



*'The Council and Staff of the Shire of Boddington, in partnership with the community,
are committed to operating effectively and efficiently to provide quality lifestyle
opportunities
that encourage population growth and development'*

AGENDA

For The
Ordinary Meeting of Council
To Be Held At

5PM, TUESDAY
16th April 2019

Council Chambers
39 Bannister Rd, Boddington

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1. DECLARATION OF OPENING:

"I would like to acknowledge the traditional custodians of the land, the Nyoongar People, and pay my respects to Elders, past and present".

2. ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE:

2.1.1	Attendance
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2.1.2	Apologies
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Cr S Manez

2.1.3	Leave of Absence
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Nil at this time.

3. DISCLOSURE OF FINANCIAL INTEREST:

Nil at this time.

4. PUBLIC QUESTION TIME:

4.1 RESPONSE TO PREVIOUS QUESTIONS TAKEN ON NOTICE:

Nil at this time.

4.2 WRITTEN QUESTIONS PROVIDED IN ADVANCE:

Nil at this time.

4.3 PUBLIC QUESTIONS FROM THE GALLERY:

5. PETITIONS/DEPUTATIONS/PRESENTATIONS/
SUBMISSIONS:

Nil at this time.

6. CONFIRMATION OF MINUTES:

6.1.1 Ordinary Meeting of Council held on Tuesday 19 th March 2019
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That the minutes of the Ordinary Meeting of Council held on Tuesday 19th March 2019 be confirmed as a true record of proceedings

7. ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT
DISCUSSION:

Nil at this time.

8. REPORTS OF OFFICERS AND COMMITTEES:

8.1 PLANNING CONSULTANT:

8.1.1	Modifications to Local Planning Policy No. 9 – Car Parking and Vehicular Access: Submitted for consent to publicly advertise
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Location:	Applies throughout the district
File Ref. No:	ADM 0309
Disclosure of Interest:	Nil
Date:	10 April 2019
Author:	Steve Thompson
Attachments:	8.1.1A Modified draft Local Planning Policy No. 9 – Car Parking and Vehicular Access (with strikeout and highlight) 8.1.1B Extract from <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>

Summary

The purpose of this report is to seek Council support to publicly advertise a modified draft planning policy relating to car parking and vehicular access.

Background

It has been nearly ten years since Council granted final adoption to *Local Planning Policy 9 – Car Parking and Vehicular Access* (LPP9). It is timely that LPP9 is reviewed based on changing circumstances, modified legislation and changing planning rules. There is also a need to provide increased clarity to some parts of LPP9.

LPP9 provides comprehensive guidance regarding car parking and vehicular access to Council, the Shire administration, landowners and applicants. LPP9 assists the local government, amongst matters, in determining development applications and in providing its recommendations to the Western Australian Planning Commission on subdivision applications.

Overall, it is suggested LPP9 is still sound. There appears to be general community acceptance of most policy requirements including sealed parking for development in the town centre and larger scale development in the urban area.

The main issue with LPP9 has been the requirement to seal crossovers, from sealed roads, for low-key development and uses requiring development approval.

Various changes are suggested to LPP9 including to:

- waive the requirement, as part of development conditions, to seal crossovers for certain low-key proposals that adjoin a sealed road e.g. sheds for domestic or agricultural purposes, sea containers (for domestic or non-business use) or for home occupations where client traffic is expected to be low;
- add details relating to construction standards for battle-axe access legs in urban, rural living and rural areas associated with new subdivisions; and

- add details relating to the standard of new roads created through subdivisions. This sets out different thresholds such as requiring sealed roads where lots are less than 3.99ha in area, but to consider the merits of unsealed roads for lots that are 4ha plus.

Attachment 8.1.1.A shows suggested modifications to the current adopted Policy in strikeout and green highlight.

Attachment 8.1.1B provides an extract from the *Planning and Development (Local Planning Schemes) Regulations 2015*. The 'deemed provisions' in the Regulations replace relevant clauses in Local Planning Schemes. The Regulations require draft local planning policies to be publicly advertised for at least 21 days.

Comment

It is suggested that Council support public advertising of the modified draft LPP9 for community and stakeholder comment. If Council agrees, submissions will be invited through various methods for a six-week period.

Public advertising of the modified draft LPP9 will assist to draw out comment from the community and stakeholders. It is proposed to consult widely through the Shire administration writing to and inviting comments from wide-ranging stakeholders, placing public notices in local papers, placing details on the Shire website and Facebook page and information being available at the Shire office.

The goal of the advertising is to encourage community and stakeholder debate and to seek the receipt of submissions. Following the close of the consultation period, the Council and the Shire administration will consider the submissions and determine whether the modified draft Policy is suitable for final adoption or whether it should be further modified.

Strategic Implications

The modified Policy, if adopted, will assist the decision-making of the Council, the Shire administration and other stakeholders.

Statutory and Policy Environment

Planning and Development Act, Planning and Development (Local Planning Schemes) Regulations 2015 and Shire of Boddington Local Planning Scheme No. 2.

Policy Implications

These are addressed in this report and in the attached modified draft Policy. Finalisation of the Policy will increase certainty for everyone with an interest in the matter and should assist in more consistent decision making.

Financial Implications

There are Shire costs associated with advertising the modified draft LPP9.

Economic Implications

The provision of car parking is an impost upon new developments, but nevertheless a necessary one given the traffic that each such development generates and the expectation of patrons that convenient parking will be available. If the car parking is not provided by the development, the responsibility and cost to provide the car parking is shifted to the Shire ratepayer through the need to provide and maintain public car parking.

Social Implications

The draft modified Policy seeks to set out standards for parking and vehicular access consistent with anticipated community expectations, best practice and recent Council decisions. Finalisation of the Policy is anticipated to result in various social implications with increased costs for some applicants/landowners. While noting this, the draft modified Policy seeks to ensure there is a standard which is consistent with the amenity of a progressive town and district.

Environmental Considerations - Nil

Consultation

Should the Council agree to its public release, the modified draft LPP9 will be subject to community and stakeholder consultation.

Options

The Council can:

1. agree to the public release of the modified draft LPP9 without modifications;
2. agree to the public release of the modified draft LPP9 with modifications;
3. defer consideration of the matter and require additional information; or
4. not agree to the public release of the modified draft LPP9.

Voting Requirements - Simple Majority

OFFICER'S RECOMMENDATION – ITEM 8.1.1

That Council:

1. Support the public release of the modified draft *Local Planning Policy 9 –Car Parking and Vehicular Access*, outlined in Attachment 8.1.1A, and require the draft Policy to be publicly advertised for an increased period of six weeks.
2. Will reconsider the modified draft *Local Planning Policy 9– Car Parking and Vehicular Access* following the close of the public submission period and will determine whether to adopt the modified Policy with or without modification.

ATTACHMENT 8.1.1A
MODIFIED DRAFT LOCAL PLANNING POLICY NO. 9 – CAR PARKING AND
VEHICULAR ACCESS (WITH STRIKEOUT AND HIGHLIGHT)

DRAFT

SHIRE OF BODDINGTON
LOCAL PLANNING POLICY No. 9 - CAR PARKING AND VEHICULAR ACCESS

1. Policy Statement

The purpose of this Policy is to provide developers and the general public with a guide to Council's requirements for the provision of car parking and vehicular access for new development **and changes of use** and for vehicular access ~~(crossovers)~~ for subdivision applications.

2. Background and Issues

The provision of on-site car parking, for the use of the owners/operators, workers, customers and visitors to each lot, is a basic planning requirement to ensure public convenience, traffic management and the general amenity of an area. The *Shire of Boddington Local Town Planning Scheme No. 2 (LTPS2)* accordingly sets out the specific parking requirements associated with various zones.

In the past, the standard of car parking and access for various developments (especially commercial and industrial developments) have created impacts including dust, drainage and safety impacts and detrimentally impacted the area's visual amenity.

The Council considers that car parking areas and vehicular access should be properly constructed, drained and defined on the development lot in order to **enhance safety and to** encourage orderly on-site use.

3. Definitions

In this Policy, the following definitions apply:

"AS 2890 - Australian Standard AS/NZS 2890.1.2004 – Parking Facilities – Part 1 – Off Street Car Parking published by Standards Australia in 2004 and reissued incorporating Amendment No 1 in August 2005 (and any associated updates).

"Car Parking" - the provision of off-street parking spaces for cars in accordance with **LTPS2** and this Policy.

"Crossover" - a constructed traffic way connecting a public road to the private property boundary that connects with the internal site circulation driveway, parking manoeuvring aisle or domestic driveway and which may carry one or two-way traffic.

"Gross Floor Area" (GFA) – in relation to a building means the aggregate of the total floor area of each level of the building including the thickness of external walls but excluding the space set aside for car parking or access thereto.

~~"Kerbed" parking areas or spaces around which a barrier kerb is constructed to provide support for the surface of the car park and/or to separate parking areas from footpaths, landscaped areas or other spaces not designed to carry vehicles.~~

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~~"Lined Out" - the marking out of each car parking space by painted lines and/or contrasting paving inserts or other means to identify each bay or the corners thereof to guide users as to manner in which the car park is intended to be used and to show the limits of each bay. The term also applies to the provision of directional arrows on the sealed surface denoting the direction of traffic movement within the car park.~~

"Manoeuvring Aisle" - the area at the rear of each car parking space used to manoeuvre vehicles into and out of such spaces all of which combined comprise an access driveway providing access to the individual bays.

"Off-Site Parking" - the provision of car parking accommodation on a different lot to that on which the new development that gives rise to the need for the parking accommodation is to occur.

"R Codes" - the Residential Design Codes of Western Australia adopted by the Western Australian Planning Commission including any updates.

"Reciprocal parking" - where parking facilities serve separate uses or a mixed use development and the parking demand generated by the various uses do not coincide.

"Sealed" - the use of impenetrable surfaces such as **sprayed bitumen seal (two coat seal), bituminous concrete (hot-mix or asphalt), in-situ concrete, brick paving bricks or blocks, or pea gravel seal** ~~in or concrete or exposed aggregate.~~ **The impenetrable surface should be supported by** ~~on~~ a compacted gravel base.

4. Objectives

The objectives of this Policy are to:

- complement the car parking **and vehicular access** provisions of **LTPS2**;
- establish guidelines that will achieve the construction of efficient and attractive car parking areas, provide **appropriate** ~~reasonable~~ access, circulation and manoeuvrability conditions; ~~provide adequate size, and number of, parking bays to meet the needs of new developments; and~~ **to ensure vehicular and pedestrian safety;**
- set out the requirements and standards for the development of vehicle parking facilities associated with developments and land uses;
- set out design and general construction standards for car parking spaces and manoeuvring aisles appropriate to differing situations;
- provide for the management and convenience of vehicle parking for all developments and land uses at a scale and to a standard consistent with the amenity of a progressive town and district;
- improve the level of amenity and visual appearance of residential, commercial, industrial and other areas of the municipality through site development requirements;
- outline the opportunities and limitations for variations to car parking and access requirements; and
- set out the circumstances where landscaping for parking areas will be a requirement of **development** ~~planning~~ approval.

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5. Application of the Policy

This Policy applies throughout the municipality.

The provisions of this Policy will be applied to ~~Development Planning~~ Applications and Subdivision Applications as relevant across the entire municipality.

This Policy applies to all developments including new development, alterations or extensions to existing development, new site uses, additional uses, extension of uses or change of uses as considered appropriate by ~~the local government Council~~.

In this Policy, references to different zones also include land zoned 'Special Use' and the associated uses on the approved Structure Plan such as Residential, Special Residential, Rural Residential, Rural Smallholdings and other uses.

6. Links to Town Planning Scheme and other documents

This Policy relates to various requirements set out in ~~LTPS2~~, Council's Local Planning Strategy, R Codes and relevant Australian Standards.

The provision of onsite parking is a requirement of ~~LTPS2~~ for new development and for various changes in land use (especially if the proposed use is expected to increase the demand for car parking spaces and/or lead to increased traffic impacts). The number of car parking spaces to be provided in relation to a range of different land use types is set out in the Scheme Text. Appendix 2 of ~~LTPS2~~ does not set whether the car parking standard is based on gross floor area or net floor area. For the purpose of this Policy, gross floor area will be used.

