MRWA, with this being formally confirmed in the release of that plan on 29 July 2016. MRWA do not

foresee this connection is needed up to 2050 and possibly beyond that date.

In terms of project delivery, the extent of the MRS Primary Regional Road boundary is such that the proposed bridge and its immediate environs (that is, the section of road either side of the bridge to link to the local road network) would be the responsibility of the Main Roads WA to deliver and fund. However, MRWA does not usually object if local governments want to fund this infrastructure without the State having to contribute.

The approximate cost of a single lane bridge and associated road sections would be of the order of \$25M - \$30M, based on recent works being carried out for bridge projects managed by the Main Roads WA at Beeliar Drive (Armadale Road) and Russell Road. This order of magnitude of funding is beyond the City's means and external funding from either State or Federal funds would be required to construct the bridge.

The City's Regional and Major Road works Plan has a 2030 horizon (i.e. medium term). Rather than remove the project from the plan entirely, City officers included the pedestrian/cyclist bridge as a link between the communities on either side of the Freeway, similar to the pedestrian/cyclist bridges over the Leach Highway and the Tonkin Highway. External funding would still be required to deliver such an option from either State or Federal programs.

The cost of the pedestrian link has been estimated at \$8M; this estimate is based on similar structures and is not derived from a detailed design. MRWA have indicated that they would potentially allow the pedestrian bridge to be constructed, though entirely at the City's cost.

#### Advice to Community

As the road reservation is not impacted, the City can resurrect the Bartram Road bridge concept at a future date. However, along with many projects shown as potential future roads, such as the Cockburn Coastal Highway, the reality is that they may never be needed or constructed.

The primary focus for the City has been about creating the strategic road links at Russell Road and North Lake / Armadale Roads. With the former project being delivered now, lobbying for the other project will continue through the forthcoming State election.

The best advice that could be given to the community would be to present on the City's road projects to the local resident groups. As the

primary beneficiary of a connection is the community of Atwell, this group should be approached first.

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

#### **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
- Advocate for improvements to public transport, especially bus transport

### **Budget/Financial Implications**

The indicative cost estimates in this report of the two bridge options are based on the unit rates per square metre currently used by the Main Roads WA and current MRWA construction projects. It is not proposed that the City fund either bridge option.

### **Legal Implications**

N/A

### **Community Consultation**

In accordance with the City's community engagement framework, details of known projects are communicated to resident's groups and the community at large. There is no specific project to be communicated, so broad scale advertising is not recommended. It would be better to present on the traffic network issue at a future meeting of the Atwell and Success Resident Associations, starting with the former.

### **Risk Management Implications**

There are no specific risks associated with this item.

**Attachment(s)**

1. Regional and Major Road Works Plan 2016-2030
2. Location Map
3. Letter from Department of Planning received 27 Nov 95
4. Letters from MRWA Oct and Nov 99 and Minister for Transport May 2000

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

N/A

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

Nil.

**17. COMMUNITY SERVICES DIVISION ISSUES**

**17.1 (OCM 11/8/2016) - ADOPTION OF AGE-FRIENDLY STRATEGY 2016-2021 (021/004; 021/016) (GBOWMAN) (ATTACH)**

**RECOMMENDATION**  
That Council :

- (1) adopt the City of Cockburn Age-Friendly Strategy 2016-2021 as attached to the Agenda; and
- (2) include the financial requirements from the Strategy for consideration in future annual budgets and corporate planning documents.

**COUNCIL DECISION**

**Background**

In 2004 the City adopted its first Seniors Strategic Plan which outlined community services, senior citizen's groups and accommodation

facilities and identified current and future needs for seniors living within the Cockburn District.

In October 2008 this Plan was reviewed in line with the World Health Organisation (WHO) guidelines for Global Age-Friendly Cities.

The City of Cockburn's first Age-Friendly Strategic Plan was adopted in September 2009 with a further community consultation process undertaken in 2011.

### **Submission**

N/A

### **Report**

The City contracted Progressing Priority Projects as a consultant to assist with review of the Age Friendly Strategic Plan 2009. As with the previous Plan the World Health Organisation's (WHO ) Age Friendly Cities Framework was used to guide the development of the vision, eight outcomes and twenty six strategies.

The consultation and strategy was guided by the 8 domains developed as part of the (WHO) Framework. These domains are:

- Outdoor spaces and buildings
- Transport
- Housing
- Inclusion and respect
- Social contact
- Engagement (employment, civic and volunteering roles)
- Information and
- Health and community services

This framework was also informed by the demographic trends, City of Cockburn Strategic Community Plan 2016, previous Age-Friendly plans, an understanding of existing services and facilities as well as consultation with 706 residents and stakeholders.

Outcomes from these previous strategic planning processes were reviewed and include:

- Establishment of the interim Senior's Centre which currently operates with 1200 highly engaged members with over 22,000 visits to the Centre per annum.
- Establishment of an Interim Community Men's Shed in Wattleup
- Successful Lotterywest Grant Application of \$484,000 for New Community and Men's Shed in Cockburn Central
- Outdoor exercise equipment provided at fifteen locations across the City

- Co-Health and Seniors Centre physical activity, and walking programs utilised by over 900 seniors
- Bethanie Group selected to develop senior apartments and a residential age care facility
- Development of a public toilet map
- Extra patrols by the security service in response to the previous strategy
- CCTV strategy implemented
- Growth funding for Cockburn Community Care Frail Aged and Disability Services
- Hydrotherapy Pool in the new Cockburn Arc Recreation and Aquatic Facility
- Development of Cockburn Health and Community Facility with a variety of services co-located and working in an integrated manner
- Active Ageing Expo operating in the Region annually
- Two additional Aged Care and retirement villages located in Cockburn, and two new planned facilities.
- City of Cockburn won the WA Seniors Awards 2010 - Bendigo Bank Active Ageing Leadership Award- for the Cockburn Seniors Centre.

The City also won the State Government's 2014 Age Friendly Communities Local Government Award for its Age Friendly Strategic Planning and services. The programs and projects that have been achieved under this plan and ongoing community consultation were cited as reasons for the City's win.

Even though there are significant achievements the City needs to continue to strategically plan for its growing ageing population.

The trend in Australia is similar to countries around the world with the total population of people aged 75 expected to rise by 4 million in 2060. By 2026 numbers of people 55 years plus in the City of Cockburn are expected to increase by more than 10,086 (45%) to 32,447.

During the consultation in 2016 the following issues were consistently highlighted as being priority issues to be addressed in the development of any future strategy:

Priority themes emerging from the review and consultation process included:

- Seating and shade in parks and public places
- Managing dogs in parks
- Engaging with the business community (to address access issues at shopping centres, employment opportunities and age-friendly strategies within the retail sector)
- Appropriate housing options (to meet a broad range of need and financial capacity)

- Disseminating information (utilising age-friendly hard copy approaches)
- Satellite services (to meet growing need in southern and eastern suburbs)
- Linking with Culturally and Linguistically Diverse communities
- Life-Long Learning Centre (a multi-purpose centre including a permanent Senior's Centre)
- Intergenerational activities
- Hearing the views of older people

These priorities are reflected in an Implementation Plan which contains 10 priority actions and a total of 46 actions. If adopted the Age-Friendly Strategy 2016-2021 will guide the City's considerations regarding the needs of older people for the next five years. The actions will be reviewed annually with the next major strategy review scheduled for 2021. The following Table provides a list of the Priority Actions identified in the Strategy.

PRIORITY ACTIONS FOR THE AGE-FRIENDLY PLAN 2016–2021		YEAR	COST
1.3.1	Undertake an audit of existing outdoor seating in parks and public places	2017/18	\$40,000
1.4.2	Explore mechanisms to encourage and support older people to safely walk their dogs	2016/17	N/A (Operational)
2.3.1	Facilitate discussion with the business community on a range of issues including parking, customer service, access and employment issues	2017/18	N/A (Operational)
2.4.1	Improve the current electronic community information database to facilitate a printable version of a Cockburn Seniors Directory that can be distributed.	2017/18	\$12,000
3.2.1	Facilitate provision of information on housing options for seniors and work with the state and federal government agencies to determine short and long term needs and identify gaps.	2018/19	N/A (Operational)
4.4.1	Invite schools, sporting clubs and other organisations to consider intergenerational programs and activities that invite older people's participation and provide an opportunity for them to share their wisdom and experience	2016/17	N/A (Operational)
5.1.1	Undertake a feasibility study to establish satellite active-ageing centres and/or programs to cater for growing numbers of older people in the southern and eastern suburbs	2018/19	\$50,000
5.3.1	Establish a Culturally and Linguistically Diverse engagement position within the City of Cockburn	2017/18	\$100,000
6.1.1	Further investigate the proposal to establish a purpose built dedicated seniors facility as part of the Life Long Learning Centre at the Spearwood Administration site as a multi-purpose facility.	2019/20	N/A (Operational)
6.2.1	Establish a Seniors Reference Group with diverse representation and clearly defined terms of reference that advises Council on a range of matters	2018/19	N/A (Operational)

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 Plan/Policy Implications**

### **City Growth**

- Maintain service levels across all programs and areas

### **Moving Around**

- Advocate for improvements to public transport, especially bus transport

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

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

### **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 \$708,000 of additional municipal resources will be required to implement the Age Friendly Strategy actions. This figure includes \$400,000 over 4 years for a Multicultural Officer position which is already contained in the Workforce Plan. The remaining \$308,000 is required to implement other actions over the five year period including:

- a feasibility study and program funds for satellite seniors programs;
- a Seniors Directory;
- translation services for key seniors publications;
- Parks accessibility audit;
- Parks seating audit and additional funds for seating; and
- a feasibility study for a shuttle bus

The other 39 actions contained within the plan can be undertaken within existing operational resources.

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**

Aged Care Act, 1997, refers.

## Community Consultation

Extensive community consultation was undertaken with individuals, Local and Regional Seniors Groups and organisations and Commonwealth and State Government agencies which assist local government in the provision of Seniors services and facilities.

Consultations to review the Age-Friendly Plan were undertaken between February and May, 2016. The approaches included on-line and hard copy surveys, presentations, workshops and focus groups.

A summary of the consultations undertaken is outlined in Table 5 below.

*Table 5 - Summary of consultations*

Approach		Description	Numbers engaged
<b>GENERAL</b>			
1.	External Reference Group	Community members who met 3 times to guide and input into consultation process	14
2.	Community survey	Electronic and hard-copy	245
3.	Submissions	Electronic and hard-copy	4
4.	Shopping Centres	Brief conversations via static displays (Phoenix and Gateway)	Approx.200
<b>FOCUS GROUPS</b>			
5.	Frail Aged	Cockburn Community Care	20
6.	Aboriginal Frail Aged	Kwobarup Social Club	6
7.	Carers	Carers Group at Cockburn Senior's Centre	12
8.	Transitional Boomers	Interest group	5
9.	Chung Wah Association	Day Centre participants	20
<b>FORUMS</b>			
10.	Cockburn Rotary	Presentation	12
11.	Melville Cockburn Chamber of Commerce	Presentation	80
12.	City of Cockburn staff	Workshop	18
13.	Service providers	Workshop	35
14.	Reporting back	Workshop	35
<b>TOTAL</b>			<b>706</b>

## Risk Management Implications

If the plan is adopted as recommended the financial implications for each of the actions contained in the Plan will need to be considered by Council in the relevant financial year and included in the Long Term Financial 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 ageing population into the future.

**Attachment(s)**

1. Draft Age-Friendly Strategy 2016-2021.
2. Budget Implications Report

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

Stakeholders consulted in the preparation of the Plan have been advised that this matter is to be considered at the 13 August Council Meeting.

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

The Commonwealth and State Governments are primarily responsible for Aged Care Services within the community. Significant funds are available for the provision of Aged Care Services and facilities and are available to both local government and private organisations to facilitate the localised provision under contract between the Federal/State Government and the Agency deemed by the funding body to be best placed to deliver the Government's preferred outcomes.

**17.2 (OCM 11/8/2016) - PROPOSED NEW LOCALITY OF TREEBY - BANJUP - NORTH OF ARMADALE ROAD (159/008) (D GREEN) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) informs landowners in the current location of Banjup situated north of Jandakot Road, that the Geographic Names Committee (GNC) is not prepared to amalgamate it with the locality of Jandakot and is only prepared to amend the name to "Treeby";
- (2) invites the landowners to provide feedback to the City of Cockburn on the GNC proposal,
- (3) subject to not more than 50% of the landowners objecting to the GNC proposal, advises the GNC that it supports the creation of a new locality to be named "Treeby" for the entire current area of Banjup located north of Armadale Road, and
- (4) subject to the outcome of (3) above, advises all landowners in the new location of 'Treeby' and the Banjup Resident's Group of Council's decision.

**COUNCIL DECISION**

**Background**

At the Ordinary Council Meeting held on 11 February 2016 it was resolved as follows:

*"That Council advise the Geographic Names Committee (GNC) that:*

- (1) it does not support the proposal to re-name the entire current area of Banjup north of Armadale Road as a new locality of 'Treeby' on the basis of differing land uses within that defined area;*
- (2) it reiterates its preference that the current area of Banjup located in the Resource (Rural) Zoned land, north of*

*Jandakot Road, be included in the adjacent locality of Jandakot, and*

- (3) *the new locality of 'Treeby' be created in the area of land contained in Council's original decision of August 2015, as highlighted in the attachment to the Minutes*

GNC was subsequently informed of Council's decision and processed the Council position through its statutory meeting procedures.

GNC has now provided the City with its decision, which reflects its previous position that, while it does support the creation of a new locality named "Treeby", it will only support the area of Banjup (north of Jandakot Road), being renamed in its entirety.

This is contrary to the previous decision of Council and it is now necessary for Council to reconsider the matter, given this latest advice

### **Submission**

N/A

### **Report**

This matter has been subject to Council consideration originally in July 2015, again in August 2015 and most recently in February 2016.

The matter has been subject to extensive consultation with landowners within the area, which is now rapidly developing. Previously, the name "Treeby" was generally acceptable to the new landowners in the residential development area and Council also supported the name being allocated to that part of the Banjup locality. However, it was the Rural zoned part of Banjup located north of Jandakot Road which is the subject of disagreement between Council and the GNC. There are 98 properties within this area and are subject to "Rural / Resource" zoning, which is unlikely to change in the future.

Accordingly, it is now necessary for Council to determine whether it wishes to accept the GNC decision, or relinquish the opportunity to create a new locality.

As there is a willingness from Council to separate the rural parcels of Banjup (south of Armadale Road) from the newly developing area, it is recommended that Council offers the landowners of the rural holdings north of Jandakot Road the opportunity to comment on the GNC ultimatum that the area be renamed as part of the new "Treeby" locality. Should a majority of the landowners within that defined area object to the proposal, then it is recommended that Council declines

the opportunity to change the name from Banjup, which will effectively forfeit the opportunity for the “Treeby” name to be applied to any part of Banjup. However, if there is less than a 50% objection rate from those landholders, then it is recommended that Council accepts the GNC position and agrees that the entire area of Banjup north of Armadale Road be rebadged as “Treeby”.

This will provide a decisive outcome to this matter and enable all stakeholders to plan for the future with some certainty that the naming issue has been resolved.

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

#### **City Growth**

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

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

- Provide for community facilities and infrastructure in a planned and sustainable manner

#### **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**

N/A

### **Legal Implications**

The GNC is the recommending authority for nomenclature matters in accordance with the Land Administration Act

### **Community Consultation**

Council has previously consulted directly with affected landowners, details of which were contained in the report provided to Council in August 2015. The result of that exercise confirmed that there was minimal interest in the proposals put forward at the time and there was no opposition to the new residential area being named “Treeby”, indicating an acceptance of the name.

The latest recommendation provides the opportunity for the 98 landowners located within the area of dispute to inform of their preference and to determine the outcome, should it generate sufficient interest.

### **Risk Management Implications**

There is a “Moderate” level of Brand / Reputation risk to Council in not endorsing the recommendation.

### **Attachment(s)**

1. Map of proposed new locality of “Treeby”, as recommended by the GNC.
2. Extract of Minutes from the February 2016 Council Meeting

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

The Proponents have been advised that this matter is to be considered at the 11 August 2016 Council Meeting.

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

Nil.

## **18. EXECUTIVE DIVISION ISSUES**

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

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

## **21. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY COUNCILLORS OR OFFICERS**

## **22. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**

**23. CONFIDENTIAL BUSINESS**

**23.1 (OCM 11/8/2016) - MINUTES OF THE CHIEF EXECUTIVE OFFICER PERFORMANCE & SENIOR STAFF KEY PROJECTS APPRAISAL COMMITTEE MEETING - 26 JUL 2016**

**RECOMMENDATION**

That Council confirm the Minutes of the Chief Executive Officer Performance & Senior Staff Key Projects Appraisal Committee Meeting held on Tuesday, 26 July 2016, as attached as a confidential item to the Agenda, and adopt the recommendations therein.

**COUNCIL DECISION**

**Background**

The Chief Executive Officer's Performance and Senior Staff Key Projects Appraisal Committee met on 26 July 2016. The minutes of that meeting are required to be presented to Council and its recommendations considered by Council.

**Submission**

The Minutes of the Committee meeting are provided as a confidential attachment to the Agenda. Items dealt with at the Committee meeting form the basis of the Minutes.

**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.

## **Strategic Plan/Policy Implications**

### **Leading & Listening**

- Deliver sustainable governance through transparent and robust policy and processes
- Attract, engage, develop and retain our employees in accordance with the Workforce Plan and the Long Term Financial Plan

## **Budget/Financial Implications**

Committee Minutes Refer

## **Legal Implications**

Committee Minutes Refer

## **Community Consultation**

N/A

## **Risk Management Implications**

Committee Minutes Refer

## **Attachment(s)**

Minutes of the Chief Executive Officer Performance and Senior Staff Key Projects Appraisal Committee meeting held 26 July 2016 are provided to the Elected Members as a confidential attachment.

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

The CEO and Senior Staff have been advised that this item will be considered at the August 2016 Ordinary Council Meeting.

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

Committee Minutes Refer.

**24 (OCM 11/8/2016) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995)**

**RECOMMENDATION**

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

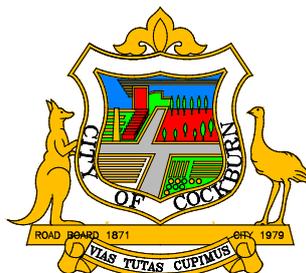
- (1) integrated and co-ordinated, so far as practicable, with any provided by the Commonwealth, the State or any public body;
- (2) not duplicated, to an extent Council considers inappropriate, services or facilities as provided by the Commonwealth, the State or any other body or person, whether public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

**COUNCIL DECISION**

**25. CLOSURE OF MEETING**

Meeting closed at:

# CITY OF COCKBURN



## GRANTS & DONATIONS COMMITTEE

### MINUTES

FOR

THURSDAY, 21 JULY 2016

These Minutes are subject to Confirmation

Presiding Member's Signature

\_\_\_\_\_

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



# CITY OF COCKBURN

## SUMMARY OF MINUTES OF THE GRANTS & DONATIONS COMMITTEE MEETING HELD ON THURSDAY, 21 JULY 2016 AT 7:00 PM

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# CITY OF COCKBURN

## MINUTES OF THE GRANTS & DONATIONS COMMITTEE MEETING HELD ON THURSDAY, 21 JULY 2016 AT 7:00 PM

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### PRESENT:

Mr L. Howlett	-	Mayor
Mrs C. Reeve-Fowkes	-	Deputy Mayor
Mrs L. Sweetman	-	Councillor
Mr S. Portelli	-	Councillor (Presiding Member)
Ms L. Smith	-	Councillor
Ms C. Terblanche	-	Councillor (Observer)

### IN ATTENDANCE:

Mr R. Avard	-	Manager, Recreation & Community Safety
Ms M. Bolland	-	Grants & Research Officer
Ms K. Green	-	Grants & Research Support Officer

### 1. DECLARATION OF MEETING

The Manager, Recreation and Community Safety declared the meeting open, the time being 7:00pm.

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

The Manager, Recreation and Community Safety advised that in the absence of the appointed Presiding Member, and pursuant to Section 5.44 of the Local Government Act, 1995 he had been delegated the power to preside at the Grants and Donations Committee Meeting held on 21 July 2016 and to conduct the election to determine the Presiding Member of the Committee, in accordance with Schedule 2.3 Division 1 of the Act.

The Manager, Recreation and Community Safety called for nominations and received a self-nomination from Councillor Steven Portelli to be appointed Presiding Member for the meeting

There being no further nominations, Councillor Steven Portelli was duly declared Presiding Member.



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

Nil

**4. (GAD 21/07/2016) - APOLOGIES & LEAVE OF ABSENCE**

Clr Stephen Pratt	-	Apology
Clr Philip Eva	-	Apology
Clr Bart Houwen	-	Apology

**5. CONFIRMATION OF MINUTES**

**5.1 (MINUTE NO 95) (GAD 21/07/2016) - MINUTES OF THE GRANTS AND DONATIONS COMMITTEE MEETING - 19/4/2016 (ATTACH)**

**RECOMMENDATION**

That the minutes of the Grants and Donations Committee meeting held on 19 April 2016 be adopted as a true and accurate record.

**COMMITTEE DECISION**

MOVED Mayor L Howlett SECONDED Clr L Sweetman that Council adopt the Minutes of the Grants and Donations Committee Meeting held on 19 April 2016 as a true and accurate record.

**CARRIED 5/0**

**6. DEPUTATIONS & PETITIONS**

Nil

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

Nil

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

Nil



## 9. COUNCIL MATTERS

AT THIS POINT IN THE MEETING, THE TIME BEING 7:06PM, THE FOLLOWING ITEMS WERE CARRIED BY 'EN BLOC' RESOLUTION OF THE COMMITTEE

9.2
9.3
9.4

### 9.1 **(MINUTE NO 96) (GAD 21/07/2016) - SPORT & RECREATION MAJOR CAPITAL WORKS FUNDING SUBMISSIONS (162/002) (T MOORE) (ATTACH)**

#### **RECOMMENDATION**

That Council:

- (1) Supports (in the following priority order) the two community funding applications received:
  1. Jandakot Jets Junior Football Club - Atwell Reserve Lighting Project
  2. Southern Lions Rugby Union Football Club - Success Regional Sporting Facility Lighting Project
- (2) Contributes towards the projects as per (1) above, subject to the successful outcome of respective CSRFF applications:
  1. Atwell Reserve Lighting Project \$50,000 (Exc GST)
  2. Success Regional Sporting Facility Lighting Project \$21,667 (Exc GST)

#### **COMMITTEE RECOMMENDATION**

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Clr L Sweetman that the recommendation be adopted.

**CARRIED 5/0**

#### **COUNCIL DECISION**

## **Background**

The City of Cockburn's Recreation Services team called for submissions from sporting clubs for funding applications in early 2016, as part of the City's Community Funding program.

The City subsequently received two submissions:

- Jandakot Jets Junior Football Club (JJJFC) – Atwell Reserve lighting upgrade
- Southern Lions Rugby Union Football Club (SLRUFC) – Success Regional Sporting Facility lighting upgrade

Both submissions are now presented for consideration.

## **Submission**

N/A

## **Report**

### Jandakot Jets Junior Football Club – Atwell Reserve

Atwell Reserve currently accommodates almost 950 participants in the winter season (senior and junior), which equates to 52 teams. The Reserve is also home to both a senior and junior cricket club during the summer months.

Currently, the Reserve only has one of the two ovals lit, with the existing lighting operating at less than Australian standards for Australian Football League (AFL) match play.

The Clubs' proposed project involves the removal of 2 existing light fittings on Oval 1, the towers located in the middle of Oval 1 and 2 to be replaced with new towers that can accommodate new lights facing both Oval 1 and 2. The poles that will be removed will be relocated to the far eastern edge of the reserve and face toward Oval 2.

This would allow Oval 1 to have lighting sufficient for AFL night fixtures, and for Oval 2 to have sufficient lighting for training.

The JJJFC has committed to fund one-third of the costs of the total lighting project at Atwell Reserve, which is approximately \$150,000 (Ex. GST).



Proposed budget breakdown:

City of Cockburn contribution	\$50,000 (Ex. GST)
Jandakot Jets JFC contribution	\$50,000
CSRFF contribution	\$50,000
<b>TOTAL</b>	<b>\$150,000</b>

Southern Lions Rugby Union Football Club – Success Regional Sporting Facility

The club has advised the City in their 2016 Winter Club Survey that they currently have 250 male members and 17 female members for a total of 267 members.

Currently the Reserve has three rugby pitches, one lit to Australian match standard, one lit to training standard and one field that does not have any lighting.

The proposed project provides lighting via two new towers for field 3 to allow additional training space for the club for rugby union in winter and touch rugby in summer.

The SLRUFC application has sought the City fund the entire project cost estimated to be \$65,000. The club have further advised that they don't have the capacity to contribute towards the project.

Proposed budget breakdown from the SLRUFC:

City of Cockburn contribution	\$65,000
Southern Lions RUFC contribution	\$0
CSRFF contribution	\$0
<b>TOTAL</b>	<b>\$65,000</b>

Whilst the club have sought the City fund the project in its entirety, it is suggested that a CSRFF application be made to seek a one-third contribution towards the project.

City of Cockburn's preferred budget breakdown:

City of Cockburn contribution	\$21,667
Southern Lions RUFC contribution	\$21,667
CSRFF contribution	\$21,666
<b>TOTAL</b>	<b>\$65,000</b>

Both the JJJFC and SLRUFC submissions were considered by staff against a number of key criteria to determine the preferred proposal. In particular, assessment criteria included:



- a) Strategic planning alignment
- b) Community benefit
- c) Potential to increase participation
- d) Financial consideration

Both applications met the above criteria. In assessing the applications received, the Atwell Reserve lighting project was considered to be a higher priority for the following reasons:

- Contribution of funds from JJJFC to the Atwell Reserve project.
- Greater community benefit with the JJJFC having a larger membership base.
- Success Regional Sporting Facility currently having two fields available for training purposes, compared with Atwell Reserve having one.

Both clubs are showing growth in their participation numbers and both requests have merit and would ensure that the amount of space available for use is maximised.

Through the CSRFF program, the State Government provides financial assistance to community groups and Local Government Authorities to develop basic infrastructure for sport and recreation. The program aims to increase participation in sport and recreation with an emphasis on increasing physical activity through the provision of well-planned facilities.

The maximum grant approved will be no greater than one-third of the total estimated project cost, with a maximum total project cost of \$200,000.

Both of the proposed projects meet the eligible criteria for the Small Grants CSRFF round.

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

#### **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
- Create and maintain recreational, social and sports facilities and regional open space



### **Budget/Financial Implications**

Should Council be supportive of both projects, it is recommended that CSRFF applications be made for both projects with Council to contribute 1/3 to the JJJFC project and 1/3 to the SLRUFC project.

This would require a total contribution of \$71,667 across both submissions:

JJJFC – Atwell Reserve Lighting Project \$50,000

SLRUFC – Success Regional Sports Facility Lighting Project \$21,667

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Risk Management Implications**

The two proposed projects will ensure that there is an appropriate level of lighting to ensure safe use of the Reserve.

Should the two proposed projects proceed, it is recommended that they be managed by the City to ensure all works are completed to the satisfactory standard of the City.

### **Attachment(s)**

1. Proposed Atwell Reserve Lighting Project Plans and Quote.
2. Proposed Success Regional Sporting Facility Lighting Project Quote.

### **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 August Council Meeting.

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

Nil



**9.2 (MINUTE NO 97) (GAD 21/07/2016) - REVIEW OF GRANT APPLICATION PROCESS AND EVENTS GRANTS (162/003) (R AVARD)**

**RECOMMENDATION**

That Council:

- (1) Approve the proposed plan for reviewing the selected grants programs, guidelines, application forms and processes as outlined in the report;
- (2) Approve an allocation up to \$10,000 in 2016/17 for a subscription to the SmartyGrants online grants management system; and
- (3) Remove the Sustainable Events Grants Program and annual allocation and replace with a \$15,000 allocation in 2016/17 for a Small Events Sponsorship and Grants Program to be developed and delivered in collaboration with Community Development.

**COMMITTEE RECOMMENDATION**

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Mayor L Howlett that the recommendation be adopted.

**CARRIED 5/0**

**COUNCIL DECISION**

**Background**

Grants and Research Officers are planning a review of some of the grants programs available to City of Cockburn residents and organisations and the relevant guidelines, application forms and processes for applying.

Officers are also investigating moving to an online grants management and application system to make the process more efficient for



applicants and administrators and to keep pace with current best practice grants management programs.

## **Submission**

N/A

## **Report**

### Review of Grants Programs

A review of the Community Grants, Cultural Grants, Donations and Sponsorship (Group and Individual) and Sustainable Events Grants programs, guidelines, application forms and processes has been planned for the new financial year to make applications available and managed online to make the process more efficient for applicants and administrators.

Results of the review will be made available to the Grants and Donations Committee and inform the recommendations for future funding programs and the development of the online grants management system and applications.

The review of the application process and launch of the online applications is expected be finished in time for the 2017 funding rounds.

The planned process for the review is as follows:

Presentation and feedback through the Cockburn Community Development Group (CCDG) at their next meeting in September 2016 inviting representatives from residents associations that have experience applying for grants. The presentation and feedback will include:

- The list of grants currently available, including criteria and types of projects funded.
- The legal requirements the City must meet so they have an understanding of the required accountability/transparency/probity of the grants program.
- A survey/feedback form on the grants programs available, strengths and weaknesses of the current programs and process, suggestions for the online application process, and suggestions for the new small events sponsorship and grants program.



Following this presentation and feedback, Grants and Research and Community Development officers will collate the information and hold a focus group with a sample of previous grant applicants.

The Grants and Research officers will report back to the Grants and Donations Committee at the October meeting on the review and make recommendations on the updated guidelines, online application forms and processes. Subject to approval by Council, it is then proposed the new guidelines, online application forms and processes are rolled out for the March 2017 funding round.

### SmartyGrants

SmartyGrants has been developed by the Australian Institute of Grants Management (AIGM), the grants management body established by Our Community, to help drive and disseminate best practices in grantmaking in Australia. SmartyGrants is Australia and New Zealand's most widely used online grants management system. It allows the grantmaker to receive online applications and manage the entire grants cycle from application to evaluation.

Grants and Research officers have been trialling the SmartyGrants online grants management system since March 2016 and reviewed other organisations' grant application forms, guidelines and systems.

City officers that manage various grants programs have seen a demonstration of the system. It has also been reviewed by the City's Manager Information Services, who advises that the system appears to meet all requirements in terms of data sovereignty, protection and mobility from a technical point of view.

It is proposed that the City allocate up to \$10,000 in 2016/17 from the Grants and Donations Budget to enter into an agreement with Our Community for a one-year subscription to the SmartyGrants online grants management system.

The subscription includes:

- 12 months access to SmartyGrants, including unlimited number of users and instant access to all general release upgrades/improvements
- Access to the SmartyGrants help desk (phone, web and email) for assessors, applicants and grants managers
- Initial "skinning" of the SmartyGrants page (i.e. applying the organisation's branding/style sheet to the applicant site)
- Initial training, including:
  - Process consultation (up to 2 hours)
  - Training pack



- 2 webinars (up to 2 hours per webinar for one or multiple participants)
- 6 x SmartyClass passes to be used for scheduled training
- Free 10-user AIGM Membership: This gives up to 10 users access to all areas of the Australian Institute of Grants Management (AIGM) website, including the password-protected tools and templates, as well as each edition of Grants Management Intelligence.

Our Community also has the endorsement of WALGA as a current Preferred Supplier of Software Applications. Current customers include:

- WA Department of Agriculture and Food
- City of Swan
- Shire of Mundaring
- City of Melville
- City of Mandurah
- City of Joondalup
- City of Wanneroo
- WA Goldfields-Esperance Development Commission
- University of Western Australia, as trustee for The Raine Medical Research Foundation
- ScreenWest Inc

#### “Off the Shelf” Small Events Sponsorship and Grants

Recently, the Community Development and Grants and Research staff have also been investigating the possibility of a small events sponsorship and grants program with the aim to encourage small scale neighbourhood events across Cockburn. The proposal is that these sponsorships/grants will be open all year round providing flexibility to groups to gain funding. It is proposed that the allocation for Sustainable Events is used for these sponsorships/grants.

The Sustainable Events Grants Program has been running since March 2004, enabling the City to support local community associations and schools in starting new events and building them up over a four-year period so that the events become financially self-sustaining.

Unfortunately, the number of applications to this program has been declining. One of the major factors is that the applications are only invited twice a year in the March and September funding rounds, so it is inflexible when it comes to the timing of community events and small scale neighbourhood events. Secondly, the events that have been funded through this program rarely make surplus funds to carry over to the next year's event.



The proposed “Off the Shelf” Small Events Sponsorship and Grants program is not intended to replace the current Community Grant and Sponsorship programs currently available in two rounds per year, but provide supplementary funding available all year round for smaller events such as movie nights, pop up cafés, Christmas Carols, food swaps and fetes to be run by organisations and in consultation with the City’s Community Development team.

Potentially, two tiers would be offered (for example only):

- Small Neighbourhood Event Sponsorship – for up to 100 people and limit of \$1,000 (e.g. movie nights, pop-up events, small fetes)
- Small Events Grants – from 100-500 people, and up to \$4,000 (e.g. Christmas Carols, Suburb Open Days)

It is proposed these small events grants and sponsorships be presented and feedback sought from the CCDG at the same time as the review of the other grants programs and processes.

It is also proposed to remove the Sustainable Events Grants Program and annual allocation and replace with a \$15,000 allocation in 2016/17 for a Small Events Sponsorship and Grants Program to be developed and delivered in collaboration with Community Development.

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

#### **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

#### **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**

Annually, Council allocates up to 2% of the rates income to a range of grants, donations, sponsorship and subsidies. For 2016/17 the Grants and Donations budget is \$1,300,000, for which the following allocations are proposed for the following programs that are to be reviewed and/or available online:



- \$100,000 for Community Grants
- \$20,000 for Cultural Grants
- \$180,000 for Donations
- \$120,000 for Sponsorship
- up to \$10,000 for a subscription to SmartyGrants
- \$15,000 for a Small Events Sponsorship and Grants Program

### **Legal Implications**

Nil

### **Community Consultation**

Previous grant applicants, and Community Development contacts and representatives from not-for-profit organisations, will be invited to participate in the review of the grants programs and application process as described in the report.

### **Risk Management Implications**

The Council allocates a significant amount of money to support individuals and groups through a range of funding arrangements. There are clear guidelines and criteria established to ensure that Council's intent for the allocation 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)**

Nil

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

N/A

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

Nil



9.3 **(MINUTE NO 98) (GAD 21/07/2016) - SAFETY HOUSE WA AND SAFETY HOUSE COCKBURN COMMITTEE REPORT (162/003) (R AVARD) (ATTACH)**

**RECOMMENDATION**

That Council receive the report on Safety House WA and the Safety House Cockburn Committee.

**COMMITTEE RECOMMENDATION**

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Mayor L Howlett that the recommendation be adopted.

**CARRIED 5/0**

**COUNCIL DECISION**

**Background**

The Grants and Donations Committee, at its meeting on 19 April 2016, received and considered a proposal from the Safety House Cockburn Committee. The proposal was to increase the annual grant allocation to the Safety House School Program from \$500 to \$1,000 to increase participation from 8 schools to 15 schools by the end of 2017 and use the increased allocation for Annual Group Affiliation fee (\$300), Annual Safety House Show fee (\$200) and Safety House merchandise and promotion to be divided between the schools (\$500).

The Committee recommended a revised allocation of \$0 for the Safety House School Program until further information had been received about the program including: policies, procedures, budgets and State Government funding, monitoring, reporting and compliance (Working with Children Checks), school participation rates and long-term sustainability. It was requested that this report be presented at the next Grants and Donations Committee Meeting in July 2016.

At the Council Meeting on 12 May 2016 Council approved *“an allocation of \$1,000 to “Safety House Cockburn Committee” for*



2015/16 and require the provision of a report from the Committee on this program for presentation at the next Grants and Donations Committee Meeting”.

### **Submission**

N/A

### **Report**

The following information was accessed from the Safety House WA website <http://www.safetyhousewa.org.au> between Friday 22 April 2016 and Wednesday 6 July 2016.

*“The Safety House Association of Western Australia Inc. was set up in October 1983 and is an Incorporated Association with full support and co-operation from the WA Department of Education and the Western Australian Police.*

*The Association carries Volunteer Worker Injury and Public Liability insurance policies that cover all Safety House Committee Coordinators and Committee Members whilst they are undertaking any volunteer work on behalf of the Association. It is strongly recommended that all individual Safety Houses ensure that they have adequate insurance cover for their personal needs. Just as with Neighbourhood Watch WA, being a member of the Safety House program should not make any difference to the resident’s existing insurance cover situation but they are definitely not covered by any Safety House WA insurance policy.*

*All Safety House WA volunteers and staff aged 14 years and over are subject to a mandatory rigorous continuous police check as a pre-condition of being registered as a volunteer with the Association. There is no charge to the applicant or to the Safety House Committee for this police check and the check is continually reviewed until the applicant leaves the Safety House program.*

*The Management Committee is elected by the Association Membership at the Annual General Meeting and includes representatives of major organisations involved in primary schooling and child safety. The Management Committee is responsible for policy and strategic direction of the Association and holds General Meetings each term at which all Members are welcome.*

*The State Head Office is located in the scenic grounds of Waddington Primary School in Koondoola and employs a small full time staff to coordinate and manage the Safety House program throughout WA. Safety House WA staff work with primary school Parent Associations across the state to establish local Safety House Committees. The*



*Safety House WA Head Office also supplies advice, assistance and resources to local Safety House Committees.*

*The local Safety House Committee involves their local community in setting up, operating and monitoring Safety Houses in their area. A local Safety House Committee Coordinator runs their local program and has a vitally important role to regularly monitor all Safety Houses in their area. This is to ensure that standards of safety for children are maintained and that Safety House signs are current and clearly visible to any child needing assistance. The local Safety House Committee is also active in the school and community to promote and raise awareness of the benefits of the Safety House program.”*

The goals of the Safety House Cockburn Committee are increased participation in the Safety House program by schools, residents, organisations and local business owners creating a safer environment for young children in the City of Cockburn community.

The Safety House WA Chief Executive Officer Michael Clarke, and Safety House Cockburn Coordinator Chontelle Sands, have supplied the following documents to address the information requested by the Grants and Donations Committee and Council:

Policies, Procedures, Monitoring, Reporting, Compliance:

- The Constitution of the Safety House Association of WA Inc.
- WA Police Check and Working with Children Card Information Sheet
- Applying for a Working with Children Card details
- 2016 Application to Join Safety House Program Personal (Non-Commercial Premises)
- 2016 Application to Join Safety House Program Commercial or Business Premises
- Safety House Newsletter Term 1 2016

Budgets and Funding

- Profit and Loss Statement – Full Year 1 January 2015 to 31 December 2015
- Notes to the P& L Statement from the 2016 AGM

Participation Rates

According to the Safety House WA website there are:

- 203 Schools participating in the Safety House Program
- 716 Local Safety House Committee Volunteers
- 3,176 Safety House Households
- 13,000 Safety House Volunteers



- 71,650 School children covered by the Safety House Program

In Cockburn there are currently 8 schools out of the 28 with local residents currently participating in the Safety House Program. These are:

- Aubin Grove Primary School
- Bibra Lake Primary School
- East Hamilton Hill Primary School
- Harmony Primary School
- Success Primary School
- Atwell Primary School
- Beeliar Primary School
- Yangebup Primary School

The Safety House Cockburn Committee would like to increase to 15 participating schools by the end of 2017.

#### Long-term Sustainability

Safety House WA are reliant on grants, donations, affiliation fees, Safety House show income, and sale of merchandise to fund their operations, and, in particular, thousands of volunteers.

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

##### **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**

- Deliver sustainable governance through transparent and robust policy and processes

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

There is an allocation of \$1,000 allocation proposed on the 2016/17 Grants, Donations and Sponsorship Budget for the Safety House School Program.

##### **Legal Implications**

Nil



**Community Consultation**

Nil

**Risk Management Implications**

The Council allocates a significant amount of money to support individuals and groups through a range of funding arrangements. There are clear guidelines and criteria established to ensure that Council's intent for the allocation 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. Safety House WA Information Pack

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

N/A

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

Nil

**9.4 (MINUTE NO 99) (GAD 21/07/2016) - GRANTS AND DONATIONS COMMITTEE RECOMMENDED ALLOCATIONS 2016/17 (162/003) (R AVARD) (ATTACH)**

**RECOMMENDATION**

That Council:

- (1) adopt the grants, donations, and sponsorship recommended allocations for 2016/17 as attached to the agenda, and
- (2) advertise the availability of the grants, donations and sponsorships in two instalments closing 30 September 2016 and 31 March 2017 respectively.



**COMMITTEE RECOMMENDATION**

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Mayor L Howlett that the recommendation be adopted.

**CARRIED 5/0**

**COUNCIL DECISION****Background**

Council approved a budget for grants and donations for 2016/17 of \$1,300,000. The Grants and Donations Committee is empowered to recommend to Council how these funds are to be distributed.

**Submission**

The City received funding requests from:

- Native ARC (Report attached)
- Cockburn Wetlands Education Centre (Report attached)
- Amalfi Publishing – Sponsorship Application for First Horse Re-Enactment Race (Proposal attached)
- Jandakot Jets Junior Football Club – Atwell Reserve Lighting Project; and Southern Lions Rugby Union Football Club - Success Regional Sporting Facility Lighting Project (Agenda Item 9.1)

**Report****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 previous Council decisions.

There are three new proposed commitments for the 2016/17 financial year:

- Jandakot Jets Junior Football Club – Atwell Reserve Lighting Project (as to Agenda Item 9.1)
- Southern Lions Rugby Union Football Club - Success Regional Sporting Facility Lighting Project (as to Agenda Item 9.1)
- SmartyGrants – subscription to online grants management system (as to Agenda Item 9.2)



There are two ongoing commitments that require approval for the 2016/17 financial year:

- A donation to support the administration costs of Native ARC of \$89,064.89.
- A donation to support the administration costs of Cockburn Wetlands Education Centre of \$89,064.89.

At its meeting on 14 August 2014, the following Council decision was made:

*That Council:*

- (1) *approve the contribution sponsorship request from both the Cockburn Wetlands Education Centre and Native ARC for funding towards the annual administration costs for each organisation (Cockburn Wetlands Education Centre \$86,708 and Native ARC \$86,708) for a period of four years indexed annually according to Perth consumer price index, and coinciding with the terms of their leases and also being subject to:*
  1. *The Cockburn Wetlands Precinct members providing an annual report detailing their progress in meeting designated joint Key Performance Indicators as endorsed previously by Council.*
  2. *The Cockburn Wetlands Education Centre and Native ARC each providing a separate annual report which summarises the previous 12 months activities and their progress in meeting designated individual key performance indicators previously endorsed by Council.*

Native ARC and Cockburn Wetlands Education Centre have provided their reports for 2016/17, which are attached to the agenda, and it is recommended to approve the 2016/17 donation of \$89,064.89 (including CPI of 1.3%) to each organisation.

The total allocation proposed for committed/contractual donations for 2016/17 is \$500,000.

## **GRANTS**

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

The 2016/17 Budget includes small increases in the following allocations based on the previous year's expenditure due to increased subscription to these programs and predicted expenditure for 2016/17:



- Junior Travel Assistance Program
- Community Associations Hall Hire Subsidy
- Bus Hire Subsidy
- Environmental Education Initiatives Program
- Cockburn Community Group Volunteer Insurance

The 2016/17 Budget includes small decreases in the following allocations based on less expenditure in the previous financial year:

- Sport and Recreation Club Grants

There is also a proposal to change to the Sustainable Events Grants Program allocation – this program has not been well subscribed in the last few years, so it proposed to change this program as to Agenda Item 9.2 and include an allocation of \$15,000.

There are no other significant changes from last financial year in the new allocations.

The total allocation proposed for grants for 2016/17 is \$500,000.

### **DONATIONS**

It is proposed that Council will seek applications for Donations from not-for-profit organisations in two instalments. It is proposed for 2016/17 to have the first round closing on 30 September 2016 and the second round closing on 31 March 2017.

Applications for Donations will be assessed under policy ACS2, and a report presented to the Committee for its deliberation. The Committee will then consider the requests for Donations and make a recommendation to Council.

It is proposed to increase the allocation for Donations from \$161,500 to \$180,000 for 2016/17.

### **SPONSORSHIP**

It is proposed to allocate \$120,000 of the 2016/17 Grants and Donations Budget to the Sponsorship program, to reflect the steady increase in applications to this program.

It is proposed to seek applications for Sponsorship for Groups in line with the other funding opportunities closing on 30 September 2016 and 31 March 2017, other than Sponsorship for Individuals, where applications are invited all year round.



There is also a one-off Sponsorship Application for a First Horse Re-Enactment Race from Amalfi Publishing to be considered. The Proposal is attached and a summary provided below.

Applicant: Amalfi Publishing

Proposal: First Horse Re-Enactment Race, CY O'Connor Beach  
183<sup>rd</sup> Anniversary - 2 October 2016

Requested: \$7,000 (\$6,700 Cash, \$300 In-kind)

Recommended: \$7,000

Amalfi Publishing seeks sponsorship support for the construction of a permanent plaque at a commemorative horse race on CY O'Connor Beach on 2 October 2016. Following are some excerpts from the proposal:

*"On October 3, 1833, Western Australia's first horse race was held on a stretch of the Cockburn Coastline now known as CY O'Connor Beach. Reported by the Perth Gazette (now The West Australian), six imported Timor ponies took part in this historic meeting... Since the first race meeting, the beach strip has been used continuously by champion riders and trainers, including members of the Australian defence force and WA's police mounted section."*

*"The planned commemorative event consists of two main elements:*

- 1. Plaque Unveiling – The unveiling of a permanent plaque dedicated to the trainers, riders and horses which have used the beach area since the first horse race in 1833.*
- 2. Family Fun Day – Stage a public event celebrating the history of the area by WA's horse training/riding community. The day will celebrate the history, culture, and continuing use of the coastline. Families will be invited to share this history using recreational facilities at CY O'Connor Reserve (...) Pony rides, face painting and games such as pin the tail on the donkey are also planned. A Clydesdale wagon is available to ferry people from one end of Robb Road to the other. A series of 'stalls' or exhibition spaces will be made available on the grassed area to reflect/demonstrate Cockburn's rich heritage."*

*"The Project:*

- will have long-term benefits for the community and the City of Cockburn by attracting people to the site of the State's first horse race meeting in October 1833. Importantly, it recognises (in a*



- physical form) the permanent listing in 2007 of the 'South Beach Horse Exercise Area' in the WA Register of Heritage Places*
- *will raise awareness of the City's colonial heritage and horse training history, with many winning jockeys and horses having trained here since the early 1800s, including WA engineer CY O'Connor at the turn of the last century. It also highlights the ongoing use of CY O'Connor Beach by local trainers and riders from not just the Cockburn area, but the wider metropolitan area*
  - *will raise the profile of the City by supporting its historic 'roots' through recognition of the site as the meeting place for the State's first colonists, and generations of residents and visitors to the increasingly popular area*
  - *fills "an identified need" by ensuring a historical and cultural context to the rapidly expanding area of coastal development in which tens of thousands of people are expected to live and work over the next couple of decades*
  - *does not duplicate an activity already available in the area, it will compliment existing facilities. The last informal meeting of horses and trainers/riders in 1999 attracted more than 1000 people including the media*
  - *does not overlap any other major event on October 2. The event will be held the day after the end of the Royal Agricultural Show (October 1). It also runs before the AFL grand final and importantly, will be held in the run-up to the Melbourne Cup in early November."*

Perth Racing WA, Racing and Wagering WA, and Seacorp have committed financially, with other individuals and organisations taking requests for funding support/sponsorship to committees.

It is recommended to support this application.

### **Strategic Plan/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 through planning, policy and community development

### **Budget/Financial Implications**

Council approved a Budget for Grants and Donations for 2016/17 of \$1,300,000. Following is a summary of the proposed grants, donations and sponsorship allocations.



Summary of Proposed Allocations

Committed/Contractual Donations	\$500,000
Specific Grant Programs	\$500,000
Donations	\$180,000
Sponsorship	\$120,000
<u>Total</u>	<u>\$1,300,000</u>
Total Funds Available	\$1,300,000
<u>Less Total of Proposed Allocations</u>	<u>\$1,300,000</u>
Balance	\$0

**Legal Implications**

Nil

**Community Consultation**

Council's grants are advertised widely in the local community through the City's website, local media, Cockburn Soundings, and Council networks. It is recommended that advertising start immediately following the Council decision to ensure a wider representation of applications.

**Risk Management Implications**

The Council allocates a significant amount of money to support individuals and groups through a range of funding arrangements. There are clear guidelines and criteria established to ensure that Council's intent for the allocation 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. Grants, Donations and Sponsorship Recommended Allocations Budget for 2016/17.
2. Cockburn Wetlands Precinct Reports from Cockburn Wetlands Education Centre and Native ARC.
3. Sponsorship Proposal from Amalfi Publishing for a First Horse Re-Enactment Race.



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

Submissioners have been advised that a decision will be made at the Council Meeting on 11 August 2016 and they will be advised of the outcome following this meeting.

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

Nil

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

Nil

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

Nil

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

Nil

**13. (GAD 21/07/2016) - MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**

**13.1 Mayor Logan Howlett** requested that a potential funding program for innovation and new technologies be investigated, with Elected Members to provide guidance and ideas on the type of funding program to the Manager Recreation and Community Safety for consideration.

**14. CONFIDENTIAL BUSINESS**

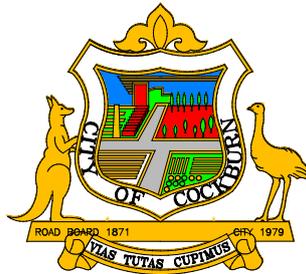
Nil

**15. (GAD 21/07/2016) - CLOSURE OF MEETING**

7:12pm



# CITY OF COCKBURN



## AUDIT & STRATEGIC FINANCE COMMITTEE

## MINUTES

## FOR

**THURSDAY, 21 JULY 2016**

These Minutes are subject to Confirmation

Presiding Member's Signature

\_\_\_\_\_

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

# CITY OF COCKBURN

## SUMMARY OF MINUTES OF AUDIT & STRATEGIC FINANCE COMMITTEE MEETING HELD ON THURSDAY, 21 JULY 2016 AT 6:00 PM

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# CITY OF COCKBURN

## MINUTES OF AUDIT & STRATEGIC FINANCE COMMITTEE MEETING HELD ON THURSDAY, 21 JULY 2016 AT 6:00 PM

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### PRESENT:

#### ELECTED MEMBERS

Mr S Portelli	-	Councillor (Presiding Member)
Mr L Howlett	-	Mayor
Mrs C Reeve-Fowkes	-	Deputy Mayor (Arr. 6.09 pm)
Mr K Allen	-	Councillor
Dr C Terblanche	-	Councillor

#### IN ATTENDANCE

Mr S. Cain	-	Chief Executive Officer
Mr D. Arndt	-	Director, Planning & Development
Mr C. Sullivan	-	Director, Engineering & Works
Mr N. Mauricio	-	Acting Director, Fin. & Corp. Services
Mr J Ngoroyemoto	-	Governance & Risk Co-ordinator
Mrs B. Pinto	-	PA to Directors – Fin. & Corp. Services & Governance & Comm. Services

### 1. DECLARATION OF MEETING

The Presiding Member declared the meeting open at 6.01 pm.

He acknowledged the Noongar people who are the Traditional Custodians of this Land, and pay respect to the Elders, both past and present, of the Noongar Nation and extend that respect to other Indigenous Australians who may be present.

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

Nil.

### 3. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATION

Nil

### 4. APOLOGIES & LEAVE OF ABSENCE

Nil



**5. PUBLIC QUESTION TIME**

Nil

**6. DEPUTATIONS & PETITIONS**

Nil

**7. CONFIRMATION OF MINUTES**

**7.1 (MINUTE NO 172) (ASFC 21/7/2016) - MINUTES OF THE AUDIT & STRATEGIC FINANCE COMMITTEE MEETING - 17 MARCH 2016**

**RECOMMENDATION**

That Committee confirms the Minutes of the Audit and Strategic Finance Committee Meeting held on Thursday, 17 March 2016, as a true and accurate record.

**COMMITTEE RESOLUTION**

MOVED Clr C Terblanche SECONDED Clr K Allen that the recommendation be adopted.

**CARRIED 4/0**

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

Nil

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

Nil

**10. COUNCIL MATTERS**

AT THIS POINT IN THE MEETING, THE TIME BEING 6.04 PM THE FOLLOWING ITEMS WERE CARRIED BY 'EN BLOC' RESOLUTION OF COMMITTEE

12.1	12.2
------	------



**10.1 (MINUTE NO 173) (ASFC 21/7/2016) - RISK MANAGEMENT INFORMATION REPORT (021/012) (J NGOROYEMOTO) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) receive the report on the Risk Management Program;
- (2) adopt the proposed City of Cockburn Strategic Risk Register, as shown in the attachment.

**COMMITTEE RECOMMENDATION**

MOVED Clr C Terblanche SECONDED Mayor L Howlett that the recommendation be adopted.

**CARRIED 4/0**

**COUNCIL DECISION**

**Background**

At the Ordinary Council Meeting of 13 June 2013, Council endorsed the City's proposed risk management policy and associated roll-out program. Subsequently at the Ordinary Council Meeting of 11 December 2014, via the Audit and Strategic Finance Committee, Council endorsed the Risk Management Strategy. The City is progressing in implementing the Risk Program, and this report provides an update on the key milestones achieved over the past 4 months since the last report was submitted to the Audit and Strategic Finance Committee.

The City's Risk Program, through adopting the guidelines and principles of the Australian risk standard, AS/NZ ISO 31000:2009 is committed to a culture of risk management. City Policy SC51 'Enterprise Risk Management' (the policy) is a commitment by the City to ensuring that sound risk management practices and procedures are fully integrated into its strategic and operational processes and day to day business practices. The City continues to roll out the Risk Program in line with the Risk Management Strategy.

**Submission**

N/A



## Report

Risk Management Program:

### The City's Risk Monitoring and Reporting System

The City acquired Risk Management and Safety System (RMSS) as its service provider for a Risk Management Software. The City purchased the package consisting of Risk, Event and Compliance Manager Modules, integrating all key areas of risk, compliance and event management across the organisation. The risk manager module efficiently identifies, assesses, controls, monitors and reviews risks and hazards using a unique patented workflow, allowing the City to use a variety of risk assessment methodologies, terminology and workflows.

The Event module is a web-based tool used to manage events as they happen. Following a unique workflow that allows even non-system users (such as contractors) to notify of potential events, the event manager module then follows the traditional process of recording, investigation, correction and review. Built-in flexibility allows events to be managed across a full range of workplace incidents and events e.g. complaints, injuries, enquiries etc.

The compliance manager allows the City to quantify compliance and performance using a flexible, web-based, real-time audit framework. The compliance manager module is used to manage both internal and external audits using any criteria, customisable scoring options and flexible scripting text, designed to meet the requirements of even the most complicated audit process. System configuration is now complete and staff training has commenced, with expected roll out in August 2016 of the Risk and Event modules followed by the Compliance module roll out towards the end of the year.

### Strategic Risks

LGIS Risk Management facilitated the development of a City of Cockburn Strategic Risk Register. This process saw four workshops being conducted with the Executive during the month of February, feedback sought from the strategic business managers and an Elected Members briefing session. The workshops were focused on identifying high level key strategic risks associated with City of Cockburn's external environment, stakeholders, strategic direction and systemic organisational issues. A strategic risk is a risk that is likely to have a significant impact on the City's ability, as an organisation, to achieve its mission and objectives. A strategic risk may prevent the City from capitalising on its opportunities and strengths, expose its weaknesses, and/or represent a failure to address threats to the City. The methodology followed during the process consisted of introduction and defining of strategic risks, establishing the strategic risk assessment context, identification of City of Cockburn strategic risks, analysis of strategic risks, and documentation of risk treatment options. This



resulted in the development of the City of Cockburn strategic risk register which is being presented now for adoption. The information on the register will be monitored and reviewed in RMSS, and the scoping exercise will be completed every four years in conjunction with the review of the Strategic Community Plan.

### Operational Risks

265 operational risks currently sit on the City's risk registers. All risks were reviewed at the Audit Committee meeting of November 2015, and were rated using the City's risk matrix and were recorded on excel spreadsheets. These risks are currently in the process of being reviewed and transferred into RMSS, and will start to be monitored and reviewed in RMSS in August 2016.

### Future direction

As the City continues to implement and embed risk management through its Risk Program, the next four months will continue to focus on the following key areas and current initiatives:

- Training and Rollout of the Risk Management and Safety Systems Software (RMSS), Risk and Event modules.
- Chief Executive Officer's biennial review of the appropriateness and effectiveness of the City's systems and procedures in relation to risk management, internal controls and legislative compliance.

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

#### **Leading & Listening**

- Deliver sustainable governance through transparent and robust policy and processes

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

The City's 2016/17 Annual Budget makes provision for the continued development of and further introduction of Risk Management framework.

#### **Legal Implications**

Local Government (Audit) Regulations 2013, Regulation 17.

#### **Community Consultation**

N/A



**Risk Management Implications**

Good corporate governance dictates that risk management information is captured and retained throughout the risk management cycle. If council does not adopt the Strategic Risk Register there is a risk of failure to have a structured process to record strategic risks, decision processes and treatment performance results. There is also a potential risk of failure to align strategic risks to the City's strategic objectives as identified in the Strategic Community Plan.

**Attachment(s)**

Proposed City of Cockburn Strategic Risk Register.

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

N/A

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

Nil.

DEPUTY MAYOR REEVE-FOWKES JOINED THE MEETING AT THIS STAGE THE TIME BEING 6.09 PM.

**10.2 (MINUTE NO 174) (ASFC 21/7/2016) - INTERNAL AUDIT PLAN REVIEW (067/004) (J NGOROYEMOTO) (ATTACH)**

**RECOMMENDATION**

That Council adopt the Strategic Internal Audit Plan as shown in the attachment to the Agenda.

**COMMITTEE RECOMMENDATION**

MOVED Mayor L Howlett SECONDED Clr C Terblanche that the recommendation be adopted.

**CARRIED 5/0**

**COUNCIL DECISION**



## Background

Minutes of the November 2015 Audit and Strategic Finance meeting were adopted by Council at its December 2015 meeting which contained extension of the contract with Deloitte for the provision of internal auditing services for a further two year period ending 30 June 2017. The report advised that future internal audit plans will be facilitated through the City's Risk Review Group (comprising cross functional managers), with input from the internal auditor. Audit planning will be informed by the City's operational and strategic risk registers, where assessed risk levels will influence audit priorities.

Subsequently a three year Internal Audit Plan has been developed by the Risk Review Group which seeks to evaluate the adequacy of internal controls in a number of higher risk areas. In line with the oversight responsibilities mentioned above, the Strategic Internal Audit Plan for 2016 to 2019 is presented (refer to attachment) to the Audit and Strategic Finance Committee for its review and approval.

## Submission

N/A

## Report

The City has expanded the Terms of Reference for its Audit and Strategic Finance Committee to include oversight in the areas of risk management, internal control and legislative compliance. This expansion of Terms of Reference has been in response to the Local Government (Audit) Amendment Regulations 2013 published in the Government Gazette on 8 February 2013 requiring Audit Committees of a local government to have oversight of its systems and procedures in relation to the above mentioned areas.

The Institute of Internal Auditor's states that internal auditing is an independent, objective assurance and consulting activity designed to add value and improve an organisation's operations. It helps an organisation accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve effectiveness of risk management, control, and governance processes

The Risk Review Group spearheaded the review of the Internal Audit Plan, with the assistance of The City's internal auditor. Latest risk management documentation was referred to during the development of this Internal Audit Plan as well as discussions undertaken with senior management to identify and determine potential high risk areas for inclusion in the audit plan. The Risk Review Group conducted an Internal Audit plan scoping exercise whereby the following were considered:



Extreme' or 'High' risks identified in the operational risk register

- Closure of SMRC (not included in the plan as mitigation treatment options are addressed in the risk register)
- Failure to undertake Bushfire Act enforcement or mitigation works on Crown land (not included in the plan as not suitable for internal audit)

Extreme' or 'High' risks identified in the Strategic risk register

- Bush Fires (not suitable for internal audit)
- Record Management (included in the plan)
- Project Management (included in the plan)
- Waste Management (mitigation treatment options are addressed in the risk register)
- Community Led Local Government Reform (as not suitable for internal audit)

Operational Risks with a high Likelihood rating

- FCS18 - Failure to provide a secure, highly available, resilient and well performing Electronic Document and Records Management System (included in the plan)
- PD3- failure to conduct an accurate analysis on the feasibility of land development and projects funded through developer Contributions (included in the plan)

Previously identified areas for Audit - Rates Model (included in the plan)

An explanation for the selection of audit areas in the Internal Audit Plan for 2016 to 2019 is provided below.

#### Project Management

High risk as identified in the risk registers - Project management across the organisation is inconsistent and inefficient and has been highlighted in the Organisational review and employee surveys. The likelihood of the risk eventuating to the level of critical consequences is frequent.

#### Land Development and Developer Contributions

Substantial risk as identified in the risk registers - Accurate analysis is critical for the feasibility of Land Development and Projects funded through Developer Contributions

#### Fleet Management

Moderate risk as identified in the risk registers - The City has a considerable investment in its fleet assets and considerable resources are consumed in operating and maintaining the fleet to ensure it services the City's business requirements. Independent review will assist determine the effectiveness of the fleet management model.



Records Management

Substantial risk as identified in the risk registers - The effectiveness of the City's ECM system remains a recurring question and thus a high priority and will immediately follow the formation of the Knowledge Management Plan document which will act as a guide to which actions to be taken to achieve the goal of best practices. There is lack of an audit trail for documents/external; sent emails are not saved in ECM, non-compliance with processes and requirements, lack of awareness and training, and no perceived consequences and increased officer workloads.

Rates Model

Moderate risk as identified in the risk registers - The City's Budget Management Policy requires that internal audit review the annual rate setting process and the outcomes, paying particular attention to the parameters used for applying the rates concession scheme to residential improved properties.

Allocation of Resources (Long Term Financial Planning)

Moderate risk as identified in the risk registers - The Long Term Financial Plan is a critical planning document for ensuring the future financial sustainability of the City in terms of resources allocation. An independent review of the methodology and the basis of underlying assumptions used will support the governance over this exercise.

Internal Communications

Moderate risk as identified in the risk registers - Internal Communications across the organisation was also highlighted in the Organisational review and employee surveys. The likelihood of the risk eventuating to the level of critical consequences has been occurring routinely. There is currently no internal communication plan or policy.

**Strategic Plan/Policy Implications****Leading & Listening**

- Deliver sustainable governance through transparent and robust policy and processes

**Budget/Financial Implications**

The cost for internal audit assignments is determined at the time of agreeing the terms of reference. Hourly fees are set in accordance with the WALGA supply panel contract for Audit Services, which are subject to annual CPI increases.



The City's budget for 2016/17 includes an allocation for compliance/internal audit costs of \$32,000.

**Legal Implications**

N/A

**Community Consultation**

N/A

**Risk Management Implications**

If Council defers or does not adopt the Strategic Internal Audit Plan, the internal auditors will not have a set scope of requirements to evaluate effectiveness and efficiency of operations, reliability of financial and management reporting, compliance with laws and regulations and safeguarding of Assets. This will also ultimately affect the prioritisation of audit projects to be undertaken this year.

**Attachment(s)**

Proposed City of Cockburn Strategic Internal Audit Plan.

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

N/A

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

Nil.

**11. PLANNING & DEVELOPMENT DIVISION ISSUES**

Nil

**12. FINANCE & CORPORATE SERVICES DIVISION ISSUES**

**12.1 (MINUTE NO 175) (ASFC 21/7/2016) - INTERIM EXTERNAL AUDIT (067/001) (N MAURICIO) (ATTACH)**

**RECOMMENDATION**

That Council receive the Interim Audit Management letter for the year ended 30 June 2016, as shown in the attachment to the Agenda.



**COMMITTEE RECOMMENDATION**

MOVED Clr C Terblanche SECONDED Clr K Allen that the recommendation be adopted.

**CARRIED 4/0**

**COUNCIL DECISION****Background**

Council is required to examine the report prepared by the External Auditor and is to determine if any matter raised in the report requires action to be taken.

Council is also required to meet with the Auditor of the Local Government at least once in each year. This will be for the receipt of the final audit report as occurs each financial year.

The Terms of Reference of the Audit Committee were adopted by Council on 8 November 2007.

**Submission**

N/A

**Report**

The Interim External Audit Report for the period ending 30 June 2016 was received from Council's Auditors, Macri Partners in July 2016. The Interim Report covered a review of the accounting and internal control procedures in operation, as well as testing of transactions in the following areas:

- Bank Reconciliations (no issues identified)
- Investment of Surplus Funds (no issues identified)
- Purchases (no issues identified)
- Payments and Creditors (no issues identified)
- Rate Receipts and Rate Debtors (no issues identified)
- Receipts and Sundry Debtors (1 issue identified)
- Payroll (2 issues identified)
- General Accounting – Journals, etc. (no issues identified)
- IT Controls (no issues identified)
- Registers - Tenders Register, etc. (no issues identified)
- Fixed Assets - Property, Plant & Equipment and Infrastructure (1 issue identified)
- Review of Council Minutes (1 issue identified)



The review also included an examination of certain compliance matters required under the Local Government Act and Financial Management Regulations. Internal controls were examined primarily for the purpose of expressing an opinion on the financial statements of the City of Cockburn.

It is worth noting that the number of issues identified and reported on this year by audit is down on those in previous years. This indicates the City's current financial controls and processes are operating effectively.

Below is a summary of the issues raised by Audit and the associated management responses:

<u>Audit Finding</u>	<u>Management Response</u>
<b>Sundry Debtors</b>	
<p><b>Issue</b> The audit review of the procedures relating to raising of credit notes indicated that the credit notes issued were based on the associated debtor invoice number and not sequentially numbered.</p> <p>In the absence of numerical sequence over credit notes, audit believes there is a risk that credit notes raised may not be accounted for within the system and may result in loss of revenue.</p> <p><b>Recommendation</b> That credit note numbers be automatically generated in a sequential order from the financial system to provide control and assurance that all credit notes have been properly accounted and entered in the system.</p>	<p>We have a system review of sundry debtors processing planned for August 2016 in consultation with a Tech One consultant. This will include reviewing credit note numbering requirements.</p> <p>The City raises very few credit notes (around 6 per year) and only when they are approved by an authorised officer. Sequential numbering of credit notes is seen as less of a control than an independent periodic review by management of all credits notes raised on the system. This will be made a priority in the review.</p>
<b>Payroll</b>	
<p><b>Issue</b> Audit noted that amendments to the payroll master file are not reviewed by an independent senior officer. Lack of such control may provide opportunities for inappropriate amendments to remain undetected.</p> <p><b>Recommendation</b> A report containing amendments to the payroll master file be produced and reviewed by an independent senior officer.</p>	<p>HR Officers load new employees onto the Payroll Master File however are unable to make any amendments. All amendments are undertaken by members of the payroll team. Business Systems are able to produce a report which details which member of the team made each amendment to enable auditing.</p> <p>The Manager, Human Resources does not believe the creation of a report of all amendments to be checked on a regular basis (ie. Pre-every payroll run) would be effective or efficient.</p>



<u>Audit Finding</u>	<u>Management Response</u>
<p><b>Issue</b> Audit noted that 31 employees had accrued annual leave in excess of 8 weeks to a maximum of 13.7 weeks.</p> <p><b>Recommendation</b> Audit would like to receive feedback on the status of the balances.</p>	<p>The management of leave liability has significantly improved over the past 12 months, as evidenced by the drop in both the number of employees and the excess weeks. This has been achieved through initiatives such as the new HR Monthly Report to all Directors and SBMG members that regularly highlights leave liability and number of employees, by Division, with excess leave balances.</p> <p>Further, as part of the Absenteeism Management training introduced this year, Supervisors are being trained on the requirements to manage leave balances and their powers to do so.</p>
<u>Council Minutes</u>	
<p><b>Issue</b> Audit noted that the Ordinary Council Meeting minutes for June 2015, August 2015, November 2015 and Special Council Minutes for June 2015, July 2015 and December 2015 were signed and certified on a date much later than that of the meeting at which they were confirmed.</p> <p><b>Recommendation</b> That the Council Minutes be signed and certified by the Presiding person as soon as is practical following the meeting at which they are tabled in accordance with the requirement of the legislation.</p>	<p>Normal practice is for the presiding person to sign and date the minutes on the day of the meeting at which the Minutes are confirmed. An internal review in May identified a number of minutes that had not yet been certified and these were duly signed. All of these had otherwise been properly confirmed at a meeting of Council.</p> <p>Procedures will be reviewed to ensure the Presiding person signs and certifies the Minutes on the appropriate day.</p>
<u>Asset Residual Values and Depreciation Expense</u>	
<p><b>Issue</b> In May 2015, the Australian Accounting Standards Board (AASB) clarified its interpretation of the term "residual value" for the purposes of calculating depreciation for long-lived assets such as infrastructure assets under AASB 116.</p> <p><b>Recommendation</b> Given this, Audit requests the City reviews any residual values applied to assets and appropriately reassesses asset components and their useful lives for the purposes of the calculation of depreciation expense for the 2016 financial year.</p>	<p>The City has never applied residual values to any components of its infrastructure assets as it has never had a factual basis to do so. The City's current depreciation rates are based on the best available asset data and evidence to date.</p> <p>The City's Asset Services team continue gathering further asset data and evidence through asset condition surveys. This will refine useful lives for the various asset components based on a number of asset degradation factors (i.e. road hierarchy, traffic volume, pavement depth etc.) and ultimately increase the accuracy of depreciation rates.</p>



The interim audit report attached to the agenda provides more detailed commentary on the findings of the interim audit and the management responses.

### **Strategic Plan/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 cost for the interim audit is covered within the City's annual budget allocation for external audit activities.

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Risk Management Implications**

The external audit function is a mandatory legislative requirement and an important component of the City's risk management framework. The external auditor identifies issues that may result in financial risks to the City and makes recommendations to reduce those risks.

Council needs to be satisfied that management responses adequately address the identified or potential risks

### **Attachment(s)**

Interim Audit Management Letter 2016

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

N/A

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

Nil.



**12.2 (MINUTE NO 176) (ASFC 21/7/2016) - ANNUAL DEBTS WRITE-OFF (069/002) (N MAURICIO) (ATTACH)**

**RECOMMENDATION**

That Council write off the bad debts for commercial and community based debt totalling \$15,874.97 (inc. GST), as shown in the attachment to the Agenda.

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

**COMMITTEE RECOMMENDATION**

MOVED Clr C Terblanche SECONDED Clr K Allen that the recommendation be adopted.

**CARRIED 4/0**

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

**COUNCIL DECISION**

**Background**

Section 6.12 (1)(c) of the Local Government Act allows local governments to write off any amount of money owing to it (other than rates and service charges). This action is required where debts become delinquent.

Council first adopted the Debtors Management Policy AFCS9 at its meeting in August 2012. This states that bad debt write offs should only occur where all avenues for recovery have been exhausted or it is unviable to keep pursuing the debt.

The policy provides for unrecoverable debts (other than rates and service charges) up to the individual value of \$300 to be written off under the associated Council delegation. However, those over \$300 are to be brought to Council for write off on an annual basis.

**Submission**

N/A



## Report

Whilst the City has an excellent track record in managing and collecting its outstanding debts, there are always those that will become uncollectible for a variety of reasons.

The typical debtors mix for the City comprises commercial debtors (mainly landfill trade debtors) and community based debtors (hall and reserve hire and other community service provision). Common causes of bad debts in both these areas are failing businesses or organisations and untraceable companies and individuals. Some debts are also not worth pursuing due to it being uneconomical to apply formal debt recovery procedures.

Attached to the agenda is a detailed listing of the uncollectible debts recommended for write off by Council this year. These have been categorised by their debt type and include relevant commentary on their status and the recovery efforts made where applicable. A consolidated summary of the write offs requested is provided below:

Debt category	No. of debts	Amount to be written-off \$ (ex gst)	Amount to be written-off \$ (inc gst)
Commercial - HWRP landfill	2	1,630.79	1,793.87
Community (hall/reserve hire, services)	6	12,452.81	13,698.10
Sundry – wages overpayment	1	383.00	383.00
<b>Total</b>	<b>9</b>	<b>14,466.60</b>	<b>15,874.97</b>

It should be noted that the impact on Council's financial position will be \$14,466.60, being only the GST exclusive value of the debts to be written off.

### Commercial Debtors

There are two small landfill debts totalling \$1,793.87 needing to be written off. Given the amount of turnover for the HWRP landfill operation during the year (\$7M), the recommended write off is well within normal business expectations (i.e. represents around 0.02% of the annual revenue invoiced).

### Community Group Debtors

Community based debts totalling \$13,698.10 are recommended for write-off. This amount includes the following:

- \$10,594.09 – hall hire fees (4 debtors)
- \$2,659 – sportsground hire fees (1 debtor)
- \$445.01 – youth program fees (1 debtor)

A number of initiatives are currently being investigated to improve the recovery of hall hire fees. These include more substantial bonds, restriction of credit facilities and advance payment for recurrent



bookings. The City raised \$328,263 in revenue from hall hire fees during 2015/16. The recommended write off represents 3% of this amount.

### Debt Write-Offs under Delegation

The delegation under the City's Debt Management Policy AFCS9 allows for small debts owing to the City to be written off up to a maximum value of \$300 (other than for rates levied or prescribed service charges).

There are no infringements recommended for Council write off this financial year. However, infringements totalling \$3,936.58 were written off under delegation. This amount comprised of:

- \$169.58 - Fines Enforcement Registry recommendations (1 debt)
- \$3,300.00 - unsearchable interstate plates (38 debts)
- \$467.00 – insufficient information (5 debts)

Penalty interest totalling \$6,473.90 was also written off under delegation during the financial year, comprising 10,898 transactions of less than \$5 (average of \$0.59 each). The major reason for this unpaid interest is timing issues between processing payments and the generation of interest charges on the system.

Six minor hall hire and sundry debts totalling \$430.64 were also written off under delegation during the year.

### **Strategic Plan/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**

A write off of bad debts totalling \$14,466.60 (ex GST) will be included in the 2015/16 Statement of Comprehensive Income and will minimally reduce any EOFY surplus position.

#### **Legal Implications**

Debts which are irrecoverable require Council authorisation in order to be written off under the provisions of the Local Government Act, Section 6.12 (1)(c).



**Community Consultation**

N/A

**Risk Management Implications**

It is considered good risk and financial management to annually assess overdue debts and determine their collectability. Those that are uncollectible should be written off to increase the accuracy of the debtors value reported in the balance sheet and is an expectation of audit. Further, this ensures debt collection efforts and resources only target collectible debts.

**Attachment(s)**

List of outstanding debts to be written off in 2015/16.

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

N/A

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

Nil.

**13. ENGINEERING & WORKS DIVISION ISSUES**

Nil

**14. COMMUNITY SERVICES DIVISION ISSUES**

Nil

**15. EXECUTIVE SERVICES DIVISION ISSUES**

Nil

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

Nil

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

Nil



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

Nil

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

Nil

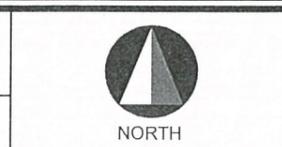
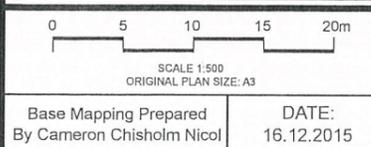
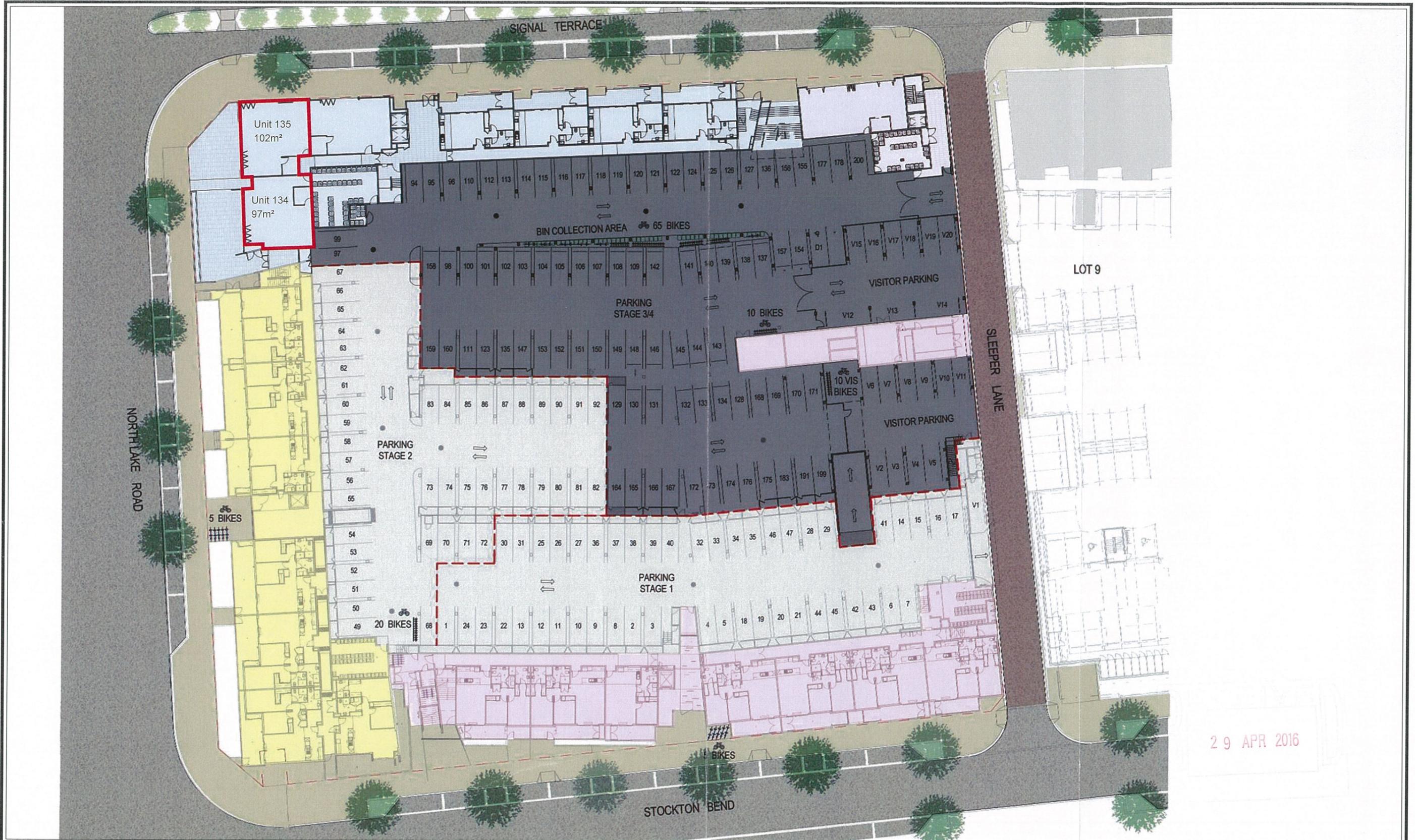
**20. CONFIDENTIAL BUSINESS**

Nil

**21 (ASFC 21/7/2016) - CLOSURE OF MEETING**

6.13 pm.





Base Mapping Prepared  
By Cameron Chisholm Nicol

DATE:  
16.12.2015

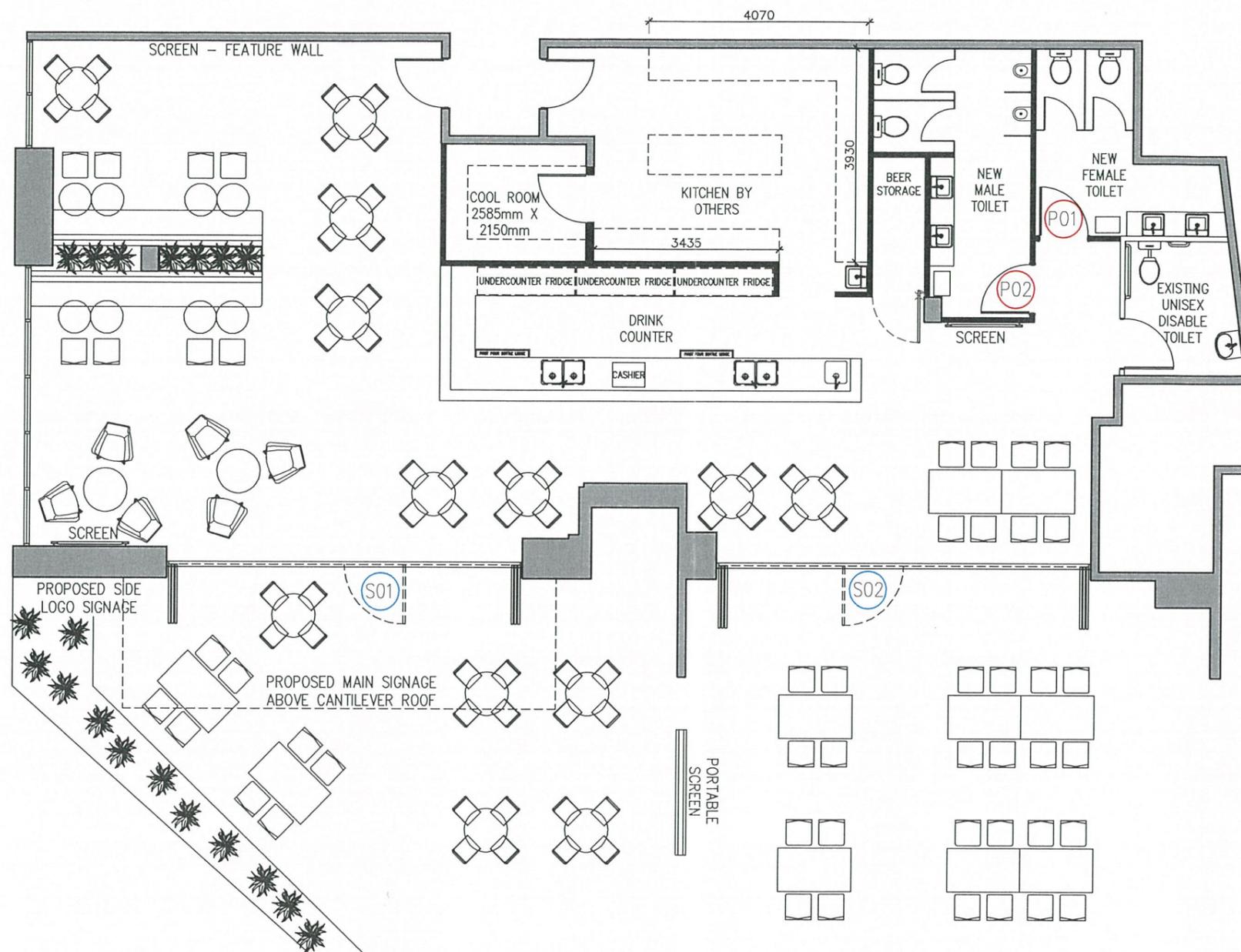
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LEGEND:  
Subject Land.....

**SITE PLAN**

UNITS 134 & 135 / 2 SIGNAL TERRACE  
COCKBURN CENTRAL  
City of Cockburn



LEGEND:	
	EXISTING STRUCTURAL WALLS TO REMAIN
	EXISTING PARTITION WALLS TO REMAIN
	NEW FULL HEIGHT SOLID PARTITION, 64mm STUD WITH 13mm GYPROCK EITHER SIDE WITH 50mm THICK POLYESTER INSULATION INTERNAL. PAINTED IN 2 COATS OF DULUX LOW SHEEN FINISH. COLOUR TO BE SPECIFIED.
	920mm SOLID CORE DOORS (850mm CLEAR DOOR OPENING) TO COMPLY WITH BUILDING CODE OF AUSTRALIA.
	INDICATES NEW MATT BLACK POWDER-COATED ALUMINIUM FRAMED GLAZED BI-FOLD DOORS. MINIMUM 1000mm CLEAR DOOR OPENING TO COMPLY WITH BUILDING CODE OF AUSTRALIA.

- NOTE:
- DEMOLITION OF INTERTENANCY WALL TO BE CONFIRMED BY STRUCTURAL ENGINEER BEFORE PROCEEDING TO CONSTRUCTION
  - ALL OUTDOOR FURNITURE TO BE LOOSE PIECES AND TO BE BROUGHT IN DURING BUSINESS CLOSURE
  - CLIENT TO CONFIRM IF BEER STORAGE NEEDS TO BE CHILLED

SEAT: 116 PAX

FLOOR PLAN  
A03 SCALE 1:100 @ A3

29 APR 2016

**GENERAL NOTE:**

- DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SCHEDULES, SPECIFICATIONS, REPORTS AND SERVICES DRAWINGS
- ALL WORKS ARE TO BE UNDERTAKEN IN ACCORDANCE WITH THE BUILDING CODES OF AUSTRALIA (BCA), AND THE RELEVANT AUSTRALIAN STANDARDS
- ALL WORKS ARE TO BE IN ACCORDANCE WITH AS1428.1-2009 AND AS1428.2-992 DESIGN FOR ACCESS AND MOBILITY
- ALL DIMENSIONS ARE TO BE CHECKED AND VERIFIED ON SITE BEFORE PROCEEDING WITH WORK AND PRIOR TO THE ORDERING OF MATERIALS/MANUFACTURE OF ANY ITEMS
- HEAD CONTRACTOR TO CO-ORDINATE WITH THE BUILDING OWNER FOR ALL SITE CONDITIONS, SITE ACCESS AND REQUIREMENTS. BUILDER TO CO-ORDINATE ALL SITE ACCESS INCLUDING MATERIALS DELIVERIES AS WELL AS ALL LOOSE FURNITURE AND EQUIPMENTS.
- HEAD CONTRACTOR IS TO ALLOW FOR AND PROVIDE ALL MATERIALS, LABOUR AND ACCESSORIES TO COMPLETE THE WORKS TO THE SPECIFIED PERFORMANCE AND DESIGN
- DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE
- BHO INTERIORS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES
- THIS DRAWING IS COPYRIGHT AND THE PROPERTY OF BHO INTERIORS; MAY NOT BE REPRODUCED, IN WHOLE OR IN PART, WITHOUT PRIOR WRITTEN CONSENT FROM BHO INTERIORS

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PROFESSIONAL DESIGNERS  
& PROJECT MANAGERS  
www.bhointeriors.com

REVISION:	DATE:	REASON:
SK1	27.01.2016	NEW ISSUE DRAWING
SK2	01.02.2016	REVISED FLOOR PLAN
SK3	11.02.2016	REVISED KITCHEN LAYOUT WITH COLD STORAGE
SK4	15.03.2016	REVISED KITCHEN LAYOUT & DRINK COUNTER

BRYAN HO . bryan@bhointeriors.com . 04 1221 6335 . www.bhointeriors.com

PROJECT TITLE:  
**BLONDIES SPORTS BAR**  
134 & 135 / 2 SIGNAL TERRACE,  
COCKBURN CENTRAL

CLIENT:  
TANYA BRENNAN

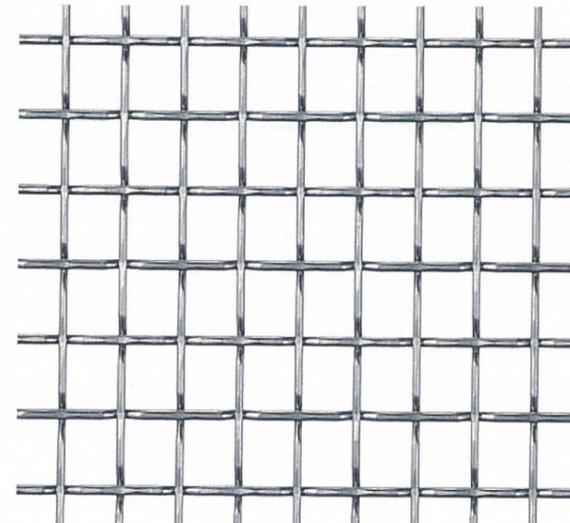
DESIGNED BY: BHO	DRAWING TITLE: <b>CONCEPTUAL STAGE</b>	
CHECKED BY: BHO	FLOOR PLAN	
APPROVED BY:	DRAWING NO.: A02	DATE: 15.03.2016
	SCALE: 1:100 @ A3	REVISION: SK4



TIMBER CLADDING



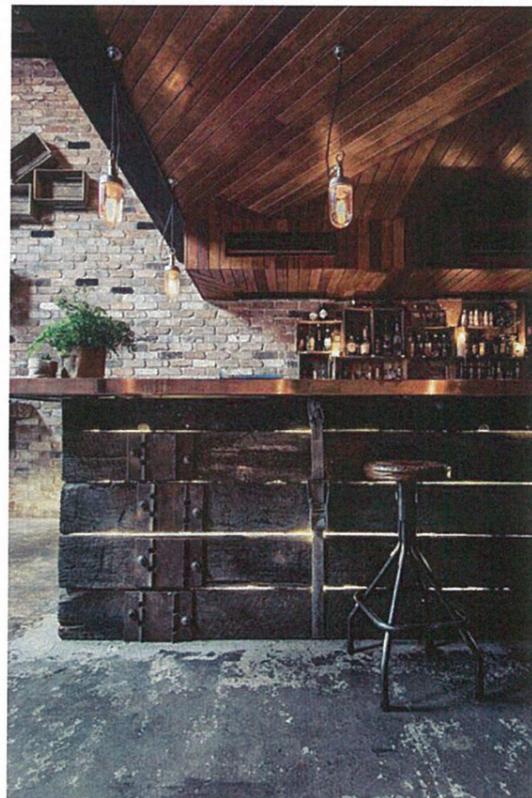
EXPOSED BRICK



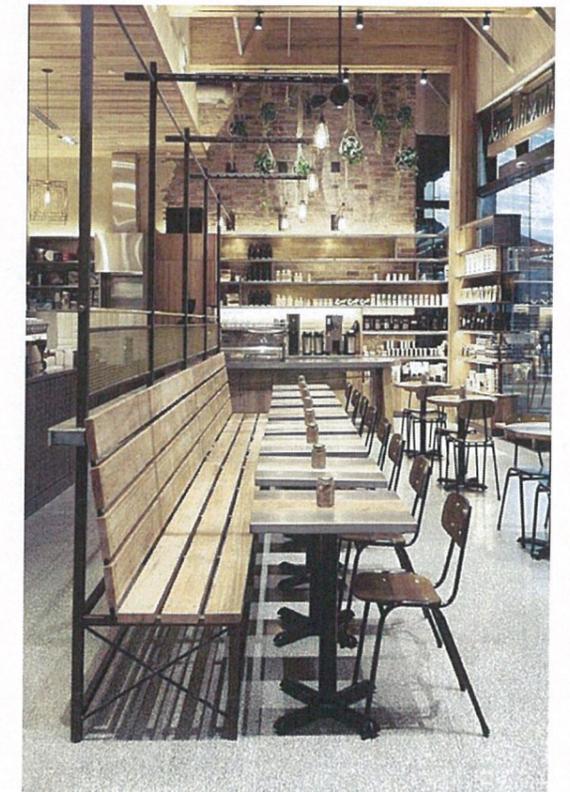
WIRE MESH



POLISHED CONCRETE FLOOR



REFERENCE IMAGES



29 APR 2016



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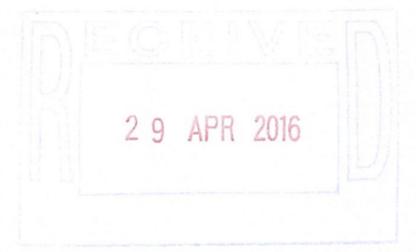
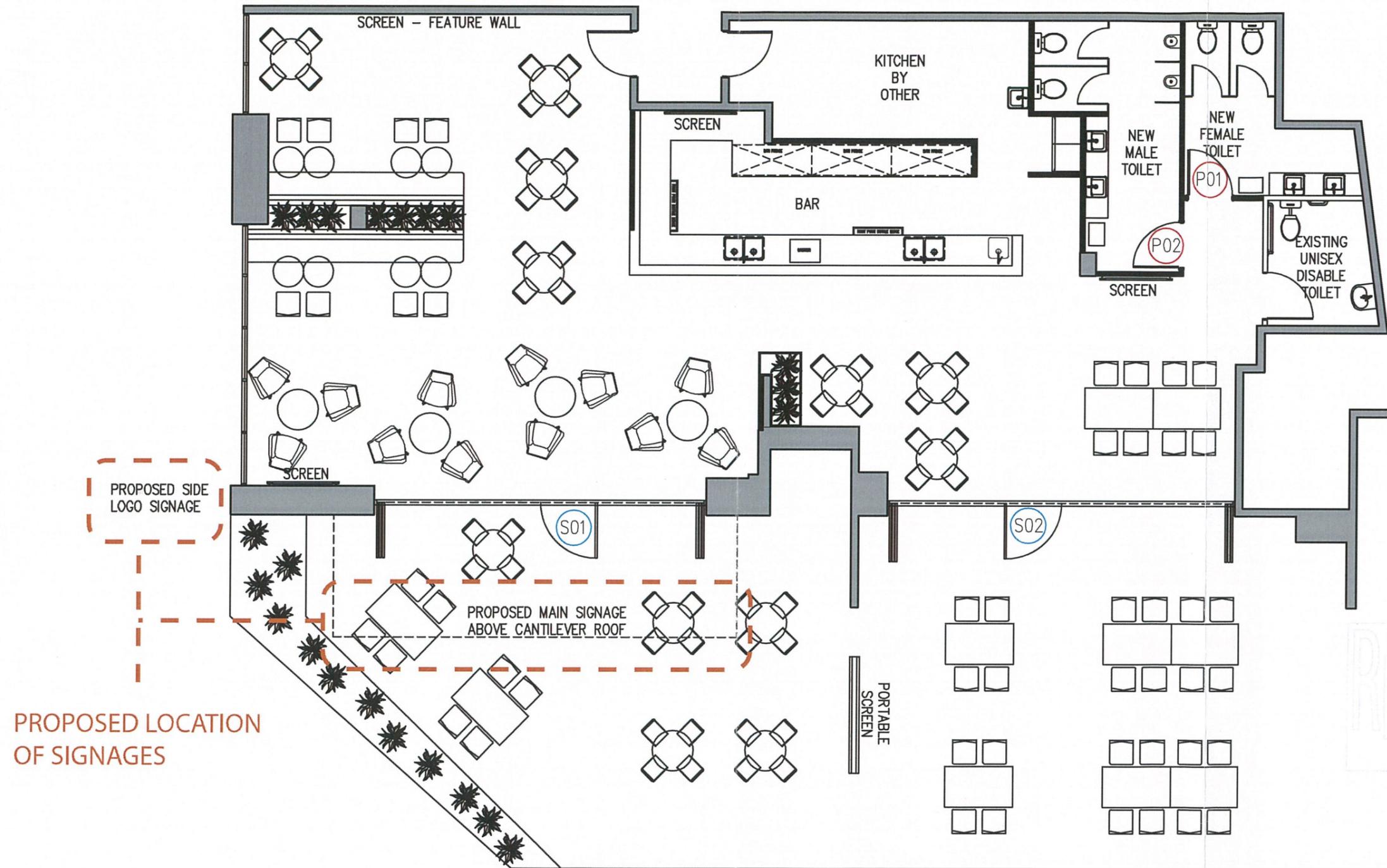
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— FLOOR PLAN  
A03 SCALE 1:100 ● A3

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FOR FIVE  
29 APR 2016

NOTE: SIGNAGE SHOWN IS A REPRESENTATIVE AND DOES NOT REFLECT THE ACTUAL DESIGN

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PROPOSED SIDE  
SIGNAGE LOCATION

NOTE: SIGNAGE SHOWN IS A REPRESENTATIVE AND DOES NOT REFLECT THE ACTUAL DESIGN





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# Environmental Noise Assessment

**Blondies Sports Bar, 2 Signal Tce, Cockburn  
Central**

**Reference: 16063613-01.docx**

**Prepared for:**

Bosco Nominees Pty Ltd



Member Firm of Association of Australian Acoustical Consultants

# Report: 16063613-01.docx

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This report has been prepared in accordance with the scope of services described in the contract or agreement between Lloyd George Acoustics Pty Ltd and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client, and Lloyd George Acoustics Pty Ltd accepts no responsibility for its use by other parties.