The number of bays to be provided under ~~LTPS2~~ is generally consistent with the likely demand for parking generated by each use and with the requirements for parking made by most other local governments within Western Australia.

7. Policy Provisions

7.1 General

No development shall be occupied ~~or~~ a use commenced on a lot unless and until the on-site vehicle parking areas and associated access driveways, as set out in the ~~Development Planning~~ Approval, have been constructed and completed, and the parking bays clearly defined or marked out to the specification and satisfaction of the ~~local government Council~~. ~~The local government will support performance bonds to assist in enabling earlier occupation for the development and/or use.~~

There is a presumption in this Policy in favour of parking areas and crossovers being sealed and drained. Unless otherwise set out in this Policy or approved by the ~~local government Council~~, a person shall not develop or use any land or building within any urban zone (including the Commercial and Industrial Zones), unless it is provided with a sealed access way (crossover) for vehicles accessing between the property and the street.

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Except for single house ~~and~~ certain group dwelling proposals ~~and low-key development such as home occupations~~, all car parking spaces should be designed such that vehicles can enter and leave the site in a forward direction. Additionally, car parking should be designed so that both ingress and egress from each space can be achieved in one movement.

Tandem car parking is not ~~generally~~ supported for commercial or industrial development ~~unless suitably justified by the applicant~~. Although generally discouraged, ~~the local government Council~~ may permit tandem parking in some forms of residential development.

An existing building extended, with or without a change of land use, may be required to comply, wholly or partly, with the provisions of this Policy. The ~~local government Council~~ shall determine the extent of car parking required in each case, having regard to the degree of extensions and the nature of the altered land use.

Where redevelopment of an existing approved building is proposed, then the gross floor area of the existing building will be deleted from the gross floor area of the new building for determining additional car parking requirements (i.e. provided that existing parking bay numbers are retained, additional parking is only required for new floor space established). This provision is therefore not intended as a control or means to achieve retrospective provision of car parking to service an existing development, provided the land use remains the same (there is no intensification of car parking and traffic).

An applicant shall have regard, as appropriate, for the on-site provision of parking for owners/operators, staff, customers, people with disabilities, in addition to loading spaces and special purpose bays.

The ~~local government Council~~ may through issuing ~~development planning~~ approvals or making recommendations on subdivision applications, require applicants to provide reciprocal rights of access to facilitate parking and access arrangements ~~with~~ ~~to~~ adjoining owners.

Where a ~~Development Planning~~ Application proposes access to a road under the control of Main Roads Western Australia (which means the State Government's lead agency that is responsible for managing highways and the primary road network should it be renamed), the location and standard of access are to be to the satisfaction of the ~~local government Council~~ and Main Roads Western Australia.

~~Stormwater from impervious surfaces is to be designed and managed in accordance with the Decision process of stormwater management in Western Australia (DoW 2009) using systems as outlined in the Stormwater management manual for Western Australia (DoW 2007-2009).~~

7.2 Location and Availability

In most situations, car parking will be provided on-site. On-site car parking shall be situated in locations readily accessible to staff, clients, residents and visitors, as the case may be to the satisfaction of the ~~local government Council~~.

The number of on-site car parking spaces required to be provided for a particular zone are set out in Appendix 2 of ~~LTPS2~~ or in the R Codes. The ~~local government Council~~ reserves

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the right to define a car parking requirement for uses not detailed according to the merits of the particular development proposed.

Unless otherwise set out in LTPS2, premises and/or proposals with more than one use will be determined on the basis of floor area for the use.

7.3 Residential Development

The R Codes, adopted into LTPS2, specify parking and access requirements for residential development together with the requirement to provide landscaping for parking areas where the number of parking bays is 6 or more. ~~The local government Council will require compliance with those standards~~ with the 'deemed-to-comply' provisions or will provide a discretionary decision based on the 'design principles' of the R Codes.

The R Codes stipulate that provision be made on-site for vehicles to be able to leave a residential site without reversing onto the street where the driveway serves five or more dwellings spaces.

In the Residential Zone and in areas classified as "Residential" in the Special Use Zone, all resident car parking areas should be located behind the building line. Visitor car parking will be considered in front of the building line, but only where suitable landscaping will screen the area and there will be no adverse effects on streetscape or traffic movement.

All parking for residential development, whether free-standing or as a component of retail/commercial development, shall be provided on-site.

7.4 Non-Residential Development

LTPS2 sets out the provision to be made for parking for various non-residential land uses. Except as otherwise provided in LTPS2 and this Policy, Council will expect compliance with these standards.

In the Commercial Zone, except for resident car spaces and staff car spaces expressly agreed to by ~~the local government Council~~, all car parking areas must be freely available to the general public. Closure of car parks, at certain times, for reasons of security may be approved by ~~the local government Council~~.

In commercial areas, especially in the Boddington town centre, preference is given to creating a continuous commercial facade fronting the street (usually with a nil/zero setback from the front property boundary) making the use of the rear part of the site, behind the building, suitable for parking purposes. Where rear service lanes are available, such as Peppercorn Lane, this arrangement is particularly convenient. Unless constrained by existing development, the ~~local government Council~~ expects that car parking will be located at the rear of commercial lots where a lot adjoins a service lane.

In the Commercial and Industrial Zones, the ~~local government Council~~ will require the loading and unloading areas to be designed to ensure loading/unloading occurs on-site (not on the street) and vehicles are able to exit and re-enter the street ~~both~~ in a forward gear.

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In the Industrial Zone, where front setbacks are normally applied, parking areas combined with site landscaping can be provided close to the street for the convenience of visitors, customers and employees.

In the cases of uses not included in Appendix 2 of LTPS2 or where requested by the applicant, ~~the local government Council~~ will determine the number of parking spaces to be provided in each case having regard to:

- the nature of the proposed use;
- the number of employees likely to be employed or engaged with the proposed use of the land;
- the likely demand for visitor parking;
- the orderly, proper and sustainable planning of the area in which the development is to occur;
- the times of peak usage and opportunities to share parking; and
- any other matter considered relevant by ~~the local government Council~~.

7.5 Loading and Unloading Spaces

In addition to the provision of car parking spaces, ~~the local government Council~~ may also require loading and unloading to be provided on the subject land, where goods need to be despatched from or delivered to the premises by truck. The Council may require the provision of these spaces to be marked exclusively for the use of delivery and services vehicles.

Loading bays must be situated such that commercial vehicles can be positioned wholly within the bay when loading and that loading activities can occur without undue disruption to, or access to, other car spaces.

Parking dimensions for trucks and buses should be determined by using the swept path templates as appropriate.

The minimum dimensions to be provided for a sealed loading and unloading area shall be not less than 7 metres long and 3.5 metres wide and with a minimum height clearance of 3.5 metres. Depending on the anticipated length of heavy haulage vehicles, the dimensions may need to be greater to ensure usability.

7.6 Special Purpose Bays

In addition to the provision of car parking spaces, ~~the local government Council~~ may where relevant require the provision of areas for parking of vehicles for people with disabilities, the provision of bicycle racks to promote sustainable transport and the provision of parking bays marked exclusively for the use of motor cycles, delivery and services vehicles, taxis, buses, coaches, courier services and for other relevant forms of motorised transport.

The ~~local government Council~~ will determine the number of special purpose bays to be allocated for vehicles listed above and bicycles depending on the nature of the development.

7.7 Off-Site Parking

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Where parking cannot be provided on the lot the subject of the ~~Development Planning~~ Application, but opportunity exists to provide the required parking on adjoining or nearby land, ~~the local government Council~~ will consider whether or not to approve such an arrangement.

The prerequisite to any such arrangement is that the proponent of the development that gives rise to the need to provide parking:

- has control over the land (which is not the subject of the ~~Development Planning~~ Application);
- can set in place legally binding provisions that will ensure that the land will continue to be available for parking in perpetuity; and
- will enter into a legal agreement with ~~the local government Council~~ to maintain the land for parking purposes and not to sell, lease or otherwise dispose of the land unless other equivalent provision is made elsewhere to the satisfaction of the ~~local government Council~~.

~~The local government Council~~ may be prepared to accept car parking on adjoining or nearby land in the same ownership, provided that the adjoining or nearby land is:

- appropriately zoned; and
- consolidated with lands the subject of the proposed development; or
- subject of appropriate title restrictions to ensure its continued availability for the car parking use.

Specific ~~local government Council~~ approval is required for any such arrangement. Applicants are required to provide relevant information for ~~development planning~~ approval under ~~LTPS2~~ setting out the full details of the way in which the above requirements will be met. The costs of preparing and adopting legal agreements under this provision will be borne by the applicant.

7.8 Cash-in-lieu of Car Parking

~~LTPS2~~ does not set out the method of calculation of cash-in-lieu payments for car parking and vehicular manoeuvring. In practice, those payments relate to what it would have cost in terms of the land, sealing, draining and lining out to provide the spaces and vehicular manoeuvring on the application site.

The ~~local government Council~~ may accept a cash payment, in lieu of the provision of that required number of parking spaces and vehicular manoeuvring within the Commercial Zone, where an applicant for ~~development planning~~ approval can demonstrate to the satisfaction of the ~~local government Council~~ that:

- the minimum vehicle parking requirements cannot reasonably be provided on the site, or
- in the interests of the town centre development, it would be better served by providing a portion or all of the vehicle parking requirement off site; and
- the surrounding parking facilities can accommodate the parking demand generated by the development to the satisfaction of ~~the local government Council~~. This may require the preparation of a traffic/car parking management study by a suitably qualified professional.

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Should ~~the local government Council~~ accept a cash-in-lieu payment, the following applies:

- the payment is not less than the estimated cost of constructing (sealing), draining and line-marking the parking spaces and vehicle manoeuvring areas required by LTPS2, R Codes or as determined by ~~the local government Council~~, plus the value of the land which would have been occupied by the area required for parking and vehicular manoeuvring areas. The cost per car parking bay is set out in the Council's annual review of land value in the Fees & Charges Manual (although this does not include vehicular manoeuvring areas). Land values are determined through valuations provide by Landgate or by a licensed valuer at the developer's cost;
- the ~~local government Council~~ having purchased land for a car park, or having provided a public car park in close proximity, or have a firm commitment to do so; and
- payments made under this clause being paid into a special fund to be used for the provision of public car parking facilities and the ~~local government Council~~ using these funds to provide public car parks, including on-street and off-street, in the vicinity of the land in respect of which the parking requirement arose (typically in the Boddington town centre).

Where desirable to facilitate the conservation of a heritage place, or to enhance or preserve heritage values of a place included on the ~~Heritage List Municipal Inventory~~ or within a Heritage Precinct, a cash-in-lieu payment may be provided up to a maximum of 100% of the car parking and vehicular manoeuvring costs.

The ~~local government Council~~ will consider options from the proponent to offset costs and partially meet off site car parking requirements, such as the proponent constructing the bays ~~itself~~ on Shire land and/or reserves subject to detailed design and a location approved by the ~~local government Council~~.

7.9 Reciprocal Parking

The ~~local government Council~~ may consider reciprocal parking arrangements, where it is ~~satisfied~~ ~~convinced~~ that the demand for parking by the uses proposed will not coincide. This is where the applicant can suitably demonstrate that various uses, within a single property, or in some cases adjoining or nearby properties, operate at different times of the day or different days of the week, such that the same parking areas can be used by more than one land use. Any such relaxation will be dependent upon ~~the local government Council~~ being satisfied that the arrangement will prevail for the duration of the uses concerned.

Where reciprocal parking is proposed, the ~~local government Council~~ must be satisfied that:

- the parking facilities serving the proposed use will be located on the one lot, or that parking arrangements are permanent (e.g. legal agreement, easement, registering appropriate caveats on title or any other formal arrangement that the ~~local government Council~~ may require); and
- parking demand in the immediate and long term can be satisfied; and
- the ~~local government Council~~ is satisfied that no conflict will occur in the operation of the land uses for which the joint use of parking facilities is proposed; and
- the uses being served by the parking arrangements are compatible (i.e. no overlap demand for parking facilities); and

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- a proposed change of use will comply with the reciprocal parking arrangement, or will satisfy the parking requirements by other means.

If land uses change, such that the parking area is in demand at the same time, then ~~Council~~ **the local government** will require the revised parking arrangements to meet the changed circumstances.

7.10 Modifying Development Requirements for Parking

Where, in the opinion of Council, conditions are such as to render full compliance with the provisions of this Policy impractical, the Council may permit such departures as are ~~considered to be~~ warranted in the circumstances of the case.

Clause 4.4 of ~~LTPS2~~ **LTPS2** allows Council to modify the requirements of ~~LTPS2~~ **LTPS2**, including car parking standards, but may only do so where it is fully satisfied that:

- approval of the proposed development would be consistent with the orderly and proper planning of the locality and the preservation of the amenities of the locality; and
- the non-compliance will not have any adverse effect upon the occupiers or users of the development or the inhabitants of the locality or upon the likely future development of the locality.

In order for ~~Council~~ **the local government** to consider whether to modify a car parking requirement, it must determine that the above matters are met. It is also incumbent upon ~~Council~~ **the local government** to ensure that it acts in fairness and equity between land owners and does not set an unreasonable precedent for similar applications from others.

Given the above, the ~~Council~~ **local government** will require the proponent to appropriately justify the modification to parking requirements.

The local government may consider modifying development requirements for car parking if the proponent sets out measures to address and implement sustainable transport, including walking and cycling, with associated facilities.

The ~~Council~~ **local government** considers that the availability of adjoining and/or nearby on-street parking ~~may~~ **does** not constitute a reason to vary the Policy **given circumstances and demands will change over time.**

7.11 Dimensions for Parking Spaces, Manoeuvring Aisles and Access Driveways

The dimensions for parking bays and manoeuvring aisles in differing locations are set out in AS 2890 and Austroads ~~Part 11 (February 2008)~~ and any associated updates. To provide general guidance to prospective developers and applicants, a table and diagram of parking spaces and manoeuvring areas is found in Attachment 1 to this Policy.

For more specific information, proponents of new development involving a smaller number of car parking bays (usually less than 10) should contact the Shire to determine the dimensions that should be used for the parking facilities ~~in their particular instances~~ to ensure compliance. For larger car parking areas, proponents are encouraged to seek professional design services.

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The dimensions detailed in this Policy are generally minimum requirements. Individual circumstances may require the use of dimensions different from those specified in order to provide satisfactory access and manoeuvrability conditions **e.g. topography or the provision of special purpose bays.**

7.12 Construction Standards for Parking Areas

There is a presumption in this Policy in favour of all parking areas being sealed, drained and line-marked to the satisfaction of **the local government on land zoned Commercial, Industrial and Residential along with land similarly allocated in the Special Use zone Council.** With the exceptions set out below **and in this Policy,** all car parking areas, access driveways and crossovers will be required to be sealed, drained and lined-marked or suitably defined to the satisfaction of **the local government Council.** The exceptions are parking for:

- development in **the Rural, Rural Smallholding and Rural Residential and Special Residential** zones ~~(although there is a requirement to seal crossovers that access sealed public roads); and~~
- **low-key development such as sheds and sea containers (for domestic purposes); and**
- areas used for parking, circulation and manoeuvring of vehicles on Industrial zoned land other than those areas required for customer and operator/staff parking, associated access ways and crossovers.

The local government may consider granting a short-term approval which waives sealing car parking areas for certain developments where suitably justified by the applicant. For the development to continue operating after the initial approval period, a new Development Application will be required. Unless there are exceptional circumstances, the local government will require the second development approval to include sealing the car parking area.

Car parking situated in yard areas or generally behind the building line within the Industrial Zone may be constructed to a suitable gravel standard only. All car parking within front setbacks and/or associated with public use and/or showroom/front office use shall be sealed and landscaped to the **local government's Council's** satisfaction.

All car parking, vehicle access ways, loading and unloading bays and turning and manoeuvring areas in the Commercial Zone shall be sealed and drained to the specification and satisfaction of the **local government Council (unless associated with a low-key proposal such as a sea container for non-commercial use or a small outbuilding).**

Draining car parks may involve the provision of a sump connected to the Shire's main drainage system or such other arrangements to the satisfaction of the **local government Council.** The drainage design should seek to treat and detain water on-site so that as much water as possible will soak into the ground, with any surplus water being piped or directed off-site. The drainage shall not be connected to the Shire main drainage without the written authorisation of the Shire and shall be constructed to the **local government's Council's** satisfaction and standards. ~~In order to reduce the volume of stormwater run-off and increase the area of landscaping, the area sealed for vehicular access should be minimised wherever possible.~~

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Staff, resident and visitor car parking shall be appropriately marked and/or signposted to the satisfaction of the ~~local government~~ Council.

For more detailed requirements on the construction of parking areas and width and construction of crossovers, these are set out in Council's Subdivisional Development Guidelines and in the adopted *Guidelines for Subdivisional Development* prepared by the Institute of Public Works Engineering Australia.

7.13 Pedestrian Movement between Parking Areas and Buildings

The ~~local government~~ Council will seek to ensure there are safe and convenient routes for pedestrians, including disabled persons, between car parks and buildings ~~on each development site visited~~.

7.14 Vehicular Access/Crossovers

The ~~local government~~ Council requires that points of entry to and exit from properties/car parking areas onto the street suitably address the safety of all road users, road geometry, sight lines and visibility. The respective positions of street furniture such as poles, street lamps and street trees will also be taken into account.

The width of any such access ways/crossovers will be determined by matters including the numbers of vehicles proposed within the car park and the frequency of movements into and from the land in accordance with AS2890. Generally, access ways will be required to accommodate simultaneous traffic movements into and out of the land.

Unless appropriately justified by the applicant and agreed to by the ~~local government~~ Council, parking areas will not be approved where there is no provision for turning a vehicle within the site except where no more than two vehicle bays are to be provided ~~and where there are safe sight distances in both directions~~.

The ~~local government~~ Council will require crossovers to be suitably located (to maximise sight distances and safety), constructed and drained. Any gates and fencing are to be suitably located and designed to ensure there are sufficient areas to enable vehicles to park in the crossover and/or on the property without impeding traffic or compromising safety on to the adjoining road.

Where new development and subdivision is proposed, the ~~local government~~ Council will ~~generally~~ require sealed crossovers onto ~~existing~~ sealed roads. This includes for a single house (where a development approval is required), outbuildings that have a commercial component, a sea container used for commercial purposes, ancillary accommodation, home business, bed and breakfast, holiday home, other forms of holiday accommodation, family day care, industry-cottage and industrial development.

The local government will not require crossovers to be sealed onto sealed roads for the following development or uses:

- for low-key development such as sea containers (for domestic or non-business use), home occupations and non-commercial stables;
- domestic or non-business sheds in urban, rural living and rural areas;
- outbuildings for rural purposes where members of the public usually do not visit; and

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- telecommunications infrastructure.

The requirement to seal the crossover applies unless the proponent demonstrates exceptional circumstances to the satisfaction of the local government Council.

If the road is gravel, Council will allow an unsealed crossover which will need to be suitably located, constructed and drained to the Council's satisfaction.

The local government may consider granting a short-term approval, which waives sealing crossovers for certain developments, where suitably justified by the applicant. For the development to continue operating after the initial approval period, a new Development Application will be required. Unless there are exceptional circumstances, the local government will require the second development approval to include sealing the crossover.

A crossover/vehicular driveway (ingress and/or egress) should:

- be located such that any vehicle turning from the street into the driveway or into the street from the driveway can be readily seen by the driver of an approaching vehicle and be clear of all obstructions which may prevent drivers from having a timely view of pedestrians;
- have separate entry/exit if it is likely that it will be used simultaneously by vehicles both entering and leaving the site and obstruction to traffic in the street could occur;
- be located to the street with the lowest traffic volume; and
- be more than 6 metres from an intersection.

Road safety and turning radii will be taken into account in deciding the position of a crossover.

Twinned crossovers are required, wherever possible and practical, on Albany Highway, Bannister-Marradong Road, Bannister Road, Pinjarra-Williams Road and Crossman Road.

The access way should be not less than 4.5 metres in width, but if the size or shape of the lot makes the provision of any access way of that width impractical or unreasonable, the local government Council may permit a narrower access way but in no case less than 3 metres in width.

Where laneway access is provided to the rear of a site in the Commercial Zone which is not sealed, this is to be upgraded to provide an effective servicing function. This should be read in conjunction with Council's *Developer and Subdivider Contributions Policy*.

Where there is conflict between a proposed crossover and public utilities services, such as drainage pits and structures, services inspection pits, power or light poles, traffic medians and street trees, the local government Council may set the position of the crossover access onto the road, require its construction and/or repair and maintain the crossover as provided for under Schedule 9.1 (7.2) of the *Local Government Act 1995*.

Any alterations for the removal/relocation of the conflicting public utilities will be at the owner's cost and subject to the approval of the service authority concerned.

Owners/designers are advised when designing building/s and/or requiring vehicle access from the street, to take into account Shire services, public utility services and street trees.

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Where possible, the position of roadside services should be designed and constructed to minimise potential conflict with crossovers.

The local government Council will contribute (or subsidise) half the cost of a standard crossover (one crossover to a property) subject to the crossover being deemed by the local government Council to conform to the local government's Council specifications.

The subsidy applies to the first crossover to a lot for industrial, business, commercial and all residential uses buildings. Crossovers, eligible for subsidy, must be claimed within 12 months of completion of the crossover.

The local government will not however contribute for reasons including:

- the Council will not meet the cost of culverts, alteration to services or tree removal;
- reconstruction of an existing crossover to a property will not attract a subsidy;
- subdividers proposing are not eligible for a subsidy for freehold (green title) or strata title lots; or
- applicants/landowners who received development approval incorporating a condition on crossovers.

The crossover subsidy rates will be set annually by Council with standard fees and charges.

The landowner is responsible for maintenance of crossovers (whether sealed or unsealed).

The local government Council will request, where considered appropriate, that the Western Australian Planning Commission impose a condition requiring the subdivider to construct (and generally seal) crossovers prior to the clearance of titles. The local government will not request a sealing requirement for amalgamations and will not usually request a sealing requirement for a boundary adjustment (where no additional titles are proposed). The local government Council will seek to ensure crossovers are appropriately located and constructed by subdividers.

Further construction and supporting details are outlined in the *Shire of Boddington Crossover Guidelines*.

7.15 New public roads created through subdivisions

Where a subdivider proposes to create a new public road, the local government will require the road to be suitably designed by a professional engineer and then suitably constructed and drained to the satisfaction of the local government. The road is to be consistent with the *Guidelines for Subdivisional Development* prepared by the Institute of Public Works Engineering Australia and/or *Liveable Neighbourhoods*.

Where the proposed lots are 3.99 hectares or less, the road/s should be suitably sealed and drained by the subdivider to the satisfaction of the local government.

For lots that are between 4 and 9.99 hectares, the local government will require that a sealed road is provided where more than 5 lots are created. For lots that are between 4 and 9.99 hectares, where 4 or less lots are created or have the potential to be created from the road, the local government will consider unsealed roads unless there is steeper topography or

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other ground conditions that create safety issues and/or higher levels of on-going maintenance.

For lots that are 10 hectares or more, the local government will accept unsealed roads provided they are suitably designed and drained.

7.16 Battleaxe access legs

The local government will require sealed battleaxe access legs for lots in the Commercial and Industrial zones and generally in the Residential and Special Residential zones unless suitably justified by the applicant to the satisfaction of the local government.

The local government supports unsealed battleaxe access legs in the Rural, Rural Residential and Smallholding zones provided they are designed and constructed to enable year-round access by two-wheel drive vehicles.

7.17 Landscaping

This section should be read in conjunction with Council's Planning Policy on Landscaping and Revegetation.