<b>Prepared By:</b>	Olivier Mallié	
<b>Position:</b>	Project Director	
<b>Verified</b>	Terry George	
<b>Date:</b>	28 June 2016	

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## Appendices

- A Development Plans
- B Terminology

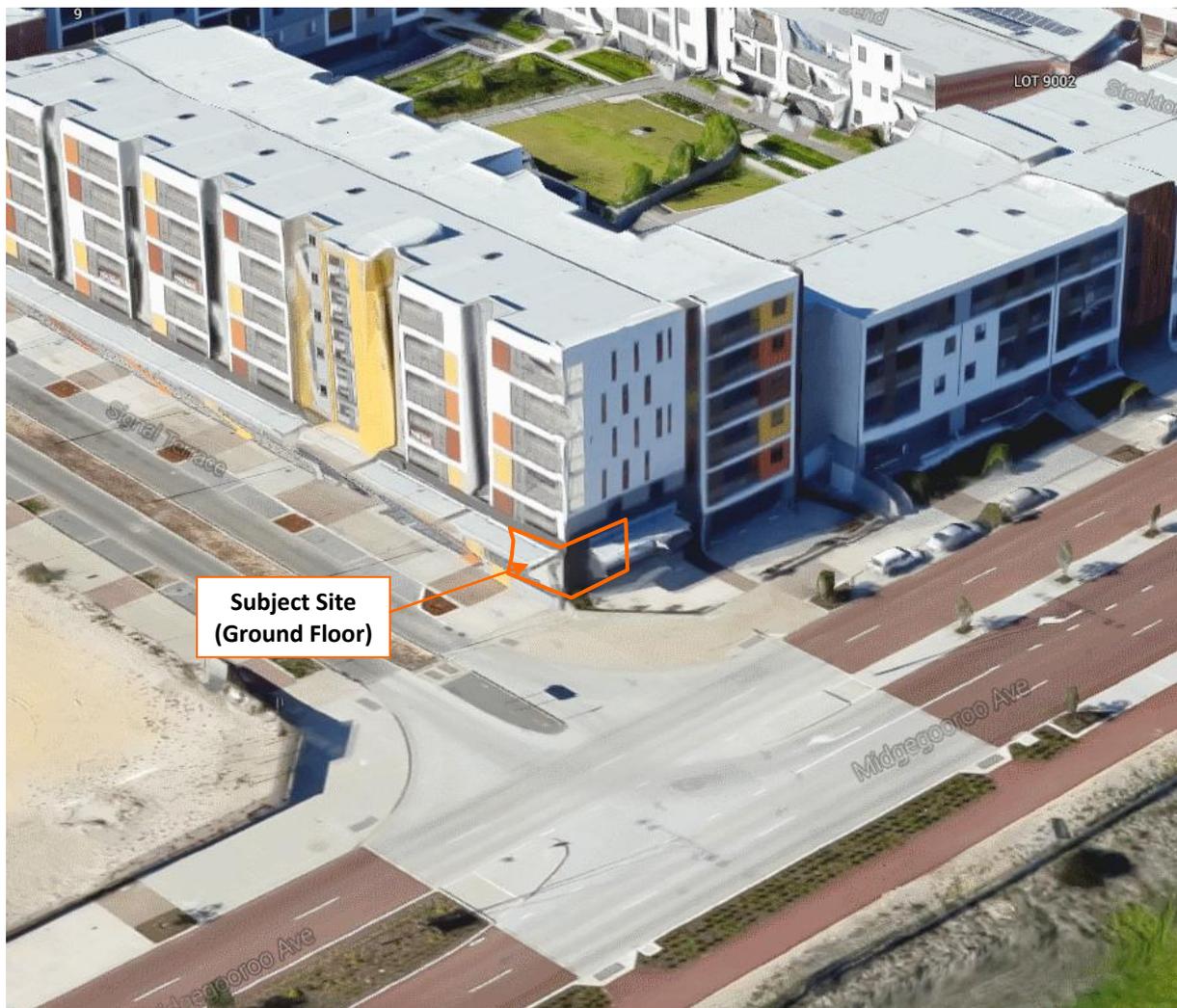
# 1 INTRODUCTION

It is proposed to open a small bar with alfresco dining/serving area in Units 134 and 135 of a recently built mixed use development at 2 Signal Terrace, Cockburn Central - refer *Figure 1-1*. The mixed used development comprises four ground floor commercial units and five floors of residential apartments above.

This report assesses the potential noise impacts from the proposed bar to the nearby residences against the *Environmental Protection (Noise) Regulations 1997* and includes the following noise sources/paths:

- Internal noise in bar area to apartment above via ceiling/floor construction;
- External noise emissions from bar and alfresco dining/serving area; and,
- Noise from new kitchen exhaust fan.

The proposed hours of operations for the small bar/café are 0600 to midnight seven days a week, and with a proposed capacity of 120 patrons.



*Figure 1-1 Project Locality (from GoogleMaps)*

Appendix A shows the proposed floor plans of the Bar and Outdoor Terrace area which form the basis of this assessment.

Appendix B contains a description of some of the terminology used throughout this report.

## 2 CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

Regulation 7 defines the prescribed standard for noise emissions as follows:

“7. (1) Noise emitted from any premises or public place when received at other premises –

- (a) Must not cause or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and
- (b) Must be free of –
  - i. tonality;
  - ii. impulsiveness; and
  - iii. modulation,

when assessed under regulation 9”

A “...noise emission is taken to significantly contribute to a level of noise if the noise emission ... exceeds a value which is 5 dB below the assigned level...”

Tonality, impulsiveness and modulation are defined in Regulation 9. Noise is to be taken to be free of these characteristics if:

- (a) The characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and
- (b) The noise emission complies with the standard prescribed under regulation 7 after the adjustments of *Table 2-1* are made to the noise emission as measured at the point of reception.

**Table 2-1 Adjustments Where Characteristics Cannot Be Removed**

Where Noise Emission is Not Music			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

Note: The above are cumulative to a maximum of 15dB.

The baseline assigned levels (prescribed standards) are specified in Regulation 8 and are shown in *Table 2-2*.

Table 2-2 Baseline Assigned Noise Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L <sub>A10</sub>	L <sub>A1</sub>	L <sub>Amax</sub>
Noise sensitive premises: highly sensitive area <sup>1</sup>	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial	All hours	60	75	80

1. *highly sensitive area* means that area (if any) of noise sensitive premises comprising —
- a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
  - any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor, applicable at the noise sensitive premises has been calculated as 11 dB, as shown in *Table 2-3*. The transport factor has been calculated as **6 dB**, due to Midgegooroo Avenue being considered a major road (> 15,000 vehicles per day –MRWA short term traffic count of February 2010) within 100 metres of the residences.

Table 2-3 Influencing Factor Calculation

Description	Within 100 metre Radius	Within 450 metre Radius	Total
Industrial Land	0 %	0 %	0 dB
Commercial Land	58 %	49 %	5.4 dB
<b>Transport Factor</b>			<b>6 dB</b>
<b>Total</b>			<b>11 dB</b>

*Table 2-4* shows the assigned noise levels including the influencing factor and transport factor at the receiving locations.

Table 2-4 Assigned Noise Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L <sub>A10</sub>	L <sub>A1</sub>	L <sub>Amax</sub>
Noise sensitive premises: highly sensitive area <sup>1</sup>	0700 to 1900 hours Monday to Saturday (Day)	56	66	76
	0900 to 1900 hours Sunday and public holidays (Sunday)	51	61	76
	1900 to 2200 hours all days (Evening)	51	61	66
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	46	56	66
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial	All hours	60	75	80

1. **highly sensitive area** means that area (if any) of noise sensitive premises comprising —
- a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
  - any other part of the premises within 15 metres of that building or that part of the building.

It must be noted the assigned noise levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces. Given the receivers are all elevated apartments, the noise emissions were assessed at the building facade where known glazed areas are located. In addition, regulation 19(4) provides for noise emissions to be assessed indoors, with adjustments of +10 dB and +15 dB applied to internal noise levels whether external windows are open or closed, respectively.

## 2.1 Waste Collection and Site Cleaning (Specified Works)

Regulation 14A provides requirements for such activities as the collection of waste, landscaped area maintenance and car park cleaning. Such activities can also be exempt from having to comply with regulation 7, provided they are undertaken in accordance with regulation 14A(2) as follows:

- during daytime hours, defined as:
  - 07:00 to 19:00 Monday to Saturday (excluding public holiday), or
  - 09:00 to 19:00 on a Sunday or public holiday
- in the quietest reasonable and practicable manner; and,
- using the quietest equipment reasonably available.

In the case where specified works are to be carried outside daytime hours and their noise emissions are likely not to comply with regulation 7, the works also need to be carried out according to a Noise Management Plan which has been approved by the local government authority CEO.

## 2.2 Reversing Alarms

With regards to noise from reversing alarms, regulation 3(1)(h) states:

- (1) *Nothing in these regulations applies to the following noise emissions —*
- (h) *noise emissions from —*
- (i) *a reversing alarm fitted to a motor vehicle, mobile plant, or mining or earthmoving equipment;*
  - If -*
  - (iii) *it is a requirement under another written law that such an alarm be fitted; and*
  - (iv) *it is not practicable to fit an alarm that complies with the written law under which it is required to be fitted and emits noise that complies with these regulations;*

It is considered that reversing alarms fitted to private and commercial vehicles e.g. goods delivery and garbage trucks, are not exempt under the Regulations since they are not specifically required under another written law.

The commonly used fixed noise output tonal reversing alarms also known as 'reversing beeper' emit, by their very nature, tonal and modulating noise at high levels. As such, this type of reversing alarm generally cannot comply with the Regulations even at distant receivers.

Alternative reversing alarms, which can more readily comply with the Regulations, include alarms emitting a broadband signal in-lieu of a tonal 'beep'.

## 3 METHODOLOGY

Computer modelling has been used to predict the noise levels at various key sensitive receivers. The advantage of modelling is that it is not affected by background noise sources and can provide the noise level for various weather conditions and scenarios if necessary.

The software used were Insul v8.0 and *SoundPLAN 7.4*, with the former used to predict internal noise levels within apartments above the Bar, and the latter for environmental noise prediction.

### 3.1 Internal Noise Predictions

Internal noise levels to the apartments above the proposed bar were predicted based on various inputs including internal noise levels within the Bar, ceiling/floor construction and apartments internal layout.

#### 3.1.1 Bar Internal Noise Levels

Sound levels used in the modelling are based on measurements undertaken at similar licensed venues with an emphasis on food/dining. In the case of this proposal, the internal noise levels are taken to be dominated by patron noise with background music/TV noise, when present, considered not to dominate the internal noise levels within the space, therefore allowing for 'normal' speech within the Bar to occur. As such, an internal reverberant sound pressure level of 84 dB(A) was

determined based on up to 120 patrons occupying the space and background music and/or sports being played (refer *Table 3-2*) in the bar.

### 3.1.2 Building Construction

From the development plans and elevations obtained by the project, and after discussions with the project architect, Cameron Chisholm Nicol, the following details apply to apartments 141 and 142 which are located directly above the proposed bar:

- Apartment floor slab is 200mm thick concrete with no ceiling to underside;
- External glazing to north and west facade is 6.38mm laminated glass for the apartments and commercial tenancies;
- Bedrooms have an average floor area of 10m<sup>2</sup> and ceiling height of 2.7m; and,
- Dining/Living areas have an average floor area of 40m<sup>2</sup> and ceiling height of 2.7m.

It is noted R3.0 rigid insulation is fixed to some areas on the underside of the slab, near the outside wall. Given the area of coverage and type of insulation installed, it was considered this insulation doesn't provide any significant acoustic benefits.

## 3.2 Environmental Noise Predictions

The ISO 9613 algorithms have been selected given the short source to receiver distances and geometrical complexity of the situation e.g. multiple reflexions and barrier effects. Input data required in the model are:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

### 3.2.1 Meteorological Information

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation and the effects of wind (up to 5m/s) are accounted for. However, the effects of temperature inversion are considered negligible.

**Table 3-1 Modelling Meteorological Conditions**

Parameter	Night (1900-0700)	Day (0700-1900)
Temperature (°C)	15	20
Humidity (%)	50	50

\* Note that the modelling package used allows for all wind directions to be modelled simultaneously.

It is generally considered that compliance with the assigned noise levels needs to be demonstrated for 98% of the time, during the day and night periods, for the month of the year in which the worst-

case weather conditions prevail. In most cases, the above conditions occur for more than 2% of the time and therefore must be satisfied.

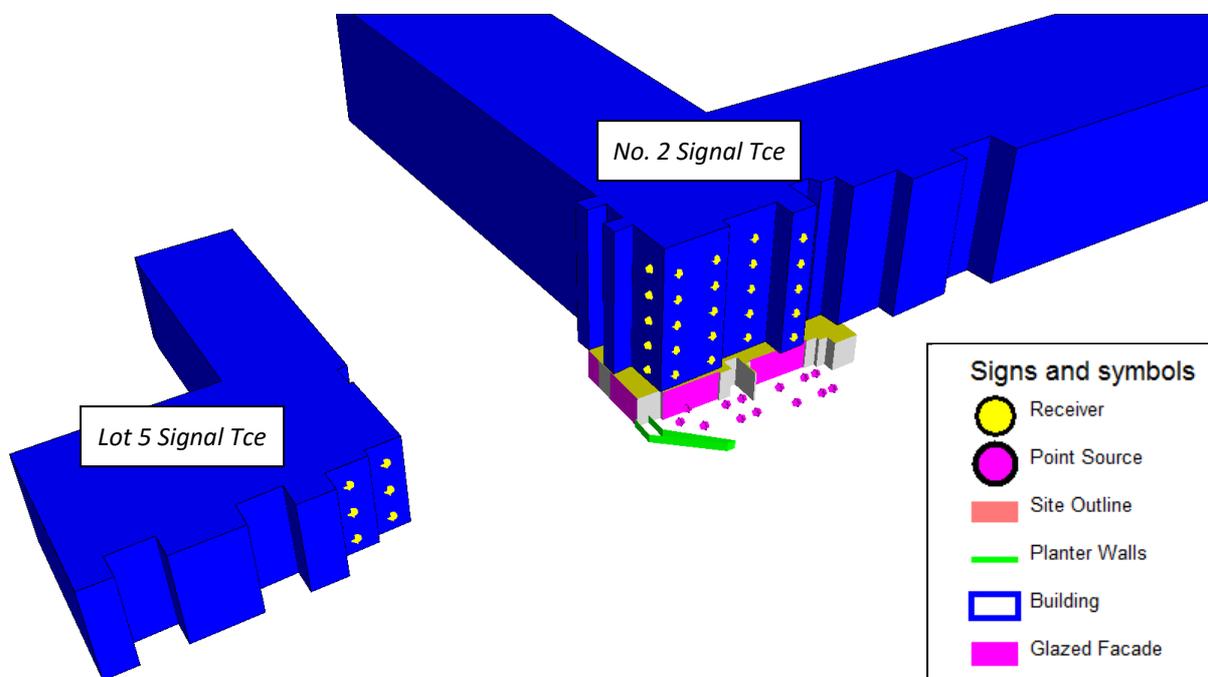
### 3.2.2 Topographical Data and Buildings

Topographical data was based on that publicly available from *GoogleEarth*. It is noted however the study area is relatively small and flat.

Existing and future buildings with approved plans were incorporated into the noise model and include, for example, Stages 1 and 2 of the new apartment buildings on Lot 5 Signal Terrace.

The canopies of commercial tenancy 135 have been included in the noise model as they provide some barrier attenuation to receivers directly above.

A 3D view of the model is shown in *Figure 3-2* with the balconies removed for clarity.



*Figure 3-1 3D View of Noise Model (Canopies Removed for Clarity)*

### 3.2.3 Ground Absorption

Ground absorption varies from a value of 0 to 1, with 0 being for an acoustically reflective ground (e.g. water or bitumen) and 1 for acoustically absorbent ground (e.g. grass). In this instance, a value of 0.0 has been used as an average across the study area.

### 3.2.4 Source Sound Levels

For the Bar area, the internal sound levels are based on measurements of various licensed venues in Perth with an emphasis on food/dining, where internal noise levels are a combination of patron noise and background amplified music/sport on TV. Given the nature of the space, music/TV is

taken not to dominate the internal noise levels within the space so as to allow for 'normal' speech between patrons. An internal reverberant sound pressure level of 84 dB(A) was determined based on up to 120 patrons occupying the space and background music or sports is being played. For the outdoor terrace area on the west side, it was assumed all tables were occupied by at least two patrons. A sound power level of 74 dB(A) per table was derived based on patrons at each table holding a normal conversation.

The overall levels and spectral data used in this assessment are presented in *Table 3-2* either as sound power levels,  $L_w$ , or reverberant levels,  $L_{p, \text{reverb}}$ .

**Table 3-2 Source Sound Power Levels**

Description	Octave Band Centre Frequency (Hz)							Overall
	63	125	250	500	1k	2k	4k	
Bar Internal Levels, $L_{p, \text{reverb}}$	74	84	76	80	81	78	71	<b>84 dB(A)</b>
Alfresco Area, $L_w$ per table	57	68	72	74	66	64	61	<b>74 dB(A)</b>

With regards to the above, please note the following:

- Internal bar levels are modelled as reverberant sound pressure on various building elements e.g. walls and glazing. The software then calculates the sound power level for each element based on this reverberant sound pressure and the size and transmission loss of the element.
- Seated patrons in the outdoor terrace area were modelled as point sources located 1.2m above local ground level.

## 4 RESULTS

### 4.1 Environmental Noise

The results of the noise modelling are summarised in *Table 4-1* at the most affected receivers and for the following operational scenarios:

- Scenario A - Operable Glazing to the West Fully Open and Terrace Fully Occupied
- Scenario B - Operable Glazing to the West Fully Closed and Terrace Fully Occupied
- Scenario C - Operable Glazing to the West Fully Closed and Terrace Unoccupied

The results of the above scenarios are also shown as noise level contour plots in *Figures 4-1 to 4-3* at first floor level of surrounding receivers.

**Table 4-1 Summary of Environmental Noise Modelling**

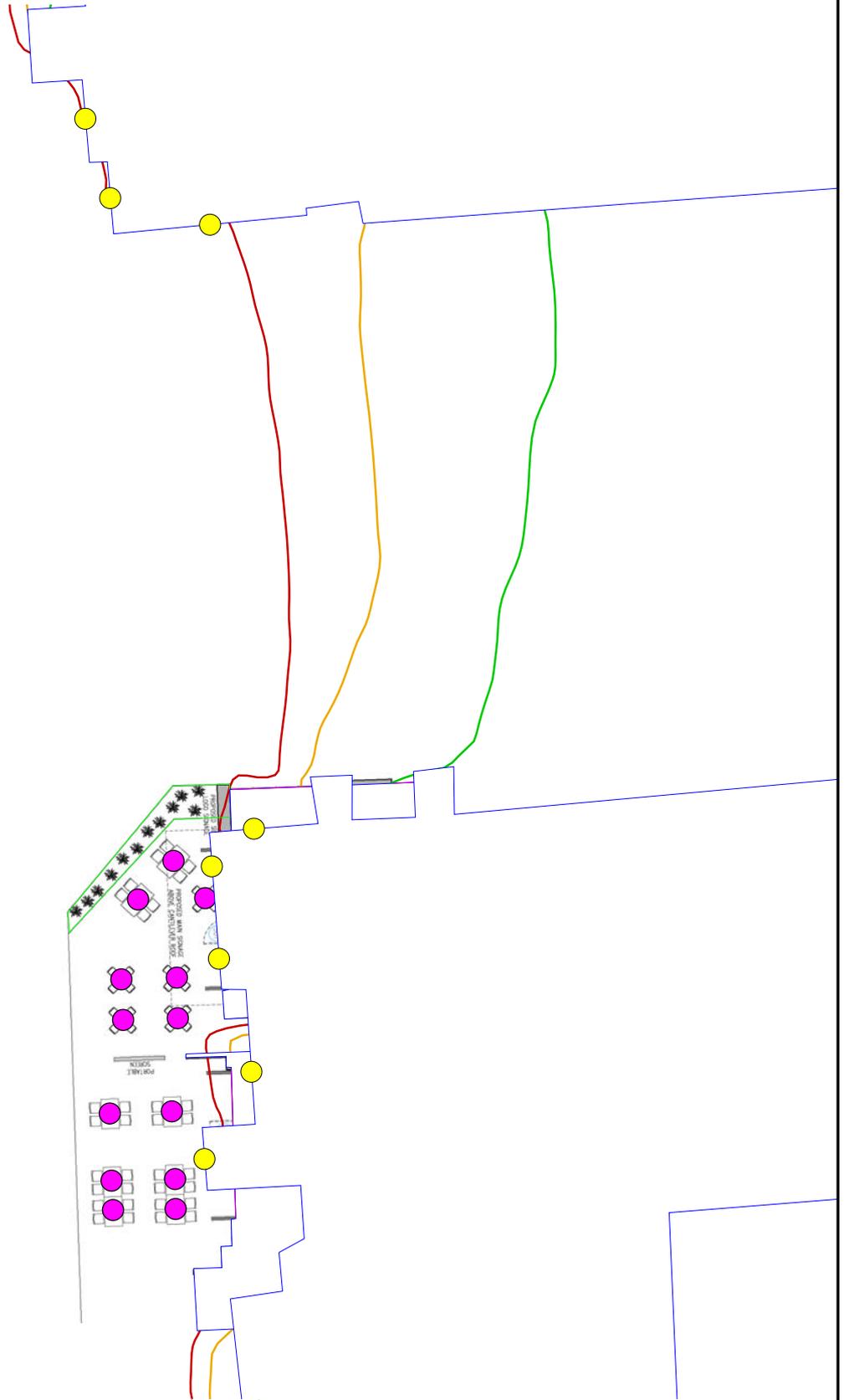
<b>Location</b>	<b>Scenario A, dB L<sub>A10</sub></b>	<b>Scenario B, dB L<sub>A10</sub></b>	<b>Scenario C, dB L<sub>A10</sub></b>
Apartment 141 (west facade)	62	52	30
Apartment 153 (west facade)	59	53	26
Apartment 165 (west facade)	57	52	24
Apartment 177 (west facade)	56	51	22
Apartment 189 (west facade)	56	49	21
Apartment 142, bedroom	66	59	35
Apartment 154, bedroom	61	57	28
Apartment 166, bedroom	58	55	24
Apartment 178, bedroom	56	53	23
Apartment 190, bedroom	54	51	20
5 Signal Tce (south facade), floor 1	57	44	28
5 Signal Tce (south facade), floor 2	57	44	28
5 Signal Tce (south facade), floor 3	57	44	28

The modelling indicates the open operable glazing to the west dominates the noise emissions at all receivers (Scenario A), and once closed, it is then the outdoor terrace, when fully occupied, which is the most significant contributor at most receivers. With all glazing kept shut and the terrace unoccupied (Scenario C), it can be seen the noise levels drop significantly.

# Blondies Sports Bar - 134/135, 2 Signal Terrace

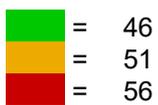
Predicted Noise Levels at Level 1, West Facade Glazing Open and Terrace Fully Occupied

## Figure 4-1



### Noise Levels

dB L<sub>A10</sub>



### Signs and symbols

- Receiver
- Building
- Point source



26 June 2016

Length Scale 1:301

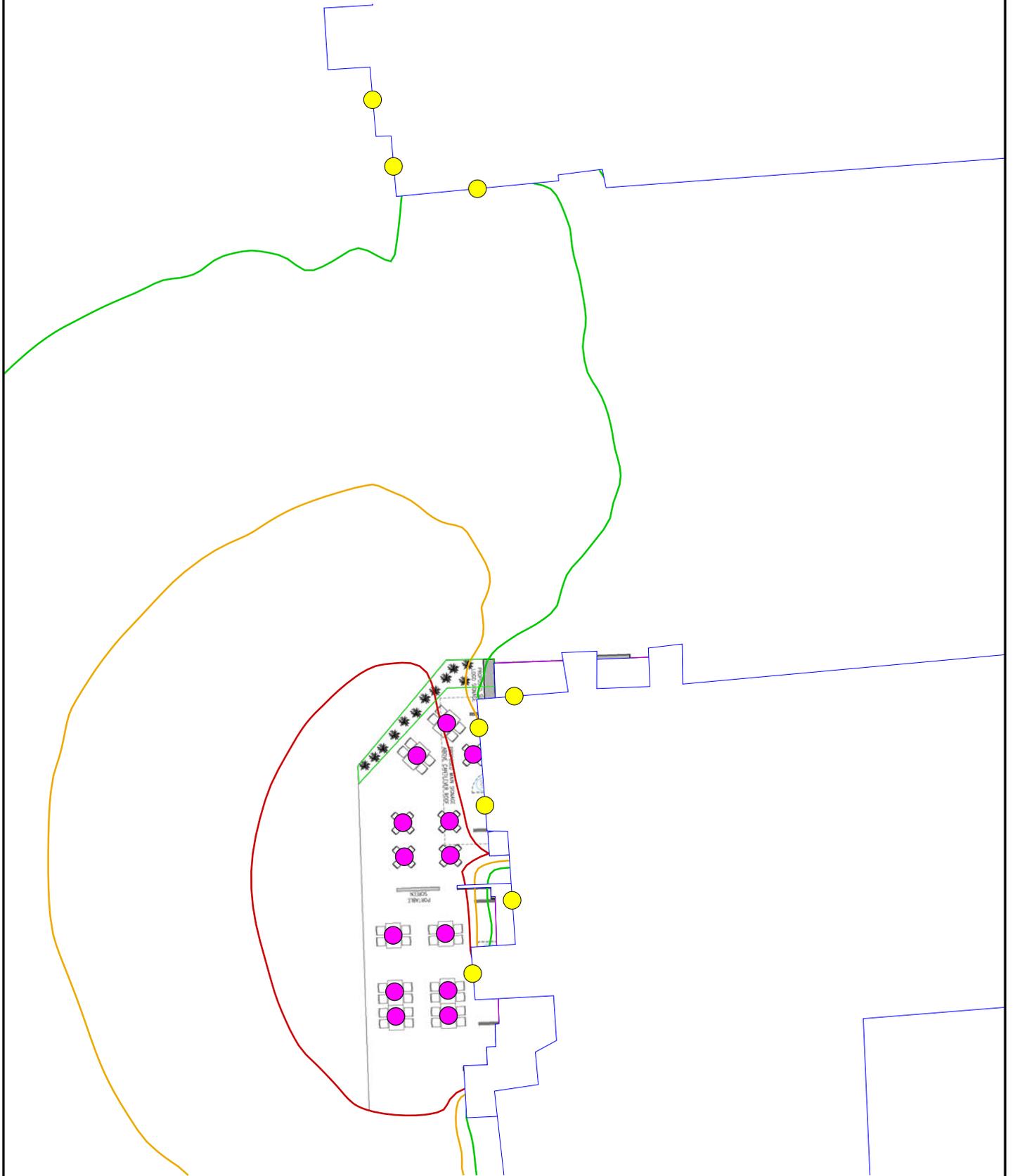


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# Blondies Sports Bar - 134/135, 2 Signal Terrace

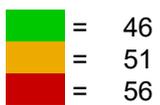
Predicted Noise Levels at Level 1, West Facade Glazing Closed and Terrace Fully Occupied

## Figure 4-2



### Noise Levels

dB L<sub>A10</sub>



### Signs and symbols

- Receiver
- Building
- Point source



26 June 2016

Length Scale 1:301

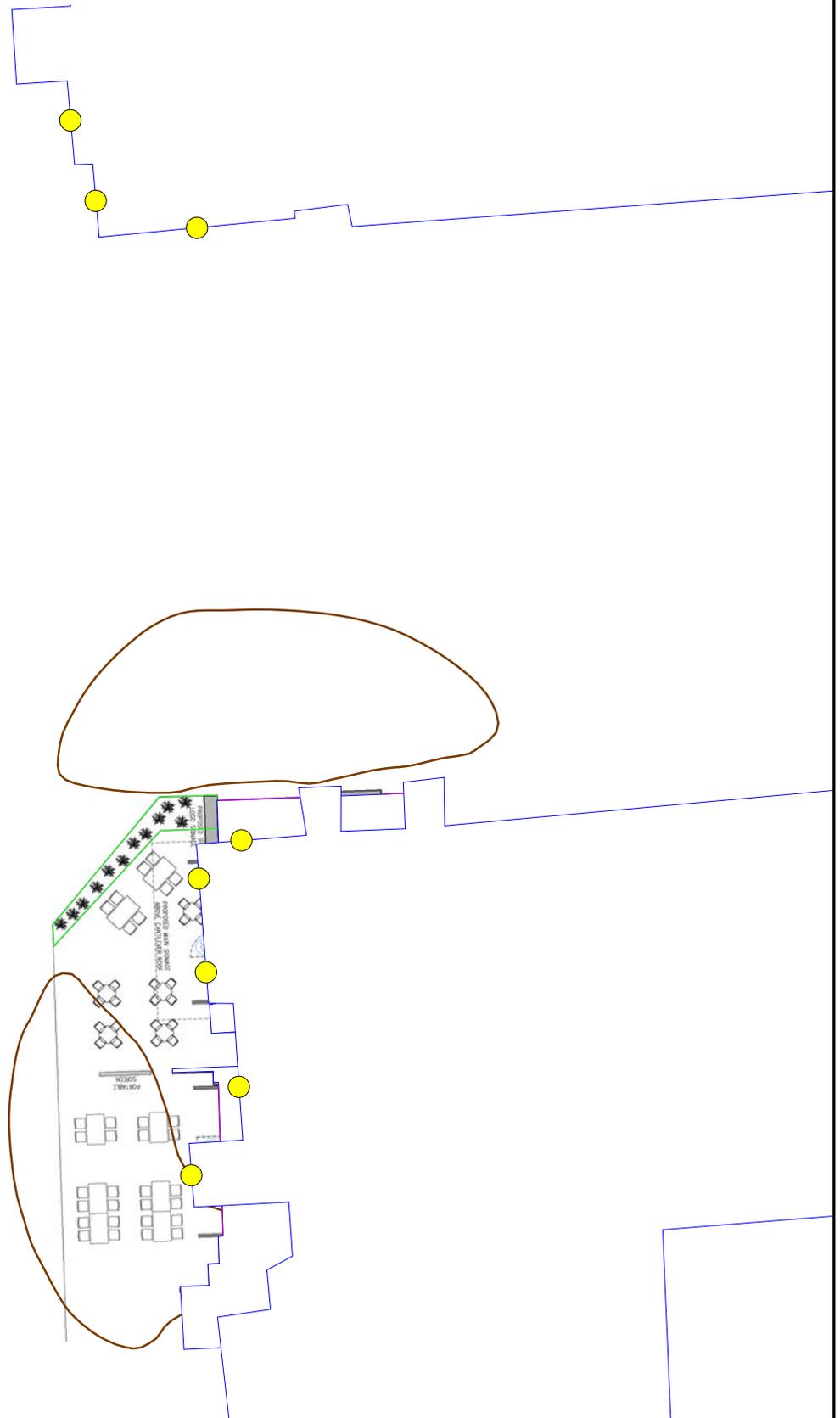


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**Figure 4-3**

**Blondies Sports Bar - 134/135, 2 Signal Terrace**

Predicted Noise Levels at Level 1, West Facade Glazing Closed and Terrace Unoccupied



**Noise Levels**

dB LA10

	=	36
	=	41
	=	46

**Signs and symbols**

-  Receiver
-  Building
-  Point source



26 June 2016

Length Scale 1:301



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## 4.2 Noise Intrusion

Table 4-2 presents the internal noise levels within Apartments 141 and 142, which were predicted based on the results of the environmental noise model, the window size and glazing specifications. The intrusion paths considered include the floor slab and external glazing for each three scenarios.

**Table 4-2 Predicted Internal Noise Levels With Windows Closed**

Building Element Noise	Scenario A	Scenario B	Scenario C
<b>Apartment 142 Bedroom</b>			
200mm thick floor slab	32	32	32
West window (1.5m <sup>2</sup> , 6.38mm laminated glazing)	33	25	< 10
Overall	36	33	32
+15 dB Adjustment	51	48	47
<b>Apartment 141 Living/Dining</b>			
200mm thick floor slab	33	33	33
West windows (2x 1.5m <sup>2</sup> , 6.38mm laminated glazing)	26	< 20	< 10
Overall	34	33	33
+15 dB Adjustment	49	48	48

## 5 ASSESSMENT

On the basis that any music played within the bar will be at a level so as to allow for normal conversation to occur, and that major transport corridors are in the vicinity of the receivers, it is considered any music would not be audible at either receivers during the daytime (up to 10pm). However, at night-time (after 10pm), music could be audible at the closest receivers in a case where the operable glazing is left open. Therefore the predicted noise levels for Scenario A presented in Table 4-1 were adjusted by +10 dB in accordance with Table 2-1.

Tables 5-1 to 5-3 assess the noise levels at each location against the L<sub>A10</sub> assigned noise levels for each of the time periods as follows:

- Night-time - 46 dB L<sub>A10</sub> assigned level, which applies between 2200 on any days and 0700 Monday to Saturday or 0900 on a Sunday or public holiday;
- Evening - 51 dB L<sub>A10</sub> assigned level, which applies between 1900 and 2200 on any day;
- Sunday and public holiday daytime - 51 dB L<sub>A10</sub> assigned level, which applies between 0900 and 2200; and,
- Daytime - 56 dB L<sub>A10</sub> assigned level, which applies between 0700 and 1900 Monday to Saturday.

With regard to the assigned noise levels above, it must be noted these apply outside however, since the Regulations allow for the noise levels to be assessed internally, comments are also made on whether compliance can be achieved within the apartment with the external windows fully closed (refer *Table 4-2*). It is noted though the Regulations do not take into account the nature of the space and whether a space is likely to be occupied or not, and for example, the night-time assigned noise levels are to be complied with in the living/dining areas as well as bedrooms and, the daytime assigned noise levels are to be complied within bedrooms.

## 5.1 Night-time Assessment

With Scenario A, it can be seen from *Table 5-1* an exceedance of 30 dB was predicted outside the bedroom window of Apartment 142 (including +10 dB music penalty) and closing the operable glazing, as in Scenario B, still result in an exceedance of 13 dB at this receiver. It can also be seen from *Table 5-1* that Scenario C can comply with the night-time  $L_{A10}$  assigned noise level when assessed at the facade. As such to comply with the Regulations when assessed externally, the bar is to be operated as per Scenario C at night-time, that is, all operable glazing to remain shut and no patrons to occupy the outdoor area. It is noted this would also result in full compliance to be achieved at the nearest receivers across from Signal Terrace.

If considering internal noise levels with windows closed, assessable internal levels of 51 dB and 49 dB  $L_{A10}$  were predicted in Apartment 142 bedroom and Apartment 141 living/dining area for Scenario A. These result in the night-time assigned noise level of 46 dB  $L_{A10}$  to be exceeded by 5 dB and 3 dB respectively. To comply with the Regulations when assessed internally, the following should be implemented:

- Integrate a suspended ceiling across the entire bar area of the following construction:
  - 13mm flush plasterboard ceiling on light steel suspended grid system;
  - Minimum 300mm cavity to be provided; and,
  - Cavity to be filled with insulation minimum 75mm thick and of minimum density 11 kg/m<sup>3</sup>.
- Shut operable glazing (Scenario B) in cases of high patronage and entry doors should not be kept open for extended periods of time i.e. wedged open or ajar. Since assessment is based on full capacity, compliance may still be achieved in case of low patron numbers and therefore operable glazing could remain open (Scenario A).

With the above noise controls, the noise emission from Scenario B can achieve compliance with the Regulations when assessed internally.

## 5.2 Evening Time and Sunday and Public Holidays (Daytime)

With Scenario A, it can be seen from *Table 5-2* exceedances of 11 dB and 15 dB were predicted outside Apartment 141 and 142 respectively, and closing the operable glazing, as in Scenario B, decreases the exceedances to 1 dB and 8 dB at these receivers. It can also be seen from *Table 5-2* that Scenario C can comply with the  $L_{A10}$  assigned noise level over these time periods when assessed at the facade. As such to comply with the Regulations when assessed externally, the bar is to be operated as per Scenario C during those time periods, that is, all operable glazing to remain shut and

no patrons to occupy the outdoor area. It is noted this would also result in full compliance to be achieved at the nearest receivers across from Signal Terrace.

If considering internal noise levels with windows closed, assessable internal levels of 51 dB and 49 dB  $L_{A10}$  were predicted in Apartment 142 bedroom and Apartment 141 living/dining area for Scenario A. These result in the assigned noise level of 51 dB  $L_{A10}$  being complied with.

### 5.3 Daytime

With Scenario A, it can be seen from *Table 5-3* exceedances of 6 dB and 10 dB were predicted outside Apartment 141 and 142 respectively, and closing the operable glazing, as in Scenario B, results in achieving compliance outside Apartment 141 and a 3 dB exceedance outside Apartment 142's bedroom. As per previous, Scenario C complies with the  $L_{A10}$  assigned noise level when assessed at the facade. The 3 dB exceedance at the facade of Apartment 142 is under worst-case scenario and could be considered marginal and, as such, compliance with the Regulations when assessed externally is likely to be achieved over periods with fewer patrons than maximum allowable. As such, the bar could be operated as per Scenario B during the daytime period, that is, operable glazing should remain shut. It is noted this would also result in full compliance to be achieved at the nearest receivers across from Signal Terrace.

If considering internal noise levels with windows closed, assessable internal levels of 51 dB and 49 dB  $L_{A10}$  were predicted in Apartment 142 bedroom and Apartment 141 living/dining area for Scenario A. These result in the assigned noise level of 56 dB  $L_{A10}$  being complied with.

Table 5-1 Assessment of External Noise Levels Against Night-time  $L_{A10}$  Assigned Noise Levels

Location	Assigned Noise Level <sup>1</sup>	Predicted Noise Level <sup>2</sup>			Adjusted Noise Level <sup>3</sup>			Calculated Exceedance		
		Scenario A	Scenario B	Scenario C	Scenario A	Scenario B	Scenario C	Scenario A	Scenario B	Scenario C
Apartment 141	46 dB $L_{A10}$	62	52	30	72	52	30	26	6	C
Apartment 153	46 dB $L_{A10}$	59	53	26	69	53	26	23	7	C
Apartment 165	46 dB $L_{A10}$	57	52	24	67	52	24	21	6	C
Apartment 177	46 dB $L_{A10}$	56	51	22	66	51	22	20	5	C
Apartment 189	46 dB $L_{A10}$	56	49	21	66	49	21	20	3	C
Apartment 142, bedroom	46 dB $L_{A10}$	66	59	35	76	59	35	30	13	C
Apartment 154, bedroom	46 dB $L_{A10}$	61	57	28	71	57	28	25	11	C
Apartment 166, bedroom	46 dB $L_{A10}$	58	55	24	68	55	24	22	9	C
Apartment 178, bedroom	46 dB $L_{A10}$	56	53	23	66	53	23	20	7	C
Apartment 190, bedroom	46 dB $L_{A10}$	54	51	20	64	51	20	18	5	C
5 Signal Tce (SW corner), floor 1	46 dB $L_{A10}$	57	44	28	67	44	28	21	C	C
5 Signal Tce (SW corner), floor 2	46 dB $L_{A10}$	57	44	28	67	44	28	21	C	C
5 Signal Tce (SW corner), floor 3	46 dB $L_{A10}$	57	44	28	67	44	28	21	C	C

## Notes:

1. The assigned noise level is as defined in Table 2-4.
2. From Table 4-1.
3. Music penalty added to Scenario A levels only.

Table 5-2 Assessment of External Noise Levels Against Evening and Sunday and Public Holiday L<sub>A10</sub> Assigned Noise Levels

Location	Assigned Noise Level <sup>1</sup>	Predicted Noise Level <sup>2</sup>			Adjusted Noise Level <sup>3</sup>			Calculated Exceedance		
		Scenario A	Scenario B	Scenario C	Scenario A	Scenario B	Scenario C	Scenario A	Scenario B	Scenario C
Apartment 141	51 dB L <sub>A10</sub>	62	54	29	62	54	29	11	1	C
Apartment 153	51 dB L <sub>A10</sub>	58	55	25	58	55	25	8	2	C
Apartment 165	51 dB L <sub>A10</sub>	56	53	22	56	53	22	6	1	C
Apartment 177	51 dB L <sub>A10</sub>	54	52	20	54	52	20	5	C	C
Apartment 189	51 dB L <sub>A10</sub>	53	50	18	53	50	18	5	C	C
Apartment 142, bedroom	51 dB L <sub>A10</sub>	67	60	35	67	60	35	15	8	C
Apartment 154, bedroom	51 dB L <sub>A10</sub>	62	58	29	62	58	29	10	6	C
Apartment 166, bedroom	51 dB L <sub>A10</sub>	59	56	26	59	56	26	7	4	C
Apartment 178, bedroom	51 dB L <sub>A10</sub>	57	54	23	57	54	23	5	2	C
Apartment 190, bedroom	51 dB L <sub>A10</sub>	56	52	21	56	52	21	3	C	C
5 Signal Tce (SW corner), floor 1	51 dB L <sub>A10</sub>	56	46	29	56	46	29	6	C	C
5 Signal Tce (SW corner), floor 2	51 dB L <sub>A10</sub>	56	45	28	56	45	28	6	C	C
5 Signal Tce (SW corner), floor 3	51 dB L <sub>A10</sub>	55	45	28	55	45	28	6	C	C

Notes:

1. The assigned noise level is as defined in Table 2-4.
2. From Table 4-1.
3. No penalty added.

Table 5-3 Assessment of External Noise Levels Against Daytime  $L_{A10}$  Assigned Noise Levels

Location	Assigned Noise Level <sup>1</sup>	Predicted Noise Level <sup>2</sup>			Adjusted Noise Level <sup>3</sup>			Calculated Exceedance		
		Scenario A	Scenario B	Scenario C	Scenario A	Scenario B	Scenario C	Scenario A	Scenario B	Scenario C
Apartment 141	56 dB $L_{A10}$	62	52	30	62	52	30	6	C	C
Apartment 153	56 dB $L_{A10}$	59	53	26	59	53	26	3	C	C
Apartment 165	56 dB $L_{A10}$	57	52	24	57	52	24	1	C	C
Apartment 177	56 dB $L_{A10}$	56	51	22	56	51	22	C	C	C
Apartment 189	56 dB $L_{A10}$	56	49	21	56	49	21	C	C	C
Apartment 142, bedroom	56 dB $L_{A10}$	66	59	35	66	59	35	10	3	C
Apartment 154, bedroom	56 dB $L_{A10}$	61	57	28	61	57	28	5	1	C
Apartment 166, bedroom	56 dB $L_{A10}$	58	55	24	58	55	24	2	C	C
Apartment 178, bedroom	56 dB $L_{A10}$	56	53	23	56	53	23	C	C	C
Apartment 190, bedroom	56 dB $L_{A10}$	54	51	20	54	51	20	C	C	C
5 Signal Tce (SW corner), floor 1	56 dB $L_{A10}$	57	44	28	57	44	28	1	C	C
5 Signal Tce (SW corner), floor 2	56 dB $L_{A10}$	57	44	28	57	44	28	1	C	C
5 Signal Tce (SW corner), floor 3	56 dB $L_{A10}$	57	44	28	57	44	28	1	C	C

## Notes:

1. The assigned noise level is as defined in Table 2-4.
2. From Table 4-1.
3. No penalty added.

## 5.4 Kitchen Exhaust Fan

The type of fan to be fitted in the kitchen and its exhaust location has not been finalised however, noise from the fan exhaust is not expected to be an issue provided the following is implemented during the design phase:

- Select exhaust fan with lowest noise levels and variable speed fan; and,
- Exhaust to above roof level e.g. use riser in tenancy 135; or,
- If exhaust point is near ground level, the exhaust grille is to be located on the north wall and under the canopy to ensure noise barrier effects to upper floors.

## 5.5 Waste Collection and Deliveries

Noise from waste collection can be exempt under the Regulations provided some requirements are met. The following noise mitigations below should be implemented to minimise the impact of waste collection noise:

- Reversing alarms on garbage trucks should be of the type that emits broadband noise in lieu of tonal reversing beepers. Note this will have the added benefit of being less intrusive to patrons enjoying the use of the premises;
- Use of impact matting under large waste bins to prevent impulsive noise;
- Encourage all deliveries and waste collection operations to occur during the daytime period only and excluding Sundays and public holidays; and,
- Glass not to be emptied into outside bins at night.

It is noted the above applies to noise from deliveries and that night-time deliveries are to be avoided.

## 6 RECOMMENDATIONS

This report presented an assessment of the worst-case noise emissions from the proposed bar at tenancies 134 and 135, 2 Signal Terrace in Cockburn Central.

To comply with the Regulations under worst-case scenario, the following noise mitigation measures are required:

- Integrate a suspended ceiling across the entire bar area of the following construction:
  - 13mm flush plasterboard ceiling on light steel suspended grid system;
  - Minimum 300mm cavity to be provided; and,
  - Cavity to be filled with insulation minimum 75mm thick and of minimum density 11 kg/m<sup>3</sup>.
- At night-time, the west operable glazing is to be kept shut and the outdoor terrace vacated;
- In the evening and on Sundays and public holidays, the west operable glazing is to be kept shut and the outdoor terrace vacated; and,
- During the daytime, the west operable glazing is to be kept shut but the outdoor terrace can be used.

However, this assessment also indicates the Regulations can be more readily complied with when assessed internally and with external windows are closed.

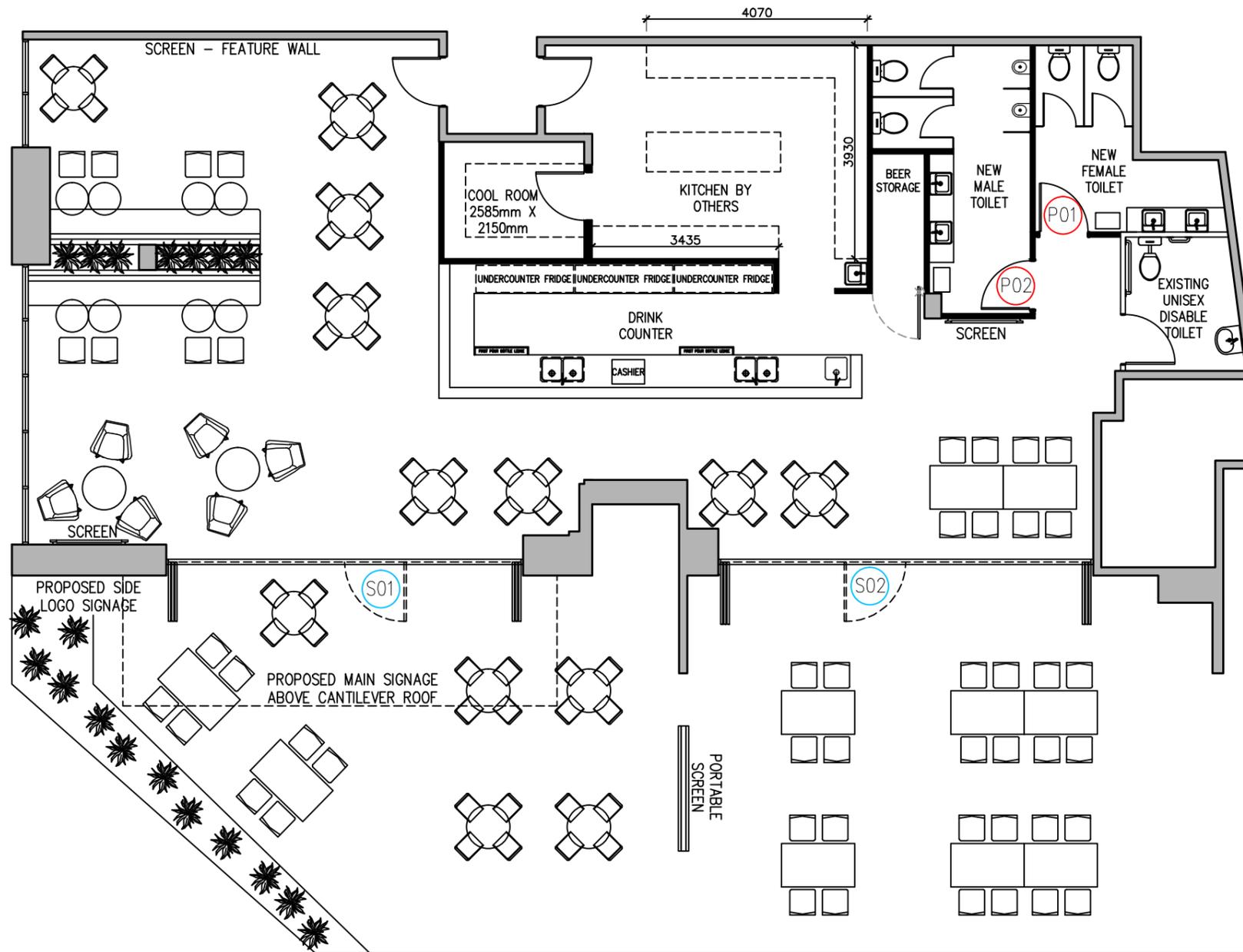
In addition, at times of low patrons numbers such as may occur early in the morning and during week days, the bar could be operated as per Scenario A during those times. Should the number of patrons increase, or as a response to a complaint, actions available to the management/bar staff include:

- closing the west operable glazing; and,
- restrict the number of patrons on the outdoor terrace.

Finally, the bar should consider notifying the residents within the strata of upcoming major sporting events it plans to specifically show via an event's board or other means of communications. Details of the particular event and contact details of a person in charge should form part of the event's notice.

**Appendix A**

**Development Plans**



LEGEND:	
	EXISTING STRUCTURAL WALLS TO REMAIN
	EXISTING PARTITION WALLS TO REMAIN
	NEW FULL HEIGHT SOLID PARTITION, 64mm STUD WITH 13mm GYPROCK EITHER SIDE WITH 50mm THICK POLYESTER INSULATION INTERNAL. PAINTED IN 2 COATS OF DULUX LOW SHEEN FINISH. COLOUR TO BE SPECIFIED.
	920mm SOLID CORE DOORS (850mm CLEAR DOOR OPENING) TO COMPLY WITH BUILDING CODE OF AUSTRALIA.
	INDICATES NEW MATT BLACK POWDER-COATED ALUMINIUM FRAMED GLAZED BI-FOLD DOORS. MINIMUM 1000mm CLEAR DOOR OPENING TO COMPLY WITH BUILDING CODE OF AUSTRALIA.

NOTE:

- DEMOLITION OF INTERTENANCY WALL TO BE CONFIRMED BY STRUCTURAL ENGINEER BEFORE PROCEEDING TO CONSTRUCTION
- ALL OUTDOOR FURNITURE TO BE LOOSE PIECES AND TO BE BROUGHT IN DURING BUSINESS CLOSURE
- CLIENT TO CONFIRM IF BEER STORAGE NEEDS TO BE CHILLED

SEAT: 116 PAX

- FLOOR PLAN  
A03 SCALE 1:100 @ A3

**GENERAL NOTE:**

- DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SCHEDULES, SPECIFICATIONS, REPORTS AND SERVICES DRAWINGS
- ALL WORKS ARE TO BE UNDERTAKEN IN ACCORDANCE WITH THE BUILDING CODES OF AUSTRALIA (BCA), AND THE RELEVANT AUSTRALIAN STANDARDS
- ALL WORKS ARE TO BE IN ACCORDANCE WITH AS142:1-2007 AND AS142:2-11:2 DESIGN FOR ACCESS AND MOBILITY
- ALL DIMENSIONS ARE TO BE CHECKED AND VERIFIED ON SITE BEFORE PROCEEDING WITH WORK AND PRIOR TO THE ORDERING OF MATERIALS/MANUFACTURE OF ANY ITEMS
- HEAD CONTRACTOR TO CO-ORDINATE WITH THE BUILDING OWNER FOR ALL SITE CONDITIONS, SITE ACCESS AND REQUIREMENTS. BUILDER TO CO-ORDINATE ALL SITE ACCESS INCLUDING MATERIALS DELIVERIES AS WELL AS ALL LOOSE FURNITURE AND EQUIPMENTS.
- HEAD CONTRACTOR IS TO ALLOW FOR AND PROVIDE ALL MATERIALS, LABOUR AND ACCESSORIES TO COMPLETE THE WORKS TO THE SPECIFIED PERFORMANCE AND DESIGN
- DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE
- BHO INTERIORS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES
- THIS DRAWING IS COPYRIGHT AND THE PROPERTY OF BHO INTERIORS. MAY NOT BE REPRODUCED, IN WHOLE OR IN PART, WITHOUT PRIOR WRITTEN CONSENT FROM BHO INTERIORS



REVISION:	DATE:	REASON:
SK1	27.01.2016	NEW ISSUE DRAWING
SK2	01.02.2016	REVISED FLOOR PLAN
SK3	11.02.2016	REVISED KITCHEN LAYOUT WITH COLD STORAGE
SK4	15.03.2016	REVISED KITCHEN LAYOUT & DRINK COUNTER

BRYAN HO . bryan@bhointeriors.com . 04 1221 6335 . www.bhointeriors.com

PROJECT TITLE:  
**BLONDIES SPORTS BAR**  
134 & 135 / 2 SIGNAL TERRACE,  
COCKBURN CENTRAL

CLIENT:  
**TANYA BRENNAN**

DESIGNED BY: <b>BHO</b>	DRAWING TITLE: <b>CONCEPTUAL STAGE</b>	
CHECKED BY: <b>BHO</b>	<b>FLOOR PLAN</b>	
APPROVED BY:	DRAWING NO.:	DATE:
	<b>A02</b>	<b>15.03.2016</b>
	SCALE:	REVISION:
	<b>1:100 @ A3</b>	<b>SK4</b>

**Appendix B**

**Terminology**

The following is an explanation of the terminology used throughout this report.

### **Decibel (dB)**

The decibel is the unit that describes the sound pressure and sound power levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

### **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as  $L_A$  dB.

### **Sound Power Level ( $L_w$ )**

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure levels at known distances. Noise modelling incorporates source sound power levels as part of the input data.

### **Sound Pressure Level ( $L_p$ )**

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

### **$L_{ASlow}$**

This is the noise level in decibels, obtained using the A frequency weighting and the S time weighting as specified in AS1259.1-1990. Unless assessing modulation, all measurements use the slow time weighting characteristic.

### **$L_{AFast}$**

This is the noise level in decibels, obtained using the A frequency weighting and the F time weighting as specified in AS1259.1-1990. This is used when assessing the presence of modulation only.

### **$L_{APeak}$**

This is the maximum reading in decibels using the A frequency weighting and P time weighting AS1259.1-1990.

### **$L_{Amax}$**

An  $L_{Amax}$  level is the maximum A-weighted noise level during a particular measurement.

### **$L_{A1}$**

An  $L_{A1}$  level is the A-weighted noise level which is exceeded for one percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

### **$L_{A10}$**

An  $L_{A10}$  level is the A-weighted noise level which is exceeded for 10 percent of the measurement period and is considered to represent the "intrusive" noise level.

**$L_{Aeq}$**

The equivalent steady state A-weighted sound level (“equal energy”) in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the “average” noise level.

**$L_{A90}$**

An  $L_{A90}$  level is the A-weighted noise level which is exceeded for 90 percent of the measurement period and is considered to represent the “background” noise level.

**One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20 000 Hz inclusive.

**$L_{Amax}$  assigned level**

Means an assigned level which, measured as a  $L_{A\ Slow}$  value, is not to be exceeded at any time.

**$L_{A1}$  assigned level**

Means an assigned level which, measured as a  $L_{A\ Slow}$  value, is not to be exceeded for more than 1% of the representative assessment period.

**$L_{A10}$  assigned level**

Means an assigned level which, measured as a  $L_{A\ Slow}$  value, is not to be exceeded for more than 10% of the representative assessment period.

**Tonal Noise**

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

the presence in the noise emission of tonal characteristics where the difference between -

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as  $L_{Aeq,T}$  levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as  $L_{A\ Slow}$  levels.

This is relatively common in most noise sources.

**Modulating Noise**

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

a variation in the emission of noise that —

- (a) is more than 3 dB  $L_{A\ Fast}$  or is more than 3 dB  $L_{A\ Fast}$  in any one-third octave band;
- (b) is present for at least 10% of the representative.

**Impulsive Noise**

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness is:

a variation in the emission of a noise where the difference between  $L_{A\ peak}$  and  $L_{A\ Max\ slow}$  is more than 15 dB when determined for a single representative event;

**Major Road**

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

**Secondary / Minor Road**

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

**Influencing Factor (IF)**

$$= \frac{1}{10} (\% \text{ Type A}_{100} + \% \text{ Type A}_{450}) + \frac{1}{20} (\% \text{ Type B}_{100} + \% \text{ Type B}_{450})$$

where:

% Type A<sub>100</sub> = the percentage of industrial land within  
a 100m radius of the premises receiving the noise

% Type A<sub>450</sub> = the percentage of industrial land within  
a 450m radius of the premises receiving the noise

% Type B<sub>100</sub> = the percentage of commercial land within  
a 100m radius of the premises receiving the noise

% Type B<sub>450</sub> = the percentage of commercial land within  
a 450m radius of the premises receiving the noise

+ Traffic Factor (maximum of 6 dB)

= 2 for each secondary road within 100m

= 2 for each major road within 450m

= 6 for each major road within 100m

**Representative Assessment Period**

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

**Background Noise**

Background noise or residual noise is the noise level from sources other than the source of concern. When measuring environmental noise, residual sound is often a problem. One reason is that regulations often require that the noise from different types of sources be dealt with separately. This separation, e.g. of traffic noise from industrial noise, is often difficult to accomplish in practice. Another reason is that the measurements are normally carried out outdoors. Wind-induced noise, directly on the microphone and indirectly on trees, buildings, etc., may also affect the result. The character of these noise sources can make it difficult or even impossible to carry out any corrections.

**Ambient Noise**

Means the level of noise from all sources, including background noise from near and far and the source of interest.

**Specific Noise**

Relates to the component of the ambient noise that is of interest. This can be referred to as the noise of concern or the noise of interest.

**Peak Component Particle Velocity (PCPV)**

The maximum instantaneous velocity in mm/s of a particle at a point during a given time interval and in one of the three orthogonal directions (x, y or z) measured as a peak response. Peak velocity is normally used for the assessment of structural damage from vibration.

**Peak Particle Velocity (PPV)**

The maximum instantaneous velocity in mm/s of a particle at a point during a given time interval and is the vector sum of the PCPV for the x, y and z directions measured as a peak response. Peak velocity is normally used for the assessment of structural damage from vibration.

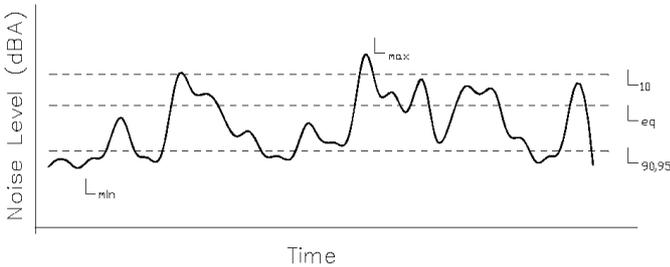
**RMS Component Particle Velocity (PCPV)**

The maximum instantaneous velocity in mm/s of a particle at a point during a given time interval and in one of the three orthogonal directions (x, y or z) measured as a root mean square (rms) response. RMS velocity is normally used for the assessment of human annoyance from vibration.

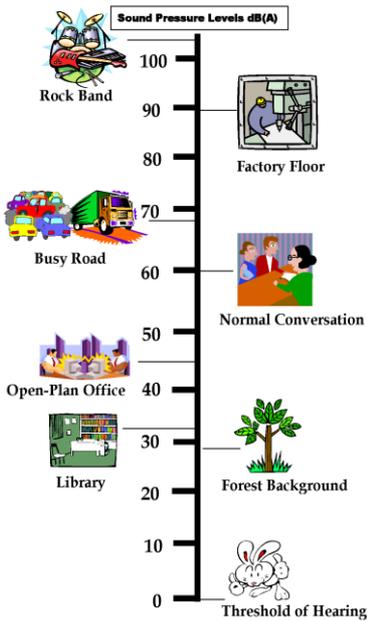
**Peak Particle Velocity (PPV)**

The maximum instantaneous velocity in mm/s of a particle at a point during a given time interval and is the vector sum of the PCPV for the x, y and z directions measured as a root mean square (rms) response. RMS velocity is normally used for the assessment of human annoyance from vibration.

**Chart of Noise Level Descriptors**



**Typical Noise Levels**





**City of Cockburn**  
G.I.S Services Department

Locality Plan - Lot 1 Ghostgum Ave  
(formerly Lot 821 Armadale Rd), Banjup

PRINTED ON:  
20/07/2016

SCALE = 1:15907

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**NORTH**



# City of Cockburn COCKBURN CENTRAL PUBLIC ART PLAN

## Document Information

Document title : Cockburn central Public Art Plan

Prepared by: Rachel Pleasant

Document status: Draft, version 1.0

### Version history:

Version	Description	OCM date	Stage
1.0	Draft	20/7/2016	Advertising for public comment

# 1. INTRODUCTION

Cockburn Central is the largest urban centre within the City of Cockburn. Experiencing significant growth and undergoing considerable change, the Centre is reflective of the wider City context which has experienced significant and sustained growth over the past several decades, quadrupling in size since 1971 to now over 106,000 residents.

Established residential suburbs surround Cockburn Central and the town centre precinct is tracking towards completion, however a considerable amount of development is yet to evolve within the Core Area. As a result the Public Art Plan is required to acknowledge not only local contextual attributes and its importance to the wider region but also long term aspirations for the Centre given its young and evolving status.

The City is committed to not only promoting the important environmental and cultural attributes of the Centre, including the Beelias wetlands - the most important inland natural asset in the region, but is also committed to the long term aspirations of the Centre of which hold desires for public spaces to evolve from being characteristic of a suburban centre, to holding unique characteristics of an important, diverse urban centre.

The City's public art framework apportions 1% of commercial, civic, institutional, and educational projects or public works greater than \$1M for public art investment, in addition to multiple dwellings in excess of \$2M (Local Planning Policy 5.13 Percent for Art). In order to provide a strategic basis on which to commission public art, this Public Art Master Plan has been developed to provide a planned and strategic approach that best highlights and complements Cockburn Central.

In developing the Public Art Master Plan consideration has been given to both artwork opportunities and to the contribution that public art can make to the physical environment, the community experience and the potential contribution to the local economy. The economic benefits might flow from increased visitor numbers and visitors spending more time within the Centre, and therefore more likely to spend time in cafes and restaurants.

With this in mind, the Public Art Plan provides a framework for prioritising key nodes and other locations ideally suited to concentrations of the proposed art opportunities in order to create focus areas and linking artworks that encourage people to access the Centre – particularly by foot.

The Master plan draws on the urban design analysis provide within the Cockburn Central Activity Centre Plan (2016), in addition to the relevant contextual analysis and development considerations within the Centres several adopted Local Structure Plans, including:

- Cockburn Town Centre
- Cockburn Central West
- Cockburn Central North (Muriel Court LSP)
- Gateways

# 1.1 POLICY CONTEXT AND ROLE OF THE PUBLIC ART PLAN

## Community Strategic Plan 2016-2026

The City's highest level strategic document - The Community Strategic Plan identifies the need to:

- Ensure high density living is balanced with the provision of open space and social spaces;
- Foster a greater sense of community identity by developing Cockburn Central as our regional centre, and;
- Continue to recognise and celebrate the significance of cultural, social and built heritage including local indigenous and multicultural groups

This Public Art Plan is seen as an important contributor in meeting these high level objectives.



Above: Public art incorporated into a park bench at Cockburn Central Town Centre square

## LPP 5.13 'Percent for Art'

The City's Local Planning Policy LPP5.13 'Percent for Art' (LPP) makes provision for professionally produced artworks on private land as part of eligible developments within the City of Cockburn. In order to expand options available for developers and their artists and promote

public art in public spaces, the City has prepared this Public Art Plan and associated LPP Cockburn Central Percent for Art to broaden the options for developers in Cockburn Central West and the Cockburn Central Town Centre, to:

- Coordinate an artwork project themselves, within their subject site; or
- Coordinate an artwork project themselves within public land; or
- Make a cash-in-lieu contribution to the City, in which case the City will coordinate an artwork project within public land, in line with this Masterplan.

Additionally, this Public Art Plan provides guidance for future developments across Cockburn Central that may require a public art contribution into the future. For example future local structure plans including the next stage of development for Gateways Shopping City should use this Public Art Plan to inform a public art project.

Alternatively, the City or individuals may decide to contribute and/or facilitate public art projects as funding becomes available from alternative sources, therefore the Public Art Plan seeks to coordinate these opportunities as they arise.

## Objectives of this Plan

- Physically enhancing public places, the public realm and buildings;
- Providing greater meaning and context to the precincts, places and buildings in Cockburn Central by providing linkages to the history, character and culture of the locality;
- Contribute to a 'sense of place' for Cockburn Central, by creating difference and identity for particular locations;
- Create local or regional landmarks;
- Encourage the increased use and enjoyment of public places;
- Contribute to the 'visitor experience' of the regional centre;

## How to use the Plan

For development in Cockburn Central West and the Town Centre precincts (highlighted in Blue - Figure 1) this Public Art Plan should be read alongside the City's Local Planning Policy Cockburn Central Percent for Art.

All developers and their artists when reading this Public Art Plan are recommended to follow these key steps to inform the design of public art and location selection:

1. Consider the relevant contextual information provided within Section 1.2 About Cockburn Central.

2. Refer to Section 2 – artwork opportunities, of which sets out themes and narrative options to inform artwork designs.
3. Refer to Figure X - Elements to inform public art locations to identify potential installation locations.



Figure 1: Cockburn Central precincts and area subject to the City's LPP Cockburn Central Percent for Art (shown in Blue).

## Public art types

Public art has a broad scope with many possibilities for the form, function, materials and degree of permanency of the artwork. It can include any one or more of the following forms:

**Sculpture or standalone** objects that are not part of a building or other structure;

**Industrial or functional** works that serves an operational function within the built environment, such street furniture, bike racks, paving, fencing or lighting that has been designed by an artist.

**Building features** (incorporated into the architectural fabric) or applied to a surface, such as artworks applied to building facades, or murals on walls.

**Heritage / Memorial:** artwork designed to recognise the history or cultural heritage of a place, or to commemorate a person or past event.

**Aboriginal Art:** cultural, heritage or contemporary artworks which are specifically commissioned to be created by Aboriginal artists and/or to have involvement of locally Aboriginal people.

**Natural artworks** (land-form artworks);

**Temporary/ephemeral** works artwork designed to be installed for a short time frame (e.g. 1 week to 1 year), such as artwork in a seasonal programme or art made with materials that are intended to only last for a limited time.

**Interactive artwork** that the public can interact with, beyond merely touching the work, such as works incorporating sound, lighting or movement that responds to public or environmental interaction.

**Multimedia** artwork produced or displayed through the use of technical media such as digital imagery, film, video, and photography or projection art.

**Community Art** artwork that is created with the involvement of community members or groups, such as local residents or school students. Community art is usually produced through a collaboration project between a qualified artist and the community group.



Above: Multiple skateboards provide a wayfinding marker to signify the entrance to the Market Garden Skatepark.

## Existing public art

A range of public artworks exist within Cockburn Central. A selection of these are provided opposite.



## 1.2 ABOUT COCKBURN CENTRAL

### Why have public art in Cockburn Central?

The inclusion of public art within public spaces is seen as an important contributor to a unique, vibrant centre where people live, work and play. Importantly, the design and inclusion of public art can promote the history and context of Cockburn Central in addition to recognising future aspirations and plans for the activity centre. Together these elements form the basis of this Public Art Plan of which is structured as follows –

- Local contextual information for Cockburn Central;
- Identifies themes to inform artwork design;
- Identifies locations for public art, and;
- Details the design approval process.

### Contextual information

#### Geographic

Cockburn Central is located along the Kwinana Freeway 19km south of Perth's CBD containing the Cockburn Train Station. Of significance is the Centres proximity to the Beelihar Wetlands located approximately 2km to the west of the Centre.

#### Environmental heritage

Cockburn Central is located in the Bassendean Dune/Sandplain complex. The historic vegetation of the area would have been a Banksia dominated open woodland, with taller Melaleuca and Eucalyptus dominated woodland in swampy areas. Largely influenced by variations in the underlying water table, the Banksia Woodland included the occasional Jarrah in dune areas, but altering to sedge/heathland in wet areas.

Large areas of Banksia woodland have been cleared in the last century, largely to make way for pastoral land uses and, more recently, urban expansion.

This basic landscape history of Cockburn Central partly helps identify significant features of the locality, but also provides local attributes to inform public art ideas.

### Proposed urban context

Aspirations for Cockburn Central include being the most important centre south of Perth, with a desire to evolve from a suburban centre to a vibrant centre hub for people to live, work and play. This will require public spaces and streets to match the quality architect currently emerging within the Town Centre and CCW precincts.

Cockburn central's urban precincts and spaces will have an urban feel about them but will provide relevant markers and design references to local contextual considerations so as to promote local character.

It is vital that Cockburn Central's aspiration to evolve to an urban centre with concentrations of diverse development is balanced with connections to the natural environment, including good provisions of street trees. Streets within Cockburn Central West will contain native species along all streets with the exception of Veteran's Parade of which will be formalised through avenue plantings of Jacaranda's.

The sporting fields and the wetland area known as Yandi Park will be key recreation areas for residents, visitors and workers. Other surrounding precincts will be the location of smaller more urban gathering spaces such as is currently provided within the Town Centre square and the public space play area outside Cockburn Gateways.

Several pieces of public art exist within the town centre square. The City encourages developers and their artists to contact the City to further understand the design intent of specific yet to be delivered public spaces should artwork be proposed in these locations.

## Social context

Within the town centre a dominance of 1 and 2 bedroom dwellings exists however the CCW precinct is expected to provide a mix of 3 bedroom dwellings and as a result it is expected the current provision of 1 or 2 person households will expand to include families particularly in the proximity to recreation areas in CCW.

The diverse dwelling types in addition to the broad range of visitors and workers suggests a diverse cultural context of which will take some time to better understand as the Centre evolves and new residents start to move in.

## Aboriginal history

The wider area of the Bibra Lake chain of wetlands, of which Cockburn Central located within, is associated with aboriginal mythology. According to aboriginal people the Waugal, a mythological creation serpent, created the surrounding landscape and resides in the water.

Prior to intensified suburban and residential development and landscaping, the wider water system including swamp and wetland areas and freshwater springs were utilised by Aboriginal people when camping and hunting. As a result, archaeological surveys undertaken in surrounding areas indicate that sites found to date have included mythological sites, artefact scatters, historic camp sites, meeting places and water sources.

The Elders of contemporary Nyungar families recount stories of their 'old people' and events that took place near water sources when on heritage surveys. In traditional times, movement took place along identifiable tracks or 'pads' which passed by rivers and between wetlands and swamps, forming a link between camping and hunting areas and were often used on a seasonal basis according to optimum availability of edible plant species and meat.

Being part of the eastern chain of lakes, Bibra Lake was an important trading post for Aboriginal groups of the Swan and Murray River regions. It holds significant value to Aboriginal people as a place where knowledge was transferred through generations, corroborees and a place where respect for animals and the environment were shared.

While there are no sites within the Public Art Plan area currently under the provisions of the Aboriginal Heritage Act 1972, the association of Aboriginal mythology provides an interesting account of the sites heritage for some artists to draw inspiration from and provide connections to a sense of place.

## 2 ARTWORK OPPORTUNITIES

### Opportunity 1: Regional Connections

This concept relates to commissioning artists to create artworks that relate to Cockburn Central's regional narratives associated with Natural, Historic and Transport connections. These stories will promote Cockburn Central's:

- Close proximity and connections to naturally significant areas including the Beeliar Wetlands,
- Local history including Aboriginal heritage, and;
- Regional transport connections - noting the presence of the Cockburn Central Train Station and the Town Centres existing urban references, including street naming referencing transport elements.

### Opportunity 2: Community

This theme relates to a series of artworks that promote concepts relating to the local community and future desires for the Activity Centre, including - the Neighbourhood, Diversity, Innovation, and Recreation. A key outcome sought is to promote local identity, culture, and a sense of place for residents, workers and visitors relevant for a vibrant urban centre – not a suburban centre.

### Opportunity 1: Regional connections

#### CONCEPT

Regional connections is about recognising Cockburn Central's importance as the largest and most influential urban centre, highlighting its central location in the in the South West region, and its strong connections to transport for residents, workers and visitors. It also seeks to promote the proximity of elements that contribute to and define the Centre's sense of place, with a key focus on the proximity of the Region's most significant inland natural asset – the Beeliar Wetlands.

The concept behind the Regional Connections theme also seeks to promote connections to the regions local history, stories and Aboriginal history given its emerging role as the region's largest civic centre and meeting place.

### ARTWORK LOCATIONS

Artworks within this category are most appropriate in and around the alignment identified within Figure 2. The route highlighted in green identifies the most direct and important paths providing connections with the wider region, including:

- Direct access from the Cockburn central Train station and across the Centre;
- Access in and out of the centres key gateway locations, and;
- The most direct route towards the Beeliar Wetlands;
- Connections between the Beeliar wetlands and Yandi Park, and;
- Key routes connecting different precincts.

The following benchmark images provide suggest scope and examples to guide design discussions.

#### Benchmark images (See page 12):

1. Artist unknown – source: [http://www.woollahra.nsw.gov.au/community/arts\\_and\\_culture/public\\_art\\_projects](http://www.woollahra.nsw.gov.au/community/arts_and_culture/public_art_projects)
2. "Balance" by artist Vivienne Lowe
3. "Canoe people" Amanda Feher and Billy Doonan <http://amandafeher.com.au/portfolio/canoe-people/>
4. Artist unknown - Source: <http://www.koopertasmania.com.au/>



Figure 2: Regional connections theme alignment (green) and site specific artwork for Remembrance Avenue (orange)





This work was made for Cardinia Shire as its form represents the natural environment unique to the shire. It is designed specifically for the forecourt of the Cardinia Cultural Centre and represents the building's direct relationship to the surrounding wetlands. Toolim is a Boonwurrung word for the local 'juncus' sedge which was once plentiful in the wetlands on this site and used extensively by the Traditional Owners for weaving. Toolim celebrates the history of the swamp and invites the community to reflect on the heritage of the area as well as changes to the local environment.

The work complements the architecture of the Cardinia Cultural Centre in both colour and form and on a windy day the sculpture moves like reeds in the water

Paul Johnson the artist lives and works in South East Queensland and has completed numerous public art commissions throughout Australia. Johnson sees public art as beginning with the site and local community; the artist has said: 'It self-consciously addresses a whole range of viewers while ensuring significant durability of both materials and ideas.'

Source: <http://www.cardinia.vic.gov.au/>

## Known site specific opportunities

### Aboriginal CONNECTIONS

Midgegooroo Avenue and Yandi Park provide obvious locations for public art relating to Aboriginal history given the presence of the wetland and the street reference to Midgegooroo.



Burleigh Heads Aboriginal rock inscription. The rock honours Yugambah men and women who served in defence of this country.

### ANZAC SPIRIT AND Aboriginal PERSONS INVOLVED IN WAR TIME EFFORTS

Three street names in Cockburn Central West form part of a commemorative area in honour of our ANZACs. The three streets have a common theme around service, sacrifice and remembrance –

- Remembrance Avenue: Recognises the country's past military conflicts and the service men and women who did not return.
- Veterans Parade: Recognises those that came back from war. It includes a play on the use of 'parade' and its military connotations that occur each ANZAC Day.
- Legacy Way: Recognises the community's responsibility for caring for the families of those that did not return from war. This is a unique name and no other local government has a similar street name.

Future City plans for this precinct include public artwork to honour our Veterans, including Aboriginal Veterans involved in war time efforts. These works will be located along Remembrance Avenue and in and around the wetland.

Artworks that provide a function, including seating (See bench example - opposite) around the oval are strongly encouraged in consultation with the City's Parks Team.

### Benchmark images

The City will engage an artist(s) with the following benchmark images in mind.

1. Burleigh Heads Rock Inscription - Source: <http://www.creativespirits.info/aboriginalculture/history/aboriginal-anzac-day-war-memorials#ixzz4F0QX4mpU>
2. Unknown
3. Artist: Miriam Klein Stahl in collaboration with Pippa Murray Mosaics
4. Artist unknown - [www.lynnwoodwa.gov/PlayLynnwood/Arts](http://www.lynnwoodwa.gov/PlayLynnwood/Arts)
5. Architect - stARTT. Source: [www.archdaily.com/146875/whatami-at-maxxi-startt](http://www.archdaily.com/146875/whatami-at-maxxi-startt)



In situ road markings (example provided above) may consider relevant references including red poppy's within the Remembrance Avenue Road reserve.



The City and artists might explore opportunities within the landscape surrounding Remembrance Avenue. Depending on the project these artworks could be temporary artworks that are introduced for ANZAC day services each year.

## Opportunity 2: Community

### CONCEPT

This theme seeks to promote a strong sense of community for both residents and workers in Cockburn Central. It also seeks to contribute to the centres evolving status as an important location for employment and recreation. All are seen as important contributors to Cockburn Central's unique community. As a result the theme highlights 4 narratives –

- Neighbourhood;
- Diversity (culture);
- Innovation, and;
- Recreation.

Developers and their artists are encouraged to explore opportunities to contribute to these narratives with recognition of the following -

### Neighbourhood

In addition to Cockburn Central being a key location within the south-west region for shopping and services, it is also evolving to accommodate a diverse community made up of residents and workers. A portion of which already reside within the Town Centre precinct, with hundreds of others yet to move into the Centres other mixed-use precincts including Cockburn Central West and Cockburn Central North. Cockburn Central West for example is expected to accommodate 1,800 permanent residents, in addition to a significant amount of office workers. Therefore the theme of Neighbourhood seeks to promote a narrative that:

- Promotes connections between the 3 neighbourhoods - the Town Centre, Cockburn Central West and Cockburn Central North;
- Encourages engagement between residents, or;
- Explore the meaning and importance of neighbourhoods.

### Diversity (culture)

Cities and large urban centres by their nature are diverse. Diverse in the people they attract (culture) and by the activities that occur within

them. Cockburn Central will be no exception. This narrative seeks to recognise and celebrate diversity both for residents but also the diversity of the wider region. It seeks to promote the aspiration of Cockburn being a diverse and exciting urban centre where people want to visit and spend time in its public spaces. The wider regional community will at some point visit and spend time in Cockburn Central. Developers and artists may like to explore how public art can contribute to incidental gathering areas for a range of users.

### Innovation

Cockburn Central seeks to promote quality employment that supports the wider sub region. This narrative seeks to promote local innovation. This may relate to storey telling of a local success story or celebrate Cockburn Centrals role as a forward thinking centre and promoting its role as the sub region's largest, most successful centre.

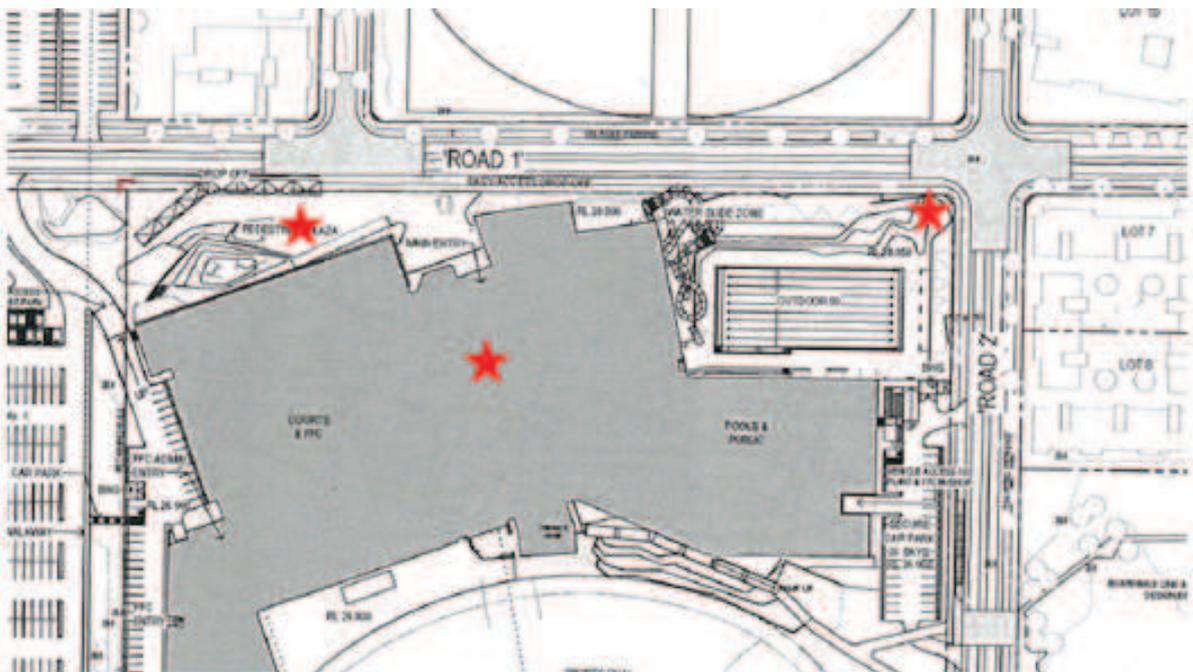
This narrative may also promote Cockburn Centrals proximity to, and important supportive role for the region's important industries.

### Recreation

The Cockburn ARC and surrounding sport and parklands are the centrepiece of Cockburn Central West. Cockburn Central West will be the region's most important recreation location and will attract visitors from around the region. This narrative seeks to celebrate sport and recreation and contribute to the public realm area, in and around the Cockburn ARC. Landscape design planning for the Cockburn ARC identified focus areas for public art, these are identified in Figure 4.



Figure 3 (above): Community theme (Blue). Figure 4 (below): Designated locations for public art at the ARC.





## Benchmark images (Opposite)

1. Artist – Judson Beaumont
2. Artist: Benedetto Bufalino
3. Unknown
4. Artists: George Mitchell
5. Find ref

## Elements to inform public art locations

Figure (below) consolidates the relevant functional and urban design analysis to inform decisions regarding potential public art locations. The figure identifies key wayfinding locations, important corners and intersections, views and vistas, and major landmarks to inform public artwork locations.

It is important the artists engaged to develop concepts are able to have some flexibility in proposing the focus they wish to and the actual location of the artwork itself. Therefore the proposed locations identified within this Plan should be seen as indicative artwork zones and not totally prescriptive. Nonetheless these locations are informed through relevant analysis and should inform all design applications.



## 3 IMPLEMENTATION

### Step 1 - Obtaining Development Approval: Condition Imposed

Development approval for eligible proposals will have a condition imposed which requires the proponent to obtain approval from the City for an artist to undertake an Art Project for the equivalent value of one per cent (1%) of the estimated total cost of the development, or to pay the equivalent as cash-in-lieu.

If the cash-in-lieu option is taken this will need to be paid to the City prior to the occupation of the building.

### Step 2 - Prior to Building Licence: Engaging an Artist

Developers and their artists will be required to undertake pre-lodgement meetings, and developers will be encouraged to consider how artworks may be integrated in their development or if public art is proposed within public land in accordance with the Masterplan.

At the pre-lodgement meeting the following will be discussed: the specific artwork opportunity, its location, theme, typology and budget against the conceptual framework and requirements of the Cockburn Central Masterplan.

Prior to applying for a Building Licence the proponent will need to submit a preliminary Public Art proposal for the City's consideration in principle support.

The proponent or their art consultant will need to find an artist or artists to design and create the Public Art in consultation with City staff. They can either contact artists directly or go through an agency such as Artsource, a non-government agency established by the Artists' Foundation of Western Australia to help developers choose an appropriate artist.

The selected artist will submit a design concept, responding to the Masterplan, discussing the artworks elements, preferred location of the artwork, time schedule and budget.

### Step 3 - Formal Project Approval

Subsequent to entering into a contract with the artists the proponent will submit an 'Application for Art Work Design' to the City for approval. This will include the contract between the developer and the artist, full working drawings (including an indication of where the art work is located) and a detailed budget.

### Step 4 - Fabrication and installation

Once approval has been issued, the artist can begin fabrication of the artworks, and installation is required prior to the first occupation of the building (if proposed within private land). A 'Notification of Artwork Completion' form will then be submitted to the City. Contact the City directly for this form.

Artworks within the public realm may require additional requirements such as a traffic management strategy during the implementation of the artwork. These requirements will be highlighted where possible in pre-lodgement meetings and confirmed within the final approval.

### Forms

Contact the City of Cockburn for the following forms:

- PERCENT FOR PUBLIC ART - APPLICATION FOR ART WORK DESIGN APPROVAL
- NOTIFICATION OF ART WORK COMPLETION



9 Coleville Crescent, Spearwood WA 6163  
PO Box 1215, Bibra Lake DC WA 6965  
P 08 9411 3444 F 08 9411 3333  
[cockburn.wa.gov.au](http://cockburn.wa.gov.au)

<b>POL</b>	<b>COCKBURN CENTRAL PERCENT FOR ART</b>	<b>LPP X.XX</b>
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<b>POLICY CODE:</b>	LPP X.XX
<b>DIRECTORATE:</b>	Planning & Development
<b>BUSINESS UNIT:</b>	Planning & Development
<b>SERVICE UNIT:</b>	Statutory Planning Services
<b>RESPONSIBLE OFFICER:</b>	Manager, Statutory Planning
<b>FILE NO.:</b>	182/001
<b>DATE FIRST ADOPTED:</b>	XXXX 2016
<b>DATE LAST REVIEWED:</b>	N/A
<b>ATTACHMENTS:</b>	XXXX
<b>DELEGATED AUTHORITY REF.:</b>	N/A
<b>VERSION NO.</b>	1

<b>Dates of Amendments / Reviews:</b>	
DAPPS Meeting:	
OCM:	11 August 2016

## BACKGROUND:

The City of Cockburn Public Artworks Strategy focuses on the delivery of public art by the City in the public realm. It sets out key goals, including the following:

- \* Develop a collection of distinct and diverse public artworks.
- \* Increase awareness of public art as a significant cultural asset.

The City's Local Planning Policy 5.13 'Percent for Art' seeks to assist in achieving these goals by requiring the provision of professionally produced artworks on site as part of eligible developments within the City of Cockburn.

The Cockburn Central area is subject to a site specific Public Art Public Art Plan that identifies themes and locations for public art in the area. Therefore a location-specific policy is required to introduce the requirement for a public art contribution in accordance with the Public Art Plan.

The Cockburn Central Public Art Plan includes locations for public art in the public realm, including Public Open Space. These public artworks will provide the opportunity to celebrate the place, promote community identity, and to assist with legibility. It is therefore appropriate that a cash-in-lieu contribution option be provided to developers (not otherwise provided in LPP 5.13), which would enable the collection of funds for the provision of artworks in the public realm in accordance with the Cockburn Central Public Art Public Art Plan.

This Policy is adopted pursuant to City of Cockburn Town Planning Scheme No. 3.

**PURPOSE:**

The purpose of this Policy is to require the provision of artworks produced by professional artists as part of eligible developments within the Cockburn Central area.

The key objectives of this requirement are to:

1. Improve the attractiveness and functionality of the Cockburn Central Activity Centre;
2. Develop and promote community identity within the Cockburn Central area;
3. Increase the social, cultural and economic value of the Cockburn Central area;
4. Establish new design partnerships between artists, architects and other professionals;
5. Increase public awareness of the value of art and design;
6. Provide opportunities for heritage interpretation;
7. Enhance legibility by introducing artworks that assist in making streets, buildings and Public Open Space in the Cockburn Central area more identifiable;
8. Produce landmarks that act as focal points and icons for the Cockburn Central area, as set out in the Public Art Public Art Plan;
9. Provide new opportunities for artist commissioned artworks to celebrate the place, generate vibrancy, contribute to cultural identity and engage with the community above and beyond the art involved in building design, landscaping and hardscaping elements that would normally be associated with development.

**POLICY:****(1) Requirements**

1. This policy applies to developments in Cockburn Central West and the Town Centre precinct.
2. All development proposals for commercial (excluding industrial uses), civic, institutional, educational projects or public works (excluding services and utilities) of a value greater than \$1 million (one million dollars) are to set aside a minimum of one per cent (1%) of the total project cost (up to a maximum value of \$250,000) for the development of artworks which reflect the themes set out in the Cockburn Central Public Art Plan.

3. All development proposals for multiple dwellings of a value greater than \$2 million (two million dollars) are to set aside a minimum of one per cent (1%) of the total project cost (up to a maximum value of \$250,000) for the development of artworks which reflect the themes set out in the Cockburn Central Public Art Plan.
4. The total project cost means the approximate total cost of the proposed development, as indicated on the Application for Approval to Commence Development.
5. Where this Policy applies, the owner/applicant can choose to either:
  - (a) Coordinate an artworks project themselves; or
  - (b) Make a cash-in-lieu contribution to the City, in which case the City will coordinate an artwork project in line with the Cockburn Central Public Art Plan.
6. Where the owner/applicant chooses the cash-in-lieu option, the cash-in-lieu is to be:
  - (a) Paid to the City of Cockburn (Cockburn Central Public Art Fund);
  - (b) Expended on a Public Art project located on public land within the Cockburn Central area in accordance with the Cockburn Central Public Art Plan;
7. Cash-in-lieu funds paid may be accrued for more comprehensive or larger public art projects in line with the Cockburn Central Public Art Plan, as determined by the City.
8. Ownership of artworks commissioned under this Policy will depend upon the location of the artworks as follows:
  - (a) Where situated on private property, the artwork is owned and maintained by the owner.
  - (b) Where situated on public property, the artwork is owned and maintained by the City, regardless of who coordinated the project.
9. Artworks are to be carried out by a professional artist(s), and for the purposes of this policy a professional artist is defined as:
  - (a) A regular exhibitor of public art work; offering work for sale, or selling work; having been awarded or eligible for a government grant; selected for public exhibition, awards or prizes; having secured work or consultancies on the basis of professional expertise; having had

work acquired for public or private collections; being a member of a professional association on the basis of his/her status as a professional artist.

- (b) Notwithstanding, in certain circumstances it may be appropriate to be more flexible and seek people other than professional artists to carry out artwork commissions. This may apply in instances when young, emerging and indigenous artists or students may be considered appropriate.

10. Artworks should be low maintenance, robust, durable, safe and resistant to vandalism.

11. Notwithstanding Clause (1) 1-3 and Clause (4), where a development is staged, the proponent may enter into a legal agreement with the City with a view to consolidating their art contribution. Such agreements shall include a completion date for provision of the contribution and must be secured via means acceptable to the City (such as a monetary bond, bank guarantee or caveat on land).