Car parking areas, particularly large parking lots, can be unattractive. The provision of landscaping can assist to reduce visual impacts. The use of shade trees and landscaping strips can provide visual relief from extensive areas of bitumen, or other forms of sealing or construction agreed to by the local government Council.

The local government Council will require that car park design and construction include adequate provision for landscaping comprising screen, feature and shade trees and shrubs as appropriate to the satisfaction of the local government Council.

In residential areas, the R Codes require specific landscaping proposals to be implemented where parking areas accommodate six or more vehicles.

For commercial and industrial developments, the local government Council will require 10% of the site area to be landscaped. The purposes of this landscaping are to:

- soften the impact of development;
- screen parking and other visually unattractive areas from view from the street; and
- improve the streetscape.

The local government Council will normally require the landscaping to be provided along the street frontage (as a minimum) to act as a screen for parking areas where located within the front setback.

Where an individual open car park contains 10 or more parking bays for a non-residential use, one parking bay in 10 shall be set aside and planted with trees and/or shrubs consistent with the site landscaping to provide shade and visual relief, and provided the applicant suitably demonstrates that area(s) will be maintained in good on-going condition to the satisfaction of the local government Council, it may be included in calculations as site landscaping rather than vehicle parking. The local government Council will consider

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alternative spacing and design of the landscaping to ensure the intent of this section of the Policy is suitably addressed to the satisfaction of the ~~local government Council~~.

7.186 Implementation

The ~~local government Council~~ may require the lodgement of performance guarantees/bonds against the satisfactory construction, completion and establishment of car parking areas, vehicular access, **crossovers** and associated landscaping.

To achieve a neat, safe and consistent streetscape and good road condition, performance guarantee/bonds securing the construction of crossovers may be required to be paid at time of issue of Building **Permit Licence**. The amount of the bond will be determined and set by Council in its annual fees charges bonds or as otherwise set out by the ~~local government Council~~.

Crossover construction or reconstruction may be required as a condition of subdivision, development and/or as a condition of issue of Building **Permit Licence** where it is deemed by the ~~local government Council~~ that the work is necessary.

The ~~local government Council~~ may construct the crossover, if not constructed by the owner/agent within 6 months of practical completion or occupation of the building, for which payment of a crossover bond has been made. Where ~~the local government Council~~ carries out the construction, the owner may not claim a subsidy.

8. Application Requirements

Applications for **Development Planning** Approval for new development should provide, in addition to the details of the proposed development, a plan/s at a suitable scale with dimensions shown, which sets out for the entire lot the subject of the application, the following:

- the area to be or already covered by buildings or other structures;
- details of land to be allocated to car parking and other parking;
- details of the position of all access driveways and access crossovers;
- details of pedestrian movement systems between the car park and the building/s; and
- areas to be provided for landscaping and shade trees.

In giving consideration to a **Development Planning** Application, the ~~local government Council~~ will require the applicant to:

- clearly indicate on the application form the type of land use that will operate from the land;
- the number of persons to be employed / involved in the operation of the land use; and
- other matters set out in this Policy.

Based on the above information, the ~~local government Council~~ as part of its development assessment will set out or estimate the expected parking needs of the proposed land use/development.

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MODIFIED DRAFT LOCAL PLANNING POLICY NO. 9 – CAR PARKING AND
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~~9. Approval Authorisation~~

~~Except where otherwise stated in this Policy, the implementation of this Policy will be delegated to the Chief Executive Officer.~~

~~10. Final Adoption~~

~~Final adoption of the Policy was resolved by Council on 11 August 2009.~~

Related Policies	LPP 5 Developer and Subdivider Contributions LPP 16 Residential Development and Design LPP 17 Stormwater Management
Related Procedures and Documents	Planning and Development (Local Planning Schemes) Regulations 2015 Building Code of Australia
Delegation Level	Chief Executive Officer, Manager Works and Services
Adopted	Originally adopted 11 August 2009. Revised Policy granted final adoption on ... 2019.

ATTACHMENT 8.1.1B
EXTRACT FROM *PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES)*
REGULATIONS 2015

Extract from the *Planning and Development (Local Planning Schemes) Regulations 2015*

3. Local planning policies

- (1) The local government may prepare a local planning policy in respect of any matter related to the planning and development of the Scheme area.
- (2) A local planning policy —
 - (a) may apply generally or in respect of a particular class or classes of matters specified in the policy; and
 - (b) may apply to the whole of the Scheme area or to part or parts of the Scheme area specified in the policy.
- (3) A local planning policy must be based on sound town planning principles and may address either strategic or operational considerations in relation to the matters to which the policy applies.
- (4) The local government may amend or repeal a local planning policy.
- (5) In making a determination under this Scheme the local government must have regard to each relevant local planning policy to the extent that the policy is consistent with this Scheme.

4. Procedure for making local planning policy

- (1) If the local government resolves to prepare a local planning policy the local government must, unless the Commission otherwise agrees, advertise the proposed policy as follows —
 - (a) publish a notice of the proposed policy in a newspaper circulating in the Scheme area, giving details of —
 - (i) the subject and nature of the proposed policy; and
 - (ii) the objectives of the proposed policy; and
 - (iii) where the proposed policy may be inspected; and
 - (iv) to whom, in what form and during what period submissions in relation to the proposed policy may be made;
 - (b) if, in the opinion of the local government, the policy is inconsistent with any State planning policy, give notice of the proposed policy to the Commission;
 - (c) give notice of the proposed policy in any other way and carry out any other consultation the local government considers appropriate.
- (2) The period for making submissions in relation to a local planning policy must not be less than a period of 21 days commencing on the day on which the notice of the policy is published under subclause (1)(a).
- (3) After the expiry of the period within which submissions may be made, the local government must —
 - (a) review the proposed policy in the light of any submissions made; and
 - (b) resolve to —
 - (i) proceed with the policy without modification; or
 - (ii) proceed with the policy with modification; or
 - (iii) not to proceed with the policy.

ATTACHMENT 8.1.1B
EXTRACT FROM *PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES)*
REGULATIONS 2015

- (4) If the local government resolves to proceed with the policy, the local government must publish notice of the policy in a newspaper circulating in the Scheme area.
- (5) A policy has effect on publication of a notice under subclause (4).
- (6) The local government —
 - (a) must ensure that an up-to-date copy of each local planning policy made under this Scheme is kept and made available for public inspection during business hours at the offices of the local government; and
 - (b) may publish a copy of each of those local planning policies on the website of the local government.

5. Procedure for amending local planning policy

- (1) Clause 4, with any necessary changes, applies to the amendment to a local planning policy.
- (2) Despite subclause (1), the local government may make an amendment to a local planning policy without advertising the amendment if, in the opinion of the local government, the amendment is a minor amendment.

8.1.2 Modifications to Local Planning Policy No. 14 – Signs and Advertisements: Submitted for consent to publicly advertise
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Location:	Applies throughout the district
File Ref. No:	ADM 0539
Disclosure of Interest:	Nil
Date:	10 April 2019
Author:	Steve Thompson
Attachments:	8.1.2A Modified draft Local Planning Policy No. 14 – Signs and Advertisements (with strikeout and highlight) 8.1.2B Extract from <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>

Summary

The purpose of this report is to seek Council support to publicly advertise a modified draft planning policy relating to signs and advertisements.

Background

The Council at its meeting on 14 December 2010 granted final adoption to *Local Planning Policy No. 14 Signs and Advertisements* (LPP14). It is timely that LPP14 is reviewed based on modified legislation and changing circumstances. There is also a need to provide increased clarity to some parts of LPP14.

LPP14 provides comprehensive guidance regarding signs and advertisements to Council, the Shire administration, landowners and applicants. LPP14 assists the local government, amongst matters, in determining development applications.

It is suggested LPP14 is still sound and there appears to be general community acceptance of most policy requirements. The Policy seeks to balance the provision of legitimate and appropriate signage, while minimising the adverse impacts of signs on the amenity of the municipality. If signs are not appropriately controlled, it is suggested that signage could have a major impact on the amenity of the municipality, particularly in relation to roadside advertising.

Only minor modification is suggested to LPP14. This includes the ability to remove signs on 'third party' land where the business is no longer operating.

Attachment 8.1.2.A shows suggested modifications to the current adopted Policy in strikeout and green highlight.

Attachment 8.1.2B provides an extract from *Planning and Development (Local Planning Schemes) Regulations 2015*. The 'deemed provisions' in the Regulations replace relevant clauses in Local Planning Schemes. The Regulations require draft local planning policies to be publicly advertised for at least 21 days.

Comment

It is suggested that Council support public advertising of the modified draft LPP14 for community and stakeholder comment. If Council agrees, submissions will be invited through various methods for a six-week period.

Public advertising of the modified draft LPP14 will assist to draw out comment from the community and stakeholders. It is proposed to consult widely through the Shire administration writing to and inviting comments from wide-ranging stakeholders, placing public notices in local papers, placing details on the Shire website and Facebook page and information being available at the Shire office.

The goal of the advertising is to encourage community and stakeholder debate and to seek the receipt of submissions. Following the close of the consultation period, the Council and the Shire administration will consider the submissions and determine whether the modified draft Policy is suitable for final adoption or whether it should be further modified.

Strategic Implications

The revised Policy, if adopted, will assist the decision-making of the Council, the Shire administration and other stakeholders.

Statutory and Policy Environment

Planning and Development Act, Planning and Development (Local Planning Schemes) Regulations 2015 and Shire of Boddington Local Planning Scheme No. 2.

Policy Implications

Outlined in this report.

Financial Implications

There are budgeted Shire costs associated with advertising the modified draft LPP14.

The Development Application fee for a sign in 2018/19 is \$147.

Economic Implications

Signs can have various functions, which can for instance depend on whether the sign is for commercial or community purposes. Commercially, signs are typically designed to attract/direct customers to a business. This, in-turn, can assist to generate additional economic returns and/or job creation.

Social Implications

Signage can be both useful and distracting to the general community. Controlling signage will ensure the number, content, public safety and location of signage is maintained in the best interests of the community.

Environmental Considerations

The modified Policy does not raise key environmental issues, subject to proponents not proposing to locate signs in areas containing remnant native vegetation.

Consultation

Should the Council agree to its public release, the modified draft LPP14 will be subject to community and stakeholder consultation.

Options

The Council can:

1. agree to the public release of the modified draft LPP14 without modifications;
2. agree to the public release of the modified draft LPP14 with modifications;
3. defer consideration of the matter and require additional information; or
4. not agree to the public release of the modified draft LPP14.

Voting Requirements - Simple Majority

OFFICER'S RECOMMENDATION – ITEM 8.1.2

That Council:

1. Support the public release of the modified draft *Local Planning Policy 14 – Signs and Advertisements*, outlined in Attachment 8.1.2A, and require the draft Policy to be publicly advertised for an increased period of six weeks.
2. Will reconsider the modified draft *Local Planning Policy 14 – Signs and Advertisements* following the close of the public submission period and will determine whether to adopt the modified Policy with or without modification.

ATTACHMENT 8.1.2A
Modified draft Local Planning Policy No. 14 – Signs and Advertisements (with
strikeout and highlight
DRAFT

LOCAL SHIRE OF BODDINGTON
PLANNING POLICY No. 14 – SIGNS AND ADVERTISEMENTS

1. Policy Statement

This Policy sets out Council's position relating to signs and advertisements.

It is Council's policy to achieve a balance between the provision of legitimate and appropriate signage and to minimise the adverse impacts that signs may have on the amenity, appearance and character of the municipality.

2. Background and Issues

It is a requirement of the *Shire of Boddington Local Planning Scheme No.2* (LPS2) for various signs to gain **development** ~~planning~~ approval prior to erection, placement or display.

The following is an extract from LPS2:

5.62.1.1 For the purpose of this Scheme, the erection, placement and display of advertisements and the use of land or buildings for that purpose is development within the definition of the Act requiring, except as otherwise provided, the prior approval of the Council.