(2) Location of Artworks

1. Where the owner/applicant chooses to coordinate and provide the artworks, such artworks are to be situated where clearly visible to the general public. This means that artworks are to be clearly visible from the adjacent public street(s), public pathway(s), and/or public open space, and/or other publically accessible spaces where they are deemed by the City to function as public spaces.
2. The City encourages owners/applicants to situate the artworks on private property within the subject land. However, the City may also consider proposals to install artworks on public land where consistent with the Cockburn Central Public Art Plan, and as considered appropriate by the City.

(3) Eligible Artworks

1. Artworks may include:
  - (a) building features and enhancements such as bicycle racks, gates, benches, fountains, playground structures or shade structures which are unique and produced by a professional artist;
  - (b) landscape art enhancements such as walkways, bridges or art features within a garden;
  - (c) murals, tiles, mosaics or bas-relief covering walls, floors and walkways;

POL	COCKBURN CENTRAL PERCENT FOR ART	LPP X.XX
-----	----------------------------------	----------

- (d) sculpture which can be freestanding or wall-supported in durable materials suitable for the site;
- (e) fibreworks, neon or glass art works, photographs, prints and any combination of media including sound, film and video systems.

2. Artworks ineligible for consideration include:

- (a) business logo(s)/Business signage;
- (b) directional elements such as supergraphics, signage or colour coding;
- (c) 'art objects' which are mass produced such as fountains, statuary or playground equipment;
- (d) most art reproductions;
- (e) landscaping or generic hard scaping elements which would normally be associated with the project;
- (f) services or utilities necessary to operate or maintain artworks;
- (g) art work or architectural features designed by an architect, building designer or town planner.

(4) Eligible Costs

1. Costs associated with the production of an art project may include:

- a) professional artist's budget, including artist fees, Request for Proposal, material, assistants' labour costs, insurance, permits, taxes, business and legal expenses, operating costs, and art consultant's fees if these are necessary and reasonable;
- b) fabrication and installation of artwork;
- c) site preparation;
- c) structures enabling the artist to display the artwork;
- d) documentation of the artwork, and
- e) an acknowledgment plaque identifying the artist, art work and development.

POL	COCKBURN CENTRAL PERCENT FOR ART	LPP X.XX
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(5) Approval of Artworks

Artworks provided by the owner/applicant are required to be approved by the City prior to their installation.

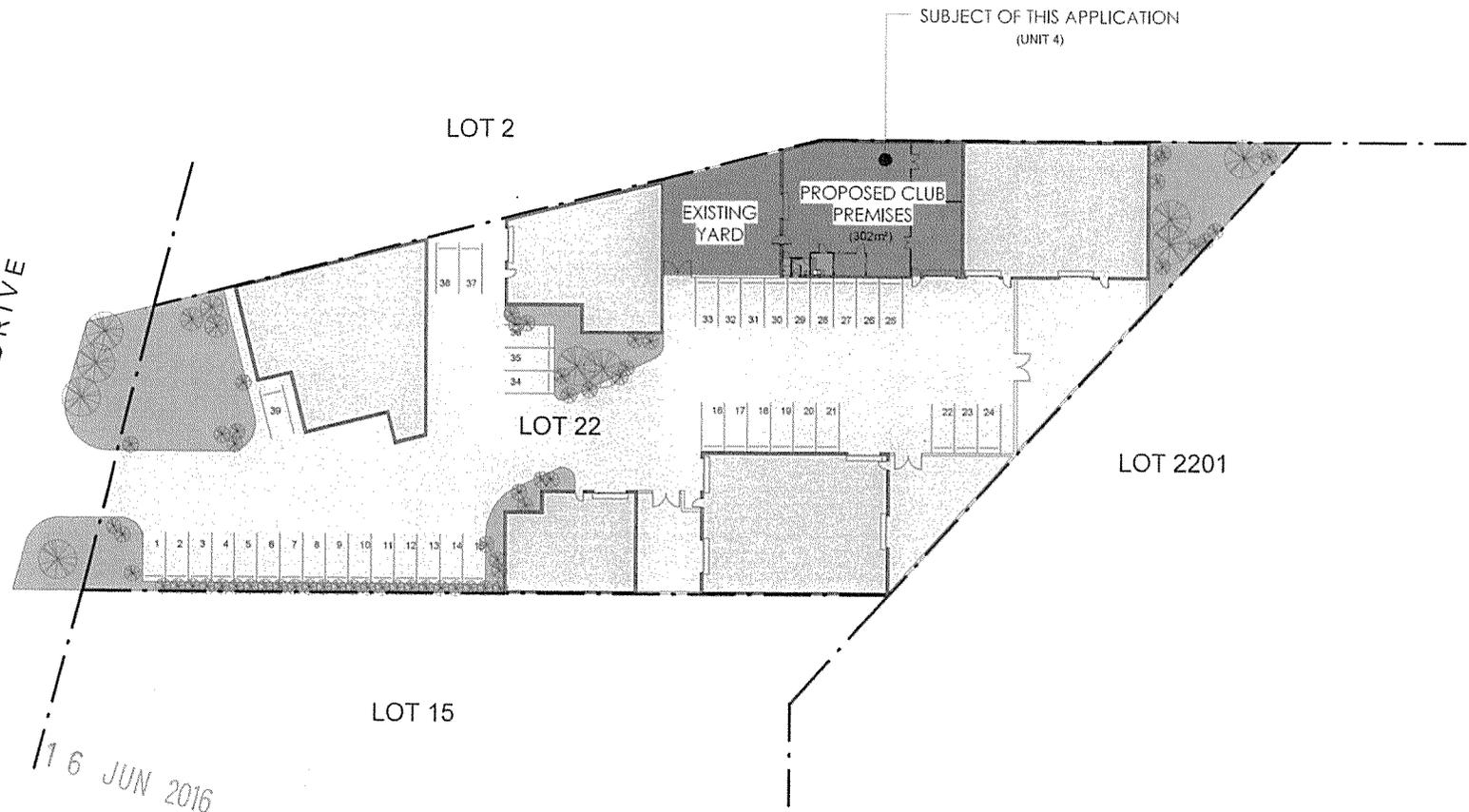
(6) Installation of Artworks

Where artworks are provided by the owner/applicant the artwork must be completed and installed prior to the occupation of the new development, and maintained thereafter by the owner(s)/occupier(s).

(7) Acknowledgement of Artwork

The proponent will install a plaque or plate near each artwork, acknowledging the name of the artist, and the name of the person, agency or company who funded the artwork.

PORT KEMBLA DRIVE



16 JUN 2016

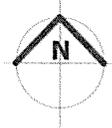
urban & rural perspectives



TOWN PLANNERS & BUILDING DESIGNERS  
Unit 8, 16 Konil Way MALAGA WA 6009 Tel: (08) 9248 8777 Fax: (08) 9248 4040

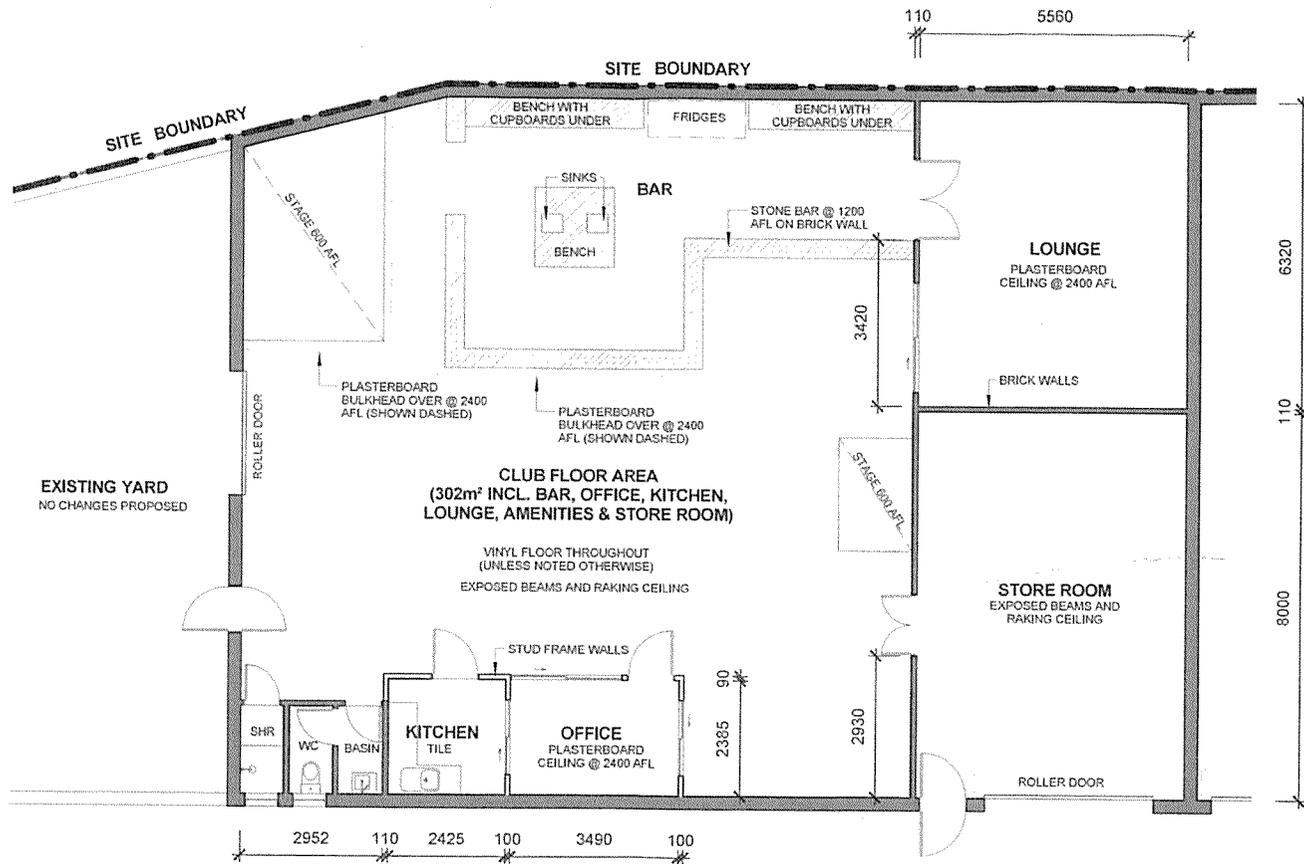
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**CHANGE OF USE - PROPOSED "CLUB PREMISES"  
UNIT 4, LOT 22 (No. 13) PORT KEMBLA DRIVE, BIBRA LAKE  
CITY OF COCKBURN**

APPROVED SITE DEVELOPMENT PLAN	
Project number: NAP011	Drawing number
Issue Date: 12/02/2013	<b>SK1.01</b>
Drawn by: HK	
Checked by: JD	Scale @ A3 1:500



16 JUN 2016

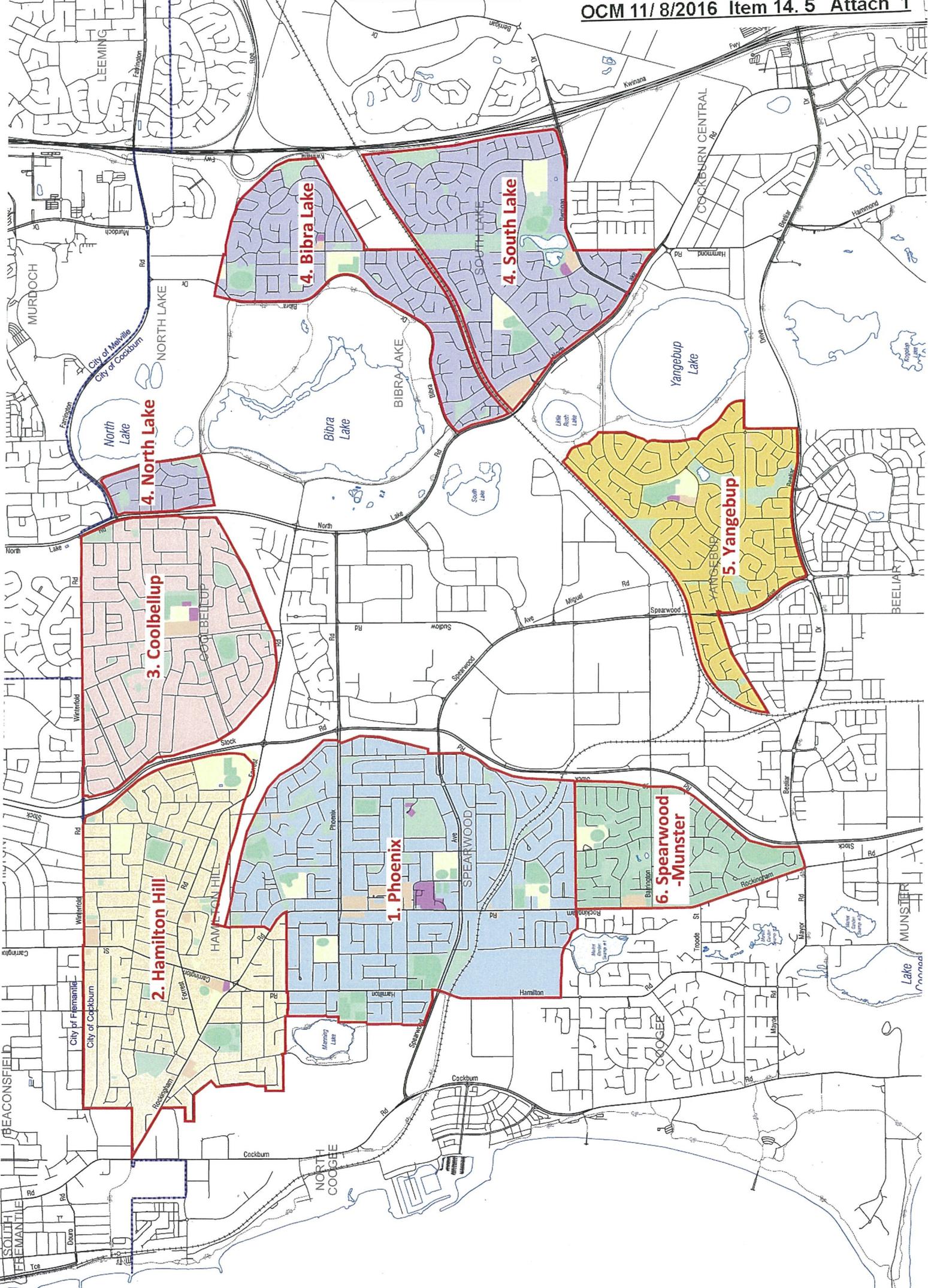
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**CHANGE OF USE - PROPOSED "CLUB PREMISES"**  
**UNIT 4, LOT 22 (No. 13) PORT KEMBLA DRIVE, BIBRA LAKE**  
**CITY OF COCKBURN**

<b>INTERNAL FITOUT PLAN - UNIT 4</b>	
Project number	HAF011
Issue Date	12/02/2013
Drawn by	NK
Checked by	JD
Scale	@ A3
Drawing number	<b>SK2.01</b>
	1/100



28 Shallcross Street  
Yangebup WA 6164

City of Cockburn,  
PO Box 1215,  
Bibra Lake DC WA 6965

Dear City of Cockburn,

**RE: Request for change of Park Name**

We are currently developing 16 residential blocks at Shallcross Street Yangebup in conjunction with Sureland Pty Ltd who are developing their lots adjacent to ours.

We are respectfully requesting the City of Cockburn to change the name of Ravello Park to Dropulich Reserve, which is the POS for our development.

My wife and I immigrated in 1969 and 1966 respectively from Starcevicia village, approximately half way between Split and Dubrovnik in Croatia. We have lived in the Cockburn area from the moment we arrived, first residing at 30 Bolingbroke St., Spearwood, then at 20 Fawcett Rd., Munster and finally at 28 Shallcross St, Yangebup.

The Munster property was a 3 acre parcel of land where we earned a living as market gardeners from 1975 to 1988. At the same time, I worked as a formworker in the construction industry. My wife and I worked extremely hard, 7 days a week to try to get ahead in life and set out a good future for ourselves and our 2 children. There are many Dropulichs who immigrated from the same area of Croatia, with the first being Stipe Dropulich in the 1930s. The Majority of the Dropulichs still live in the Cockburn area and we are all related.

In 1985, we purchased the 6-acre property at 28 Shallcross St., Yangebup, as we wanted to expand our market gardening venture. Soon after acquiring this property, we cleared the scrub from the land and created a new market garden. In 1988, we sold our property in Munster and moved to Yangebup. Whilst we continued to operate as market gardeners at the new property, we still continued with the formwork family business.

During the last 30 or so years residing and operating from Shallcross Street, we grew an abundance of high quality vegetables which we sold at the Canning Vale Markets (previously the old Perth Markets). The produce included cucumbers, carrots, capsicums, onions, garlic, tomatoes, cauliflower, cabbages and beans.

Our two children, Ivana and Tony also worked on the land when not in school, and it was a family business. Our son, Tony, also worked as a formworker by our side. Our daughter, Ivanka, graduated from university with a Bachelor of Commerce Degree and worked with the Commonwealth Bank as a Business Banker. She now has 4 children and attends to home duties. Tony is a carpenter and mechanic by trade and now has become a successful sole business owner performing mechanical / handywork.

We are proud of our many years of contribution to the community. We have been members of the Dalmatinac Club for over 40 years, and the Cockburn Bowling Club for over 10 years. We value our involvement with these Clubs.

We also have contributed financially to the Villa Dalmatcia from the commencement of the development. In addition, some years later we donated our formwork materials to assist with the building extension.

While our children were attending the former South Coogee Primary School, we donated our labour and materials to build the stage for the children's use during assemblies and concerts.

While we operated our family formwork business, we built homes throughout the Cockburn area from as far south as Dawesville to as far north as Lancelin. Some of the larger projects included the building extension to Princess Margaret Hospital and the Perth Concert Hall.

We also contribute regularly to Mater Christi Catholic Church, Yangebup Parish, where our grandchildren attend school. St Vinnies, Salvos and other charity organisations are other community groups which we support on a regular basis.

After retiring from formwork about 15 years ago, my wife and I concentrated solely on the market gardening at Shallcross St. Yangebup. About 10 years ago, structural plans started to emerge for the land we owned and for the surrounding land owners. The structure plans include a park which predominately covers at least half of our land. At that time, we were not in a position to develop, however we assisted in freeing up POS from our land to Acefield Pty Ltd, who were developing the residential land on the opposite side of Shallcross Street (Bella Vista Estate). Acefield Pty. Ltd. failed to obtain sufficient POS and were unable to obtain clearances from the City of Cockburn. Because of this, we were approached to offer POS to Acefield. We offered our land willingly.

In the past 7 years, we have decided to develop our land. At 68 and 76 years of age, this has been a new venture for us. It has been a massive learning curve. At times it has been somewhat stressful, but exciting as well.

We have lived on Shallcross Street, Yangebup, for coming up to 30 years and have enjoyed our time here. As the area has changed and grown over these years, we continue to live on our newly subdivided land, albeit on a much smaller lot.

Because of our long and strong connection to the land, we are seeking to rename the Park from Ravello Park to Dropulich Reserve. The name "Ravello" is already represented by the road "Ravello Vista". As far as we understand, Ravello never owned 28 Shallcross Street, Yangebup, and it appears that it may have been a 'holding' name given by the City of Cockburn many years ago.

We acknowledge the Government Naming Committee guidelines and in particular the park having the same name as the road it surrounds. However, we would like to point out other parks named after Croatian settlers which don't correspond to the road on which they are located. Some examples are: Radonich Park (Beeliar); Garbin Reserve (Beeliar); Visko Park (short for Viskovich Park) (Yangebup); Mihaljevich Park (Munster); Santich Park, (Munster); and Solta Park (Munster).

Sureland Holdings support our request.

We would be very grateful should the Park be named after our family. It would be a legacy for our 4 beautiful grandchildren and their future children.

As a goodwill gesture and our further contribution to the community, we are willing to transfer our market garden Bore Water Licence to the City of Cockburn to assist in the irrigation requirements for the Park. I understand that this gesture will benefit the City of Cockburn considerably.

We appreciate your attention to this matter and we look forward to your response.

Your sincerely,

Mate and Senka Dropulich

**SCHEDULE OF SUBMISSIONS**  
**RENAMING REQUEST – RAVELLO RESERVE to DROPULICH PARK**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Paul Smithdale & Jade Havel 4 Scala Gardens YANGEBUP WA 6164	<b>Object</b> We find that 'Dropulich' is too hard to pronounce. Ravello reserve also gives an indication to the parks location as it is along Ravello Vista.	
2	Daniel Papaphotis 11 Ravello Vista YANGEBUP WA 6164	<b>Object</b> I have travelled to the Amalfi Coast and wish to keep the park Ravello Reserve.	
3	Landowner	<b>Object</b> Because when we requested back in August 2010 to have the park named 'Floresta Park' after my fathers and his brothers' town of birth who work this land, the Council rejected our proposal in favour of "Ravello Vista Park". Therefore we cannot see why changing the parks name to 'Dropulich Park', where as they have no heritage to this land, should be approved over what has already been approved by Council and now accepted by our family. <b>Letters received attached</b>	
4	Landowner	<b>Object</b> The name is not as nice. Sorry	
5	Lois Langstons 21A Shallcross Street YANGEBUP WA 6164	<b>Support</b>	
6	Vladan Calic & Daliborka Romic 9 Ravello Vista YANGEBUP WA 6164	<b>Object</b> I strongly disagree with the name change as "Dropulich Park" is not relevant to the area. "Ravello Reserve" is more appropriate as the park is on Ravello Vista. It would be disappointing to see the name changed.	
7	Landowner	<b>Object</b> Because our family supported a PARK RENAMING REQUEST for RAVELLO RESERVE to FLORESTRA PARK letter dated August 30, 2010 to the to The Parks Manager, Cockburn City Council which was rejected by the City as the park had already been named and approved by Geographic Names Committee (GNC) as Ravello Reserve. And further as per the Position Statement PSPD 20 general guidelines provided to us from the City that stipulated that <i>the reserve is bounded by Ravello Vista and renaming it to Floresta Park would prove confusing to those looking for the reserve.</i> On the basis	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>of this we object to the renaming of the park to Dropulich Park and the name should stay as Ravello Reserve which was approved by GNC and acknowledged.</p> <p>Additionally, the land that surrounds the park has been developed in 2 stages the first stage was back in 2006 and the last stage in 2016.</p> <p>There are other land owners that have contributed to this land surrounding Ravello Reserve by making their livelihood as Market Gardeners. And who have history going back to 1950s and whose families are still living in the area surrounding Ravello Reserve and who probably have equal recognition to naming rights for the park. For this reason we believe the name of the park should stay as the present name RAVELLO RESERVE given by GNC as this better reflects the naming scheme of the area including the roads and the Southern European ancestry of the majority of the original settlers who initially developed this particular area of the City of Cockburn.</p>	
8	Landowner	<p><b>Object</b></p> <p>Because I have connection to land owners who have families that contributed to this land surrounding Ravello Reserve, by making their livelihood as Market Gardeners. And who have history going back to 1950's and whose families are still living in the area surrounding Ravello Reserve and who have equal recognition to naming rights for the park.</p> <p>For this reason we believe the name of the park should stay as the present name RAVELLO RESERVE given by Geographic Names Committee (GNC) as this better reflects the naming scheme of the area including the roads and instils pride to all those original Southern European settlers who initially developed this particular area of the City of Cockburn.</p>	
9	Landowner	<p><b>Object</b></p> <p>Because I have connection to the land owners who originally settle here around the area enclosing Ravello Reserve, going back to the 1950's. And I wish the name to be kept as RAVELLO RESERVE for the naming of this park. And the name instils pride in me to part of the original settlers and my family who initially developed this particular area of the City of Cockburn.</p>	



FINAL REPORT

## **PROPOSED LOCAL STRUCTURE PLAN**

LOT 38 (584) ROCKINGHAM ROAD, MUNSTER

WAPC reference no.: Cock/2016/081-3



# Table of Amendments

**Table 1 Revision Schedule**

<b>No.</b>	<b>Date</b>	<b>Details</b>	<b>CM</b>
1	20/09/12	Draft	MS
2	20/09/12	Council Review	MS
3	01/07/14	Final Draft	CR
4	20/11/15	Final Draft for Council endorsement	MS
5	25/3/16	Reformatting	AB
6	19/4/16	Reformatting	AB

## **DISCLAIMERS**

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# EXECUTIVE SUMMARY

This submission has been prepared by Hames Sharley on behalf of G.J.C. (WA) Pty Ltd in relation to Lot 38 (584) Rockingham Road, Munster (the subject land).

This report represents an application to the City of Cockburn to consider a proposed Local Structure Plan over the subject land to enable future subdivision to create residential lots, incorporating Residential R50 and R80 densities.

The proposed Local Structure Plan (LSP) does not overlap, supersede or consolidate an existing structure plan. The proposed LSP is required as per Clause 6.2 of the City of Cockburn Town Planning Scheme No.3 as the subject land is zoned 'Development' and contained within Development Area No. 5 which is shown on the Scheme Map and contained within Schedule No. 11.

The particulars of the proposed Local Structure Plan are as follows:

**Table 2 Summary Table**

ITEM	DATA	SECTION NO
GROSS STRUCTURE PLAN AREA	0.4475 hectares	1.2.2
AREA OF EACH LAND USE PROPOSED <ul style="list-style-type: none"> <li>▪ <u>Zones</u>: Residential</li> <li>▪ <u>Reserves</u></li> <li>▪ <u>Amount of Public Open Space</u></li> </ul>	0.4475ha Cash-in-lieu Cash-in-lieu	1.2.2 3.2 3.2
COMPOSITION OF PUBLIC OPEN SPACE <ul style="list-style-type: none"> <li>▪ District Parks</li> <li>▪ Neighbourhood Parks</li> <li>▪ Local Park</li> </ul>	Cash-in-lieu	3.2
ESTIMATED LOT YIELD	26 lots	3.3.2
ESTIMATED NUMBER OF DWELLINGS	26 dwellings	3.3.2
ESTIMATED RESIDENTIAL SITE DENSITY <ul style="list-style-type: none"> <li>▪ dwellings per gross hectare (As per Directions 2031)</li> <li>▪ dwellings per site hectare (As per Liveable Neighbourhoods)</li> </ul>	Approx. 52 dwellings per hectare	3.1
ESTIMATED POPULATION	73 people @ 2.8 people/household	3.1
NUMBER OF SECONDARY SCHOOLS	n/a	n/a
NUMBER OF PRIMARY SCHOOLS	n/a	n/a

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## **APPENDICIES**

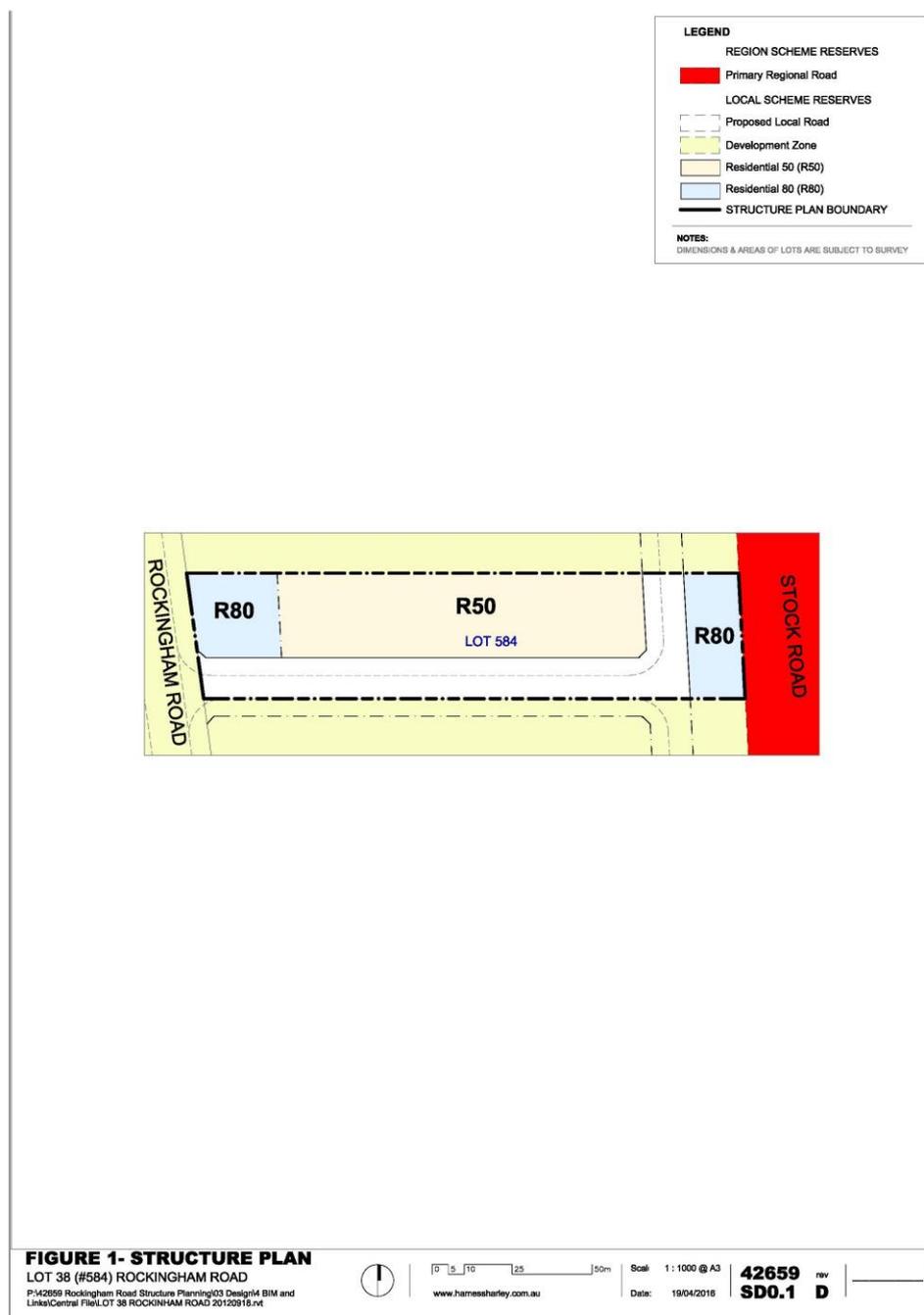
APPENDIX A – Structure Plan Map	
APPENDIX B – Certificate of Title	
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APPENDIX D – Department of Water - Correspondence	
APPENDIX E – Noise Assessment	
APPENDIX F – Endorsements Page	

# PART ONE IMPLEMENTATION

## 1.0 STRUCTURE PLAN AREA

The Structure Plan is identified as Lot 38 (584) Rockingham Road, Munster on Plan 3562, Certificate of Title Volume 2058 / Folio 108.

This Structure Plan shall apply to the land contained within the inner edge of the line denoting the structure plan boundary on the Structure Plan Map (**Appendix A**).



## 2.0 OPERATION

2.1	Operation Date	As per Clause 6.2.12 of the City of Cockburn Town Planning Scheme No. 3.
2.2	Variation to Structure Plan	As per Clause 6.2.14 and Clause 6.2.15 of the City of Cockburn Town Planning Scheme No.3. <i>Note: A Detailed Area Plan (DAP), once approved, constitutes a variation of the structure plan pursuant to Clause 6.2.15.7 of the City of Cockburn Town Planning Scheme No. 3.</i>
2.3	Terms and Interpretations	As per Clause 6.2.6.3 of the City of Cockburn Town Planning Scheme No.3.
2.4	Relationship of the Structure Plan with City of Cockburn Town Planning Scheme No.3	This Structure Plan has been prepared under Clause 6.2 of the City of Cockburn Town Planning Scheme No.3 as the subject land is zoned 'Development' and contained within Development Area No. 5 which is shown on the Scheme Map and contained within Schedule No.11.
2.5	Provisions	Pursuant to Clause 6.2.6.3 and Clause 6.2.12.2 of the City of Cockburn Town Planning Scheme No.3.
2.6	Land Use Permissibility	As per Clause 4.3.2 of the City of Cockburn Town Planning Scheme No.3.

## 3.0 STAGING

The development is proposed to be undertaken in two stages. The first stage will comprise of all roads and all lots - except the corner lot to the west of the north-south road. This lot will be retained in the ownership of the developer as undeveloped with a temporary waste vehicle turning circle located within it.

Stage 2 will comprise of the development of the residual lot and rectification works to remove the temporary access for the waste vehicle. This will be triggered by the completion of road works on either Lot 37 or Lot 39.

See Local Development Plan for details of the waste vehicle access.

## **4.0 SUBDIVISION / DEVELOPMENT REQUIREMENTS**

### **4.1 LAND USE ZONES**

Residential R80 zones are to be located to abut the eastern and western boundaries of the site. Residential R50 is proposed for the other residential areas.

### **4.2 ENVIRONMENTAL/HERITAGE PROTECTION**

No sites of environmental or heritage significance have been identified within the site

### **4.3 HAZARDS AND SEPARATION AREAS**

No hazards requiring separation areas were identified

### **4.4 STAGING OF INFRASTRUCTURE**

It is proposed that all service infrastructure will be delivered in Stage 1 of construction.

### **4.5 INTERFACE WITH ADJOINING LAND**

The interface to the east along Stock Road has been addressed by establishing an urban form which will protect the balance of the development from the noise of Stock Road. The dwellings will be suitably acoustically treated to minimise the impact of noise on residents.

Lot 39 to the north has been provided with a connection to the east and a potential connection to the west via a laneway. It is anticipated that future development of Lot 39 will abut lots to the common boundary to create seamless development.

Along Rockingham Road there is an acknowledgement of the need to activate this thoroughfare. Thus dwellings are proposed to front Rockingham Road with vehicle access from a rear lane.

To the south, Lot 37 is proposed to share access to the east-west road mostly contained within Lot 38. The road cross section has been designed in consultation with the City of Cockburn and allows for the landowner to the south to provide the verge south of the road carriageway once development occurs on their land.

### **4.6 PUBLIC OPEN SPACE PROVISION**

Provision of Public Open Space is not proposed in accordance with consultation with the City of Cockburn. A cash-in-lieu contribution is proposed.

### **4.7 RESIDENTIAL DENSITY TARGETS**

The use of R80 and R50 zones with the provision of 26 dwellings exceeds the residential targets proposed for this area in the Outer Metropolitan Perth and Peel Sub-Regional Strategy.

## 4.8 NOTIFICATIONS ON TITLE

In respect of applications for the subdivision of land the Council shall recommend to the Western Australian Planning Commission that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate(s) of Title(s) to advise of the following:

1. Land or lots deemed to be affected by an identified noise, dust, or odour impact as outlined within the Noise Assessment contained within Appendix E.
2. Construction standards to achieve quiet housing design in accordance with State Planning Policy 5.4 *Road and Rail Transportation Noise and Freight Consideration in Land Use Planning* (as amended).

## 4.9 WASTE COLLECTION ACCESS

The lot on the corner of the Street and the Lane is to remain as Balance of Title in the ownership of the developer for the provision of a garbage truck turnaround until such time as adjacent lots are developed to allow proper garbage truck circulation (See Part Two – Clause 3.5 for further details).

## 5.0 LOCAL DEVELOPMENT PLANS

Local Development Plans (LDP's) are required to be prepared and implemented pursuant to Clause 6.2.15 of the City of Cockburn Town Planning Scheme No. 3 to guide future development.

The development proposes innovative housing typologies aimed to improve the housing diversity and affordability within the area. Some of these house designs do not conform strictly with the controls of State Planning Policy 3.1 – Residential Design Codes. Therefore the LDP is proposed for the following reasons:

- to provide design standards for the provision of Minimum Site Area per Dwelling, Minimum Total Percentage of Open Space, Minimum Outdoor Living, Minimum Setbacks and Building Heights which reflect the proposed housing design;
- to provide street cross sections which reflect the proposed housing design and interface with adjoining allotments; and
- to address the need for a temporary turning circle for the waste vehicle

## 6.0 OTHER REQUIREMENTS

### 6.1 DEVELOPMENT CONTRIBUTIONS

Development contribution arrangements shall be made in accordance with a development contribution plan adopted by the local government. Development contributions shall be made such that relevant infrastructure upgrades are completed as agreed between the applicant/owner and the local government.

# PART TWO

## EXPLANATORY SECTION

### 1.0 PLANNING BACKGROUND

#### 1.1 INTRODUCTION AND PURPOSE

This submission has been prepared by Hames Sharley on behalf of GJC (WA) Pty Ltd in relation to Lot 38 (584) Rockingham Road, Munster (the subject land).

This report represents an application to the City of Cockburn to consider a proposed Local Structure Plan over the subject land to enable future subdivision for the creation of residential lots, incorporating Residential R50 and R80 densities.

The adoption of the proposed Local Structure Plan will facilitate the ongoing redevelopment of land in this precinct, which has already commenced in the surrounding locality to the west and south.

This proposal is accompanied by a Local Structure Plan map prepared in accordance with the City of Cockburn Town Planning Scheme No. 3, which is included as **Appendix A** of this report.

This Explanatory Report includes a detailed description of the proposal, provides an assessment of the relevant town planning, environmental and servicing factors affecting the land, and outlines the justification supporting the proposed Local Structure Plan.

#### 1.2 LAND DESCRIPTION

##### 1.2.1 LOCATION

As illustrated in Figure 21, the subject land is located within the suburb of Munster adjoining Stock Road to the east and Rockingham Road to the west. The subject land is located approximately 7km west of Cockburn central, 20km south west of Perth Central Business District (CBD) and 2.5km east of the coast.

**Figure 1 Context Map (Source: Near Maps)**



### 1.2.2 AREA AND LAND USE

The subject land is 0.4775ha in area and currently accommodates a brick and tile dwelling and outbuilding, located on the western portion of the lot fronting Rockingham Road. The remainder of the site contains low lying grasses and scrub, not considered to be of major significance. As such, the site does not currently contain any formalised land uses.

**Figure 2 Context Map (Source: Near Maps)**



### 1.2.3 LEGAL DESCRIPTION AND OWNERSHIP

The site is known as Lot 38 on Plan 3562, Certificate of Title Volume 2058 / Folio 108. There are no restrictions or encumbrances registered on the Certificate of Title. A copy of the Certificate of Title is included at **Appendix B**.

## 1.3 PLANNING FRAMEWORK

### 1.3.1 ZONING AND RESERVATIONS

#### **METROPOLITAN REGION SCHEME**

The subject land is zoned 'Urban' under the Metropolitan Region Scheme. Residential subdivision such as that contemplated under the proposed Local Structure Plan can be supported under this 'Urban' zoning.

The subject land also adjoins Stock Road, which is reserved as a 'Primary Regional Road' under the Metropolitan Region Scheme (MRS). Part of this reservation impacts upon Lot 38.

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

The subject land is zoned 'Development' under the City of Cockburn Town Planning Scheme No. 3. The objective of the 'Development' zone is "to provide for future residential, industrial or commercial development in accordance with a comprehensive Structure Plan prepared under the Scheme".

The City of Cockburn Town Planning Scheme No. 3 states that the subject land is located within Special Control Area – Development Area 5 (DA5). In that regard, Clause 6.2.4.1 of the Scheme states:

"The local government is not to:-

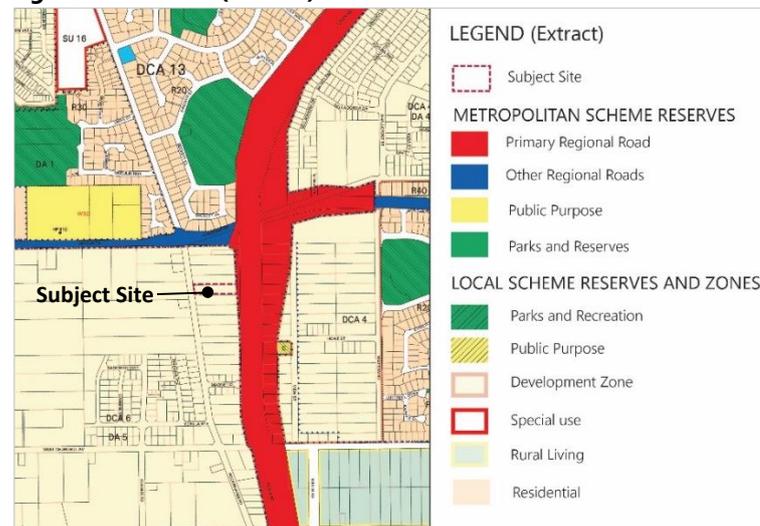
- (a) Consider recommending subdivision; or
- (b) Approve development of land within a Development Area unless there is a Structure Plan for the Development Area or for the relevant part of the Development Area."

Special provisions apply to the subject land as set out in Schedule 11 of the Scheme as follows:

1. An approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development.
2. To provide for residential development except within the buffers to the Woodman Point WWTP, Munster Pump Station and Cockburn Cement.
3. The local government will not recommend subdivision approval or approve land use and development for residential purposes contrary to the Western Australian Planning Commission and Environmental Protection Authority Policy on land within the Cockburn Cement Buffer Zone.

Furthermore, the subject land is located within a Special Control Area – Development Contribution Area (DCA6) of the Scheme, which outlines common infrastructure costs applicable to the area. It is anticipated that any required developer contributions would be arranged via a condition or future development or subdivision approval. The subject site is also located within DCA13, which applies to all land within the City that is subdividable and/or developed for residential, rural residential or resource zone purposes.

Figure 3 TPS No.3 (Extract)



### 1.3.2 STATE PLANNING STRATEGIES

#### **DIRECTIONS 2031 (WAPC)**

Directions 2031 is a high level spatial framework and strategic plan that establishes a vision for future growth of the metropolitan Perth and Peel region; and provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate a range of growth scenarios anticipated for the State.

Directions 2031 seeks a 50 per cent increase in the current average residential density 10 dwellings per gross urban zoned hectare; and, has set a target of 15 dwellings per gross urban zoned hectare of land in new development areas (Directions 2031, 4, WAPC 2010). The State Strategy also seeks an increase in the current average residential density 10 dwellings per gross urban zoned hectare; and, has set a target of 15 dwellings per gross urban zoned hectare of land in new development areas (Directions 2031, 4, WAPC 2010). The proposed increase in residential density reflects the findings of the Australian Bureau of Statistics, which published a series of population forecasts which suggest that the population of Perth and Peel will be between 2.40 million and 2.88 million. This means that between 358,000 and 429,000 additional dwellings will be required (Directions 2031, 9, WAPC 2010).

Taking the strategy's key objectives to increase minimum density targets and provide additional residential dwellings for the State's anticipated population growth, as highlighted within Direction 2031, the proposed Local Structure Plan is considered to be in accordance with the State strategy. The proposed Local Structure Plan exceeds the density target of Directions 2031, through the provision of an average of 52 dwellings per gross urban zoned hectare. The proposed Local Structure Plan also includes zoning provisions for a diversity of medium to high density residential development, further aligning with the strategy's objective to provide additional residential dwellings capable of accommodating the states growing population.

The proposed site is well located to accommodate the proposed residential dwellings, given it is serviced by existing infrastructure including, electricity, gas and the established road network however, the site will require a connection to the sewer main, reticulated and scheme water supplies located within the Rockingham Road reserve.

#### **DRAFT OUTER METROPOLITAN PERTH AND PEEL SUB REGIONAL STRATEGY (WAPC)**

The Draft Outer Metropolitan Perth and Peel Sub Regional Strategy builds upon the vision set out within Directions 2031. This sub regional strategy addresses planning issues in the outer sub regions including the City of Cockburn.

The subject land is located within the 'MUN1 – Urban Zoned Undeveloped' area which is forecast to provide at least 800 new dwellings. Approval of this proposed Local Structure Plan will help contribute to the objectives of the Draft Outer Metropolitan Perth and Peel Sub Regional Strategy, largely through the provision of 26 dwellings.

### 1.3.3 LOCAL PLANNING STRATEGIES

#### **CITY OF COCKBURN LOCAL PLANNING STRATEGY**

City of Cockburn – March 2006

The Local Planning Strategy is intended to become a central feature of the scheme setting out the Council's general aims and intentions for future long-term growth and change. Whereas the scheme has a 5 year timescale, the strategy will look ahead 10 to 15 years into the future. Given the Strategy's importance in guiding the City's future direction, an assessment of the proposed Local Structure Plan and relevant strategies within the City's LPS was undertaken, the key areas of the proposed Local Structure Plan which align with the LPS include:

#### **Increasingly use energy sources which have minimal impact on the environment.**

The proposed Local Structure Plan helps to minimise energy use through the implication of key actions specified within the City's LPS, including:

- maximising development near public transport routes;
- providing work places and diversity of employment opportunities within the residential community;
- including a range of housing densities; and
- developing and promoting Liveable Neighbourhoods: Community Design Code.

#### **Provide a range of housing opportunities.**

The proposed Local Structure Plan helps encourage the provision of a range of lots and housing types, largely through the provision of higher density R50 – R80 residential zonings.

#### **Undertake Strategic Planning by the preparation and implementation of structure plans.**

The proposed Local Structure Plan has been developed in accordance with clause 6.2.4.1 of the City's TPS No. 3 and in accordance with the WAPC Structure Plan Preparation Guidelines.

### 1.3.4 STATE PLANNING POLICIES

#### **SPP 5.4 ROAD AND RAIL TRANSPORT NOISE AND FREIGHT CONSIDERATION IN LAND USE PLANNING (WAPC)**

SPP 5.4 applies to new noise sensitive developments and should be consulted to assess noise impacts and evaluate possible mitigation management and mitigation measures.

Due to the proximity to Stock Road, in accordance with SPP 5.4, a noise assessment has been prepared and is attached at **Appendix E**. The assessment can be used by the City in the consideration of any future applications and makes recommendations on noise attenuation measures.

The assessment does not consider the impact on the widening of Stock Road, as there is no set time for when and if this will occur. Any future widening would be considered as a "major upgrade" of the road and as such, it would

be up to the infrastructure provider (Main Roads WA) to meet certain targets in terms of noise attenuation. That notwithstanding, the assessment does consider a traffic increase (within the required timeframes of SPP 5.4).

### **LIVEABLE NEIGHBOURHOODS (WAPC)**

The Liveable Neighbourhoods principles apply to the preparation and review of regional and district structure plans for new growth areas, local structure plans for new subdivisions, and in planning for the revitalisation or redevelopment of existing areas. The principles which underpin the Strategy are summarised below, with a statement of compliance, where applicable.

**Table 3 Liveable Neighbourhoods Assessment**

<b>LIVEABLE NEIGHBOURHOOD OBJECTIVE</b>	<b>COMPLIANCE</b>
<i>A sense of community and strong local identity and sense of place in neighbourhoods and towns.</i>	The proposed Local Structure Plan seeks to positively contribute to the existing neighbourhood identity and sense of place, through the provision of compatible zoning provisions.
<i>Access generally by way of an interconnected network of streets which facilitate safe, efficient and pleasant walking, cycling and driving.</i>	The proposed Local Structure Plan seeks to best utilise the existing street network through maximising site density to, in relation to identified main roads. Whilst also positively contributing to a walking and cycling environment through the provision for greater passive surveillance.
<i>Active street frontages with buildings facing streets to improve personal safety through increased surveillance and activity.</i>	The proposed Local Structure Plan includes only residential zonings given its context and proximity to existing residential areas. However, the proposed Local Structure Plan will increase passive surveillance onto Rockingham Road through the provision of increased densities and multiple dwellings.
<i>New development which supports the efficiency of public transport systems where available, and provides safe, direct access to the system for residents.</i>	The proposed Local Structure Plan is located within close proximity to existing public transport stops including bus and train (see sections 3.4.3), the proposed higher density capitalises on land effectively serviced by these facilities, therefore providing greater services to a broader catchment.
<i>A variety of lot sizes and housing types to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services.</i>	The proposed Local Structure Plan includes a density range of R50 and R80, providing the provision for a variety of housing types including grouped dwellings and multiple dwellings. The proposed densities are compatible with the surrounding area however, have been identified to provide greater housing diversity for the area, which better utilise existing infrastructure and amenities.

<p><i>Subdivision and housing types which can adapt to changing needs and accommodate gradual intensification.</i></p>	<p>In line with the comments above, the proposed density provisions enable the subject site to be developed with growing population demands and demographic changes.</p>
<p><i>The protection of key environmental areas and the incorporation of significant cultural and environmental features of a site into the design of an area,</i></p>	<p>As identified within Section 2.1, the subject site and much of the surrounding area has already been cleared for development. The proposed Local Structure Plan will maximise environmental benefits of the site through maximising usage of existing infrastructure, public transport services and proximity to public amenities.</p>
<p><i>Cost-effective and resource-efficient development to promote affordable housing.</i></p>	<p>Affordable housing can be incorporated within the Proposed Local Structure Plan through zonings which support appropriate development, and the maximisation of existing infrastructure, public transport services and public amenities.</p>

## SUMMARY OF COMPLIANCE

Given the small size of the proposed Local Structure Plan area, its proximity to existing amenities and services a large proportion of the criteria specified within Liveable Neighbourhoods is not applicable to the site. However, the proposed Local Structure Plan addresses several of the key elements of the Policy including walkable distances to local commercial centres and public transport, proximity to schools, parkland, cycle and pedestrian networks and providing a mixture of residential densities, and is therefore considered to address the relevant criteria as well as the underpinning objectives and principles of the Strategy.

### 1.3.5 LOCAL PLANNING POLICIES

#### **LOCAL PLANNING POLICY APD58 – RESIDENTIAL DESIGN GUIDELINES**

The provisions of Policy APD58 will be utilised at the development and/or subdivision stage to guide future residential development on site.

#### **LOCAL PLANNING POLICY APD6 – RESIDENTIAL ZONING AND SUBDIVISION ADJOINING MIDGE INFESTED LAKES AND WETLANDS**

City of Cockburn – March 2006

The proposal is subject to the above Local Planning Policy as a portion of the subject land falls within the 500 metre and 800 metre buffers of Market Garden Swamp 2 and 3.

In accordance with this Policy, as a condition of subdivision, a Notification pursuant to Section 165 of the Planning and Development Act 2005 is to be placed on the Certificates of Title of the proposed lots advising of the existence of a hazard or other factors.

The notification is to state:

*"This lot may be affected by seasonal midge activity from nearby lakes. Enquiries can be made with the City of Cockburn Environmental Health Services".*

Discussion with the City of Cockburn staff indicated this policy underwent a review in September 2013. Instead of potentially precluding development within 500 metres of a midge source, the Policy will simply require the above Notification on Title to be put in place.

### 1.3.6 PRE-LODGE MENT CONSULTATION

**Table 4 Pre-lodgment Consultation**

<b>AGENCY</b>	<b>DATE OF CONSULTATION</b>	<b>METHOD OF CONSULTATION</b>	<b>SUMMARY OF OUTCOME</b>
Landowners within and adjacent to the structure plan area	May 2012 - 2014	Mail / Meetings	No landowners interested in preparing a joint structure plan.
Local Government	2012 – 2015	Email / Meetings	Advice given on the content of the structure plan and expectations of the City.
Department of Water	2012 – 2015	Email	Local Water Management Strategy not required.
Main Roads WA	March 2014	Email	Details of MRS Road Reservation provided.
Water Corporation	2014	Email	Information on servicing requirements provided.

## 2.0 SITE CONDITIONS AND CONSTRAINTS

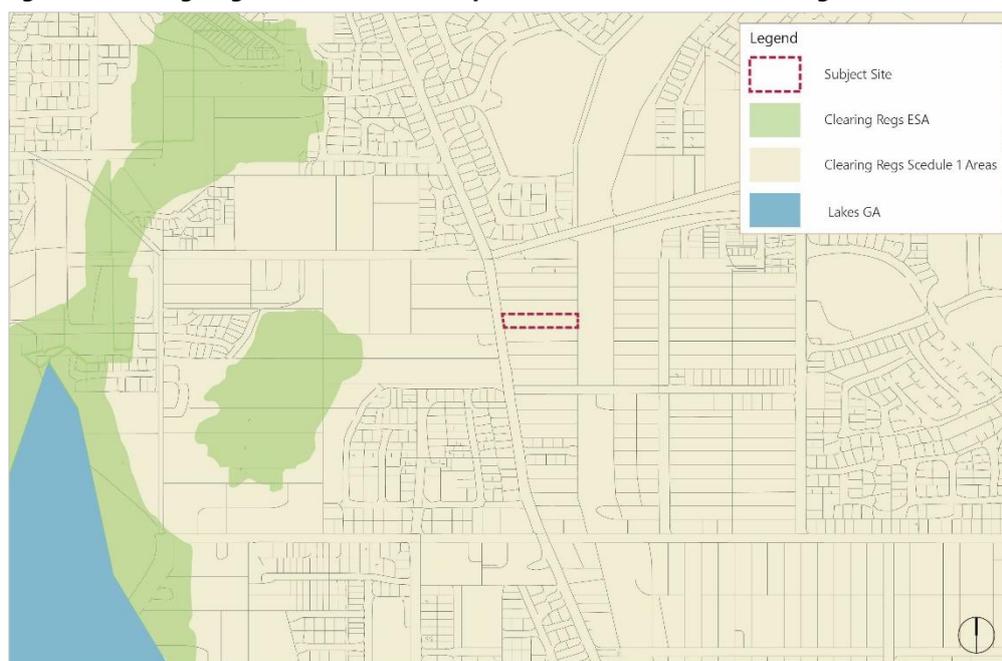
### 2.1 BIODIVERSITY AND NATURAL AREA ASSETS

The site contains low lying grasses and scrub identified to be of low environmental significance. Mapping undertaken by the Department of Environmental Regulation (DER) and WA Atlas (Landgate) confirms that the subject site and surrounding area (which is mostly zoned residential development under the Town Planning Scheme No. 3) contains remnant vegetation, and does not contain any flora or vegetation of conservation significance.

Mapping undertaken by the WA Atlas (Landgate) further identifies that the subject site does not contain conservation areas including Threatened Ecological Communities, Bush Forever or Natural Area Assets. The site is classified as a Schedule 1 Clearing Regulations as per DER mapping, and therefore will not require a Native Vegetation Clearing Permit application, under the Environmental Protection Act 1986.

Large areas surrounding the subject site here have already been cleared for development. Much of the study area has already been cleared and additional land that requires clearing will be subject to approval from the City of Cockburn.

**Figure 4 Clearing Regulations (Source: Department of Environmental Regulation)**



### 2.2 LANDFORM AND SOILS

The topography of the subject land rises from approximately 10m AHD along the western frontage of the site to a height of approximately 18m AHD along the eastern boundary, an approximate gradient of 1 in 18.5. As such, site levels will be determined at the subdivision stage. A condition in the event of a future subdivision approval will require the preparation of an earthwork and site levels plan to ensure proper integration between the levels of residential lots and roads.

Soils on site are generally described as sand derived from limestone and calcrete. The subject land and surrounds are classified as having a generally low to no risk of Acid Sulphate Soils occurring at depths of greater than 3 metres. In terms of hydrogeology the subject land and surrounds are characterised by surficial sediments – shallow aquifers. According to the Department of Environment and Conservation, there is no

known occurrence of site contamination on the subject property. An overview of present Acid Sulphate Soils within the subject area is provided in Figure 5.

Subsequently, in light of the above and given the zoning of land and ongoing subdivision of surrounding properties, it is concluded that these soil types are capable of supporting urban development.

**Figure 5 Acid Sulphate Soils (Source: Department of Environment Regulation)**



#### 2.2.1 DEC CONTAMINATED SITES REGISTER

Despite the structure plan area having historically been used for market garden purposes, there is no known occurrence of site contamination on site. That notwithstanding, there is scope for further identification and management of any identified contamination issues at the subdivision stage. In the event of a subdivision approval, conditions can be placed requiring soil and/or groundwater investigations to be carried out.

#### 2.3 GROUNDWATER AND SURFACE WATER

The Department of Water have advised that the depth to groundwater increases from approximately 9.5 metres near the western boundary to over 17.5 metres near the eastern boundary of the site.

#### 2.4 BUSHFIRE HAZARD

The proposed Local Structure Plan is considered to be in accordance with the WAPC's Planning for Bushfire Protection Guidelines (May 2010). Given the nature of the subject land comprising of a relatively small site area with low lying sparse shrub vegetation, it is not considered that a bush fire management plan be required.

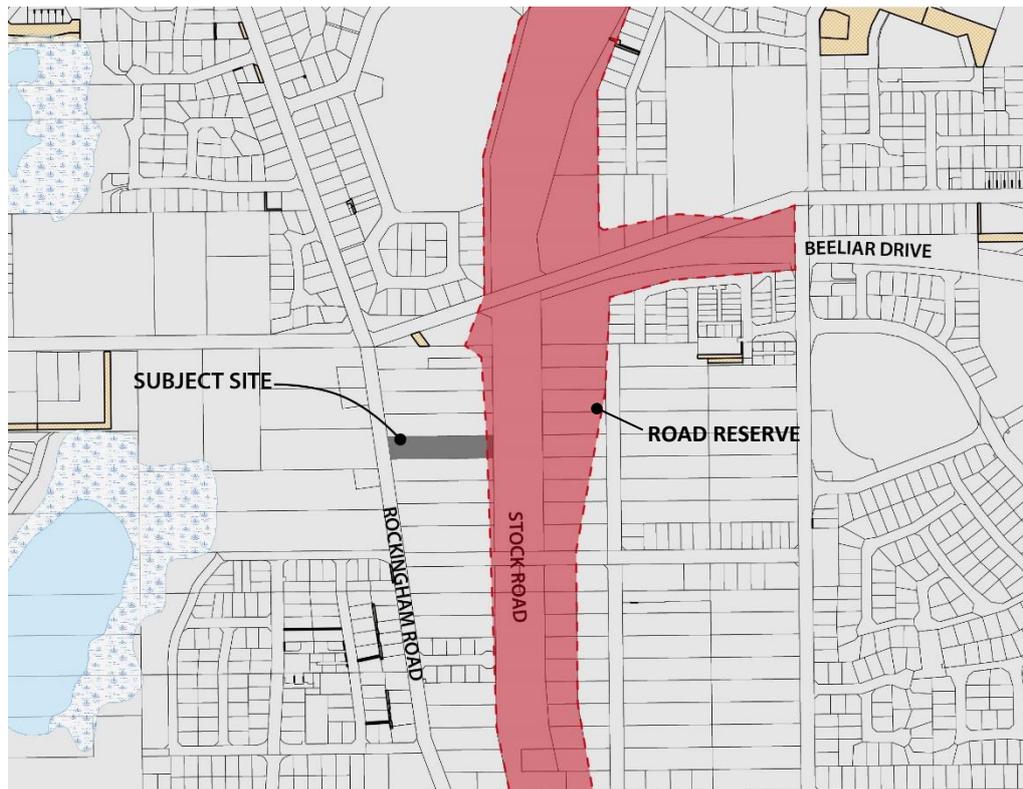
#### 2.5 HERITAGE

The City of Cockburn Municipal Heritage Inventory does not list any heritage sites within the subject land or surrounds. Additionally, according to the Department of Indigenous Affairs Register of Aboriginal Sites, the subject land does not contain any registered Aboriginal Sites.

## 2.6 CONTEXT AND OTHER LAND USE CONSTRAINS AND OPPORTUNITIES

The subject site adjoins Stock Road to the east and is partially located within a MRS 'Primary Regional Road' reservation, as shown on Figure 6 below. No form of development is permitted within any area of the reservation and the landowner will need to cede this land to ensure it is not included within any future residential development.

**Figure 6 Road Widening**



### SUMMARY

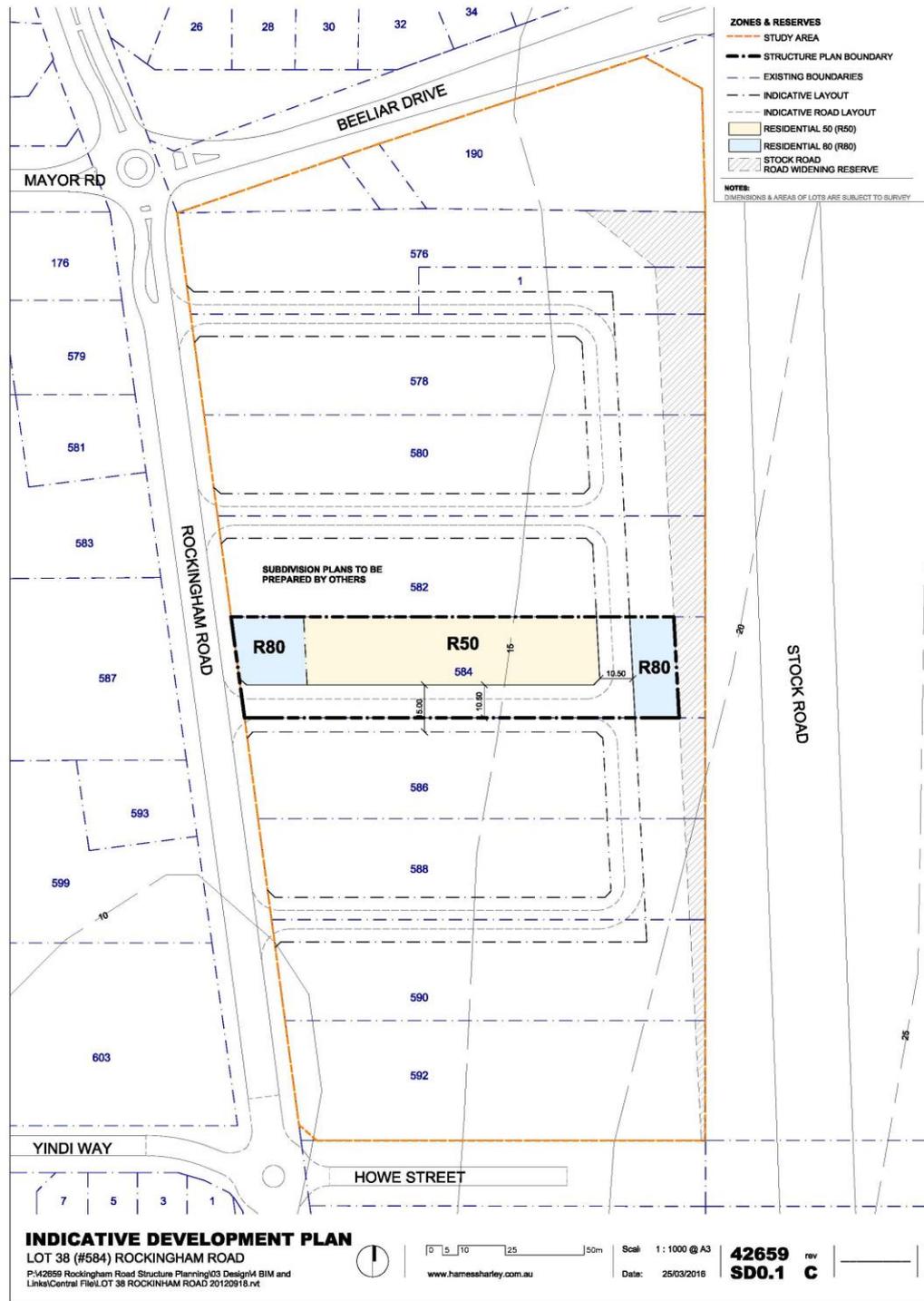
In light of the above analysis of site conditions and constraints, it is considered that the subject site is capable of supporting urban development as proposed within the Local Structure Plan.

### 3.0 LAND USE AND SUBDIVISION REQUIREMENTS

#### 3.1 LAND USE

The proposed Local Structure Plan covers a gross development area of 0.4775 ha comprising of Residential R50 and R80 density, as shown on proposed Local Structure Plan in Figure 7, and attached as **Appendix A**. The associated proposed dwelling yield and estimated population is also summarised in Table 3.

**Figure 7 Indicative Development Plan**



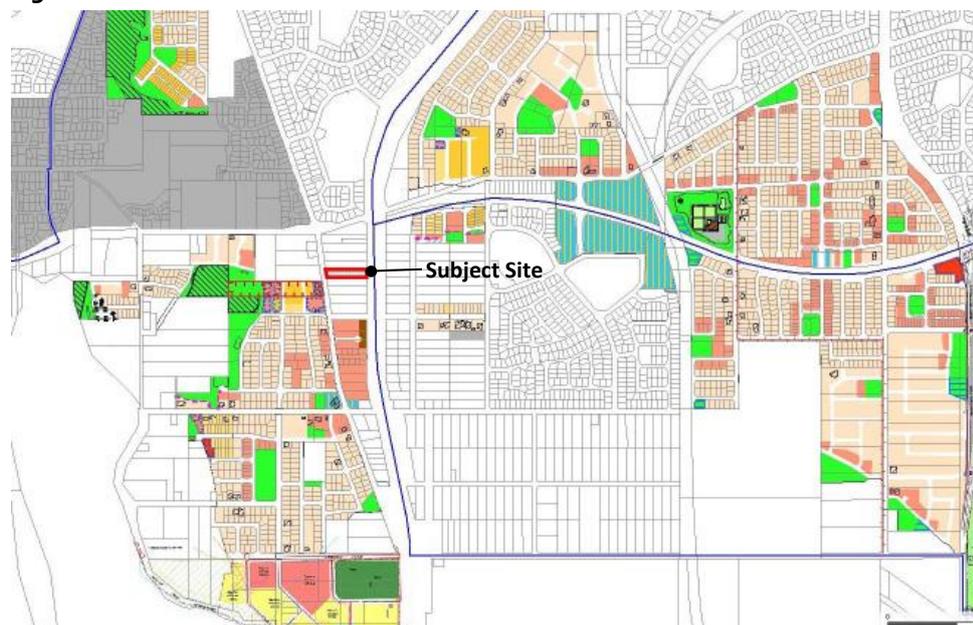
The proposed Local Structure Plan, setting out the provisions for residential development is considered to be appropriate for the locality, given the surrounding area is characterised largely by residential development and small rural residential and horticultural properties.

The proposed provisions for Residential R50 and R80 density development is further considered appropriate given the locality has more recently experienced a transition period in which several similar properties have undergone structure planning, subdivision and development for higher density residential development, as shown in Figure 8.

Additionally, as outlined in Table 3 the proposed Local Structure Plan includes the provision for an estimated yield of 26 dwellings, potentially accommodating 73 people and maintain an estimated residential site density of 52 dwellings per site hectare, which largely exceeds the density target specified within Outer Metropolitan Perth and Peel Sub-Regional Strategy, therefore satisfying State planning strategic objectives.

The proposed provisions for increased densities are further considered appropriate given the sites close proximity to public transport locations, as elaborated upon in Section 3.4.3, the subject site contains public transport locations within an 800 metre catchment, with bus stop locations located 140 metres to the north, and bus stop locations located approximately 500 metres to the south, which provide access to Perth City and Cockburn Central Rail Station.

**Figure 8**



### 3.2. PUBLIC OPEN SPACE

The proposed Local Structure Plan does not include the provision of Public Open Space (POS), but rather proposes a requirement for a cash-in-lieu contribution towards the provision of Public Open Space to be implemented as a condition of future subdivision approval, in accordance with Appendix 4 of Liveable neighbourhoods.

As outlined within Clause A1 of Appendix 4 of Liveable Neighbourhoods:

*Under the provisions of 153 of the Planning and Development Act 2005, the WAPC may agree to a cash-in-lieu of Public Open Space if the land area is such that a 10 per cent contribution would be too small to be of practical use, and there is already adequate public parkland, taking into account the overall objective of parkland provision and distribution.*

Having regard to Clause A1 and A2 of Liveable Neighbourhoods, the WAPC may impose a condition seeking the provision of cash-in-lieu equivalent of the public open space, where:

- The local government has requested the condition and identified an existing or potential surplus of public open space; or
- The local government has an adopted strategy to provide open space by land acquisition in the locality of the subdivision, or
- The otherwise required 10 per cent area of open space would yield an area of unsuitable use.

Clause A3 of Liveable Neighbourhoods requires that the use of cash-in-lieu must either:

- Be initiated by the owner of the land concerned, and requires approval of the relevant local government and the WAPC; or
- Required by the WAPC after consultation with the local government. In cases where the WAPC considers that it may be appropriate to use these provisions, the applicant will be so advised in the WAPC's letter of approval.

Given the relatively small size of the subject site being 0.4475ha, as specified within Clause A1 of Liveable Neighbourhoods, the 10 per cent contribution of POS would be too small to be of practical use, and a cash-in-lieu contribution is considered to be a better outcome for the subject site and surrounding locality. This will allow for funds to be allocated towards the maintenance of existing or future areas of POS rather than having to maintain a small area which would likely only be used by the residents within the parent lot.

Additionally, a public open space analysis undertaken for the site, as shown in Figure 9 revealed adequate public open space and regional reserves are located within close proximity to the site. Specifically, the site is located within 400m of a District Park, 1000m of a Neighbourhood Park and within 1500m of a Local Park, which further meet the objectives specified within Liveable Neighbourhoods.

**Figure 9 POS Analysis**



**Table 5 Open Space Analysis**

<b>PARK NAME</b>	<b>SIZE</b>	<b>ON-SITE FACILITIES</b>	<b>ZONE AND USE</b>	<b>LIVEABLE NEIGHBOURHOODS CLASSIFICATION</b>	<b>PROXIMITY</b>
<b>Santich Park</b>	5.6ha	Play grounds Club rooms and kiosk Multipurpose oval Car park	Parks and Recreation – Active Open Space	District Park	Within 350m
<b>Radonich Park</b>	3.9ha	Oval Play ground	Parks and Recreation – Passive Open Space	Neighbourhood Park	Within 1000m
<b>Lopresti Park</b>	2.13ha	None	Parks and Recreation – Passive Open Space	Local Park	Approx. 1500m

Clause A8 of Liveable Neighbourhoods states the use of cash-in-lieu would not normally be acceptable for indoor recreation centres, enclosed tennis courts, bowling greens for clubs, and facilities for private clubs or similar facilities where access by the general public is restricted. Acceptable expenditure for cash-in-lieu funds may be for:

- Clearing of vegetation;
- Seating;
- Earthworks;
- Spectator cover and/or shelters;
- Grass planting;
- Toilets;
- Landscaping;
- Change rooms;
- Community halls readily available for public use;
- Reticulation;
- Lighting;
- Play equipment;
- Pathways;
- Fencing;
- Walk trails;
- Car parking; and

In light of the above, Table 6 proposes feasible and acceptable expenditure recommendations for the cash-in-lieu contribution. The recommendations are based on the POS Analysis, the cash-in-lieu allocation requirements specified within Liveable Neighbourhood and the WAPC's requirements for the approval of cash-in-lieu expenditure.

**Table 6 Expenditure Recommendations**

<b>POS CASH-IN-LIEU EXPENDITURE RECOMMENDATIONS</b>			
<b>PARKLAND</b>	<b>ZONE AND USE</b>	<b>LIVEABLE NEIGHBOURHOODS CLASSIFICATION</b>	<b>RECOMMENDATION</b>
<b>Santich Park</b>	Parks and Recreation – Active Open Space	District Park	<ul style="list-style-type: none"> <li>▪ Seating</li> <li>▪ Spectator cover and/or shelters</li> <li>▪ Toilets</li> <li>▪ Change rooms</li> <li>▪ Community halls readily available for public use</li> <li>▪ Lighting</li> <li>▪ Fencing</li> <li>▪ Car parking</li> <li>▪ Signs relating to recreational pursuits</li> </ul>
<b>Radonich Park</b>	Parks and Recreation – Passive Open Space	Neighbourhood Park	<ul style="list-style-type: none"> <li>▪ Landscaping</li> <li>▪ Clearing of vegetation</li> <li>▪ Lighting</li> <li>▪ Pathways</li> <li>▪ Fencing</li> <li>▪ Walk trails</li> <li>▪ Signs relating to recreational pursuits</li> </ul>
<b>Lopresti Park</b>	Parks and Recreation – Passive Open Space	Local Park	<ul style="list-style-type: none"> <li>▪ Clearing of vegetation</li> <li>▪ Seating</li> <li>▪ Grass planting</li> <li>▪ Toilets</li> <li>▪ Landscaping</li> <li>▪ Reticulation</li> <li>▪ Lighting</li> <li>▪ Play equipment</li> <li>▪ Pathways</li> <li>▪ Fencing</li> </ul>

### 3.3 RESIDENTIAL

#### 3.3.1 PROPOSED DESIGN

The proposed Local Structure Plan has been designed to take into account the ongoing residential development of the wider area, the strategic planning objectives of the locality, the interface with Rockingham Road as well as the topography of the site.

The proposed Local Structure Plan has been prepared to guide the future subdivision and development of Lot 38 for residential purposes. It is envisaged that the resultant development will allow for a diversity of lot sizes, built form and dwelling types in order to encourage housing diversity and affordability, taking advantage of the site's strategic location in relation to educational facilities, commercial centres, public transport and public open space.

The proposed Local Structure Plan accords with the R50 residential density being proposed in similar structure plans in the locality, and also proposes an R80 element along the street frontage and rear in order to achieve additional housing diversity through an increased range of lot sizes.

#### 3.3.2 CONCEPT PLAN

In order to illustrate the type of development that could occur on site once the structure plan is approved, a proposed Local Development Plan is attached at **Appendix C**.

The Local Development Plan sets out the envisaged development on site, consisting of 26 dwellings. The design of the access to the site allows for a 6 metre private access road to run along the southern boundary of the lot with a cul-de-sac near the rear of the lot in the shorter term (with the potential to connect to the lot to the north should that lot be developed in the future), allowing for access and egress to occur in forward gear at all times.

With a site area of 4,475 sqm, 26 dwellings would allow for an average site area of 172 sqm per lot. The proposed development responds to the slope of the site by proposing denser development along the eastern extent, which will take advantage of the changes in levels, leaving less dense development within the central portion of the site.

#### 3.3.3. INTEGRATION WITH ADJOINING LOTS

The design of the proposed Local Structure Plan allows for future subdivision and development to occur independently over Lot 38. That notwithstanding, the design also depicts how surrounding properties could be developed in conjunction with the subject land.

In that regard, the Local Structure Plan ensures strong permeability of the proposed local road and pedestrian network to both the north and south of the subject land. All landowners within the street block have been consulted regarding our clients intentions to progress a Local Structure Plan whilst no landowner has expressed interest in lodging a combined application, no objections have been received.

### 3.3.4. LAND USE AND RESIDENTIAL DENSITY

The subject land is proposed for residential development at a range of densities including R50 and R80.

The proposed Local Structure Plan accords with the objectives of the prevailing strategic planning framework, in terms of Directions 2031 which promotes an increase in residential densities and seeks to achieve a minimum base coding density of R15 in new urban development areas, as well as the WAPC's Outer Metropolitan Perth and Peel Sub Regional Strategy which outlines a requirement for over 800 new dwellings in the area.

### 3.3.5. RESIDENTIAL LOT LAYOUT

The proposed Local Structure Plan has been designed to allow for the creation of regular shaped lots, capable of accommodating multiple and grouped residential dwellings, with direct access to the internal common property, which will facilitate vehicle access to Rockingham Road.

### 3.3.6. RESIDENTIAL LOT SIZE

The proposed Local Structure Plan proposes Residential R80 (R80) lots adjacent to the Rockingham Road and Stock Road street frontages, with the remainder of the site proposed to be Residential R50 (R50). This will provide for diversity of housing types and affordability in the area.

### 3.3.7. STREETScape CONSIDERATIONS

Access to lots will be via the internal access road, ensuring that garages will not dominate the streetscape internal to the subdivision. The R80 dwellings will be designed to allow for passive surveillance of the Rockingham and Stock Road frontages with the remainder allowing for a clear line of sight to the internal road.

## 3.4 MOVEMENT NETWORK

### 3.4.1. REGIONAL ROAD NETWORK

The subject land is strategically located

with direct access to Rockingham Road which offers connections to Beeliar Drive, Stock Road and the Kwinana Freeway. This road network provides ease of access to the wider Perth Metropolitan Area.

### 3.4.2. LOCAL ROAD NETWORK

The subject site has a 32.47 metre frontage to Rockingham Road along its western boundary, and the proposed Local Structure Plan at Figure 7 depicts how integration with surrounding lots could be accommodated, it is important to note that no direct access to Stock Road is proposed, but rather will utilise access from Rockingham Road.

### 3.4.3. PUBLIC TRANSPORT NETWORK

The subject land is located approximately 7 kilometres west of the Cockburn Central Rail Station. Transperth bus route numbers 522, 531 and 533 travel between the suburbs of Munster and the Cockburn Central Rail Station and bus route number 881 travels from the area into Perth City.

The nearest bus stops are located along Beeliar Drive 140 metres to the north and along Rockingham Road around 500 metres south of the subject site.

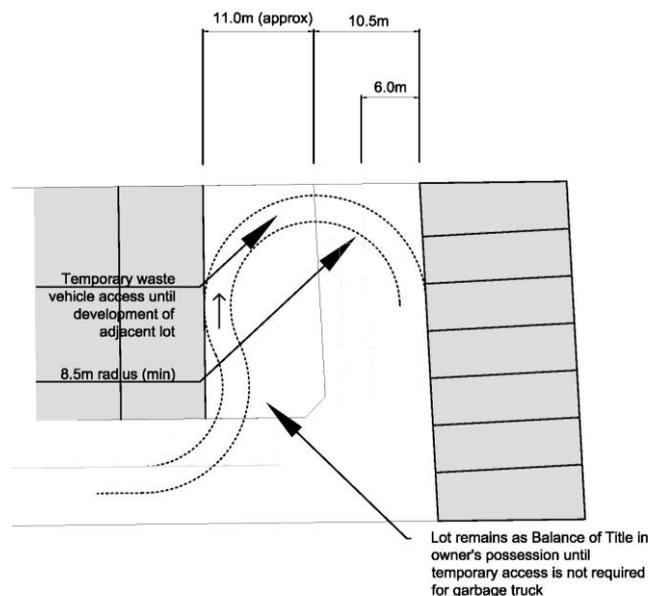
### 3.4.4. BICYCLE AND PEDESTRIAN NETWORK

Rockingham Road, Stock Road and Beeliar Drive are all identified as part of the Perth Bicycle Network which affords linkages to the wider region. The ongoing residential redevelopment of the area will also allow for improvements in quality to the pedestrian and bicycle network.

## 3.5 WASTE MANAGEMENT

Based on discussions with the City, the layout of the proposed development has been designed in order to allow collection of rubbish to be managed in the short and longer term. In the short term a temporary garbage truck turn around will be provided on the lot cornering the street and lane for the waste vehicle to turnaround. This affords Council's 10.5 metre long waste vehicles sufficient room to manoeuvre in forward gear at all times. The lot will remain as Balance of Title in possession of the developer until such time as the surrounding development's street connections results in the turnaround being superfluous and can be removed.

**Figure 10 Indicative Layout of Temporary Garbage Truck Turn Around**



The R80 lots abutting Rockingham Road will provide a garbage collection point along the Street with a garbage bin store located within the strata lot. All other lots are proposed to be Green Title and therefore will comprise their own storage.

### 3.6 LOCAL WATER MANAGEMENT

Although the WAPC's Better Urban Water Management Guidelines typically require a Local Water Management Strategy to be prepared to accompany a Local Structure Plan, in this instance the Department of Water have specifically advised that given the small size of the subject site and the fact that it is abutted by roads to the east and west, it is not considered that a Local Water Management Strategy is necessary.

However, should the property be a part of a greater Local Structure Plan over multiple lots a Local Water Management Strategy may be required to support this process. A copy of this correspondence is attached at **Appendix D**. Given that the proposed structure plan is not part of a greater plan over multiple lots, a LWMS is not required and therefore, has not been provided.

### 3.7 EDUCATION FACILITIES

The subject land is well serviced by educational facilities including the South Coogee Primary School, Coogee Primary School, St Jeromes Catholic Primary School, Lakelands Senior High School and Challenger TAFE.

### 3.8 ACTIVITIES CENTRES AND EMPLOYMENT

#### 3.8.1. RETAIL AND COMMERCIAL

The subject land is well serviced by retail and commercial facilities, with a small local centre located 450 metres south of the site at the corner of Rockingham Road and West Churchill Avenue.

In addition, Stargate and Phoenix Shopping Centres are located 1.6 kilometres and 3.5 kilometres respectively north of the site and Cockburn Central is located approximately 7.5 kilometres to the east of the subject land.

#### 3.8.2. EMPLOYMENT

The subject land is strategically located in close proximity to the industrial areas of Kwinana, Henderson, Latitude 32 and Naval Base. In addition the subject land is in relatively close proximity to the Fremantle, Jandakot, Murdoch, Rockingham and Cockburn activity centres as well as the new Port Coogee Marina development.

### 3.9 INFRASTRUCTURE COORDINATION, SERVICING AND STAGING

#### 3.9.1. SEWER

A sewer main is located within the Rockingham Road reserve to the south of the subject land. The ongoing residential development of the area will allow for connection to sewer servicing as a condition of subdivision approval.

Liaison with the Water Corporation has determined that an extension of approximately 300 metres would be required to provide a sewer connection to the site. The sewer would need to go north along Rockingham Road to the intersection of Mayor Road and then west along Mayor Road to connect into an existing access chamber on the Corporation's 2250mm main sewer. A section of the sewer in Mayor Road will need to be 300mm diameter.

### 3.9.2. WATER

Reticulated and scheme water supplies are located within the Rockingham Road reserve to the south of the subject land. The ongoing residential development occurring to the south and west of the subject land will allow for connection to water supply.

The Water Corporation have also advised that the water reticulation in the vicinity could be extended to provide services to the site. The 760mm diameter steel distribution main running along the eastern side of Rockingham Rd is not available for direct servicing of properties. The 100mm cast iron main reticulation water main on the western side of Rockingham Rd currently services properties along Rockingham Rd.

Depending on the nature, scale and timing of development of this land in the future, relative to other land in the area, it may be more desirable and efficient for developers to share the cost of extending a new, larger water main off the 200/250 mains from the intersection of Yindi Way and Rockingham Rd (approximately 140m to the south of the site). The preferred method of servicing this site will be determined at the subdivision stage in consultation with the Water Corporation's Land Servicing Team.

### 3.9.3. ROADS

All roads will be required to be designed and constructed to the satisfaction of the City of Cockburn engineering department. It is anticipated that this will be constructed to a standard required for grouped dwellings / strata developments, including a 6.0 metre carriageway and one 4.1 metre verge, as specified by the City of Cockburn.

### 3.9.4. GAS

Gas supply is available in the locality and additional pipes will be installed as required to provide these lots with a gas supply as a condition of subdivision approval.

### 3.9.5. ELECTRICITY AND TELECOMMUNICATIONS

Power and telecommunications infrastructure is available in the locality for connection to the subject site as a condition of subdivision approval. Connection to the NBN network is anticipated to be available by the end of 2014.

## 3.10 DEVELOPER CONTRIBUTIONS

Development Contributions apply to the subject site pursuant to Section 6.3 of the City of Cockburn Local Planning Scheme. The purpose of these contributions, as outlined in the Scheme, is to –

- a) *Provide an equitable sharing of the costs of infrastructure and administrative costs between owners;*
- b) *Ensure that the cost contributions are reasonably required as a result of the subdivision and development of the land in the development contribution area; and*
- c) *Coordinate the timely provision of infrastructure.*

The subject land falls under DCA 6 and DCA 13, and as such is subject to the development contribution costs associated with these areas.

## **4.0 SUMMARY AND CONCLUSION**

The proposed Local Structure Plan has been prepared in order to guide the future subdivision and development of Lot 38 (584) Rockingham Road, Munster, either independently or in accordance with surrounding properties.

The Local Structure Plan takes into account the prevailing local and state government planning framework applicable to the site. This includes previous Metropolitan Region Scheme and Local Town Planning Scheme amendments to set the foundation for the residential development of the subject land, as well as the objectives of Directions 2031, the Outer Metropolitan Perth and Peel Sub Regional Strategy and Liveable Neighbourhoods.

This has allowed for the preparation of a Local Structure Plan in order to guide the orderly and proper planning of Lot 38 for residential purposes in a manner that is consistent with the established and ongoing planning for this area.

The proposed design responds to the topography of the subject land and takes advantage of the strategic location of Lot 38 in terms of proximity to public transport, education and commercial facilities, public open space and road linkages, whilst providing for diversity of housing types and housing affordability for the locality.

The Local Structure Plan has been developed in accordance with the requirements of the City of Cockburn Town Planning Scheme No. 3. Part 6 of the Scheme outlines that manner in which the Local Structure Plan will be progressed by the City of Cockburn and following adoption by the City, by the WAPC. Following adoption and endorsement, future subdivision applications and Detailed Area Plans prepared in accordance with the Local Structure Plan can be conserved and approved.

In light of the above, and the justification presented throughout this report, it is requested that the City of Cockburn support adoption of this proposed Local Structure Plan and endorsement by the Western Australian Planning Commission.

# APPENDICES

# Appendix A

## Structure Plan Map

**LEGEND**

REGION SCHEME RESERVES

 Primary Regional Road

LOCAL SCHEME RESERVES

 Proposed Local Road

 Development Zone

 Residential 50 (R50)

 Residential 80 (R80)

 STRUCTURE PLAN BOUNDARY

**NOTES:**

DIMENSIONS & AREAS OF LOTS ARE SUBJECT TO SURVEY



**FIGURE 1- STRUCTURE PLAN**

LOT 38 (#584) ROCKINGHAM ROAD

P:\42659 Rockingham Road Structure Planning\03 Design\4 BIM and Links\Central File\LOT 38 ROCKINHAM ROAD 20120918.rvt



0 5 10 25 50m

[www.hamessharley.com.au](http://www.hamessharley.com.au)

Scale: 1:1000 @ A3

Date: 19/04/2016

**42659** rev  
**SD0.1** **D**

Appendix B  
Certificate of Title

WESTERN



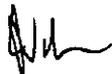
AUSTRALIA

REGISTER NUMBER <b>38/P3562</b>	
DUPLICATE EDITION <b>1</b>	DATE DUPLICATE ISSUED <b>25/3/2003</b>

**RECORD OF CERTIFICATE OF TITLE**  
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME **2058** FOLIO **108**

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

  
REGISTRAR OF TITLES 

**LAND DESCRIPTION:**

LOT 38 ON PLAN 3562

**REGISTERED PROPRIETOR:**  
(FIRST SCHEDULE)

G.J.C. (WA) PTY LTD OF 97 GLEN IRIS DRIVE, JANDAKOT  
(T K111616 ) REGISTERED 7 MARCH 2007

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
(SECOND SCHEDULE)

1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE. VOL 2058 FOL 108.
2. \*K111617 MORTGAGE TO NATIONAL AUSTRALIA BANK LTD REGISTERED 7.3.2007.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
\* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.  
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 2058-108 (38/P3562).  
PREVIOUS TITLE: 1197-513.  
PROPERTY STREET ADDRESS: 584 ROCKINGHAM RD, MUNSTER.  
LOCAL GOVERNMENT AREA: CITY OF COCKBURN.

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING K012795

ORIGINAL—NOT TO BE REMOVED FROM OFFICE OF TITLES

Transfer 618675

WESTERN

AUSTRALIA

REGISTER BOOK  
VOL. FOL.

Volume 1197 Folio 513



CT 2058 108



# CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

*G. Sack*  
REGISTRAR OF TITLES



Dated 1st November, 1995

### ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Cockburn Sound Location 2 and being part of Lot 38 on Plan 3562, delineated on the map in the Third Schedule hereto.

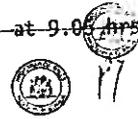
### FIRST SCHEDULE (continued overleaf)

Steven Vincent Bilcich of 6 Catambro Way, Waikiki.

### SECOND SCHEDULE (continued overleaf)

~~MORTGAGE G18677 to Bank of Western Australia Ltd. Registered 1.11.95 at 9.05 hrs.~~  
Discharged G423367 17.3.97

### THIRD SCHEDULE

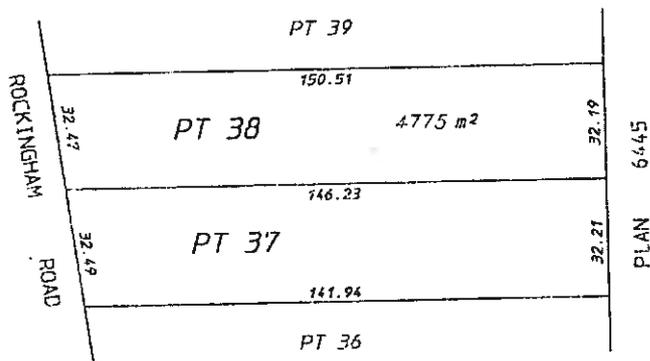


PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

Page 1 (of 2 pages) 2058 108  
**Superseded - Copy for Sketch Only**

SCALE 1:1500

K.



NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

**Superseded - Copy for Sketch Only**

FIRST SCHEDULE (continued) NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS

INSTRUMENT		REGISTERED	TIME	SEAL	CERT. OFFICER
NATURE	NUMBER				

SECOND SCHEDULE (continued) NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS

INSTRUMENT		PARTICULARS	REGISTERED	TIME	SEAL	CERT. OFFICER	CANCELLATION	NUMBER	REGISTERED OR LODGED	SEAL	CERT. OFFICER
NATURE	NUMBER										
Mortgage	G423368	to <u>Commonwealth Bank of Australia.</u>	17.3.97	9.17		17					

CERTIFICATE OF TITLE VOL2058 FOL108

# Appendix C

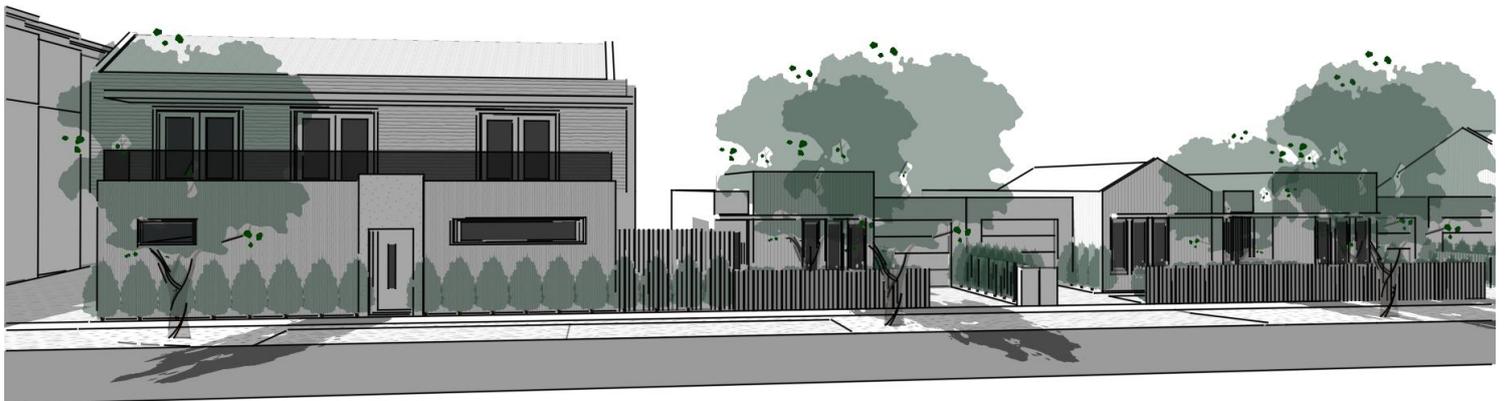
## Local Development Plan

Arun Broadhurst  
ABN: 39278841976  
28 Ardross Cres, Coolbinia WA  
[a.broadhurst@modan.com.au](mailto:a.broadhurst@modan.com.au)  
0400642347



# LOT 38 ROCKINGHAM ROAD MUNSTER

LOCAL DEVELOPMENT PLAN  
MARCH 2016





**Address:** 584 Rockingham Road,  
Munster  
**Prepared For:** The City of Cockburn  
**On Behalf of:** Albert Yang  
**Date:** October 2015  
**Contact:** Arun Broadhurst  
**Email:** [a.broadhurst@modan.com.au](mailto:a.broadhurst@modan.com.au)  
**Ph:** 0400 642 347

## **M O D A N**

ACN 604 736 709  
28 Ardross Crescent, Coolbinia, WA, 6050

## **D I S C L A I M E R S**

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## INTRODUCTION

The standards represent additional requirements and variations to the Residential Design Codes in order to facilitate denser forms of housing typologies targeted at sections of the market which are under catered and means to deliver more affordable housing. It is also the intention to pioneer new methods of housing construction and fabrication to deliver a niche, high quality product.

Whilst it is acknowledged that the RCodes are an effective document for the development of traditional housing typologies, there are limitations in relation to these new and innovative housing types which have been delivered in other parts of Australia. This document therefore outlines the variations to the RCodes which allows this development

## OPERATION OF THE LOCAL DEVELOPMENT PLAN

Local Development Plans (LDP's) are required to be prepared and implemented pursuant to Clause 6.2.15 of the City of Cockburn Town Planning Scheme No. 3 and condition 19 of WAPC subdivision approval 146744 dated 18 January 2013.

Unless otherwise stated in this LDP, all development shall be in accordance with the City's Scheme, the Residential Design Codes of WA, and the Lot 38 Rockingham Road Local Structure Plan.

The requirement to consult with adjoining or other landowners to vary the Residential Design Codes in accordance with the Local Development Plan (LDP) is not required except where variations to the provisions of the LDP are sought.





## STANDARD PROVISIONS

The following provisions constitute Deemed-to-Comply provisions pursuant to the Codes and development standards under the Structure Plan for Lot 38 Rockingham Road. All other Deemed-to-Comply provisions of the R-Codes and Local Structure Plan apply.