5.62.1.2 Applications for Council's planning approval pursuant to this Part shall be submitted in accordance with the provisions of Clause 6.2 of the Scheme and shall be accompanied by a completed Additional Information Sheet in the form set out at Appendix 10 giving details of the advertisement(s) to be erected placed or displayed on the land.

3. Definitions

In this Policy, the following definitions apply:

"Advertisement" means any word, letter, model, sign, placard, board, notice, device or representation, whether illuminated or not, in the nature of, and employed wholly or partly for the purposes of, advertisement, announcement or direction, and includes any hoarding or similar structure used, or adapted for use, for the display or advertisements. The term includes any airborne device anchored to any land or building any vehicle or trailer or other similar object placed or located so as to serve the purpose of advertising.

"Advertiser" means any one person or any group comprised of the landowner, occupier, licensee or other person having an interest in, or drawing benefit from, the display of an advertisement concerned.

In this Policy, "signs", "advertisements" and "advertising signs" have the same meaning.

4. Objectives

The objectives of this Policy are to:

ATTACHMENT 8.1.2A
**Modified draft Local Planning Policy No. 14 – Signs and Advertisements (with
strikeout and highlight**

- ensure that existing and future signage is maintained at a level which produces a positive image of the Shire of Boddington;
- encourage advertising which complements the natural and urban environment whilst minimising any negative impacts;
- control the erection of signs so as to minimise the proliferation of signs and prevent visual pollution;
- ensure signs do not detract from the streetscape/landscape and the amenity of the area through controlling the sign's size, height, materials, colours and location;
- provide further interpretation of LPS2 in the assessment of applications for signs;
- set out guidelines that will assist in the regulation and control of signage;
- provide increased certainty for advertisers, landowners, the community and others and to assist in providing greater consistency in decision making by the **local government Council**; and
- facilitate the effective and timely processing of sign applications where in accordance with this Policy.

5. Application of the Policy

This Policy applies to any advertising device proposed to be erected within the municipality unless it is an "exempted advertisement" as set out in *Attachment A* of this Policy.

6. Links to Local Planning Scheme and Other Documents

This Policy relates to various requirements set out in LPS2 including Clause **6.1** ~~5.2~~ requiring advertisers to submit a **Development Planning** Application to the Shire.

7. Policy Provisions

7.1 Exemptions from the Requirement to Obtain **Development Planning** Approval

The **local government's Council's** prior **development planning** approval is not required in respect of those advertisements listed in Attachment A, which is referred to as "exempted advertisements". The exemptions listed in Attachment A do not apply to land, buildings, objects, structures and places included on the Heritage List or within a heritage precinct established or designated under Clause 5.1 of LPS2.

The **local government Council** does not require a sign denoting property and/or owner name and/or property address.

For all other signs, the advertiser is required to submit a **Development Planning** Application and gain approval from the **local government Council** prior to the sign/s being erected.

7.2 General

In assessing a **Development Planning** Application for a sign, the **local government Council** will have regard to matters including the following:

- size, shape, materials, colours, finish, wording, general appearance and location of the sign;
- whether it is illuminated and the presence or rate of flashing lights;
- existing number of signs on the site;

ATTACHMENT 8.1.2A
**Modified draft Local Planning Policy No. 14 – Signs and Advertisements (with
strikeout and highlight**

- pedestrian, cyclist and motorist safety;
- the objectives of LPS2;
- provisions and requirements of LPS2;
- the character and amenity of the locality within which it is to be displayed, including its historic or landscape significance;
- zoning of the lot;
- the amenity of adjacent areas which may be affected and the effect on the streetscape;
- whether the sign is proposed to be temporary or permanent;
- written comments from affected landowners and other stakeholders;
- adopted Town Centre Design Guidelines or other Building and Landscaping Guidelines; and
- any other circumstance and factor affecting the application in the opinion of the **local government** ~~Council~~.

Generally, signs should be located on land or buildings on which is conducting a business or profession which the sign relates. The **local government** ~~Council~~ may, following appropriate justification from a proponent, consider signs on “third party” freehold properties. Generally, this will be:

- for a temporary period (typically 6 – 12 months) following which the signs are to be removed; **and**
- for a recently established local business or a local business (based in the Shire of Boddington) which will shortly commence operating; and
- limited to one sign for the business which is no greater than 4m² in area.

Should the business cease operating during the approval period, the local government may remove the sign.

The **local government** ~~Council~~ will not support applications for advertisements that, in the opinion of **local government** ~~Council~~, detract from the aesthetic qualities of an area by virtue of inappropriate size, colour, illumination and location. Additional to this, the **local government** ~~Council~~ will consider the existing number of signs placed in an area and/or on the building to ensure visual cluttering does not occur.

Generally, the **local government** ~~Council~~ does not support signs located on a light pole or power pole unless associated with a community event. Additionally, for roads managed by Main Roads Western Australia, the agency does not allow a sign or advertising device to be attached to existing signs, structures and roadside items including a light/power pole.

The use of vehicles, trailers, and trucks for display or exhibiting of signage will not be permitted except for special events as approved by **the local government** ~~Council~~.

The “onus of proof” rests with the advertiser to justify their **Development** ~~Planning~~ Application and variations to this Policy.

7.3 Prohibited Signs

A person shall not erect, maintain or display a sign that:

- will obstruct the view of traffic on a street or public place;
- prevents the safe and effective use of a footpath and/or dual use path;

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- is located in a median strip or roundabout;
- can obstruct access to or from a door, fire escape or window, other than a window designed for the display of goods;
- is likely to be confused with, or mistaken for, an official traffic sign;
- emits a flashing, intermittent or sequential light;
- is situated on a tower, mast, chimneystack, spire, dome or similar architectural feature or on a superstructure over the main roof of a building;
- is situated on a building or structure where the stability of the building or structure is likely to be affected by the sign;
- is free standing sign above a roof;
- is on a tree that is living; and
- that contains offensive language or content.

7.4 Signs in the Boddington Town Centre

In the Commercial Zone and the area subject to the Town Centre Design Guidelines, the following will apply:

- signage is contained to the building walls and parapets. No additional structures will be permitted for signs over roofs or above parapets;
- signs are allowed on veranda fronts provided they are no higher than half of the parapet behind; and
- stand alone pylon signs, such as petrol station signs, are acceptable where they are on, or close to, the front boundary and do not exceed the height or the proposed building. Active, flashing illuminated or reflective signs are not supported.

7.5 Home Business Signs

Permanent signs for home businesses in the Residential, Special Residential, Rural Residential and Special Use Zones are to be:

- associated with the occupation of persons living on the property;
- a maximum of 1m²;
- constructed of materials and in colours which are complementary to area; and
- restricted to the approved business name and not advertise any commercial product.

7.6 Signs in Other Zones

Unless appropriately justified by the advertiser, the local government Council will not approve the erection of signs within the Industrial, Rural Small Holding or Rural Zones of any advertising device for a service or commodity which is not produced, offered or sold on the lot where the advertising device is erected.

Unless appropriately justified by the advertiser, the maximum size of a permanent sign in the Industrial Zone is 15m², Rural Small Holding Zone is 4m² and the Rural Zone is 9m².

7.7 Signs within Road Reserves and on Shire Managed Land

Generally, the local government Council does not support signs being in road reserves and on Shire managed land. Exceptions to this are moveable signs (section 7.11 of this Policy), real estate signs outside of townsites (section 7.12) and directional signs (section 7.14).

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Public open space and reserves within the municipality on land managed by the Shire, shall not be used for the erection of signage except for purposes as approved by ~~the local government Council~~.

The ~~local government Council~~ does not support the erection of signage on trees with the road reserve.

The ~~local government Council~~ will consider signs supporting the sale of locally produced rural produce, in rural areas, within a road reserve managed by the Shire. The ~~local government Council~~ will support the erection of a seasonal signage, to bona fide rural producers, who provide for the sale of produce on an incidental basis subject to meeting other requirements of this Policy including safety considerations.

7.8 Siting Restrictions Near Main Roads and Key Tourist Routes

The ~~local government Council~~ will generally not permit the siting of advertising signs on or in the vicinity of main roads and key tourist routes (for this Policy these are Bannister-Marradong Road, Pinjarra-Williams Road, Albany Highway, Crossman Road, and Crossman-Dwarda Road) when they provide vistas for the surrounding landscape. The protection of these vistas is important from a tourism and amenity viewpoint.

The ~~local government Council~~ may consider the erection of suitable advertising signs near main roads and key tourist routes where the signs are:

- on freehold land; and
- located on land or buildings on which the business or profession relates; or
- for new business and limited to a temporary period (as outlined in section 7.2).

The ~~local government Council~~ will require that signs are sited to minimise the impact upon surrounding vistas and to minimise impacts on the area's amenity.

If an advertising sign is deemed to be in conflict with its surrounding environment and will detrimentally reduce the amenity of the area, then the ~~local government Council~~ will not support the proposed sign.

7.9 Signs on Places of Heritage Value

The ~~local government Council~~ will have regard to the placement of signage on places of heritage value and buildings listed in a Local Planning Scheme or Municipal Heritage Inventory. Further, the ~~local government Council~~ will consider:

- the historic appropriateness of the materials;
- style design and lettering of the sign; and
- whether it is affixed in such a way that it causes no damage to the building and may be removed without leaving evidence of it having been affixed.

7.10 Temporary Signs for Events and Traffic Management

There is no requirement to submit a ~~Development Planning~~ Application for signs associated with traffic management for events. This is subject to signage and the event being

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undertaken in accordance with the *Traffic Management for Events Code of Practice* (or any updates).

There is no requirement to submit a ~~Development Planning~~ Application for signs to publicise a forthcoming event subject to the following:

- temporary signs are not to be placed on the road reserve, unless it is a directional sign;
- the temporary sign must be removed after the forthcoming event has passed and must not be displayed for no longer than 8 weeks;
- if the ~~local government Council~~ considers the temporary signs are inappropriate or unsuitable they will be removed.

While noting the above, Main Roads Western Australia requires approval for any signage in, or in the vicinity of the road reserve of a declared highway or main road. A written application is required.

There is no requirement to submit a ~~Development Planning~~ Application for signs associated with traffic management for works on roads. This is subject to signage and works being undertaken in accordance with the *Traffic Management for Works on Roads Code of Practice* (or any updates).

7.11 Moveable Signs

Movable signs are not supported where, in the ~~local government's Council's~~ opinion, the sign would obstruct pedestrian, cyclist or vehicle movements or sightlines or obstruct access or views from any other premises.

Moveable signs may be supported by the ~~local government Council~~ where relevant safety and other planning considerations are suitably met. This is subject to:

- any moveable sign should typically be located as close as possible to the premises to which it relates, unless the ~~local government Council~~ is satisfied that there are circumstances which make this difficult and that an alternative location has been identified, which is to the satisfaction of ~~the local government Council~~;
- the advertiser/operator is required to maintain an appropriate Public Liability Insurance covering the placement of the moveable sign on the footpath within the Boddington town centre that indemnifies ~~the local government Council~~ to the satisfaction of ~~the local government Council~~;
- moveable signs shall only remain in public places while the shop or business is open for trading; and
- moveable signs within road reserves are to be removed at the close of trading each trading day.

7.12 Real Estate Signs

No real estate advertising signs will be permitted on road reserves or on Shire controlled land in and around the Boddington and Ranford townsites in the opinion of the ~~local government Council~~. Real estate advertising signs are to be located on freehold land in and around the Boddington and Ranford townsites.

The ~~local government Council~~ will determine the merits of real estate signs in road reserves in rural areas where they cannot be located on freehold land and they are appropriately

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located which promote the safety of motorists. Real estate agents will be responsible for “Dial before you dig” and avoiding services/infrastructure, with any costs payable to rectify services met by the real estate agency.

The ~~local government~~ **Shire** may remove real estate signs located within road reserves or on Shire controlled land throughout the municipality without necessary approvals and/or which may create safety concerns.

7.13 Subdivision/Development Marketing Signs

Subject to other requirements of this Policy being suitably met (including safety considerations), the ~~local government~~ **Council** will support one sign per development up to 3m² on the development site.

7.14 Directional Signs

The ~~local government~~ **Council** will assess, on its merits, the use of standard directional signs on roads to direct traffic to emergency services, community groups, businesses or other entities. In approving directional signs, the ~~local government~~ **Council** will limit one fingerboard sign for the entity at the junction of a highway or main road indicating the most direct route to the facility.

Generally, the ~~local government~~ **Council** will limit the number of directional signs at any intersection or other location to three (3). Priority for directional signs is given to emergency services, then community groups and last to businesses.

~~Generally, the~~ **The local government** ~~Council will~~ **may** issue approval for directional signs for a **specific period e.g. maximum of 5 10** years. Following this, a separate application (and approval) is required or the sign may be removed. The ~~local government~~ **Shire** may remove the directional sign where the entity is no longer operating or if the entity has relocated their premises.

The advertiser is responsible for meeting the costs of directional signage, with costs set out in the Council's fees and charges.

The ~~local government~~ **Council** will generally support the use of composite/generic signs to remove the need for separate signs.

Where more than one direction sign is required for a particular street junction, then they may be required to be incorporated into a stack sign structure which will be funded by the various sign owners. Should there be a request for multiple signs, the ~~local government~~ **Council** may require the installation of a “generic” sign e.g. directing to the industrial estate.

Directional signs should not resemble an official traffic sign.

All lettering shall be white on a blue background for services or white on brown for tourist attractions.

Tourist signs may be installed for tourist establishments endorsed by the ~~State Department of Planning or Tourism WA (or the agency responsible for tourism planning).~~ **State**

7.15 Main Roads Western Australia

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The erection of signs near a highway or main road under the control of Main Roads Western Australia (MRWA) requires the approval of both the **local government** ~~Council~~ and MRWA.

MRWA require approval for any signage in, or in the vicinity of the road reserve of a declared highway or main road. A written application is required.

The **local government** ~~Council~~ does not support signs within road reserves managed by MRWA for reasons including visual impact and detrimentally impacting the amenity of the area. The **local government** ~~Council~~ will consider, on its merits, signs on adjoining freehold land as set out in this Policy.

7.16 Existing Signs

There is no presumption that any existing sign has an approval from the **local government** ~~Council~~. All signs will be treated according to this Policy unless the owner of the sign is able to demonstrate that **the local government** ~~Council~~ has previously issued approval for that sign.

7.17 Derelict or Poorly Maintained Signs

Where, in the opinion of the **local government** ~~Council~~, an approved sign has been permitted to deteriorate to a point where it conflicts with the objectives of LPS2 or it ceases to be effective for the purpose for which it was erected or displayed, the **local government** ~~Council~~ may by notice in writing require the advertiser to:

- repair, repaint or otherwise restore the advertisement to a standard specified by **local government** ~~Council~~ in the notice; or
- remove the advertisement.

7.18 Non-Compliance

Should any signs be displayed that do not comply with this Policy, the conditions of the **Development Planning** ~~Approval~~, or a sign that is erected without approval, the **local government** ~~Council~~ may, without incurring any liability, remove and dispose of the sign. Signs removed may incur a retrieval fee and may be detained for a period of 3 weeks where this occurs for the first "offence". Any sign not claimed within 3 weeks may be disposed of for the first offence. For the second and possible multiple offences, any non-compliant sign may be disposed of immediately.

In addition, the **local government** ~~Council~~ may require any sign to be removed if it is of the opinion that it is offensive or unsightly.

8. Administration

8.1 Matters to be Addressed Prior to Formally Lodging the Application

Proponents are encouraged to discuss proposals that seek to vary Policy requirements with the Shire administration early on in the planning process and prior to the formal lodgement of any **Development Planning** ~~Application~~.

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8.2 Application Requirements

Development ~~Planning~~ Applications are to include the following:

- the requirements set out in sections 6.2.1 and 6.2.2 of LPS2 which includes a clear picture/diagram of the sign (incorporating colours, design, measurements); and a clear site plan (including highlighting existing signs);
- filling in the **Development** ~~Planning~~ Application form and Additional Information Sheet for Advertisement Approval; and
- payment of the Shire **Development** ~~Planning~~ Application fee.

Preferably, the **Development** ~~Planning~~ Application is also accompanied by written correspondence which sets out reasons justifying the proposal.

Should a **Development** ~~Planning~~ Approval be issued, it may be necessary for the proponent to submit a Building **Permit** ~~Licence~~ Application (which gains necessary approval) prior to undertaking construction.

8.3 Consultation with Landowners and Stakeholders

The Shire administration may seek comments on any **Development** ~~Planning~~ Application as considered appropriate.

Where a proposed sign is considered to have the potential to adversely impact on adjoining and/or nearby landowners, in the opinion of the **local government** ~~Shire administration~~, the **local government** ~~Shire~~ will write to affected landowners/stakeholders of the application and invite them to submit comments to the **local government** ~~Shire~~.

Where an application for a sign is made that does not comply with the requirements set out in this Policy, a copy of the application may be referred to adjoining/nearby landowners, relevant government agencies and stakeholders for comment.

Where a sign adjoins a road managed by MRWA, unless on a building and in conformity with this Policy, it will be **generally** referred to MRWA for comment.

8.4 Assessing the Application

Applications will be assessed on a case by case basis subject to this Policy, LPS2, information provided by the applicant and any submissions received.

In granting **development** ~~planning~~ approval for the erection or display of an advertising sign, the approval may include conditions concerning matters such as the location, position, size, shape, colour, number of existing signs, degree of illumination and length of approval.

Should an application for a sign not comply with requirements of this Policy, the application may be referred to Council for consideration.

Where objections are received and the objections are not able to be adequately dealt with through conditions of approval, the application will be referred to Council for determination.

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The Council may refuse a **Development Planning** Application where the application is inconsistent with this Policy, ~~or~~ LPS2, or based on information set out in any submissions received.

~~9. Approval Authorisation~~

~~Authority to implement the Policy will be delegated to the Chief Executive Officer, other than as outlined in this Policy.~~

~~10. Final Adoption~~

~~Final adoption of the Policy was resolved by Council on 14 December 2010.~~

Related Policies	LPP 2 Boddington Town Centre Design Guidelines LPP 16 Residential Development and Design LPP 19 Heritage Conservation
Related Procedures and Documents	Planning and Development (Local Planning Schemes) Regulations 2015
Delegation Level	Chief Executive Officer, Principal Environmental Health Officer/Building Surveyor, Manager Works and Services
Adopted	Originally adopted 14 December 2010. Revised Policy granted final adoption on ... 2019.

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Attachment A - Exempted Advertisements Schedule

LAND USE AND/OR DEVELOPMENT REQUIRING ADVERTISEMENT	EXEMPTED SIGN TYPE AND NUMBER (Includes the change of posters on poster signs and applies to non-illuminated signs unless otherwise stated).	MAXIMUM AREA OF EXEMPTED SIGN
Dwelling	One professional name-plate as appropriate.	0.2m ²
Home Occupation	One advertisement describing the nature of the home occupation.	0.2m ²
Places of Worship, Meeting Halls and Places of Public Assembly.	One advertisement detailing the function and/or the activities of the institution concerned.	0.2m ²
Shops, Showrooms and other uses appropriate to a Shopping Area.	All advertisements affixed to the building below the top of the awning or, in the absence of an awning, below a line measured at 5 metres from the ground floor level of the building subject to a compliance with the requirements of the Sign Hoarding and Bill Posting By-laws.	Not applicable
Industrial and Warehouse Premises	<p>A maximum of 4 advertisements applied to or affixed to the walls of the building but not including signs which project above the eaves or the ridge of the roof of the building, and excluding signs projecting from a building whether or not those signs are connected to a pole, wall or other building.</p> <p>A maximum of two free-standing advertisement signs not exceeding 5m in height above ground level.</p>	<p>Total area of any such advertisements shall not exceed 15m².</p> <p>Maximum permissible total area shall not exceed 10m² and individual advertisement signs shall not exceed 6m².</p>
Showroom, race courses, major racing tracks, sports stadia, major sporting grounds and complexes.	All signs provided that, in each case, the advertisement is not visible from outside the complex or facility concerned either from other private land or from public places and streets.	N/A

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 strikethrough and highlight)**

LAND USE AND/OR DEVELOPMENT REQUIRING ADVERTISEMENT	EXEMPTED SIGN TYPE AND NUMBER (Includes the change of posters on poster signs and applies to non-illuminated signs unless otherwise stated).	MAXIMUM AREA OF EXEMPTED SIGN
Public Places and Reserves	<p>a) Advertisement signs (illuminated and non-illuminated) relating to the functions of government a public authority or council of a municipality excluding those of a promotional nature constructed or exhibited by, or on behalf of any such body, and</p> <p>b) Advertisement signs (illuminated and non-illuminated) required for the management or control of traffic on any public road, car park, cycleway, railway or waterway where such advertisement has been constructed or exhibited by or at the direction of a Government department, public authority or the Council of a municipality, and</p>	<p>N/A</p> <p>N/A</p>
Advertisements within Buildings	All advertisements placed or displayed within buildings which cannot ordinarily be seen by a person outside of those buildings.	N/A
All classes of buildings other than single family dwellings.	One advertisement sign containing the name, number and address of the building, the purpose for which the building is used or the name and address of the managing agent thereof.	0.2m ²

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

3. Local planning policies

- (1) The local government may prepare a local planning policy in respect of any matter related to the planning and development of the Scheme area.
- (2) A local planning policy —
 - (a) may apply generally or in respect of a particular class or classes of matters specified in the policy; and
 - (b) may apply to the whole of the Scheme area or to part or parts of the Scheme area specified in the policy.
- (3) A local planning policy must be based on sound town planning principles and may address either strategic or operational considerations in relation to the matters to which the policy applies.
- (4) The local government may amend or repeal a local planning policy.
- (5) In making a determination under this Scheme the local government must have regard to each relevant local planning policy to the extent that the policy is consistent with this Scheme.

4. Procedure for making local planning policy

- (1) If the local government resolves to prepare a local planning policy the local government must, unless the Commission otherwise agrees, advertise the proposed policy as follows —
 - (a) publish a notice of the proposed policy in a newspaper circulating in the Scheme area, giving details of —
 - (i) the subject and nature of the proposed policy; and
 - (ii) the objectives of the proposed policy; and
 - (iii) where the proposed policy may be inspected; and
 - (iv) to whom, in what form and during what period submissions in relation to the proposed policy may be made;
 - (b) if, in the opinion of the local government, the policy is inconsistent with any State planning policy, give notice of the proposed policy to the Commission;
 - (c) give notice of the proposed policy in any other way and carry out any other consultation the local government considers appropriate.
- (2) The period for making submissions in relation to a local planning policy must not be less than a period of 21 days commencing on the day on which the notice of the policy is published under subclause (1)(a).
- (3) After the expiry of the period within which submissions may be made, the local government must —
 - (a) review the proposed policy in the light of any submissions made; and
 - (b) resolve to —
 - (i) proceed with the policy without modification; or
 - (ii) proceed with the policy with modification; or
 - (iii) not to proceed with the policy.

ATTACHMENT 8.1.2B

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

- (4) If the local government resolves to proceed with the policy, the local government must publish notice of the policy in a newspaper circulating in the Scheme area.
- (5) A policy has effect on publication of a notice under subclause (4).
- (6) The local government —
 - (a) must ensure that an up-to-date copy of each local planning policy made under this Scheme is kept and made available for public inspection during business hours at the offices of the local government; and
 - (b) may publish a copy of each of those local planning policies on the website of the local government.

5. Procedure for amending local planning policy

- (1) Clause 4, with any necessary changes, applies to the amendment to a local planning policy.
- (2) Despite subclause (1), the local government may make an amendment to a local planning policy without advertising the amendment if, in the opinion of the local government, the amendment is a minor amendment.