ACCEPTABLE DEVELOPMENT PROVISIONS		
	Relevant RCode Clause	Variation/Additional Requirement
Site Area	5.1.1 C1.1-C1.4	i. Minimum Site Area is not applicable
Street Setback	5.1.2 C2.1 – C2.4	ii. Buildings shall be setback a minimum distance from the primary street, secondary street and other/rear in accordance with the plans contained within this Local Development Plan
Lot Boundary Setback	5.1.3 C3.1-C3.3	i. Boundary walls are permitted in accordance with the plans contained within this Local Development Plan
Building Height	5.1.6 C6	i. Buildings may be built in accordance with the heights nominated on the plans contained within this Local Development Plan
Setback of Garages and Carports	5.2.1 C1.1-1.5	<ul style="list-style-type: none"> <li>i. Garages and carports shall be located in accordance with plans contained within this Local Development Plan</li> <li>ii. Garages and carports shall be setback a minimum of 5.5m from the primary street for lot types C1 &amp; FL1</li> <li>iii. Garages and carports may be built to boundary abutting a laneway for lot types RL3, FL2 &amp; C2</li> <li>iv. Garages and carports shall be setback a minimum of 0.5m from the primary street for lot type FL3</li> </ul>
Garage Width	5.2.2 C2	i. Garages may occupy up to 80% of the street frontage where an upper floor balcony extends for the full width of the garage and the entrance to the dwelling is clearly visible from the primary street for lot types FL2 & FL3.
Outdoor Living Areas	5.2.1 C1.1	i. Outdoor living area may be provided in the street setback area for lot type FL3



## MOVEMENT NETWORK

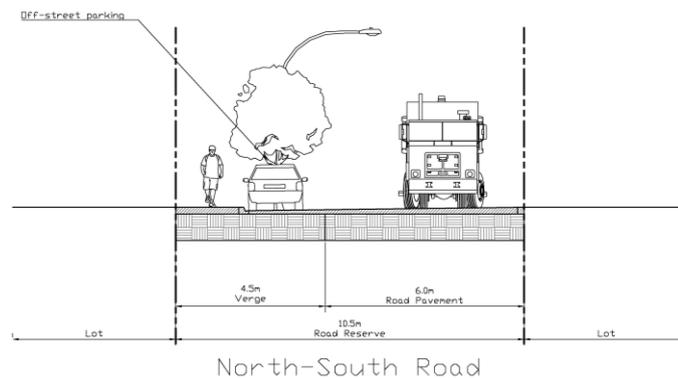
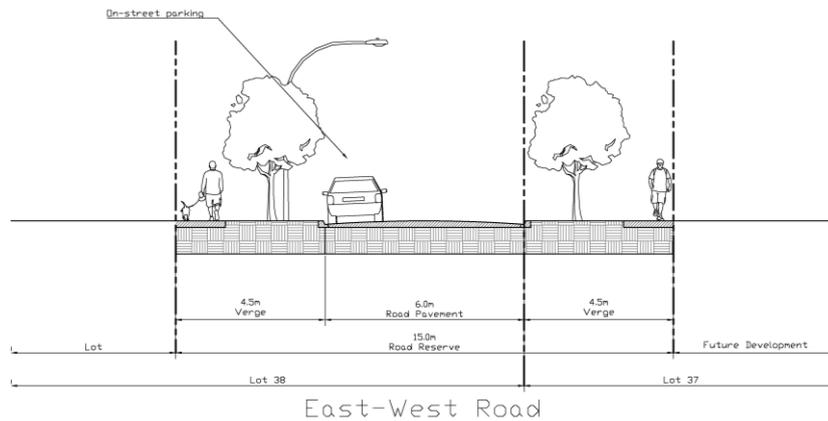
The following cross sections are proposed to be used in the development of Lot 38.

### East-West Road

This cross section is designed to enable short term access allowing the development on Lot 38 to occur. It also builds capacity for the southern future development to seamlessly integrate with the development by fronting lots onto the road. This results in the road pavement and northern verge being wholly contained within Lot 38. Future development to the south will need to develop the verge only.

### North-South Road

This road services the R80 lots abutting Stock Road. Given the density of the R80 lots, it is proposed that this road uses a 'laneway' treatment for the carriageway whilst providing off-street parking and a footpath to the western side of the carriageway. It also provides a potential link to the north and south which will be required for waste vehicle circulation.



### Temporary Waste Vehicle Access

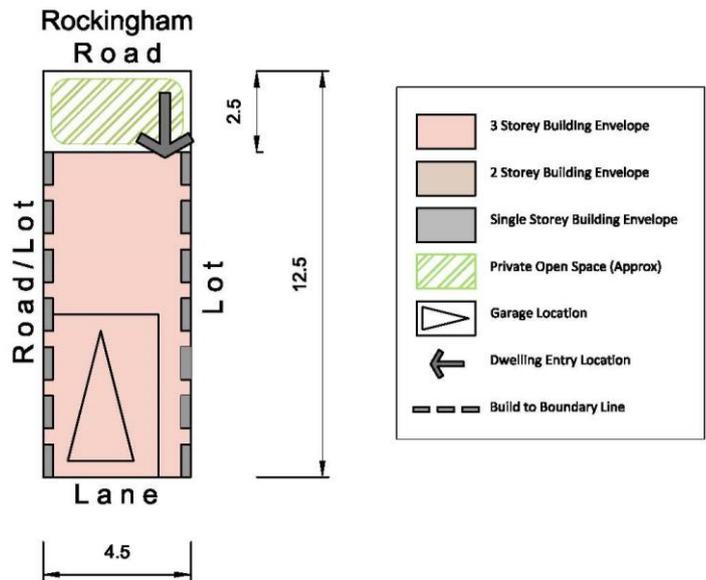
It is proposed that the corner lot to the west of the north-south road will be retained in the ownership of the developer as undeveloped with a temporary waste vehicle turning access track located within it. This will allow the waste vehicle to enter and exit the site in a forward motion until such time as connections to the adjacent developments are in constructed. (See Local Development Plan for details)



## LOT TYPES - REAR LOADED 3 STOREY (RL3)

Typical Width	4.4m
Typical Depth	12.5m
Typical Site Area	55sqm
Building Height	3 storeys or 10.0m to the top of a parapet wall.
Private Open Space	16.0sqm (minimum)
Primary Street Setback	2.0m
Vehicle Access Location	Rear Lane
Garage Setback	0.0m to rear lane
Garage Width	100% to rear lane
Bedrooms	2
Car Spaces	1*

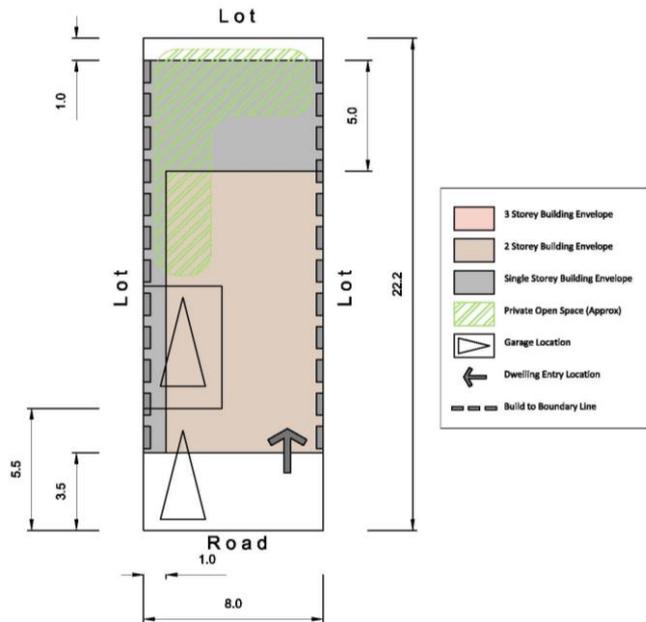
\*within 250m of a High Frequency Bus Route





## LOT TYPES - FRONT LOADED SINGLE STOREY (FL1)

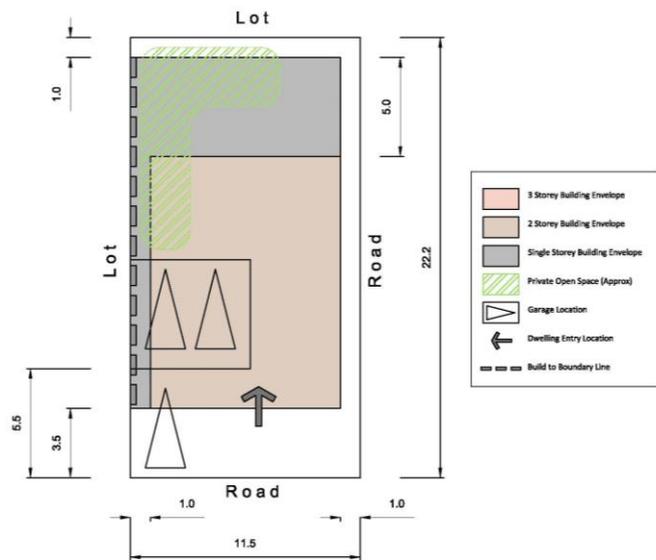
Typical Width	8.0m
Typical Depth	22.2m
Typical Site Area	178sqm
Building Height	2 storeys or 7.0m to the top of a parapet wall.
Private Open Space	16.0sqm (minimum)
Primary Street Setback	3.5m
Vehicle Access Location	Road
Garage Setback	5.5m to road
Bedrooms	2
Car Spaces	2





## LOT TYPES - CORNER SINGLE STOREY (C1)

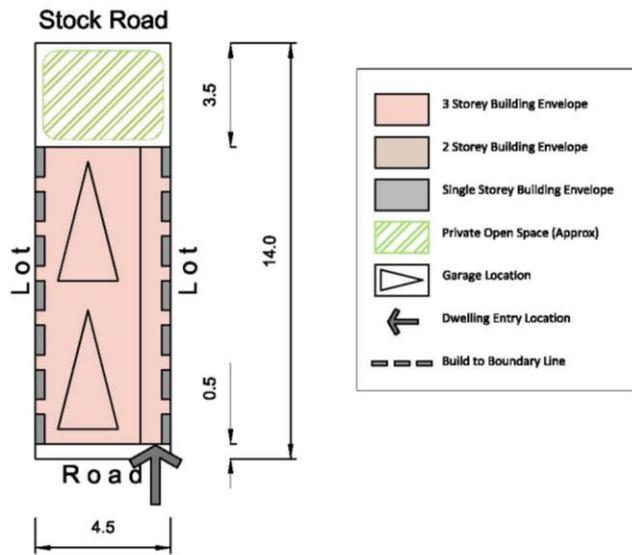
Typical Width	11.5m
Typical Depth	22.2m
Typical Site Area	260sqm
Building Height	2 storeys or 7.0m to the top of a parapet wall.
Private Open Space	16.0sqm (minimum)
Primary Street Setback	3.5m
Vehicle Access Location	Road
Garage Setback	5.5m to road
Bedrooms	2
Car Spaces	2





## LOT TYPES - FRONT LOADED 3 STOREY (FL3)

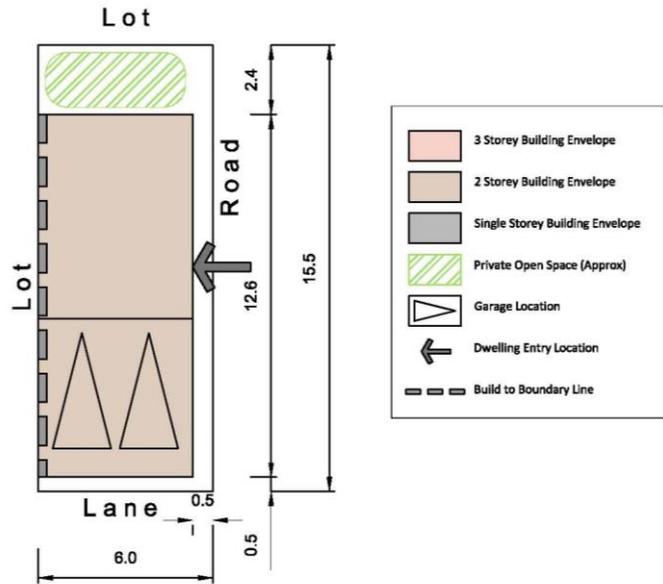
Typical Width	4.5m
Typical Depth	14.0m
Typical Site Area	63sqm
Building Height	3 storeys or 10.0m to the top of a parapet wall.
Private Open Space	16.0sqm (minimum)
Primary Street Setback	0.5m
Vehicle Access Location	Road
Garage Setback	0.5m to road
Garage Width	85% to road
Bedrooms	2
Car Spaces	2





## LOT TYPES - CORNER 2 STOREY (C2)

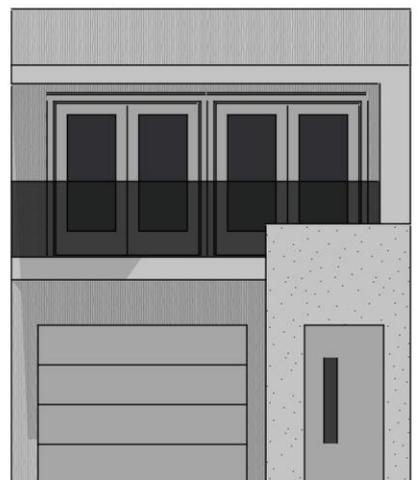
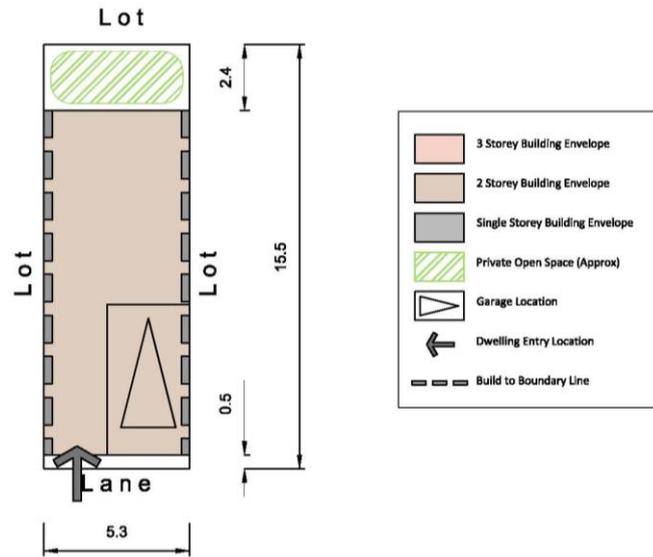
Typical Width	6.0m
Typical Depth	15.5m
Typical Site Area	93sqm
Building Height	2 storeys or 7.0m to the top of a parapet wall.
Private Open Space	16.0sqm (minimum)
Primary Street Setback	0.5m
Vehicle Access Location	Lane
Garage Setback	0.5m to lane
Garage Width	100% to lane
Bedrooms	2
Car Spaces	2





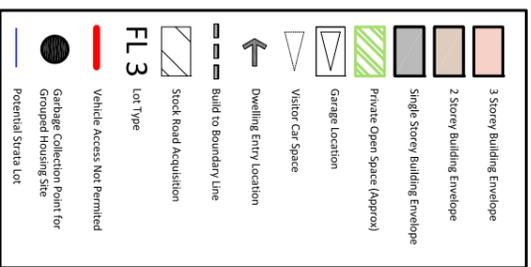
## LOT TYPES - FRONT LOADED 2 STOREY (FL2)

Typical Width	5.3m
Typical Depth	15.5m
Typical Site Area	82sqm
Building Height	2 storeys or 7.0m to the top of a parapet wall.
Private Open Space	16.0sqm (minimum)
Primary Street Setback	0.5m
Vehicle Access Location	Lane
Garage Setback	0.5m to rear lane
Garage Width	80% to rear lane
Bedrooms	1
Car Spaces	1*





**A P P E N D I X   1   -   L O C A L   D E V E L O P M E N T  
P L A N**



Lot remains as Balance of Title in owner's possession for turn around for garbage truck until temporary access is not required

Bin store provided within strata lot

Street

Lane

Rockingham Road

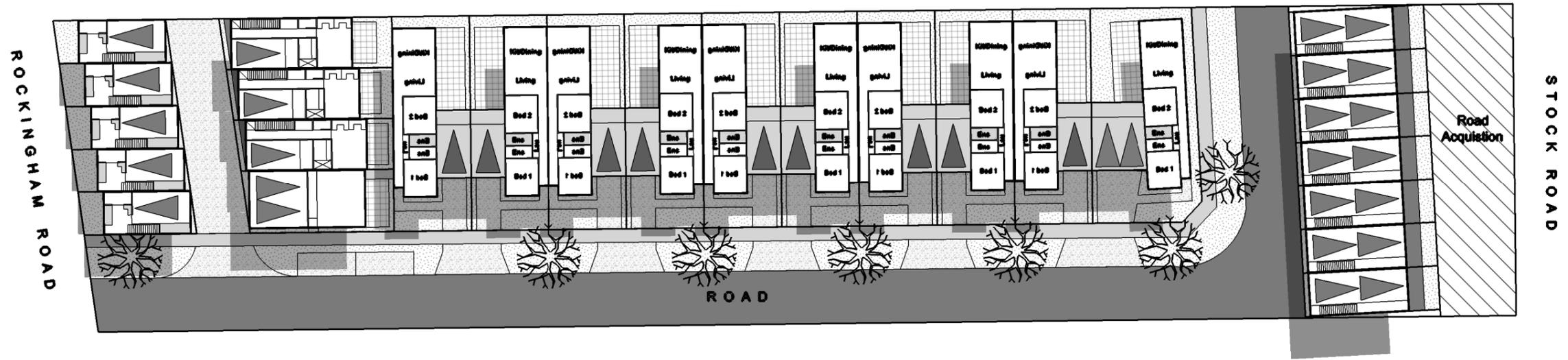
Stock Road

CLIENT	G.J.C (WA) PTY LTD		
PROJECT	Lot 38 Rockingham Road MUNSTER, WA		
DRAWING	LOCAL DEVELOPMENT PLAN		
PROJECT NUMBER	DATE		
R151001	25 March 2016		
DRAWN BY	SCALE		
AB	NTS @ A3		
REVISION	DRAWING NUMBER		
B	A001		
FILE PATH			





**A P P E N D I X   2   -   I N D I C A T I V E   M A S T E R  
P L A N**



Scale 1:500 @ A3

Revision: 1.1

October 5, 2015



Lot 38 Rockingham Road, Munster | **ALBERT YANG**  
 584 Rockingham Road, Munster, WA | **Indicative Master Plan**



A 01

Appendix D  
Department of Water – Correspondence

## Malcolm Somers

---

**From:** DUNN Brett [Brett.Dunn@water.wa.gov.au]  
**Sent:** Friday, 22 February 2013 11:16 AM  
**To:** Malcolm Somers  
**Cc:** 'Sabbir Hussain (shussain@cockburn.wa.gov.au)'  
**Subject:** RE: Requirement for LWMS for a Structure Plan in the City of Cockburn

Hi Malcolm,

Given the sites small size I would not consider a Local Water Management Strategy necessary.

Kind Regards,

*Brett Dunn*

A/Program Manager – Urban Water Management  
Department of Water  
Kwinana Peel Region  
PH: (08) 9550 4202  
Email: [brett.dunn@water.wa.gov.au](mailto:brett.dunn@water.wa.gov.au)

**From:** Malcolm Somers [mailto:M.Somers@hamessharley.com.au]  
**Sent:** Wednesday, 20 February 2013 3:08 PM  
**To:** DUNN Brett  
**Cc:** 'Sabbir Hussain'  
**Subject:** RE: Requirement for LWMS for a Structure Plan in the City of Cockburn

Hi Brett,

In relation to the above, the City of Cockburn have asked us to seek further email confirmation from you regarding our below emails.

Our structure plan (now submitted with the City) proposes diversity in the mix of housing product from grouped dwellings to 2- 3 storey multiple dwellings, comprising approximately 14 lots (one R80 lot and thirteen R40 lots) and approximately 16 dwellings.

As this differs from the mention of 'around 8-12 lots below', can you please confirm whether a LWMS would still not be required in this instance.

Any information or advice would be most appreciated.

Kind Regards

**Malcolm Somers**  
Manager Planning (WA)

**Hames Sharley**

A: 50 Subiaco Sq, Subiaco Western Australia 6008 T: +61 8 9381 9877  
F: +61 8 9382 4224 W: [www.hamessharley.com.au](http://www.hamessharley.com.au)

**From:** DUNN Brett [<mailto:Brett.Dunn@water.wa.gov.au>]  
**Sent:** Friday, 14 September 2012 9:12 AM  
**To:** Malcolm Somers  
**Cc:** 'Sabbir Hussain'  
**Subject:** RE: Requirement for LWMS for a Structure Plan in the City of Cockburn

Morning Malcom,

Given the lot in question is around 0.5ha in size, abutted by roads to the east and west and would only hold around 8-12 lots, it is not considered such a proposal would warrant a Local Water Management Strategy (LWMS) to support the Local Structure Plan.

Please note should the property be a part of a greater Local Structure Plan over multiple lots, a LWMS may be required to support this process.

Kind Regards,

*Brett Dunn*

A/Program Manager – Urban Water Management  
Department of Water  
Kwinana Peel Region  
PH: (08) 9550 4202  
Email: [brett.dunn@water.wa.gov.au](mailto:brett.dunn@water.wa.gov.au)

**From:** Malcolm Somers [<mailto:M.Somers@hamessharley.com.au>]  
**Sent:** Thursday, 13 September 2012 5:19 PM  
**To:** PARKER Adrian  
**Subject:** Requirement for LWMS for a Structure Plan in the City of Cockburn

Hi Adrian,

My name is Malcolm Somers from Hames Sharley how are you?

I was wondering if you could assist with my query or direct me to the best contact?

We represent our client, the landowner of Lot 38 (584) Rockingham Road, Munster who would like to develop his property. However, due to the zoning of the land the City of Cockburn require a structure plan to be prepared prior to subdivision or development of lots in this locality.

Speaking to the City, they have advised that in the past the Department of Water have (in writing) allowed people to progress similar structure plans without a LWMS given the small scale nature of the potential development.

Can you advise if this is the case and if so which process we would have to go to get such permission? I would be happy to meet with an officer of the Department to discuss.

Any information or advice would be most appreciated.

Kind Regards,

**Malcolm Somers**  
Manager Planning (WA)

## **Hames Sharley**

A: 50 Subiaco Sq, Subiaco Western Australia 6008 T: +61 8 9381 9877  
F: +61 8 9382 4224 W: [www.hamessharley.com.au](http://www.hamessharley.com.au)

**Disclaimer:**

This e-mail is confidential to the addressee and is the view of the writer, not necessarily that of the Department of Water, which accepts no responsibility for the contents. If you are not the addressee, please notify the Department by return e-mail and delete the message from your system; you must not disclose or use the information contained in this email in any way. No warranty is made that this material is free from computer viruses.

**Disclaimer:**

This e-mail is confidential to the addressee and is the view of the writer, not necessarily that of the Department of Water, which accepts no responsibility for the contents. If you are not the addressee, please notify the Department by return e-mail and delete the message from your system; you must not disclose or use the information contained in this email in any way. No warranty is made that this material is free from computer viruses.

# Appendix E

## Noise Assessment

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:

# HERRING STORER ACOUSTICS

Suite 34, 11 Preston Street, Como, W.A. 6152

P.O. Box 219, Como, W.A. 6952

Telephone: (08) 9367 6200

Facsimile: (08) 9474 2579

Email: [hsa@hsacoustics.com.au](mailto:hsa@hsacoustics.com.au)



## PROPOSED RESIDENTIAL DEVELOPMENT

### LOTS 38 ROCKINGHAM ROAD MUNSTER

#### NOISE ASSESSMENT

OCTOBER 2014

OUR REFERENCE: 18432-1-14220



DOCUMENT CONTROL PAGE

**NOISE ASSESSMENT**  
**MUNSTER**

Job No: 14220

Document Reference: 18432-1-14220

FOR

**HAMES SHARLEY**

DOCUMENT INFORMATION			
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<b>Author:</b>	Geoffrey Harris	<b>Checked By:</b>	George Watts
<b>Date of Issue :</b>	21 October 2014		

REVISION HISTORY				
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Revision	Description	Date	Author	Checked

DOCUMENT DISTRIBUTION				
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Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
1	1	Hames Sharley		✓

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3.	ACOUSTIC CRITERIA	2
	3.1 WAPC Planning Policy	2
	3.2 Appropriate Criteria	4
4.	MODELLING	6
5.	ASSESSMENT	7

## APPENDICES

A	Development Plans
B	Noise Monitoring
C	Noise Contour Plots
D	Packages A, B and B+ “Quiet House” Design Requirements

## 1. INTRODUCTION

Herring Storer Acoustics was commissioned by Hames Sharley to undertake a road traffic noise assessment for the proposed development located at Lot 38 Rockingham Road, Munster.

The purpose of this assessment was to assess noise received within the development from vehicles travelling along Stock Road and if exceedance with the stated criteria were determined, establish the required attenuation measures to control noise intrusion to acceptable levels. The traffic noise assessment has been carried out in accordance with the WAPC State Planning Policy 5.4 "Road and Rail Transportation Noise and Freight Consideration in Land Use Planning".

As part of the study, the following was carried out:

- Monitor existing noise received from vehicles travelling along Stock Road.
- For future traffic flows, determine noise that would be received at residences within the development from vehicles travelling on Stock Road.
- Assess the predicted noise levels for compliance with the appropriate criteria.
- If exceedances are predicted, comment on possible noise amelioration options for compliance with the appropriate criteria.

For information, the development plan is attached in Appendix A.

## 2. SUMMARY

Under the Western Australian Planning Commission (WAPC) Planning Policy 5.4 "Road and Rail Transport Noise and Freight Considerations in Land Use Planning" (SPP5.4), we believe that the appropriate criteria for assessment for this development are as listed below for "Noise Limits".

### **EXTERNAL**

$L_{Aeq(Day)}$  of 60 dB(A); and  
 $L_{Aeq(Night)}$  of 55 dB(A).

### **INTERNAL**

$L_{Aeq(Day)}$  of 40 dB(A) in living and work areas; and  
 $L_{Aeq(Night)}$  of 35 dB(A) in bedrooms.

Noise received at an outdoor area should also be reduced as far as practicable, with an aim of achieving an  $L_{Aeq}$  (night) of 50 dB(A).

Noise received at the residences in close proximity Stock Road would, as shown by the noise contour plot attached as Figure C1 in Appendix C exceed the Policies "Noise Limits". For the residences in close proximity to Stock Road, to achieve compliance with SPP 5.4, the following option is stated:

- Construct a barrier at least 1.8m high between the residence and Stock Road, at the edge of the development. Ground floor residence would not require any other amelioration, however noise received at some upper stories would still exceed the "Noise Limits".

Based on Figure C1 in Appendix C, Package A Quiet House" Design would be required for residences between the 50 dB(A) and 54 dB(A) curves; Package B for residences between the 54 dB(A) and 58dB(A) curves and Package B+ for residences above the 58 dB(A) curve.

Finally, notifications on titles are required are required for upper story residences above the 50 dB(A) curve.

For information, Package A, B and B+ "Quiet House" requirements are attached in Appendix D.

### 3. ACOUSTIC CRITERIA

#### 3.1 WAPC PLANNING POLICY

The Western Australian Planning Commission (WAPC) released on 22 September 2009 State Planning Policy 5.4 "Road and Rail Transport Noise and Freight Considerations In Land Use Planning". Section 5.3 – Noise Criteria, which outlines the acoustic criteria, states:

##### "5.3 - NOISE CRITERIA

*Table 1 sets out the outdoor noise criteria that apply to proposals for new noise-sensitive development or new major roads and railways assessed under this policy.*

*These criteria do not apply to –*

- *proposals for redevelopment of existing major roads or railways, which are dealt with by a separate approach as described in section 5.4.1; and*
- *proposals for new freight handling facilities, for which a separate approach is described in section 5.4.2.*

*The outdoor noise criteria set out in Table 1 apply to the emission of road and rail transport noise as received at a noise-sensitive land use. These noise levels apply at the following locations—*

- *for new road or rail infrastructure proposals, at 1 m from the most exposed, habitable façade of the building receiving the noise, at ground floor level only; and*
- *for new noise-sensitive development proposals, at 1 m from the most exposed, habitable façade of the proposed building, at each floor level, and within at least one outdoor living area on each residential lot.*

*Further information is provided in the guidelines.*

**Table 1 - Outdoor Noise Criteria**

<b>Time of day</b>	<b>Noise Target</b>	<b>Noise Limit</b>
<i>Day (6 am–10 pm)</i>	$L_{Aeq(Day)} = 55 \text{ dB(A)}$	$L_{Aeq(Day)} = 60 \text{ dB(A)}$
<i>Night (10 pm–6 am)</i>	$L_{Aeq(Night)} = 50 \text{ dB(A)}$	$L_{Aeq(Night)} = 55 \text{ dB(A)}$

*The 5 dB difference between the outdoor noise target and the outdoor noise limit, as prescribed in Table 1, represents an acceptable margin for compliance. In most situations in which either the noise-sensitive land use or the major road or railway already exists, it should be practicable to achieve outdoor noise levels within this acceptable margin. In relation to greenfield sites, however, there is an expectation that the design of the proposal will be consistent with the target ultimately being achieved.*

*Because the range of noise amelioration measures available for implementation is dependent upon the type of proposal being considered, the application of the noise criteria will vary slightly for each different type. Policy interpretation of the criteria for each type of proposal is outlined in sections 5.3.1 and 5.3.2.*

*The noise criteria were developed after consideration of road and rail transport noise criteria in Australia and overseas, and after a series of case studies to assess whether the levels were practicable. The noise criteria take into account the considerable body of research into the effects of noise on humans, particularly community annoyance, sleep disturbance, long-term effects on cardiovascular health, effects on children's learning performance, and impacts on vulnerable groups such as children and the elderly. Reference is made to the World Health Organization (WHO) recommendations for noise policies in their publications on community noise and the Night Noise Guidelines for Europe. See the policy guidelines for suggested further reading.*

#### 5.3.1 Interpretation and application for noise-sensitive development proposals

*In the application of these outdoor noise criteria to new noise-sensitive developments, the objective of this policy is to achieve –*

- *acceptable indoor noise levels in noise-sensitive areas (for example, bedrooms and living rooms of houses, and school classrooms); and*
- *a reasonable degree of acoustic amenity in at least one outdoor living area on each residential lot<sup>1</sup>.*

*If a noise-sensitive development takes place in an area where outdoor noise levels will meet the noise target, no further measures are required under this policy.*

*In areas where the noise target is likely to be exceeded, but noise levels are likely to be within the 5dB margin, mitigation measures should be implemented by the developer with a view to achieving the target levels in a least one outdoor living area on each residential lot<sup>1</sup>. Where indoor spaces are planned to be facing any outdoor area in the margin, noise mitigation measures should be implemented to achieve acceptable indoor noise levels in those spaces. In this case, compliance with this policy can be achieved for residential buildings through implementation of the deemed-to-comply measures detailed in the guidelines.*

---

<sup>1</sup> For non residential noise-sensitive developments, (e.g. schools and child care centres) consideration should be given to providing a suitable outdoor area that achieves the noise target, where this is appropriate to the type of use.

*In areas where the outdoor noise limit is likely to be exceeded (i.e. above  $L_{Aeq(Day)}$  of 60 dB(A) or  $L_{Aeq(Night)}$  of 55 dB(A)), a detailed noise assessment in accordance with the guidelines should be undertaken by the developer. Customised noise mitigation measures should be implemented with a view to achieving the noise target in at least one outdoor living or recreation area on each noise-sensitive lot or, if this is not practicable, within the margin. Where indoor spaces will face outdoor areas that are above the noise limit, mitigation measures should be implemented to achieve acceptable indoor noise levels in those spaces, as specified in the following paragraphs.*

*For residential buildings, acceptable indoor noise levels are  $L_{Aeq(Day)}$  of 40 dB(A) in living and work areas and  $L_{Aeq(Night)}$  of 35 dB(A) in bedrooms<sup>2</sup>. For all other noise-sensitive buildings, acceptable indoor noise levels under this policy comprise noise levels that meet the recommended design sound levels in Table 1 of Australian Standard AS 2107:2000 Acoustics—Recommended design sound levels and reverberation times for building interiors.*

*These requirements also apply in the case of new noise-sensitive developments in the vicinity of a major transport corridor where there is no existing railway or major road (bearing in mind the policy's 15-20 year planning horizon). In these instances, the developer should engage in dialogue with the relevant infrastructure provider to develop a noise management plan to ascertain individual responsibilities, cost sharing arrangements and construction time frame.*

*If the policy objectives for noise-sensitive developments are not achievable, best practicable measures should be implemented, having regard to section 5.8 and the guidelines."*

The Policy, under Section 5.7, also provides information regarding "Notifications on Titles".

### 3.2 APPROPRIATE CRITERIA

Based on the above, the following criteria are proposed for this development:

#### **External**

Day	Maximum of 60 dB(A) $L_{Aeq}$
Night	Maximum of 55 dB(A) $L_{Aeq}$
Outdoor Living Areas*	Maximum of 50 dB(A) $L_{Aeq}$ (night period)

#### **Internal**

Sleeping Areas	35 dB(A) $L_{Aeq(night)}$
Living Areas	40 dB(A) $L_{Aeq(day)}$

\*This is a suggested noise level; noise is to be reduced as far as practicably possible.

---

<sup>2</sup> For residential buildings, indoor noise levels are not set for utility spaces such as bathrooms. This policy encourages effective "quiet house" design, which positions these non-sensitive spaces to shield the more sensitive spaces from transport noise (see guidelines for further information).

#### 4. MEASUREMENTS AND OBSERVATIONS

To determine the existing acoustic environment at the proposed development, a noise data logger was located adjacent to Stock Road, with data collected from Tuesday 10 September to Wednesday 18 September and Friday 20 September to Sunday 29 September 2013. It is noted that heavy rain occurred throughout the monitoring period and thus only data from 10, 12, 20 and 26 September was utilised.

The automatic noise data logger records sound pressure levels in accordance with Australian Standard 2702-1984: *Acoustics - Method For Measurement of Road Traffic Noise*. The logger used records statistical noise level data, of which the  $L_{A1}$ ,  $L_{A10}$ ,  $L_{Aeq}$  and  $L_{A90}$  levels are reported. These are defined below:

- $L_{A1}$  The noise level exceeded for 1% of the time (in this instance, the noise level exceeded for 36 seconds in each 1-hour period).
- $L_{A10}$  The noise level exceeded for 10% of the time (in this instance, the noise level exceeded for 6 minutes in each 1-hour period).
- $L_{Aeq}$  The energy equivalent noise level for the 1-hour period. A single number value that expresses the time-varying sound level for the 1-hour period as though it were a constant sound level with the same total sound energy as the time-varying level.
- $L_{A90}$  The noise level exceeded for 90% of the time (in this instance, the noise level exceeded for 54 minutes in each 1-hour period).

The loggers were calibrated before and after the measurement period and have been subject to a laboratory calibration within the last 24 months.

The results of the noise logging are summarised in Table 4.1. The results are also shown graphically on Figure B1, attached in Appendix B.

**TABLE 4.1 - SUMMARY OF MEASURED NOISE LEVELS (STOCK ROAD)**

Parameter	Measured Level dB(A)*	Difference between $L_{10(18\text{hour})}$ and $L_{Aeq(\text{parameter})}$ dB(A)
$L_{A10}$ (18 hour)	62.4	N/A
$L_{Aeq}$ , day (6am to 10pm)	60.4	= $L_{A10}$ (18 hour) - 2
$L_{Aeq}$ , night (10pm to 6am)	56.8	= $L_{A10}$ (18 hour) - 5.6

\* It is normal practice to quote decibels to the nearest whole number. Fractions are retained here to minimise any cumulative rounding error.

## 5. MODELLING

Modelling of noise received within the subdivision from Stock Road was carried out using SoundPlan, using the Calculation of Road Traffic Noise (CoRTN) algorithms. The input data for the model included:

- Increased traffic volume, assuming 2% growth over 20 years.
- Other traffic data as listed in Table 4.1.
- A +2.5 dB adjustment to allow for façade reflection.
- A -2.5 dB adjustment for the change in road surface from chip seal to dense graded asphalt

The traffic data currently available on the Main Roads web site are as listed in Table 5.1. Table 5.1 also lists the percentage heavy vehicles and the calculated future traffic flows.

**TABLE 5.1 - SUMMARY OF TRAFFIC DATA**

Parameter	Stock Road
Current Traffic Flow (vpd)	22850
Future Traffic Flow (vpd)	34000
Percentage Heavy Vehicles (%)	10.2
Speed (km/hr)	80

For the noise modeling for future traffic it has been assumed that the percentage of future heavy vehicles remains the same as for the current traffic flows. In this case, we believe that this is a conservative approach, as we believe that the percentage of heavy vehicles would fall over time.

We note that with the difference between the  $L_{Aeq,8hr}$  and the  $L_{Aeq,16hr}$  being less than 5 dB(A), achieving compliance with the night period criteria will also result in achieving compliance with the day period criteria.

Noise modelling was undertaken for the following scenarios:

- A 2033 traffic flows, without any noise amelioration.
- B 2033 traffic flows, with a 1.8m high barrier constructed adjacent to Stock Road

The noise contour plots for the night period is attached in Appendix C.

## 6. ASSESSMENT

In accordance with the WAPC Planning Policy 5.4, an assessment of the noise that would be received within the development located at Lots 38 Rockingham Road, Munster, from vehicles travelling on Munster has been undertaken.

In accordance with the Policy, the following would be the acoustic criteria applicable to this project:

### **External**

Day	Maximum of 60 dB(A) $L_{Aeq}$
Night	Maximum of 55 dB(A) $L_{Aeq}$
Outdoor Living Areas (Night)	Maximum of 50 dB(A) $L_{Aeq}$

### **Internal**

Sleeping Areas	35 dB(A) $L_{Aeq(night)}$
Living Areas	40 dB(A) $L_{Aeq(day)}$

Noise received at an outdoor area should also be reduced as far as practicable with an aim of achieving an  $L_{Aeq}$  (night) of 50 dB(A).

Noise received at the residences in close proximity Stock Road would, as shown by the noise contour plot attached as Figure C1 in Appendix C exceed the Policies "Noise Limits". For the residences in close proximity to Stock Road, to achieve compliance with SPP 5.4, the following option is stated:

- Construct a barrier at least 1.8m high between the residence and Stock Road, at the edge of the development. Ground floor residence would not require any other amelioration, however noise received at some upper stories would still exceed the "Noise Limits" and for any upper floors.

Based on Figure C1 in Appendix C, Package A "Quiet House" Design would be required for residences between the 50 dB(A) and 54 dB(A) curves; Package B for residences between the 54 dB(A) and 58dB(A) curves and Package B+ for residences above the 58 dB(A) curve.

For information, Package A, B and B+ "Quiet House" requirements as outlined in the Implementation Guidelines SPP 5.4 are attached in Appendix D.

An example of a suitable notice, as provided within the Guidelines is:

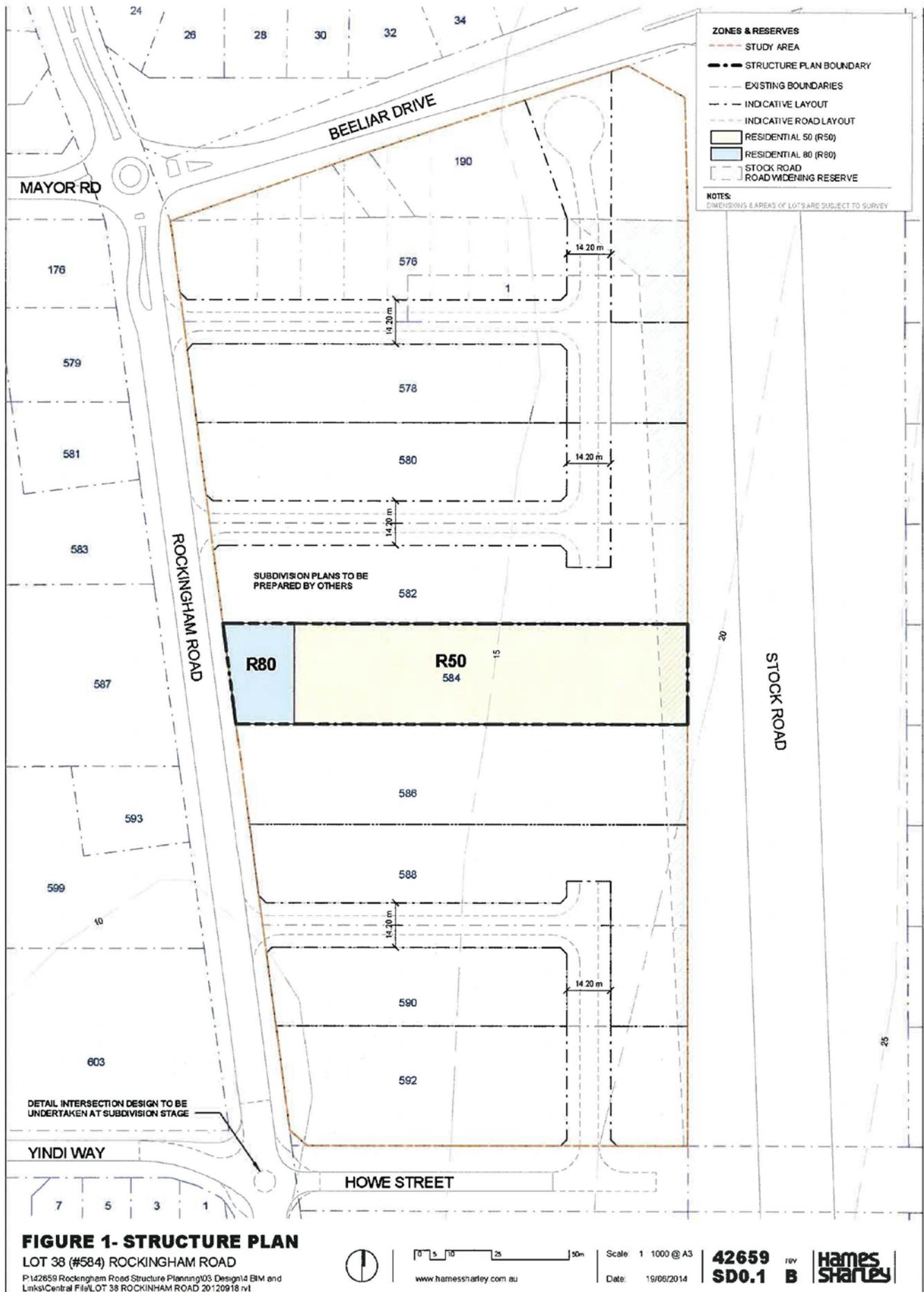
*This lot is situated in the vicinity of Stock Road and is currently affected, and / or may in the future be affected by transport noise.*

### Notes:

- 1 Alternative constructions to those listed for "Quiet House" Packages A and B+ are acceptable, provided they are assessed and a report submitted by a suitably qualified acoustic consultant.

# **APPENDIX A**

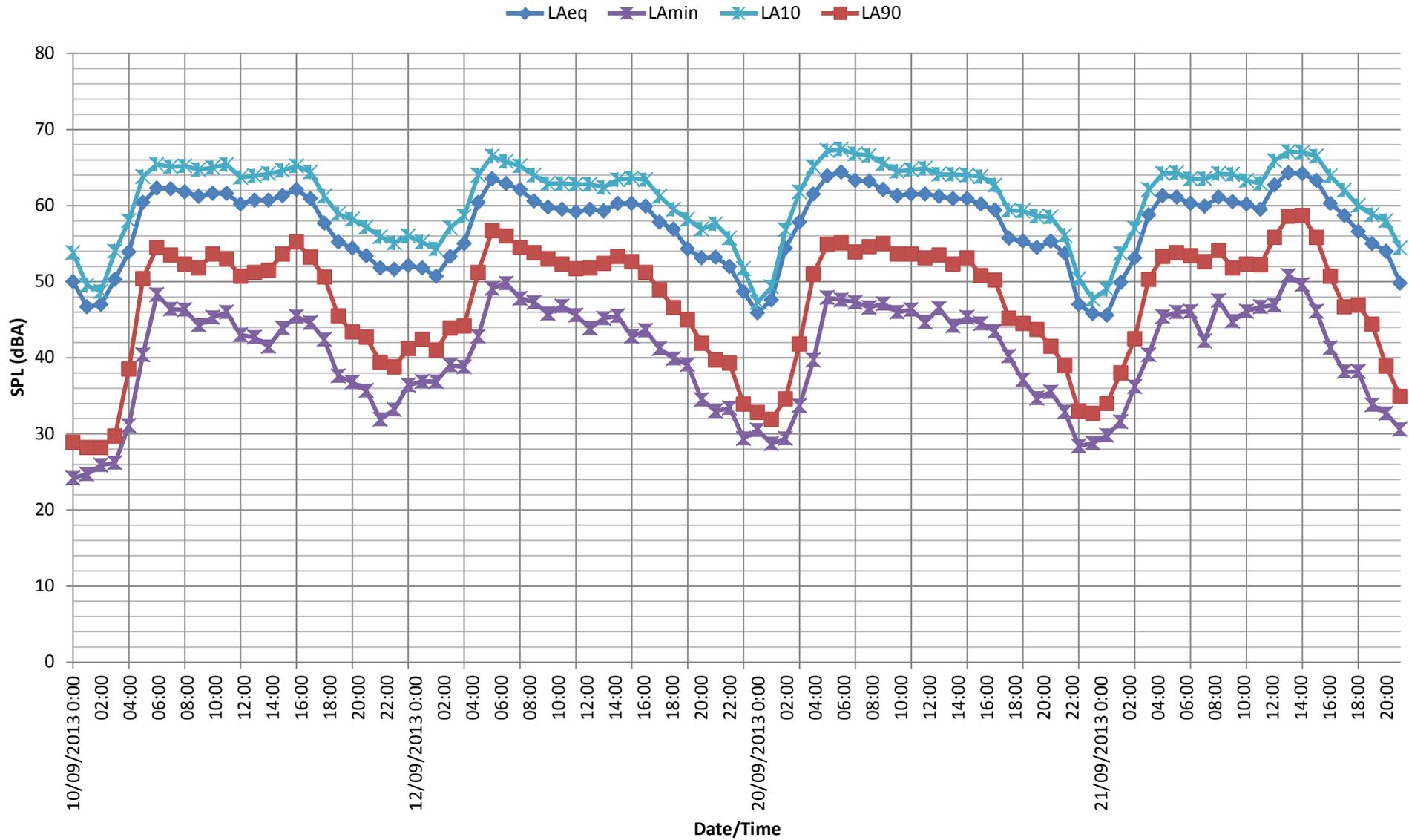
## **DEVELOPMENT PLAN**



# **APPENDIX B**

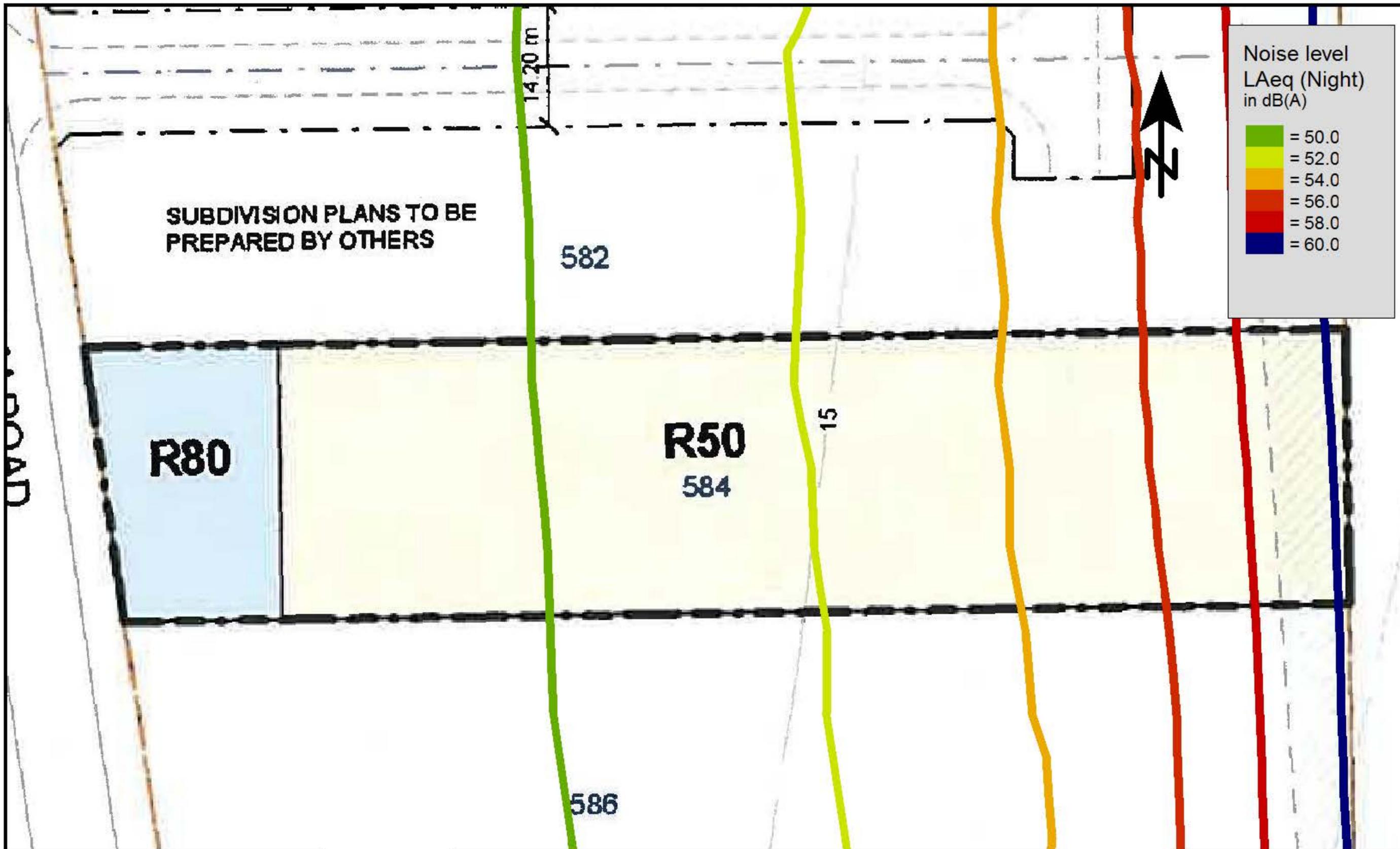
## **NOISE MONITORING**

# Stock Road Noise Logging, NL22B: 10, 12, 20, 21 September 2013



# **APPENDIX C**

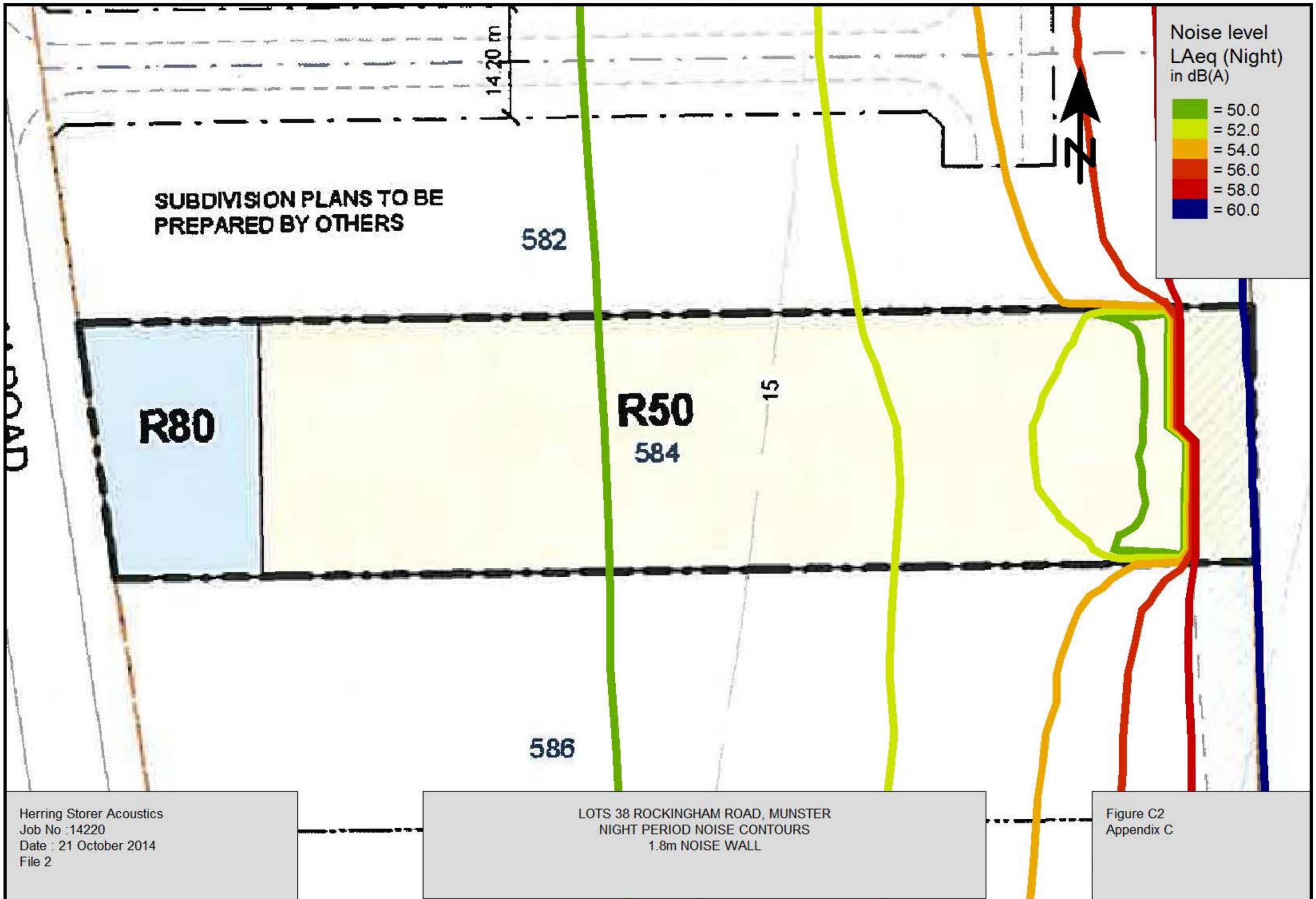
## **NOISE CONTOUR PLOTS**



Herring Storer Acoustics  
 Job No :14220  
 Date : 21 October 2014  
 File 1

LOTS 38 ROCKINGHAM ROAD, MUNSTER  
 NIGHT PERIOD NOISE CONTOURS  
 WITHOUT ANY NOISE MITIGATION

Figure C1  
 Appendix C



Herring Storer Acoustics  
 Job No :14220  
 Date : 21 October 2014  
 File 2

LOTS 38 ROCKINGHAM ROAD, MUNSTER  
 NIGHT PERIOD NOISE CONTOURS  
 1.8m NOISE WALL

Figure C2  
 Appendix C

# **APPENDIX D**

## **PACKAGES A and B “QUIET HOUSE” DESIGN REQUIREMENTS**

## QUIET HOUSE DESIGN PACKAGES FOR RESIDENCE ADJACENT TO STOCK ROAD

AREA TYPE	ORIENTATION	PACKAGE A	PACKAGE B
Bedrooms	Facing Road	Casement or awning windows with 6.38mm laminated glass Eaves enclosed with 6mm compressed fibre cement board Hinged doors only, fitted with acoustic seals No vents to outside walls/eaves	Casement or awning windows with 10.38mm or 6.5mm laminated glass Eaves enclosed with 6mm compressed fibre cement board No external doors No vents to outside walls/eaves
	Side-on to Road	Casement or awning windows with 6.38mm laminated glass Eaves enclosed with 6mm compressed fibre cement board No vents to outside walls/eaves	Casement or awning windows with 6.38mm laminated glass Eaves enclosed with 6mm compressed fibre cement board No vents to outside walls/eaves
	Away from Road	No Requirements	No Requirements
Living and Work Areas	Facing Road	Casement or awning windows with 6.38mm laminated glass Eaves enclosed with 6mm compressed fibre cement board 35mm (min) solid core external doors with acoustic seals Sliding doors to be fitted with acoustic seals and have overlapping meeting stiles No vents to outside walls/eaves	Casement or awning windows with 10.38mm or 6.5mm laminated glass Eaves enclosed with 6mm compressed fibre cement board No vents to outside walls/eaves Sliding doors to be fitted with acoustic seals and have overlapping meeting stiles Front door to be 40mm solid core with acoustic seals
	Side-on to Road	Casement or awning windows with 6mm glass Eaves enclosed with 6mm compressed fibre cement board	Casement or awning windows with 6.38mm laminated glass Eaves enclosed with 6mm compressed fibre cement board
	Away from Road	No Requirements	No Requirements
Other indoor areas	Any orientation	No Requirement	No Requirements

Note : Package B+ is as for Package B but with reduced window areas (Maximum of 2m<sup>2</sup>) for bedroom windows facing Stock Road.

## Appendix F Endorsements Page

This structure plan is prepared under the provisions of the City of **Cockburn** Local Planning Scheme **No. 3**.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

---

Date

Signed for and on behalf of the Western Australian Planning Commission:

---

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:

Witness:

---

Date:

---

Date of Expiry:

---

LEGEND

- Region Scheme Reserves  
Primary Regional Road
- Local Scheme Zone  
Residential R50  
R80
- Local Scheme Reserves  
Local Roads
- Other  
Structure Plan Boundary

**LEGEND**

REGION SCHEME RESERVES

Primary Regional Road

LOCAL SCHEME RESERVES ZONE

Proposed Local Road

Development Zone

Residential R50

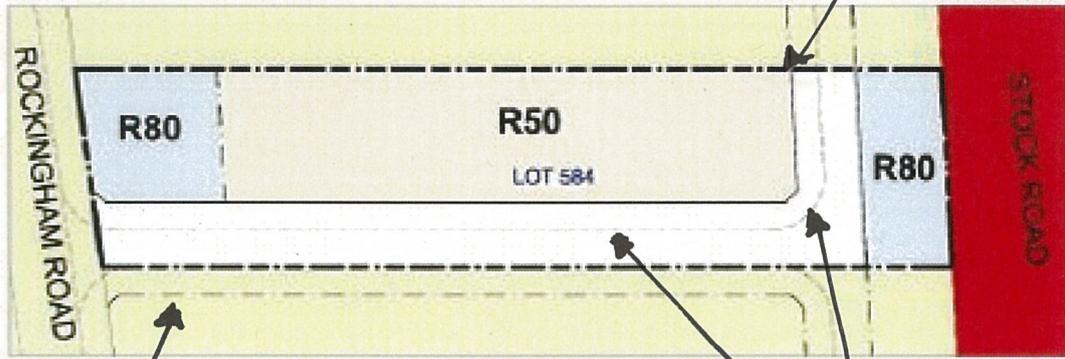
Residential R80

STRUCTURE PLAN BOUNDARY

**NOTES:**  
CONTAINING THE BOUNDARIES OF LOTS ARE SUBJECT TO SURVEY

Modify

modify to align 'Structure Plan Boundary' design symbol



delete colour leaving only road layout on white background.

insert road width - 15m

increase size of map to fill A3 page. (not essential)

Modify to include 'Map'

**FIGURE 1- STRUCTURE PLAN**

LOT 38 (#584) ROCKINGHAM ROAD  
PW2003 Rockingham Road Structure Planning03 Design# 584 and  
LinkCentral Project 38 ROCKINGHAM ROAD 20122918.net

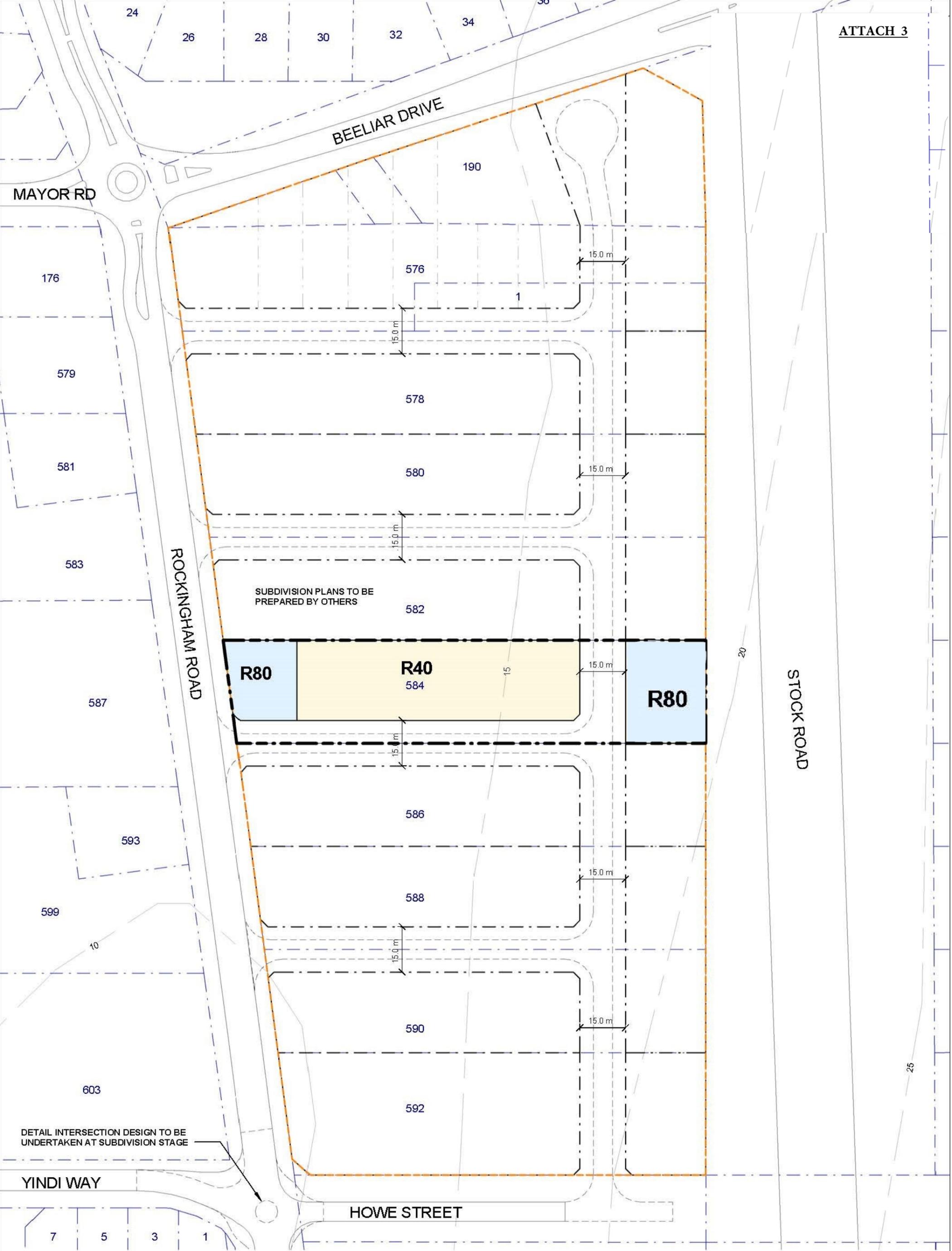


www.hartmuthwilley.com.au

Scale 1: 500 @ A3

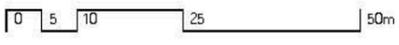
Date: 18/04/2013

42659  
SD0.1 D



**ATTACHMENT 4 - INDICATIVE ROAD DESIGN**

LOT 38 (#584) ROCKINGHAM ROAD  
 P:\42659 Rockingham Road Structure Planning\03 Design\4 BIM and  
 Documents Set ID: 4870478 ROCKINGHAM ROAD 20120918.rvt  
 Version: 1, Version Date: 05/08/2016



www.hamessharley.com.au

Scale: 1 : 1000 @ A3  
 Date: 24/09/2012

**42659** rev  
**SD0.1 A**



**SCHEDULE OF SUBMISSIONS**  
**PROPOSED STRUCTURE PLAN – Lot 38 (584) ROCKINGHAM ROAD, MUNSTER**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Landowner	<p><b>Object</b></p> <p>I am writing to object to the proposed development of 26 dwellings at 584 Rockingham Road Munster. The proposed high density housing will increase traffic and parking problems in an already highly congested area. The roundabout at the Rockingham Road, Mayor Road and Beeliar Drive intersection is already a major issue as are the traffic lights at the Stock Road, Beeliar Drive intersection. To build this development would exasperate the existing problems dramatically. The likely impacts of the development on the locality, including environmental impacts to both the natural and built environment are huge and I can see no need for such a development in this location</p>	<p>Noted. The City is aware of the problems associated with traffic congestion at the intersection of Mayor Road, Beeliar Drive and Rockingham Road. The future road project for the area is that Major Road will be replaced with Beeliar Drive, west of Stock Road. This will ultimately address these traffic concerns. In the interim period the given structure plan does not impress upon the traffic issues of this intersection.</p>
2	Ann and Bernie Taylor 12 Beckett Close MUNSTER WA 6166	<p><b>Object</b></p> <p>It is with great concern that we see yet another proposal being presented to Cockburn Council by Developers for Lot 38 (584 Rockingham Road Munster) to build 26 dwellings. Currently two other blocks are being developed with multiple dwellings a little further along the same stretch of Rockingham Road which is just south of the Mayor Road/Rockingham Road roundabout. There are multiple frustrations to local residents currently having to negotiate the Mayor Road/Rockingham Road roundabout daily and the Stock Road/Beeliar Drive traffic lights which is another added problem since Main Roads or some other department have messed with the traffic flow lanes approaching that intersection. The traffic snarls are not only frustrating but downright dangerous as vehicle owners are seen jumping kerbs and/or driving 'through' the roundabout to get to where they want to when the roundabout is clogged - add to that traffic lights that change way too fast thus not allowing enough vehicles through before yet another hold up occurs. The problem it is just getting worse.</p> <p>We have been travelling East along Mayor Road and attempting to get across that roundabout and then across the Stock Road traffic lights and have been waiting for 4 traffic light changes to make the short trip. The situation is even worse when school ends and there are parents/vehicles</p>	<p>Noted. The City is aware of the problems associated with traffic congestion at the intersection of Mayor Road, Beeliar Drive and Rockingham Road. The future road project for the area is that Major Road will be replaced with Beeliar Drive, west of Stock Road. This will ultimately address these traffic concerns. In the interim period the given structure plan does not impress upon the traffic issues of this intersection.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>from Coogee Primary School and St Jerome's Primary school also trying to get across that roundabout / Stock Road traffic intersection. After viewing the proposed plans at Cockburn Council last week we see that the 26 dwellings proposed for Lot 38 Rockingham Road will spill out onto Rockingham Road as the dwellings/drives will not access Stock Road from that block. That is 19 new properties and potentially a minimum of 19 additional vehicle making their way out onto Rockingham Road - the plans show that last row of a further 7 dwellings on that same block will exit onto Howe Street, but as Howe Street is a cul de sac that slip road will be feeding the additional 7 vehicles onto Rockingham Road as well via Howe Street! We ask as concerned residents that the above approval is denied for a further 26 dwellings to be built on that short section of Rockingham Road south of Mayor Road/Rockingham Road roundabout UNTIL such time as Mayor Road is widened, the roundabout problem fixed and traffic lights at Stock Road adjusted.</p>	
3	<p>Norah Mary Churchill 228/132 Cockburn Road MUNSTER WA 6166</p>	<p><b>Object</b> I am asking that the proposed re-development of Lot 38 (584 Rockingham Road Munster) not be approved by Cockburn Council until such time as the current traffic snarls at Mayor Road/Rockingham Road/Beeliar Drive roundabout and Stock Road/Beeliar Drive traffic lights are solved. It seems that the roads have needed widening for some time and so providing more housing and therefore more vehicles into the area on Rockingham Road just south of the roundabout is almost certainly going to end in a disaster one of these days as people are getting very frustrated with the situation. On a more personal note I have been late for medical appointments due to unexpected the long hold ups at that section of Rockingham Road then trying to get across Stock Road and it seems that more and more housing is being crammed onto blocks where there was just one or two homes prior to development and it is really making an already bad situation worse</p>	<p>Noted. The City is aware of the problems associated with traffic congestion at the intersection of Mayor Road, Beeliar Drive and Rockingham Road. The future road project for the area is that Major Road will be replaced with Beeliar Drive, west of Stock Road. This will ultimately address these traffic concerns. In the interim period the given structure plan does not impress upon the traffic issues of this intersection.</p>
4	<p>Department of Environment Regulation Locked Bag 33, Cloisters Square PERTH WA 6850</p>	<p>DER has no comment on this matter in reference to regulatory responsibilities under the Environmental Protection Act 1986 and the Contaminated Sites Act 2003.</p>	<p>Noted.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
5	J Bilcich, F Mihaljevich & S Papasergio 590 Rockingham Rd MUNSTER WA 6166	<b>Support</b> We fully support this proposal.	Noted.
6	J Bilcich, F Mihaljevich, S Papasergio & P Bilcich 588 Rockingham Rd MUNSTER WA 6166	<b>Support</b> We fully support this proposal.	Noted.
7	Department of Parks and Wildlife Locked Bag 104 Bentley Delivery Centre WA 6983	The Department of Parks and Wildlife has no comments on the proposed structure plan.	Noted.
8	Department of Education 151 Royal Street EAST PERTH WA 6004	The Department has reviewed the document and advises that it has no objection to the proposed future residential subdivision. The potential student yield will be accommodated in the nearest local primary school.	Noted.
9	WA Gas Networks (ATCO Australia) Locked Bag 2507, Perth Business Centre PERTH WA 6849	ATCO Gas has Medium Pressure (DN155PVC 1.5MP 70kPa) gas mains and infrastructure within the Rockingham Road road reserve.  ATCO Gas does not have any objection to lodge with the City of Cockburn after considering the advertised Structure Plan and maps.  ATCO Gas requests ongoing consultation with the City of Cockburn, as we have had in the past, prior to any proposed construction or ground disturbance occurring.  Please see the attached Figure for your record.	Noted. The applicant has been made aware of this via this attachment to the Council Report.
10	Department of Aboriginal Affairs PO Box 3153 EAST PERTH WA 6892	The Plan area is not within the boundary of any sites under the Aboriginal Heritage Act, 1972 (AHA) as currently mapped on the Register of Aboriginal Sites. There may be Sites present to which the AHA applies that are yet to be identified and are therefore not in DAA records, and these Sites are still afforded protection under the AHA.	Noted.

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		<p>It is recommended that developers are advised to familiarize themselves with the State's Cultural Heritage Due Diligence Guidelines (the Guidelines). These have been developed to assist proponents identify any risks to Aboriginal heritage and to mitigate risk where heritage sites may be present. The Guidelines are available electronically at: <a href="http://www.daa.wa.gov.au/globalassets/pdf-files/ddg">http://www.daa.wa.gov.au/globalassets/pdf-files/ddg</a></p>	
11	Western Power GPO Box L921 PERTH WA 6842	<p>Western Power provides the following comment on the proposed plan: Comments:</p> <ul style="list-style-type: none"> <li>- Detailed assessment will be required at the subdivision / development application stage in accordance with Western Power's standard processes to determine distribution augmentation requirements for future development.</li> </ul>	Noted. The applicant has been made aware of this via this attachment to the Council Report.
12	Mr and Mrs Gormley 619A Rockingham Road MUNSTER WA 6166	<p><b>Object</b> As residents and owners of a Rockingham Road property as listed above we strongly disagree to the council approving yet another high density unit development along Rockingham Road. There are so many units on Rockingham Road already some in the stages of construction. This adds to an already congested road and a really busy intersection at the roundabout at the junction of Mayor Road and Rockingham Road. There are a number of vacant blocks along Rockingham Road also, which no doubt will be units as well. When we bought our property about 5-6 years ago the road and roundabout were easy to negotiate. Now it is a nightmare any time of day you are unfortunate enough to have to go there, which is for us just about every day. Had we known these plans were in place we would not have considered buying here.</p> <p>I have already complained to main roads to no avail, I got a reply saying that main roads had many major plans in the making which tells me nothing. This road cannot cope as it is without that many dwellings being added to the mix. I don't remember any notifications about this being distributed. Also added to this many of the properties become rentals and the gardens and verges are not looked after as they should be.</p>	Noted. The City is aware of the problems associated with traffic congestion at the intersection of Mayor Road, Beelias Drive and Rockingham Road. The future road project for the area is that Major Road will be replaced with Beelias Drive, west of Stock Road. This will ultimately address these traffic concerns. In the interim period the given structure plan does not impress upon the traffic issues of this intersection.
13	Carol Easterbrook 19 Syndicate Link MUNSTER WA 6166	<p><b>Object</b> This development will have negative impact on traffic in an already problematic location. Also Munster and Cockburn already has an oversupply of tiny blocks and units and needs to be corrected as it will</p>	Noted. 1. The City is aware of the problems associated with traffic congestion at the intersection of Mayor Road, Beelias Drive and Rockingham Road. The future road project for the area

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		<p>negatively affect:</p> <ol style="list-style-type: none"> <li>1. property values and</li> <li>2. the socio economic index of the area</li> </ol>	<p>is that Major Road will be replaced with Beeliar Drive, west of Stock Road. This will ultimately address these traffic concerns. In the interim period the given structure plan does not impress upon the traffic issues of this intersection.</p> <ol style="list-style-type: none"> <li>2. It is not supported that medium-high density development alone will encourage a change in the socio economic index and reduce the value of the housing in this area. There are many examples of high quality medium and high density housing throughout Cockburn and wider Perth.</li> </ol>
14	<p>South Coogee Community Association 8 Giardino Place MUNSTER WA 6166</p>	<p><b>Object</b> It has been brought to our attention by a fellow citizen of City of Cockburn that in this week's Cockburn Gazette, there is a proposal submitted from a developer to the City Council for the approval to develop a long block of land that stretches from Rockingham Road (about 4 houses from the Mayor Road/Rockingham Road "nightmare" roundabout).</p> <p>The fellow citizen called into Council a few days back to speak to the city planners and see what is proposed there and saw the plans for what will be high density housing, proposing 26 dwellings on one block. It is given to appear that there are currently two old duplexes on that block at present.</p> <p>The overall new proposal is given to believe for 5 townhouses facing Rockingham Road and 4 more dwellings behind that and then 10 x 2 storey apartments behind that and finally at the Stock Road end of the block a further 7 small dwellings with all of those driveways and small access roads to exit out onto Rockingham Road. The 4th row of proposed dwellings will have a slip road that takes them onto Howe Street which is a cul de sac anyway so ultimately all these extra vehicles will be accessing an already congested Rockingham Road, not to mention that the current roundabout on the junction of Mayor / Beeliar road and Rockingham road is already congested heavily especially during office / peak hours and school hours. We strongly oppose the go ahead of this massive residential high density development in an already struggling and traffic congested infrastructure zone.</p> <p>Please be advised that we are not against the growth of the region</p>	<p>Noted.</p> <ol style="list-style-type: none"> <li>1. The City is aware of the problems associated with traffic congestion at the intersection of Mayor Road, Beeliar Drive and Rockingham Road. The future road project for the area is that Major Road will be replaced with Beeliar Drive, west of Stock Road. This will ultimately address these traffic concerns. In the interim period the given structure plan does not impress upon the traffic issues of this intersection.</li> <li>2. It is not supported that the proposed development is occurring without community consent, feedback and knowledge as this part of the procedure is exactly that – asking the community for feedback in order to present the findings to Council and onwardly to the WAPC. Not development has been approved at this point of time.</li> </ol>

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		<p>however to go ahead and propose such a development without any prior community consent, feedback and knowledge would be unjust and unacceptable to residence affected in this area of City of Cockburn.</p> <p>More so, we urge the council to do something to mitigate and reduce the present traffic congestion that exist on this round-about, which is only going to further increase with the widening of Beeliar road across from Stock road with all that traffic flowing inwards onto Rockingham and Mayor road. We look forward to your prudent and necessary action on this subject.</p>	
15	<p>Water Corporation PO Box 100 LEEDERVILLE WA 6902</p>	<p>The Water Corporation offers the following comments in regard to this proposal.</p> <p><u>Water</u> Reticulated water is currently available to the subject area. All water 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><u>Wastewater</u> Although reticulated sewerage is not immediately available to serve the subject area, the property is included in the Corporation's long term wastewater planning for the catchment. All sewer main extensions required for the development site should 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>Currently, Rockingham Road has substantial existing and proposed / planned water and wastewater assets (plans attached) which will potentially create congestion of possible routes for intended services. The proponent should liaise with an engineering consultant to best determine suitable servicing options for the proposal which may include wastewater services within the front boundary of the lot.</p> <p><u>General Comments</u> 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.</p>	<p>Noted. The Water Corporations comments relating to reticulated water/ wastewater services and general comments are noted. The applicant has been made aware of the Corporations comments.</p>

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		<p>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 (as a result of increased densities) 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 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. <b>(maps included)</b></p>	
16	Department of Water PO Box 332 MANDURAH WA 6210	<p>The Department of Water (DoW) has reviewed the proposal and has the following advice. <b>Better Urban Water Management (WAPC, 2008)</b>            Due to the development's small size and lack of sensitive water resources, a Local Water Management Strategy would not be required in this instance.</p>	<p>Noted. The applicant has been made aware of this via this attachment to the Council Report.</p>
17	Landowner	<p><b>Object</b>            The congestion of traffic at the Mayor Rd roundabout and at the traffic lights on Stock Rd is already a cause for concern. I often see drivers making frustrated/dangerous choices at these intersections as the flow of traffic is very slow and at times at a standstill in peak time. I do not believe unless this is addressed and improved that the dwelling of such a high density housing should go ahead.</p>	<p>Noted. The City is aware of the problems associated with traffic congestion at the intersection of Mayor Road, Beelias Drive and Rockingham Road. The future road project for the area is that Major Road will be replaced with Beelias Drive, west of Stock Road. This will ultimately address these traffic concerns. In the interim period the given structure plan does not impress upon the traffic issues of this intersection.</p>
18	Wendy & Ralph Morrow 16A Beckett Close MUNSTER WA 6166	<p><b>Object</b>            Concerned neighbours have explained to me the planned proposal for 26 dwellings in Rockingham Road quite near the roundabout at Mayor &amp; Rockingham roads.            The traffic congestion there, especially at peak hours is horrendous. Locals and other road users are fed up with lengthy delays and the slow moving traffic lights at Stock Road.            Have the planners taken into consideration the extra vehicles spilling out onto already congested Rockingham Road?            For the record my husband &amp; I are against the development going ahead.</p>	<p>Noted. The City is aware of the problems associated with traffic congestion at the intersection of Mayor Road, Beelias Drive and Rockingham Road. The future road project for the area is that Major Road will be replaced with Beelias Drive, west of Stock Road. This will ultimately address these traffic concerns. In the interim period the given structure plan does not impress upon the traffic issues of this intersection.</p>

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19	Department of Transport GPO Box C102 PERTH WA 6839	<p>The subject site of the above Local Structure Plan (LSP) abuts Stock Road which is a Primary Regional Road in the MRS and a freight road in the Metropolitan Freight Network. Freight rail and roads are generally source of noise and vibration which is acknowledged in the submitted report. The report also includes a noise assessment.</p> <p>A portion of the site at the east is located within the Stock Road reservation for future widening and it is acknowledged in the report that no form of development is permitted within that reservation.</p> <p>DoT has no objection to the proposal subject to the following conditions that:</p> <ul style="list-style-type: none"> <li>• The City is to ensure that the SPP 5.4 requirements and measures are taken as recommended in the submitted noise assessment report</li> <li>• The proponent incorporates notifications on certificate of titles to inform the potential buyers to be aware of the likely noise and vibration levels generated from the nearby freight road as mentioned in the submitted noise assessment report; and</li> <li>• the proponent be made aware that no direct property access will be allowed to Stock Road.</li> </ul> <p>Thank you for the opportunity to comment on the application.</p>	<p>Noted.</p> <ol style="list-style-type: none"> <li>1. An Acoustic Preliminary Assessment will be re-assessed at Development Approval stage.</li> <li>2. Advice on a notification addressing transport noise has already been included within Part 1 of the document. An additional development provision within Part 1, Appendix E of the Structure Plan report requiring compliance with a future revised Noise Impact Assessment is dealt with in the recommendation to Council.</li> <li>3. The applicant has been made aware of these comments via this attachment to the Council Report.</li> </ol>
20	MAC Group Pty Ltd PO Box 345 OSBOURNE PARK WA 6917	<p>For the record, as the owners of #612 Rockingham Road, and the current equitable owners, by a contract, which is subject to due diligence for both #588 &amp; #590 Rockingham Road, we hereby provide comment on the proposed structure plan submitted for the above site.</p> <p>In summary, we are generally supportive of the planning approach and associated zoning submitted within the indicative development plan. However, to ensure maximum flexibility of the subject site &amp; bounding lots we feel the roads proximity toward the eastern boundary be repositioned.</p> <p>The proposed road position of the north/south road parallel to stock road provides approximately 14 metres of depth to the remaining developable land beyond (labelled R80 in this instance) which should be reviewed to ensure maximum flexibility of the subject site &amp; those surrounding sites</p>	<p>Noted and not supported</p> <p>Thank you for comments with regard to the re-positioning of the north/south road. The City has produced a draft indicative structure plan for the layout of the roads included in the lots 576 to 592. This indicative design places the road approximately 24.5 meters from the Stock Road widening reserve ensuring maximum flexibility of the subject site and those surrounding potential sites. Refer to Attachment 2 in the Council Report.</p>

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		<p>potential.</p> <p>By relocating the internal road approximately 3m to the west provides approximately 17m separation between the internal road &amp; the Stock Road widening reserve on the western boundary, which is more appropriate &amp; has more flexibility over a range of zoning.</p> <p>There is also the potential to position the internal road to abut the Stock Road widening reserve which would assist with mitigating noise creation from Stock Road, but understandably, this proposal reduces yield potential and does not segment the range of zoning as shown on the current plan.</p> <p>I trust these comments be taken into account during the assessment of the above to ensure the current and future potential of the subject lot, and all of those surroundings lots are considered as this approval will have a huge impact on the functionality and subsequent value of such.</p>	
21	Landowner	<p><b>Object</b></p> <p>I feel this development will add to the traffic congestion already present in the area, specifically around the Rockingham Road/Mayor Road roundabout and school zones. If the council has plans in place already to ease this congestion then I will withdraw my objection.</p>	<p>Noted. The City is aware of the problems associated with traffic congestion at the intersection of Mayor Road, Beelias Drive and Rockingham Road. The future road project for the area is that Major Road will be replaced with Beelias Drive, west of Stock Road. This will ultimately address these traffic concerns. In the interim period the given structure plan does not impress upon the traffic issues of this intersection.</p>
22	Landowner	<p><b>Object</b></p> <p>We feel that the zoning of R80 is not in keeping with the surrounding estates currently under development in the immediate area.</p> <p>We feel that R40/30 is an appropriate density level for this site. We live nearby and are concerned for this site with the very small 4.5 metre widths of proposed apartments, allowing many units to be developed in a very limited area, creating a potential privacy issue.</p> <p>We also think our property would be impacted by noise from vehicles and residents alike. We have a major traffic problem at present.</p>	<p>Noted.</p> <ol style="list-style-type: none"> <li>1. <u>Compact housing and no privacy</u> While the draft Strategy proposes increased densities, there are important planning policy requirements in place to ensure privacy between developments is considered at the development assessment stage. The R-Codes provides several planning controls to promote cohesive developments that consider privacy between properties. The City's Local Planning Policy <i>1.2 Residential Design Guidelines</i> also addresses important design requirements of which complements and add further rigour to the R-Codes. This LPP has progressively been developed and refined as each of the City's revitalisation strategies has</li> </ol>

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			<p>been developed.</p> <ol style="list-style-type: none"> <li data-bbox="1361 293 2119 411">2. <u>Impact by noise from vehicles and future residents</u> As part of the Recommendations in the Council Report, the City recommends that the proponent includes a Traffic Statement.</li> <li data-bbox="1361 448 2119 691">3. <u>Traffic congestion</u> The City is aware of the problems associated with traffic congestion at the intersection of Mayor Road, Beeliar Drive and Rockingham Road. The future road project for the area is that Major Road will be replaced with Beeliar Drive, west of Stock Road. This will ultimately address these traffic concerns. In the interim period the given structure plan does not impress upon the traffic issues of this intersection.</li> </ol>
23	Landowner	<p><b>Object</b></p> <p>We feel the zoning of R80 is not keeping with the surrounding estates currently under development in the immediate area. We feel that R40/R30 is an appropriate density level for this site.</p> <p>We live next door and are concerned with the very small 4.5 metre widths of the proposed apartments, allowing many units to be developed in a very limited area, creating a potential privacy issue due to the number of windows which would overlook our property. The heights of the units could also post an over-shadowing problem restricting light. We also think our property would be impacted by noise from vehicles and residents alike.</p>	<p>Noted.</p> <ol style="list-style-type: none"> <li data-bbox="1361 727 2119 1121">1. <u>Compact housing and no privacy</u> While the draft Strategy proposes increased densities, there are important planning policy requirements in place to ensure privacy between developments is considered at the development assessment stage. The R-Codes provides several planning controls to promote cohesive developments that consider privacy between properties. The City's Local Planning Policy <i>1.2 Residential Design Guidelines</i> also addresses important design requirements of which complements and add further rigour to the R-Codes. This LPP has progressively been developed and refined as each of the City's revitalisation strategies has been developed.</li> <li data-bbox="1361 1158 2119 1276">2. <u>Impact by noise from vehicles and future residents</u> As part of the Recommendations in the Council Report, the City recommends that the proponent includes a Traffic Statement.</li> <li data-bbox="1361 1313 2119 1428">3. <u>Traffic Congestion</u> The City is aware of the problems associated with traffic congestion at the intersection of Mayor Road, Beeliar Drive and Rockingham Road. The future road project for the area</li> </ol>

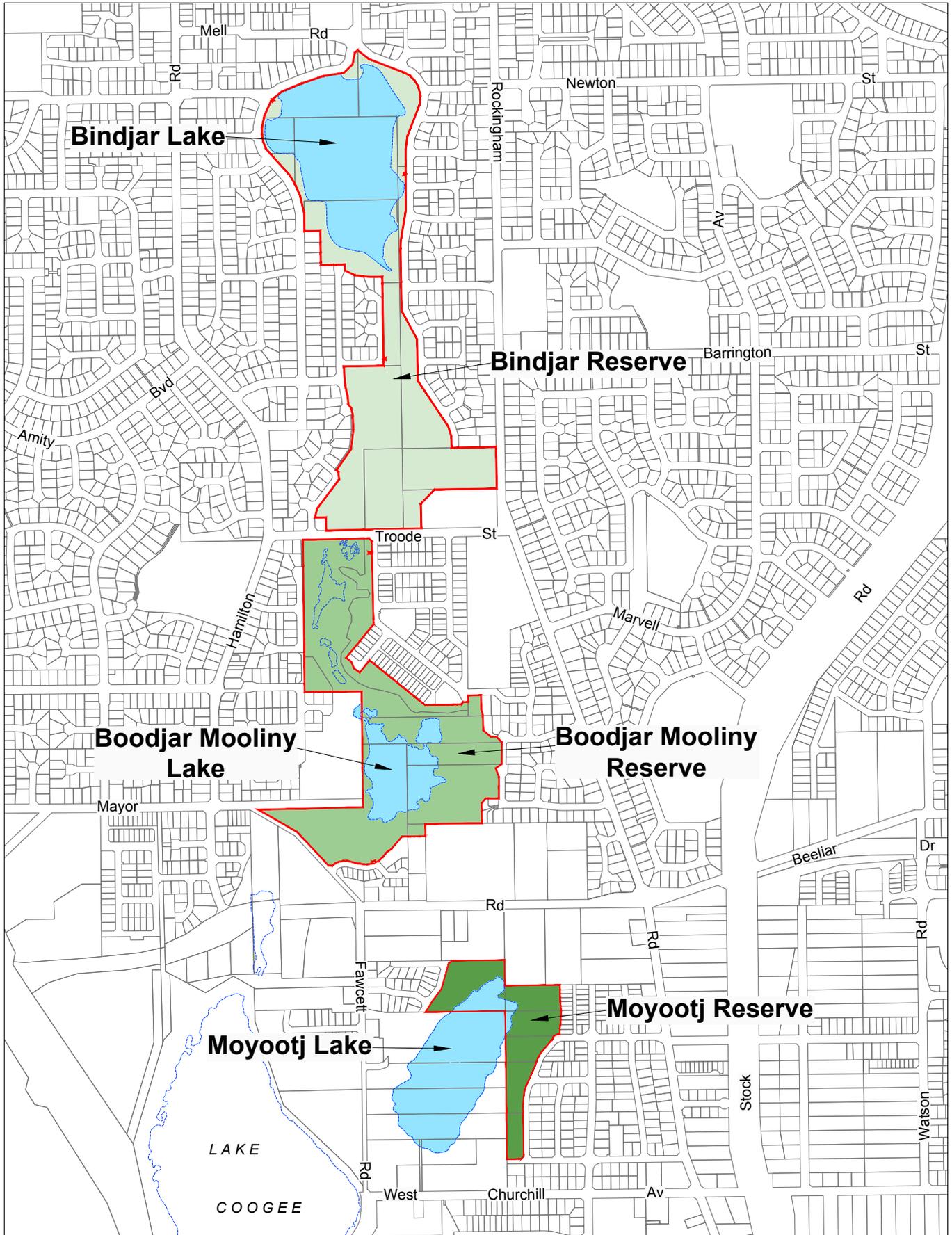
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			is that Major Road will be replaced with Beeliar Drive, west of Stock Road. This will ultimately address these traffic concerns. In the interim period the given structure plan does not impress upon the traffic issues of this intersection.
24	Landowner	<p><b>Object</b></p> <p>We feel the zoning of R80 is not keeping with the surrounding estates currently under development in the immediate area. We feel that R40/R30 is an appropriate density level for this site.</p> <p>We live next door and are concerned with the very small 4.5 metre widths of the proposed apartments, allowing many units to be developed in a very limited area, creating a potential privacy issue due to the number of windows which would overlook our property. The heights of the units could also post an over-shadowing problem restricting light. We also think our property would be impacted by noise from vehicles and residents alike. We already have a major traffic problem on our road at present.</p>	<p>Noted.</p> <ol style="list-style-type: none"> <li>1. <u>Compact housing and no privacy</u> While the draft Strategy proposes increased densities, there are important planning policy requirements in place to ensure privacy between developments is considered at the development assessment stage. The R-Codes provides several planning controls to promote cohesive developments that consider privacy between properties. The City's Local Planning Policy <i>1.2 Residential Design Guidelines</i> also addresses important design requirements of which complements and add further rigour to the R-Codes. This LPP has progressively been developed and refined as each of the City's revitalisation strategies has been developed.</li> <li>2. <u>Impact by noise from vehicles and future residents</u> As part of the Recommendations in the Council Report, the City recommends that the proponent includes a Traffic Statement.</li> <li>3. <u>Traffic congestion</u> The City is aware of the problems associated with traffic congestion at the intersection of Mayor Road, Beeliar Drive and Rockingham Road. The future road project for the area is that Major Road will be replaced with Beeliar Drive, west of Stock Road. This will ultimately address these traffic concerns. In the interim period the given structure plan does not impress upon the traffic issues of this intersection.</li> </ol>
25	Landowner	<p><b>Object</b></p> <p>We feel the zoning of R80 is not keeping with the surrounding estates currently under development in the immediate area. We feel that R40/R30 is an appropriate density level for this site.</p> <p>We live next door and are concerned with the very small 4.5 metre widths of the proposed apartments, allowing many units to be developed in a</p>	<p>Noted.</p> <ol style="list-style-type: none"> <li>1. <u>Compact housing and no privacy</u> While the draft Strategy proposes increased densities, there are important planning policy requirements in place to ensure privacy between developments is considered at the development assessment stage. The R-Codes provides several planning controls to promote cohesive</li> </ol>

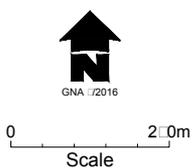
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		<p>very limited area, creating a potential privacy issue due to the number of windows which would overlook our property. The heights of the units could also post an over-shadowing problem restricting light. We also think our property would be impacted by noise from vehicles and residents alike. We already have a major traffic problem on our road at present.</p>	<p>developments that consider privacy between properties. The City's Local Planning Policy <i>1.2 Residential Design Guidelines</i> also addresses important design requirements of which complements and add further rigour to the R-Codes. This LPP has progressively been developed and refined as each of the City's revitalisation strategies has been developed.</p> <p>2. <u>Impact by noise from vehicles and future residents</u> As part of the Recommendations in the Council Report, the City recommends that the proponent includes a Traffic Statement.</p> <p>3. <u>Traffic congestion</u> The City is aware of the problems associated with traffic congestion at the intersection of Mayor Road, Beeliar Drive and Rockingham Road. The future road project for the area is that Major Road will be replaced with Beeliar Drive, west of Stock Road. This will ultimately address these traffic concerns. In the interim period the given structure plan does not impress upon the traffic issues of this intersection.</p>
26	Main Roads WA PO Box 6202 EAST PERTH WA 6892	<p>The proposed Structure Plan as presented is not supported by Main Roads for the following reasons: <u>Acoustic Noise Report</u></p> <ol style="list-style-type: none"> <li>1. SPP 5.4 recommends consideration is given to a 15-20 year transport planning horizon. Main Roads recommends the proponent re-run noise modelling to consider the future planned widening of Stock Road, current road surface, up to date estimates of traffic volume and heavy vehicle percentage. In this regard, please contact Main Roads Traffic Modelling Branch for appropriate traffic data.</li> <li>2. The proponent must conduct a noise assessment that considers the Local Development Plan including multiple-storey dwellings. The proponent should apply treatment Packages to achieve the noise targets consistent with SPP 5.4 and resubmit the revised noise assessment report to Main Roads.</li> <li>3. As per section 5.3.1 of SPP 5.4, the proponent should include a</li> </ol>	Noted and supported. The applicant has been made aware of this via this attachment to the Council Report.

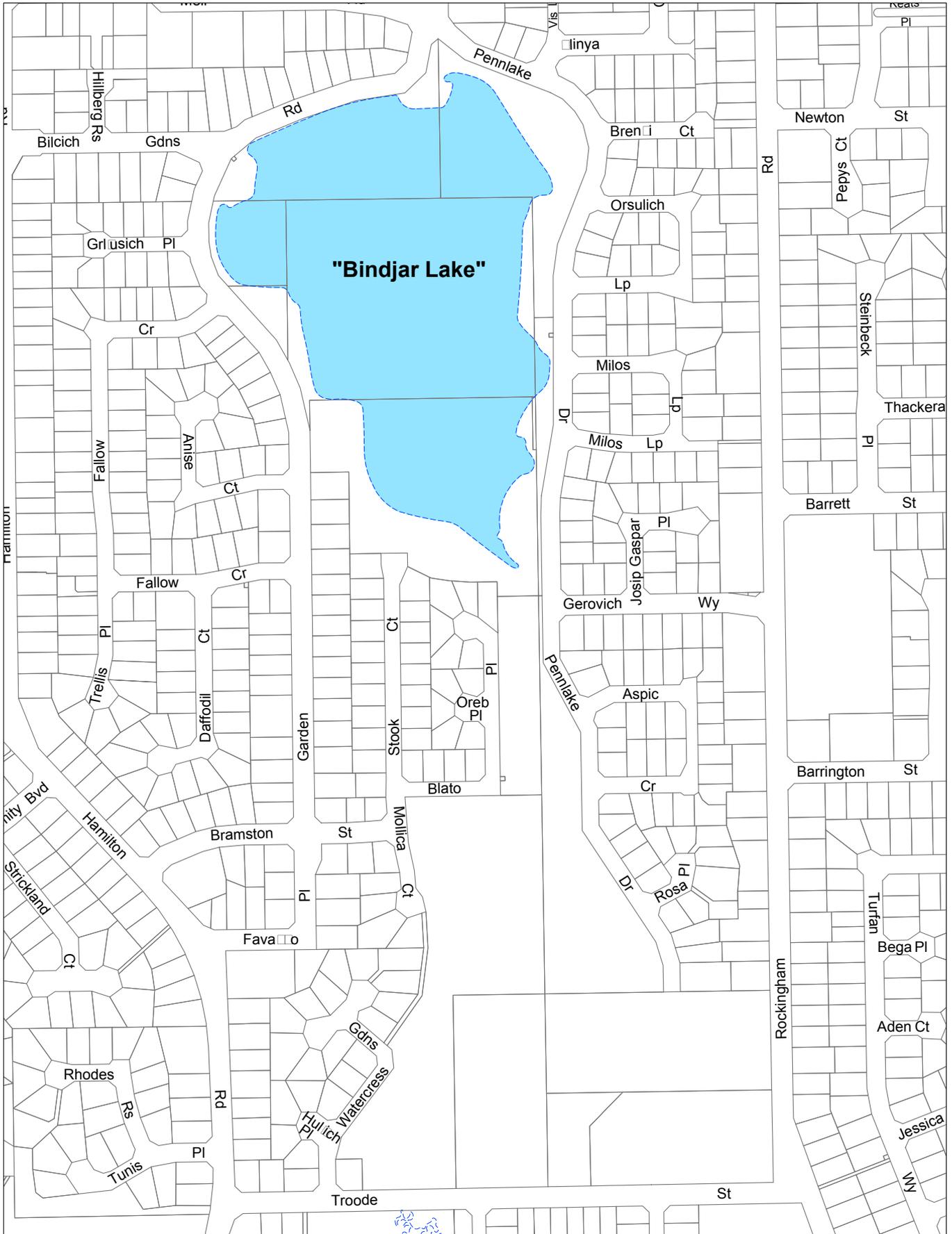
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		<p>noise barrier wall of sufficient specifications to achieve the noise target in an outdoor living space for each lot. Main Roads notes that the proposed 1.8 m wall appears inadequate.</p> <ol style="list-style-type: none"> <li>4. The acoustic noise wall shall have anti-graffiti coating applied to the fence wall adjoining the Stock Road reserve to Main Roads WA Specifications 908. Main Roads Specification 908 can be found on Main Roads website &gt;"Building Roads" &gt;"Tender Preparation &gt;"Specifications".</li> <li>5. All structures including any footings shall be placed within the applicant's private property.</li> </ol> <p><u>Transport Assessment</u></p> <p>Main Roads does not support the structure plan on the basis that insufficient analysis of the transport impact of the site has been provided to support the application.</p> <p>WAPC guidelines indicate that this development is considered to have a moderate impact on the road network. However a robust transport assessment will still be required that considers all transport impacts at opening and a minimum 10 years following post development.</p> <p>Considering its proximity to a Primary Regional Road, Main Roads also require the assessment to consider the 2031 Planning Horizon.</p> <p><u>Advice to Applicant</u></p> <ol style="list-style-type: none"> <li>1. No earthworks shall encroach onto the Stock Road reserve.</li> <li>2. No stormwater drainage shall be discharged onto the Stock Road reserve.</li> <li>3. The applicant shall make good any damage to the existing verge vegetation within the Stock Road reservation.</li> <li>4. The ground levels on the Stock Road boundary are to be maintained as existing.</li> <li>5. No vehicle access shall be permitted onto the Stock Road reserve.</li> <li>6. No development or car parking, other than landscaping shall be permitted on the land as shown required for future road purposes</li> </ol>	

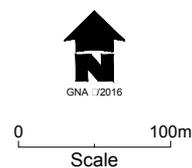
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		<p>on the enclosed WAPC Drawing 1.2006/4.</p> <p>7. The project for the upgrading/widening of Stock Road is not in Main Roads current 4-year forward estimated construction program and all projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability whatsoever for the information provided.</p> 	
27	Telstra, Forecasting & Area Planning Locked Bag 2525 PERTH 6001	<p>At present, Telstra Corporation Limited has no objection. I have recorded this in our Development database and look forward to further correspondence in the future. Should you require any more information regarding Telstra's new infrastructure policy, please read below or contact me.</p> <p><u>Latest Telecommunications Policy</u></p> <p>The Federal Government has deemed developers are now responsible for telecommunications infrastructure on all developments, i.e. conduits, pits and the cost of the cable installation by Telstra or other carrier. Telstra can provide a quote for the pit and pipe and/or cable. This is explained on the Telstra Smart Community website below. The owner/developer will have to submit an application before construction is due to start to Telstra (less</p>	Noted. The applicant has been made aware of this via this attachment to the Council Report.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>than 100 lots or living units) or NBN Co. (for greater than 100 lots or living units in a 3 year period).</p> <p>Applications to Telstra can be made on the Telstra Smart Community website: <a href="http://www.telstra.com.au/smart-community">http://www.telstra.com.au/smart-community</a></p> <p>More information regarding NBN Co. can be found on their website <a href="http://www.nbnco.com.au/develop-or-plan-with-the-nbn.html">http://www.nbnco.com.au/develop-or-plan-with-the-nbn.html</a></p> <p>Please dial 1100 (Dial before You Dig) for location of existing services.</p> <p>Federal Government Telecommunications Infrastructure in New Developments Policy May 2015  <a href="https://www.communications.gov.au/policy/policy-listing/telecommunications-new-developments">https://www.communications.gov.au/policy/policy-listing/telecommunications-new-developments</a></p> <p>STATE PLANNING POLICY 5.2 Telecommunications Infrastructure August 2015  <a href="http://www.planning.wa.gov.au/dop_pub_pdf/Telecommunications_Infrastructure.pdf">http://www.planning.wa.gov.au/dop_pub_pdf/Telecommunications_Infrastructure.pdf</a></p> <p>Communications Alliance - G645:2011 Fibre Ready Pit and Pipe Specification for Real Estate Development Projects  <a href="http://www.commsalliance.com.au/Documents/all/guidelines/g645">http://www.commsalliance.com.au/Documents/all/guidelines/g645</a></p>	
28	Kevin Bucat 23 Anitra Court COOGEE WA 6166	<b>Object</b>	Noted.
29	Frances Bucat 23 Anitra Court COOGEE WA 6166	<b>Object</b>	Noted.

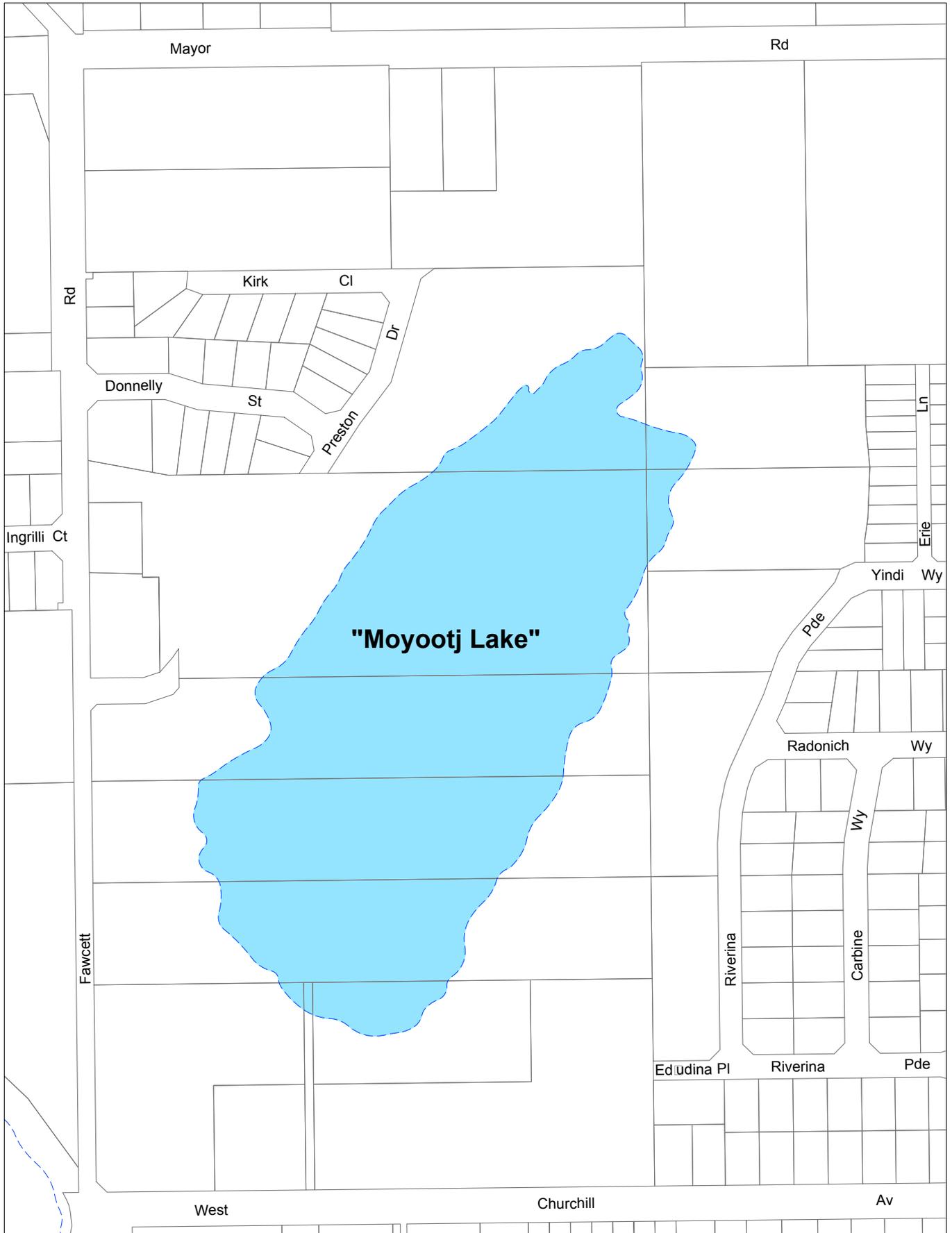


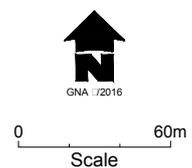
  **LOCATION**  
**BINDJAR RESERVE, SPEARWOOD**  
**BOODJAR MOOLINY RESERVE / MOYOOTJ RESERVE,**  
**MUNSTER**

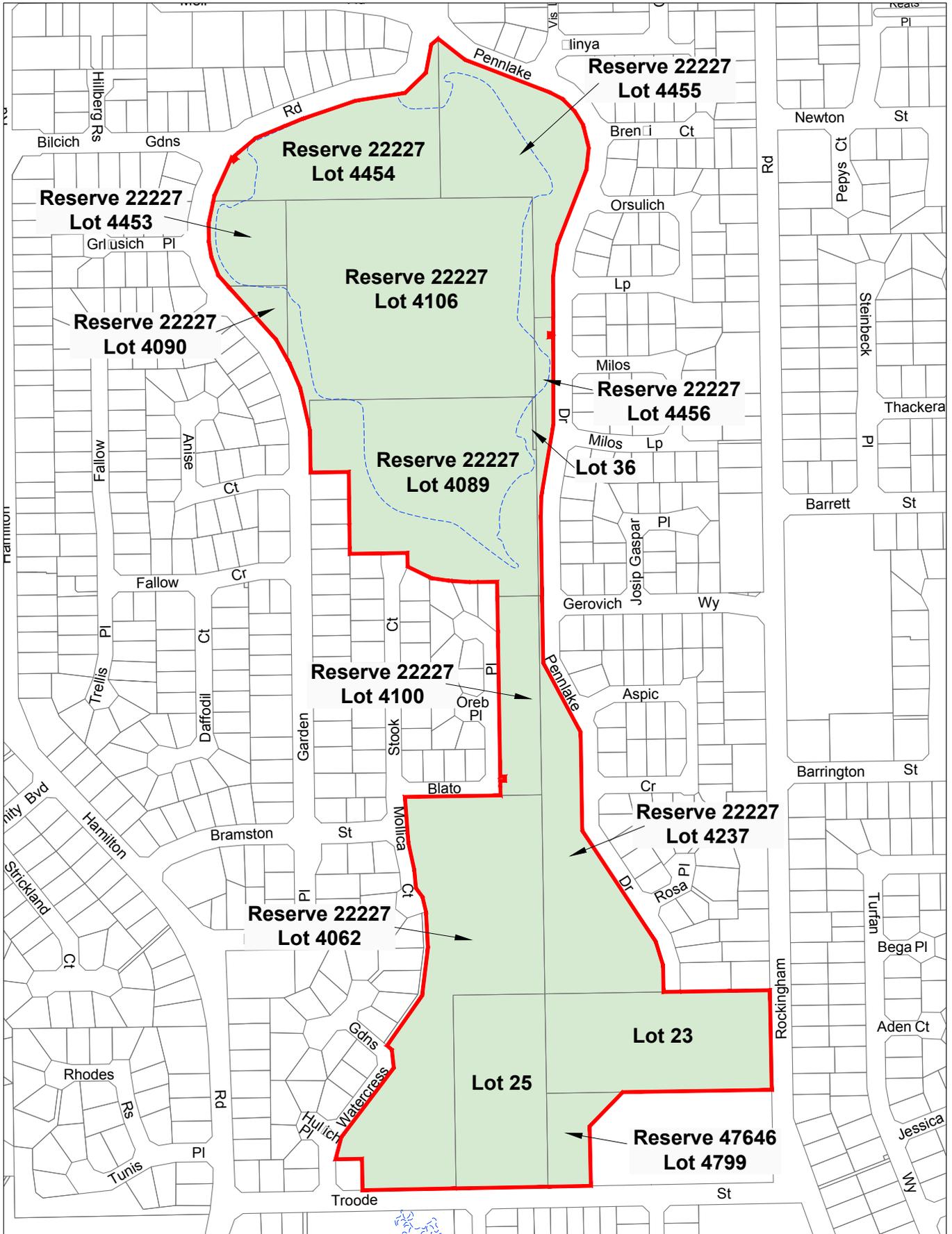


  **BINDJAR LAKE**  
**GARDEN RD / PENNLAKE DR, MUNSTER**



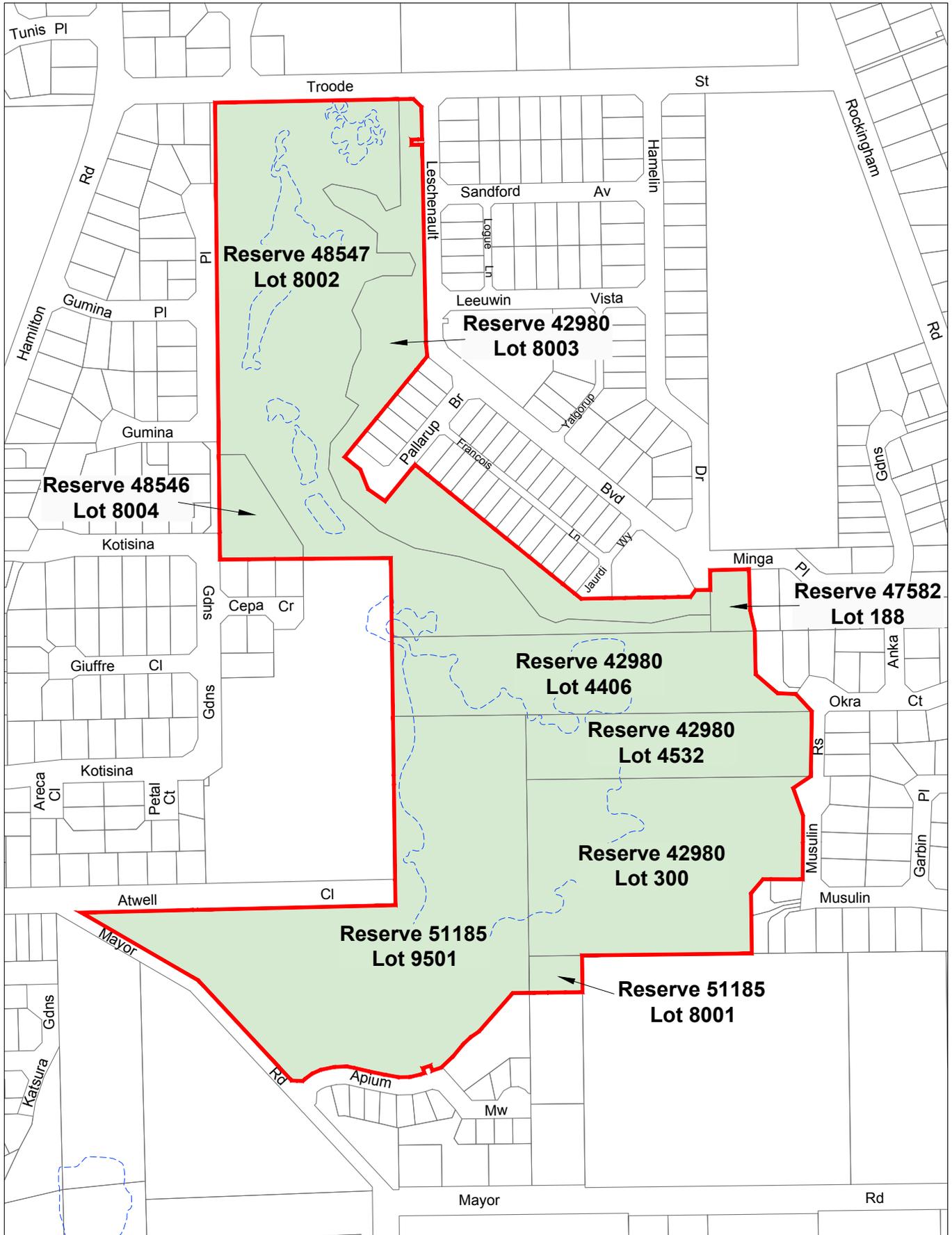


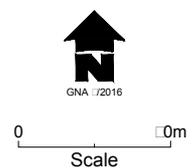
  **MOYOOTJ LAKE**  
**RIVERINA PDE / PRESTON DR / FAWCETT RD,**  
**MUNSTER**

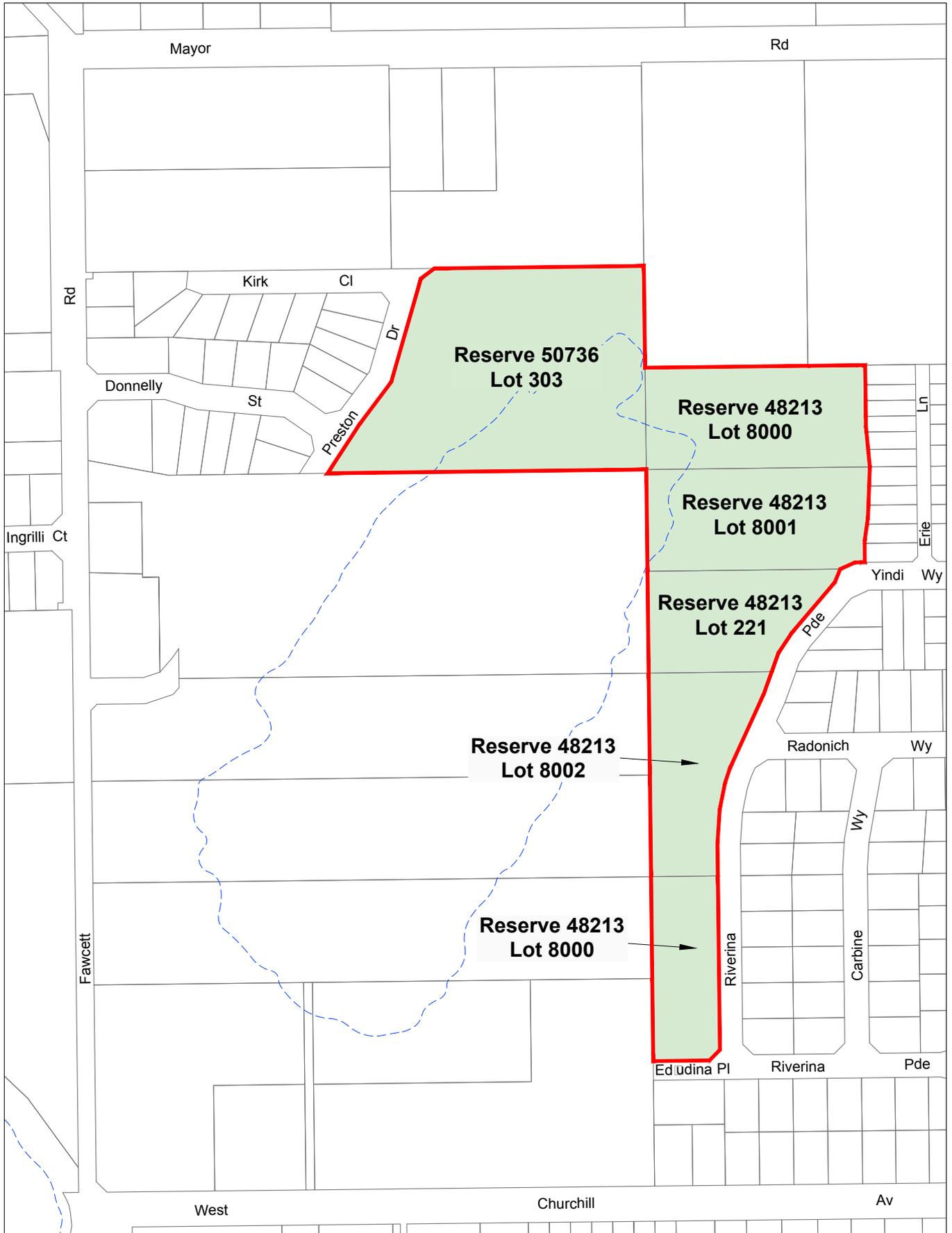


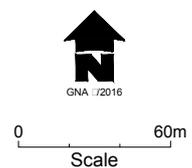
## BINDJAR RESERVE

### GARDEN RD / PENNLAKE DR / TROODE ST, SPEARWOOD



  **BOODJAR MOOLINY RESERVE**  
**GUMINA PL / TROODE ST / LESCHENAULT BVD /**  
**MUSULIN RS / MAYOR RD, MUNSTER**



  **MOYOOTJ RESERVE**  
**RIVERINA PDE / PRESTON DR / FAWCETT RD,**  
**MUNSTER**



12.7.2016

Dear Sir / Madam

RE reserve no. 48213 Riverina Parade  
reserve no. 50736 Preston Drive

The Aboriginal Reference Group (ARG) welcomes the opportunity to have input into the naming of the wetlands area reserve, with these names being put forward.

<b>swamp country</b>	moyootj	Whitehurst moyootj
<b>Swamp or a Lake</b>	bindjar	SWALSC Binjar
<b>swamp country</b>	boodjar mooliny	

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

Len Thorn

Chair person

City of Cockburn Aboriginal Reference Group.



**LEGEND**

Structure Plan Boundary

**LOCAL SCHEME RESERVES**

Local Road  
 Parks and Recreation

**ZONES**

Residential  
 Area where ground level office is permitted

**OTHER**

R40,R80 R-Code  
 Existing property boundaries  
 Indicative subdivision layout

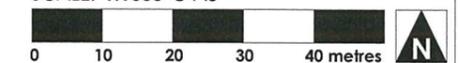
**STRUCTURE PLAN MAP**

Lot 14 (No. 325) Rockingham Road, Spearwood  
 City of Cockburn

**MWURBAN**  
 planning and development

PLAN: PAL-2 010D  
 DATE: 160420  
 PROJECT: PALERMO  
 DESIGNED: TW

SCALE: 1:1000 @ A3



## ACOUSTIC REPORT – REQUIRED ADDITIONAL INFORMATION TO BE INCLUDED IN ACOUSTIC REPORT

- In relation to the rail noise measurement, the report indicates that the sound measurement was undertaken on 12 January 2015 and provides table 4.2 of the measured noise level. The accompanying text states that '*noise levels of various operating conditions were recorded*' – can this point be clarified? It is unclear how many trains were measured on that day and whether the table refers to a single train pass, or whether the table was derived from a number of trains measured on that day?

**One train was measured on this day and the measurement was conducted with a handheld sound level meter approximately 7 metres from the rail line. Notes were taken to identify noise from the locomotive, track-wheel interaction, horn, etc as well as the measurement location, pass duration, number of carriages.**

**At the time of the first report this was the level of the train measured. However, the second set of measurements gives a larger sample of train data with the majority falling within the realm of 6-8 dB(A) lower than the reported train level, meaning the report utilises the highest train pass recorded, this would be a conservative measurement.**

- In relation to the use of a measured train pass of 2 minutes – I understand that this is a more conservative measurement than the SPP 5.4 sets out, but there is no explanation that this is the case in your report. Can this be briefly explained in your response to address the question as to why the report does not align with the requirements of the SPP?

**The measurement methodology follows SPP5.4, however, the LAeq(2minute) for the train pass is used to so not to contaminate the train noise with other sources. This level is then used to determine the LAeq(Day) and LAeq(Night). Then these are used to predict future noise levels based upon assumed train movements of 1 an hour. It's noted that 1 an hour is unlikely to happen and is a conservative calculation since a more likely scenario of 4 per night (one every other hour) would yield a LAeq(Night) of 3 dB(A) lower.**

**Furthermore, due to infrequent nature of freight train passes we use a more conservative calculation methodology in SoundPLAN which results in a reduced attenuation for distance being applied. In this case the methodology resulted in a 6 dB(A) increased noise level received at the residence.**

- What criteria will the attenuation of the single train pass comply with? Or is this being attenuated based on an LAeq(Night) level for one train per hour? Is it proposed to attenuate the 2 minute train pass of 86dB(A) to comply with the indoor LAeq(Day) of 40dB and LAeq(Night) 35dB?

**The compliance is based upon meeting the LAeq 35dB for Bedrooms and LAeq 40dB for living areas as stated in SPP5.4 (one train an hour). We note that a bedroom may be used either during day or night time, so we utilise the highest noise level (usually day) for these calculations, however in this case with one train per hour the LAeq(Night) = LAeq(Day). However, as previously stated the assessment is conservative so we believe it would achieve a better result.**

**As of these notes above, we believe the suggested construction would meet the criteria.**

- The report refers to noise modelling in Appendix B – but this appendix contains vibration modelling, is there a page missing?

**This seems to be a remnant of the previous revision. Report will be updated to make more sense.**

- In addition to concerns about vibration, low frequency noise and regenerated noise are concerns for development in proximity to the rail line. The report does not address these factors, as is required by LPP 1.12. I understand that there are no specific criteria for low frequency noise in the SPP, but are you able to address whether in your opinion the low frequency noise levels were high and/or whether the proposed attenuation will address this? Is regenerated noise likely based on the noise and vibration levels received?

**Low Frequency Noise – The German Method [DIN45680 (1997) Messungen und Bewertung Tieffrequenter Gerauscheinmissionen in der Nachbarschaft] for low frequency noise calculation states that when the dB(C) – dB(A) is greater than 20 dB, low frequency noise should be investigated. Based on our measurements and calculations, noise received at the development from train movements is less than 5 dB. However due to glass attenuating lower frequencies less than higher frequencies, this difference could increase in the order of 5 dB for internal locations. As of such, we believe that low-frequency noise would not be an issue within this development/**

**Regenerated Noise – Typically the test for vibration covers 1-80Hz and is against human perception. Human Perception is significantly lower (6-10x) than vibration levels that can cause structural movement or damage. The ground vibration levels were below the 1.4x base curve for perception thus we do not believe that regenerated noise will occur.**

- The report addresses standards for glazing, but is silent in relation to the built form of the buildings – what types of walls were modelled for the report? Was masonry presumed? How might the recommendations of the report change if the proposal was for modular construction? Is there a  $R_w$  or  $R_w + C_{tr}$  that should be considered in the design of the buildings? Does the modelling need to be repeated if the design varies in relation to the materials and glazing used?
- 

**Due to the received noise levels of affected apartments being in the realm of 55-65 dB<sub>(A)</sub>, walls would require an  $R_w + C_{tr}$  of no less than 50 dB as per Quiet House Design Package B (or greater) construction. This can be attained by tilt up concrete panel, double brick or light-weight constructions typically utilised in apartments.**

for Herring Storer Acoustics,

**Geoffrey Harris**

BSc(Physics), M.A.A.S. , Registered Noise Officer 11045

**SCHEDULE OF SUBMISSIONS**  
**PROPOSED STRUCTURE PLAN – LOT 14 (325) Rockingham Road, Spearwood**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Elizabeth Sterzel 326 Rockingham Road SPEARWOOD WA 6163	<b>Support</b> We look forward to seeing development on the sites as it will have a positive outcome for the area.	Noted.
2	Landowner	<b>Support</b> Lot 14 in its current state is a haven for snakes. The graffiti on the walls of commercial units at 83 Mell Road are an eyesore. Development of lot 14 will obviate the above and enhance the vista of this area.	Noted
3	S Jessen & E Cole 5A Luffingham Street MELVILLE WA 6156	<b>Support</b>	Noted.
4	Landowner	<b>Support</b>	Noted.
5	Department of Housing 99 Plain Street PERTH WA 6983	<b>Support</b>	Noted.
6	Department of Fire and Emergency Services (DFES) GPO Box P1174 PERTH WA 6844	The Department of Fire & Emergency Services (DFES) provides the following comments pursuant to State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) and the Guidelines for Planning in Bushfire Prone Areas (Guidelines):-  i. The proposed structure plan does not fall into an area designated as bushfire prone pursuant to the Fire and Emergency Services Act 1998 (as amended) and as identified on the Map of Bush Fire Prone Areas.  ii. Should you require formal, technical fire-related advice from DFES in relation to this proposal, then please request this via reply email.	Noted.
7	Department of Environment Regulation Locked Bag 33, Cloisters Square PERTH WA 6850	DER has no comment on this matter in reference to regulatory responsibilities under the Environmental Protection Act 1986 and the Contaminated Sites Act 2003.	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
8	Fremantle Ports PO Box 95 FREMANTLE WA 6959	<p>Fremantle Ports' interest with the Structure Plan is that the northern boundary of the structure plan is adjacent to the freight rail line. This freight line is the only freight rail link to the Fremantle Inner Harbour.</p> <p>The operations of the Inner Harbour make a significant contribution to the State economy. It is vital that these port facilities are able to operate at their optimal capacity, this means ensuring that strategic freight routes, including the freight rail line, are not restricted by urban encroachment.</p> <p>It is planned to grow the role of rail transport; over time the freight rail line will carry more trains. The freight line currently operates 24/7, it is planned to permanently operate on this basis.</p> <p>Fremantle Ports would like to emphasise the importance of protecting this freight route from incompatible sensitive land uses and highlights the need for adherence to the noise attenuation requirements of State Planning Policy 5.4, Road and Rail Transport Noise and Freight Considerations in Land Use Planning. This policy provides guidance on the management of transport noise impacts when planning noise sensitive developments in the vicinity of major transport routes.</p> <p>Please find attached the Freight and Logistics Council of WA's Freight Rail Noise Policy and Practice Bulletin. This is a useful document that assists to explain planning around transport corridors. Importantly it correctly identifies that in applying State Planning Policy 5.4 LAeq noise measurements, to freight rail may result in low noise level values due to the averaging effect for a low number of movements. It states that "This may not therefore reflect the acceptable or apparent indoor noise levels in a noise-sensitive development such as a residential apartment. In particular, concerns arise from the potential for residents to be woken up several times during an evening despite SPP 5.4 LAeq(Night) noise criteria of 35dB(A) having been met.. .An alternative method more suited to the assessment of noise from intermittent sources with high noise levels such as aircraft and freight trains is LMax which is the maximum level measured over a period event i.e. a train pass-by."</p> <p>Planning for this site is requested to take into consideration that the use of the freight rail line will increase as well as State Planning Policy 5.4 and as per the Bulletin the LMax levels.</p>	<p>It is important to note that the review of SPP 5.4 is still underway, and in the meantime it remains the gazetted policy for freight rail noise. The proposed Structure Plan includes an Acoustic and Vibration Report that addresses SPP 5.4, in addition to the issue of vibration, which is not currently a requirement of the SPP.</p> <p>Critically, the consultants, Herring Storer, have used a more conservative measure than SPP 5.4, using an approach that is consistent with the City's Local Planning Policy 1.12 (Noise Attenuation), and the Noise Attenuation Guidelines. This approach exceeds the requirements of SPP 5.4, and the City's Environmental Health Services are satisfied that this will ensure the protection of residential amenity.</p> <p>With the inclusion of the information/clarification contained in Attachment 3, it is considered that this matter has been adequately addressed.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Fremantle Ports would like to work with the City of Cockburn to ensure that the future use of the freight rail line is accommodated and that the needs of all stakeholders are adequately addressed.</p>	
9	<p>Water Corporation PO Box 100 LEEDERVILLE WA 6902</p>	<p>The Water Corporation offers the following comments in regard to this proposal.</p> <p><u>Water</u> Reticulated water is currently available to the subject area. All water 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>Due to the increase in development density, upgrading of the current system may be required to prevent existing customers being affected by the proposed development. When the proposed demands are provided the Water Corporation can have another review of the proposed development.</p> <p><u>Wastewater</u> Reticulated sewerage is not immediately available to serve the subject area, but included in the Corporation's long term conceptual planning. All sewer main extensions required for the development site should 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>Due to the increase in development density upgrading of the current system may be required to prevent existing customers being affected by the proposed development.</p> <p><u>General Comments</u> 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.</p> <p>In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. Any temporary</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>works needed are required to be fully funded by the developer. The Water Corporation may also require land being ceded free of cost 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>	
10	Main Roads WA PO Box 6202 EAST PERTH WA 6892	The proposed structure plan is not adjacent to, nor will it impact, any roads under the control of Main Roads. Therefore Main Roads has no comment.	Noted.
11	Public Transport Authority PO Box 8125, Perth Business Centre PERTH WA 6849	<p>The Public Transport Authority, in consultation with Brookfield Rail, has the following comments to make regarding this matter –</p> <ul style="list-style-type: none"> <li>• Acoustic Noise and Vibration study must be undertaken</li> <li>• Noise abatement measures in accordance with SPP5.4 by developers/owners</li> <li>• Quiet house design to be included in any approvals</li> <li>• Noise wall to rail corridor boundary. However, if this is not going to be installed then palisade (preferred) fencing to 1.8m high which is able to withstand vandalism and entry into the rail corridor is required.</li> <li>• All storm water must be contained on site or directed away from the rail corridor</li> <li>• Section 70A Notification registered on certificate of titles advising potential purchasers that the amenity of the lot may be affected by rail noise and vibration</li> <li>•</li> </ul> <p>Furthermore, in the future can you kindly send all referrals to PTA in the first instance. The PTA will then liaise with Brookfield Rail for comments.</p>	Noted. An Acoustic Noise and Vibration Study has been undertaken in accordance with SPP 5.4, which will ensure all these matters are addressed.
12	WA Gas Networks (ATCO Australia) Locked Bag 2507, Perth Business Centre PERTH WA 6849	<p>We wish to advise that ATCO Gas does not have gas mains nor gas infrastructure within the abovementioned Lot 14. ATCO Gas does operate a High Pressure (DN150ST 1.5HP 700kPa) gas main with the adjacent railway reserve 1.5 metres from the northern boundary of Lot 14 and a medium pressure gas main within the road reserve of Rockingham Road.</p> <p>ATCO Gas does request that prior to any finalised design or future construction works commencing within 13.5 metres of the northern boundary of the Lot 14 and proposed ground disturbance being finalised,</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>that our gas infrastructure is physically located to ensure ATCO Gas can fully assess the impact of the works in this location.</p> <p>Before any ground disturbing works are to commence, the applicant must arrange to prove, pothole and protect the installed gas infrastructure at this location, within the rail reserve. Recontouring of the ground levels and any proposed retaining or noise reduction walls along the northern boundary and footings, will need to be assessed by ATCO Gas to ensure the integrity of the HP gas main is maintained.</p> <p>ATCO Gas requires that the applicant agrees to coordinate and meet the cost of initially locating the gas services, and if it is required, the costs of the additional protection of ATCO Gas assets in this immediate area.</p> <p>Please find enclosed in this email a copy of the ATCO Gas Australia Additional Information document which must be complied with (please read carefully).</p> <p>Please ensure the applicants' and contractors' acknowledge and adhere to Section 6 High Pressure Gas Infrastructure – Mandatory requirements within the abovementioned document.</p> <p>ATCO has no objection to the proposed Structure Plan in order to facilitate the development of the land for residential purposes, please see the attached Figure for your record.</p> <p>Please find attached ATCO Gas's response in writing. ATCO will not be lodging an objection to this proposal to the City of Cockburn.</p> <p><u>Advice Notes to applicant;</u>  ATCO Gas Australia has High Pressure gas mains within the area of application. ATCO Gas must be notified of any works within 15 metres of High Pressure gas infrastructure before those works begin. Construction, excavation and other activities may be restricted in this zone. No pavements (including crossovers) are to be constructed over the pipeline without consent from ATCO Gas Australia. Various pipeline safety tests may apply. The applicant is advised to contact ATCO on 9499 5272 in this regard. Anyone proposing to carry out construction or excavation works must contact 'Dial Before You Dig' (Ph 1100) to determine the location of buried gas infrastructure.</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
13	Brookfield Rail GPO Box 51411 PERTH WA 6845	<p><b>(map included)</b></p> <p>Brookfield Rail is the manager and operator of Western Australia's rail freight network extending through the southern half of Western Australia. We are committed to providing a safe, efficient and reliable freight rail network, and we place our social, economic and environmental responsibilities at the heart of our business.</p> <p>People live and work in the immediate areas surrounding our rail lines, and developments which may impact the delivery of freight on our lines, as well as affect the amenity of those nearby, are of direct concern to us.</p> <p>We support the response from the Freight and Logistics Council of Western Australia (FLCWA) to the Structure Plan Proposal for Lot 14 (No. 325) Rockingham Road, Spearwood, which focuses on establishing a better balance between the needs of industry and the needs of those living in the vicinity of freight rail corridors.</p> <p>Where residences impacted by freight rail noise are long-standing, we agree that operational solutions to address rail noise at its source are most effective. However, in the case of new residential developments, such as this proposal, we believe that land-use policy planning solutions are far more appropriate.</p> <p>The Structure Plan Proposal for Lot 14 (No. 325) Rockingham Road, Spearwood is for a new residential development immediately adjacent to the freight rail corridor used by trains serving the Port of Fremantle. Use of that corridor by freight trains will continue to grow as Port trade increases and is consistent with Government policy to constrain the number of trucks serving the Port.</p> <p>A significant part of this freight rail growth will be during evening hours when sleep may be disturbed. We strongly believe that constraining freight rail operations by measures such as curfews is not an appropriate response. Such a move will damage the viability of freight rail services at considerable cost to the State's economy and its community.</p> <p>Moreover, freight rail constraints will push freight back onto the road system, with all of the negative impacts associated with growing numbers of heavy vehicles, including jeopardising community safety.</p>	<p>It is important to note that the review of SPP 5.4 is still underway, and in the meantime it remains the gazetted policy for freight rail noise. The proposed Structure Plan includes an Acoustic and Vibration Report that addresses SPP 5.4, in addition to the issue of vibration, which is not currently a requirement of the SPP.</p> <p>Critically, the consultants, Herring Storer, have used a more conservative measure than SPP 5.4, using an approach that is consistent with the City's Local Planning Policy 1.12 (Noise Attenuation), and the Noise Attenuation Guidelines. This approach exceeds the requirements of SPP 5.4, and the City's Environmental Health Services are satisfied that this will ensure the protection of residential amenity.</p> <p>With the inclusion of the information/clarification contained in Attachment 3, it is considered that this matter has been adequately addressed.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>We submit that the appropriate response is one that offers protection to future residents through stronger land-use planning policy.</p> <p>We understand that you are in possession of an FLCWA bulletin which details research and appropriate responses into the question of appropriate land-use planning policy in view of growing activity on the metropolitan freight rail network.</p> <p>We respectfully ask the City of Cockburn to place requirements on the proposal consistent with those outlined in the FLCWA bulletin, providing a higher level of protection for future residents on the developed land, and lessening the risk of future conflict between their amenity needs and increasing activity on the adjacent freight rail corridor.</p>	
14	<p>FREIGHT AND LOGISTICS COUNCIL OF WESTERN AUSTRALIA 1 Essex Street FREMANTLE WA 6160</p>	<p>The Freight and Logistics Council of Western Australia (FLCWA) comprises senior decision-makers from both private and public sectors and was established to provide a forum for industry consultation and for independent strategic policy advice from industry to the State Government on developments impacting the delivery of freight and logistics services throughout Western Australia.</p> <p>FLCWA would like to make comment on the above proposal and does so on behalf of its industry members, consistent with the group's charter.</p> <p>An increasing focus of FLCWA has been on freight rail operations in the metropolitan area and establishing a better balance between the needs of industry and the needs of those living in the vicinity of freight rail corridors. The discussion has two distinct aspects. In the brownfields situation where the impacted residences are long-standing, operational solutions to address rail noise at source will be most effective. In the greenfields situation of new residential developments (such as the proposal being considered here), land-use policy planning solutions are the best primary response, backed up as necessary by other measures.</p> <p>You would be aware that the relevant land-use planning policy is State Planning Policy 5.4, Road and Rail Transport Noise and Freight Considerations in Land Use Planning, and that this policy is presently being reviewed by the State Government. In responding to the Review, FLCWA has conducted substantial research into appropriate land use planning policy responses to growing activity on the metropolitan freight</p>	<p>It is important to note that the review of SPP 5.4 is still underway, and in the meantime it remains the gazetted policy for freight rail noise. The proposed Structure Plan includes an Acoustic and Vibration Report that addresses SPP 5.4, in addition to the issue of vibration, which is not currently a requirement of the SPP.</p> <p>Critically, the consultants, Herring Storer, have used a more conservative measure than SPP 5.4, using an approach that is consistent with the City's Local Planning Policy 1.12 (Noise Attenuation), and the Noise Attenuation Guidelines. This approach exceeds the requirements of SPP 5.4, and the City's Environmental Health Services are satisfied that this will ensure the protection of residential amenity.</p> <p>With the inclusion of the information/clarification contained in Attachment 3, it is considered that this matter has been adequately addressed.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>rail network. The research, together with detail of the appropriate responses, is described in the attached FLCWA Bulletin.</p> <p>This research suggests that a more stringent noise metric for freight rail is required in State Planning Policy 5.4 to ensure the future protection of residences adjacent to rail corridors. A more stringent noise metric for freight rail in State Planning Policy 5.4 would lead to slightly greater set-backs from the rail corridor for sensitive land uses such as residential and the use of better noise-insulating construction materials in affected buildings.</p> <p>The proposal under discussion here is for a new residential development immediately adjacent to the freight rail corridor used by trains serving the Port of Fremantle. Use of that corridor by freight trains will continue to grow as Port trade increases and consistent with Government policy to contain the number of trucks serving the Port. A significant part of the freight rail growth will be during evening hours when sleep disturbance could become a problem. Constraining freight rail operations by measures such as curfews is not the appropriate response. That would only damage the viability of the freight rail services at considerable cost to the State's economy and its community. Moreover, freight rail constraints would risk pushing freight back onto the road system, with all of the negative impacts associated with growing numbers of heavy vehicles. The appropriate response is one that offers protection to future residents through stronger land use planning policy.</p> <p>While FLCWA acknowledges that the new residential development under discussion will no doubt proceed, it would ask the City of Cockburn to place requirements on the proposal consistent with those outlined in the attached bulletin. That would provide a higher level of protection for future residents on the developed land and lessen future conflict between their amenity needs and increasing activity on the adjacent freight rail corridor.</p>	
15	Department of Water PO Box 332 MANDURAH WA 6210	<p>The Department of Water (DoW) has reviewed the proposal and has the following advice. <u>Better Urban Water Management (WAPC, 2008)</u> Due to the development's small size and lack of sensitive water resources, a Local Water Management Strategy would not be required in this instance.</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
16	Western Power GPO Box L921 PERTH WA 6842	Western Power provides the following comments on the Plan: <u>Comment</u> Detailed assessment will be required at the subdivision/ development application stage in accordance with Western Power's standard processes to determine distribution augmentation requirements for future development.	Noted.
17.	Department of Transport 140 William Street Perth Western Australia 6000	<p>In response to your letter dated 27/05/2016 for the above Structure Plan, the Department of Transport (DoT) provides the following comments.</p> <p>This structure plan proposes residential developments under R code R40 and R80. The subject site abuts the major freight railway to the Port of Fremantle in Spearwood which is a source of noise and vibration. Rail traffic on this line is expected to increase over time. The proposed lot is approximately 20m from the freight rail corridor. Mitigation measures are needed in planning noise-sensitive development near this major freight railway. It is important that the proposal ensures that noise and vibration impacts from the freight railway are a major consideration in land use planning adjacent to the rail reserve.</p> <p>It is the view of DoT that residential lots are generally not appropriate in close proximity to a rail line. DoT acknowledges that many other developments in similar locations have been approved; however, due to the lack of traffic and noise assessments in this particular case, DoT cannot currently advise on this application.</p> <p>Therefore, DoT recommends that the proponent undertakes a traffic assessment in accordance with the WAPC <i>"Transport Assessment Guidelines for Developments"</i> and a noise assessment in accordance with Statutory Planning Policy 5.4 - <i>'Road and Rail Transport Noise and Freight considerations in Land Use Planning'</i> (SPP 5.4). The traffic assessment must also consider the potential for future grade-separation of the railway level crossing over Rockingham Road.</p> <p>Additionally, DoT recommends that the following Conditions be applied to any approval that may be given:</p> <p>1. That future residential developments along the freight corridor are to comply with Statutory Planning Policy 5.4 - <i>'Road and Rail Transport Noise and Freight considerations in Land Use Planning'</i> (SPP 5.4);</p>	<p>Noted. The Structure Plan includes an Acoustic and Vibration Assessment consistent with SPP 5.4 and the City's Noise Attenuation Local Planning Policy and Guidelines.</p> <p>Noted. The proposed access road is located as far south, away from the railway crossing as possible, and is the only available access point to the subject land.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>2. That the proponent undertakes a noise assessment in accordance with the SPP 5.4 and implements any recommendations arising from the assessment to mitigate noise as appropriate; and</p> <p>3. That the proponent incorporates notifications on titles to make the potential buyers aware of the likely noise and vibration levels generated from the nearby freight rail.</p> <p>Additionally, DoT are aware of a potential proposal to grade-separate the crossing of Rockingham Road over the railway line. DoT has consulted the City for clarification on the likelihood of this proposal as it could affect the location and design of access to the development at 325 Rockingham Road, given its proximity to the rail line. DoT strongly recommends that, if this rail crossing is a firm proposal, the City consider its impact due to the proximity of the development. This should be considered in the traffic assessment.</p> <p>DoT will provide further advice on receipt of the traffic assessment and noise assessment.</p>	

## MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF095585	14265	<b>RURAL PRESS</b> SUBSCRIPTION RENEWAL	2/06/2016	108.24
EF095586	16267	<b>ACROMAT</b> GYM EQUIPMENT/STADIUM SEATING	2/06/2016	990.00
EF095587	26535	<b>JUANETIA ROSE KNAPP AND BRUCE REGINALD</b> PURCHASE OF ARTWORK	2/06/2016	860.00
EF095588	99996	<b>JONES LANG LASALLE WAS PTY LTD</b> PROPERTY REFUND	2/06/2016	100,166.13
EF095589	99997	<b>CARRIE LEWIS</b> COCKBURN IDOL TALENT WINNER	2/06/2016	250.00
EF095590	10152	<b>AUST SERVICES UNION</b> PAYROLL DEDUCTIONS	8/06/2016	1,570.30
EF095591	10154	<b>AUST TAXATION DEPT</b> PAYROLL DEDUCTIONS	8/06/2016	333,363.00
EF095592	10244	<b>BUILDING &amp; CONST INDUSTRY TRAINING FUND</b> LEVY PAYMENT	8/06/2016	55,298.46
EF095593	10305	<b>CHILD SUPPORT AGENCY</b> PAYROLL DEDUCTIONS	8/06/2016	3,990.41
EF095594	10733	<b>HOSPITAL BENEFIT FUND</b> PAYROLL DEDUCTIONS	8/06/2016	301.10
EF095595	11001	<b>LOCAL GOVERNMENT RACING &amp; CEMETERIES</b> PAYROLL DEDUCTIONS	8/06/2016	369.00
EF095596	11857	<b>CHAMPAGNE SOCIAL CLUB</b> PAYROLL DEDUCTIONS	8/06/2016	564.20
EF095597	11860	<b>45S CLUB</b> PAYROLL DEDUCTIONS	8/06/2016	22.00
EF095598	18553	<b>SELECTUS PTY LTD</b> PAYROLL DEDUCTIONS	8/06/2016	11,154.83
EF095599	19726	<b>HEALTH INSURANCE FUND OF WA</b> PAYROLL DEDUCTIONS	8/06/2016	1,239.50
EF095600	23302	<b>BUILDING SERVIC</b> BUILDING SERVICES LEVIES	8/06/2016	53,597.13
EF095601	25987	<b>TOYOTA FLEET MANAGEMENT</b> PAYROLL DEDUCTIONS - NOVATED LEASE	8/06/2016	567.62
EF095602	26805	<b>CRITTERS UP CLOSE</b> AMUSEMENT	8/06/2016	1,400.00
EF095603	99996	<b>MALCOM KEITH WILSON</b> PROPERTY REFUND	8/06/2016	1,779.57
EF095604	26517	<b>CLICKSUPER</b> PAYROLL DEDUCTIONS	20/06/2016	645,280.25
EF095605	10152	<b>AUST SERVICES UNION</b> PAYROLL DEDUCTIONS	20/06/2016	1,550.30
EF095606	10154	<b>AUST TAXATION DEPT</b> PAYROLL DEDUCTIONS	20/06/2016	344,680.00
EF095607	10305	<b>CHILD SUPPORT AGENCY</b> PAYROLL DEDUCTIONS	20/06/2016	3,990.42
EF095608	10733	<b>HOSPITAL BENEFIT FUND</b> PAYROLL DEDUCTIONS	20/06/2016	301.10

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF095609	11001	<b>LOCAL GOVERNMENT RACING &amp; CEMETERIES</b> PAYROLL DEDUCTIONS	20/06/2016	369.00
EF095610	11794	<b>SYNERGY</b> ELECTRICITY USAGE/SUPPLIES	20/06/2016	238,194.35
EF095611	11857	<b>CHAMPAGNE SOCIAL CLUB</b> PAYROLL DEDUCTIONS	20/06/2016	580.80
EF095612	11860	<b>45S CLUB</b> PAYROLL DEDUCTIONS	20/06/2016	22.00
EF095613	18553	<b>SELECTUS PTY LTD</b> PAYROLL DEDUCTIONS	20/06/2016	13,205.83
EF095614	19726	<b>HEALTH INSURANCE FUND OF WA</b> PAYROLL DEDUCTIONS	20/06/2016	1,239.50
EF095615	25987	<b>TOYOTA FLEET MANAGEMENT</b> PAYROLL DEDUCTIONS - NOVATED LEASE	20/06/2016	567.62
EF095616	10590	<b>DEPARTMENT OF FIRE AND EMERGENCY SERV</b> ESL LEVY & RELATED COSTS	21/06/2016	1,397,463.18
EF095617	12565	<b>SOUTHERN METRO REGIONAL COUNCIL - LOAN</b> LOAN REPAYMENT	21/06/2016	384,779.36
EF095618	11741	<b>WATC</b> LOAN REPAYMENTS	27/06/2016	746,903.97
EF095619	26647	<b>BROOKFIELD MULTIPLEX CONSTRUCTIONS</b> BUILDING - CONSTRUCTION	28/06/2016	7,984,892.10
EF095620	11867	<b>KEVIN JOHN ALLEN</b> MONTHLY COUNCILLOR ALLOWANCE	30/06/2016	2,575.00
EF095621	12740	<b>MAYOR LOGAN HOWLETT</b> MONTHLY COUNCILLOR ALLOWANCE	30/06/2016	11,158.33
EF095622	19059	<b>CAROL REEVE-FOWKES</b> MONTHLY COUNCILLOR ALLOWANCE/EXPENSE	30/06/2016	4,825.49
EF095623	20634	<b>LEE-ANNE SMITH</b> MONTHLY ALLOWANCE LESS ACCOMODATION	30/06/2016	2,092.20
EF095624	21185	<b>BART HOUWEN</b> MONTHLY COUNCILLOR ALLOWANCE	30/06/2016	2,575.00
EF095625	23338	<b>STEVE PORTELLI</b> MONTHLY COUNCILLOR ALLOWANCE	30/06/2016	2,575.00
EF095626	23339	<b>STEPHEN PRATT</b> MONTHLY COUNCILLOR ALLOWANCE	30/06/2016	2,575.00
EF095627	25352	<b>LYNDSEY SWEETMAN</b> MONTHLY COUNCILLOR ALLOWANCE	30/06/2016	2,575.00
EF095628	25353	<b>PHILIP EVA</b> MONTHLY COUNCILLOR ALLOWANCE	30/06/2016	2,575.00
EF095629	26696	<b>CHAMONIX TERBLANCHE</b> MONTHLY COUNCILLOR ALLOWANCE	30/06/2016	2,575.00
EF095630	99996	<b>DALE BROWN-KENYON</b> PROPERTY REFUND	30/06/2016	42.50
EF095631	99996	<b>SHARI K MCGREGOR</b> PROPERTY REFUND	30/06/2016	30.00
EF095632	99996	<b>CORRIN COULING</b> PROPERTY REFUND	30/06/2016	30.00

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MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF095633	99996	<b>CHARLOTTE OSBORNE</b> PROPERTY REFUND	30/06/2016	30.00
EF095634	99996	<b>FLORENCE DONKER</b> PROPERTY REFUND	30/06/2016	30.00
EF095635	99996	<b>MICHAEL WEBB</b> PROPERTY REFUND	30/06/2016	30.00
EF095636	99996	<b>JESSICA CLAIRE RUCKS</b> PROPERTY REFUND	30/06/2016	289.74
EF095637	99996	<b>ANITA KRISTINE MALLOZZI</b> PROPERTY REFUND	30/06/2016	700.00
EF095638	99996	<b>JIALING LU &amp; JINLIN CHEN</b> PROPERTY REFUND	30/06/2016	147.00
EF095639	99996	<b>NORMAN BROOKS ARCHITECTURAL DRAUGHTI</b> PROPERTY REFUND	30/06/2016	320.00
EF095640	99996	<b>WAF AND CA VAN DE WEERD</b> PROPERTY REFUND	30/06/2016	1,005.00
EF095641	99996	<b>PENELOPE HARDY</b> PROPERTY REFUND	30/06/2016	36.00
EF095642	99996	<b>ANISHA NEWTON-PALMER</b> PROPERTY REFUND	30/06/2016	888.60
EF095643	99996	<b>AVIVO - LIVE LIFE</b> PROPERTY REFUND	30/06/2016	147.00
EF095644	99997	<b>COCKBURN BASKETBALL ASSOCIATION</b> SPORTING EQUIPMENT GRANT	30/06/2016	500.00
EF095645	99997	<b>JILLIAN WOOLMER</b> HBF RUN FOR A REASON	30/06/2016	57.30
EF095646	99997	<b>KEVIN CHU</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095647	99997	<b>BHARGAVKUMAR VYAS</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095648	99997	<b>UNG SING WONG</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095649	99997	<b>SENG FOON SHEK</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095650	99997	<b>HETALKUMAR UPADHYAY</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095651	99997	<b>DAVID COURTNEY</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095652	99997	<b>ISBELLA MASSIMI</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095653	99997	<b>ALPHONSUS NEO</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095654	99997	<b>MR &amp; MRS COLE</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095655	99997	<b>J B WARDLE</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095656	99997	<b>CHRIS MACCHIA</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF095657	99997	<b>MORENA GUNIO</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095658	99997	<b>HECTOR RUNCON</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095659	99997	<b>BRETT MERIVALE</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095660	99997	<b>BEVERLY THE</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095661	99997	<b>FRANCINE QUEALY</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095662	99997	<b>CAMILO ARDILO</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095663	99997	<b>NATHAN SUDGE</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095664	99997	<b>BHUPINDER SINGH</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095665	99997	<b>VLADIMIR MOSNY</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095666	99997	<b>W J CHAMBUN</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095667	99997	<b>JEMMA LEE GRLJUSICH</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095668	99997	<b>EVANGELIN CHONG AND DAVID WAN</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095669	99997	<b>MAKSUD ZAMAN</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095670	99997	<b>JAKE KENG SENG WUN</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095671	99997	<b>CALLAN HEDGES AND SHAUNA JEFFREY</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095672	99997	<b>TONY COWIN</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095673	99997	<b>VIJAYA KUMAR MADHIVANAN</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095674	99997	<b>TRACY BELLAIR</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095675	99997	<b>VERA AMBRASOVICA</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095676	99997	<b>CONRAD PETT</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095677	99997	<b>HAYDEN PERICH</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095678	99997	<b>MR WEIFENG WU</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095679	99997	<b>THOMAS AND LOUISE DAVIS</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095680	99997	<b>JOHN AND VANESSA AMAUZIBUKA</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF095681	99997	<b>VUI CHEIN HUANG</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095682	99997	<b>FREMANTLE RUGBY LEAGUE CLUB</b> KIDSPORT GRANTS	30/06/2016	1,770.00
EF095683	99997	<b>FREMANTLE RUGBY LEAGUE CLUB</b> KIDSPORT GRANTS	30/06/2016	190.00
EF095684	99997	<b>TIFFANY SETTER</b> HBF RUN FOR A REASON	30/06/2016	47.00
EF095685	99997	<b>TENNIS EXCELLENCE</b> KIDSPORT GRANTS	30/06/2016	165.00
EF095686	99997	<b>ADA WONG</b> EXPENSES REIMBURSEMENT	30/06/2016	265.39
EF095687	99997	<b>GAIL BOWMAN</b> STUDY FEES CONTRIBUTION	30/06/2016	3,950.00
EF095688	99997	<b>SOUTH FREMANTLE FUTSAL CLUB INC</b> SPORTING EQUIPMENT GRANT	30/06/2016	924.08
EF095689	99997	<b>THE CANCER COUNCIL WA</b> DONATION	30/06/2016	860.00
EF095690	99997	<b>RICHARD AND MICHELLE GRUBINIC</b> CAT STERILISATION SUBSIDY	30/06/2016	50.00
EF095691	99997	<b>TENNIS EXCELLENCE</b> KIDSPORT GRANTS	30/06/2016	130.00
EF095692	99997	<b>TENNIS EXCELLENCE</b> KIDSPORT GRANTS	30/06/2016	130.00
EF095693	99997	<b>PHECHLANG MARIE LY</b> COMPOST BIN REBATE	30/06/2016	50.00
EF095694	99997	<b>DAVID CARTER</b> COMPOST BIN REBATE	30/06/2016	50.00
EF095695	99997	<b>ENVIRO INFRASTRUCTURE PTY LTD</b> INSURANCE CLAIM 0700	30/06/2016	1,842.31
EF095696	99997	<b>ALEXANDER BROWN</b> COMPOST BIN REBATE	30/06/2016	50.00
EF095697	99997	<b>CAROLYN ODGERS</b> COMPOST BIN REBATE	30/06/2016	50.00
EF095698	99997	<b>NICOLA TAYLOR</b> COMPOST BIN REBATE	30/06/2016	50.00
EF095699	99997	<b>AUSTRALIAN YOUTH CLIMATE COALITION</b> COUNCIL GRANT	30/06/2016	5,500.00
EF095700	99997	<b>DEVASSY PUTHUSSERY CHAKKAPPAN</b> COMPOST BIN REBATE	30/06/2016	50.00
EF095701	99997	<b>COCKBURN NETBALL CLUB 2014</b> KIDSPORT GRANTS	30/06/2016	400.00
EF095702	99997	<b>DALMATINAC NETBALL CLUB</b> KIDSPORT GRANTS	30/06/2016	220.00
EF095703	99997	<b>BEELIAR SPIRIT SC</b> KIDSPORT GRANTS	30/06/2016	1,600.00
EF095704	99997	<b>BEELIAR SPIRIT SC</b> KIDSPORT GRANTS	30/06/2016	2,800.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF095705	99997	<b>COOGEE BASKETBALL CLUB (INC)</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095706	99997	<b>LAKESIDE RECREATION CENTRE</b> KIDSPORT GRANTS	30/06/2016	1,000.00
EF095707	99997	<b>TENNIS EXCELLENCE</b> KIDSPORT GRANTS	30/06/2016	100.00
EF095708	99997	<b>TENNIS EXCELLENCE</b> KIDSPORT GRANTS	30/06/2016	100.00
EF095709	99997	<b>DIAMONDS NETBALL CLUB</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095710	99997	<b>FREMANTLE CBC AMATEUR FOOTBALL CLUB</b> KIDSPORT GRANTS	30/06/2016	800.00
EF095711	99997	<b>MELVILLE CITY FOOTBALL CLUB</b> KIDSPORT GRANTS	30/06/2016	220.00
EF095712	99997	<b>SOUTHERN LIONS RUGBY UNION FOOTBALL CLUB</b> KIDSPORT GRANTS	30/06/2016	3,200.00
EF095713	99997	<b>COCKBURN BASKETBALL ASSOCIATION</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095714	99997	<b>UWA PAEDIATRIC EXERCISE PROGRAMS</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095715	99997	<b>UWA PAEDIATRIC EXERCISE PROGRAMS</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095716	99997	<b>BULLETS BASKETBALL CLUB</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095717	99997	<b>UWA PAEDIATRIC EXERCISE PROGRAMS</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095718	99997	<b>UWA PAEDIATRIC EXERCISE PROGRAMS</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095719	99997	<b>UWA PAEDIATRIC EXERCISE PROGRAMS</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095720	99997	<b>BLUE FLAMES</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095721	99997	<b>BLUE FLAMES</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095722	99997	<b>COCKBURN BASKETBALL ASSOCIATION</b> KIDSPORT GRANTS	30/06/2016	1,200.00
EF095723	99997	<b>PHOENIX LACROSSE</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095724	99997	<b>MELVILLE CITY FOOTBALL CLUB</b> KIDSPORT GRANTS	30/06/2016	220.00
EF095725	99997	<b>LIBERTY NETBALL CLUB</b> KIDSPORT GRANTS	30/06/2016	400.00
EF095726	99997	<b>LIBERTY NETBALL CLUB</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095727	99997	<b>NEWTON PRIMARY SCHOOL</b> EDUCATION GRANT	30/06/2016	1,100.00
EF095728	99997	<b>SOUTH COOGEE PRIMARY</b> EDUCATION GRANT	30/06/2016	1,100.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF095729	99997	<b>BLUE GUM MONTESSORI INC</b> EDUCATION GRANT	30/06/2016	1,100.00
EF095730	99997	<b>HAMMOND PARK CATHOLIC PRIMARY SCHOOL</b> EDUCATION GRANT	30/06/2016	1,100.00
EF095731	99997	<b>EAST HAMILTON HILL PRIMARY SCHOOL</b> EDUCATION GRANT	30/06/2016	1,100.00
EF095732	99997	<b>WA BAPTIST BASKETBALL CLUB</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095733	99997	<b>JOSHUA ATKINSON</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095734	99997	<b>JENNIFER LONG</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095735	99997	<b>DIXON THOMAS</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095736	99997	<b>DAVID FERREIRA AND JASON D'UVA</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095737	99997	<b>FRANCIS PUTHUSSERY</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095738	99997	<b>EMILY CRANE</b> CROSSOVER CONTRIBUTION	30/06/2016	300.00
EF095739	99997	<b>PCYC - FREMANTLE</b> KIDSPORT GRANTS	30/06/2016	1,720.00
EF095740	99997	<b>PCYC - FREMANTLE</b> KIDSPORT GRANTS	30/06/2016	440.00
EF095741	99997	<b>PCYC - FREMANTLE</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095742	99997	<b>PCYC - FREMANTLE</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095743	99997	<b>PCYC - FREMANTLE</b> KIDSPORT GRANTS	30/06/2016	420.00
EF095744	99997	<b>PCYC - FREMANTLE</b> KIDSPORT GRANTS	30/06/2016	220.00
EF095745	99997	<b>PCYC - FREMANTLE</b> KIDSPORT GRANTS	30/06/2016	620.00
EF095746	99997	<b>PCYC - FREMANTLE</b> KIDSPORT GRANTS	30/06/2016	400.00
EF095747	99997	<b>PCYC - FREMANTLE</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095748	99997	<b>PCYC - FREMANTLE</b> KIDSPORT GRANTS	30/06/2016	220.00
EF095749	99997	<b>SPEARWOOD HAWKS JUNIOR BASKETBALL CLUB</b> KIDSPORT GRANTS	30/06/2016	1,000.00
EF095750	99997	<b>DALMATINAC NETBALL CLUB</b> KIDSPORT GRANTS	30/06/2016	220.00
EF095751	99997	<b>FREMANTLE RUGBY LEAGUE CLUB</b> KIDSPORT GRANTS	30/06/2016	200.00
EF095752	99997	<b>CANNING CITY SOCCER CLUB</b> KIDSPORT GRANTS	30/06/2016	200.00

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EF095753	99997	<b>RHYS BERECHREE</b> KIDSPORT GRANTS	30/06/2016	300.00
EF095754	99997	<b>DANIEL ALVARO</b> FENCING CONTRIBUTION	30/06/2016	515.00
EF095755	99997	<b>HISTORICAL SOCIETY COCKBURN</b> ANNUAL CONTRIBUTION	30/06/2016	14,000.00
EF095756	99997	<b>JANDAKOT VOLUNTEER BUSHFIRE BRIGADE</b> EXPENSES REIMBURSEMENT	30/06/2016	750.00
EF095757	99997	<b>JANDAKOT VOLUNTEER BUSHFIRE BRIGADE</b> EXPENSES REIMBURSEMENT	30/06/2016	118.94
EF095758	99997	<b>SOUTH COOGEE COL BUSH FIRE BRIGADE</b> EXPENSES REIMBURSEMENT	30/06/2016	7,116.39
EF095759	99997	<b>COCKBURN VOLUNTEER SES</b> EXPENSES REIMBURSEMENT	30/06/2016	5,931.31
EF095760	99997	<b>COOGEE BEACH CARAVAN RESORT SOCIAL CLUB</b> BUS HIRE SUBSIDY	30/06/2016	65.00
EF095761	99997	<b>COCKBURN COMMUNITY &amp; CULTURAL COUNCIL</b> FREMANTLE PORTS COMMUNITY GRANT	30/06/2016	2,000.00
EF095762	99997	<b>SUCCESS NETBALL ASSOCIATION</b> COMMUNITY GRANT	30/06/2016	493.75
EF095763	99997	<b>DISCO CANTITO</b> COMMUNITY GRANT	30/06/2016	3,549.38
EF095764	99997	<b>GREAT LIFE CHURCH</b> COMMUNITY GRANT	30/06/2016	2,332.00
EF095765	99997	<b>COOGEE PROGRESS ASSOCIATION</b> COUNCIL DONATION	30/06/2016	2,450.00
EF095766	99997	<b>MACA RIDE TO CONQUER CANCER</b> COUNCIL DONATION	30/06/2016	5,000.00
EF095767	99997	<b>WOOLKABUNNING KIAKA</b> COUNCIL DONATION	30/06/2016	2,500.00
EF095768	99997	<b>SAFETY HOUSE WA INC.</b> COUNCIL DONATION	30/06/2016	1,000.00
EF095769	99997	<b>ZURICH AUSTRALIAN INSURANCE</b> MOTOR VEHICLE EXCESS	30/06/2016	1,000.00
EF095770	99997	<b>HAN ZHANG</b> REFUND - IMPOUND FEES	30/06/2016	361.40
EF095771	10047	<b>ALINTA ENERGY</b> NATURAL GAS & ELECTRCITY SUPPLY	30/06/2016	5,291.85
EF095772	11794	<b>SYNERGY</b> ELECTRICITY USAGE/SUPPLIES	30/06/2016	83,588.96
EF095773	12025	<b>TELSTRA CORPORATION</b> COMMUNICATIONS SERVICES	30/06/2016	8,310.27
EF095774	25823	<b>ENIGIN WESTERN AUSTRALIA</b> ELECTRICITY USAGE/SUPPLIES	30/06/2016	3,097.78
EF095775	10032	<b>ADVANCED TRAFFIC MANAGEMENT (WA) PTY LTD</b> CONTROLLERS AND SIGNS	30/06/2016	3,654.49
EF095776	10058	<b>ALSCO PTY LTD</b> HYGIENE SERVICES/SUPPLIES	30/06/2016	492.86

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EF095777	10071	<b>AUSTRALASIAN PERFORMING RIGHT ASSOC. LTD</b> LICENCE - PERFORMING RIGHTS	30/06/2016	2,635.20
EF095778	10082	<b>ARMANDOS SPORTS</b> SPORTING GOODS	30/06/2016	210.31
EF095779	10086	<b>ARTEIL WA PTY LTD</b> ERGONOMIC CHAIRS	30/06/2016	513.70
EF095780	10091	<b>ASLAB PTY LTD</b> ASPHALTING SERVICES/SUPPLIES	30/06/2016	2,525.20
EF095781	10118	<b>AUSTRALIA POST</b> POSTAGE CHARGES	30/06/2016	32,782.24
EF095782	10160	<b>DORMA AUSTRALIA PTY LTD</b> AUTOMATIC DOOR SERVICES	30/06/2016	13,546.50
EF095783	10170	<b>MACRI PARTNERS</b> AUDITING SERVICES	30/06/2016	14,300.00
EF095784	10189	<b>BERNARD SEEBER PTY LTD</b> ARCHITECTURAL SERVICES	30/06/2016	550.00
EF095785	10207	<b>BOC GASES</b> GAS SUPPLIES	30/06/2016	350.55
EF095786	10219	<b>BOUSFIELDS MENSWEAR</b> CLOTHING SUPPLIES	30/06/2016	639.00
EF095787	10221	<b>BP AUSTRALIA LIMITED</b> DIESEL/PETROL SUPPLIES	30/06/2016	8,766.27
EF095788	10226	<b>BRIDGESTONE AUSTRALIA LTD</b> TYRE SERVICES	30/06/2016	25,850.78
EF095789	10246	<b>BUNNINGS BUILDING SUPPLIES PTY LTD</b> HARDWARE SUPPLIES	30/06/2016	1,563.95
EF095790	10247	<b>BUNZL AUSTRALIA LTD</b> PAPER/PLASTIC/CLEANING SUPPLIES	30/06/2016	917.42
EF095791	10255	<b>CABCHARGE AUSTRALIA PTY LTD</b> CABCHARGES	30/06/2016	911.04
EF095792	10279	<b>CASTROL AUSTRALIA PTY LTD</b> GREASE/LUBRICANTS	30/06/2016	3,483.99
EF095793	10287	<b>CENTRELINE MARKINGS</b> LINEMARKING SERVICES	30/06/2016	3,520.00
EF095794	10333	<b>CJD EQUIPMENT PTY LTD</b> HARDWARE SUPPLIES	30/06/2016	1,404.81
EF095795	10346	<b>COATES HIRE OPERATIONS PTY LTD</b> EQUIPMENT HIRING SERVICES	30/06/2016	233.42
EF095796	10348	<b>COCA COLA AMATIL</b> SOFT DRINK SUPPLIES	30/06/2016	991.63
EF095797	10358	<b>COCKBURN LIQUOR CENTRE</b> LIQUOR SUPPLIES	30/06/2016	5,374.53
EF095798	10359	<b>COCKBURN PAINTING SERVICE</b> PAINTING SUPPLIES/SERVICES	30/06/2016	8,239.00
EF095799	10360	<b>COCKBURN PARTY HIRE</b> HIRE OF PARTY EQUIPMENT	30/06/2016	5,877.15
EF095800	10368	<b>COCKBURN WETLANDS EDUCATION CENTRE</b> COMMUNITY GRANT	30/06/2016	7,509.40

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EF095801	10375	<b>VEOLIA ENVIRONMENTAL SERVICES</b> WASTE SERVICES	30/06/2016	7,006.10
EF095802	10384	<b>PROGILITY PTY LTD COMMUNICATIONS AUSTRALIA</b> COMMUNICATION SERVICES	30/06/2016	220.00
EF095803	10386	<b>COMMUNITY NEWSPAPER GROUP</b> ADVERTISING SERVICES	30/06/2016	18,259.45
EF095804	10459	<b>DAVID GRAY &amp; CO</b> MOBILE GARBAGE BINS	30/06/2016	212.98
EF095805	10483	<b>LANDGATE</b> MAPPING/LAND TITLE SEARCHES	30/06/2016	9,217.43
EF095806	10512	<b>DOMUS NURSERY</b> VARIOUS PLANTS	30/06/2016	8,628.04
EF095807	10526	<b>E &amp; MJ ROSHER PTY LTD</b> MOWER PARTS	30/06/2016	13,923.45
EF095808	10535	<b>WORKPOWER INCORPORATED</b> EMPLOYMENT SERVICES - PLANTING	30/06/2016	25,150.39
EF095809	10550	<b>EMERALD PEST CONTROL</b> PEST CONTROL SERVICES	30/06/2016	110.00
EF095810	10580	<b>FC COURIERS</b> COURIER SERVICES	30/06/2016	2,795.06
EF095811	10589	<b>FINES ENFORCEMENT REGISTRY</b> FINES ENFORCEMENT FEES	30/06/2016	1,092.00
EF095812	10609	<b>FORESTVALE TREES P/L</b> PLANTS - TREES/SHRUBS	30/06/2016	10,659.00
EF095813	10611	<b>FORPARK AUSTRALIA</b> PLAYGROUND EQUIPMENT	30/06/2016	81,495.70
EF095814	10636	<b>FUJI XEROX AUSTRALIA PTY LTD</b> PHOTOCOPY CHARGES	30/06/2016	5,221.45
EF095815	10641	<b>GALVINS PLUMBING SUPPLIES</b> PLUMBING SERVICES	30/06/2016	890.64
EF095816	10644	<b>COCKBURN GATEWAY SHOPPING CITY</b> PURCHASE OF GIFT VOUCHERS	30/06/2016	200.00
EF095817	10655	<b>GHD PTY LTD</b> CONSULTANCY SERVICES	30/06/2016	13,545.90
EF095818	10679	<b>GRASSTREES AUSTRALIA</b> PLANTS & PLANTING SERVICES	30/06/2016	6,974.00
EF095819	10692	<b>AECOM AUSTRALIA PTY LTD</b> CONSULTANCY SERVICES	30/06/2016	10,164.00
EF095820	10708	<b>HEAVY AUTOMATICS PTY LTD</b> EQUIPMENT MAINTENANCE SERVICES	30/06/2016	3,173.58
EF095821	10709	<b>HECS FIRE</b> FIRE SYSTEM MAINTENANCE	30/06/2016	35,194.17
EF095822	10711	<b>HERALD PUBLISHING COMPANY PTY LTD</b> ADVERTISING SERVICES	30/06/2016	297.00
EF095823	10726	<b>HOLTON CONNOR ARCHITECTS &amp; PLANNERS</b> ARCHITECTURAL SERVICES	30/06/2016	22,677.60
EF095824	10740	<b>HYDRO-DYNAMIC MINING SERVICES PTY LTD</b> REPAIRS/MAINTENANCE SERVICES	30/06/2016	14,999.60

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EF095825	10779	<b>J F COVICH &amp; CO PTY LTD</b> ELECTRICAL SERVICES	30/06/2016	29,080.75
EF095826	10783	<b>JANDAKOT METAL INDUSTRIES</b> METAL SUPPLIES	30/06/2016	2,313.30
EF095827	10787	<b>JANDAKOT ACCIDENT REPAIR CENTRE</b> PANEL BEATING SERVICES	30/06/2016	1,000.00
EF095828	10794	<b>JASON SIGNMAKERS</b> SIGNS	30/06/2016	869.55
EF095829	10814	<b>JR &amp; A HERSEY PTY LTD</b> SAFETY CLOTHING SUPPLIES	30/06/2016	154.00
EF095830	10888	<b>LJ CATERERS</b> CATERING SERVICES	30/06/2016	11,041.30
EF095831	10913	<b>BUCHER MUNICIPAL PTY LTD</b> PURCHASE OF NEW PLANT / REPAIR SERVICES	30/06/2016	41,801.37
EF095832	10923	<b>MAJOR MOTORS PTY LTD</b> REPAIRS/MAINTENANCE SERVICES	30/06/2016	82.61
EF095833	10931	<b>MARLBROH BINGO ENTERPRISES</b> BINGO EQUIPMENT	30/06/2016	63.05
EF095834	10939	<b>LINFOX ARMAGUARD</b> BANKING SECURITY SERVICES	30/06/2016	1,730.56
EF095835	10942	<b>MCGEES PROPERTY</b> PROPERTY CONSULTANCY SERVICES	30/06/2016	15,950.00
EF095836	10944	<b>MCLEODS</b> LEGAL SERVICES	30/06/2016	20,306.71
EF095837	10991	<b>BEACON EQUIPMENT</b> MOWING EQUIPMENT	30/06/2016	25,228.50
EF095838	11022	<b>NATIVE ARC</b> GRANTS & DONATIONS	30/06/2016	750.00
EF095839	11026	<b>NESTLE FOOD SERVICES</b> CATERING SUPPLIES	30/06/2016	412.80
EF095840	11028	<b>NEVERFAIL SPRINGWATER LTD</b> BOTTLED WATER SUPPLIES	30/06/2016	1,205.80
EF095841	11036	<b>NORTHLAKE ELECTRICAL</b> ELECTRICAL SERVICES	30/06/2016	20,673.89
EF095842	11068	<b>VODAFONE HUTCHISON AUSTRALIA PTY LTD</b> PAGING SERVICES	30/06/2016	665.50
EF095843	11077	<b>P &amp; G BODY BUILDERS PTY LTD</b> PLANT BODY BUILDING SERVICES	30/06/2016	11,938.50
EF095844	11090	<b>PARCHEM CONSTRUCTION SUPPLIES PTY LTD</b> CONCRETE PRODUCTS	30/06/2016	744.36
EF095845	11152	<b>FULTON HOGAN INDUSTRIES PTY LTD</b> ROAD MAINTENANCE	30/06/2016	2,094.40
EF095846	11155	<b>PK PRINT PTY LTD</b> PRINTING SERVICES	30/06/2016	3,980.00
EF095847	11182	<b>PREMIUM BRAKE &amp; CLUTCH SERVICE</b> BRAKE SERVICES	30/06/2016	2,659.91
EF095848	11205	<b>QUALITY TRAFFIC MANAGEMENT PTY LTD</b> TRAFFIC CONTROL SERVICES	30/06/2016	31,559.82

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EF095849	11208	<b>QUICK CORPORATE AUSTRALIA PTY LTD</b> STATIONERY/CONSUMABLES	30/06/2016	9,541.77
EF095850	11235	<b>REINFORCED CONCRETE PIPES PTY LTD</b> CONCRETE PIPE SUPPLIES	30/06/2016	1,183.93
EF095851	11307	<b>SATELLITE SECURITY SERVICES PTY LTD</b> SECURITY SERVICES	30/06/2016	29,768.72
EF095852	11308	<b>SBA SUPPLIES</b> HARDWARE SUPPLIES	30/06/2016	8,135.46
EF095853	11333	<b>SHELFORD CONSTRUCTIONS PTY LTD</b> CONSTRUCTION SERVICES	30/06/2016	172,108.58
EF095854	11361	<b>SIGMA CHEMICALS PTY LTD</b> CHEMICAL SUPPLIES	30/06/2016	2,308.12
EF095855	11373	<b>SKIPPER TRUCK PARTS</b> SPARE PARTS & MAINTENANCE SERVICES	30/06/2016	1,741.04
EF095856	11375	<b>SLATER-GARTRELL SPORTS</b> SPORT SUPPLIES	30/06/2016	444.40
EF095857	11387	<b>BIBRA LAKE SOILS</b> SOIL & LIMESTONE SUPPLIES	30/06/2016	1,116.80
EF095858	11425	<b>SOUTHERN METROPOLITAN REGIONAL COUNCIL</b> WASTE DISPOSAL GATE FEES	30/06/2016	1,012,752.44
EF095859	11459	<b>SPEARWOOD VETERINARY HOSPITAL</b> VETERINARY SERVICES	30/06/2016	55.00
EF095860	11463	<b>SPECTRUM CABINETS</b> CABINET SUPPLIES	30/06/2016	5,907.00
EF095861	11469	<b>SPORTS TURF TECHNOLOGY</b> TURF CONSULTANCY SERVICES	30/06/2016	6,116.00
EF095862	11470	<b>SPORTSWORLD OF WA</b> SPORT SUPPLIES	30/06/2016	795.30
EF095863	11483	<b>ST JOHN AMBULANCE AUST WA OPERATIONS</b> FIRST AID COURSES	30/06/2016	225.00
EF095864	11496	<b>STANLEE WA LTD</b> CATERING EQUIPMENT/SUPPLIES	30/06/2016	255.75
EF095865	11540	<b>SWANVIEW PLANT FARM</b> NURSERY	30/06/2016	528.00
EF095866	11546	<b>T FAULKNER &amp; CO</b> INSTALLATIONS/SUPPLY OF HAND RAILS	30/06/2016	21,032.00
EF095867	11556	<b>TECHNIFIRE 2000</b> FIRE FIGHTING EQUIPMENT	30/06/2016	7,425.00
EF095868	11557	<b>TECHNOLOGY ONE LTD</b> IT CONSULTANCY SERVICES	30/06/2016	3,916.00
EF095869	11597	<b>THE PERTH MINT</b> PURCHASE OF CITIZENSHIP COINS	30/06/2016	2,988.21
EF095870	11607	<b>THE WESTERN AUST DEAF SOCIETY INC</b> INTERPRETING SERVICES	30/06/2016	444.40
EF095871	11625	<b>TOTAL EDEN PTY LTD</b> RETICULATION SUPPLIES	30/06/2016	70,032.46
EF095872	11642	<b>TRAILER PARTS PTY LTD</b> TRAILER PARTS	30/06/2016	742.50

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EF095873	11651	<b>TREE WATERING SERVICES</b> TREE WATERING SERVICES	30/06/2016	38,048.00
EF095874	11655	<b>TRISLEYS HYDRAULIC SERVICES PTY LTD</b> POOL EQUIPMENT/REPAIRS	30/06/2016	1,299.10
EF095875	11657	<b>TRUCKLINE PARTS CENTRES</b> AUTOMOTIVE SPARE PARTS	30/06/2016	1,253.62
EF095876	11665	<b>TUNNEL VISION</b> PLUMBING SERVICES	30/06/2016	1,485.00
EF095877	11690	<b>URBAN DEVELOPMENT INSTITUTE OF AUSTRALIA</b> CONSULTANCY SERVICES - PLANNING	30/06/2016	2,120.00
EF095878	11697	<b>VAT MAN-FAT FILTERING SYSTEMS</b> FILTER CLEANING SERVICES	30/06/2016	620.50
EF095879	11699	<b>VERNON DESIGN GROUP</b> ARCHITECTURAL SERVICES	30/06/2016	2,227.50
EF095880	11701	<b>VIBRA INDUSTRIA</b> FILTER SUPPLIES	30/06/2016	612.70
EF095881	11715	<b>WA BLUOMETAL</b> ROADBASE SUPPLIES	30/06/2016	23,977.52
EF095882	11722	<b>WA HINO SALES &amp; SERVICE</b> PURCHASE OF NEW TRUCKS / MAINTENANCE	30/06/2016	757.49
EF095883	11726	<b>WA LIMESTONE</b> LIMESTONE SUPPLIES	30/06/2016	5,367.69
EF095884	11739	<b>WA SPIT ROAST COMPANY</b> CATERING SERVICES	30/06/2016	6,514.60
EF095885	11743	<b>WA COUNCIL OF SOCIAL SERVICE INC</b> TRAINING SERVICES	30/06/2016	2,020.00
EF095886	11749	<b>WARRENS EARTHMOVING CONTRACTORS</b> EARTHMOVING SERVICES	30/06/2016	8,140.00
EF095887	11773	<b>WESFARMERS LANDMARK LIMITED</b> CHEMICAL SUPPLIES	30/06/2016	866.09
EF095888	11787	<b>DEPT OF TRANSPORT</b> VEHICLE SEARCH FEES	30/06/2016	36.85
EF095889	11789	<b>WALGA</b> ADVERTISING/TRAINING SERVICES	30/06/2016	1,194.50
EF095890	11793	<b>WESTERN IRRIGATION PTY LTD</b> IRRIGATION SERVICES/SUPPLIES	30/06/2016	19,113.98
EF095891	11795	<b>WESTERN POWER</b> ELECTRICAL SERVICES	30/06/2016	450.00
EF095892	11806	<b>WESTRAC PTY LTD</b> REPAIRS/MTNCE - EARTHMOVING EQUIPMENT	30/06/2016	65,863.16
EF095893	11828	<b>WORLDWIDE ONLINE PRINTING - O'CONNOR</b> PRINTING SERVICES	30/06/2016	1,030.00
EF095894	11841	<b>YANGEBUP FAMILY CENTRE INC</b> VENUE HIRE / GRANTS & DONATIONS	30/06/2016	855.00
EF095895	11972	<b>COBEY MAINTENANCE SERVICES</b> TURF MANAGEMENT	30/06/2016	1,980.00
EF095896	11987	<b>SAFETY ZONE AUSTRALIA PTY LTD</b> SAFETY EQUIPMENT	30/06/2016	103.46

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EF095897	12014	<b>TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY</b> EXCAVATING/EARTHMOVING EQUIPMENT	30/06/2016	11,343.01
EF095898	12079	<b>CHARTER PLUMBING &amp; GAS</b> PLUMBING SERVICES	30/06/2016	154.00
EF095899	12153	<b>HAYS PERSONNEL SERVICES PTY LTD</b> EMPLOYMENT SERVICES	30/06/2016	50,171.42
EF095900	12207	<b>CIVICA PTY LTD</b> SOFTWARE SUPPORT/LICENCE FEES	30/06/2016	93,198.60
EF095901	12320	<b>MUNDARING GARDEN CENTRE</b> PLANT SUPPLIES	30/06/2016	6,851.60
EF095902	12357	<b>TACTILE INDICATORS WA PTY LTD</b> PAVING SERVICES	30/06/2016	3,326.00
EF095903	12542	<b>SEALIN GARLETT</b> CEREMONIAL SERVICES	30/06/2016	800.00
EF095904	12672	<b>NORMAN DISNEY &amp; YOUNG</b> CONSULTANCY SERVICES	30/06/2016	23,732.62
EF095905	12779	<b>WESTERN RESOURCE RECOVERY PTY LTD</b> WASTE DISPOSAL SERVICES	30/06/2016	805.42
EF095906	12791	<b>ALCHEMY TECHNOLOGY</b> COMPUTER SOFTWARE SERVICES	30/06/2016	8,202.10
EF095907	12796	<b>ISENTIA PTY LIMITED</b> MEDIA MONITORING SERVICES	30/06/2016	2,856.50
EF095908	12803	<b>ASSUREX ESCROW PTY LTD</b> ANNUAL SOFTWARE FEE	30/06/2016	1,094.50
EF095909	12883	<b>CONSERVATION VOLUNTEERS AUSTRALIA</b> ENVIRONMENTAL SERVICES	30/06/2016	825.00
EF095910	13037	<b>PPCA LTD</b> LICENCE FEE - SOUND & MUSIC	30/06/2016	587.88
EF095911	13056	<b>CLEANDUSTRIAL SERVICES PTY LTD</b> CLEANING SERVICES	30/06/2016	65,264.14
EF095912	13102	<b>MICHAEL PAGE INTERNATIONAL</b> EMPLOYMENT SERVICES	30/06/2016	3,001.36
EF095913	13111	<b>OCE-AUSTRALIA LIMITED</b> COPIERS/PRINTERS	30/06/2016	689.70
EF095914	13325	<b>MARTINS ENVIRONMENTAL SERVICES</b> WEED SPRAYING SERVICES	30/06/2016	25,104.75
EF095915	13563	<b>GREEN SKILLS INC</b> EMPLOYMENT SERVICES	30/06/2016	73,040.19
EF095916	13582	<b>DBS FENCING</b> FENCING SERVICES	30/06/2016	1,320.00
EF095917	13671	<b>STAPLES AUSTRALIA PTY LTD</b> OFFICE/STATIONERY SUPPLIES	30/06/2016	1,304.38
EF095918	13767	<b>ELLIOTTS IRRIGATION PTY LTD</b> IRRIGATION SERVICES	30/06/2016	1,078.00
EF095919	13849	<b>MCMULLEN NOLAN &amp; PARTNERS SURVEYORS P</b> SURVEYING SERVICES	30/06/2016	2,145.00
EF095920	13860	<b>KRS CONTRACTING</b> WASTE COLLECTION SERVICES	30/06/2016	4,833.60

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EF095921	14311	<b>BBC ENTERTAINMENT</b> ENTERTAINMENT SERVICES	30/06/2016	990.00
EF095922	14350	<b>BAILEYS FERTILISERS</b> FERTILISER SUPPLIES	30/06/2016	10,157.93
EF095923	14459	<b>BIDVEST (WA)</b> FOOD/CATERING SUPPLIES	30/06/2016	479.81
EF095924	14476	<b>COCKBURN PLEASURE BOAT STORAGE</b> STORAGE SERVICES	30/06/2016	1,980.00
EF095925	14593	<b>AUSTREND INTERNATIONAL PTY LTD</b> ALUMINIUM SUPPLIES	30/06/2016	539.00
EF095926	14659	<b>KIDOGO ARTHOUSE</b> TRAINING SERVICES - ART/SCULPTURE	30/06/2016	4,290.00
EF095927	14667	<b>APPEALING SIGNS</b> SIGNS	30/06/2016	1,771.00
EF095928	14700	<b>KINGMAN SIGNS &amp; GRAPHICS</b> SIGNWRITING/SIGNMAKING	30/06/2016	6,050.00
EF095929	15072	<b>DRUM PRINT &amp; PUBLICATIONS</b> PRINTING SERVICES	30/06/2016	466.40
EF095930	15272	<b>MORRISONS PUBLIC ADDRESS &amp; PROF AUDIO</b> PA SYSTEMS	30/06/2016	558.00
EF095931	15393	<b>GREENWAY ENTERPRISES</b> HARDWARE SUPPLIES	30/06/2016	6,431.28
EF095932	15541	<b>JANDAKOT NEWS</b> NEWSPAPER SUPPLIERS	30/06/2016	128.80
EF095933	15550	<b>APACE AID</b> PLANTS & LANDSCAPING SERVICES	30/06/2016	17,489.77
EF095934	15587	<b>DAVIDSON TRAHIRE CORPSYCH</b> TRAINING SERVICES	30/06/2016	19,800.00
EF095935	15609	<b>CATALYSE PTY LTD</b> CONSULTANCY SERVICES	30/06/2016	16,170.00
EF095936	15678	<b>A2Z PEST CONTROL</b> PEST CONTROL	30/06/2016	748.00
EF095937	15746	<b>WESTERN AUSTRALIA POLICE SERVICE</b> POLICE CLEARANCES	30/06/2016	14.80
EF095938	15786	<b>AD ENGINEERING INTERNATIONAL PTY LTD</b> SIGNS - ELECTRONIC	30/06/2016	132.00
EF095939	15850	<b>ECOSCAPE</b> ENVIRONMENTAL CONSULTANCY	30/06/2016	6,710.00
EF095940	15868	<b>CARDNO (WA) PTY LTD</b> CONSULTANCY SERVICES - ENGINEERING	30/06/2016	787.60
EF095941	16064	<b>CMS ENGINEERING PTY LTD</b> AIRCONDITIONING SERVICES	30/06/2016	12,827.65
EF095942	16107	<b>WREN OIL</b> WASTE DISPOSAL SERVICES	30/06/2016	85.25
EF095943	16291	<b>WA PROFILING</b> ROAD PROFILING SERVICES	30/06/2016	15,573.80
EF095944	16363	<b>ATCO GAS AUSTRALIA</b> GAS SUPPLIES/SERVICES	30/06/2016	402.60