8.1.3 Proposed Family Day Care – Lot 95 Hill Street, Boddington

Location:	Lot 95 (No. 6) Hill Street, Boddington
Applicant:	Katrina Dyson
File Ref. No:	A637
Disclosure of Interest:	Nil
Date:	11 April 2019
Author:	Steve Thompson
Attachments	8.1.3A Location Plan 8.1.3B Details originally provided by applicant 8.1.3C Submissions 8.1.3D Supplementary information from applicant – response to submissions, updated floor plan and other information 8.1.3E Extract from <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>

Summary

Conditional development approval is recommended for a Family Day Care at Lot 95 Hill Street for a two year period.

Background

The applicant seeks development approval to use part of a dwelling for a Family Day Care.

Relevant details relating to the site and the application include:

- the site's location is outlined in Attachment 8.1.3A;
- the site is 875m² in area and contains an existing dwelling which is the intended home of the applicant;
- the site is zoned "Residential R10/20" in the *Shire of Boddington Local Planning Scheme No. 2 (LPS2)*;
- initial details provided by the applicant are set out in Attachment 8.1.3B;
- "Family Day Care" is defined in LPS2 as "means premises used to provide family day care within the meaning of the *Community Services (Child Care) Regulations 1988*";
- a "Family Day Care" is an "IP" use in the Residential Zone which "means a use that is not permitted unless such use is incidental to the predominant use as decided and approved by Council"; and
- the Shire invited written comment from adjoining/nearby landowners on this application for a two week period. Two submissions were received both raising objections (see Attachment 8.1.3C). The main issues and objections raised in the submissions relate to hours of operation, noise, loss of privacy and there is an existing childcare facility in Boddington.

In accordance with established practice, the Shire administration has liaised with the applicant since the receipt of submissions. In response to the submissions, the applicant has provided a letter, an updated site plan and additional information (see Attachment 8.1.3D).

The Shire has no planning policy on family day care or the larger scale child care centres. The Western Australian Planning Commission's *Planning Bulletin 72/2009 Child Care Centres* highlights that family day care takes place in dwellings which are usually in residential areas. Most of the Planning Bulletin 72/2009 relates to the larger scale and non-residential child care centres.

Attachment 8.1.3E is an extract from the *Planning and Development (Local Planning Schemes) Regulations* which sets out matters to be considered by local government in assessing a Development Application.

Comment

While appreciating the matters raised which object to the application, following assessment against LPS2, the Local Planning Strategy, other planning guidance, details provided by the applicant and the submissions, it is concluded that the development application should be conditionally approved given:

- the residential use is the predominant land use on the property and the proposed Family Day Care use is an incidental use in the Residential Zone;
- it is consistent with expectations in a Residential zone to provide for a range of non-residential uses, which are compatible with and complementary to residential development;
- as set out in LPS2, a Family Day Care use is considered an appropriate use for residential areas;
- the proposed use is considered appropriate for this site and this area and is compatible with a residential neighbourhood (if effectively managed);
- the Family Day Care is appropriate within the residential area as it provides a community service and benefit;
- the dwelling, with incidental family day care use, will blend with surrounding development;
- the site was previously used for a home business (masseur);
- it is located outside of the bushfire prone area as set at <https://maps.slip.wa.gov.au/landgate/bushfireprone/>;
- traffic impacts are expected to be relatively low and can be handled on Hill Street and the nearby road system;
- there is sufficient on-site parking which should enhance safety and amenity for adjoining/nearby residents; and
- development conditions can assist to control the nature of the activity.

Given the above, it is recommended that Council approve the development application for a Family Day Care subject to conditions including limiting the approval for a two-year period. The Council has in the past approved some businesses operating from a residential dwelling on a short term period in order to monitor the on-going appropriateness of the activity.

While noting the above, there are various issues associated with the Family Day Care use, which should be considered by the Council in determining the Development Application. Some of these issues are outlined below.

- hours of operation - the applicant proposes to be licensed and have the ability to operate 24/7. Any activity on the site is subject to ongoing compliance with the *Environmental Protection (Noise) Regulations 1997*;
- on-going management and safety - the operator will need to address on-going management, and being a 'good neighbour' and address the safety of children;
- economic competition impacting on existing businesses - it is highlighted that economic competition is not a planning consideration as set out in the *Planning and Development (Local Planning Schemes) Regulations 2015*. This reflects the decisions

of tribunals and courts in Western Australia and Australia. Accordingly, the Council is unable to refuse the Development Application on the basis of competition and impacts on existing businesses; and

- the matters raised in Attachment 8.1.3E from the *Planning and Development (Local Planning Schemes) Regulations*.

Strategic Implications – Nil

Statutory Environment

Planning and Development Act, Planning and Development (Local Planning Schemes) Regulations 2015 and LPS2.

As outlined earlier, Family Day Care is an 'I' (incidental) use in the Residential Zone. The *Planning and Development (Local Planning Schemes) Regulations 2015* set out Model Provisions for Local Planning Schemes, outlined on pages 75 and 76, which include the following:

'If a use of land is identified in a zone as being a class P or class I use, the local government may not refuse an application for development approval for that use in that zone but may require works that are to be undertaken in connection with that use to have development approval.'

Family Day Care operators are bound to comply with various levels of Commonwealth and State Government regulations.

Policy Implications - Nil

Financial Implications

The applicant has paid the Development Application fee. The applicant has a right of review to the State Administrative Tribunal to review the Council's decision. If this occurred, the Shire would have associated legal expenses.

Economic Implications - Nil

Social Implications

Two landowners objected to the application and have various concerns and objections.

There would appear to be a need for the family day care facility, which can only increase as the population of Boddington expands. If effectively managed, the proposed development is considered compatible with adjoining and nearby residential development.

Environmental Considerations

The key issue is possible noise impacts. The operator will need to ensure that noise and other impacts are appropriately controlled.

Consultation

The development application was publicly advertised by the Shire administration.

Options

The Council can:

1. approve the Development Application with no conditions;
2. approve the Development Application with conditions;
3. refuse the Development Application (giving reasons); or
4. defer and request additional information.

Voting Requirements

Simple Majority

OFFICER RECOMMENDATION – ITEM 8.1.3

That Council approve the Development Application for a Family Day Care at Lot 95 on Plan 6404 (No. 6) Hill Street, Boddington subject to the following conditions:

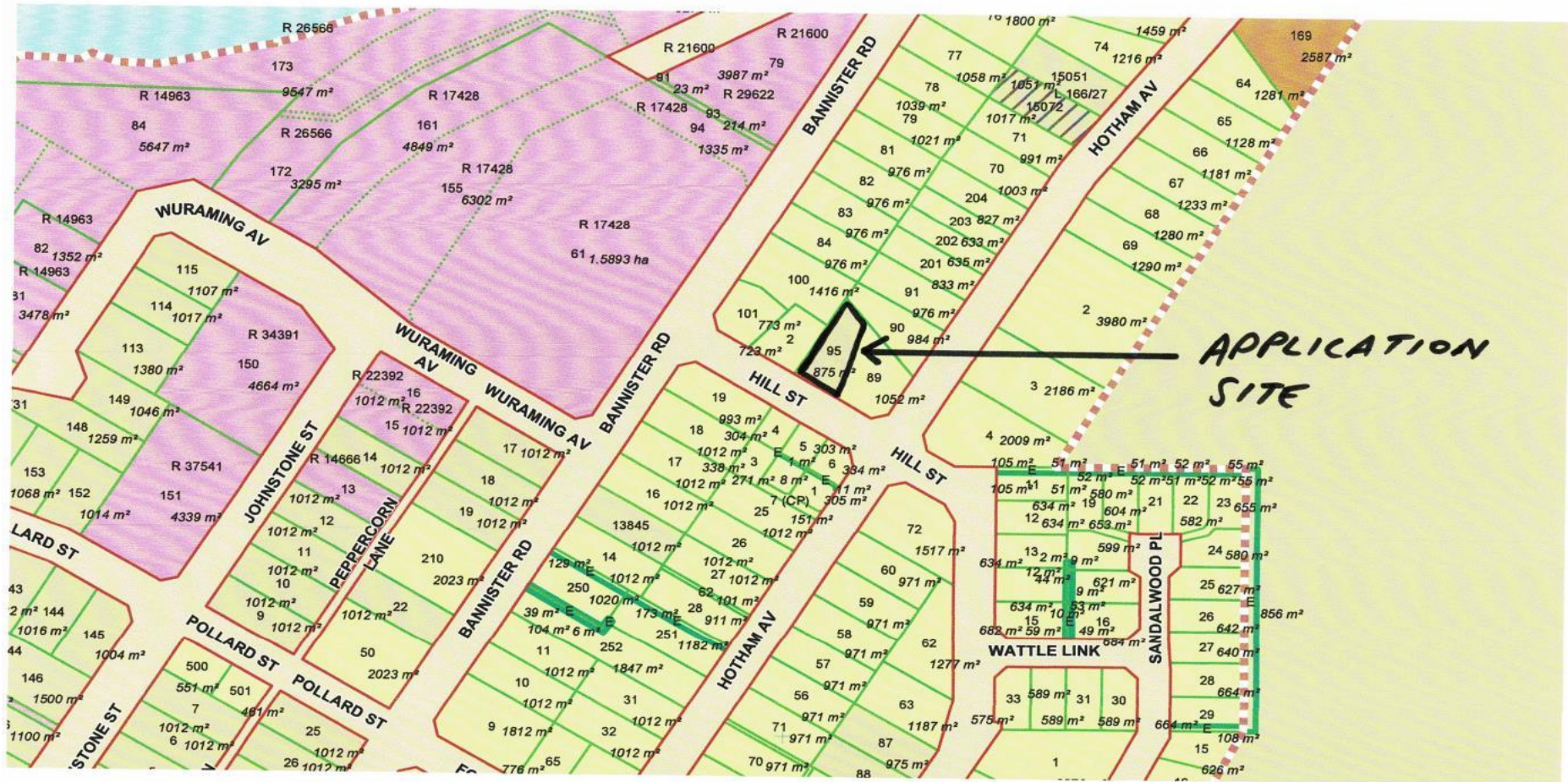
1. The development hereby approved must be carried out generally in accordance with the plans and specifications submitted outlined in Attachment 8.1.3D and these shall not be altered and / or modified without the prior knowledge and written consent of the local government.
2. This development approval is valid until 16 April 2021 after which date the use shall cease unless prior to that date a new Development Application has been submitted to and approved by the local government for the continuation of the use for an extended period.
3. The approval is valid only while the applicant/operator remains a resident at Lot 95 (No. 6) Hill Street, Boddington.
4. Client parking is contained on Lot 95 (No. 6) Hill Street, Boddington.
5. The use of the site must not adversely affect the amenity of the subject locality by reason of noise.
6. A maximum of seven children are to be minded on the premises at any one time.
7. No signs are to be erected on the lot without prior approval of the local government.

Advice

- A) In relation to Condition 5, the operator should be particularly mindful of adjoining and nearby residents between 8.00pm and 8.00am and where neighbours are undertaking shift work.
- B) The proponent is advised that the approved development must comply with all relevant legislation and be licensed. A copy of the licence to be provided to the local government prior to the commencement of the Family Day Care.

- C) The applicant is to retain appropriate Public Liability Insurance to cover the entire area the subject of this approval to the satisfaction of the local government.
- D) Part 14 of the *Planning and Development Act 2005* provides the right to apply to the State Administrative Tribunal for review of some planning decisions and you may wish to take professional advice to determine whether or not such a right exists in the present instance. The *State Administrative Tribunal Rules 2004* require that any such applications for review be lodged with the Tribunal within 28 days of the date on which notice of the decision is given.

8.1.3A LOCATION PLAN



13/3/19

To Whom It May Concern,

I'm wishing to start a family day care at 6 Hill St. A family day provides care for up to 7 children only 4 of which can be under school age. I will be applying for a licence that will let me operate 7 days a week 24 hours a day. I am hoping that adding this option of care to the town will help address the needs of single parents, parents who work night shift and children who find large numbers of other children frightening.