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EF095945	16396	<b>MAYDAY EARTHMOVING</b> ROAD CONSTRUCTION MACHINE HIRE	30/06/2016	71,321.60
EF095946	16548	<b>RED HOT DESIGN</b> T-SHIRTS/SCREEN PRINTING	30/06/2016	1,199.00
EF095947	16704	<b>ACCIDENTAL FIRST AID SUPPLIES - PERTH SOUTH</b> MEDICAL SUPPLIES	30/06/2016	1,356.36
EF095948	16714	<b>ATWELL SCOUTS GROUP</b> KIDSPORT REGISTRATIONS	30/06/2016	200.00
EF095949	16985	<b>WA PREMIX</b> CONCRETE SUPPLIES	30/06/2016	31,387.40
EF095950	17097	<b>VALUE TISSUE</b> PAPER PRODUCTS	30/06/2016	639.54
EF095951	17178	<b>THE CLEAN UP COMPANY</b> WASTE DISPOSAL SERVICES	30/06/2016	1,091.20
EF095952	17279	<b>AUSSIE COOL SHADES</b> SHADE SAILS & AWNINGS	30/06/2016	33,836.00
EF095953	17301	<b>GOOD READING MAGAZINE</b> SUBSCRIPTION	30/06/2016	1,771.00
EF095954	17305	<b>NOEL MORRISON</b> ARTIST	30/06/2016	50.00
EF095955	17471	<b>PIRTEK (FREMANTLE) PTY LTD</b> HOSES & FITTINGS	30/06/2016	4,741.22
EF095956	17481	<b>ADS AUTOMATION PTY LTD</b> DOOR/GATE REPAIRS	30/06/2016	308.00
EF095957	17555	<b>ALLEASING PTY LTD</b> LEASE REPAYMENTS	30/06/2016	99,304.56
EF095958	17600	<b>ERLECTIONS (WA)</b> GUARD RAILS	30/06/2016	1,900.80
EF095959	17798	<b>WESTERN DIAGNOSTIC PATHOLOGY</b> ANALYTICAL SERVICES	30/06/2016	751.30
EF095960	17887	<b>RED SAND SUPPLIES PTY LTD</b> MACHINERY HIRE	30/06/2016	665.50
EF095961	17927	<b>SHARYN EGAN</b> ARTISTIC SERVICES	30/06/2016	560.00
EF095962	17942	<b>MRS MAC'S</b> FOOD SUPPLIES	30/06/2016	492.95
EF095963	18031	<b>MERCURY FIRESAFETY PTY LTD</b> FIRE PROTECTION EQUIPMENT	30/06/2016	440.00
EF095964	18126	<b>DELL AUSTRALIA PTY LTD</b> COMPUTER HARDWARE	30/06/2016	6,337.10
EF095965	18147	<b>AURECON AUSTRALASIA PTY LTD</b> CONSULTANCY - CIVIL ENGINEERING	30/06/2016	5,863.56
EF095966	18216	<b>REGEN4 ENVIRONMENTAL SERVICES</b> CONSULTANCY - ENVIRONMENTAL	30/06/2016	1,728.65
EF095967	18258	<b>BPA ENGINEERING</b> ENGINEERING	30/06/2016	1,320.00
EF095968	18272	<b>AUSTRACLEAR LIMITED</b> INVESTMENT SERVICES	30/06/2016	60.95

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EF095969	18293	<b>EASTERN PRESS</b> PRINTING	30/06/2016	756.00
EF095970	18446	<b>ARTZPLACE INC</b> CULTURAL GRANT	30/06/2016	850.00
EF095971	18508	<b>JOHN TURNER</b> BRICK LAYING SERVICES	30/06/2016	7,255.60
EF095972	18533	<b>FRIENDS OF THE COMMUNITY INC.</b> DONATION	30/06/2016	3,461.00
EF095973	18579	<b>DEPARTMENT OF INDIGENOUS AFFAIRS</b> STREET BANNER SPONSORSHIP	30/06/2016	1,155.00
EF095974	18628	<b>UNILEVER AUSTRALIA LTD</b> BEVERAGES	30/06/2016	187.81
EF095975	18695	<b>MYAREE CRANE HIRE</b> CRANE HIRE	30/06/2016	1,254.00
EF095976	18734	<b>P &amp; R EDWARDS</b> ENTERTAINMENT SERVICES	30/06/2016	125.00
EF095977	18799	<b>DOWN TO EARTH TRAINING &amp; ASSESSING</b> TRAINING SERVICES	30/06/2016	1,980.00
EF095978	18941	<b>ALLSTAMPS</b> STATIONERY	30/06/2016	15.75
EF095979	18962	<b>SEALANES (1985) P/L</b> CATERING SUPPLIES	30/06/2016	732.40
EF095980	19107	<b>FOREVER SHINING</b> MONUMENT	30/06/2016	4,400.00
EF095981	19133	<b>INNOVA GROUP PTY LTD</b> FURNITURE	30/06/2016	26,738.65
EF095982	19204	<b>MEAGAN BELL</b> ENTERTAINMENT SERVICES	30/06/2016	1,485.00
EF095983	19286	<b>STRATEGEN ENVIRONMENTAL CONSULTANTS P</b> ENVIRONMENTAL CONSULTANTS	30/06/2016	2,420.00
EF095984	19436	<b>WHITCHURCH REFRIGERATION &amp; AIRCONDITIC</b> AIR CONDITIONING SERVICES	30/06/2016	710.27
EF095985	19505	<b>ADVANCED WINDOW SHUTTERS</b> WINDOW SHUTTERS	30/06/2016	300.00
EF095986	19533	<b>WOOLWORTHS LTD</b> GROCERIES	30/06/2016	2,015.79
EF095987	19558	<b>COMPLETE FIRE DESIGN</b> FIRE CONSULTANCY SERVICES	30/06/2016	6,792.50
EF095988	19649	<b>TELSTRA NETWORK INTEGRITY SERVICES</b> COMMUNICATION SERVICES	30/06/2016	8,834.91
EF095989	19657	<b>BIGMATE MONITORING SERVICES PTY LTD</b> COMPUTER HARDWARE/SOFTWARE	30/06/2016	3,506.80
EF095990	19718	<b>SIFTING SANDS</b> CLEANING SERVICES - SAND	30/06/2016	17,039.72
EF095991	19731	<b>IPDAT COMMUNICATIONS CONSULTATION</b> CONSULTANCY SERVICES - COMMUNICATIONS	30/06/2016	3,080.00
EF095992	19747	<b>ALLERDING &amp; ASSOCIATES</b> CPLANNING CONSULTANCY SERVICES	30/06/2016	10,128.19

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EF095993	19847	<b>PFD FOOD SERVICES PTY LTD</b> CATERING SERVICES	30/06/2016	972.05
EF095994	20000	<b>AUST WEST AUTO ELECTRICAL P/L</b> AUTO ELECTRICAL SERVICES	30/06/2016	19,893.14
EF095995	20146	<b>DATA#3 LIMITED</b> CONTRACT IT PERSONNEL & SOFTWARE	30/06/2016	6,160.99
EF095996	20247	<b>CHRISTIE PARKSAFE</b> PARKS & RECREATIONAL PRODUCTS	30/06/2016	590.70
EF095997	20321	<b>RIVERJET P/L</b> EDUCTING-CLEANING SERVICES	30/06/2016	18,884.25
EF095998	20322	<b>PLANTRITE</b> PLANT SUPPLIES	30/06/2016	15,918.25
EF095999	20427	<b>ENVIRONMENT HOUSE INC</b> ENVIRONMENT HOUSE	30/06/2016	10,582.00
EF096000	20546	<b>PACIFIC BIOLOGICS PTY LTD</b> INSECTICIDES/PESTICIDES-MOSQUITO	30/06/2016	8,043.20
EF096001	20549	<b>A1 CARPET, TILE &amp; GROUT CLEANING</b> CLEANING SERVICES - TILES/CARPET	30/06/2016	3,960.00
EF096002	20556	<b>DVG MOUNTWAY MELVILLE</b> PURCHASE OF NEW VEHICLES	30/06/2016	11,270.30
EF096003	20786	<b>THE BUTCHER SHOP</b> ARTISTIC SUPPLIES	30/06/2016	593.85
EF096004	20857	<b>DOCKSIDE SIGNS</b> SIGN MAKERS	30/06/2016	952.60
EF096005	20885	<b>TACTILE INDICATORS (PERTH) PTY LTD</b> TACTILES	30/06/2016	1,309.00
EF096006	20934	<b>GREENLINE AG P/L</b> AGRICULTURAL EQUIPMENT	30/06/2016	1,222.40
EF096007	21005	<b>BRAIN TEASERS OZ PTY LTD</b> EDUCATIONAL PRODUCTS	30/06/2016	132.00
EF096008	21120	<b>SHOREWATER MARINE PTY LTD</b> MARINE CONSTRUCTION SERVICES	30/06/2016	64,467.77
EF096009	21139	<b>AUSTRAFFIC WA PTY LTD</b> TRAFFIC SURVEYS	30/06/2016	3,173.50
EF096010	21151	<b>DIGITAL MONOPOLY PERTH WEB DESIGN</b> WEB DESIGN SERVICES	30/06/2016	561.00
EF096011	21287	<b>T.J.DEPIAZZI &amp; SONS</b> SOIL & MULCH SUPPLIES	30/06/2016	11,902.00
EF096012	21294	<b>CAT HAVEN</b> ANIMAL SERVICES	30/06/2016	1,435.00
EF096013	21364	<b>OFFICINO OFFICE FURNITURE</b> OFFICE FURNITURE	30/06/2016	688.50
EF096014	21371	<b>LD TOTAL SANPOINT PTY LTD</b> LANDSCAPING WORKS/SERVICES	30/06/2016	48,323.17
EF096015	21469	<b>JOHN HUGHES VOLKSWAGON</b> PURCHASE OF NEW VEHICLE	30/06/2016	9,105.60
EF096016	21627	<b>MANHEIM PTY LTD</b> IMPOUNDED VEHICLES	30/06/2016	8,562.40

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EF096017	21665	<b>MMJ REAL ESTATE (WA) PTY LTD</b> PROPERTY MANAGEMENT SERVICES	30/06/2016	40,409.90
EF096018	21672	<b>MEGA MUSIC AUSTRALIA</b> MUSICAL INSTRUMENTS/SOUND EQUIPMENT	30/06/2016	700.00
EF096019	21744	<b>JB HI-FI - COMMERCIAL</b> ELECTRONIC EQUIPMENT	30/06/2016	10,212.53
EF096020	21748	<b>SUPER A-MART PTY LTD</b> SUPPLY OF FURNITURE	30/06/2016	3,267.00
EF096021	21778	<b>HILTON SQUASH AND FITNESS</b> SPORTING SERVICES	30/06/2016	200.00
EF096022	21815	<b>CIVIL SURVEY SOLUTIONS</b> CONSULTANCY - SURVEYING	30/06/2016	9,180.60
EF096023	21915	<b>ECOWATER SERVICES PTY LTD</b> MAINTENANCE SERVICES - WASTE SYSTEMS	30/06/2016	1,352.60
EF096024	21946	<b>RYAN'S QUALITY MEATS</b> MEAT SUPPLIES	30/06/2016	1,939.26
EF096025	22106	<b>INTEWORK INCORPORATED</b> SERVICES - DAIP	30/06/2016	1,214.40
EF096026	22119	<b>BINDI BINDI DREAMING MARISSA VERMA</b> CONSULT - ABORIGINAL EDUCATION/ENT	30/06/2016	1,990.00
EF096027	22242	<b>ASPHALT SURFACES PTY LTD</b> ASPHALTING SERVICES	30/06/2016	126,622.68
EF096028	22260	<b>SOUTHERN STAR TRAMPOLINE ACADEMY</b> SPORT & RECREATION	30/06/2016	550.00
EF096029	22332	<b>MACQUARIE EQUIPMENT RENTALS PTY LTD</b> LEASE RENTAL	30/06/2016	6,717.50
EF096030	22344	<b>BICYCLE VICTORIA</b> SURVEY'S	30/06/2016	4,033.70
EF096031	22448	<b>CAKES WEST PTY LTD</b> CATERING	30/06/2016	138.36
EF096032	22553	<b>BROWNES FOOD OPERATIONS</b> CATERING SUPPLIES	30/06/2016	1,686.03
EF096033	22569	<b>SONIC HEALTH PLUS PTY LTD</b> MEDICAL SERVICES	30/06/2016	973.50
EF096034	22613	<b>VICKI ROYANS</b> ARTISTIC SERVICES	30/06/2016	600.00
EF096035	22619	<b>KSC TRAINING</b> TRAINING SERVICES	30/06/2016	990.00
EF096036	22639	<b>SHATISH CHAUHAN</b> TRAINING SERVICES - YOGA	30/06/2016	1,600.00
EF096037	22651	<b>SPRAYMASTER SPRAY SHOP</b> SPAYING EQUIPMENT	30/06/2016	3,995.00
EF096038	22680	<b>LEONARD THORN</b> CULTURAL PRESENTATION SERVICES	30/06/2016	1,350.00
EF096039	22682	<b>BEAVER TREE SERVICES PTY LTD</b> TREE PRUNING SERVICES	30/06/2016	105,051.27
EF096040	22752	<b>ELGAS LIMITED</b> GAS SUPPLIES	30/06/2016	105.60

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EF096041	22805	<b>COVS PARTS PTY LTD</b> MOTOR PARTS	30/06/2016	4,579.93
EF096042	22806	<b>PUMA ENERGY (AUSTRALIA) FUELS PTY LTD</b> FUEL SUPPLIES	30/06/2016	116,400.25
EF096043	22859	<b>TOP OF THE LADDER GUTTER CLEANING</b> GUTTER CLEANING SERVICES	30/06/2016	3,465.94
EF096044	22903	<b>UNIQUE INTERNATIONAL RECOVERIES LLC</b> DEBT COLLECTORS	30/06/2016	614.40
EF096045	22913	<b>AUSTRALIAN OFFICE LEADING BRANDS.COM.AU</b> ENVELOPES	30/06/2016	411.08
EF096046	23034	<b>DOUGLAS PARTNERS PTY LTD</b> CONSULTANCY SERVICES - GEO TECHNICAL	30/06/2016	3,465.00
EF096047	23213	<b>SPOTLESS FACILITY SERVICES PTY LTD (LAUNDRY)</b> LAUNDRY SERVICES	30/06/2016	306.68
EF096048	23253	<b>KOTT GUNNING</b> LEGAL SERVICES	30/06/2016	18,502.82
EF096049	23254	<b>IBIS INFORMATION SYSTEMS PTY LTD</b> COMPUTER SOFTWARE	30/06/2016	5,632.00
EF096050	23348	<b>ZUMBA WITH HONEY</b> FITNESS CLASSES	30/06/2016	704.00
EF096051	23351	<b>COCKBURN GP SUPER CLINIC LIMITED</b> LEASING FEES	30/06/2016	886.69
EF096052	23356	<b>NORDIC ACADEMY AUSTRALIA PTY LTD</b> WALKING EQUIPMENT	30/06/2016	299.00
EF096053	23457	<b>TOTALLY WORK WEAR FREMANTLE</b> CLOTHING - UNIFORMS	30/06/2016	3,836.43
EF096054	23473	<b>MAX FAIRCLOUGH PHOTOGRAPHY</b> PHOTOGRAPHY SERVICES	30/06/2016	250.00
EF096055	23570	<b>A PROUD LANDMARK PTY LTD</b> LANDSCAPE CONTRUCTION SERVICES	30/06/2016	46,206.04
EF096056	23581	<b>BIRDLIFE AUSTRALIA</b> DONATIONS	30/06/2016	200.00
EF096057	23670	<b>LIEBHERR AUSTRALIA PTY LTD</b> SPARE PARTS	30/06/2016	96.80
EF096058	23730	<b>DELOITTE TOUCHE TOHMATSU</b> AUDITING SERVICES - INTERNAL	30/06/2016	15,427.50
EF096059	23818	<b>AM &amp; IE MUTCH ENGINEERING CONSULTANTS</b> CONSULTANCY SERVICES	30/06/2016	3,564.00
EF096060	23849	<b>JCB CONSTRUCTION EQUIPMENT AUSTRALIA</b> PLANT/MACHINERY	30/06/2016	2,042.28
EF096061	23858	<b>SPECIALISED SECURITY SHREDDING</b> DOCUMENT DESTRUCTION SERVICES	30/06/2016	30.36
EF096062	23929	<b>ANTIQUITEA</b> HIRE-FUNCTION EQUIPMENT	30/06/2016	2,133.60
EF096063	23971	<b>FIND WISE LOCATION SERVICES</b> LOCATING SERVICES - UNDERGROUND	30/06/2016	938.30
EF096064	24183	<b>WELLARD GLASS</b> GLASS REPAIR SERVICES	30/06/2016	795.09

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EF096065	24186	<b>ELAN ENERGY MANAGEMENT PTY LTD</b> RECYCLING SERVICES - TYRES	30/06/2016	309.52
EF096066	24195	<b>PAYNE'S WINDOW CLEANING AND SERVICES</b> WINDOW CLEANING SERVICES	30/06/2016	12,908.86
EF096067	24281	<b>ECO LOGICAL AUSTRALIA PTY LTD</b> MAPPING SERVICES	30/06/2016	1,486.49
EF096068	24506	<b>AMARANTI'S PERSONAL TRAINING</b> PERSONAL TRAINING SERVICES	30/06/2016	375.00
EF096069	24524	<b>CALO HEALTH</b> HEARTMOVE CLASSES	30/06/2016	2,165.00
EF096070	24558	<b>MACQUARIE BANK LIMITED</b> LEASE REPAYMENT	30/06/2016	1,615.13
EF096071	24595	<b>CONTEMPORARY IMAGE PHOTOGRAPHY PTY LTD</b> PHOTOGRAPHY SERVICES	30/06/2016	4,115.10
EF096072	24599	<b>POOLWERX SPEARWOOD</b> ANALYTICAL SERVICES	30/06/2016	1,694.45
EF096073	24655	<b>AUTOMASTERS SPEARWOOD</b> VEHICLE SERVICING	30/06/2016	3,098.00
EF096074	24724	<b>QUALITY MARINE COATING SYSTEMS P/L</b> CLEANING SERVICES - ROAD SURFACES	30/06/2016	2,860.00
EF096075	24748	<b>PEARMANS ELECTRICAL &amp; MECHANICAL SERVICES</b> ELECTRICAL SERVICES	30/06/2016	10,832.40
EF096076	24800	<b>DZOLV PRODUCTS</b> CATERING SUPPLIES	30/06/2016	7,902.40
EF096077	24805	<b>KAREN WOOLHEAD</b> DANCING CLASSES	30/06/2016	960.00
EF096078	24862	<b>BEARDS SECURITY</b> SECURITY SERVICES	30/06/2016	100.00
EF096079	24945	<b>NS PROJECTS PTY LTD</b> PROJECT MANAGEMENT SERVICES	30/06/2016	28,600.00
EF096080	24949	<b>BITUMEN SURFACING</b> BITUMEN SUPPLIES	30/06/2016	40,177.74
EF096081	24974	<b>SCOTT PRINT</b> PRINTING SERVICES	30/06/2016	363.00
EF096082	24976	<b>SNAP PRINTING - COCKBURN CENTRAL</b> PRINTING SERVICES	30/06/2016	114.20
EF096083	25002	<b>BRAIN AMBULANCE MENTAL HEALTH EDUCATION</b> EDUCATION SERVICES	30/06/2016	2,966.70
EF096084	25060	<b>DFP RECRUITMENT SERVICES</b> EMPLOYMENT SERVICES	30/06/2016	19,022.39
EF096085	25102	<b>FREMANTLE MOBILE WELDING</b> WELDING SERVICES	30/06/2016	10,879.00
EF096086	25115	<b>FIGG</b> INVESTMENT MANAGEMENT SERVICES	30/06/2016	2,750.00
EF096087	25121	<b>IMAGESOURCE DIGITAL SOLUTIONS</b> BILLBOARDS	30/06/2016	9,095.58
EF096088	25127	<b>MILMAR DISTRIBUTORS</b> PRINTING SERVICES - ID CARDS	30/06/2016	56.00

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EF096089	25128	<b>HORIZON WEST LANDSCAPE &amp; IRRIGATION P/L</b> LANDSCAPING SERVICES	30/06/2016	150,781.89
EF096090	25263	<b>SYSTEM MAINTENANCE</b> SEWERAGE PUMP MAINTENANCE	30/06/2016	389.29
EF096091	25264	<b>ACURIX NETWORKS PTY LTD</b> WIFI ACCESS SERVICE	30/06/2016	2,483.80
EF096092	25287	<b>ADVANCED LINING TECHNOLOGY AUSTRALIA P</b> WELDING SERVICES	30/06/2016	478.50
EF096093	25325	<b>NATSALES ADVERTISING PTY LTD</b> PRINTING SERVICES	30/06/2016	6,435.00
EF096094	25415	<b>JANDAKOT STOCK &amp; PET SUPPLIES</b> PET SUPPLIES	30/06/2016	301.95
EF096095	25418	<b>CS LEGAL</b> LEGAL SERVICES	30/06/2016	2,783.10
EF096096	25539	<b>CALIBRE CONSULTING (MELB) PTY LTD</b> CONSULTANCY SERVICES	30/06/2016	17,730.63
EF096097	25540	<b>JOHN MASSEY GROUP PTY LTD</b> BUILDING SURVEYING SERVICES	30/06/2016	1,485.00
EF096098	25586	<b>ENVIROVAP PTY LTD</b> HIRE OF LEACHATE UNITS	30/06/2016	6,902.50
EF096099	25644	<b>DYMOCKS GARDEN CITY</b> PURCHASE OF BOOKS	30/06/2016	37.78
EF096100	25645	<b>YELAKITJ MOORT NYUNGAR ASSOCIATION INC</b> WELCOME TO THE COUNTRY PERFORMANCES	30/06/2016	750.00
EF096101	25646	<b>THE GREEN MO</b> CATERING SERVICES	30/06/2016	524.00
EF096102	25657	<b>LOCK JOINT AUSTRALIA</b> LOCKSMITH SERVICES	30/06/2016	979.00
EF096103	25713	<b>DISCUS ON DEMAND</b> PRINTING SERVICES	30/06/2016	3,034.78
EF096104	25733	<b>MIRACLE RECREATION EQUIPMENT</b> PLAYGROUND INSTALLATION / REPAIRS	30/06/2016	8,765.90
EF096105	25736	<b>BLUE TANG (WA) PTY LTD EMERGE ASSOCIATES</b> CONSULTANCY SERVICES	30/06/2016	2,255.00
EF096106	25737	<b>DATABASE CONSULTANTS AUSTRALIA</b> CONSULTANCY SERVICES	30/06/2016	1,540.00
EF096107	25813	<b>LGCONNECT PTY LTD</b> DEVELOPMENT CONSULTANCY	30/06/2016	9,350.00
EF096108	25822	<b>FIT2WORK.COM.AU MERCURY SEARCH AND SE</b> EMPLOYEE CHECK	30/06/2016	38.39
EF096109	25875	<b>COOGEE PLUMBING SERVICES</b> PLUMBING SERVICES	30/06/2016	3,429.78
EF096110	25955	<b>ADECCO INDUSTRIAL PTY LTD</b> EMPLOYMENT SERVICES	30/06/2016	14,276.48
EF096111	26029	<b>AUTOSWEEP WA</b> SWEEPING SERVICES	30/06/2016	12,078.00
EF096112	26048	<b>DAVID WILLS AND ASSOCIATES</b> CONSULTANCY SERVICES - ENGINEERING	30/06/2016	2,200.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF096113	26067	<b>SPRAYKING WA PTY LTD</b> CHEMICAL WEED CONTROL SERVICES	30/06/2016	8,090.51
EF096114	26090	<b>FREMANTLE MILK DISTRIBUTORS</b> MILK DISTRIBUTORS	30/06/2016	278.25
EF096115	26110	<b>DASH CIVIL CONTRACTING</b> CONCRETING SERVICES	30/06/2016	113,232.30
EF096116	26114	<b>GRACE RECORDS MANAGEMENT</b> RECORDS MANAGEMENT SERVICES	30/06/2016	1,439.41
EF096117	26146	<b>TOP GEAR PAINTING</b> PAINTING SERVICES	30/06/2016	770.00
EF096118	26173	<b>SOUTHSIDE PLUMBING</b> PLUMBING SERVICES	30/06/2016	10,249.62
EF096119	26211	<b>AMCOM PTY LTD</b> INTERNET/DATA SERVICES	30/06/2016	4,287.44
EF096120	26253	<b>CREATE IT</b> TIME LAPSE CAMERA	30/06/2016	913.00
EF096121	26257	<b>PAPERBARK TECHNOLOGIES</b> ARBORICULTURAL CONSULTANCY SERVICES	30/06/2016	11,120.00
EF096122	26303	<b>GECKO CONTRACTING TURF &amp; LANDSCAPE MAI</b> TURF & LANDSCAPE MAINTENANCE	30/06/2016	96,323.20
EF096123	26313	<b>ROSANNE DINGLI</b> TRAINING SERVICES	30/06/2016	605.00
EF096124	26314	<b>CPE GROUP</b> TEMPORARY EMPLOYMENT SERVICES	30/06/2016	952.81
EF096125	26323	<b>AT THE KITCHEN</b> CATERING SERVICES	30/06/2016	2,698.00
EF096126	26359	<b>WILSON SECURITY</b> SECURITY SERVICES	30/06/2016	186,655.12
EF096127	26386	<b>AIRMASTER AUSTRALIA PTY LTD</b> AIRCONDITIONING MAINTENANCE SERVICES	30/06/2016	2,283.40
EF096128	26399	<b>PAPERSCOUT</b> GRAPHIC DESIGN SERVICES	30/06/2016	1,342.00
EF096129	26416	<b>COOLBELLUP NEWSAGENCY</b> NEWSPAPER DELIVERY SERVICES	30/06/2016	622.80
EF096130	26419	<b>CORPORATE SCORECARD PTY LTD</b> CREDIT REFERENCE CHECKS	30/06/2016	548.90
EF096131	26423	<b>ALPHA PEST ANIMAL SOLUTIONS INVASIVE SPE</b> PEST CONTROL SERVICES	30/06/2016	1,100.00
EF096132	26442	<b>BULLANT SECURITY PTY LTD</b> LOCKSMITH & SECURITY SERVICES	30/06/2016	10,953.13
EF096133	26460	<b>KISS PHOTOBOOTHS</b> PHOTOBOOTH HIRE	30/06/2016	750.00
EF096134	26461	<b>777 MAINTENANCE PTY LTD</b> MAINTENANCE SERVICES	30/06/2016	4,679.99
EF096135	26470	<b>SCP CONSERVATION AND LAND MANAGEMENT</b> FENCING SERVICES	30/06/2016	11,091.00
EF096136	26516	<b>ULTIMATE LIMESTONE</b> CONSTRUCTION SERVICES	30/06/2016	64,295.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF096137	26536	<b>SKYLINE LANDSCAPE SERVICES (WA)</b> LANDSCAPING SERVICES	30/06/2016	28,447.84
EF096138	26561	<b>MOSS AND FERN</b> FLORIST	30/06/2016	2,915.00
EF096139	26574	<b>EVA BELLYDANCE</b> ENTERTAINMENT - BELLY DANCING	30/06/2016	375.00
EF096140	26578	<b>AHAM VRITTI HERBAL</b> ENTERTAINMENT AND WORKSHOPS	30/06/2016	850.00
EF096141	26596	<b>QUANTUM BUILDING SERVICES</b> BUILDING MAINTENANCE	30/06/2016	10,768.18
EF096142	26597	<b>WEST COAST SHADE PTY LTD</b> SHADE STRUCTURES	30/06/2016	13,618.00
EF096143	26600	<b>TIMMOTHY KELLY</b> ABORIGINAL CULTURAL DANCING	30/06/2016	1,000.00
EF096144	26604	<b>SERLING CONSULTING (AUSTRALIA) PTY LTD</b> CIVIL ENGINEERING CONSULTANCY	30/06/2016	2,985.13
EF096145	26606	<b>ENVIRO INFRASTRUCTURE PTY LTD</b> CONSTRUCTION& FABRICATION	30/06/2016	8,878.25
EF096146	26611	<b>PETE'S CONCRETE CONSTRUCTION</b> CONCRETE SERVICES	30/06/2016	1,980.00
EF096147	26612	<b>PROFESSIONAL PUBLIC RELATIONS</b> PUBLIC RELATIONS	30/06/2016	4,973.10
EF096148	26613	<b>AVE BIN AND BBQ CLEANING PTY LTD</b> CLEANAING SERVICES (BBQ - BINS)	30/06/2016	2,295.00
EF096149	26614	<b>MARKETFORCE PTY LTD</b> ADVERTISING	30/06/2016	3,699.38
EF096150	26619	<b>SPEARWOOD NEWS DELIVERY</b> NEWSPAPER DELIVERY	30/06/2016	673.41
EF096151	26620	<b>GRA EVERINGHAM PTY LTD</b> CONSULTING/ADVISORY	30/06/2016	13,750.00
EF096152	26623	<b>TELFORD INDUSTRIES</b> CHEMICALS - POOL	30/06/2016	375.54
EF096153	26625	<b>ANDOVER DETAILERS</b> CAR DETAILING SERVICES	30/06/2016	691.95
EF096154	26639	<b>SAFEGUARD INDUSTRIES</b> SECURITY DOORS, SCREENS AND ROLLER SHUTT	30/06/2016	400.00
EF096155	26648	<b>EMC SOLAR CONSTRUCTION PTY LTD</b> SOLAR ENERGY	30/06/2016	6,193.00
EF096156	26649	<b>KUBED MEDIA</b> HIRE OF ADVERTISING LED SCREENS	30/06/2016	660.00
EF096157	26656	<b>ENVIRONMENTAL HEALTH AUSTRALIA (WESTER</b> MEMBERSHIP, CONFERENCES AND TRAINING FO	30/06/2016	1,960.00
EF096158	26660	<b>ORGANIC TRAINING SOLUTIONS</b> BUSINESS TRAINING	30/06/2016	1,200.00
EF096159	26667	<b>TANGELO CREATIVE</b> GRAPHIC DESIGN	30/06/2016	3,960.00
EF096160	26669	<b>TURNER DESIGN PTY LTD</b> GRAPHIC DESIGN CONSULTANCY	30/06/2016	5,658.57

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF096161	26677	<b>AUSTRALIA AND NEW ZEALAND RECYCLING PL</b> NOT- FOR-PROFIT MEMBER SERVICES BODY	30/06/2016	943.14
EF096162	26699	<b>FORTUS GROUP</b> SPARE PARTS - MECHANICAL	30/06/2016	1,742.06
EF096163	26705	<b>CREATIVE ADM</b> MARKETING SERVICES	30/06/2016	3,448.50
EF096164	26707	<b>A1 MARIO COTELLESA</b> ENTERTAINMENT SERVICES	30/06/2016	880.00
EF096165	26709	<b>TALIS CONSULTANTS PTY LTD</b> WASTE CONSULTANCY	30/06/2016	1,391.50
EF096166	26721	<b>QUAD SERVICES PTY LTD</b> CLEANING SERVICES	30/06/2016	18,526.49
EF096167	26727	<b>ANDME CONSULTING</b> CONSULTANCY - COMMUNITY DEVELOPMENT; CHI	30/06/2016	13,341.00
EF096168	26728	<b>PROGRESSING PRIORITY PROJECTS</b> CONSULTANCY - COMMUNITY SERVICES	30/06/2016	20,392.60
EF096169	26732	<b>AMARE SAFETY</b> CLOTHING UNIFORMS	30/06/2016	3,339.60
EF096170	26735	<b>SHANE MCMASTER SURVEYS</b> SURVEY SERVICES	30/06/2016	11,220.00
EF096171	26736	<b>GHEMS HOLDINGS PTY LTD</b> REVEGETATION	30/06/2016	330.00
EF096172	26739	<b>KERB DOCTOR</b> KERB MAINTENANCE	30/06/2016	25,220.59
EF096173	26743	<b>STATEWIDE TURF SERVICES</b> TURF RENOVATION	30/06/2016	5,335.00
EF096174	26745	<b>EMBROIDME MYAREE</b> EMBROIDERY	30/06/2016	88.00
EF096175	26747	<b>BELL-VISTA FRUIT &amp; VEG</b> FRUIT AND VEGETABLES.	30/06/2016	1,210.24
EF096176	26748	<b>TENDERLINK.COM</b> ONLINE TENDER SUBSCRIPTION	30/06/2016	330.00
EF096177	26749	<b>BOOMERS PLUMBING AND GAS PTY LTD</b> PLUMBING SERVICES	30/06/2016	591.00
EF096178	26750	<b>KLEENIT PTY LTD</b> CLEANING	30/06/2016	25,505.00
EF096179	26752	<b>MG GROUP WA</b> CONSTRUCTION	30/06/2016	192,011.41
EF096180	26754	<b>INSIGHT CALL CENTRE SERVICES</b> CALL CENTRE SERVICES	30/06/2016	5,232.87
EF096181	26759	<b>METRO FILTERS</b> CANOPY, FLUE AND FANS CLEANIND AND FILTE.	30/06/2016	26.40
EF096182	26765	<b>GLOBAL UNMANNED SYSTEMS PTY LTD</b> DRONE MEDIA/DATA SERVICES	30/06/2016	3,520.00
EF096183	26766	<b>JPW EARTHMOVING PTY LTD</b> EARTHMOVING SERVICES	30/06/2016	5,500.00
EF096184	26767	<b>SNAP PRINT FREMANTLE</b> PRINTING SERVICES	30/06/2016	2,657.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF096185	26771	<b>INSTANT PRODUCTS HIRE</b> PORTABLE TOILET HIRE	30/06/2016	1,241.90
EF096186	26775	<b>BERGMANS AUTO GROUP</b> VEHICLE PURCHASE	30/06/2016	58,009.76
EF096187	26780	<b>METROPOLITAN OMNIBUS COMPANY</b> BUS HIRE	30/06/2016	3,828.00
EF096188	26781	<b>THE ARCHERY CENTRE &amp; LASER RANGER</b> ENTRY FEES	30/06/2016	770.00
EF096189	26782	<b>SOFT LANDING</b> RECYCLING SERVICES	30/06/2016	5,562.00
EF096190	26786	<b>NUTURF</b> HERBICIDE PRODUCTS	30/06/2016	165.00
EF096191	26787	<b>WALLEYSTACK INTERNATIONAL PTY LTD</b> ENTERTAINMENT SERVICES	30/06/2016	1,650.00
EF096192	26794	<b>TASKERS</b> MANUFACTURES SHADE SALES	30/06/2016	264.00
EF096193	26795	<b>OPUS INTERNATIONAL CONSULTANTS (AUSTRALIA)</b> ENGINEERING CONSULTANCY	30/06/2016	8,800.00
EF096194	26807	<b>TRANSAIR TWO WAY RADIO</b> EQUIPMENT REPAIRS & MAINTENANCE SERVICES	30/06/2016	148.09
EF096195	26811	<b>ROMERI MOTOR TRIMMERS</b> UPHOLSTERY REPAIR	30/06/2016	220.00
EF096196	26817	<b>CROWDSPOT PTY LTD</b> CONSULTANCY	30/06/2016	3,437.50
EF096197	26819	<b>JANDAKOT EARTHMOVING &amp; RURAL CONTRACTORS</b> HIRE SERVICES - EARTHMOVING EQUIPMENT	30/06/2016	50,600.00
EF096198	26822	<b>CSE CROSSCOM PTY LTD</b> COMMUNICATION EQUIPMENT	30/06/2016	1,145.03
EF096199	26826	<b>PINDAN CONTRACTING PTY LTD</b> BUILDING CONSTRUCTION SERVICES	30/06/2016	588,181.11
EF096200	26832	<b>COOLING BROTHERS GLAZING</b> GLAZING SERVICES	30/06/2016	8,215.00
EF096201	26836	<b>GREY MEANS WELL</b> CATERING - COFFEE - MOBILE	30/06/2016	800.00
EF096202	26837	<b>VINSAN CONTRACTING</b> RESIDENTIAL DEMOLITION	30/06/2016	26,225.00
EF096203	26838	<b>GUNDI CONSULTING</b> CULTURAL COMPETENCY AND TRAINING	30/06/2016	3,300.00
EF096204	26841	<b>BLUE ZOO</b> MANAGEMENT CONSULTING	30/06/2016	13,642.75
EF096205	26843	<b>ERGOLINK</b> ERGONOMIC OFFICE FURNITURE	30/06/2016	1,859.88
EF096206	26845	<b>BARKING WOLF PTY LTD</b> VIDEO PRODUCTION	30/06/2016	214.50
EF096207	26848	<b>MELANIE MACLOU</b> ARTISTIC SERVICES	30/06/2016	21,000.00
EF096208	26850	<b>REACHTEL</b> MARKETING SERVICES	30/06/2016	5,280.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF096209	26854	<b>IFAP</b> TRAINING	30/06/2016	2,131.00
EF096210	26856	<b>DIGIAD GROUP</b> SIGNAGE	30/06/2016	75.00
EF096211	26857	<b>STRIDE SPORTS MANAGEMENT PTY LTD</b> TRAINING/EDUCATION	30/06/2016	1,650.00
EF096212	26859	<b>LOGIKAL PROJECTS PTY LTD</b> TRAINING	30/06/2016	42,880.00
EF096213	26862	<b>ESSENTIAL ENVIRONMENTAL</b> ENVIRONMENTAL CONSULTANCY	30/06/2016	3,058.00
EF096214	26869	<b>ACTORS MANAGEMENT INTERNATIONAL</b> ACTING AGENCY	30/06/2016	1,210.00
EF096215	26870	<b>MAGNETITE PERTH</b> GLAZING SERVICES	30/06/2016	6,918.00
EF096216	26871	<b>JOHN PAPAS TRAILERS (AUST) PTY LTD</b> TRAILER MANUFACTURE	30/06/2016	4,960.00
EF096217	26873	<b>HEALTHY BUILDING SYSTEMS AUSTRALIA PTY LTD</b> FLOORING FINISHES	30/06/2016	1,100.00
EF096218	26877	<b>M3PROPERTY (WA) PTY LTD</b> VALUATION SERVICES	30/06/2016	2,090.00
EF096219	26879	<b>ADECCO AUSTRALIA PTY LTD</b> EMPLOYMENT SERVICES	30/06/2016	9,660.40
EF096220	26882	<b>SLICKER STICKERS PTY LTD</b> STICKERS/LABELS	30/06/2016	5,912.50
EF096221	26884	<b>PEOPLE ON BICYCLES</b> TRAINING - BICYCLE CLASSES	30/06/2016	720.00
EF096222	26887	<b>CCS STRATEGIC</b> CONSULTANCY - PLANNING	30/06/2016	1,254.00
EF096223	26889	<b>AE SMITH SERVICE PTY LTD</b> PAINTING SERVICES	30/06/2016	17,325.00
EF096224	26892	<b>ANSON MANAGEMENT CONSULTING</b> MANAGEMENT CONSULTING SERVICES	30/06/2016	5,500.00
EF096225	26896	<b>SOUTH WESTERN SYDNEY PHN</b> TRADEMARK LICENCE RENEWAL	30/06/2016	1,320.00
026641	13932	<b>ARMAGUARD</b> BANKING SERVICES	2/06/2016	1,831.40
026642	99998	<b>BILL WALLINGTON</b> CITIZEN OF THE YEAR AWARD	2/06/2016	200.00
026643	99998	<b>CASSANDRA COOPER</b> CITIZEN OF THE YEAR AWARD	2/06/2016	50.00
026644	13932	<b>ARMAGUARD</b> BANKING SERVICES	9/06/2016	1,083.45
026645	13932	<b>ARMAGUARD</b> BANKING SERVICES	16/06/2016	2,910.65
026646	13932	<b>ARMAGUARD</b> BANKING SERVICES	22/06/2016	2,332.70
026647	13932	<b>ARMAGUARD</b> BANKING SERVICES	30/06/2016	2,611.80

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
026648	99999	<b>TERRANOVIS PTY LTD</b> BOND REFUND	30/06/2016	4,125.00
026649	99999	<b>INEX PRO OUTDOOR LIVING DESIGN</b> BOND REFUND	30/06/2016	2,000.00
026650	99999	<b>GAIL SHANKS</b> HALL BOND REFUND	30/06/2016	150.00
026651	99999	<b>KERRYL GILL</b> HALL BOND REFUND	30/06/2016	150.00
026652	99999	<b>GOLDBARREL CORPORATION PTY LTD</b> BOND REFUND	30/06/2016	424,492.50
026653	99999	<b>GOLDBARREL CORPORATION PTY LTD</b> BOND REFUND	30/06/2016	460,540.85
026654	99999	<b>SHANON DAVID</b> BOND REFUND	30/06/2016	2,036.66
026655	99999	<b>GOLDBARREL CORPORATION PTY LTD</b> BOND REFUND	30/06/2016	26,241.15
026656	99999	<b>CANDICE MERSCH</b> HALL BOND REFUND	30/06/2016	150.00
026657	99999	<b>CANDICE MERSCH</b> HALL BOND REFUND	30/06/2016	150.00
026658	99999	<b>JANE FIELD</b> HALL BOND REFUND	30/06/2016	150.00
026659	99999	<b>JANE FIELD</b> HALL BOND REFUND	30/06/2016	150.00
026660	99999	<b>ALL PORTABLE SUPPLIES PTY LTD</b> BOND REFUND	30/06/2016	9,607.32
026661	99999	<b>DIANA E DOLZADELLI</b> BOND REFUND	30/06/2016	216.92
026662	99995	<b>BUILDING DEVELOPMENT GROUP PTY LTD</b> PROPERTY REFUND	30/06/2016	71.30
026663	99995	<b>MATTEO RUOCCO</b> PROPERTY REFUND	30/06/2016	374.71
026664	99995	<b>AQUATIC LEISURE TECHNOLOGIES</b> PROPERTY REFUND	30/06/2016	95.00
026665	99995	<b>AUSTRALIAN OUTDOOR LIVING</b> PROPERTY REFUND	30/06/2016	147.00
026666	99995	<b>BLUEPRINT HOMES (WA) PTY LTD</b> PROPERTY REFUND	30/06/2016	639.99
026667	10747	<b>IINET LIMITED</b> INTERNET SERVICES	30/06/2016	653.88
026668	11760	<b>WATER CORPORATION</b> SEWER EASEMENT	30/06/2016	6,248.63
026669	16940	<b>RAC SECURITY SERVICES</b> SECURITY SERVICES	30/06/2016	200.00
026670	17343	<b>RAC BUSINESSWISE</b> MEMBERSHIP SUBSCRIPTION	30/06/2016	9,403.00
026671	11758	<b>WATER CORP</b> WATER USAGE / SUNDRY CHARGES	30/06/2016	8,046.49

CITY OF COCKBURN  
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Cheque/ EFT	Account No.	Account/Payee	Date	Value
026672	10747	<b>IINET LIMITED</b> INTERNET SERVICES	30/06/2016	653.88
026673	11760	<b>WATER CORPORATION</b> SEWER EASEMENT	30/06/2016	6,248.63
026674	16940	<b>RAC SECURITY SERVICES</b> SECURITY SERVICES	30/06/2016	200.00
026675	17343	<b>RAC BUSINESSWISE</b> <b>ADD RETENTION HELD</b> NIL	30/06/2016	9,403.00
<b>LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS</b>				
EF095480	99996	SHARI MCGREGOR	2/06/2016	30.00
EF095187	16267	ACROMAT	2/06/2016	990.00
EF094956	26535	J KNAPP & B.R WRIGHT	2/06/2016	860.00
EF095540	99997	CARRIE LEWIS	2/06/2016	250.00
EF095166	14265	RURAL PRESS	2/06/2016	108.24
026667	10747	IINET LIMITED	30/06/2016	653.88
026668	11760	WATER CORPORATION	30/06/2016	6,248.63
026669	16940	RAC SECURITY SERVICES	30/06/2016	200.00
026670	17343	RAC BUSINESSWISE	30/06/2016	9,403.00
026578	99995	WHELANS (WA) PTY LTD	14/07/2016	146.00
026252	99999	LAND LEASE COMMUNITIES (AUSTRALIA) P/L	19/07/2016	21,914.87
026576	11636	TOWN OF VICTORIA PARK	19/07/2016	19.80
EF094957	99997	COCKBURN CITY TEEBALL AND BASEBALL CLUB	19/07/2016	200.00
<b>PAYMENT LIST TOTAL</b>				<b>19,736,019.14</b>
<b>TOTAL AS PER AP SOURCE 16GLACT9991000</b>				19,736,019.14
<b>TOTAL AS PER TR SOURCE 16GLACT9991000</b>				<b>19,736,019.14</b>
<b>ADDITIONAL DIRECT PAYMENTS</b>				
<b>BANK FEES</b>				
MERCHANT FEES COC				1,372.03
MERCHANT FEES SLLC				1,058.00
MERCHANT FEES VARIOUS OUT CENTRES				73.80
NATIONAL BPAY CHARGE				1,509.12
RTGS/ACLR FEE				24.00
NAB TRANSACT FEE				518.94
MERCHANDISE / OTHER FEES				-
				<b>4,555.89</b>
<b>FAMILY DAY CARE AND IN HOME CARE PAYMENTS</b>				
FDC PAYMENTS				121,535.78
IHC PAYMENTS				192,211.53
				<b>313,747.31</b>

CITY OF COCKBURN  
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Cheque/ EFT	Account No.	Account/Payee	Date	Value
		<b>PAYROLL TRANSACTIONS</b>		
		COC 01/06/16 CITY OF COCKBURN 042958		3,863.84
		COC 14/06/16 CITY OF COCKBURN 042958		1,127,570.60
		COC 16/06/16 CITY OF COCKBURN 042958		242.23
		COC 16/06/16 CITY OF COCKBURN 042958		12,493.38
		COC 22/06/16 CITY OF COCKBURN 042958		15,265.71
		COC 28/06/16 CITY OF COCKBURN 042958		1,128,195.88
		COC 30/06/16 CITY OF COCKBURN 042958		4,730.52
		COC 31/05/16 CITY OF COCKBURN 042958		1,103,855.26
				<b>3,396,217.42</b>
		<b>CREDIT CARD PAYMENTS</b>		
		CBA CREDIT CARD PAYMENT		57,438.02
				<b>57,438.02</b>
		<b>TOTAL PAYMENTS FOR JUNE</b>		<b>23,507,977.78</b>

**PAYMENT SUMMARY**

**CHEQUE PAYMENTS**

026641- 026675

**ELECTRONIC FUNDS TRANSFER PAYMENT**

EF095585 – EF096225

**CANCELLED PAYMENTS**

EF095480; EF095187; EF094956; EF095540; EF095166;  
EF094957; 026667; 026668; 026669; 026670; 026578;  
026252; 026576;

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 June 2016

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Operating Revenue</b>						
Governance	99,696,574	97,341,212	2%	2,355,362 ✓	97,341,212	99,121,749
Financial Services	835,492	757,050	10%	78,442	757,050	657,050
Information Services	-	1,500	-100%	(1,500)	1,500	1,500
Human Resource Management	308,733	286,000	8%	22,733	286,000	286,000
Library Services	51,574	62,790	-18%	(11,216)	62,790	57,790
Community Services	4,673,006	4,799,191	-3%	(126,185)	4,799,191	4,570,177
Human Services	7,142,590	6,543,429	9%	599,160 ✓	6,543,429	6,275,826
Corporate Communications	59,966	13,400	348%	46,566	13,400	13,400
Statutory Planning	1,448,889	1,739,015	-17%	(290,126) ✗	1,739,015	1,739,015
Strategic Planning	3,004,474	2,616,986	15%	387,488 ✓	2,616,986	2,502,303
Building Services	1,446,677	1,607,963	-10%	(161,286)	1,607,963	1,607,963
Environmental Health	309,815	247,500	25%	62,315	247,500	225,500
Waste Services	10,156,388	10,174,289	0%	(17,901)	10,174,289	13,181,768
Parks & Environmental Services	21,881	23,900	-8%	(2,019)	23,900	13,900
Engineering Services	405,175	293,695	38%	111,480	293,695	293,695
Infrastructure Services	338,464	330,287	2%	8,177	330,287	3,297
	129,899,697	126,838,207	2%	3,061,490	126,838,207	130,550,933
<b>Total Operating Revenue</b>	<b>129,899,697</b>	<b>126,838,207</b>	<b>2%</b>	<b>3,061,490</b>	<b>126,838,207</b>	<b>130,550,933</b>
<b>Operating Expenditure</b>						
Governance	(4,598,513)	(5,195,188)	-11%	596,675 ✓	(5,195,188)	(5,625,919)
Financial Services	(5,846,490)	(5,559,118)	5%	(287,372) ✗	(5,559,118)	(5,444,589)
Information Services	(4,287,378)	(4,801,338)	-11%	513,960 ✓	(4,801,338)	(4,589,733)
Human Resource Management	(2,299,439)	(2,725,444)	-16%	426,005 ✓	(2,725,444)	(2,676,655)
Library Services	(3,328,200)	(3,487,879)	-5%	159,679	(3,487,879)	(3,502,079)
Community Services	(9,122,978)	(9,958,052)	-8%	835,074 ✓	(9,958,052)	(9,382,846)
Human Services	(8,688,131)	(8,418,319)	3%	(269,812) ✗	(8,418,319)	(7,991,815)
Corporate Communications	(3,087,300)	(3,247,370)	-5%	160,071	(3,247,370)	(3,033,146)
Statutory Planning	(1,389,652)	(1,461,266)	-5%	71,615	(1,461,266)	(1,350,078)
Strategic Planning	(1,975,863)	(1,738,143)	14%	(237,720) ✗	(1,738,143)	(1,715,760)
Building Services	(1,524,074)	(1,650,628)	-8%	126,554	(1,650,628)	(1,650,628)
Environmental Health	(1,599,245)	(2,105,568)	-24%	506,323 ✓	(2,105,568)	(1,690,419)
Waste Services	(18,196,944)	(19,563,055)	-7%	1,366,111 ✓	(19,563,055)	(21,691,182)
Parks & Environmental Services	(12,030,074)	(12,322,578)	-2%	292,503 ✓	(12,322,578)	(12,051,467)
Engineering Services	(8,305,766)	(8,413,890)	-1%	108,124	(8,413,890)	(8,051,738)
Infrastructure Services	(8,530,210)	(9,310,183)	-8%	779,973 ✓	(9,310,183)	(8,967,654)
	(94,810,256)	(99,958,019)	-5%	5,147,763	(99,958,019)	(99,415,708)

OCM 11/8/2016 - Agenda Item 15.2

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 June 2016

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Less:</b> Net Internal Recharging	2,046,155	3,024,460	-32%	(978,306) X	3,024,460	3,024,460
<b>Add:</b> Depreciation on Non-Current Assets						
Computer & Electronic Equip	(222,698)	(216,879)	3%	(5,819)	(216,879)	(32,091)
Furniture & Equipment	(143,641)	(143,718)	0%	77	(143,718)	(143,718)
Plant & Machinery	(2,753,843)	(2,955,862)	-7%	202,019 ✓	(2,955,862)	(2,949,690)
Buildings	(4,143,581)	(5,042,645)	-18%	899,064 ✓	(5,042,645)	(5,382,841)
Roads	(10,150,319)	(11,181,984)	-9%	1,031,665 ✓	(11,181,984)	(11,181,984)
Drainage	(2,491,163)	(2,524,212)	-1%	33,049	(2,524,212)	(2,524,212)
Footpaths	(1,153,657)	(1,201,320)	-4%	47,663	(1,201,320)	(1,201,320)
Parks Equipment	(2,691,906)	(3,019,512)	-11%	327,606 ✓	(3,019,512)	(3,019,512)
Landfill	(1,061,939)	(1,246,416)	-15%	184,477	(1,246,416)	(1,246,416)
	<b>(24,812,748)</b>	<b>(27,532,548)</b>	<b>-10%</b>	<b>2,719,800</b>	<b>(27,532,548)</b>	<b>(27,681,784)</b>
<b>Total Operating Expenditure</b>	<b>(117,576,848)</b>	<b>(124,466,107)</b>	<b>-6%</b>	<b>6,889,258</b>	<b>(124,466,107)</b>	<b>(124,073,032)</b>
<b>Change in Net Assets Resulting from Operations</b>	<b>12,322,849</b>	<b>2,372,100</b>	<b>419%</b>	<b>9,950,748</b>	<b>2,372,100</b>	<b>6,477,902</b>
<b>Non-Operating Activities</b>						
<b>Profit/(Loss) on Assets Disposal</b>						
Plant & Machinery	366,319	77,771	371%	288,548 ✓	77,771	(266,729)
Freehold Land	(30,474)	12,237,938	-100%	(12,268,412) X	12,237,938	8,437,938
Furniture & Office Equipment	-	-	0%	-	-	-
Buildings	(90,767)	-	0%	(90,767)	-	-
	<b>245,078</b>	<b>12,315,709</b>	<b>-98%</b>	<b>(12,070,631)</b>	<b>12,315,709</b>	<b>8,171,209</b>
<b>Asset Acquisitions</b>						
Land and Buildings	(53,200,075)	(66,402,194)	-20%	13,202,119 ✓	(66,402,194)	(63,968,000)
Infrastructure Assets	(14,667,275)	(26,530,095)	-45%	11,862,820 ✓	(26,530,095)	(13,135,576)
Plant and Machinery	(3,530,897)	(6,323,700)	-44%	2,792,803 ✓	(6,323,700)	(4,568,000)
Furniture and Equipment	(6,105)	(6,000)	2%	(105)	(6,000)	(6,000)
Computer Equipment	(291,336)	(983,171)	-70%	691,835 ✓	(983,171)	(503,800)
<b>Note 1.</b>	<b>(71,695,688)</b>	<b>(100,245,160)</b>	<b>-28%</b>	<b>28,549,472</b>	<b>(100,245,160)</b>	<b>(82,181,376)</b>
<b>Add:</b> Land - Vested in Crown	(610,366)	-	0%	(610,366) X	-	-
<b>Add:</b> Transfer to Reserves	(63,442,451)	(73,599,026)	-14%	10,156,575 ✓	(73,599,026)	(63,087,125)

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 June 2016

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Add Funding from</b>						
Grants & Contributions - Asset Development	30,852,542	29,784,142	4%	1,068,400 ✓	29,784,142	26,705,947
Proceeds on Sale of Assets	3,417,732	20,195,500	-83%	(16,777,768) ✗	20,195,500	16,051,000
Reserves	37,889,173	57,017,659	-34%	(19,128,486) ✗	57,017,659	31,635,188
Loan Funds Raised	25,000,000	25,000,000	0%	-	25,000,000	25,000,000
	<b>97,159,447</b>	<b>131,997,301</b>	<b>-26%</b>	<b>(34,837,854)</b>	<b>131,997,301</b>	<b>99,392,135</b>
<b>Non-Cash/Non-Current Item Adjustments</b>						
Depreciation on Assets	24,812,748	27,532,548	-10%	(2,719,800) ✗	27,532,548	27,681,784
Profit/(Loss) on Assets Disposal	(245,078)	(12,315,709)	-98%	12,070,631 ✓	(12,315,709)	(8,171,209)
Loan Repayments	(1,423,320)	(1,423,320)	0%	(0)	(1,423,320)	(1,423,320)
Non-Current Leave Provisions	40,164	-	0%	40,164	-	-
	<b>23,184,513</b>	<b>13,793,519</b>	<b>68%</b>	<b>9,390,994</b>	<b>13,793,519</b>	<b>18,087,255</b>
Opening Funds	13,676,287	13,676,287	0%	0	13,676,287	13,500,000
<b>Closing Funds</b>	<b>10,839,669</b>	<b>310,731</b>	<b>3388%</b>	<b>10,528,938</b>	<b>310,731</b>	<b>360,000</b>
	-	-		-	-	-

## Notes to Statement of Financial Activity

### Note 1.

Additional information on the capital works program including committed orders at end of month:

Assets Classification	Actuals \$	Commitments at Month End \$	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget \$	Uncommitted at Month End \$
Land and Buildings	(53,200,075)	(43,451,072)	(96,651,147)	(66,402,194)	(66,402,194)	(30,248,953)
Infrastructure Assets	(14,667,275)	(7,908,184)	(22,575,459)	(26,530,095)	(26,530,095)	3,954,636
Plant and Machinery	(3,530,897)	(2,152,037)	(5,682,935)	(6,323,700)	(6,323,700)	640,765
Furniture and Equipment	(6,105)	-	(6,105)	(6,000)	(6,000)	(105)
Computer Equipment	(291,336)	(41,186)	(332,523)	(983,171)	(983,171)	650,648
	(71,695,688)	(53,552,480)	(125,248,168)	(100,245,160)	(100,245,160)	(25,003,008)

### Note 2.

Closing Funds in the Financial Activity Statement are represented by:

	Actuals \$	YTD Revised Budget \$	Full Year Revised Budget \$	Adopted Budget \$
<b>Current Assets</b>				
Cash & Investments	151,553,367	133,008,238	113,947,104	120,256,114
Rates Outstanding	1,765,463	700,000	700,000	700,000
Rubbish Charges Outstanding	110,530	320,000	320,000	320,000
Sundry Debtors	7,936,818	2,700,000	2,700,000	2,700,000
GST Receivable	5,768	-	-	-
Prepayments	662,525	350,000	350,000	350,000
Accrued Debtors	348,503	-	-	-
Stock on Hand	40,034	80,000	80,000	80,000
	162,423,008	137,158,238	118,097,104	124,406,114
<b>Current Liabilities</b>				
Creditors	(12,412,065)	(5,935,000)	(5,935,000)	(5,935,000)
GST Payable	3,670	-	-	-
Provision for Annual Leave	(3,312,104)	(3,000,000)	(3,000,000)	(3,000,000)
Provision for Long Service Leave	(2,113,784)	(2,595,980)	(2,595,980)	(2,595,980)
	(17,834,284)	(11,530,980)	(11,530,980)	(11,530,980)
<b>Net Current Assets</b>	144,588,724	125,627,258	106,566,124	112,875,134
<b>Add: Non Current Investments</b>	4,692,838	4,541,761	4,541,761	4,541,761
	149,281,562	130,169,019	111,107,885	117,416,895
<b>Less: Restricted/Committed Assets</b>				
Cash Backed Reserves #	(132,627,044)	(123,655,133)	(123,655,133)	(117,056,895)
Deposits & Bonds Liability *	(5,814,848)	(6,203,155)	(6,203,155)	-
Grants & Contributions Unspent *	-	-	-	-
	10,839,669	310,731	(18,750,403)	360,000
<b>Closing Funds (as per Financial Activity Statement)</b>	<b>10,839,669</b>	<b>310,731</b>	<b>(18,750,403)</b>	<b>360,000</b>

# See attached Reserve Fund Statement

\* See attached Restricted Funds Analysis

Note 3.

Amendments to original budget since budget adoption. Surplus/(Deficit)

Ledger	Project/Activity	Description	Council Resolution	Classification	Non Change - (Non Cash Items) Adjust.	Increase in Available Cash	Decrease in Available Cash	Amended budget Running Balance	
					\$	\$	\$	\$	
		<b>Budget Adoption</b>						<b>Closing Funds Surplus(Deficit)</b>	<b>360,000</b>
OP	6818	Remove lease income		Operating Income			5,000	<b>355,000</b>	
GL	480	Increase RRRC funding payment		Operating Expenditure			63,758	<b>291,242</b>	
	161,								
	162,								
GL	175	Adjusting FESA budget to the final grants agreement		Operating Income		2,082		<b>293,324</b>	
OP	9562	Remove Municipal funding		Operating Expenditure		7,104		<b>300,428</b>	
		New grant funded activity, funded by surpluses from							
GL	378	GL350 and GL375		Operating Expenditure		2,631		<b>303,059</b>	
Various		Mid-year budget review				85,639		<b>388,698</b>	
GL	500	Statutory Planning Consultancy Cost		Operating Expenditure			28,000	<b>360,698</b>	
		Reimbursement received from Success Library							
OP	6240	insurance claim		Operating Income		49,000		<b>409,698</b>	
OP	8806	BFRMP mitigation works		Operating Expenditure			93,000	<b>316,698</b>	
OP	9714	Business plan expenses		Operating Expenditure			5,000	<b>311,698</b>	
PL	5211	Healthy Communities van expenses		Operating Expenditure			967	<b>310,731</b>	
				<b>Closing Funds Surplus (Deficit)</b>	<b>0</b>	<b>146,456</b>	<b>195,725</b>	<b>310,731</b>	

# Statement of Comprehensive Income *by Nature and Type*

for the period ended 30 June 2016

	Actual	Amended	\$ Variance to YTD	Forecast	Amended	Adopted
	\$	YTD Budget	Budget	\$	Budget	Budget
	\$	\$	\$	\$	\$	\$
<b>OPERATING REVENUE</b>						
01 Rates	91,311,030	89,031,014	2,280,016	91,311,030	89,031,014	89,031,014
02 Specified Area Rates	341,727	274,438	67,289	341,727	274,438	274,438
05 Fees and Charges	Note 1 22,070,424	22,096,946	(26,522)	22,070,424	22,096,946	25,132,053
06 Service Charges	1,066,477	1,070,325	(3,848)	1,066,477	1,070,325	1,037,370
10 Grants and Subsidies	8,058,832	7,607,714	451,118	8,058,832	7,607,714	9,098,273
15 Contributions, Donations and Reimbursements	1,372,307	1,184,673	187,634	1,372,307	1,184,673	592,253
20 Interest Earnings	5,678,901	5,573,097	105,804	5,678,901	5,573,097	5,385,532
25 Other revenue and Income	-	-	-	-	-	-
<b>Total Operating Revenue</b>	<b>129,899,697</b>	<b>126,838,207</b>	<b>3,061,490</b>	<b>129,899,697</b>	<b>126,838,207</b>	<b>130,550,933</b>
<b>OPERATING EXPENDITURE</b>						
50 Employee Costs - Salaries & Direct Oncosts	Note 2 (45,660,499)	(46,753,383)	1,092,884	(45,660,499)	(46,753,383)	(46,409,834)
51 Employee Costs - Indirect Oncosts	(1,276,662)	(1,132,538)	(144,124)	(1,276,662)	(1,132,538)	(1,133,185)
55 Materials and Contracts	Note 3 (34,963,602)	(38,471,475)	3,507,873	(34,963,602)	(38,471,475)	(36,109,194)
65 Utilities	(4,536,933)	(4,567,710)	30,777	(4,536,933)	(4,567,710)	(4,622,148)
70 Interest Expenses	(75,573)	(73,336)	(2,237)	(75,573)	(73,336)	(73,336)
75 Insurances	(2,223,550)	(2,134,448)	(89,102)	(2,223,550)	(2,134,448)	(2,134,448)
80 Other Expenses	(6,073,438)	(6,825,128)	751,691	(6,073,438)	(6,825,128)	(8,933,563)
85 Depreciation on Non Current Assets	(24,812,748)	(27,532,548)	2,719,800	(24,812,748)	(27,532,548)	(27,681,784)
<b>Add Back:</b> Indirect Costs Allocated to Capital Works	2,046,155	3,024,460	(978,306)	2,046,155	3,024,460	3,024,460
<b>Total Operating Expenditure</b>	<b>(117,576,848)</b>	<b>(124,466,107)</b>	<b>6,889,258</b>	<b>(117,576,848)</b>	<b>(124,466,107)</b>	<b>(124,073,032)</b>
<b>CHANGE IN NET ASSETS RESULTING FROM OPERATING</b>						
<b>ACTIVITIES</b>	<b>12,322,849</b>	<b>2,372,100</b>	<b>9,950,748</b>	<b>12,322,849</b>	<b>2,372,100</b>	<b>6,477,902</b>
<b>NON-OPERATING ACTIVITIES</b>						
11 Capital Grants & Subsidies	16,112,141	16,246,309	(134,168)	16,112,141	16,246,309	12,964,025
16 Contributions - Asset Development	14,740,401	13,537,833	1,202,568	14,740,401	13,537,833	13,741,922
95 Profit/(Loss) on Sale of Assets	245,078	12,315,709	(12,070,631)	245,078	12,315,709	8,171,209
57 Acquisition of Crown Land for Roads	(610,366)	-	(610,366)	(610,366)	-	-
58 Underground Power Scheme	-	-	-	-	-	-
<b>Total Non-Operating Activities</b>	<b>30,487,254</b>	<b>42,099,851</b>	<b>(11,612,598)</b>	<b>30,487,254</b>	<b>42,099,851</b>	<b>34,877,156</b>
<b>NET RESULT</b>	<b>42,810,102</b>	<b>44,471,952</b>	<b>(1,661,850)</b>	<b>42,810,102</b>	<b>44,471,952</b>	<b>41,355,058</b>

## Notes to Statement of Comprehensive Income

### Note 1.

Additional information on main sources of revenue in fees & charges.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
<b><u>Community Services:</u></b>				
Recreational Services	650,405	525,280	525,280	515,280
South Lake Leisure Centre	2,834,247	3,018,337	3,018,337	3,020,901
Law and Public Safety	538,072	618,496	618,496	518,496
	4,090,020	4,162,113	4,162,113	4,054,677
<b><u>Waste Services:</u></b>				
Waste Collection Services	2,532,967	2,350,222	2,350,222	2,350,222
Waste Disposal Services	7,449,123	7,662,407	7,662,407	10,831,546
	9,982,091	10,012,629	10,012,629	13,181,768
	14,072,110	14,174,742	14,174,742	17,236,445

### Note 2.

Additional information on Salaries and Direct On-Costs by each Division.

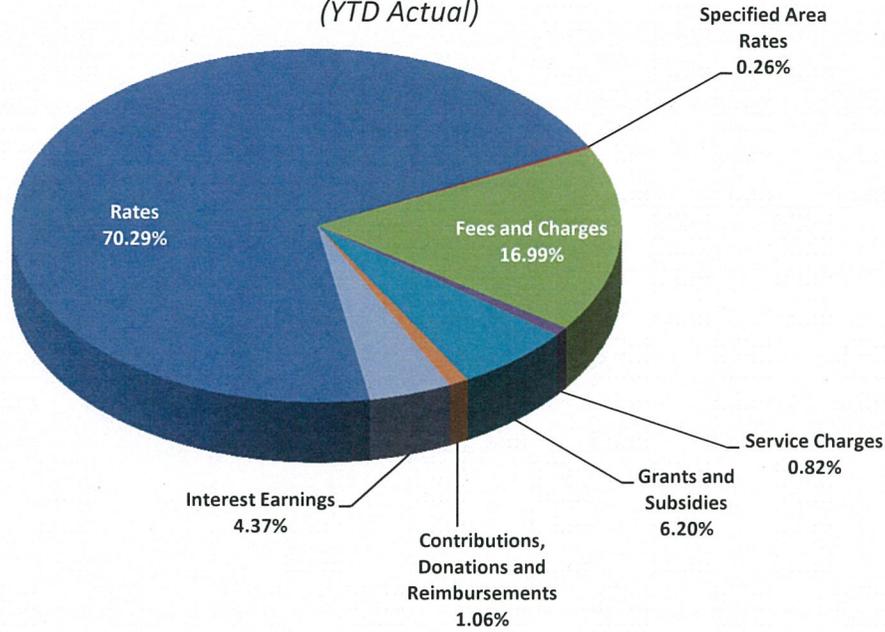
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(2,444,493)	(2,736,601)	(2,736,601)	(3,238,351)
Finance & Corporate Services Division	(6,913,253)	(7,235,764)	(7,235,764)	(7,171,946)
Governance & Community Services Division	(13,938,188)	(14,255,069)	(14,255,069)	(13,636,381)
Planning & Development Division	(5,250,088)	(5,325,570)	(5,325,570)	(5,284,832)
Engineering & Works Division	(17,114,477)	(17,200,379)	(17,200,379)	(17,078,324)
	(45,660,499)	(46,753,383)	(46,753,383)	(46,409,834)

### Note 3

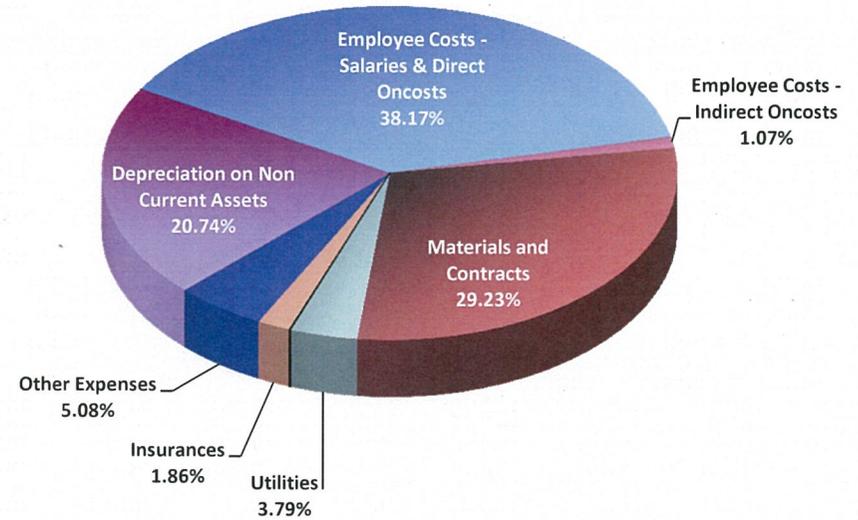
Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(1,761,584)	(2,123,912)	(2,123,912)	(2,042,892)
Finance & Corporate Services Division	(2,632,415)	(3,087,977)	(3,087,977)	(2,780,872)
Governance & Community Services Division	(8,039,095)	(8,426,075)	(8,426,075)	(7,819,840)
Planning & Development Division	(1,045,620)	(1,496,274)	(1,496,274)	(990,397)
Engineering & Works Division	(21,484,888)	(23,337,237)	(23,337,237)	(22,475,193)
Not Applicable	0	0	0	0
	(34,963,602)	(38,471,475)	(38,471,475)	(36,109,194)

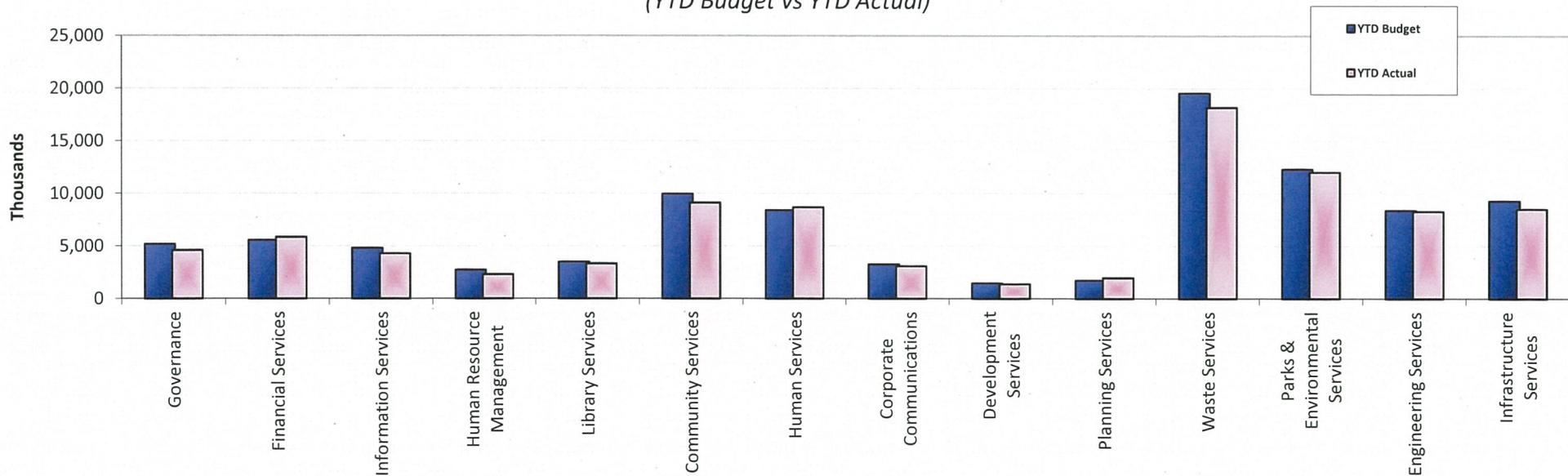
**Operating Income by Nature and Type**  
(YTD Actual)



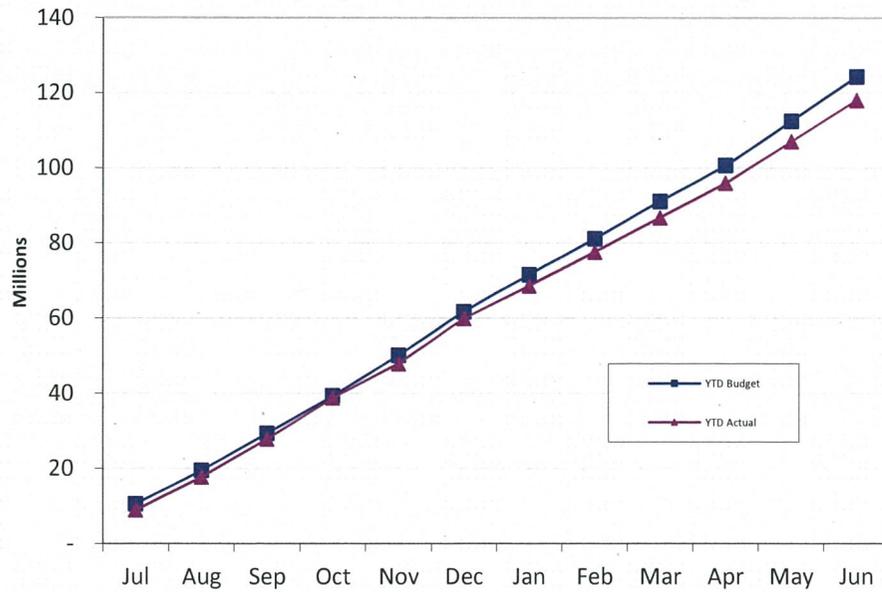
**Operating Expenditure by Nature and Type**  
(YTD Actual)



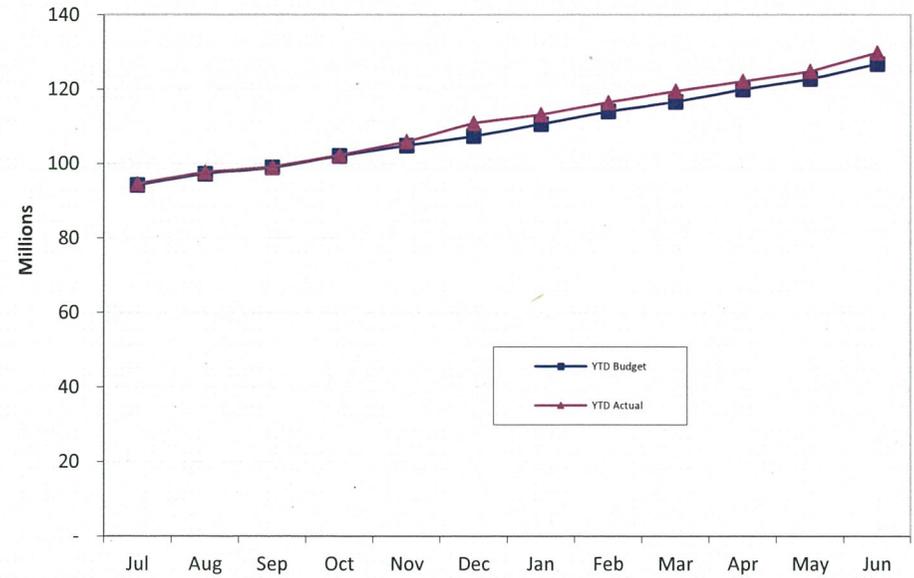
**Operating Expenditure by Business Unit**  
(YTD Budget vs YTD Actual)



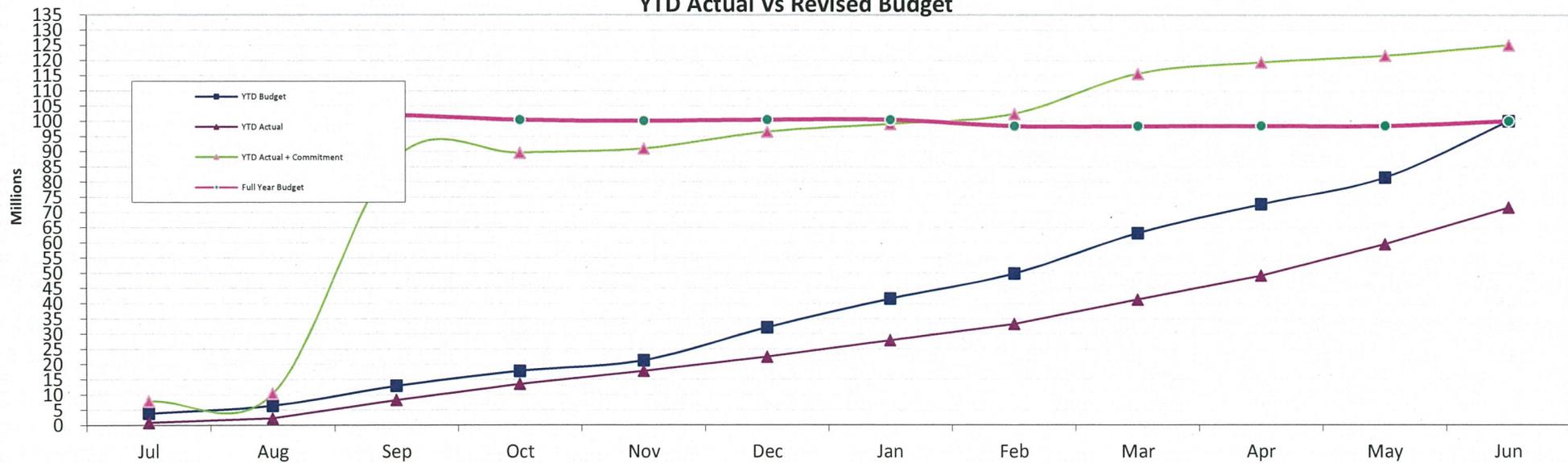
**YTD Operating Expenditure Vs YTD Revised Budget**



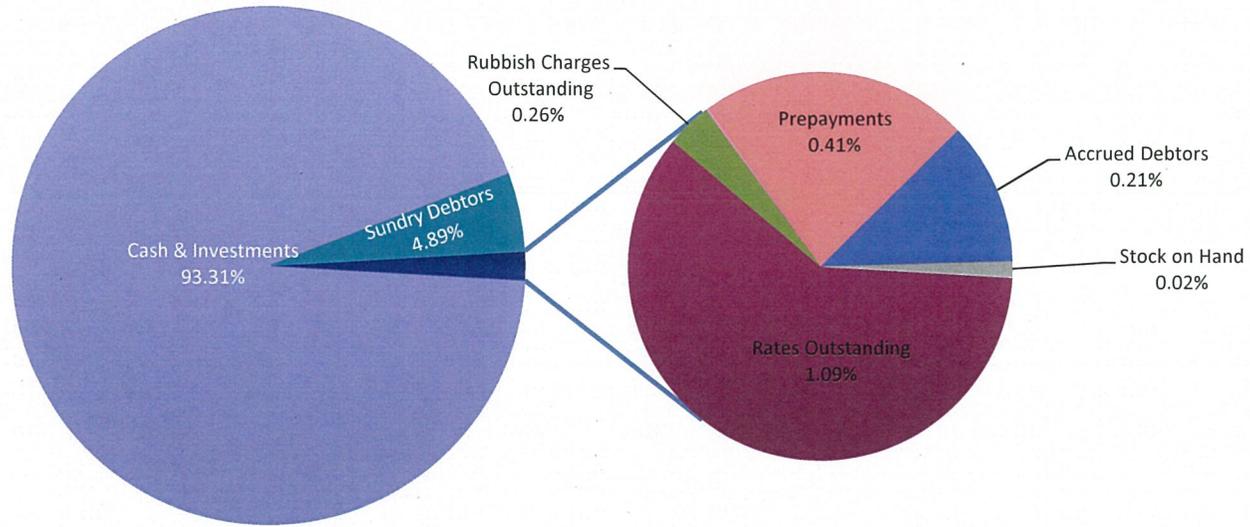
**YTD Operating Income Vs YTD Revised Budget**



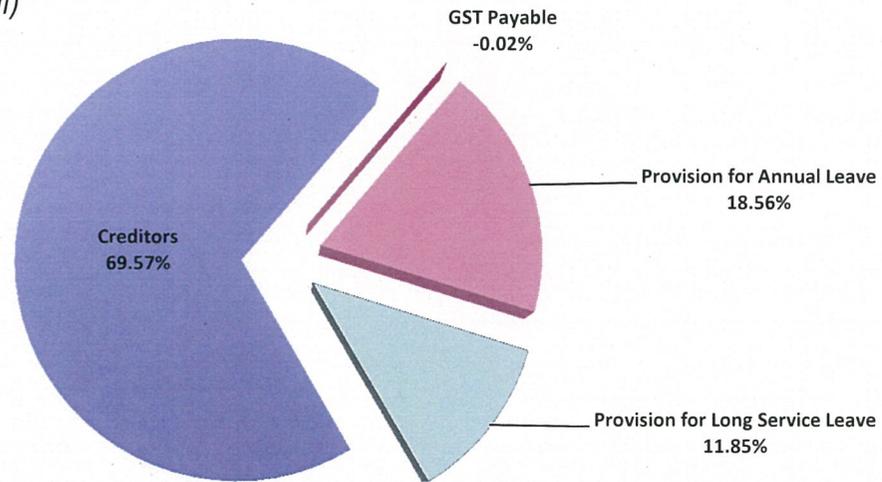
**Capital Expenditure  
YTD Actual Vs Revised Budget**



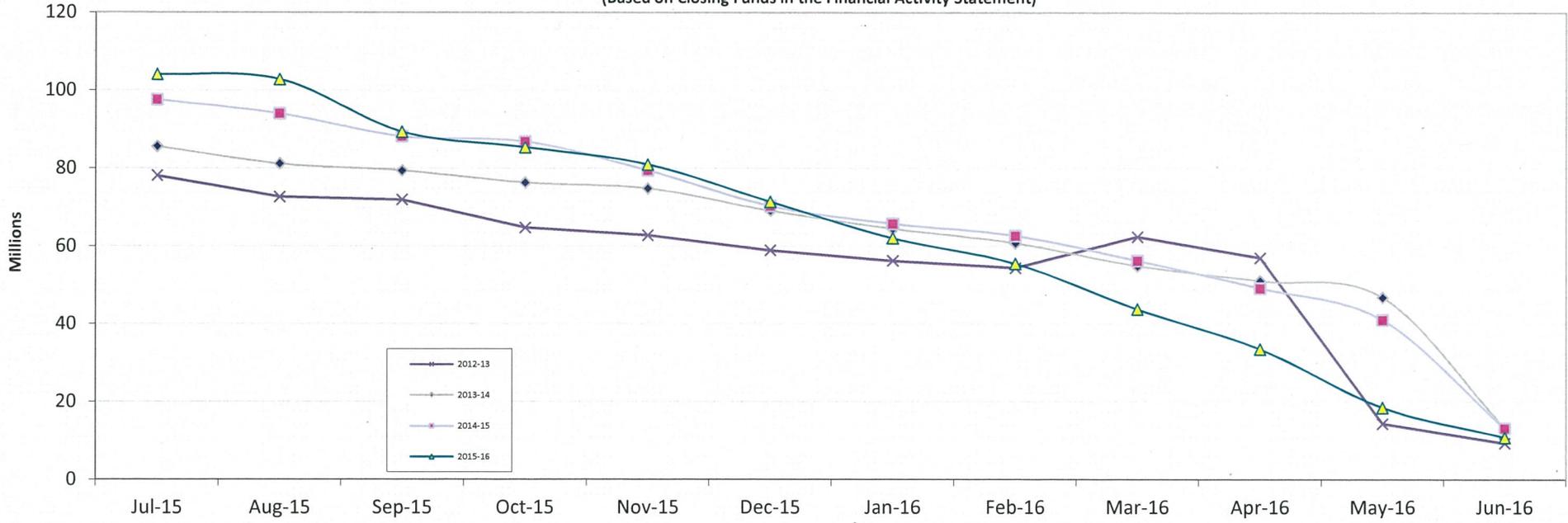
### Current Assets (YTD Actual)



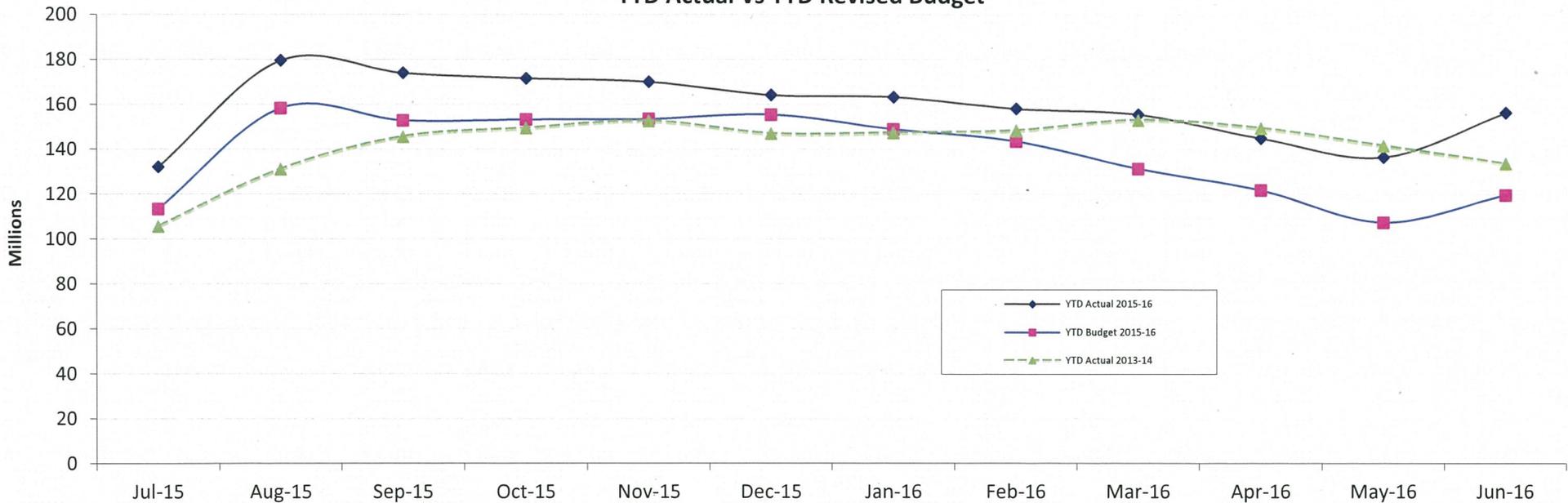
### Current Liabilities (YTD Actual)



### Municipal Liquidity Over the Year (Based on Closing Funds in the Financial Activity Statement)



### Cash & Investments Positions YTD Actual Vs YTD Revised Budget



## City of Cockburn - Reserve Funds

### Financial Statement for Period Ending 30 June 2016

Account Details	Opening Balance		Interest Received		t/f's from Municipal		t/f's to Municipal		Closing Balance	
	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
<b>Council Funded</b>										
Bibra Lake Management Plan Reserve	1,070,427	1,070,427	11,999	25,644	-	-	(550,000)	(108,609)	532,426	987,462
Bibra Lake Nutrient Management	-	-	-	-	-	-	-	-	-	-
C/FWD Projects Reserve	-	-	-	-	9,657,071	9,657,071	(9,158,240)	(5,626,082)	498,831	4,030,989
CCW Development Fund	7,908,607	7,908,607	-	301,076	14,688,595	14,688,595	(6,950,000)	(5,084,004)	15,647,202	17,814,275
Community Infrastructure	6,210,948	6,211,519	198,992	153,500	5,300,000	5,300,000	(480,747)	(52,062)	11,229,193	11,612,957
Community Surveillance Levy Reserve	1,481,926	1,481,926	29,127	35,866	-	-	(281,358)	(272,301)	1,229,695	1,245,490
Contaminated Sites	2,488,919	2,488,919	50,542	59,914	-	-	(450,000)	(226,138)	2,089,461	2,322,695
DCD Redundancies Reserve	39,839	39,839	-	986	-	-	-	-	39,839	40,825
Environmental Offset Reserve	284,550	284,550	-	7,045	-	-	-	-	284,550	291,595
Green House Emissions Reductions	636,855	636,855	13,617	14,378	361,660	361,660	(533,961)	(111,562)	478,171	901,331
Information Technology	279,795	279,795	36,514	6,913	100,000	100,000	(157,186)	(7,050)	259,123	379,658
Land Development & Investment Fund Reserve	5,605,100	5,605,100	278,221	170,717	19,961,648	3,679,491	(11,028,639)	(3,065,657)	14,816,330	6,389,652
Major Buildings Refurbishment	5,452,406	5,452,406	25,439	127,269	4,928,686	4,928,686	(699,840)	(679,794)	9,706,691	9,828,567
Mobile Rubbish Bins	572	-	-	-	-	-	-	-	572	-
Municipal Elections	51,009	51,009	13,018	(890)	150,000	150,000	(200,000)	(165,905)	14,027	34,213
Naval Base Shacks	828,752	828,752	16,109	20,206	158,497	111,950	(33,607)	(16,176)	969,751	944,732
Plant & Vehicle Replacement	7,416,121	7,416,121	77,520	163,062	2,800,000	2,802,657	(3,766,120)	(2,122,874)	6,527,521	8,258,965
Port Coogee Special Maintenance Reserve	1,224,733	1,224,733	22,623	27,554	274,438	341,727	(195,885)	(193,885)	1,325,909	1,400,129
Roads & Drainage Infrastructure	3,207,854	3,207,854	99,653	79,162	600,000	600,000	(1,313,531)	(387,065)	2,593,975	3,499,951
Staff Payments & Entitlements	2,049,042	2,049,042	154,552	49,774	110,000	110,000	(180,000)	(93,523)	2,133,594	2,115,293
Waste & Recycling	21,330,958	21,330,958	614,391	524,843	1,670,665	2,233,448	(608,120)	(235,689)	23,007,894	23,853,560
Waste Collection Levy	1,055,070	1,055,070	1,511	26,656	1,090,079	1,868,047	(580,000)	(121,219)	1,566,660	2,828,555
Workers Compensation	389,322	389,322	15,187	9,639	100,000	100,000	-	-	504,509	498,961
POS Cash in Lieu (Restricted Funds)	5,485,916	5,485,916	130,194	134,863	481,507	452,457	(840,692)	(601,594)	5,256,925	5,471,641
	<b>74,498,719</b>	<b>74,498,719</b>	<b>1,789,209</b>	<b>1,938,179</b>	<b>62,432,846</b>	<b>47,485,789</b>	<b>(38,007,926)</b>	<b>(19,171,190)</b>	<b>100,712,848</b>	<b>104,751,497</b>
<b>Grant Funded</b>										
Aged & Disabled Vehicle Expenses	430,493	430,493	10,728	8,160	60,317	60,317	(328,643)	(172,023)	172,895	326,947
CIHF Building Maintenance Resrv	2,189,423	2,189,423	-	61,178	1,000,000	1,072,590	-	-	3,189,423	3,323,192
Cockburn Super Clinic Reserve	-	-	-	-	-	-	-	-	-	-
Family Day Care Accumulation Fund	-	-	-	-	-	-	-	-	-	-
Naval Base Shack Removal Reserve	397,285	397,285	4,189	9,836	54,693	54,693	-	-	456,167	461,814
Restricted Grants & Contributions Resrv	5,569,838	5,569,838	-	(4)	170,519	2,033,425	(3,501,455)	(3,470,747)	2,238,902	4,132,513
UNDERGROUND POWER	550,927	550,927	-	13,640	1,030,000	1,030,000	(1,372,063)	(1,372,063)	208,864	222,504
Welfare Projects Employee Entitlements	432,255	432,255	10,719	10,582	49,037	79,037	(38,791)	(87,306)	453,220	434,567
	<b>9,570,222</b>	<b>9,570,222</b>	<b>25,636</b>	<b>103,392</b>	<b>2,364,566</b>	<b>4,330,062</b>	<b>(5,240,952)</b>	<b>(5,102,140)</b>	<b>6,719,472</b>	<b>8,901,536</b>
<b>Development Cont. Plans</b>										
Aubin Grove DCP	174,478	174,478	4,705	4,319	-	-	(890)	(636)	178,293	178,161
Cockburn Coast DCP14	-	-	-	-	-	-	-	(66,932)	-	(66,932)
Community Infrastructure DCA 13	16,479,668	16,479,668	140,052	264,337	5,000,000	6,447,002	(13,652,058)	(12,847,880)	7,967,662	10,343,126
Gaebler Rd Development Cont. Plans	1,006,568	1,006,568	18,924	24,979	-	31,157	(4,543)	(2,555)	1,020,949	1,060,149
Hammond Park DCP	457,825	457,825	9,354	10,391	396,000	1,123,296	(15,218)	(616,479)	847,961	975,033
Munster Development	692,062	692,062	18,147	19,544	443,798	367,875	(13,500)	-	1,140,507	1,079,480
Muriel Court Development Contribution	(79,429)	(79,429)	-	(1,967)	206,000	-	(20,689)	(10,852)	105,882	(92,248)
Packham North - DCP 12	7,270	7,270	10,529	677	434,388	25,818	(21,359)	(8,728)	430,828	25,036
Solomon Road DCP	411,393	411,393	8,493	14,388	120,000	239,866	(8,110)	(48,224)	531,776	617,423
Success Lakes Development	909,941	909,941	3,817	22,527	-	-	(4,543)	(1,055)	909,215	931,412
Success Nth Development Cont. Plans	1,700,726	1,700,726	15,311	49,573	11,700	648,763	(6,683)	(216)	1,721,054	2,398,845
Thomas St Development Cont. Plans	12,392	12,392	294	307	-	-	-	-	12,686	12,699
Wattleup DCP 10	2,647	2,647	-	65	-	-	(15,218)	(6,112)	(12,571)	(3,401)
Yangebup East Development Cont. Plans	851,367	851,367	6,026	24,464	130,036	258,108	(3,270)	(3,081)	984,159	1,130,859
Yangebup West Development Cont. Plans	377,918	377,918	9,195	9,355	-	-	(2,700)	(2,905)	384,413	384,369
	<b>23,004,825</b>	<b>23,004,825</b>	<b>244,847</b>	<b>442,957</b>	<b>6,741,922</b>	<b>9,141,885</b>	<b>(13,768,781)</b>	<b>(13,615,656)</b>	<b>16,222,813</b>	<b>18,974,011</b>
<b>Total Reserves</b>	<b>107,073,767</b>	<b>107,073,767</b>	<b>2,059,692</b>	<b>2,484,527</b>	<b>71,539,334</b>	<b>60,957,735</b>	<b>(57,017,659)</b>	<b>(37,888,985)</b>	<b>123,655,133</b>	<b>132,627,044</b>

# DETAILED BUDGET AMENDMENTS REPORT

for the period ended 30 June 2016

PROJECT/ACTIVITY LIST		ADD/LESS	EXPENDITURE	TF TO RESERVE	FUNDING SOURCES			
					RESERVE	EXTERNAL	MUNICIPAL	NON-CASH
CW 7275	New FESA Vehicle	ADD	117,900			(117,900)		
GL 202-8100	Balancing Community Health van expenditure and recoveries	ADD	7,139				(967)	(6,172)
GL 235-6000	Long service leave funded from Reserve	ADD	1,146		(1,146)			
GL 475-7152	Transfer short term licence income from Lot30 Baler Crt, Hammond Park	ADD		17,000		(17,000)		
OP 8177	Transfer to fund BFRMP	LESS	(11,000)		11,000			
OP 8806	Bush Fire Risk Management Plan (BFRMP) mitigation works	ADD	104,000		(11,000)		(93,000)	
OP 9714	Business Plan expenses	ADD	5,000				(5,000)	
			<b>224,185</b>	<b>17,000</b>	<b>(1,146)</b>	<b>(134,900)</b>	<b>(98,967)</b>	<b>(6,172)</b>

Map showing Significant Verge Tree Nomination locations  
City of Cockburn 30 June 2016.

North Lake Road



North Lake Road



# Russell Road, Hammond Park Significant Trees



# LOCAL GOVERNMENT INVENTORY SIGNIFICANT TREE NOMINATION

**Location:** North Lake Road, Bibra Lake near Railway crossing.

**Suburb:** Bibra Lake

**Species:** *Eucalyptus marginata* (Jarrah)

**Date:** 30/06/2016

**Tree No. 1** (refer map)

- This tree is in excellent health and form with no evidence of pruning. It is located along the main road at the railway crossing and makes a significant contribution to the landscape character and genus of this remnant Perth species.
- This mature tree is estimated to be approximately 70 year's old tree and appears in good health and condition with a broad canopy of healthy foliage and multiple stems.
- The tree occupies a prominent position on the road side into Bibra Lake.

## Nomination Criteria

4.1 Historical Significance ( <i>E.g. Plantings by well-known public figures or groups, relates to an historical event</i> )	
4.2 Horticultural Value ( <i>E.g. Scientific value, propagating potential, tolerance to pest and disease etc</i> )	
4.3 Rare or Localised ( <i>E.g. Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct</i> )	
4.4 Location or Context ( <i>E.g. Unique location or context, aesthetic value, major contribution to landscape and/or local place character</i> ) <b>Aesthetic value, major contribution to the landscape</b>	✓
4.5 Exceptional Size, Age and Form ( <i>E.g. Height, circumference, canopy spread, curious forms</i> ) <b>Canopy spread provides visual prominence within the immediate precinct.</b>	✓
4.6 Indigenous Association ( <i>E.g. Scarred tree, Corroboree tree, Canoe tree</i> )	
4.7 Social, Cultural or Spiritual Value ( <i>E.g. Community engagement focussed around the tree for positive social or cultural reasons, spiritual importance of a tree to a specific group in the community</i> )	
Other Heritage Listings ( <i>E.g.: National Trust, Heritage Council, other group</i> ) References ( <i>E.g.: book titles, Battye Library references etc.</i> )	

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# LOCAL GOVERNMENT INVENTORY SIGNIFICANT TREE NOMINATION

**Location:** North Lake Road, Bibra Lake near Beeliar Regional Park Entrance.

**Suburb:** Bibra Lake

**Species:** *Eucalyptus gomphocephala* (Tuart)

**Date:** 30/06/2016

**Tree No. 2 (refer map)**

- This tree is in excellent health and form displaying a broad canopy of healthy foliage and minimal evidence of pruning. It is located along the main road at the entrance into Beeliar Regional Park and makes a significant contribution to the landscape character and genus of this Local Perth species.
- This mature tree is estimated to be approximately 80 year's old tree and appears in good health and condition.
- The tree occupies a prominent position on the road side and is one of the tallest trees in this area of North Lake Road.

## Nomination Criteria

4.1 Historical Significance ( <i>E.g. Plantings by well-known public figures or groups, relates to an historical event</i> )	
4.2 Horticultural Value ( <i>E.g. Scientific value, propagating potential, tolerance to pest and disease etc</i> )	
4.3 Rare or Localised ( <i>E.g. Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct</i> )	
4.4 Location or Context ( <i>E.g. Unique location or context, aesthetic value, major contribution to landscape and/or local place character</i> ) <b>Aesthetic value, major contribution to the landscape</b>	✓
4.5 Exceptional Size, Age and Form ( <i>E.g. Height, circumference, canopy spread, curious forms</i> ) <b>Canopy spread provides visual prominence within the immediate precinct.</b>	✓
4.6 Indigenous Association ( <i>E.g. Scarred tree, Corroboree tree, Canoe tree</i> )	
4.7 Social, Cultural or Spiritual Value ( <i>E.g. Community engagement focussed around the tree for positive social or cultural reasons, spiritual importance of a tree to a specific group in the community</i> )	
Other Heritage Listings ( <i>E.g.: National Trust, Heritage Council, other group</i> ) References ( <i>E.g.: book titles, Battye Library references etc.</i> )	

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# LOCAL GOVERNMENT INVENTORY SIGNIFICANT TREE NOMINATION

**Location:** North Lake Road, Bibra Lake just south of Sobek Pass intersection.

**Suburb:** Bibra Lake

**Species:** *Pinus pinaster* (Maritime Pine)

**Date:** 30/06/2016

**Tree No. 3 (refer map)**

- This tree was found to be in good health with predominantly sound structure. It is located along the main road at the entrance into the new industrial area of Bibra Lake and makes a significant contribution to the landscape character of previous years. This tree has been retained throughout development of the industrial area.
- This mature tree is estimated to be approximately 80 year's old tree and appears in good health and condition, however the lower canopy does display a high amount of deadwood which would benefit the tree if it was selectively pruned.
- The tree occupies a prominent position on the road side and is one of the tallest trees in this area of North Lake Road corner of Sobek Pass.

## Nomination Criteria

4.1 Historical Significance ( <i>E.g. Plantings by well-known public figures or groups, relates to an historical event</i> )	
4.2 Horticultural Value ( <i>E.g. Scientific value, propagating potential, tolerance to pest and disease etc</i> )	
4.3 Rare or Localised ( <i>E.g. Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct</i> )	
4.4 Location or Context ( <i>E.g. Unique location or context, aesthetic value, major contribution to landscape and/or local place character</i> ) <b>Aesthetic value, major contribution to the landscape</b>	✓
4.5 Exceptional Size, Age and Form ( <i>E.g. Height, circumference, canopy spread, curious forms</i> ) <b>Canopy spread provides visual prominence within the immediate precinct.</b>	✓
4.6 Indigenous Association ( <i>E.g. Scarred tree, Corroboree tree, Canoe tree</i> )	
4.7 Social, Cultural or Spiritual Value ( <i>E.g. Community engagement focussed around the tree for positive social or cultural reasons, spiritual importance of a tree to a specific group in the community</i> )	
Other Heritage Listings ( <i>E.g.: National Trust, Heritage Council, other group</i> ) References ( <i>E.g.: book titles, Battye Library references etc.</i> )	

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# LOCAL GOVERNMENT INVENTORY SIGNIFICANT TREE NOMINATION

**Location:** North Lake Road, Bibra Lake just south of Sobek Pass intersection.

**Suburb:** Bibra Lake

**Species:** *Pinus pinaster* (Maritime Pine)

**Date:** 30/06/2016

**Tree No. 4 (refer map)**

- This tree was found to be in good health with predominantly sound structure. It is located along the main road at the entrance into the new industrial area of Bibra Lake and makes a significant contribution to the landscape character of previous years. This tree has been retained throughout development of the industrial area and is positioned close to the adjacent *Pinus pinaster* displaying some canopy suppression due to close proximity.
- This mature tree is estimated to be approximately 50 year's old tree and appears in good health and condition, however the lower canopy does display a high amount of deadwood which would benefit the tree if it was selectively pruned.
- The tree occupies a prominent position on the road side.

## Nomination Criteria

4.1 Historical Significance ( <i>E.g. Plantings by well-known public figures or groups, relates to an historical event</i> )	
4.2 Horticultural Value ( <i>E.g. Scientific value, propagating potential, tolerance to pest and disease etc</i> )	
4.3 Rare or Localised ( <i>E.g. Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct</i> )	
4.4 Location or Context ( <i>E.g. Unique location or context, aesthetic value, major contribution to landscape and/or local place character</i> ) <b>Aesthetic value, major contribution to the landscape</b>	✓
4.5 Exceptional Size, Age and Form ( <i>E.g. Height, circumference, canopy spread, curious forms</i> ) <b>Canopy spread provides visual prominence within the immediate precinct.</b>	✓
4.6 Indigenous Association ( <i>E.g. Scarred tree, Corroboree tree, Canoe tree</i> )	
4.7 Social, Cultural or Spiritual Value ( <i>E.g. Community engagement focussed around the tree for positive social or cultural reasons, spiritual importance of a tree to a specific group in the community</i> )	
Other Heritage Listings ( <i>E.g.: National Trust, Heritage Council, other group</i> ) References ( <i>E.g.: book titles, Battye Library references etc.</i> )	

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# LOCAL GOVERNMENT INVENTORY SIGNIFICANT TREE NOMINATION

**Location:** North Lake Road, Bibra Lake just north of Phoenix Road traffic lights on the western side.

**Suburb:** Bibra Lake

**Species:** *Eucalyptus gomphocephala* (Tuart)

**Date:** 30/06/2016

**Tree No. 5** (refer map)

- This tree was found to be in excellent health with sound structure and is relatively untouched by way of pruning. It is located along the main road just after the traffic lights of Phoenix Drive and makes a significant contribution to the landscape character and excellent specimen of this local Perth species.
- This mature tree is estimated to be approximately 80 year's old.
- The tree occupies a prominent position on the road side and is one of the tallest trees in this area which does not conflict with the rear properties or North Lake Road making it an ideal specimen to retain on a Significant Tree Register.

## Nomination Criteria

4.1 Historical Significance ( <i>E.g. Plantings by well-known public figures or groups, relates to an historical event</i> )	
4.2 Horticultural Value ( <i>E.g. Scientific value, propagating potential, tolerance to pest and disease etc</i> )	
4.3 Rare or Localised ( <i>E.g. Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct</i> )	
4.4 Location or Context ( <i>E.g. Unique location or context, aesthetic value, major contribution to landscape and/or local place character</i> ) <b>Aesthetic value, major contribution to the landscape</b>	✓
4.5 Exceptional Size, Age and Form ( <i>E.g. Height, circumference, canopy spread, curious forms</i> ) <b>Canopy spread provides visual prominence within the immediate precinct.</b>	✓
4.6 Indigenous Association ( <i>E.g. Scarred tree, Corroboree tree, Canoe tree</i> )	
4.7 Social, Cultural or Spiritual Value ( <i>E.g. Community engagement focussed around the tree for positive social or cultural reasons, spiritual importance of a tree to a specific group in the community</i> )	
Other Heritage Listings ( <i>E.g.: National Trust, Heritage Council, other group</i> ) References ( <i>E.g.: book titles, Battye Library references etc.</i> )	

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# LOCAL GOVERNMENT INVENTORY SIGNIFICANT TREE NOMINATION

**Location:** Russell Road, West side of Hammond Road. (Northern verge)

**Suburb:** Hammond Park

**Species:** *Eucalyptus marginata* (Jarrah)

**Date:** 30/06/2016

**Tree No. 6** (refer to map)

- This tree was found to be in good health with sound structure. It has been pruned in previous years for high voltage power lines however is a good example of Perth's indigenous species.
- This mature tree is estimated to be approximately 70 year's old.
- The tree occupies a prominent area of bushland along Russell Road.

## Nomination Criteria

4.1 Historical Significance ( <i>E.g. Plantings by well-known public figures or groups, relates to an historical event</i> )	
4.2 Horticultural Value ( <i>E.g. Scientific value, propagating potential, tolerance to pest and disease etc</i> )	
4.3 Rare or Localised ( <i>E.g. Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct</i> )	
4.4 Location or Context ( <i>E.g. Unique location or context, aesthetic value, major contribution to landscape and/or local place character</i> ) <b>Aesthetic value, major contribution to the landscape</b>	✓
4.5 Exceptional Size, Age and Form ( <i>E.g. Height, circumference, canopy spread, curious forms</i> ) <b>Canopy spread provides visual prominence within the immediate precinct.</b>	✓
4.6 Indigenous Association ( <i>E.g. Scarred tree, Corroboree tree, Canoe tree</i> )	
4.7 Social, Cultural or Spiritual Value ( <i>E.g. Community engagement focussed around the tree for positive social or cultural reasons, spiritual importance of a tree to a specific group in the community</i> )	
Other Heritage Listings ( <i>E.g.: National Trust, Heritage Council, other group</i> ) References ( <i>E.g.: book titles, Batty Library references etc.</i> )	

**PAPERBARK TECHNOLOGIES**

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[zana@paperbarktechnologies.com.au](mailto:zana@paperbarktechnologies.com.au)



# LOCAL GOVERNMENT INVENTORY SIGNIFICANT TREE NOMINATION

**Location:** Russell Road, West side of Hammond Road. (Northern verge)

**Suburb:** Hammond Park

**Species:** *Eucalyptus marginata* (Jarrah) east of Tree 6

**Date:** 30/06/2016

**Tree No. 7 (refer to map)**

- This tree was found to be of significant size and is in good health with predominantly sound structure. It is an excellent example of Perth's indigenous species and is positioned far enough away from Russell Road to not render an issue to surrounding targets.
- This mature tree is estimated to be over 100 year's old.
- The tree occupies a prominent area of bushland along Russell Road.

## Nomination Criteria

4.1 Historical Significance ( <i>E.g. Plantings by well-known public figures or groups, relates to an historical event</i> )	
4.2 Horticultural Value ( <i>E.g. Scientific value, propagating potential, tolerance to pest and disease etc</i> )	
4.3 Rare or Localised ( <i>E.g. Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct</i> )	
4.4 Location or Context ( <i>E.g. Unique location or context, aesthetic value, major contribution to landscape and/or local place character</i> ) <b>Aesthetic value, major contribution to the landscape</b>	✓
4.5 Exceptional Size, Age and Form ( <i>E.g. Height, circumference, canopy spread, curious forms</i> ) <b>Canopy spread provides visual prominence within the immediate precinct.</b>	✓
4.6 Indigenous Association ( <i>E.g. Scarred tree, Corroboree tree, Canoe tree</i> )	
4.7 Social, Cultural or Spiritual Value ( <i>E.g. Community engagement focussed around the tree for positive social or cultural reasons, spiritual importance of a tree to a specific group in the community</i> )	
Other Heritage Listings ( <i>E.g.: National Trust, Heritage Council, other group</i> ) References ( <i>E.g.: book titles, Batty Library references etc.</i> )	

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# LOCAL GOVERNMENT INVENTORY SIGNIFICANT TREE NOMINATION

**Location:** Russell Road, West side of Hammond Road. (Northern verge)

**Suburb:** Hammond Park

**Species:** *Eucalyptus marginata* (Jarrah) east of Tree 7

**Date:** 30/06/2016

**Tree No. 8 (refer to map)**

- This tree was found to be of significant size and is in good health with predominantly sound structure. It does display a basal cavity on the northern side with previous fire damage, however appears to be sound at this time.
- It is an excellent example of Perth's indigenous species and is positioned far enough away from Russell Road to not render an issue to surrounding targets.
- This mature tree is estimated to be approximately 100 year's old.
- The tree occupies a prominent area of bushland along Russell Road.

## Nomination Criteria

4.1 Historical Significance ( <i>E.g. Plantings by well-known public figures or groups, relates to an historical event</i> )	
4.2 Horticultural Value ( <i>E.g. Scientific value, propagating potential, tolerance to pest and disease etc</i> )	
4.3 Rare or Localised ( <i>E.g. Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct</i> )	
4.4 Location or Context ( <i>E.g. Unique location or context, aesthetic value, major contribution to landscape and/or local place character</i> ) <b>Aesthetic value, major contribution to the landscape</b>	✓
4.5 Exceptional Size, Age and Form ( <i>E.g. Height, circumference, canopy spread, curious forms</i> ) <b>Canopy spread provides visual prominence within the immediate precinct.</b>	✓
4.6 Indigenous Association ( <i>E.g. Scarred tree, Corroboree tree, Canoe tree</i> )	
4.7 Social, Cultural or Spiritual Value ( <i>E.g. Community engagement focussed around the tree for positive social or cultural reasons, spiritual importance of a tree to a specific group in the community</i> )	
Other Heritage Listings ( <i>E.g.: National Trust, Heritage Council, other group</i> ) References ( <i>E.g.: book titles, Battye Library references etc.</i> )	

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# LOCAL GOVERNMENT INVENTORY SIGNIFICANT TREE NOMINATION

**Location:** Russell Road, West side of Hammond Road. (Northern verge)

**Suburb:** Hammond Park

**Species:** *Eucalyptus marginata* (Jarrah) east of Tree 8

**Date:** 30/06/2016

**Tree No. 9 (refer to map)**

- This tree was found to be in good health and structure developing into an excellent specimen away from the high voltage power lines and road way.
- This mature tree is estimated to be approximately 50-60 year's old.
- The tree occupies a prominent area of bushland along Russell Road.

## Nomination Criteria

4.1 Historical Significance ( <i>E.g. Plantings by well-known public figures or groups, relates to an historical event</i> )	
4.2 Horticultural Value ( <i>E.g. Scientific value, propagating potential, tolerance to pest and disease etc</i> )	
4.3 Rare or Localised ( <i>E.g. Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct</i> )	
4.4 Location or Context ( <i>E.g. Unique location or context, aesthetic value, major contribution to landscape and/or local place character</i> ) <b>Aesthetic value, major contribution to the landscape</b>	✓
4.5 Exceptional Size, Age and Form ( <i>E.g. Height, circumference, canopy spread, curious forms</i> ) <b>Canopy spread provides visual prominence within the immediate precinct.</b>	✓
4.6 Indigenous Association ( <i>E.g. Scarred tree, Corroboree tree, Canoe tree</i> )	
4.7 Social, Cultural or Spiritual Value ( <i>E.g. Community engagement focussed around the tree for positive social or cultural reasons, spiritual importance of a tree to a specific group in the community</i> )	
Other Heritage Listings ( <i>E.g.: National Trust, Heritage Council, other group</i> ) References ( <i>E.g.: book titles, Batty Library references etc.</i> )	

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# LOCAL GOVERNMENT INVENTORY SIGNIFICANT TREE NOMINATION

**Location:** Russell Road, West side of Hammond Road. (Northern verge)

**Suburb:** Hammond Park

**Species:** *Eucalyptus marginata* (Jarrah) east of Tree 9

**Date:** 30/06/2016

**Tree No. 10** (refer to map)

- This tree was found to be a significant specimen for habitat which displays good hollows and nesting sites. The health of the tree is fair consisting of predominantly epicormic growth however the habitat value of this tree is significant and there are not many trees this size and diameter in this area.
- This mature tree is estimated to be over 100 year's old.
- The tree occupies a prominent area of bushland along Russell Road.

## Nomination Criteria

4.1 Historical Significance ( <i>E.g. Plantings by well-known public figures or groups, relates to an historical event</i> )	
4.2 Horticultural Value ( <i>E.g. Scientific value, propagating potential, tolerance to pest and disease etc</i> )	
4.3 Rare or Localised ( <i>E.g. Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct</i> )	
4.4 Location or Context ( <i>E.g. Unique location or context, aesthetic value, major contribution to landscape and/or local place character</i> ) <b>Aesthetic value, major contribution to the landscape</b>	✓
4.5 Exceptional Size, Age and Form ( <i>E.g. Height, circumference, canopy spread, curious forms</i> ) <b>Canopy spread provides visual prominence within the immediate precinct.</b>	✓
4.6 Indigenous Association ( <i>E.g. Scarred tree, Corroboree tree, Canoe tree</i> )	
4.7 Social, Cultural or Spiritual Value ( <i>E.g. Community engagement focussed around the tree for positive social or cultural reasons, spiritual importance of a tree to a specific group in the community</i> )	
Other Heritage Listings ( <i>E.g.: National Trust, Heritage Council, other group</i> ) References ( <i>E.g.: book titles, Battye Library references etc.</i> )	

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# LOCAL GOVERNMENT INVENTORY SIGNIFICANT TREE NOMINATION

**Location:** Russell Road, West side of Hammond Road. (Northern verge)

**Suburb:** Hammond Park

**Species:** *Eucalyptus marginata* (Jarrah) east of Tree 10

**Date:** 30/06/2016

**Tree No. 11** (refer to map)

- This tree was found to be of significant size displaying a broad canopy of healthy foliage which has been relatively untouched by way of pruning. There is an included union on a main stem that appears to display slight separation however it is not a risk to the high voltage power lines or roadway at this time.
- This mature tree is estimated to be approximately 90 year's old.
- The tree occupies a prominent area of bushland along Russell Road.

## Nomination Criteria

4.1 Historical Significance ( <i>E.g. Plantings by well-known public figures or groups, relates to an historical event</i> )	
4.2 Horticultural Value ( <i>E.g. Scientific value, propagating potential, tolerance to pest and disease etc</i> )	
4.3 Rare or Localised ( <i>E.g. Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct</i> )	
4.4 Location or Context ( <i>E.g. Unique location or context, aesthetic value, major contribution to landscape and/or local place character</i> ) <b>Aesthetic value, major contribution to the landscape</b>	✓
4.5 Exceptional Size, Age and Form ( <i>E.g. Height, circumference, canopy spread, curious forms</i> ) <b>Canopy spread provides visual prominence within the immediate precinct.</b>	✓
4.6 Indigenous Association ( <i>E.g. Scarred tree, Corroboree tree, Canoe tree</i> )	
4.7 Social, Cultural or Spiritual Value ( <i>E.g. Community engagement focussed around the tree for positive social or cultural reasons, spiritual importance of a tree to a specific group in the community</i> )	
Other Heritage Listings ( <i>E.g.: National Trust, Heritage Council, other group</i> ) References ( <i>E.g.: book titles, Battye Library references etc.</i> )	

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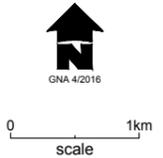
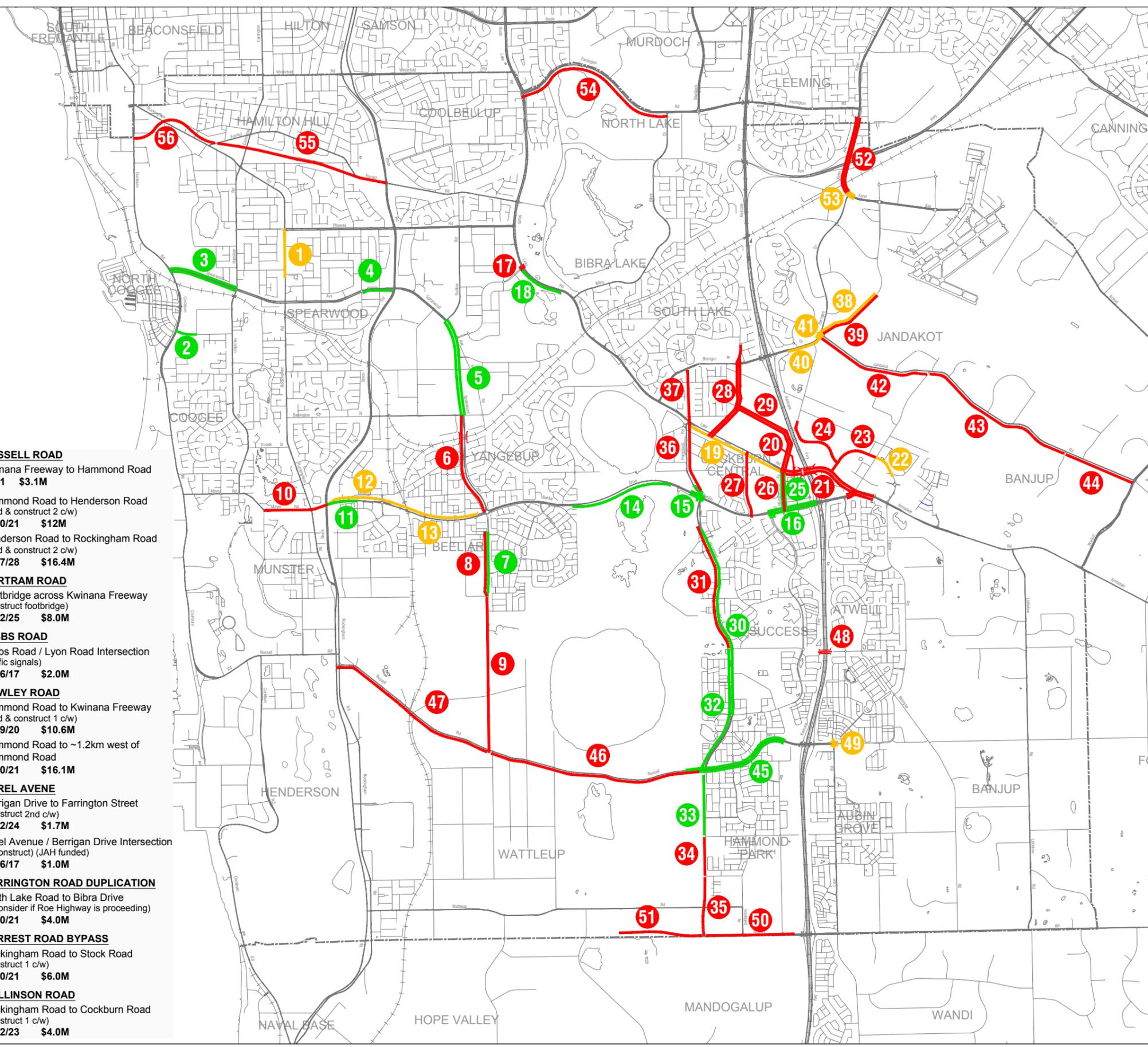
[zana@paperbarktechnologies.com.au](mailto:zana@paperbarktechnologies.com.au)



- ROCKINGHAM ROAD**  
**1** Phoenix Road to Spearwood Avenue (upgrade)  
 2016/17 \$4.0M
- OCEAN ROAD**  
**2** Cross Road to Cockburn Road  
 2009 \$0.7M
- SPEARWOOD AVENUE**  
**3** Cockburn Road to Hamilton Road  
 2009 \$1.5M
- 4** Doolette Street to Stock Road  
 2012 \$0.65M
- 5** Sudlow Road to Barrington Street  
 2011 \$11.6M
- 6** Barrington Street to Beeliar Drive (bridge/2nd c/w)  
 2017/20 \$10.3M
- 7** Bluebush Avenue to Fancote Avenue  
 2009 \$0.66M
- 8** Beeliar Drive to Fancote Avenue (construct 2nd c/w)  
 2019/20 \$2.5M
- HENDERSON ROAD**  
**9** Fancote Avenue to Russell Road (widen & upgrade 1 c/w)  
 2025/26 \$2.5M
- BEELIAR DRIVE**  
**10** Fawcett Road to Stock Road (reconstruct)  
 2017/18 \$2.0M
- 11** Stock Road to Watson Road  
 2010 \$0.6M
- 12** Stock Rd to Durnin Avenue (construct 2nd c/w)  
 Current \$1.5M
- 13** Durnin Avenue to Spearwood Avenue (construct 2nd c/w)  
 Current \$2.5M
- 14** Dunraven Drive to Hammond Road  
 2012 \$2.1M
- 15** Beeliar Drive / Hammond Road intersection  
 2013 \$2.5M
- 16** Wentworth Parade to Kwinana Freeway  
 2013 \$2.5M
- NORTH LAKE ROAD**  
**17** North Lake Road / Discovery Drive intersection (Traffic Signals)  
 2017/18 \$1.0M
- 18** Discovery Drive to Bibra Drive  
 2010 \$0.7M
- 19** Hammond Road to Kentucky Court (construct 2nd c/w & open drain)  
 Current \$5.7M
- 20** Kentucky Court to Kwinana Freeway (construct 2 c/w/s)  
 2018/21 \$1.0M
- 21** Extend from Kwinana Freeway to Armadale Road (land, bridge, construct 2 c/w/s, & traffic signals)  
 subject to Federal/State funding
- VERDE DRIVE**  
**22** Biscayne Way to Solomon Road (land & construct 1 c/w)  
 2016/17 \$2.0M
- 23** Solomon Road to North Lake Rd (land & construct 1 c/w)  
 2017/18 \$10.4M

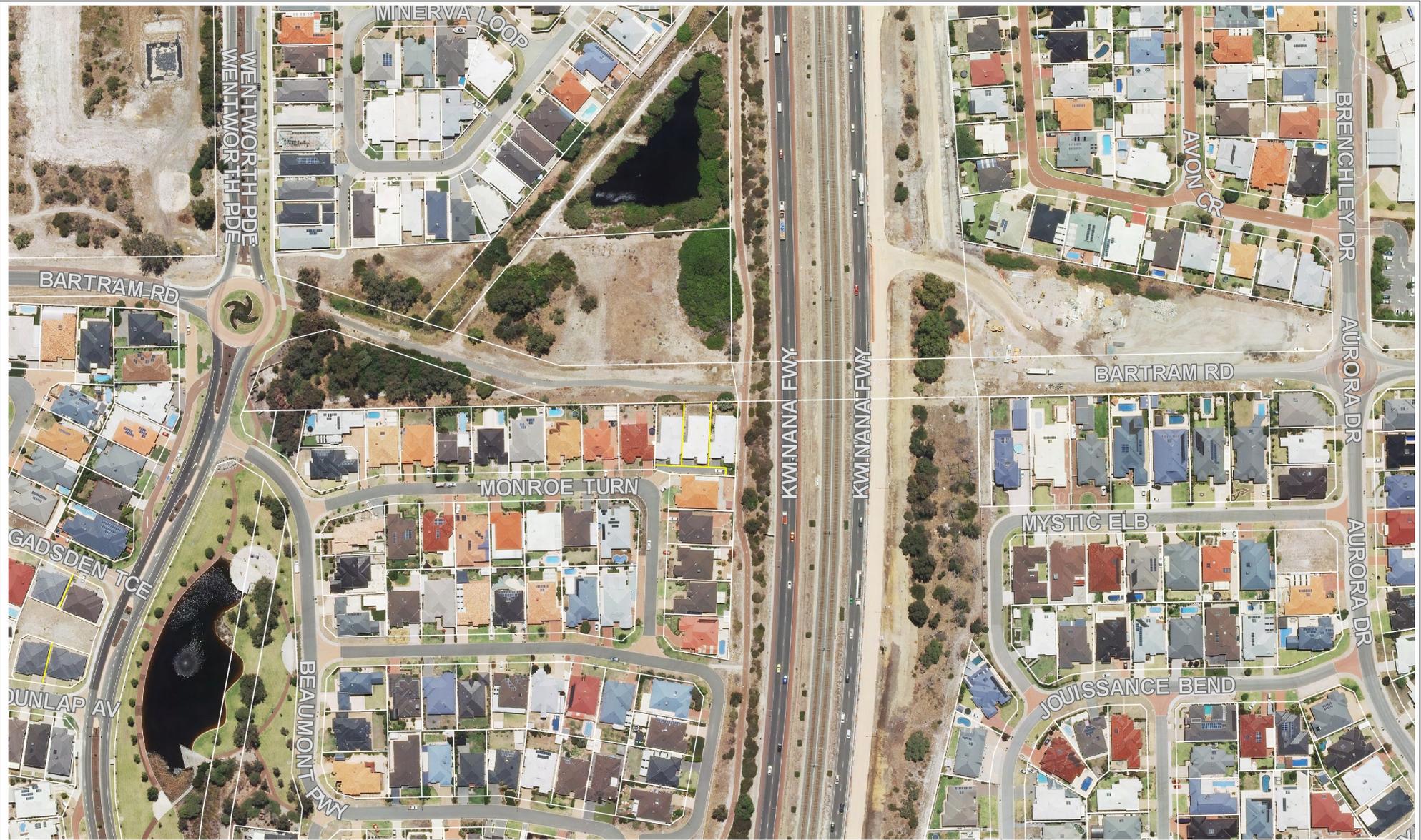
- PRINSEP ROAD**  
**24** Cutler Road to Verde Drive (construct 1 c/w)  
 2020/21 \$3.5M
- MIDGEGOROO AVENUE**  
**25** Beeliar Drive to North Lake Road  
 2014 \$1.5M
- 26** Beeliar Drive to North Lake Road (reduce to 2 lanes)  
 2021/22 \$1.0M
- POLETTI ROAD**  
**27** Beeliar Drive to North Lake Road (construct 2nd c/w & Traffic Signals)  
 2018/20 \$5.0M
- SEMPLER COURT**  
**28** North Lake Road to Jindabyne Heights (land/construct & re-align c/w)  
 2020/22 \$8.7M
- MURIEL COURT**  
**29** Sempler Court to North Lake Road (land/re-align/construct & traffic signals)  
 2021/23 \$8.7M
- HAMMOND ROAD**  
**30** Branch Circus to Wentworth Parade  
 2008 \$1.8M
- 31** Branch Circus to Bartram Road (construct 2nd c/w & upgrade verge)  
 2017/19 \$8.0M
- 32** Bartram Road to Russell Road  
 2013 \$4.5M
- 33** Russell Road to Gaebler Road  
 2013 \$2.0M
- 34** Gaebler Rd to Frankland Ave (construct 1 c/w)  
 2018/21 \$3.8M
- 35** Frankland Ave to Rowley Rd (construct 1 c/w)  
 2019/21 \$5.8M
- 36** Beeliar Drive to North Lake Road (construct 2nd c/w)  
 2021/22 \$3.0M
- 37** North Lake Road to Berrigan Drive (construct 1 c/w)  
 2021/22 \$3.5M
- PILATUS STREET**  
**38** Berrigan Drive to airport boundary (construct 1 c/w)  
 2016/17 \$3.0M
- 39** Berrigan Drive to airport boundary (construct 2nd c/w)  
 2029/30 \$3.0M
- BERRIGAN DRIVE**  
**40** Kwinana Freeway to Jandakot Road (construct 2nd c/w & upgrade verge)  
 2016/17 \$3.0M
- 41** Berrigan Drive / Jandakot Road intersection (construct & traffic signals)  
 2016/17 \$6.0M
- JANDAKOT ROAD**  
**42** Berrigan Drive to Solomon Road (land & construct 2 c/w)  
 2017/18 \$11.7M
- 43** Solomon Road to Fraser Road (construct 2nd c/w)  
 2017/18 Funding by developer
- 44** Fraser Road to Warton Rd (land & construct 2 c/w)  
 2020/22 \$13.1M

- RUSSELL ROAD**  
**45** Kwinana Freeway to Hammond Road  
 2011 \$3.1M
- 46** Hammond Road to Henderson Road (land & construct 2 c/w)  
 2020/21 \$12M
- 47** Henderson Road to Rockingham Road (land & construct 2 c/w)  
 2027/28 \$16.4M
- BARTRAM ROAD**  
**48** Footbridge across Kwinana Freeway (construct footbridge)  
 2022/25 \$8.0M
- GIBBS ROAD**  
**49** Gibbs Road / Lyon Road Intersection (traffic signals)  
 2016/17 \$2.0M
- ROWLEY ROAD**  
**50** Hammond Road to Kwinana Freeway (land & construct 1 c/w)  
 2019/20 \$10.6M
- 51** Hammond Road to ~1.2km west of Hammond Road  
 2020/21 \$16.1M
- KAREL AVENUE**  
**52** Berrigan Drive to Farrington Street (construct 2nd c/w)  
 2022/24 \$1.7M
- 53** Karel Avenue / Berrigan Drive Intersection (reconstruct) (JAH funded)  
 2016/17 \$1.0M
- FARRINGTON ROAD DUPLICATION**  
**54** North Lake Road to Bibra Drive (reconsider if Roe Highway is proceeding)  
 2020/21 \$4.0M
- FORREST ROAD BYPASS**  
**55** Rockingham Road to Stock Road (construct 1 c/w)  
 2020/21 \$6.0M
- ROLLINSON ROAD**  
**56** Rockingham Road to Cockburn Road (construct 1 c/w)  
 2022/23 \$4.0M



- 1** Completed
- 2** In Progress
- 3** Planned

# REGIONAL & MAJOR ROADWORKS 2016 - 2030



**City of Cockburn**  
G.I.S Services Department

Bartram Road - Bridge  
Location Map

PRINTED ON:  
27/07/2016

SCALE = 1:2793

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.



Enquiries: Mr Trichilo on 323 4475

Our Ref: 90-1462-1VB

Your Ref: AB 00101.94S



CUSTOMER  
FOCUS  
WESTERN AUSTRALIA

Director  
Office of the Minister of Planning  
Planning Appeals  
6th floor, 81 St George's Terrace  
PERTH WA 6000

ATTENTION: MR GORDON SMITH

**BARTRAM ROAD BRIDGE OVER KWINANA FREEWAY,  
SOUTH JANDAKOT**

CITY OF COCKBURN	
RECEIVED	
27 NOV 1995	
REF: 996854	450052
JES / DJ	

Thank you for your letter of September 13 1995 in which you requested a copy of the planning report for the proposed bridge crossing and advice regarding Main Roads' position on the acquisition of private land affected by the bridge approaches.

A copy of the planning report has been posted to you separately.

The plans for this bridge stem from a request by the City of Cockburn to Main Roads seeking the reservation for a future bridge crossing of the freeway at Bartram Road. Council's request indicated that the land would either be obtained through the subdivisional process or set aside for future purchase.

Main Roads examined the options in a planning study and recommended Option B to the Council in the planning report dated July 1995. Option B requires some adjacent privately-owned land on both sides of the Freeway. The total area of land is about 2 ha. However, to offset this requirement there is approximately 0.5 ha of surplus road reserve land which Council could possibly release for subdivision.

Council has supported the inclusion of the reservation for the future Bartram Road Bridge in the MRS.

I expect that once the MRS amendment is in place, the private land could be acquired by the Western Australian Planning Commission if the City of Cockburn has been unable to reach agreement with the landowners for surrender of the private land free of cost. When funds for the bridge project become available and the State agrees that it should be implemented, Main Roads would buy the land from the Western Australian Planning Commission as part of the bridge construction project. However, it should be noted that bridge proposal is a long term project and is unlikely to be built within the next ten years.

At present some of the privately-owned land required for the bridge approaches is the subject of a subdivision proposal by Fielman Planners Pty Ltd. The subdivision plan generally conforms with the Bartram Road reservation plan developed by Main Roads. Main Roads is currently providing comment to the Ministry for Planning regarding the subdivision plan.

J G O Hackett  
DIRECTOR ROAD NETWORK DEVELOPMENT

Per  .....

November 23 1995

Enc

cc: City of Cockburn  
Attention: Mr David Igglesden

Ministry for Planning  
Attention: Mr Andrew Jackson

# **ROAD NETWORK DEVELOPMENT**

**METROPOLITAN  
PLANNING  
BRANCH**

## **KWINANA FREEWAY**

### **Bartram Road Bridge**

#### **Planning Report**

**MAIN ROADS Western Australia**  
**MR File No.: 90/1462-1VB**

**NOVEMBER 1995**

## **KWINANA FREEWAY BARTRAM ROAD BRIDGE SOUTH JANDAKOT**

### **SUMMARY**

The land requirements for a bridge taking Bartram Road over the Kwinana Freeway were determined by Main Roads following a request by the City of Cockburn in March 1995. The need for this future bridge crossing was identified in a traffic study undertaken in 1992 by consultants Sinclair Knight Buchanan, and included in the recommended structure plan for the South Jandakot area.

The current planning for the freeway provides for crossings at Forrest Road and Gibbs Road/Russell Road, a distance of about 3.3km. Bartram Road is located between these two crossing points approximately 2 kilometres south of Forrest Road.

The proposed crossing at Bartram Road would facilitate local access between the planned Jandakot District Centre on the west side of Kwinana Freeway and the residential area, neighbourhood commercial centre and high school on the east side of the Freeway. The traffic study report indicated that up to 15 000 vehicles per day would use the Bartram Road crossing in the year 2021.

In response to the City of Cockburn's request Main Roads examined two options for the future Bartram Road Bridge as outlined in this report. Option A follows the existing Bartram Road and would require relocation of major services. Option B is located adjacent to and immediately north of the existing road. Option B is the preferred option because it requires minimal relocation of services and can be more easily built.

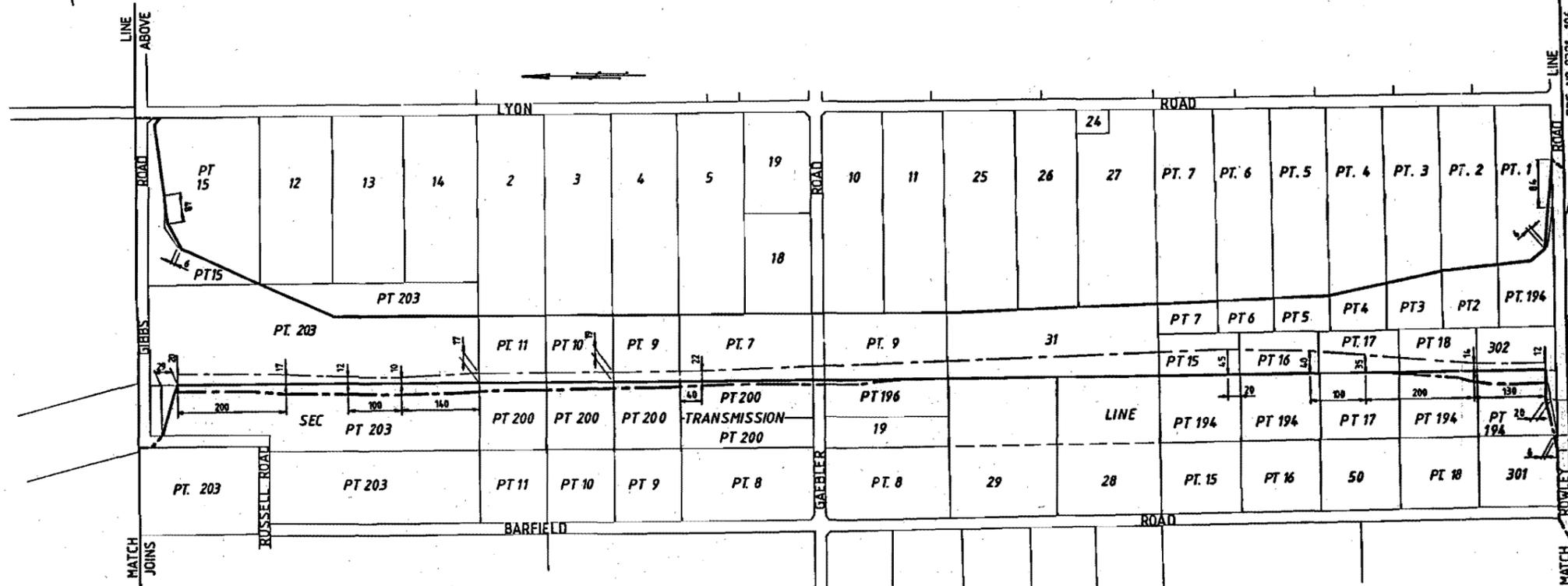
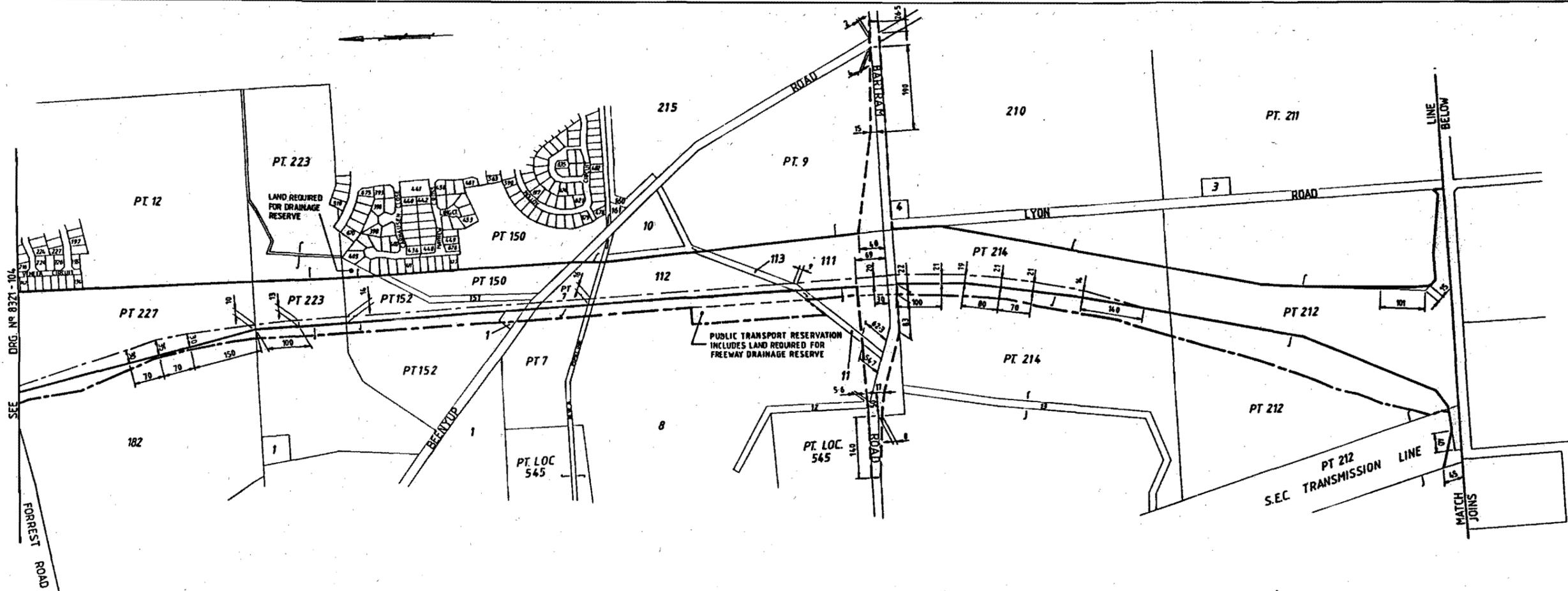
Cockburn City Council supports the adoption of Option B and the reservation of land in the Metropolitan Region Scheme for this option. Main Roads has therefore amended the land protection plan for Kwinana Freeway to include the land required for the future Bartram Road crossing. A copy of the modified plan numbered 321-105-4 is included in this report.

The proposed reservation modifications include provision for the future SW Corridor Rapid Transit railway link on the western side of the freeway and relocation of the existing dual use path along Kwinana Freeway.

The bridge proposal is a long term project and is unlikely to be built within the next ten years. In the meantime there is a need to amend the Metropolitan Region Scheme to set aside the land for this future bridge crossing and to allow subdivision of the remaining land in the vicinity of the crossing to proceed.

The reservation for the future bridge affects adjacent private land. The landowner, Gold Estates Pty Ltd, are aware of the bridge proposal and the extent of private land affected by the reservation and are designing their subdivision plans to reflect this requirement.

1:1  
 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300



- LEGEND**
- NO ACCESS PERMITTED
  - - - ACCESS SUBJECT TO MRD APPROVAL
  - - - PUBLIC TRANSPORT RESERVATION
  - - - PUBLIC TRANSPORT RESERVATION/CAH BOUNDARY AGREED TO BY MAIN ROADS WA, WESTRAIL & MFP (REFER TO FILE 28/40-13 fol 59)

**NOTE**  
 DIMENSIONS SUBJECT TO SURVEY

IN THE ABSENCE OF THE APPROVED SIGNATURE THIS DRAWING SHALL BE TREATED AS PRELIMINARY.

1	REQUIREMENTS ADDED AT BARTRAM ROAD OVERPASS. REFER TO FILE No. 18/1442-1VB				
2	CAD UPDATED. PLAN AMENDED TO CONFORM WITH SPC PLAN Nos 1-2/24/12 & 1-2/25/12. LEGALLY EFFECTIVE DATE ADDED 13/11/85	10/12/84	1-2/24/12 & 1-2/25/12		
3	CAD UPDATED. ADDITIONAL REQ. ADDED. FILE No. 28/40-7VB	13/11/85	1-1762		
4	CAD UPDATED. PLAN AMENDED TO CONFORM WITH SPC PLAN No. 1-2/24/12 & 1-2/25/12. LEGALLY EFFECTIVE DATE ADDED 13/11/85	13/11/85	1-1762		

INITIAL GAZETAL	REGISTERED DATE	SCALE'S	METRES
13-11-85	22/12/83	1:5000	0 100 200
M.R.P.A. M.R.S. PLAN No	MICROFILMED DATE	SURVEYOR - DATE	SURVEY BOOKS
1-1762	7/12/84		

DESIGNED	S. HILL	DATE	1/84
DRAWN	L. RUSSO	DATE	1/84
CHECKED	G. YANENOS	DATE	1/84
EXAM'D	R. E. Galt	DATE	2/84

**KWINANA FREEWAY H.15**  
**LAND PROTECTION PLAN**  
 BEENYUP ROAD TO ROWLEY ROAD

MAIN ROADS DEPARTMENT W.A.			
URBAN PLANNING SECTION			
FILE No.	DRG. TYPES	DRAWING NUMBER	AMDT.
28/40-7	07-01	8321-105-4	

**BARTRAM ROAD BRIDGE**  
**OVER KWINANA FREEWAY**  
**SOUTH JANDAKOT**

**1. BRIEF OVERVIEW**

The City of Cockburn wrote to Main Roads by letter dated March 31 1995 requesting that land requirements be determined for a bridge taking Bartram Road over the Kwinana Freeway.

The Council noted that a traffic study undertaken in 1992 by consultants Sinclair Knight and Buchanan identified the need for a bridge.

In June 1993 the Department of Planning and Urban Development (DPUD) now Ministry for Planning (MFP) released a District Planning Study for South Jandakot/Mandogalup. This planning study assumed that the Kwinana Freeway planning included a bridge at Bartram Road and the recommended Structure Plan included this link as part of the transport plan for the area.

Gold Estates the principal land developer, has put sub-division plans to the City of Cockburn for the part of the area that could be taken up by the future bridge on the east side. Council may therefore set aside the land as part of the approval for the sub-division and commence negotiations with the same developer for the required land on the west side.

**2. DISTRICT PLANNING STUDY - SOUTH JANDAKOT MANDOGALUP**

The recommended structure plan that was derived from the District Planning Study includes a bridge crossing at Bartram Road as a link between Hammond Road on the west side and Tapper Road on the east side. The bridge link would facilitate local access to the Jandakot District Centre to the north and the new high school planned for Bartram Road on the east side of the Kwinana Freeway.

In addition Bartram Road is also planned to have a neighbourhood commercial centre on the east side of the freeway south of Bartram Road opposite the high school.

The traffic study and forecast by Sinclair Knight and Buchanan indicated that approximately 12 000 to 15 000 vehicles per day could use Bartram Road under the ultimate 2021 Traffic Scenarios.

Bartram Road presently has a 20 metre road reserve and it is anticipated that the road will remain a two lane road with some widening to accommodate earthworks for a bridge over the freeway.

### 3. PROGRESS ON THE REQUEST BY MAIN ROADS

Planning drawings giving a profile and exact land requirements including cadastral information have been prepared for two options, Option A and Option B.

Option A uses the existing alignment of Bartram Road and Option B covers a new alignment adjacent to the existing Bartram Road alignment.

#### 3.1 Design Standards

Speed 70 km/hr. Carriageway 9m (2 x 4.5m lanes). Verge width 3m with 1 in 3 fill embankments. Max grade 4% to allow side street connections.

Clearances: Rail - 6.5 m  
Freeway - 5.3m

Assumed rail level is the same as the freeway median level RL 28.3m.

#### 3.2 Services Relocation and Land Requirements

The cost for land has been given by the City of Cockburn as \$35/- m<sup>2</sup>. Services relocation costs given by WAWA are:

- Water Main \$1 000/m
- Sewerage \$1 700/m

**Option A.** The existing alignment of Bartram Road includes two 900mm sewer mains and an 800 mm water main (see attached cross-section). One 900mm sewer main presently exists only across the freeway reserve in preparation for extensions in the future. Construction of a bridge and earthworks on the existing Bartram Road alignment would require relocation of these services at an estimated cost of approximately \$2.5 million. The land requirement for Option A is shown on the attached plan and is estimated to cost \$340 000 based on the unit costs supplied by the City of Cockburn.

**Option B.** This option shown on the attached plan limits the extent of large fill over most of the existing services in Bartram Road and across the freeway. The land cost is estimated at \$540 000. A small part of the major services that would be under the fill embankment in the south east quadrant, could be protected if required by steepening of the fill embankment from 1 in 3 to a 1 in 1 1/2 slope. Retaining walls or stone pitching may be necessary. The cost of protection could be \$100 000. A reduction in land cost is unlikely.

A reduction in land cost of \$10 000 for Option A and \$5 000 for Option B, can be gained by steepening all fill batters in either of the two options to 1:2 1/2 slopes as requested by City of Cockburn officers. These costs are considered negligible against the noticeable change in aesthetics of the project and therefore have not been adopted.

Nominal relocation costs for other services such as Telecom communication lines, underground power and gas have been included in the budgetary Project Cost Estimate.

A future WAWA bore field is affected by Option A but cleared by Option B.

### 3.3 Other Impacts

The existing Dual Use Path (DUP) will be relocated when the SW Corridor Transit Service is implemented. The new bridge embankment can accommodate the future DUP structure.

Council can determine the location of side road connections through the subdivisional process.

## 4. SUMMARY

There are two options as follows.

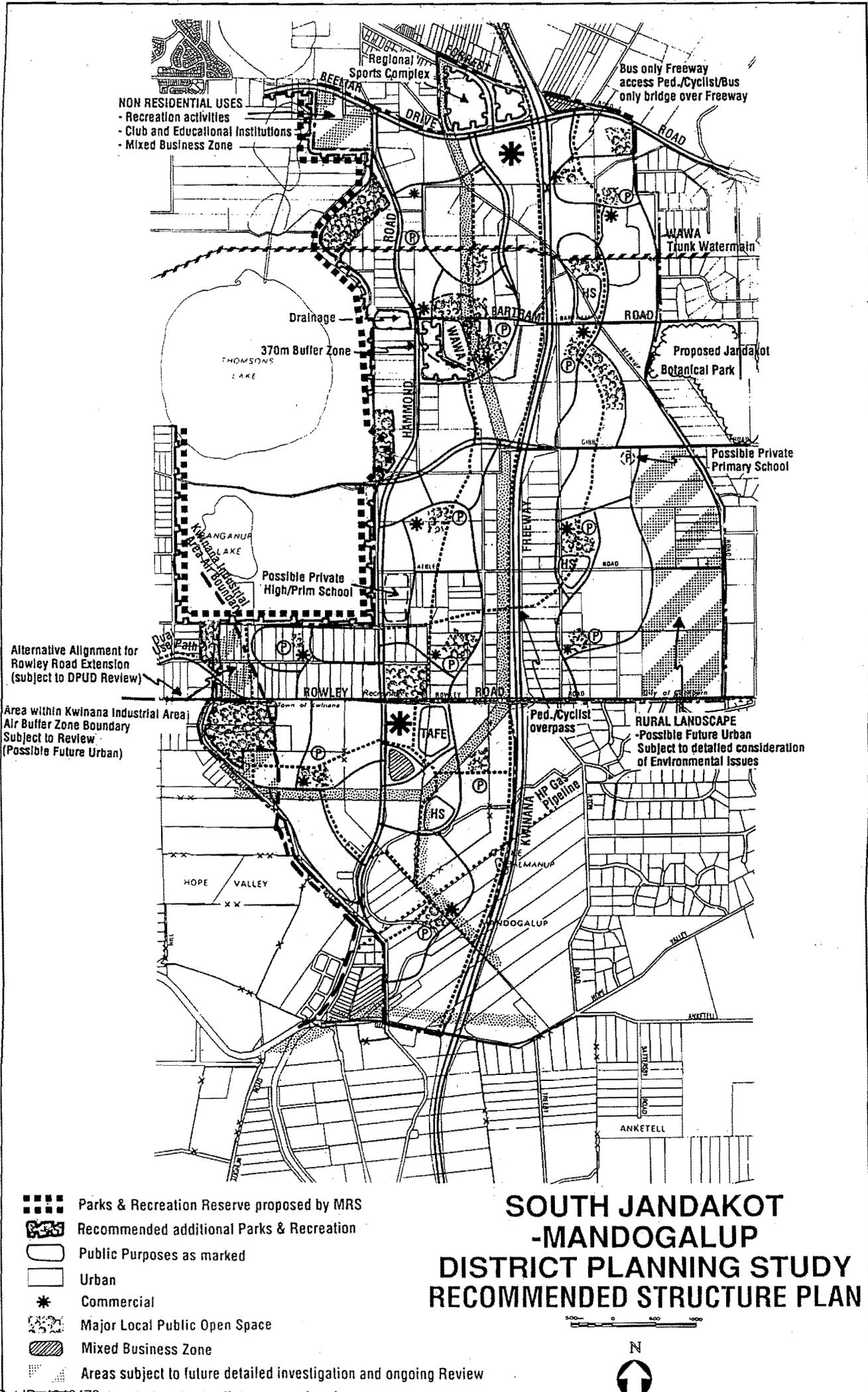
Options	Land Requirement m <sup>2</sup>	Costs (\$M)			
		Construction	Services	Land	Total
A	9517	5.4	2.5	0.34	8.24
B	15235	5.4		0.54	5.94

## 5. RECOMMENDATIONS

- a) The new alignment for Bartram Road Crossing (Option B) be adopted at the estimated cost of \$5.94M including a land requirement of 15 235 m<sup>2</sup>
- b) That the City of Cockburn be approached to support the MRS Amendment.

## Attachments

1. South Jandakot-Mandogalup District Planning Study
  - 1.1 Recommended Structure Plan (Fig. 5)
  - 1.2 Jandakot Bus Station Access (Fig. 7)
  - 1.3 Forecast Daily Traffic Volumes (Fig. 10)
2. Main Roads Engineering Design and Land Requirement Plans
  - 2.1 Option A
  - 2.2 Option B
3. Cross Sections for Options A, B.
4. Cost Estimate Detail



**NON RESIDENTIAL USES**  
 - Recreation activities  
 - Club and Educational Institutions  
 - Mixed Business Zone

Bus only Freeway  
 access Ped./Cyclist/Bus  
 only bridge over Freeway

Drainage  
 370m Buffer Zone

WAWA  
 Trunk Watermain

Proposed Jandakot  
 Botanical Park

Possible Private  
 Primary School

Possible Private  
 High/Prim School

Alternative Alignment for  
 Rowley Road Extension  
 (subject to DPUD Review)

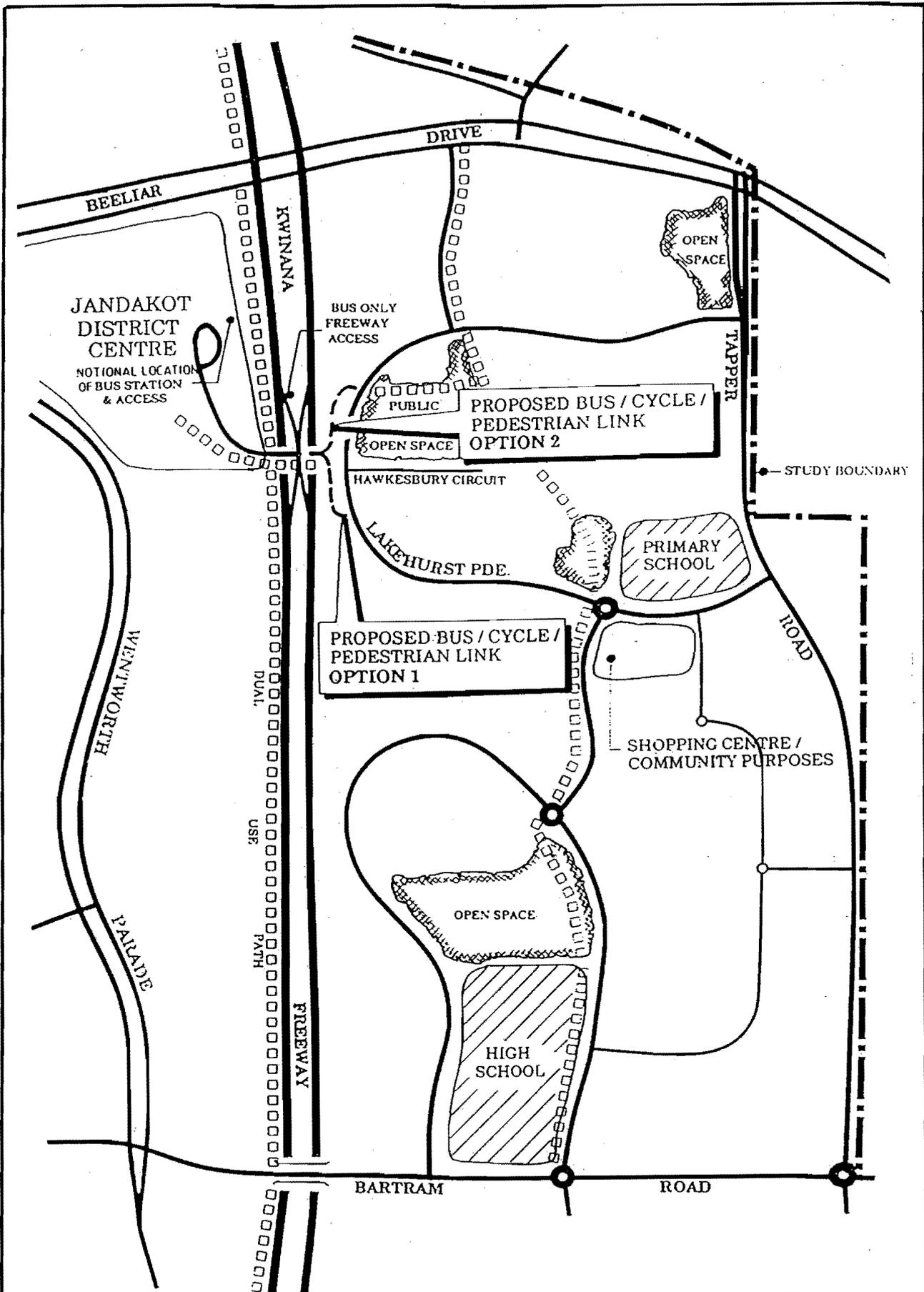
Area within Kwinana Industrial Area  
 Air Buffer Zone Boundary  
 Subject to Review  
 (Possible Future Urban)

RURAL LANDSCAPE  
 -Possible Future Urban  
 Subject to detailed consideration  
 of Environmental Issues

- Parks & Recreation Reserve proposed by MRS
  - Recommended additional Parks & Recreation
  - Public Purposes as marked
  - Urban
  - Commercial
  - Major Local Public Open Space
  - Mixed Business Zone
  - Areas subject to future detailed investigation and ongoing Review
- Primary Pedestrian/cyclist movement system

## SOUTH JANDAKOT -MANDOGALUP DISTRICT PLANNING STUDY RECOMMENDED STRUCTURE PLAN

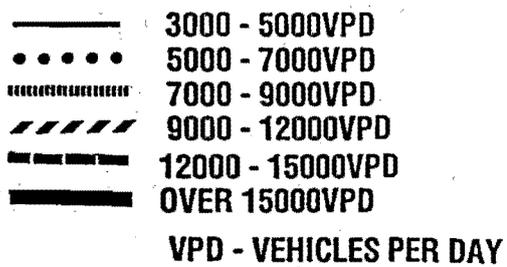
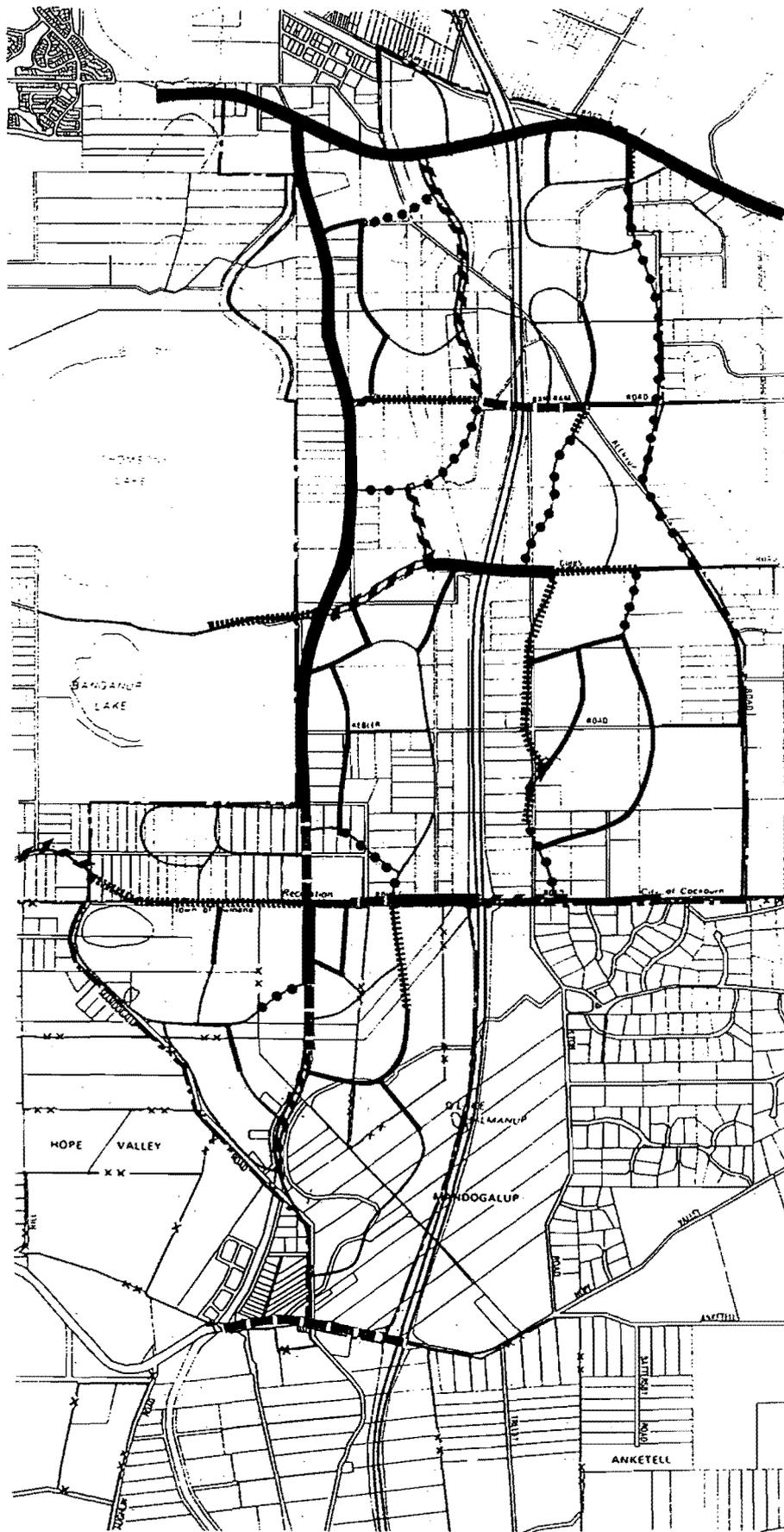




**SOUTH JANDAKOT  
- MANDOGALUP  
DISTRICT PLANNING STUDY  
JANDAKOT BUS STATION ACCESS**



**FIG.7**



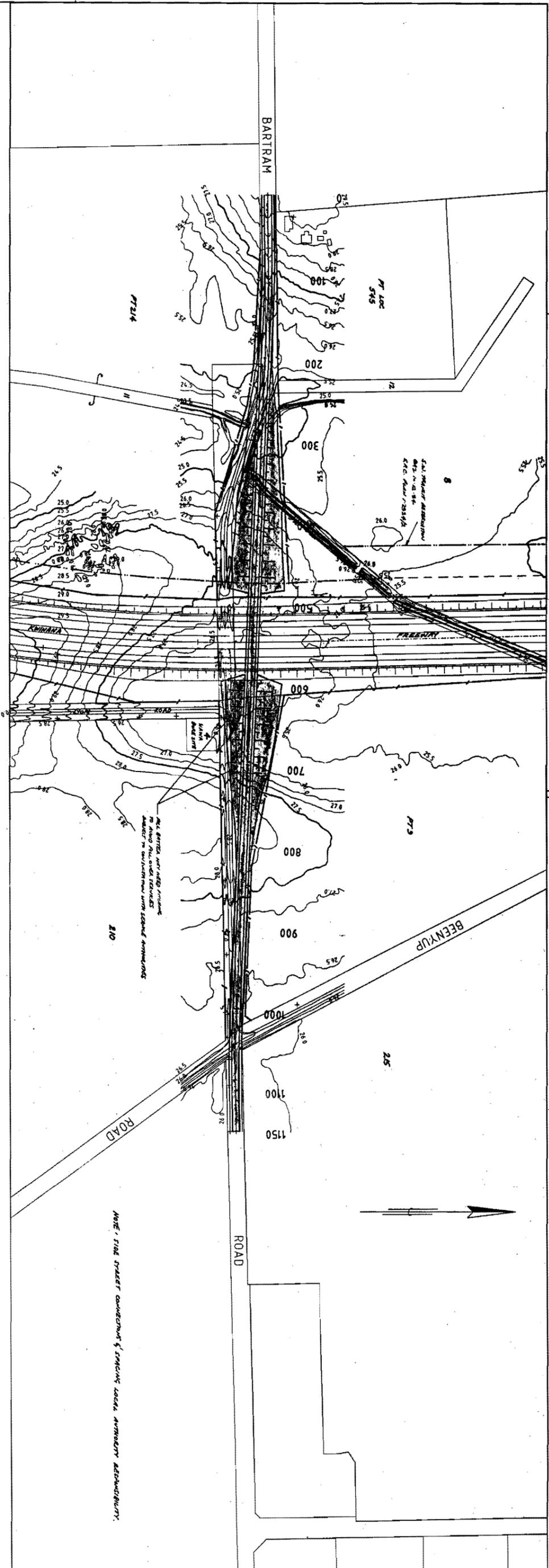
**SOUTH JANDAKOT  
- MANDOGALUP  
DISTRICT PLANNING STUDY**

**FORECAST DAILY TRAFFIC VOLUMES**

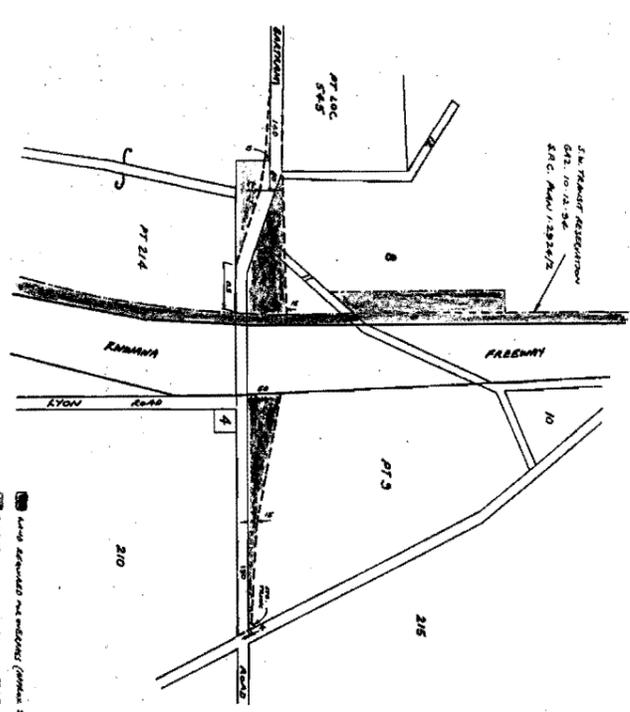


**FIG.10**





AMENDMENTS	EXISTING LEVEL ON HSB1	PROPOSED LEVEL ON HSB1	DATUM 13.0
	29.307	28.867	
	29.000	28.867	
	28.500	28.430	
	28.000	27.992	
	27.500	27.555	
	27.000	27.117	
	26.500	26.679	
	26.000	26.241	
	25.500	25.803	
	25.000	25.365	
	24.500	24.927	
	24.000	24.489	
	23.500	24.051	
	23.000	23.613	
	22.500	23.175	
	22.000	22.737	
	21.500	22.299	
	21.000	21.861	
	20.500	21.423	
	20.000	20.985	
	19.500	20.547	
	19.000	20.109	
	18.500	19.671	
	18.000	19.233	
	17.500	18.795	
	17.000	18.357	
	16.500	17.919	
	16.000	17.481	
	15.500	17.043	
	15.000	16.605	
	14.500	16.167	
	14.000	15.729	
	13.500	15.291	
	13.000	14.853	
	12.500	14.415	
	12.000	13.977	
	11.500	13.539	
	11.000	13.101	
	10.500	12.663	
	10.000	12.225	
	9.500	11.787	
	9.000	11.349	
	8.500	10.911	
	8.000	10.473	
	7.500	10.035	
	7.000	9.597	
	6.500	9.159	
	6.000	8.721	
	5.500	8.283	
	5.000	7.845	
	4.500	7.407	
	4.000	6.969	
	3.500	6.531	
	3.000	6.093	
	2.500	5.655	
	2.000	5.217	
	1.500	4.779	
	1.000	4.341	
	0.500	3.903	
	0.000	3.465	

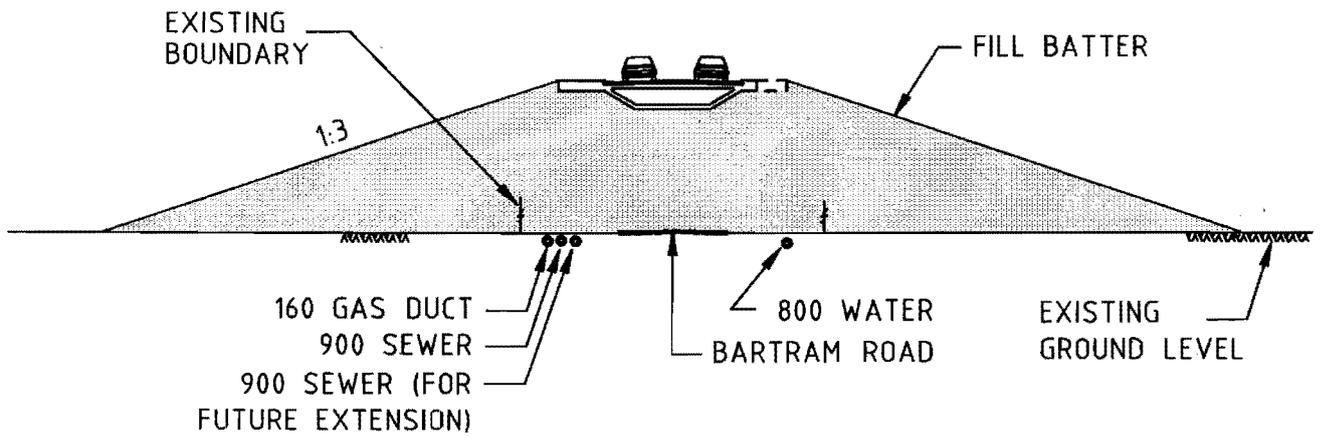


AMENDMENTS	NO.	DATE	DESCRIPTION
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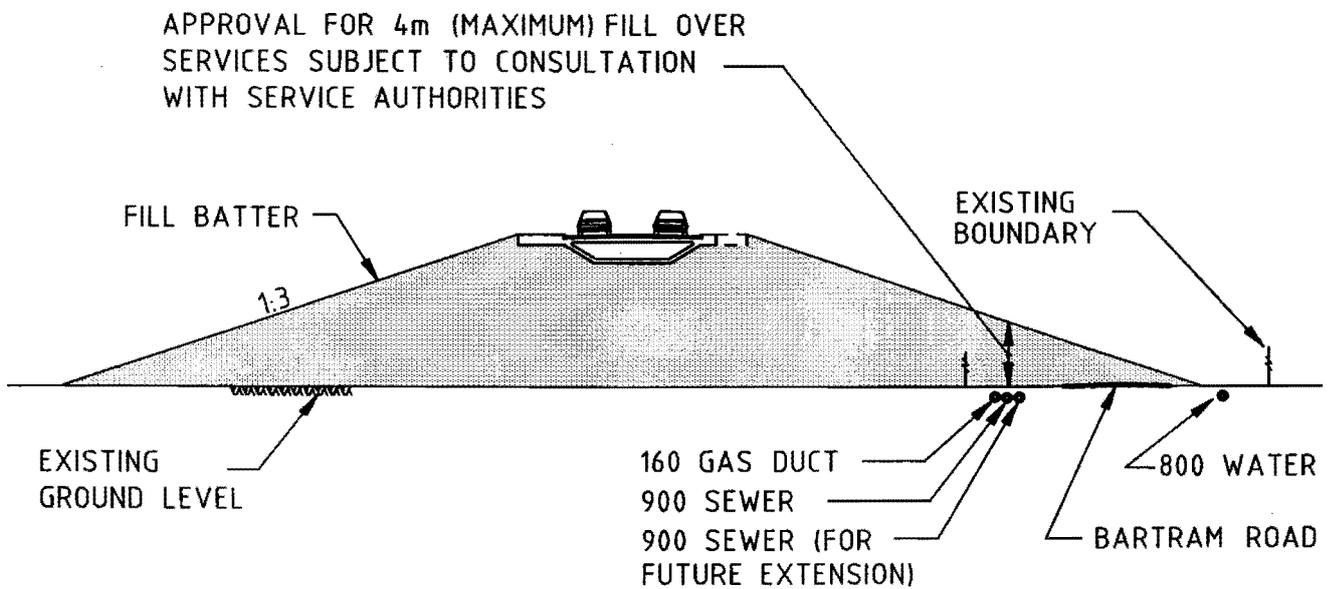
REGIONAL DIVISION SIZE: B1  
 DATE: 07/03/04  
 DRAWN: G. HANNAH  
 CHECKED: S. JONES  
 PROJECT: STATUTORY PLANNING BRANCH

**BARAM ROAD BRIDGE**  
 OPTION B  
 OVER KWINANA FREEWAY  
 WESTERN AUSTRALIA

STATUTORY PLANNING BRANCH  
 DATE: 07/03/04



**OPTION 'A'**  
**CROSS SECTION AT EAST ABUTMENT**  
**CHA 600**



**OPTION 'B'**  
**CROSS SECTION AT EAST ABUTMENT**  
**CHA 600**

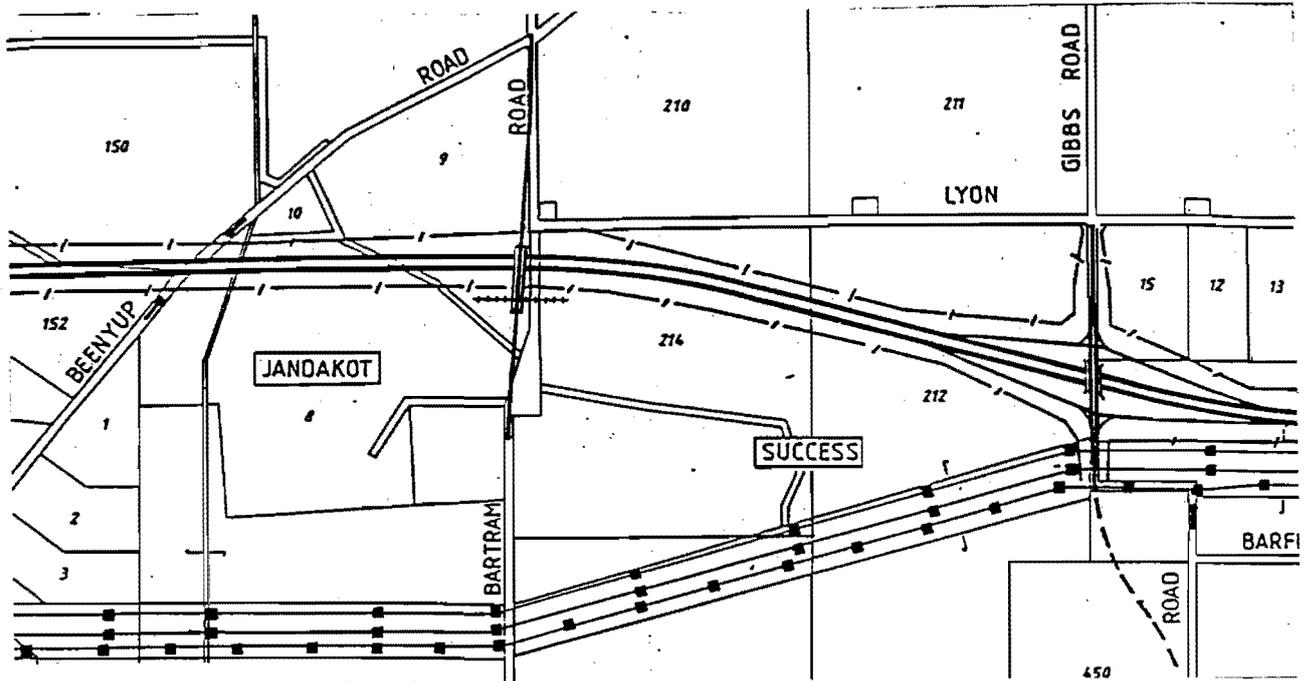


Prepared by the Statutory Planning Branch  
 Main Roads Western Australia

**BARTRAM ROAD BRIDGE**  
**OVER KWINANA FREEWAY**

PROJECT : KWINANA FREEWAY  
SECTION(S) : BARTRAM RD BRIDGE OVER KWINANA FWY  
STAGE(S) :

29/6/95



DESCRIPTION :

STRUCTURES : 120m long x 13m wide (3m footpath + 9m cwy + 1m)

MISCELLANEOUS :

LIGHTING :

ITEM	\$ JUNE 1993	COMMENTS
Earthworks	565,000	
Pavement	198,000	
Miscellaneous	266,000	
Structures	2,590,000	
Contingencies	362,000	
On Costs	465,000	
Services	199,000	
Sundry Items	0	
<b>Total Construction</b>	<b>4,645,000</b>	
Land Acquisition	0	
<b>SUB TOTAL \$</b>	<b>4,645,000</b>	
DAPS %	16	
<b>TOTAL PROJECT COST \$</b>	<b>5,388,200</b>	

Authorised :

## PROJECT COST ESTIMATE

**PROJECT** : KWINANA FREEWAY  
**SECTION(S)** : BARTRAM RD BRIDGE OVER KWINANA FWY  
**STAGE(S)** :  
**LENGTH(S)** : 950m  
**RATES IN YEAR** : \$ JUNE 1993  
**ESTIMATED BY** : G.Y.  
**DATE** : 29/6/95

DESCRIPTION	QUANTITY	UNIT	RATE \$	AMOUNT	SUB-TOTAL IN \$000
<b>1. EARTHWORKS (DAY-LABOUR RATES)</b>					
1.1 Cut to fill (incl' compaction)	250	m3 comp	3.25	813	
1.2 Cut to spoil		m3 comp		0	
1.3 Borrow to fill(10km lead,incl comp')	92,500	m3 comp	6.10	564,250	
1.4 Topsoil - Stockpile & Respread		m3 bank		0	
<b>Earthwork costs</b>				565,063	565
<b>EARTHWORK DETAILS :</b>					
<b>2. PAVEMENT (DAY-LABOUR RATES)</b>					
2.1 Freeways & ramps (incl. B.C.)		m2		0	
2.2 Hwys & Roads (excl. seal)	8,550	m2	15.25	130,388	
2.3 B.C. seal ( 30 mm )		m2		0	
2.4 Single coat seal	8,550	m2	2.30	19,665	
2.5 Unsealed shoulder		m2		0	
2.6 Temporary roads		m2		0	
2.7 Surfacing structures ( deck area )	1,080	m2	11.00	11,880	
2.8 Parking areas		m2		0	
2.9 Footways & DUP's	2,075	m2	17.35	36,001	
<b>Pavement costs</b>				197,934	198
<b>PAVEMENT DETAILS :</b>					
2.7 : 120 x 9 = 1080m2					
2.9 : excluding bridge					

DESCRIPTION	QUANTITY	UNIT	RATE \$	AMOUNT	SUB-TOTAL IN \$000
<b>3. MISCELLANEOUS (DAY LABOUR RATES)</b>					
3.1 Clearing	1.6	ha	3,280.00	5,248	
3.2 Drainage (Pavement area)					
(a) kerbed road	8,550	m2	10.95	93,623	
(b) unkerbed road		m2		0	
3.3 Retaining wall (ave ht = 4m)		m2		0	
3.4 Kerbing(std.extruded)	1,900	m	11.85	22,515	
3.5 Fencing (height = 1.2m )					
(a) 5 strand		m		0	
(b) mesh		m		0	
(c) asbestos (Height = 1.8 m)		m		0	
3.6 Stone Pitching		m2		0	
3.7 Guardrail					
(a) armco	660	m	76.80	50,688	
(b) box section		m		0	
3.8 Traffic control devices					
(a) traffic lights		each		0	
(b) channelisation		each		0	
(c) roadway signing (dual car'way)					
(i) freeways		km		0	
(ii) highways	0.50	km	18,000.00	9,000	
(d) pavement marking (dual car'way)	0.50	km	9,520.00	4,760	
3.9 Lighting (pavement area)	8,550	m2	6.60	56,430	
3.10 Landscaping (pavement area)					
(a) freeways & ramps		m2		0	
(b) highways		m2		0	
(c) roads & streets	8,550	m2	2.80	23,940	
3.11 Median Paving		m2	27.90	0	
3.12 Other :		m2		0	
<b>Miscellaneous costs</b>				266,204	266
<b>MISCELLANEOUS DETAILS :</b>					
3.1 : excluding Fwy/Rail reservations					
3.7a : Sta 290 - 480 and Sta 600 - 740					
3.8c & 3.8d : half of dual cwy					
<b>4. TOTAL COST OF ROADWORKS</b>					1,029

DESCRIPTION	QUANTITY	UNIT	RATE \$	AMOUNT	SUB-TOTAL IN \$000
<b>5. STRUCTURES (CONTRACT RATES)</b>					
5.1 Road over river - (deck area)					
(a) large spans		m2		0	
(b) 20m spans		m2		0	
(c) 7.5m spans		m2		0	
5.2 Road over road - (deck area)					
(a) in straight	1,560	m2	1,660.00	2,589,600	
(b) in curve		m2		0	
5.3 Pedestrian overpass (incl. spirals)		m2		0	
5.4 Pedestrian underpass (tunnel lnth)					
(a) under new road - no traffic		m		0	
(b) under existing road - traffic		m		0	
5.5 Sign gantry		each		0	
Structure costs				2,589,600	2,590
STRUCTURE DETAILS : 5.2a : 120 x 13 = 1560m2					
<b>16. CONTINGENCIES (10% of structures + roadworks)</b>					
					362
<b>17. ON COSTS</b>					
17.1 Roadworks - 20% of Roadworks ( Item 4 )				205,800	
17.2 Structures - 10% of Structures cost				259,000	
On costs				464,800	465

PROJECT :KWINANA FREEWAY  
SECTION(S) :BARTRAM RD BRIDGE OVER KWINANA FWY  
STAGE(S) :  
LENGTH(S) :950m  
RATES IN YEAR \$: \$ JUNB 1993  
ESTIMATED BY :G.Y.  
DATE :29/6/95

**TOTAL PROJECT COST**

**\$4,645,000**

DESCRIPTION	QUANTITY	UNIT	RATE \$	AMOUNT	SUB-TOTAL IN \$000
<b>8. SERVICES</b>					
8.1 Roadworks:					
(10% for major or 15% for minor)	15%	% ( Pavement + Miscellaneous )		69,621	
8.2 Structures					
(a) road bridge ( 5% of 5.2)	5%			129,480	
(b) ped. overpass (10% of 5.3)				0	
(c) ped. underpass (15% of 5.4)				0	
Services costs				199,101	199
SERVICE DETAILS:					
<b>19. TOTAL CONSTRUCTION COSTS</b>					
					4,645
<b>10. PROPERTY ACQUISITION</b>					
10.1 No. Houses to buy		No. only			
10.2 No. Industrial/Commercial developments to buy		No. only			
Property acquisition costs					0
PROP' ACQUISITION DETAILS :					
<b>11. SUNDRY ITEMS</b>					
				0	
				0	
				0	
				0	
				0	
				0	
Total sundries				0	0
<b>13. TOTAL PROJECT COST</b>					
					4,645

05 MAY 2000

MINISTER FOR TRANSPORT  
WESTERN AUSTRALIA

- 4 MAY 2000

My Ref: 72779

Ms M Holmes, MLA  
Member for Southern River  
Unit 3, Canning Vale Professional Centre  
CANNING VALE WA 6155

COPY

Dear Monica

I refer to your letter of October 1 1999 and my subsequent response dated October 27 1999 concerning correspondence from the City of Cockburn seeking construction of the Bartram Road Bridge over the Kwinana Freeway.

Main Roads has since advised the Council that an assessment has been carried out on the construction of this bridge. It has been determined that this project would have a low benefit cost ratio if it is brought forward to coincide with the construction of the five interchanges on the Kwinana Freeway.

It has therefore been recommended to the Council that construction of the bridge should be deferred until 2011.

Yours sincerely

A handwritten signature in black ink that reads "Murray Criddle".

Murray Criddle, MLC  
**MINISTER FOR TRANSPORT**



Enquiries: Mr Lou Rho on (08) 9311 8368  
Our Ref: 90-457V3 (Document1)  
Your Ref: 450052; 9702 OCM 1\_9\_1999-09-17

CR-99/3830



**MAIN ROADS**  
Western Australia

2 Adams Drive  
Welshpool WA 6106

Telephone: (08) 9311 8333  
Facsimile: (08) 9311 8383  
TTY: (08) 9311 8430

Mr B K Greay  
Director - Engineering & Works  
City of Cockburn  
PO Box 1215  
BIBRA LAKE WA 6965

Dear Mr Greay

**BRIDGE OVER KWINANA FREEWAY - BARTRAM ROAD**

Thank you for your letter of September 17 1999, regarding the construction of Bartram Road Bridge in conjunction with the construction of the five interchanges on the Kwinana Freeway extension.

A cost estimate is being sought to construct Bartram Road Bridge as part of this project to determine whether it is cost effective.

I will write to you again once the cost estimate has been received and assessed.

If you require any further information please contact Mr Lou Rho on (08) 9311 8368. In reply please quote file reference 90-457V3.

Yours sincerely

L A Rho  
A/MANAGER PROGRAM DEVELOPMENT (METROPOLITAN)  
URBAN ROADS DIRECTORATE

October 18 1999

<b>CITY OF COCKBURN</b>	
RECEIVED	
21 OCT 1999	
FILE No	9702
BKA	
A. Rho	





City of Cockburn  
**AGE-FRIENDLY STRATEGY**  
**2016 – 2021**



cockburn.wa.gov.au

# INDEX

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14.	Review process	29
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## 1.0 EXECUTIVE SUMMARY

The City of Cockburn's vision for older people is that they are valued, have optimal opportunities for good health, active participation and a sense of security while enjoying facilities and services that are accessible to and inclusive of their needs.

The City of Cockburn's first Age-Friendly Strategic Plan was developed in 2008 prompted by an increasing awareness of an ageing population. The plan was updated in June 2009 with a further community consultation process undertaken in 2011.

The global percentage of people aged 60 years and older will rise from 9.2% in 1990 to 21.1% in 2050. The trend in Australia is similar to countries around the world with the total population of people aged 75 expected to rise by 4 million in 2060. By 2026 numbers of people 55 years plus in the City of Cockburn is expected to increase by more than 10,086 (45%) to 32,447.

Currently suburbs with high concentrations of people 55 years and older include Bibra Lake, Coogee / North Coogee, Hamilton Hill, Jandakot and Spearwood. By 2025 a number of suburbs in the southern and eastern parts of the city will experience substantial population increases in this age group including Hammond Park, Wattleup, Henderson, Success and Beeliar. The provision of improved services for older people in these suburbs will become critically important.

The World Health Organisation's Age Friendly Cities Framework was used to guide the development of the vision, eight outcomes and twenty six strategies. This framework was also informed by the demographic trends, City of Cockburn Strategic Community Plan 2016, previous Age-Friendly plans, an understanding of existing services and facilities as well as consultations with 706 residents.

Priority themes emerging from the review process included:

- Seating and shade in parks and public places
- Managing dogs in parks
- Engaging with the business community (to address access issues at shopping centres, employment opportunities and age-friendly strategies within the retail sector)
- Appropriate housing options (to meet a broad range of need and financial capacity)
- Disseminating information (utilising age-friendly approaches)
- Satellite services (to meet growing need in southern and eastern suburbs)
- Linking with Culturally and Linguistically Diverse communities
- Life-Long Learning Centre (a multi-purpose centre including a permanent Senior's Centre)
- Intergenerational activities
- Hearing the views of older people

These priorities are reflected in an Implementation Plan which contains 10 priority actions and a total of 47 actions. The 2016 Age-Friendly Strategic Plan will guide the City's considerations regarding the needs of older people for the next five years. The actions will be reviewed annually with the next major strategy review scheduled for 2021.

## 2.0 PREVIOUS PLANS AND KEY ACHIEVEMENTS

The initial Age-Friendly Strategic Plan for the City of Cockburn was developed in March 2008 prompted by an increasing awareness of an ageing population. The plan was updated and then adopted in September 2009 with a further community consultation process undertaken in 2011.

Outcomes from these previous strategic planning processes are significant and include:

- Establishment of the interim Senior's Centre (which currently operates with 1200 highly engaged members)
- Establishment of an Interim Community Men's Shed in Wattleup
- Successful Lotterywest Grant Application of \$484,000 for New Community and Men's Shed in Cockburn Central
- Outdoor exercise equipment provided at fifteen locations across the City
- Co-Health physical activity programs
- Bethanie Group selected to develop senior apartments and a residential age care facility
- Development of a public toilet map
- Extra patrols by the security service
- CCTV strategy implemented
- Public bus service established connecting Spearwood, Coolbellup and Cockburn Central
- Growth funding for Cockburn Community Care Frail Aged and Disability Services
- Hydrotherapy Pool in the new Cockburn Arc Recreation and Aquatic Facility
- Cockburn Health and Community Facility with a variety of services co-located and working in an integrated manner
- Active Ageing Expo operating in the Region annually

The City of Cockburn has been successful in receiving the following awards in relation to their Age-Friendly approach:

- WA Seniors Awards 2010 - Bendigo Bank Active Ageing Leadership Award  
Winner - City of Cockburn Seniors Centre

*Thousands of seniors in the City of Cockburn have benefited from regular activities promoting health and emotional wellbeing at the new seniors centre. The Cockburn Seniors Centre opened in August 2009 to provide options for seniors to be active at an affordable price. The centre offers regular bus trips, two-course meals, sundowners and services such as hairdressing, podiatry and reflexology. Activities such as ballroom dancing, craft, Tai Chi, bowls and technology education are also run there. The centre is also a base for volunteers to provide essential services, while also giving them a new lease on life and combating social isolation. The centre's membership had grown to more than 750 people.*

- WA Seniors Awards 2014 - Local Government Award  
Winner - City of Cockburn's Age Friendly Strategic Plan

*The City has won the State Government's 2014 Age Friendly Communities Local Government Award for its Age Friendly Strategic Plan. The programs and projects that have been achieved under this plan and ongoing community consultation were cited as reasons for the City's win.*

### 3.0 METHODOLOGY

The review of the Age-Friendly Strategic Plan was a six stage process as follows:

1. **Preparation:** This included a desk top review of previous City of Cockburn Age-Friendly Plans, consideration of trends and approaches by adjoining Local Government Authorities, research on Federal and State Government planning frameworks and an exploration of demographic information
2. **Consultation processes:** A comprehensive consultation process was undertaken using a variety of approaches including surveys, submissions, focus groups and forums
3. **Reporting back:** A forum held for Elected Members and members of the community was scheduled after the consultation processes to report on findings and seek feedback on the accuracy and appropriateness of draft actions
4. **Strategy Development:** A vision, eight (8) outcomes, twenty six (26) strategies and forty five (45) actions that reflected both the World Health Organisation Age Friendly Cities Framework as well as research and consultation outcomes were developed
5. **Presentation to City of Cockburn:** The draft framework was presented to City of Cockburn senior staff and Council for feedback and endorsement
6. **Finalised strategy:** The Age-Friendly Strategic Plan 2016-2021 was endorsed for implementation and on-going review

## 4.0 LINKAGE WITH OTHER PLANS

### 4.1 Strategic Community Plan

The City of Cockburn has developed a Strategic Community Plan as required by the Department of Local Government and Communities and in accordance with the Integrated Planning and Reporting Framework and Guidelines.

The Strategic Community Plan 2016-2016 sets out the City's vision and strategic direction and this plan is articulated under five objective areas; City Growth; Moving Around; Community, Social and Security; Economic, Social and Environmental Responsibility; and Leading and Listening.

There are a number of areas that demonstrate significant alignment between the Strategic Community and Age-Friendly Plans and these are outlined below:

**Table 1 Linkage between Strategic Community and Age-Friendly Plans**

<b>Strategic Community Plan Objectives</b>	<b>SCP Specific Item</b>	<b>2016 Age-Friendly Strategy</b>
City Growth	Ensure a variation in housing density and housing type is available to residents	3.2. Facilitate diverse and affordable housing options including retirement complexes and residential age-care facilities
Moving around	Improve parking facilities, especially close to public transport links and the city centre	2.3 Engage with the business community to improve care parking accessibility for older people
Community, lifestyle and security	<p>Provide residents with a range of high quality programs and services</p> <p>Provide community facilities and infrastructure in a planned and sustainable manner</p> <p>Provide safe places and activities for residents and visitors to relax and socialise</p> <p>Foster a greater sense of community identity by developing Cockburn Central as our regional centre whilst ensuring that there are sufficient local facilities throughout our community</p>	5.1 Develop and/or facilitate the establishment of additional facilities, services and programs at various localities across the city to provide social participation for increasing numbers of older people
Economic, Social and Environmental Responsibility	Improve the appearance of streetscapes, especially with trees suitable for shade	<p>1.2 Develop outdoor spaces that meet the active and passive recreation needs of older people</p> <p>1.3 Provide public toilets, appropriate seating, shade and age-friendly signage across the city</p>

## 5.0 RESEARCH AND TRENDS

### 5.2 Relevant Federal and State Government

There are a range of policies and plans at the International, Federal and State Government level that have been considered in the development of this strategic plan and include:

- **World Health Organisation (WHO) Age Friendly Cities Framework**  
Informed by the WHO approach to active ageing, the purpose of this document is to engage cities to become more age-friendly and tap the potential that older people represent for humanity. An age-friendly city encourages active ageing by optimizing opportunities for health, participation and security in order to enhance quality of life as people age.
- **“My Aged Care” website** has been established by the Australian Government to help people navigate the aged care system. My Aged Care is part of the Australian Government’s changes to the aged care system which have been designed to give people choice, control and access to a full range of aged care services.
- **An Age-Friendly WA** is the State Government’s strategic planning framework for seniors 2012-2017 to help all Western Australians age well in communities where they matter, belong and contribute. This policy recognises diversity among older people, promotes inclusion and contribution of older people, reflects their decisions and lifestyle choices and anticipates ageing-related needs and preferences
- **WA Primary Health Care** includes priority strategies to support healthy ageing through promoting independence and mobility; better primary health care to support self-management; optimise health; minimise disability; and community care to support older people living independently
- **Affordable Housing Strategy 2010-2020** aims to increase the supply of affordable housing across WA with strategies including more affordable entry-level properties, support for increased home ownership and increased housing options in remote communities. The Department of Housing provides social housing for low income people in greatest need and approximately 30% of accommodation stock is occupied by seniors.
- **Public Transport for Perth for 2031** will play a vital role in addressing congestion and accessibility issues as Perth grows to an expected population of 2.7 million by 2031. This plan identifies the main public transport infrastructure needs and the links required between major activity centres such as universities and Perth Airport. Key strategies include the introduction of light rail, the development of rapid transit corridors, expansion of the rail network and more buses and trains.
- **Mental Health 2020** is a ten year strategic policy for mental health in WA which promotes a strong commitment to progressing prevention and early intervention priorities by complementing and building on existing programs.

### **5.3 WA Local Government**

The WA Department of Local Government and Communities (DLGC) supports the development of age friendly communities. DLGC encourages Local Governments to embrace the World Health Organisation's (WHO) age-friendly community's concept of considering and planning for the ageing of the community. Funding grants have been made available to Local Government to establish policies, services and structures that improve the quality of life of community members as they age.

Currently 57 local governments in WA have received age-friendly funding to help them in their age-friendly work. A growing number of Local Government's have developed Age-Friendly Strategies and those developed by the Cities of Melville, Mandurah, Swan, Armadale and Fremantle as well as the Shire of Busselton were considered in the development of this strategy,

DLGC convenes an Age-friendly Interagency Group (AFIG) to identify and share information on key issues affecting Western Australian seniors. They also aim to facilitate the development and promotion of strategic responses through either a whole of government approach, individual agency responses, or cross-sector collaborations and partnerships.

A network of senior staff, Local Government Managers Australia WA, supports an age-friendly approach and offers networking opportunities for staff in all levels of government, service delivery, academia and business entities through its Age-friendly Communities Network.

## 6.0 DEMOGRAPHIC INFORMATION

Population ageing is taking place in nearly all countries around the world and is the combined result of decreasing mortality as well as declining fertility. This results in a relative reduction in the proportion of children and an increase in the numbers of older people. The global percentage of people aged 60 years and older will rise from 9.2% in 1990 to 21.1% in 2050.

The trend in Australia is similar to countries around the world with the total population of people aged 75 expected to rise by 4 million in 2060. The resulting change in ratios of babies to older people is graphically displayed in Table 2.

**Table 2 – Ratio of older people to babies 2012 to 2100 in Australia**

<b>2012</b>	<b>x1</b>		<b>x100</b>	
<b>2060</b>	<b>x25</b>		<b>x100</b>	
<b>2100</b>	<b>&gt;100</b>		<b>x100</b>	

The City of Cockburn has a current population of approximately 105,000 residents (Australian Bureau of Statistics (ABS) Regional Population Growth 2015). This report identifies that Cockburn will continue to grow at 3-5% per annum over the next five years and reach 152,101 by 2026.

In 2011 there were over 18,137 people aged over 55 living in Cockburn (20.2% of the total population) and this is expected to increase by more than 45% to 32,447 (an increase of 10,086) in 2025.

Seniors are normally defined as people over 65 years but for the purposes of this review it has been decided to consider the needs of people from 55 years and older. This includes people planning retirement and making lifestyle decisions accordingly.

Key findings from demographic projections (Table 3 below) are:

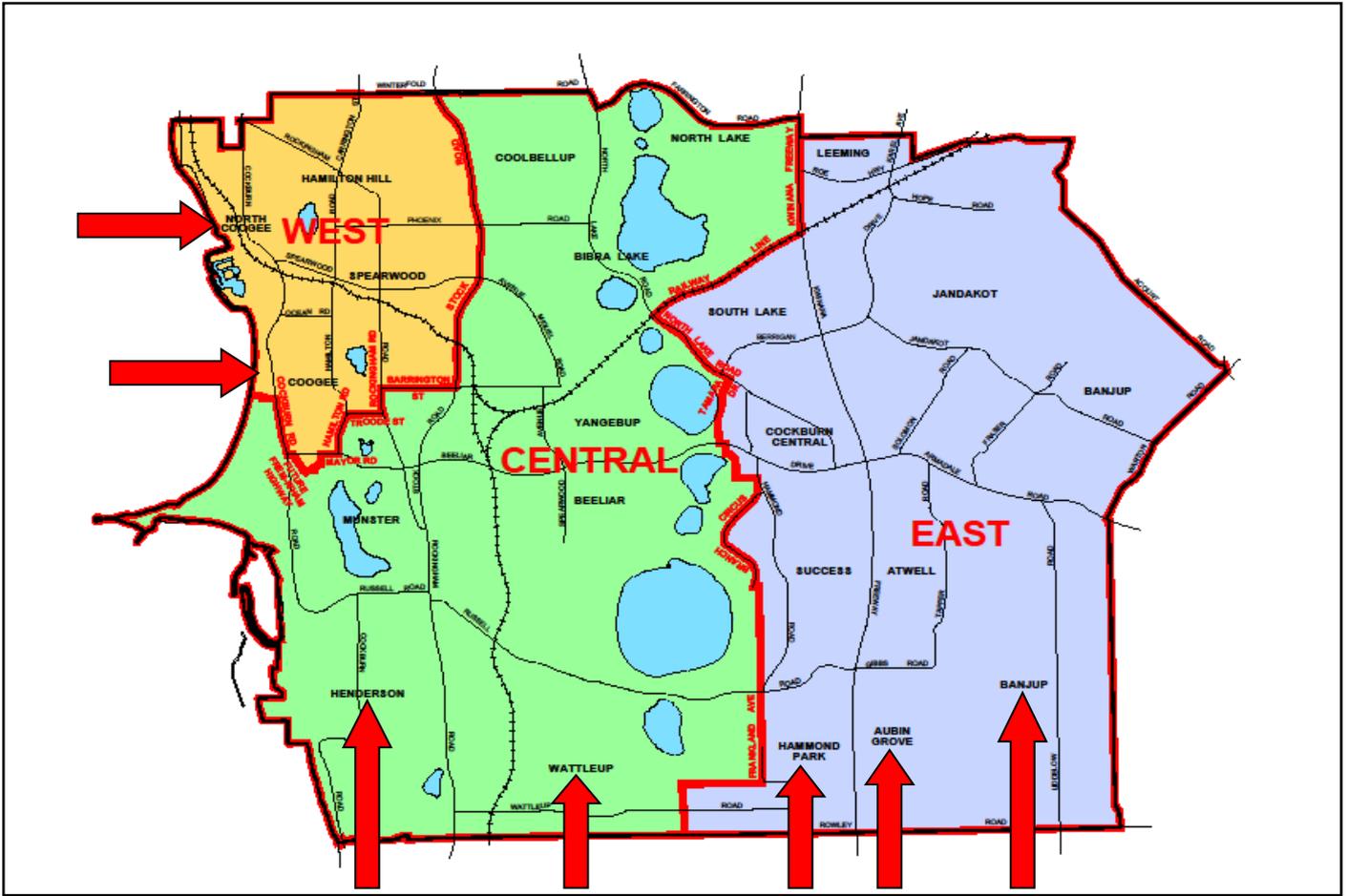
- Suburbs with high concentrations of people 55 years plus in 2015 included Bibra Lake (29%), Coogee / North Coogee (29%), Hamilton Hill (28%), Jandakot (30%), and Spearwood (31%)
- Suburbs expected to have high concentrations of people 55 years plus in 2025 will be the same i.e. Bibra Lake (33%), Coogee / North Coogee (28%), Hamilton Hill (25%), Jandakot (38%), and Spearwood (29%)
- However suburbs experiencing the most substantive change in population aged 55 years and older from 2015 to 2025 will be Coogee / North Coogee (increase of 140%), Hammond Park / Wattleup / Henderson (increase of 110%), Success (increase of 74%), Aubin Grove / Banjup (increase of 70%) and Beeliar (increase of 68%)
- It is interesting to note that apart from Coogee / North Coogee which will continue to grow strongly in terms of the numbers of older people, the suburbs that will experience the most substantive percentage increase in numbers of older people are all in the southern and eastern parts of the city (see Table 4 below)

**Table 3 Population and age structure projections for the City of Cockburn**

Population and age structure - 55 to 85+ years						
City of Cockburn	2015		2025		Change between 2015 & 2025	
Area	Number	%	Number	%	Number	%
City of Cockburn	22,361	21.1	32,447	21.9	+10,085	+45.1
Atwell	1,211	13.0	1,884	21.1	+673	+55.6
Aubin Grove / Banjup	995	13.6	1,694	13.9	+698	+70.2
Beeliar	1,055	14.3	1,770	19.0	+715	+67.8
Bibra Lake	1,767	28.6	2,007	32.7	+240	+13.6
Coogee - North Coogee	2,002	29.2	4,821	27.6	+2,819	+140.8
Coolbellup	1,331	23.8	1,654	23.3	+323	+24.3
Hamilton Hill	2,946	27.6	3,389	25.0	+443	+15.0
Hammond Park, Wattleup & Henderson	541	11.0	1,139	10.7	+598	+110.5
Jandakot	875	30.8	1,070	38.8	+195	+22.2
Leeming	611	26.7	623	27.7	+12	+1.9
Munster	1,080	22.4	1,556	26.5	+476	+44.0
North Lake	351	26.6	394	30.4	+43	+12.2
South Lake - Cockburn Central	1,471	18.1	2,296	16.0	+825	+56.1
Spearwood	3,211	31.2	3,753	29.4	+542	+16.9
Success	1,423	14.3	2,476	16.0	+1,053	+74.0
Yangebup	1,466	18.3	1,888	22.9	+421	+28.7

Source: profile.id

**Table 4 Suburbs experiencing highest growth in 55 years plus by 2025**



## **7.0 EXISTING SERVICES AND FACILITIES**

The City of Cockburn provides a range of services and facilities to older people including:

- Senior's Centre (located in Spearwood and currently at capacity with 1200 members)
- Volunteer Resource Centre (located at the Senior's Centre, this service helps build the capacity of the volunteering sector)
- Cockburn Community Care (provides centre-based day care services for the frail, aged and disabled at the Jean Willis centre in Hamilton Hill as well as a range of home-based care packages)
- Libraries (two libraries located at Spearwood and Success)
- South Lake Leisure Centre (multi-functional leisure centre located in South Lake)
- Financial Counselling Service (free and confidential assistance offered at offices in Coolbellup and Success)
- Family Support Service (counselling and advocacy support for individuals of any age and families)
- Kwobarup (range of services to Aboriginal people who are frail, aged and disabled people)
- Cockburn Health and Community Facility (which includes a variety of not for profit organisation such as the Independent Living Centre, GP's Allied Health and Silverchain)

In addition there has been an increase in the range of accommodation services provided by the private and not-for-profit sectors and existing facilities include:

### **Retirement Facilities:**

- Amana Living (Hale House)
- Ellis Masonic Village
- Illawong Village
- Lakeside Village and Success Village

### **Aged-Care facilities**

- Villa Dalmacia Aged Care Facility
- Illawong Village Hostel (Bethanie Care)
- Carrington Aged Care (Aegis Group)
- Hale Hostel (Amana)
- Brightwater South Lakes Care (Brightwater)
- Frank Prendergast House (Southern Cross Care)
- Regents Garden Aubin Grove
- Aegis Group Mel Road Spearwood

There are also social and recreational groups that operate throughout the City that are inclusive of older people and include at least four informal senior's networks.

### **Service Provider's Forum**

As part of the consultation process a forum for service providers attracted representatives from 32 service agencies, some based in Cockburn with others based elsewhere and providing services within the region. Many of these representatives suggested that the engagement rate for their services was

low because people often didn't know that the service was available. They reported being frustrated at the emphasis placed on electronic communication while their anecdotal experience was that many older people were still not comfortable seeking information in this way. The major outcome of this forum therefore was to explore more traditional strategies to inform older community members of what services and supports were available to them.

## 8.0 CONSULTATION PROCESS AND OUTCOMES

Consultations to review the Age-Friendly Plan were undertaken between February and May, 2016. The approaches included on-line and hard copy surveys, presentations, workshops and focus groups.

A summary of the consultations undertaken is outlined in Figure 5 below.

**Table 5 Summary of consultations**

Approach		Description	Numbers engaged
<b>GENERAL</b>			
1.	External Reference Group	Community members who met 3 times to guide and input into consultation process	14
2.	Community survey	Electronic and hard-copy	245
3.	Submissions	Electronic and hard-copy	4
4.	Shopping Centres	Brief conversations via static displays (Phoenix and Gateway)	Approximately 200
<b>FOCUS GROUPS</b>			
5.	Frail Aged	Cockburn Community Care	20
6.	Aboriginal Frail Aged	Kwobarup Social Club	6
7.	Carers	Carers Group at Cockburn Senior's Centre	12
8.	Transitional Boomers	Interest group	5
9.	Chung Wah Association	Day Centre participants	20
<b>FORUMS</b>			
10.	Cockburn Rotary	Presentation	12
11.	Melville Cockburn Chamber of Commerce	Presentation	80
12.	City of Cockburn staff	Workshop	18
13.	Service providers	Workshop	35
14.	Reporting back	Workshop	35
<b>TOTAL</b>			<b>706</b>

### Guiding framework

Each of the consultations was guided by the 8 domains developed as part of the World Health Organisation (WHO) Age Friendly Cities Framework. These domains are:

- Outdoor spaces and buildings
- Transport
- Housing
- Inclusion and respect
- Social contact
- Engagement (employment, civic and volunteering roles)
- Information and
- Health and community services

### **General consultations**

The **External Reference Group** was formed specifically for the purpose of guiding the review and whose membership was interested older residents of the Cockburn region identified by City staff. This group was highly engaged in the process and not only contributed information and ideas but engaged other members of the public in the process via their social and interest group networks.

A significant 245 members of the community completed the **Survey** but only 16% completed it on-line. When members of the general public were presented with the option of taking a flier with the web address or a hard copy survey with a replied paid envelope, they inevitably took the second option. The survey included a total of 17 questions with a mix of multi choice and qualitative responses. The qualitative questions attracted as many as 97 responses (40%) for the transport domain and as few as 23 responses (9%) for the Engagement (civic and volunteering roles and employment) domain.

The opportunity to complete a **Submission** was offered to community members via an on-line or hard copy form as an alternative to the survey. The response rate to this process was small with only 4 responses.

A total of 10 hours was spent in two of the main **Shopping Centres** in the region, Phoenix and Gateway. A static display was used to attract members of the general public who were invited to take information on the survey and submission. This sometimes resulted in brief conversations on key areas of concern but this information was not recorded.

### **Focus Groups**

A total of 5 focus groups were consulted and each session was two hours long. Group members were guided through the 8 domains of the WHO Age Friendly Cities Framework and were sometimes prompted with key questions. The group's priorities were recorded in three columns – strengths, challenges and opportunities. Time did not allow any of the focus groups to identify overarching priorities.

## Forums

Two presentations (Cockburn Rotary and the Melville Cockburn Chamber of Commerce) were delivered in an environment where interactive discussion was difficult but participants were invited to complete a survey or submission.

Two forums were specifically organised for the purpose of consulting on the Age-Friendly review and were two hours in duration, were structured in format and highly interactive. Participants were seated at tables of 4-6 people and invited to respond to each of the WHO domains. Responses were recorded on A3 sheets of card and both of these forums identified an agreed list of overarching priorities recorded at Table 6.

**Table 6** *Agreed priority actions*

AGREED PRIORITY ACTIONS			
CITY OF COCKBURN STAFF (NOT IN ORDER OF PRIORITY)		SERVICE PROVIDERS (NOT IN ORDER OF PRIORITY)	
1.	Suitable mix of housing to meet needs	1.	Suitable mix of housing to meet needs
2.	Exploration of shuttle bus service or other strategies to facilitate better connectivity	2.	Exploration of shuttle bus service or other strategies to facilitate better connectivity
3.	Audit of parks to ensure improved access	3.	Exploration of strategies to improve the provision of parking across the city
4.	Emphasis on preventative health programs and education	4.	Exploration of strategies to improve signage recognising that clear signage is very important to older people as their eyesight and memory fades
5.	Appointment of a culturally and linguistically diverse engagement officer	5.	Appointment of a culturally and linguistically diverse engagement officer
6.	Specific strategies to improve communication and dissemination of information to older people	6.	Specific strategies to improve communication and dissemination of information to older people with particular consideration to the development of a Seniors Service Directory
7.	Provision of satellite services from the Senior's Centre	7.	The need for cross generational programs and activities
8.	Provision of appropriate public places to gather and further development a village atmosphere for older members of the community	8.	Recognition that mental health services are not adequate and that an awareness and education campaign would be very useful in normalising these issues
9.	Engage with shopping centre owners to collaborate regarding housing developments and other needs for older people	9.	Engage with the business community to explore possible collaborative strategies
		10.	Explore strategies to link potentially isolated older people in to the wide range of programs and activities available

## 9.0 ANALYSIS

Both the survey results and consultation processes revealed a general sense of satisfaction by older people living in the City of Cockburn. Respondents reported positively on the role that the City of Cockburn played in meeting their needs and the survey results confirmed that position. However there is always the capacity to improve services and supports and the following table summarises the survey data.

**Table 7 Summary of survey results**

<b>SUMMARY OF SURVEY RESULTS</b>		
<b>WHO domain</b>	<b>Positively ranked criteria</b>	<b>Poorly ranked criteria</b>
<b>Outdoor spaces and buildings</b>	Clean and accessible outdoor spaces (82% agreed or strongly agreed)	Adequate public seating (25% disagreed or strongly disagreed)
<b>Transport</b>	Well maintained roads with adequate signage (73% agreed or strongly agreed)	Adequate parking at public venues (33% disagreed or strongly disagreed)
<b>Housing</b>	Supports available to allow people to remain in their homes (56% agreed or strongly agreed)	Appropriately designed, affordable and available retirement and residential care facilities (17% disagreed or strongly disagreed)
<b>Inclusion and respect</b>	Older peoples need considered by City of Cockburn when planning activities and events (44% agreed or strongly agreed)	Older people are consulted on decisions that affect them (30% disagreed or strongly disagreed)
<b>Social contact</b>	Opportunities for social participation provided e.g. Seniors Centre (83% agreed or strongly agreed)	/
<b>Engagement (civic and volunteering roles and employment)</b>	Volunteering opportunities (78% agreed or strongly agreed)	Flexible and part-time employment opportunities (29% disagreed or strongly disagreed)
<b>Information and communication</b>	City of Cockburn produces documents in age-friendly formats (50% agreed or strongly agree)	/
<b>Health and community services</b>	Availability of GPs, physios, podiatrists etc. (82% agreed or strongly agreed)	/

NB: Items were left blank where the data was not significant

However there are some limitations with this data. While there was a good spread of respondents across the region and a reasonable age distribution, only 30% of the respondents were male. Furthermore 70% of respondents reported that they were home owners with 50% reporting their financial situation as “good” and 25% reporting it as “excellent”. This may indicate a bias towards those in a higher socio-economic bracket and therefore may not accurately reflect the needs of those with less financial resources. There were also very small numbers of those who identified as Aboriginal, Culturally and Linguistically Diverse or people with a disability.

Below is a thematic analysis of all the consultation processes. Written records were kept of all the discussions and a subsequent analysis of this material led to the identification of issues that were raised and or agreed by a significant number of people in each consultation. These themes are summarised below in Table 8.

**Table 8 Thematic analysis of consultations using Age-Friendly Cities framework**

SUMMARY OF MAIN ISSUES IDENTIFIED THROUGH CONSULTATION PROCESSES									
	Consultation Group	Outcome 1 (outdoors/buildings)	Outcome 2 (transport)	Outcome 3 (housing)	Outcome 4 (inclusion/respect)	Outcome 5 (social contact)	Outcome 6 (engagement)	Outcome 7 (information)	Outcome 8 (health/support)
1.	External Reference Group	Out of control dogs; poor signage	Access to Gateway and Garden City problematic	Lack of low-cost housing; ageing-in-place very important	More inter generational activities needed	Need satellite activities from Seniors Centre	Volunteer Centre excellent; need more P/T employment	Over-emphasis on the web; "Soundings" excellent	Request service directory; mental health services limited
2.	Community survey	(50 comments) More seating in parks and public places; greater numbers of toilets; improvements to the Bibra Lake toilets	(97 comments) Need greater provision of seating and shade at bus stops; lack of connecting shuttle bus service	(41 comments) Need more affordable housing options; consideration for the needs of single people	(29 comments) Seniors Centre excellent; need more civic meeting places; opportunity for a senior think tank	(31 comments) Senior Centre excellent; need more ACROD parking; inter generational activities; promote social activities other than the net	(23 comments) Civic and volunteer opportunities should be better advertised	(31 comments) IT training for people who are housebound; many older people don't seem to be aware of what is available	(30 responses) Financial planning service excellent but long wait list; little awareness of emergency planning
3.	Submissions	Poor access to Spearwood & Success libraries	Pedestrian crossings are often poorly positioned i.e. don't feel safe	Need more information on the risks of entering retirement complexes	More inter generational activities; would like to opportunity to pass on knowledge	Cockburn Senior's Centre is the best!	Most not aware of volunteering and civic opportunities	Use mechanisms to share information in ways other than the net	Visiting health services is difficult using public transport
4.	Shopping Centres	Retail shops are sometimes difficult to navigate; need more seats in parks and shopping centres	Parking spaces at train stations are filled by workers; buses are too infrequent	Complexity and expense of residential care problematic;	More inter generational activities needed;	Senior's Centre excellent; shopping centres are important for social contact	/	Frustrated at continually being directed to the web	/

	Consultation Group	Outcome 1 (outdoors/buildings)	Outcome 2 (transport)	Outcome 3 (housing)	Outcome 4 (inclusion/respect)	Outcome 5 (social contact)	Outcome 6 (engagement)	Outcome 7 (information)	Outcome 8 (health/support)
5.	Frail Aged	Out of control dogs; need more trees in new parks; shade for seating	Need drop-off points for mini buses at supermarkets	Lack of low-cost housing;	Train retail staff to engage in conversation with customers	Cockburn Community Care excellent	/	Rely on carers and service providers for information	
6.	Aboriginal Frail Aged	Out of control dogs; need more seats; poor signage	Not enough disabled bays; need designated drop off points at shopping centres	Long waitlists for public housing;	Enjoy NAIDOC week;	Most social contact is via CCC and extended family	/	Need seniors directory;	Use Street Doctor, Derbarl Yerrigan and Silver Chain services
7.	Carers	Need to ensure access between disabled bays and paths in some parks; more seating required; parking for mini buses at shopping centres	Taxi service is poor; provide training on gopher use; explore opportunity to engage volunteer drivers	Encourage people to be pro-active and explore options early; provide workshops information workshops on options; not enough public housing	Carers can become isolated;	Seniors Centre is excellent but need satellite centres to ensure access across the City;	/	Need seniors directory;	/
8.	Transitional Boomers	Out of control dogs;	No bus shelter at Beeliar; feeder buses to trains need to come more often	Don't segregate older people; Integration is important; need more options re: smaller blocks	Need to improve media images of older people; need to challenge the attitude that older people are a burden	South Lake Leisure Centre & Ottey Centre excellent; need satellite activities from Senior's Centre; need a University of the Third Age	Volunteer Centre excellent but more proactive matching service required; older people's skills and capacity not recognised with P/T employment options	Frustrated at emphasis on web and e-mails; reception staff at City excellent; personal connection is important	Cockburn Integrated Health excellent; other health & community services "top notch"

	<b>Consultation Group</b>	<b>Outcome 1 (outdoors/buildings)</b>	<b>Outcome 2 (transport)</b>	<b>Outcome 3 (housing)</b>	<b>Outcome 4 (inclusion/respect)</b>	<b>Outcome 5 (social contact)</b>	<b>Outcome 6 (engagement)</b>	<b>Outcome 7 (information)</b>	<b>Outcome 8 (health/support)</b>
9.	Chung Wah Association	Need more seats in parks; dogs are sometimes a problem	Generally don't use public transport; rely on family and Chung Wah	Frustrated at not being able to garden; sometimes issues installing aids in the home	Language barrier; sometimes isolated but have family	Church, Chung Wah and family are main sources of contact	/	Chinese newspaper and Chung Wah are main sources of information	Choose Chinese health providers; would like more walking and exercise to music groups
10.	Cockburn Rotary	Presentation delivered but it was not consultative							
11.	Melville Cockburn Chamber of Commerce	Presentation delivered but it was not consultative							
12.	City of Cockburn staff	Lack of lighting in passive parks to encourage safe use; more seating at most parks and public buildings; need a larger purpose-built senior's centre with comprehensive toilet/change facility	Dedicated parking bays at shopping centres for mini buses; cycle routes appropriate for older people; explore a shuttle bus service; gopher re-charge facility	Importance of ageing-in-place; need for greater diversity of housing options; exploration of public/private partnerships	Ageism and racism still evident; need civic spaces beyond shopping centres; establish a regional senior's advisory group	Expansive growth of Cockburn presents challenges to deliver accessible services to all; Senior's Centre at capacity; need a senior's satellite facility in south east of region	More Inter generational activities; implementation of Life-Long Learning Centre; appoint a CaLD officer	Need workshops on retirement planning;	Lack of mental health issues; greater emphasis on preventative health education & programs

	Consultation Group	Outcome 1 (outdoors/buildings)	Outcome 2 (transport)	Outcome 3 (housing)	Outcome 4 (inclusion/respect)	Outcome 5 (social contact)	Outcome 6 (engagement)	Outcome 7 (information)	Outcome 8 (health/support)
13.	Service providers	Age-friendly toilets and more seating a priority; explore dementia friendly community garden & events	Connecting or short routes not well met – explore shuttle buses; provision of age-friendly parking bays or drop-off points; timetables printed in accessible fonts	Lack of affordable rentals and sufficient public housing; importance of ageing-in-place;	Priority in recognising cultural diversity; Living Library – older people sharing their stories; cultural competency training for aged-care providers;	Continue to offer training & engage older people in technology use BUT recognise their preference of hardcopy information; recognise cultural & language barriers	More Inter generational activities & playgrounds; part-time employment opportunities;	Information on preventative health a priority;	Services available but navigation is a challenge; unknown implications of sector changes in community care; lack of mental health services; exercise choice to die at home

## 10.0 EMERGING THEMES

After considering all the information and data collected as part of this review process, 8 themes of significance were identified as follows (not in order of priority):

### **1. Seating and shade in public places**

The lack of enough seating and appropriate shade in parks and other public places was an issue that was raised in almost all consultations. Older people reported that they required regular breaks when walking e.g. in a park and that the absence of adequate and appropriate seating and shade limited their capacity to engage in such healthy behaviours. People reported the need to have adequate seating alongside children's play areas so that they were able to observe and interact with their grandchildren. Others reported the need for raised seating with rails so that people with limited mobility could easily access available seating.

### **2. Managing dogs in parks**

Safety for both dogs and their owners in public parks was an issue that regularly surfaced at focus group discussions. People shared stories of both themselves and their dogs being accosted in parks often by larger dogs but almost always by dogs that couldn't be managed by their owners. A number of people reported being so traumatised by the event(s) that they no longer felt comfortable walking their dogs. A number of remedial strategies were suggested including separating larger and smaller dogs into different park areas, rangers infrequently monitoring the behaviour of dogs in parks and fining owners who were not able to control their dogs.

### **3. Engaging with the business community**

Most participants recognised that the City of Cockburn was not responsible for all aspects of an age-friendly community and that collaborations with other organisations would be both necessary and desirable. Parking and access at shopping centres was identified as key issues along with the lack of part-time employment opportunities and the need for improved age-friendly approaches within the retail sector. It was suggested that discussions with the business sector on these matters might yield positive results.

### **4. Appropriate housing options**

The consultation process identified that many older residents within the City had spent most of their lives in the area and wished to continue to live in Cockburn. The concept of *ageing-on-place* i.e. the capacity to continue to live in the place where people had raised a family and/or worked for a period of time was very important to many people. It was further recognised that relocating people to new regions who had a failing memory or early dementia often exacerbated the condition. This review process did not have the capacity to explore housing issues in any depth but it was recognised that the provision of a broad range of housing options was necessary to meet future need.

### **5. Disseminating information**

The issue of information dissemination was raised at almost all consultations with many participants registering their frustration at the emphasis on electronic mediums. The notion of developing a comprehensive hard copy directory was suggested on a number of occasions and this idea was well received.

It is of interest to note that the City of Mandurah has just launched a comprehensive 55 page hard copy directory of services that has been very well received by that community.

Almost all the consultation processes recognised the efficiency and effectiveness of sharing information in forum and/or workshop settings. The Seniors Centre already provides a substantial schedule of such events with the capacity to further develop this aspect of their services.

#### **6. Satellite services**

The Seniors Centre in Spearwood was applauded as a wonderfully successful initiative of the City of Cockburn. However it was also recognised that the centre was almost operating at capacity and that increasing numbers of residents in the southern and eastern parts of the city might find access to this centre difficult. It was also recognised that there were a number of informal senior's groups across the city that were struggling to maintain numbers and provide the breadth of activities required and that a more formal linkage with the Spearwood Centre might be advantageous to all.

#### **7. Linking with Culturally and Linguistically Diverse communities**

The cultural diversity of the region was acknowledged at many of the consultations as was the difficulty of negotiating the aged care system with English as a second or third language. While it was recognised that there were a number of culturally based organisations providing services to aged members of the community i.e. Chung Wah Association and Villa Dalmacia, there were also many groups of newer migrants whose needs were not as well catered for. It was identified that greater liaison between these culturally-based organisations, their communities and the City of Cockburn could be facilitated by a dedicated officer within the City.

#### **8. Life Long Learning Centre**

The Seniors Centre in Spearwood was established as an interim centre recognising plans to purpose build a multi-function centre at the same location. The concept is to develop a Life Long Learning Centre with capacity to accommodate a senior's centre, library, youth centre and other facilities. While still in the planning stages, this development could provide a bigger centre to meet the anticipated population growth of the 55 years plus age group.

#### **9. Intergenerational activities**

Many of those consulted were keen to see further opportunities to link with other age groups within the community. It was suggested that such activities would encourage older people to share their knowledge and wisdom, potentially encourage mutual respect and facilitate a greater sense of community connection.

#### **10. Hearing the views of older people**

Older people in the City of Cockburn were highly engaged in the review of the Age-Friendly Strategic Plan and commented on their desire for this process to continue. A number of residents reported their interest in being members of a senior's "think tank" or similar body to inform Council, link with other organisations and processes to advance the interests and concerns of older people.

## 11.0 VISION, OUTCOMES AND STRATEGIES

The World Health Organisation Age Friendly Cities Framework was used to guide the development of the vision, outcomes and strategies.

They were also informed by the

- demographic trends
- City of Cockburn Strategic Community Plan 2016
- Federal and State Government strategic plans
- previous Age-Friendly plans for the City
- existing services and facilities and
- the consultations processes, analysis and identified trends

Priority was given to those issues frequently reported during consultation processes, those that had already commenced e.g. interim Seniors Centre, those that could be achieved utilising internal resources (and potentially a cost-effective outcome) as well as those that were already on the political agenda e.g. Life Long Learning Centre.

The City of Cockburn Age-Friendly vision, outcomes and strategies are identified in Table 9.

**Table 9 Vision, outcomes and strategies**

<b>Outcome</b>		<b>Strategies</b>	
<b>VISION</b> - Older people within the City of Cockburn are valued, have optimal opportunities for good health, active participation and a sense of security while enjoying facilities and services that are accessible to and inclusive of their needs.			
<b>Outcome 1</b>	<b>Outdoor spaces and the built environment:</b> Outdoor spaces and the built environment are clean, accessible and safe	1.1	Ensure all public buildings reflect best practice universal access design principles
		1.2	Develop outdoor spaces that meet the active and passive recreation needs of older people
		1.3	Provide public toilets, appropriate seating, shade and age-friendly signage across the city
		1.4	Partner with State Government, business and the community to improve safety for older people
<b>Outcome 2</b>	<b>Transport:</b> Transport infrastructure and public services meet older people's needs	2.1	Continually advocate for safe, accessible and affordable public transport
		2.2	Plan for adequate and accessible paths, bus stops, and road crossings
		2.3	Engage with the business community to improve car parking accessibility for older people
		2.4	Facilitate the dissemination of comprehensive information to older people on available transport services

<b>Outcome 3</b>	<b>Housing:</b> A range of housing options are available to facilitate ageing in place and meet need across the age/well-being continuum	3.2	Support the delivery of services that allow people to remain in their homes for as long as possible
		3.2	Facilitate diverse and affordable housing options including retirement complexes, and residential age-care facilities
<b>Outcome 4</b>	<b>Inclusion and respect:</b> Older people are included in all aspects of community life and are treated with respect	4.1	Facilitate awareness by retail and other businesses of the needs of older people in the delivery of services
		4.2	Consider the needs of older people in the planning of public activities and events to facilitate their participation
		4.3	Utilise positive images of older people in all relevant public documents and advertising or promotional material generated by the City
		4.4	Organise and/or facilitate intergenerational programs and events
<b>Outcome 5</b>	<b>Social Participation:</b> Local, accessible and affordable opportunities for social participation are readily available	5.1	Develop and/or facilitate the development of additional facilities, services and programs at various localities across the city to provide social participation for increasing numbers of older people
		5.2	Explore strategies to engage with and support older people who may be isolated
		5.3	Recognise the diversity of the Cockburn community and provide and/or facilitate services and supports to meet the needs of Culturally and Linguistically diverse and Lesbian, Gay, Bi-sexual, Tran-sexual, Intersex communities (LGBTI)
<b>Outcome 6</b>	<b>Engagement:</b> Opportunities for employment, continual learning, civic contribution and volunteering are actively facilitated	6.1	Continue to provide and/or facilitate the delivery of continual learning opportunities
		6.2	Regularly engage with older people to hear their views particularly on issues that affect them
		6.3	Engage with the business community to encourage employment opportunities for older people
		6.4	Continue to encourage and provide volunteering opportunities
<b>Outcome 7</b>	<b>Information:</b> Information on services and supports is communicated in a variety of formats	7.1	Recognise that information needs to be disseminated in both hard-copy and electronic formats with an age-friendly style i.e. larger fonts, less dense text and straightforward language
		7.2	Pro-actively engage with the community to deliver or facilitate the delivery of information on planning for retirement

<b>Outcome 8</b>	<b>Health and community support:</b> Health and community support services are accessible, age-friendly and focused on promoting healthy and active lifestyles	8.1	Provide and facilitate a broad range of proactive physical, dietary and mental health programs and services
		8.2	Provide and facilitate the delivery of a broad range of engaging and supportive community services
		8.3	Further develop the delivery of home-based support and care services

## 12. PRIORITY ACTIONS

A list of actions has also been developed and these form the basis of the Implementation Plan which is attached separately.

A **Reporting Back** forum, held at the end of the consultation process, provided members of the public (some of whom had not been engaged in the process previously) with the opportunity to consider the outcomes of all the consultations undertaken and identify a list of priority actions.

The agreed list of priority actions for the Age-Friendly Strategic Plan 2016 – 2021 is outlined at Table 10.

**Table 10 Priority Actions for the Age-Friendly Strategic Plan 2016 - 2021**

<b>PRIORITY ACTIONS FOR THE AGE-FRIENDLY PLAN 2016 -2021</b>	
1.3.1	Undertake an audit of existing outdoor seating in parks and public places
1.4.2	Explore mechanisms to encourage and support older people to safely walk their dogs
2.3.1	Facilitate discussion with the business community on a range of issues including parking, customer service, access and employment issues
2.4.1	Improve the current electronic community information database to facilitate a printable version of Cockburn Seniors Services that can be distributed
3.2.1	Facilitate the provision of information on housing options for seniors and work with state and federal government agencies to determine short and long term needs and identify gaps.
4.4.1	Invite schools, sporting clubs and other organisations to consider intergenerational programs and activities that invite older people’s participation and provide an opportunity for them to share their wisdom and experience
5.1.1	Undertake a feasibility study to establish satellite active-ageing centres and/ or programs to cater for growing numbers of older people in the southern and eastern suburbs
5.3.1	Establish a Culturally and Linguistically Diverse engagement position within the City of Cockburn
6.1.1	Further investigate the proposal to permanently establish a Life Long Learning Centre at the Spearwood Avenue site as a multi-purpose facility
6.2.1	Establish a Seniors Reference Group with diverse representation and clearly defined terms of reference that advises Council on a range of matters

### **13. COMMUNICATION PLAN**

It is important that this plan is made widely available to the community and as identified in this review, consideration needs to be given to sharing this information both electronically and by hard copy.

The following strategies will be utilised to ensure that the outcomes of the review process are made known to the community and this will in turn encourage greater involvement with review processes in the future.

- 10.1 Distribution of a hard-copy flier promoting high level outcomes
- 10.2 Flier, Informing report and Implementation plan available on the City of Cockburn website
- 10.3 Limited number of hard-copy fliers available at Seniors Centres, Libraries and other selected venues
- 10.4 Media release generated to facilitate interest in the Age-Friendly Strategic Plan and subsequently as actions are implemented

### **14. REVIEW PROCESS**

It is recognised that that development and review of the Age-Friendly Strategic Plan is an ongoing process that requires continual community consultation and input. To encourage community engagement and involvement in the process, the following process will be implemented.

- 11.1 Community members invited to provide input on new considerations and/or feedback on the existing plan by completing a form specifically developed for this purpose available on-line and in hard copy
- 11.2 Annual review undertaken by City of Cockburn staff reporting on the status of actions outlined in the Implementation Plan and made available to key community groups and other stakeholders via the City's website and by hard copy
- 11.3 Comprehensive review of all components of the Age-Friendly Strategy undertaken in 2021

## 15. APPENDICES

### IMPLEMENTATION PLAN

**VISION** - Older people within the City of Cockburn are valued and have optimal opportunities for good health, active participation and a sense of security while enjoying facilities and services that are accessible to and inclusive of their needs.

#### **OUTCOME 1**

##### **Outdoor spaces and the built environment:**

Outdoor spaces and the built environment are clean, accessible and safe

**Strategy 1.1** Ensure open spaces and public buildings reflect best practice universal access design principles

<b>Actions</b>	<b>Leaders</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>
1. Develop a policy to ensure all new City of Cockburn building developments and upgrades embrace best practice universal access design principles	<ul style="list-style-type: none"> <li>Infrastructure Services</li> <li>Disability Access and Inclusion Officer (L)</li> </ul>	Operational	2017/18	<ul style="list-style-type: none"> <li>Develop a policy to ensure new buildings and upgrades demonstrate best practice universal design principles</li> </ul>	
2. An Audit report is prepared on universal design principles for City of Cockburn building developments and upgrades to improve adherence to best practice and make staged building improvements	<ul style="list-style-type: none"> <li>Infrastructure Services (L)</li> <li>Disability Access and Inclusion</li> </ul>	Operational	2018/19	<ul style="list-style-type: none"> <li>Audit report and recommendations developed and reported to the community</li> <li>Report provided to the community when building improvements are</li> </ul>	

				undertaken	
3. Undertake an access audit for regional/district parks and environmental areas ensuring that upgrades are implemented to improve where feasible access for people with mobility aids to key infrastructure and parking areas.	<ul style="list-style-type: none"> <li>• Parks Services (L)</li> <li>• Infrastructure Services</li> <li>• Environmental Services</li> </ul>	New \$40,000 for Audit New Resources required	Audit 2017/18  Schedule upgrades over 5 to 10 years	<ul style="list-style-type: none"> <li>• Audit undertaken</li> <li>• Schedule of works developed to remediate identified issues</li> <li>• Actions reported to the community</li> </ul>	
<b>Strategy 1.2</b> Develop outdoor spaces that meet the active and passive recreation needs of older people					
<b>Actions</b>	<b>Leaders</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>
1. Plant trees in parks to provide additional shade cover over key infrastructure and seating.	<ul style="list-style-type: none"> <li>• Parks Services</li> </ul>	Operational	Ongoing	<ul style="list-style-type: none"> <li>• Numbers of additional trees planted in parks across the city</li> <li>• Numbers of trees/mature trees planted in recently established parks</li> <li>• Actions reported to the community</li> </ul>	
<b>Strategy 1.3</b> Provide public toilets, appropriate seating, shade and age-friendly signage across the city					
<b>Actions</b>	<b>Leaders</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>

<p><b>1. Undertake an audit of existing outdoor seating in parks and public places</b> * <b>PRIORITY ACTION</b></p>	<ul style="list-style-type: none"> <li>• Parks Services (L)</li> <li>• Infrastructure service</li> </ul>	<p>Audit – consultant \$40,000</p> <p>Costs of additional seating and shade – dependent on audit outcomes</p>	<p>2017/2018 for audit</p> <p>2018/19 &amp; 2019/20 for implementation</p>	<ul style="list-style-type: none"> <li>• Review undertaken of distance between infrastructure and existing seating including types of seating.</li> <li>• Determine infrastructure, i.e footpaths, seating, etc. required</li> <li>• Develop priority list based on POS and NAMS hierarchy.</li> <li>• Additional age friendly seating and shade provided in parks and public places as required</li> <li>• Additional age- friendly seating provided alongside children’s play areas</li> <li>• Actions reported to the community</li> </ul>	
<p>2. Undertake an audit and provide recommendations regarding the equitable access and distribution of public toilets across the City.</p>	<ul style="list-style-type: none"> <li>• Infrastructure Services</li> <li>• Community Development</li> <li>• Parks Services (L)</li> </ul>	<p>Operational</p>	<p>2018/2019 for audit</p> <p>2018 – 2021 for implementation</p>	<ul style="list-style-type: none"> <li>• Audit undertaken</li> <li>• Additional toilets provided in parks and public places as required</li> <li>• Actions reported to the community</li> </ul>	
<p>3. Undertake an review of city signage in line with the style guide with a view to considering the needs of older people e.g. larger lettering, colour contrast, plain fonts and non-reflective surfaces</p>	<ul style="list-style-type: none"> <li>• Infrastructure Services</li> <li>• Corporate Communications (L)</li> </ul>	<p>Operational</p>	<p>2019/20</p>	<ul style="list-style-type: none"> <li>• Review undertaken</li> <li>• Sign modifications undertaken as identified</li> <li>• Actions reported to the community</li> </ul>	
<p><b>Strategy 1.4</b> Partner with State Government, business and the community to improve safety for older people</p>					
<p><b>Actions</b></p>	<p><b>Leaders/key contributors</b></p>	<p><b>Budget</b></p>	<p><b>Timeframe</b></p>	<p><b>Measures of Success</b></p>	<p><b>Status</b></p>

					<i>update</i>
1. Provide and/or facilitate the delivery of workshops, seminars and other face-to-face events as well as the provision of hard-copy information on personal safety awareness	<ul style="list-style-type: none"> <li>Seniors Centre (L)</li> <li>Ranger &amp; Community Safety Services</li> <li>Library Services</li> </ul>	Operational	Ongoing	<ul style="list-style-type: none"> <li>Numbers of workshops, seminars and other face-to-face events delivered</li> </ul>	
<b>2. Explore mechanisms to encourage and support older people to safely walk their dogs in parks</b> <b>* PRIORITY ACTION</b>	<ul style="list-style-type: none"> <li>Ranger and Community Safety Services (L)</li> <li>Community Development</li> </ul>	Operational	Ongoing	<ul style="list-style-type: none"> <li>Decrease in numbers of older people submitting complaints relating to dogs</li> </ul>	

## OUTCOME 2

### Transport:

Transport infrastructure and public services meet older people's needs

**Strategy 2.1** Continually advocate for safe, accessible and affordable public transport

<b>Actions</b>	<b>Leaders/Key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>
1. Undertake an audit of buses of all sizes to assess their availability for older people's groups and explore funding options if further buses are required	<ul style="list-style-type: none"><li>Seniors Centre</li></ul>	Operational	2017/18	<ul style="list-style-type: none"><li>Audit undertaken</li><li>Funding identified for further buses if required</li><li>Actions reported to the community</li></ul>	
2. Explore the feasibility of a volunteer shuttle service for older people modelled on international examples	<ul style="list-style-type: none"><li>Cockburn Community Care</li><li>Seniors Centre (L)</li><li>Community Development</li></ul>	Operational \$10k	2019/20	<ul style="list-style-type: none"><li>Feasibility study undertaken</li><li>Service implemented if viable</li></ul>	
3. Explore strategies to improve parking at railway stations and the Cockburn Seniors Centre	<ul style="list-style-type: none"><li>Infrastructure Services</li><li>Engineering Services</li></ul>	Operational	2017/18	<ul style="list-style-type: none"><li>Issue examined and recommendations made</li><li>Additional parking provided at the Spearwood Administration complex</li></ul>	

<p>4. Facilitate a review of bus timetabling in collaboration with <b>Public Transport Authority</b> informed initially by responses to the City of Cockburn Age-Friendly Strategic consultation. About the need to improve access to the Gateway Shopping Centre and Garden City (for medical services) as a priority.</p>	<ul style="list-style-type: none"> <li>• <b>Public Transport Authority</b></li> <li>• Travelsmart Officer</li> </ul>	Operational	2017/18	<ul style="list-style-type: none"> <li>• Timetabling review undertaken in consultation with <b>Transperth</b> if required</li> <li>• Outcomes reported to the community</li> </ul>	
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**Strategy 2.2** Plan for adequate and accessible paths, bus stops, and pedestrian crossings

<i>Actions</i>	<i>Leaders/Key contributors</i>	<i>Budget</i>	<i>Timeframe</i>	<i>Measures of Success</i>	<i>Status update</i>
<p>1. Undertake a baseline audit of paths, bus stops (providing seats and shelter) and pedestrian crossings focused on the needs of an ageing population</p>	<ul style="list-style-type: none"> <li>• Engineering Services (L)</li> <li>• Travelsmart Officer</li> <li>• Public Transport Authority</li> <li>• Main Roads</li> </ul>	Operational/ and Grant funding	2018/19	<ul style="list-style-type: none"> <li>• Audit undertaken with recommendations for applying for funding and facilitating improvements as required</li> </ul>	
<p>2. Identify short and longer term priorities for improvement as a result of the audit process</p>	<ul style="list-style-type: none"> <li>• Engineering Services</li> </ul>	Operational/ Grant Funding	2019/20	<ul style="list-style-type: none"> <li>• Schedule for improvements developed</li> </ul>	

**Strategy 2.3** Engage with the business community to improve car parking accessibility for older people

<i>Actions</i>	<i>Leaders/Key contributors</i>	<i>Budget</i>	<i>Timeframe</i>	<i>Measures of Success</i>	<i>Status update</i>
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<p><b>1. Facilitate discussion with the business community on a range of issues including parking, customer service, access and employment issues</b> * <b>PRIORITY ACTION</b></p>	<ul style="list-style-type: none"> <li>• Melville/Cockburn Chamber of Commerce</li> <li>• Community Development</li> <li>• Statutory Planning / Strategic Planning</li> <li>• Engineering Services</li> </ul>	Operational	2017/18	<ul style="list-style-type: none"> <li>• Consultation occurred</li> <li>• Improvement strategies developed</li> <li>• Outcomes reported to the community</li> </ul>	
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**Strategy 2.4** Facilitate the dissemination of comprehensive information to older people on available transport services

<b>Actions</b>	<b>Leaders/Key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>
<p><b>1. Improve the electronic community information database to facilitate a printable version of a Cockburn Seniors Directory that can be distributed (also at 7.1)</b> * <b>PRIORITY ACTION</b></p>	<ul style="list-style-type: none"> <li>• Travelsmart Officer</li> </ul>	Operational (for compilation)  \$12k printing costs for 10,000	2017/18	<ul style="list-style-type: none"> <li>• Directory developed</li> <li>• Copies distributed</li> <li>• Feedback received</li> </ul>	

**OUTCOME 3****Housing:**

A range of housing options are available to facilitate ageing in place and meet need across the age/well-being continuum

**Strategy 3.1** Support the delivery of services that allow people to remain in their homes for as long as possible

<b>Actions</b>	<b>Leaders/Key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>
1. Monitor the need for HACC and Community Aged Care packages and apply for an increased allocation as required and when available	<ul style="list-style-type: none"> <li>Cockburn Community Care (L)</li> </ul>	Grant funding	Ongoing	<ul style="list-style-type: none"> <li>Additional funding applied for and achieved when required</li> </ul>	

**Strategy 3.2** Facilitate diverse and affordable housing options including retirement complexes and residential age-care facilities

<b>Actions</b>	<b>Leaders/Key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>
<p><b>1. Facilitate the provision of information on housing options for seniors and work with state and federal government agencies to determine short and long term needs and identify gaps.</b></p> <p><b>* PRIORITY ACTION</b></p>	<ul style="list-style-type: none"> <li>Community Development</li> </ul>	Operational	2018/19	<ul style="list-style-type: none"> <li>Facilitation undertaken and needs identified</li> </ul>	

<p>2. Facilitate a service providers forum to provide information from Federal and State government and explore strategies to proactively respond to identified issues including innovative house sharing, communal housing, urban in-fill and intergenerational models</p>	<ul style="list-style-type: none"> <li>• Seniors Centre (L)</li> <li>• Community Development</li> <li>• Federal and State Government Departments</li> <li>• Private housing developers &amp; providers</li> </ul>	<p>Operational</p>	<p>2018/19</p>	<ul style="list-style-type: none"> <li>• Service providers forum facilitated</li> <li>• Outcomes reported to the community</li> </ul>	
<p>3. Provide and/or facilitate the delivery of workshops, seminars and other face-to-face events on housing options (including retirement planning and Advance Care planning – see Outcome 7)</p>	<ul style="list-style-type: none"> <li>• Seniors Centre</li> </ul>	<p>Operational</p>	<p>Ongoing</p>	<ul style="list-style-type: none"> <li>• Events delivered</li> <li>• Participant feedback received and collated</li> </ul>	

## **OUTCOME 4**

### ***Inclusion and respect:***

Older people are included in all aspects of community life and are treated with respect

### **Strategy 4.1** Facilitate awareness by retail and other businesses of the needs of older people in the delivery of services

<b>Actions</b>	<b>Leaders/Key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>
<b>1. Facilitate discussion with the business community on a range of issues including parking, customer service, access and employment issues</b> <b>* PRIORITY ACTION</b>	<ul style="list-style-type: none"><li>• Melville/Cockburn Chamber of Commerce</li><li>• Community Development</li></ul>	Operational	2017/18	<ul style="list-style-type: none"><li>• Consultation occurred</li><li>• Improved strategies developed</li><li>• Outcomes reported to the community</li></ul>	
2. Facilitate planning for shopping facilities and other public places to include dedicated spaces, with seating and other amenities, to facilitate gathering places and the further development of a village atmosphere for older members of the community	<ul style="list-style-type: none"><li>• Strategic Planning</li><li>• Statutory Planning</li></ul>	Operational	2019/20	<ul style="list-style-type: none"><li>• Incorporated into planning policies or processes</li></ul>	

### **Strategy 4.2** Consider the needs of older people in the planning of public activities and events to facilitate their participation

<i>Actions</i>	<i>Leaders/Key contributors</i>	<i>Budget</i>	<i>Timeframe</i>	<i>Measures of Success</i>	<i>Status update</i>
1. City of Cockburn considers the needs of older people in the planning of public activities and events and includes those arrangements in the promotional material for these activities and events	<ul style="list-style-type: none"> <li>Corporate Communications</li> </ul>	Operational		<ul style="list-style-type: none"> <li>Strategies developed and promoted to reflect the needs of older people in city events</li> </ul>	
<b>Strategy 4.3</b> Utilise positive images of older people in all public documents and advertising or promotional material generated by the City					
<i>Actions</i>	<i>Leaders/Key contributors</i>	<i>Budget</i>	<i>Timeframe</i>	<i>Measures of Success</i>	<i>Status update</i>
1. The City of Cockburn proactively utilises positive images of older people in relevant publications	<ul style="list-style-type: none"> <li>Corporate Communications</li> </ul>	Operational	Ongoing	<ul style="list-style-type: none"> <li>Positive images of older people included in relevant publications</li> </ul>	
<b>Strategy 4.4</b> Organise and facilitate intergenerational programs and events					
<i>Actions</i>	<i>Leaders/Key contributors</i>	<i>Budget</i>	<i>Timeframe</i>	<i>Measures of Success</i>	<i>Status update</i>
<b>1. Invite schools, sporting clubs and other organisations to consider intergenerational programs and activities that invite older people's participation and provide an opportunity for them to share their wisdom and experience</b> <b>* PRIORITY ACTION</b>	Community Development	Operational	Ongoing	<ul style="list-style-type: none"> <li>Schools, sporting groups and other organisations have implemented intergenerational activities</li> <li>Outcomes reported to the community</li> </ul>	

<p>2. Explore the establishment of a Local Exchange and Trading System (LETS) as a community engagement strategy to facilitate recognition and sharing of skills and services across the generations</p>	<ul style="list-style-type: none"> <li>Community Development (L)</li> </ul>	<p>Operational</p>	<p>2020/21</p>	<ul style="list-style-type: none"> <li>LETS explored</li> <li>Service implemented if viable</li> </ul>	
<p>3. Continue to promote and support existing groups conducting intergenerational activities such as the Cockburn Seniors Centre, Cockburn Community Men’s Shed, Libraries, Family Services.</p>	<ul style="list-style-type: none"> <li>Community Development (L)</li> </ul>	<p>Operational</p>	<p>Ongoing</p>	<ul style="list-style-type: none"> <li>Number of intergenerational activities held per annum</li> </ul>	

## **OUTCOME 5**

### **Social Participation:**

Local, accessible and affordable opportunities for social participation are readily available

**Strategy 5.1** Develop and/or facilitate the establishment of additional facilities, services and programs at various localities across the City to provide social participation for increasing numbers of older people

<b>Actions</b>	<b>Leaders/Key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>
<b>1. Undertake a feasibility study to establish satellite active-ageing centres and or programs at a yet-to-be identified site to support the growing numbers of older people in the southern and eastern suburbs</b> <b>* PRIORITY ACTION</b>	<ul style="list-style-type: none"><li>• Community Development</li><li>• Strategic Planning</li></ul>	\$50K	2018/19	<ul style="list-style-type: none"><li>• Feasibility study undertaken and new programs established</li></ul>	
2. Establish an annual meeting for the co-ordinators of both formal and informal senior's groups operating in the City to provide mutual support, share resources, promote joined-up activities and plan to meet future needs.	<ul style="list-style-type: none"><li>• Seniors Centre (L)</li></ul>	Operational	2018/19	<ul style="list-style-type: none"><li>• Meeting occurred hosted by the Seniors Reference Group</li></ul>	

3. Facilitate and support the ongoing development of a carer's self-support group	<ul style="list-style-type: none"> <li>Seniors Centre (L)</li> <li>Carers WA</li> </ul>	Operational	Ongoing	<ul style="list-style-type: none"> <li>Carers Group is growing in attendance</li> </ul>	
<b>Strategy 5.2</b> Explore strategies to engage with and support older people who may be isolated					
<b>Actions</b>	<b>Leaders/Key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>
1. Seek community assistance to identify isolated older people and link them with the senior's activities.	<ul style="list-style-type: none"> <li>Cockburn Community Care</li> <li>Seniors Centre</li> <li>Community Development (L)</li> </ul>	Operational	Ongoing	<ul style="list-style-type: none"> <li>Exploration undertaken</li> <li>Strategies established if viable</li> <li>Community engaged in process</li> </ul>	
<b>Strategy 5.3</b> Recognise the diversity of the Cockburn community and provide and/or facilitate services and supports to meet the needs of Culturally and Linguistically diverse and LGBTI communities					
<b>Actions</b>	<b>Leaders/Key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>
<b>1. Establish a culturally and linguistically diverse engagement position within the City to build relationships, assist with need identification, facilitation of resources and/or responses as required.</b> <b>* PRIORITY ACTION</b>	<ul style="list-style-type: none"> <li>Community Development (L)</li> <li>Library Services</li> <li>Environmental Health</li> </ul>	\$100K	2017/18	<ul style="list-style-type: none"> <li>Develop business case</li> <li>Funding allocated</li> </ul>	

**OUTCOME 6****Engagement:**

Opportunities for employment, continual learning, civic contribution and volunteering are actively facilitated

**Strategy 6.1** Continue to provide and/or facilitate the delivery of continual learning opportunities

<b>Actions</b>	<b>Leaders/Key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>
<p><b>1. Further investigate the proposal to permanently establish a Life Long Learning Centre at the Spearwood Avenue site as a multi-purpose facility</b></p> <p><b>* PRIORITY ACTION</b></p>	<ul style="list-style-type: none"> <li>• Strategic Planning</li> <li>• Infrastructure Services</li> <li>• Community Development</li> </ul>	Operational	2019/20	<ul style="list-style-type: none"> <li>• Timeline for further exploration developed</li> </ul>	
<p>2. Explore the establishment of a University of the Third Age (or similar) to meet the needs of retired professionals and those with a need for higher learning</p>	<ul style="list-style-type: none"> <li>• Seniors Centre</li> <li>• Childcare and Seniors Manager</li> </ul>	Operational	2020/21	<ul style="list-style-type: none"> <li>• Community consulted</li> <li>• Group established if viable</li> </ul>	

**Strategy 6.2** Regularly engage with older people to hear their views particularly on issues that affect them

<b>Actions</b>	<b>Leaders/Key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>
<p><b>1. Establish a Seniors Reference Group with</b></p>	<ul style="list-style-type: none"> <li>• Community</li> </ul>	Operational	2016/17	<ul style="list-style-type: none"> <li>• Community consulted</li> </ul>	

<p><i>diverse representation and clearly defined terms of reference that advises Council on a range of matters.</i></p> <p><b>* PRIORITY ACTION</b></p>	Development			<ul style="list-style-type: none"> <li>Group established if viable</li> </ul>	
<p><b>Strategy 6.3</b> Engage with the business community to encourage employment opportunities for older people</p>					
<p><b>Actions</b></p>	<p><b>Leaders/Key contributors</b></p>	<p><b>Budget</b></p>	<p><b>Timeframe</b></p>	<p><b>Measures of Success</b></p>	<p><b>Status update</b></p>
<p><b>1. Facilitate discussion with the business community on a range of issues including parking, customer service, access and employment issues (see 4.1.1)</b></p> <p><b>* PRIORITY ACTION</b></p>	<ul style="list-style-type: none"> <li>Melville/Cockburn Chamber of Commerce</li> <li>Community Development</li> </ul>	Operational	2018/19	<ul style="list-style-type: none"> <li>Consultation occurred</li> <li>Improved strategies developed</li> <li>Outcomes reported to the community</li> </ul>	
<p><b>Strategy 6.4</b> Continue to encourage and provide volunteering opportunities</p>					
<p><b>Actions</b></p>	<p><b>Leaders/Key contributors</b></p>	<p><b>Budget</b></p>	<p><b>Timeframe</b></p>	<p><b>Measures of Success</b></p>	<p><b>Status update</b></p>
<p>1. Facilitate face-to-face events to actively promote the Cockburn Volunteer Resource Centre with the Senior's Centre and other senior networks</p>	<ul style="list-style-type: none"> <li>Seniors Centre (L)</li> </ul>	Operational	Ongoing	<ul style="list-style-type: none"> <li>Consultation occurred</li> <li>Improved connection between the Cockburn Volunteer Resource Centre and the Senior's Centre established</li> </ul>	

<p>2. Explore strategies to actively promote volunteering opportunities to and for older people by engaging with a range of groups and organisations within the broad community</p>	<ul style="list-style-type: none"> <li>• Volunteer Resource Centre</li> </ul>	<p>Operational</p>	<p>Ongoing</p>	<ul style="list-style-type: none"> <li>• Consultation occurred</li> <li>• Improved strategies developed</li> <li>• Outcomes reported to the community</li> </ul>	
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**OUTCOME 7****Information:**

Information on services and supports is communicated in a variety of formats

**Strategy 7.1** Recognise that information needs to be disseminated in both hard-copy and electronic formats with an age-friendly style i.e. larger fonts, less dense text and straightforward language

<b>Actions</b>	<b>Leaders/Key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>
<p><b>1. Improve the current electronic community information database to facilitate a printable version of Cockburn Seniors Services that can be distributed (see 2.4.1)</b></p> <p><b>* PRIORITY ACTION</b></p>	<ul style="list-style-type: none"> <li>Community Development</li> </ul>	<p>Operational (for compilation)</p> <p>\$12k (printing costs for 10,000 copies)</p>	2017/18	<ul style="list-style-type: none"> <li>Directory developed &amp; distributed</li> <li>Feedback received</li> </ul>	
<p>2. Produce the Senior's directory in range of languages reflective of the cultural diversity of the region</p>	<ul style="list-style-type: none"> <li>Community Development</li> <li>Library Services</li> </ul>	\$10,000	2018/19 and ongoing	<ul style="list-style-type: none"> <li>Directory developed in other languages</li> <li>Feedback received</li> </ul>	
<p>3. Continue to provide and promote programs, activities and events of interest to older people as well as promoting the concept of active-ageing in the Cockburn Soundings newsletter</p>	<ul style="list-style-type: none"> <li>Seniors Services</li> </ul>	Operational	Ongoing	<ul style="list-style-type: none"> <li>Programs, activities and events delivered</li> <li>Participant feedback received and collated</li> </ul>	

**Strategy 7.2** Pro-actively engage with the community to deliver or facilitate the delivery of information on planning for retirement

<b>Actions</b>	<b>Leaders/Key contributors</b>	<b>Budget</b>	<b>Timeframe</b>	<b>Measures of Success</b>	<b>Status update</b>
1. Provide and/or facilitate the delivery of workshops, seminars and other face-to-face events on retirement planning, Advance Care Planning (and housing options - Outcome 3)	<ul style="list-style-type: none"> <li>• Seniors Services</li> <li>• Seniors Housing Advisory Centre</li> </ul>	Operational	Ongoing	<ul style="list-style-type: none"> <li>• Workshops and seminars delivered</li> <li>• Participant feedback received and collated</li> </ul>	

**OUTCOME 8****Health and community support:**

Health and community support services are accessible, age-friendly, affordable and focused on promoting healthy and active lifestyles

**Strategy 8.1** Provide and/or facilitate a broad range of proactive physical, dietary and mental health programs and services

<i>Actions</i>	<i>Leaders/Key contributors</i>	<i>Budget</i>	<i>Timeframe</i>	<i>Measures of Success</i>	<i>Status update</i>
1. Continue the provision of mental health services , walking groups, physical activity programs, nutrition programs, active lifestyle programs and other community supports for older people	<ul style="list-style-type: none"> <li>Cockburn Support Service</li> <li>Seniors Centre</li> <li>Health Promotions Officer</li> </ul>	Operational	2016/17	<ul style="list-style-type: none"> <li>Provision of ongoing mental health services, physical activity programs, and other groups</li> </ul>	
2. Undertake awareness and education forums and workshops for both the general community and service providers on mental health issues and older people	<ul style="list-style-type: none"> <li>Cockburn Support Service</li> </ul>	Operational	2017/18	<ul style="list-style-type: none"> <li>Education forums and workshops delivered</li> <li>Participant feedback received and collated</li> </ul>	

**Strategy 8.2** Provide and/or facilitate the delivery of a broad range of engaging and supportive community services

<i>Actions</i>	<i>Leaders/Key contributors</i>	<i>Budget</i>	<i>Timeframe</i>	<i>Measures of Success</i>	<i>Status update</i>
1. Apply for funding for additional financial counselling services to address long wait lists	<ul style="list-style-type: none"> <li>Cockburn Support Service</li> </ul>	Grant Funding	2017/18	<ul style="list-style-type: none"> <li>Funding applications submitted where possible</li> </ul>	

**Strategy 8.3** Further develop the delivery of home-based support and care services

<i>Actions</i>	<i>Leaders/Key contributors</i>	<i>Budget</i>	<i>Timeframe</i>	<i>Measures of Success</i>	<i>Status update</i>
1. Monitor the need for HACC and Community Aged Care packages and apply for an	<ul style="list-style-type: none"> <li>Cockburn Community Care</li> </ul>	Grant Funding	Ongoing	<ul style="list-style-type: none"> <li>Ongoing monitoring of need</li> <li>Application of additional packages and</li> </ul>	

increased allocation as required and when available (Outcome 3)				funding undertaken when available <ul style="list-style-type: none"><li>• Additional packages achieved</li></ul>	
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## 14.1 SURVEY TOOL



AGE-FRIENDLY REVIEW SURVEY

City of Cockburn 2016 Age-Friendly Review

Please take a few minutes to provide feedback on how to further develop Cockburn as an **AGE-FRIENDLY** city. In this survey "age-friendly" and "older people" refers to people 55 years and older. The survey is open to all Cockburn residents 18 years or older. Community members under 55 years are highly encouraged to consider their future needs and contribute their feedback.

*All responses should be submitted by **FRIDAY 22nd APRIL, 2016**. Paper copies should be received by the City of Cockburn, 9 Coleville Crescent, Spearwood 6163 by this date.*

The City of Cockburn provides many services and programs itself and works collaboratively with Federal and State Government, not-for-profit organizations, business and volunteer groups to meet community need. The following questions ask you to rate City of Cockburn performance across a range of areas.

For further information on this Age-Friendly review please contact:



Lana Glogowski  
0419 047 315  
[iana@progressingpriorityprojects.com.au](mailto:iana@progressingpriorityprojects.com.au)

1



**City of Cockburn 2016 Age-Friendly Review**

**HOW WOULD YOU RATE CITY OF COCKBURN PERFORMANCE IN THE FOLLOWING AREAS?**

**1. AGE-FRIENDLY outdoor spaces and the built environment**  
(Please tick only ONE circle each line)

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Unsure
Provides clean and accessible outdoor spaces	<input type="radio"/>					
Provides clean and accessible public toilets	<input type="radio"/>					
Provides adequate public seating	<input type="radio"/>					
Provides accessible public buildings with adequate signage	<input type="radio"/>					
Provides welcoming and safe outdoor spaces and public buildings	<input type="radio"/>					

**Are there any issues (either large and/or small) that you wish to raise about outdoor spaces and public buildings?**



**City of Cockburn 2016 Age-Friendly Review**

**2. AGE-FRIENDLY transport**  
 (Please tick only ONE circle each line)

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Unsure
Public transport (buses and trains) is reliable, frequent and affordable	<input type="radio"/>					
Bus stops have clear signage, adequate seating and shade	<input type="radio"/>					
Roads are well maintained with adequate signage	<input type="radio"/>					
Paths and road crossings are well maintained with adequate signage	<input type="radio"/>					
Adequate parking is available at public venues	<input type="radio"/>					
Information on transport options is easily available	<input type="radio"/>					

**Are there any issues about transport (either large and/or small) that you would like to raise?**



**City of Cockburn 2016 Age-Friendly Review**

**3. AGE-FRIENDLY housing options**  
 (Please tick only ONE circle each line)

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Unsure
Support services are available to allow people to remain in their homes	<input type="radio"/>					
Local, appropriately designed and affordable retirement complexes are available	<input type="radio"/>					
Local, appropriately designed and affordable residential care facilities are available	<input type="radio"/>					
All housing options emphasise integration with the local community	<input type="radio"/>					
Information on housing options is easily available	<input type="radio"/>					

**Are there any issues about housing (either large and/or small) that you would like to raise?**



**City of Cockburn 2016 Age-Friendly Review**

**4. AGE-FRIENDLY attitudes of respect and inclusion**  
 (Please tick only ONE circle each line)

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Unsure
Older people are valued for their experience and wisdom	<input type="radio"/>					
Older people are consulted on decisions that affect them	<input type="radio"/>					
Commercial and business services are considerate of older people	<input type="radio"/>					
Public activities and events attract older people because their needs and preferences are considered	<input type="radio"/>					

**Do you have any suggestions (either large and/or small) how to better respect and include older residents?**



**City of Cockburn 2016 Age-Friendly Review**

**5. AGE-FRIENDLY opportunities for social participation**  
 (Please tick only ONE circle each line)

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Unsure
Local, accessible and affordable opportunities for social participation are provided e.g. Senior's Centre	<input type="radio"/>					
Efforts are made to engage with socially isolated older people	<input type="radio"/>					
Opportunities are provided to encourage involvement with the broader community	<input type="radio"/>					
Information on opportunities for social participation is easily available	<input type="radio"/>					

**Do you have any suggestions (either large and/or small) regarding improved opportunities for social inclusion?**



**City of Cockburn 2016 Age-Friendly Review**

**6. AGE-FRIENDLY civic and employment opportunities**  
 (Please tick only ONE circle each line)

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Unsure
Flexible and part-time employment options are available for older people	<input type="radio"/>					
Volunteering opportunities are available for older people	<input type="radio"/>					
Opportunities exist for older people to participate in civic roles e.g. Advisory Councils and committees	<input type="radio"/>					
Re-training opportunities post retirement are available	<input type="radio"/>					
Information of post retirement employment, volunteering and civic opportunities is easily available	<input type="radio"/>					

**Do you have any suggestions (either large and/or small) for improvements to employment, volunteering and civic opportunities?**



**City of Cockburn 2016 Age-Friendly Review**

**7. AGE-FRIENDLY communication and information**  
 (Please tick only ONE circle each line)

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Unsure
Age-friendly information is delivered close to residents homes or to other accessible places	<input type="radio"/>					
Efforts are made to provide information to isolated older people	<input type="radio"/>					
City of Cockburn produces documents with a larger font size, less dense text and straightforward language for older residents	<input type="radio"/>					
Information is available on visual and hearing aids to assist use of electronic equipment e.g. mobile phone, radios, TVs and computers	<input type="radio"/>					
Access to computers and training on how to use them is available	<input type="radio"/>					

**Do you have any suggestions (either large and/or small) regarding communication and information delivery?**



**City of Cockburn 2016 Age-Friendly Review**

**7. AGE-FRIENDLY communication and information**  
 (Please tick only ONE circle each line)

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Unsure
Age-friendly information is delivered close to residents homes or to other accessible places	<input type="radio"/>					
Efforts are made to provide information to isolated older people	<input type="radio"/>					
City of Cockburn produces documents with a larger font size, less dense text and straightforward language for older residents	<input type="radio"/>					
Information is available on visual and hearing aids to assist use of electronic equipment e.g. mobile phone, radios, TVs and computers	<input type="radio"/>					
Access to computers and training on how to use them is available	<input type="radio"/>					

**Do you have any suggestions (either large and/or small) regarding communication and information delivery?**



**City of Cockburn 2016 Age-Friendly Review**

**8. AGE-FRIENDLY community support and health**  
(Please tick only ONE circle each line)

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Unsure
Health services e.g. GPs, physios, podiatrists and mental health services are well located and easily accessible	<input type="radio"/>					
Services and programs for improving health are available e.g. exercise classes, nutrition guidance, screening services	<input type="radio"/>					
Home-based support and care services are available	<input type="radio"/>					
Community services are available to provide financial planning, counselling and other supports	<input type="radio"/>					
Older people's needs have been considered in emergency planning	<input type="radio"/>					

**Do you have any suggested improvements (either large and/or small) regarding community support and health?**



**City of Cockburn 2016 Age-Friendly Review**

**9. OVERALL, how do you rate the City of Cockburn as AGE-FRIENDLY in the following areas?  
(Please tick only ONE circle each line)**

	Very Poor	Poor	OK	Good	Excellent	Unsure
Outdoor spaces and the built environment	<input type="radio"/>					
Transport services	<input type="radio"/>					
Housing options	<input type="radio"/>					
Opportunity for social activity	<input type="radio"/>					
Encouraging inclusion and respect	<input type="radio"/>					
Providing opportunities for participation in employment, volunteering and civic issues	<input type="radio"/>					
Providing and communicating information	<input type="radio"/>					
Providing community health and support	<input type="radio"/>					



**City of Cockburn 2016 Age-Friendly Review**

**10. Please indicate what priority you place on each area for further development and the allocation of extra resources recognising that the City of Cockburn has a finite budget and that not all areas can be further developed.  
(Please tick only ONE circle each line)**

	Lowest priority	Lower priority	Medium priority	High priority	Highest priority	Unsure
Outdoor spaces and the built environment	<input type="radio"/>					
Transport services	<input type="radio"/>					
Housing options	<input type="radio"/>					
Opportunity for social activity	<input type="radio"/>					
Encouraging inclusion and respect	<input type="radio"/>					
Providing opportunities for participation in employment, volunteering and civic issues	<input type="radio"/>					
Providing and communicating information	<input type="radio"/>					
Providing community health and support	<input type="radio"/>					

**The following questions will help classify your responses.  
It would be very helpful if you would tell us:**

**11. What is your gender?**

- Female
- Male



## City of Cockburn 2016 Age-Friendly Review

### 12. What is your age?

- 18-34
- 35-54
- 55-64
- 65-79
- 80+

### 13. Where do you live? (Please tick only ONE circle)

- |                                    |                                   |  |
|------------------------------------|-----------------------------------|--|
| <input type="radio"/> Atwell       | <input type="radio"/> Aubin Grove | <input type="radio"/> Banjup           |
| <input type="radio"/> Beelihar     | <input type="radio"/> Bibra Lake  | <input type="radio"/> Cockburn Central |
| <input type="radio"/> Coogee       | <input type="radio"/> Coolbellup  | <input type="radio"/> Hamilton Hill    |
| <input type="radio"/> Hammond Park | <input type="radio"/> Henderson   | <input type="radio"/> Jandakot         |
| <input type="radio"/> Leeming      | <input type="radio"/> Munster     | <input type="radio"/> North Coogee     |
| <input type="radio"/> North Lake   | <input type="radio"/> South Lake  | <input type="radio"/> Spearwood        |
| <input type="radio"/> Success      | <input type="radio"/> Wattleup    | <input type="radio"/> Yangebup         |

### 14. How would you describe your financial situation?

- Very difficult
- Difficult
- OK
- Good
- Excellent
- Unable to comment



## City of Cockburn 2016 Age-Friendly Review

**15. How would you describe your current living arrangement?  
(Please tick only ONE circle)**

- Own my own home/unit in a retirement village
- Rent my home/unit in a retirement village
- Live with family/friends
- Live in residential care
- Other

**16. Do you identify with one of the following groups?  
(Please tick as many as apply)**

- Fulltime unpaid carer
- Person with a disability
- Aboriginal/Torres Strait Islander
- Born overseas and speak a language other than English at home
- None of these groups

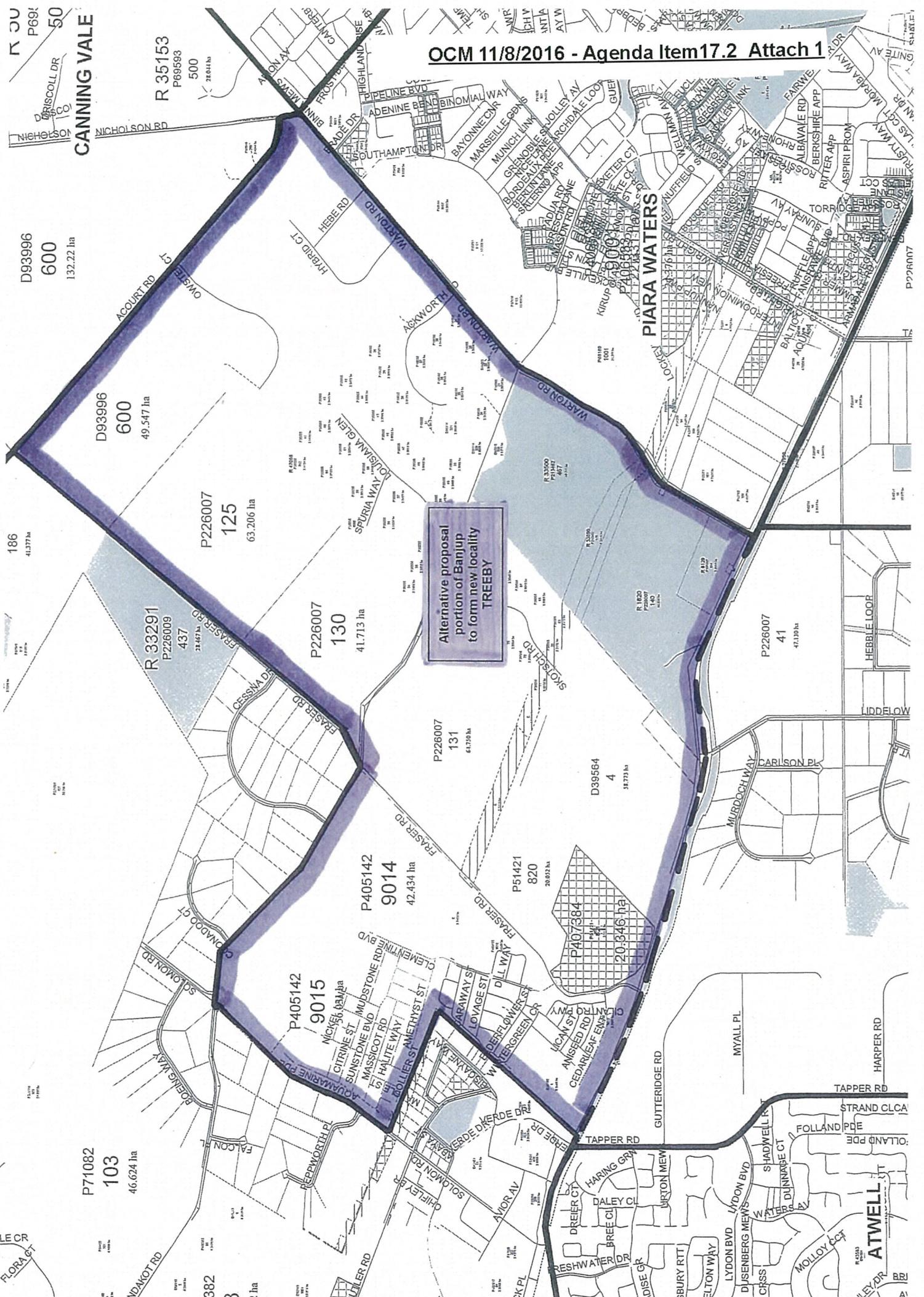
**17. Are you an employee or Elected Member at the City of Cockburn?**

- Yes
- No

**Thank you very much - you have now completed the survey.**

**A range of other opportunities are available for the community to contribute to this review including call for submissions, focus groups, shopping centre displays and public forums. Please see the City of Cockburn website [www.cockburn.wa.gov.au](http://www.cockburn.wa.gov.au) for details.**

Strategy Action Number	Action	Budget Type	16/17	17/18	18/19	19/20	20/21	Total
1.1.3	Parks Accessibility Audit	Non-Recurrent Project		40,000				
1.3.1	Parks seating Audit and additional seating	New Non Recurrent and Recurrent Operating		40000	15000	15000	15000	
2.1.2	Feasibility Study for a shuttle bus	New Non-Recurrent				10000		
2.4.1	Seniors Directory development and printing	New Recurrent Operating		12000	12000	12000	12000	
5.1.1	Feasibility Study and new Satellite Programs	New Recurrent Operating			50000	50000	50000	
5.3.1	Multi-cultural Officer Level 5 (In WorkForce Plan)	Recurrent Operating		100000	100000	100000	100000	
7.1.2	Translation of Seniors Directory	New Recurrent Operating			5000	5000	5000	
1.1.3	Disability Access Improvements - Parks	The DAIP requires this it is not a new expense because of this plan						
<b>Total</b>			<b>0</b>	<b>\$152,000</b>	<b>\$182,000</b>	<b>\$192,000</b>	<b>\$182,000</b>	<b>\$708,000</b>



Alternative proposal  
portion of Banjup  
to form new locality  
TREEBY

CANNING VALE

PIARA WATERS

ATWELL

**EXTRACT OF MINUTES OF ORDINARY COUNCIL MEETING – 11 FEBRUARY 2016****17.1 (MINUTE NO 5730) (OCM 11/2/2016) - PROPOSED NEW LOCALITY NAME OF TREEBY - BANJUP (NORTH OF ARMADALE ROAD) (159/008) (D GREEN) (ATTACH)****RECOMMENDATION**

That Council

- (1) advises the Geographic Names Committee (GNC) that it supports the creation of a new locality to be named 'Treeby' for the entire current area of Banjup located north of Armadale Road; and
- (2) informs those who lodged a submission and the Banjup Resident's Group of Council's decision.

**COUNCIL DECISION**

MOVED Clr S Portelli SECONDED Clr C Terblanche that Council advise the Geographic Names Committee (GNC) that:

- (1) it does not support the proposal to re-name the entire current area of Banjup north of Armadale Road as a new locality of 'Treeby' on the basis of differing land uses within that defined area;
- (2) it reiterates its preference that the current area of Banjup located in the Resource (Rural) Zoned land, north of Jandakot Road, be included in the adjacent locality of Jandakot, and
- (3) the new locality of 'Treeby' be created in the area of land contained in Council's original decision of August 2015, as highlighted in the attachment to the Minutes.

**CARRIED 8/0**

**Reason for Decision**

Council's initial proposal was submitted to clearly define different land use types.

Treeby as originally proposed will be residential with Public Open Space and a nature reserve bounded by Armadale Road to the South and Jandakot Road to the North. The area north of Jandakot Road is never likely to be rezoned to accommodate urban residential development and will continue to be used as a buffer to the Jandakot Airport.

It is considered important that the traditional land uses in this area be recognised to ensure the tenure of those located in the Resource Zone

## EXTRACT OF MINUTES OF ORDINARY COUNCIL MEETING – 11 FEBRUARY 2016

is more definite, while enabling a new urban population to develop and be emphasised as a separate locality.

### **Background**

At the Ordinary Meeting of Council held on 13 August 2015 it was resolved as follows:

*That Council:*

(1) *advises the Geographic Names Committee (GNC) that it supports:*

1. *The creation of a new locality to be named "Treeby" for the area of Banjup bounded by Armadale Road, Warton Road, Jandakot Road, Solomon Road, Dollier Road and the current Jandakot (north / south) location boundary between Dollier Road (to the north) and Armadale Road (to the south) and "Quendalup" as second priority, as shown in the attachment to the Agenda.*
2. *The inclusion of the area of Banjup bounded by Jandakot Road, Warton Road, Acourt Road and Fraser Road into the existing locality of Jandakot.*

Accordingly, GNC was informed of Council's decision, accompanied by information and data supporting the resolution.

### **Submission**

To reconsider sub-clause (1) 2. of the Council resolution and allocate the name "Treeby" to the entire part of Banjup currently situated to the north of Armadale Road.

### **Report**

GNC has responded to Council's August 2015 decision by informing that it considers "Treeby" to be an appropriate locality name and would support its application to the area of land proposed by Council.

However, it also suggests that the land described in part (1) 2. of its previous decision could also be allocated the name "Treeby", given its proximity and the preference to transfer the entire current area of Banjup (north of Armadale Road) and apply it in its entirety and reflect the new name only once.

## EXTRACT OF MINUTES OF ORDINARY COUNCIL MEETING – 11 FEBRUARY 2016

Coincidentally, this proposal was also one which was pursued by the Banjup Resident's Group in July 2015, when it was circulating a petition of residents within the Rural / Resource Zone areas of (north) Banjup.

This exercise resulted in a 53 signature petition being collected in support of the name "Treeby" to be considered as Council's first preference, when the item was presented to Council in August 2015.

The related officer report did not include reference to the petition on the basis that the previous Council decision (July 2015) was for the City of Cockburn to arrange its own community consultation with residents of the affected areas in order to gauge community opinion on the proposals prior to making its recommendation to GNC in August 2015.

Accordingly, the information received from both the City instigated consultation has been cross referenced, in order to determine if there was any notable level of support for what is now being suggested by GNC. As a result of that exercise, the following outcomes can be realistically concluded.

1. The main "community of interest" for the area under reconsideration is comprised mainly of 98 Rural / Resource Zoned lots of approximately 2 ha area and located in the north eastern corner of the current Banjup locality
2. A further 12 large lots are also located in that area of Banjup, under the ownership of various State Government departments.
3. The previous consultation methodology employed by Council captured 98 of the 110 landowners referred to in 1. and 2. above in order to ascertain the level of support for their land to be transferred from "Banjup" to "Jandakot". This exercise resulted in 39 responses (none from Government agencies) with 15 in favour and 24 against. Of the 24 against, 10 nominated "Treeby" as the preferred name, 1 preferred "Quendalup", 4 preferred to remain "Banjup" and 9 offered no comment.
4. A further 14 landowners were consulted on whether they were in favour of being included in the new locality proposed to be situated south of Jandakot Road as an outcome of the newly developed residential area commencing with the "Calleya" Estate. These landholdings are also 2 ha "lifestyle" lots. This resulted in 1 response in support of the proposal for the name "Kwentalup" and 13 against. Of the 13 against, 5 nominated "Treeby" as the preferred name, 3 preferred "Quendalup", 1 preferred to remain "Banjup" and 4 offered no comment.

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5. The petition separately circulated by the Banjup Resident's Group (supporting the name "Treeby" to be recognised) contained 9 signatures from "Rural Zone" landholders who had not responded to the Council's consultation questionnaire referred to in 3.above.
6. The sum of responses received from the "Rural / Resource" areas totalled 62 (of a possible 112) which represents a 55% response rate. The distribution of these responses resulted in the following preferences:
  - 24 favoured "Treeby"
  - 15 favoured "Jandakot"
  - 13 opposed "Kwentalup" or "Quendalup", but offered no other comment
  - 5 favoured retaining "Banjup"
  - 4 favoured "Quendalup"
  - 1 favoured "Kwentalup" or "Quendalup"

Given these findings, it would seem that a large proportion of the longer term (Rural / Resource Zone) residents have embraced the name "Treeby". It is worth noting that this support came about, despite not being promoted by the City of Cockburn initially.

Accordingly, given its suitability and a substantial level of support in residents of the area proposed to be incorporated into the new locality, it is recommended that Council advises GNC that it supports the name "Treeby" to be allocated to a new locality, as depicted in the attachment.

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

#### **Leading & Listening**

- Effective advocacy that builds and manages relationships with all stakeholders.
- A responsive, accountable and sustainable organisation.

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

N/A

#### **Legal Implications**

Council's role is limited to recommending its preference to the Geographic Names Committee, which is established under the Land Administration Act.

#### **Community Consultation**

## **EXTRACT OF MINUTES OF ORDINARY COUNCIL MEETING – 11 FEBRUARY 2016**

Council has previously consulted with the affected landowners, details of which were contained in the report provided to Council in August 2015. The results of that exercise confirmed that a large proportion of the landowners are new or future residents who have minimal interest in the nomenclature of the new locality.

Accordingly, it is not considered necessary to undertake further consultation with the community due to this ambivalence.

### **Attachment(s)**

1. Map of proposed new locality of "Treeby"
2. Extract of Minutes from August 2015 Council Report.

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

The Geographic Names Committee (GNC) has been advised that this matter is to be considered at the 11 February 2016 Council Meeting.

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

Nil.