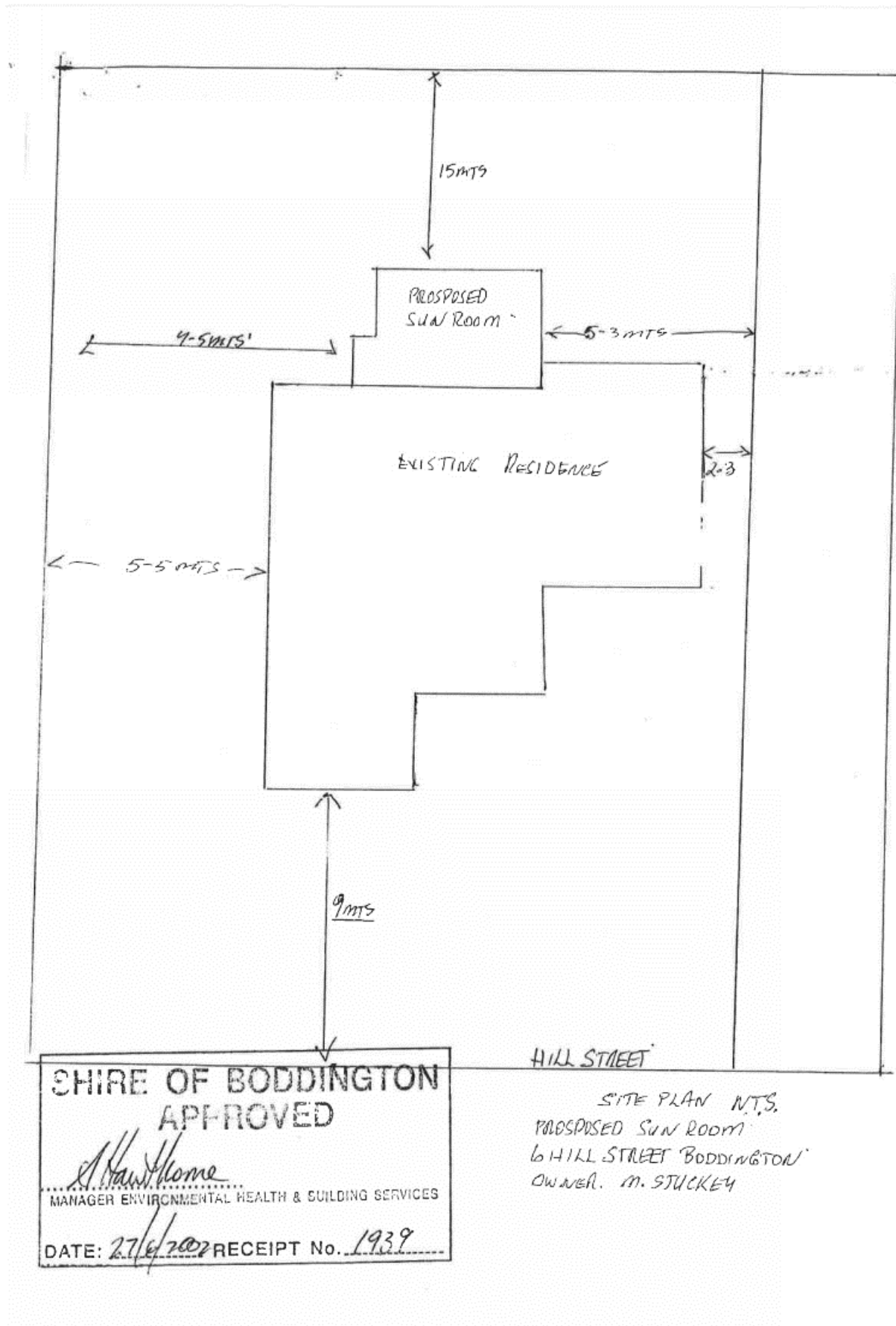
Although I intend to be licensed for 24/7 I will be managing pick-up and drop off times so that they do not adversely effected nearby residents. The latests drop off would be 7.30pm and the earliest at 5.30am for over-night care.

I hope that the needs of the residents of our town will be considered an that providing people with a range of diverse care options is voted for.

Please contact me if you have any questions.

Katrina Dyson
0414 718 134

ATTACHMENT 8.1.3B
DETAILS ORIGINALLY PROVIDED BY APPLICANT – SITE PLAN



ATTACHMENT 8.1.3C
SUBMISSIONS

Julie Stewart

From: Steve Thompson <steve@edgeplanning.com.au>
Sent: Friday, 22 March 2019 9:23 AM
To: Julie Stewart
Cc: Tamsin Hodder; Chris Littlemore
Subject: FW: Proposed daycare 6 Hill Street

SHIRE OF
BODDINGTON
RECEIVED

22 MAR 2019

Distribute to:

☐ DCS ☐ DSP ☐ MINS
☐ PEHO ☐ FM ☒ GEO
☐ MWS ☐ TPO ☐ MCS

For filing

-----Original Message-----

Sent: Thursday, 21 March 2019 9:22 PM
To: steve@edgeplanning.com.au
Subject: Proposed daycare 6 Hill Street

File No. 4637
Date _____
Initial _____

Hi Steve,

I wish to object to the proposal for a home daycare at 6 Hill Street which was sent to me today.
I am a permanent shift worker and believe the picking up and dropping off of children as well as the noise of the children will adversely affect my sleeping.

Further, I built an alfresco area outside my back door, and appreciate the peace and serenity it affords me. I don't wish to hear crying kids when I want to sit outside and read a book.

Another reason for my opposition, is that my backyard is significantly overlooked by the house next door owing to the slope of the land and an inadequate super six style fence. It was previously an issue at times with my old neighbours and their two small children, let alone 7 children and parents.

I have lived in my house for almost 10 years, and like the peace and quiet and privacy of my backyard, therefore I ask that the development approval is denied on these grounds.

Regards,



ATTACHMENT 8.1.3C
SUBMISSIONS

Julie Stewart

From: [REDACTED]
Sent: Tuesday, 2 April 2019 12:06 PM
To: Julie Stewart
Subject: Proposed family daycare

Categories: PRINTED, MAIL IN

Re: Application for Development Approval- Proposed family day care - No. 6 (lot 95 on plan 6404) Hill street, Boddington

To whom it may concern,
I am writing to disapprove of the above to go ahead due to: 1. Privacy invasion of our backyard with the public using the facility.

2. Hours of operation
3. Noise pollution
4. Already a shire supplied daycare the rate payers support in an appropriate area of town to utilise.

Kind regards,

[REDACTED]

SHIRE OF
BODDINGTON

02 APR 2019

By: ☐ CUS ☐ CMA ☐ MINS
☐ PEHO ☐ FM ☒ CEO
☐ MWS ☐ TPC ☐ MCS

File No A637
Date _____
Initial _____

ATTACHMENT 8.1.3D
Supplementary information from applicant – response to submissions

Katrina Dyson
PO Box 9
Boddington WA 6390

Chris Littlemore
Chief Executive Officer
Shire of Boddington
ceo@boddington.wa.gov.au

Dear Chris

Proposed Family Day Care 6 Hill Street Boddington

The purpose of this letter is to address the issues and concerns raised in relation to the proposed family day care centre, to provide additional information, to confirm it will be appropriately managed and to highlight that it will be an asset to the town and working families.

The Proposed Development

The proposed development is to run a family day care from a residential house at 6 Hill Street Boddington. Subject to gaining Shire approval, I will be living at 6 Hill Street. The predominant use of the building will be as a dwelling as outlined on the floor plan, with the family day care to be an incidental use.

The family day care will be run by myself. I am an experienced operator who has gained a Diploma in Early Childhood Education and Care. Further details on my experience are outlined later in this letter.

The maximum number of children allowed is four children under school age and three children of school age. The proposal is for a 24/7 facility as there are parents in town that require care for their children outside of the hours that the Early Learning Centre (ELC) can provide.

Number of Staff

A family day care is operated by a sole person in a home like environment. A relief educator may be used for times when the regular family day care operator is sick, has appointments or has training etc. Individual family day care operators usually operate under a family day care scheme, in this case Wanslea, and they are responsible for all compliance checks, to make sure that the family day care operator is operating in accordance to all regulations and legislation. Some of the key regulations and

legislation include the National Early Childhood Education and Care Regulations 2012, The licence to operate the service is held by Wanslea

Hours of Operation

The proposed family day care is aiming to be licensed for 24 hours a day seven days a week to allow flexibility in care options for community members. However, there will be limitations set on pick-up and drop-off times for night care as not only may it adversely effect the neighbours, but also disturb the children in care. In particular, I will be managing pick-up and drop-off to not occur between 8.30pm and 5.30am.

I am mindful of neighbours who undertake shift-work and can assure you that noise levels will be kept at reasonable levels.

Noise Pollution

The proposed family day care will be run in accordance with regulations, policies, procedures and by a highly qualified and experienced educator. Subsequently it can be assured that there will be no adults screaming at children, no loud parties and a neighbour who is willing to educate the children about having respect for the neighbours. The children will be predominantly located in the lounge, dining and sun rooms which are well setback from neighbouring homes. The dwelling is airconditioned which enables windows to be closed at times as necessary which will further limit noise.

A Victorian Town Planning Appeals Tribunal determined that a child-minding facility does not emit an unreasonable noise, furthermore this proposal is only suggesting a number of children that is slightly larger than the average family. (Attachment included).

Privacy Invasion

The proposed family day care would have very few members of the 'public' entering the backyard. You would find that most people enter via the front door, sign their children out and exit. Most people who utilise family day care become extended family members as there are so few families.

The children will not be able to see over the 1.2m high fence into neighbouring properties.

There is a two-storey house in the immediate vicinity, this would pose more of an invasion of privacy, one would think, than would a 1.2 m high fence that is screened by a lot of vegetation.

Qualifications

A family day care operator is only required to be working towards a Certificate 3 in Early Childhood Education and Care. I however already hold my:

- Certificate 3 in Early Childhood Education and Care,
- Diploma in Early Childhood Education and Care,
- Advanced Diploma in Early Childhood Education and Care,
- 70% of my Bachelor of Early Childhood Teaching,
- Certificate 4 in Small Business,
- Certificate 4 in Training and Assessment,
- Working with Children Card (WWCC),
- First Aid certificate
- Asthma certificate
- Anaphylaxis certificate
- Child Protection training,
- Safe Food Handling,
- Trauma Training,
- Police Clearance, and
- Medical certificate.

There will be no 'staff'. There will be, however, a relief educator to replace me when I need to attend meetings, appointments or further my training. This person will have attained the minimum requirements and will be registered with the Approved Provider, Wanslea.

Wanslea, as the Approved Provider, are responsible for making sure that their registered family day care operators hold the correct qualifications and follow regulations.

I have 19 years' experience in this profession, not counting my years as a nanny, four and a half of which was in family day care in the City of Busselton. I have owned and operated my own long day care service and subsequently was the Approved Provider. I keep up to date with all new developments, including obtaining my own personal copy of the last years changes to the National Early Childhood Education and Care Regulations 2012 (the 2006 regulations have been superseded 3 times).

At no time would the Shire be held accountable for the operational working of a family day care. The scope of the Shire's responsibility is the development approval.

ATTACHMENT 8.1.3C
Supplementary information from applicant – response to submissions

There are many family day care operators across the nation. Further information on family day care can be found on these links <https://familydaycarewa.com.au/for-parents/>, <https://familydaycare.com.au/about/educators>, and <https://www.wanslea.asn.au/early-learning-and-development/family-day-care/>.

I will be leaving my current employment no matter whether the family day care is approved or not, due to a variety of reasons, one of which is the terms of my contract have not been addressed and the contract ends shortly.

A suggestion for future development applications would be to have guidelines, of what is required to be included, handed out with the development application.

Appropriate location

The proposed family care centre is appropriately located near the town centre, near Bannister Road for easy access, on a large block with generous parking and in close proximity to the op shop.

Benefits for working families

The proposed family care centre will provide an important service to working families, especially those who do shift work and work outside of the opening hours of the Early Learning Centre. Without it, the impacts include parents having to juggle their rosters, finding friends or babysitters to look after their children or, (for people who suddenly find themselves single parents), having to find alternate work, which are considered to be inconsistent with Council's Community Strategic Plan.

I would be pleased to provide additional information if required.

I look forward to the support of Council.

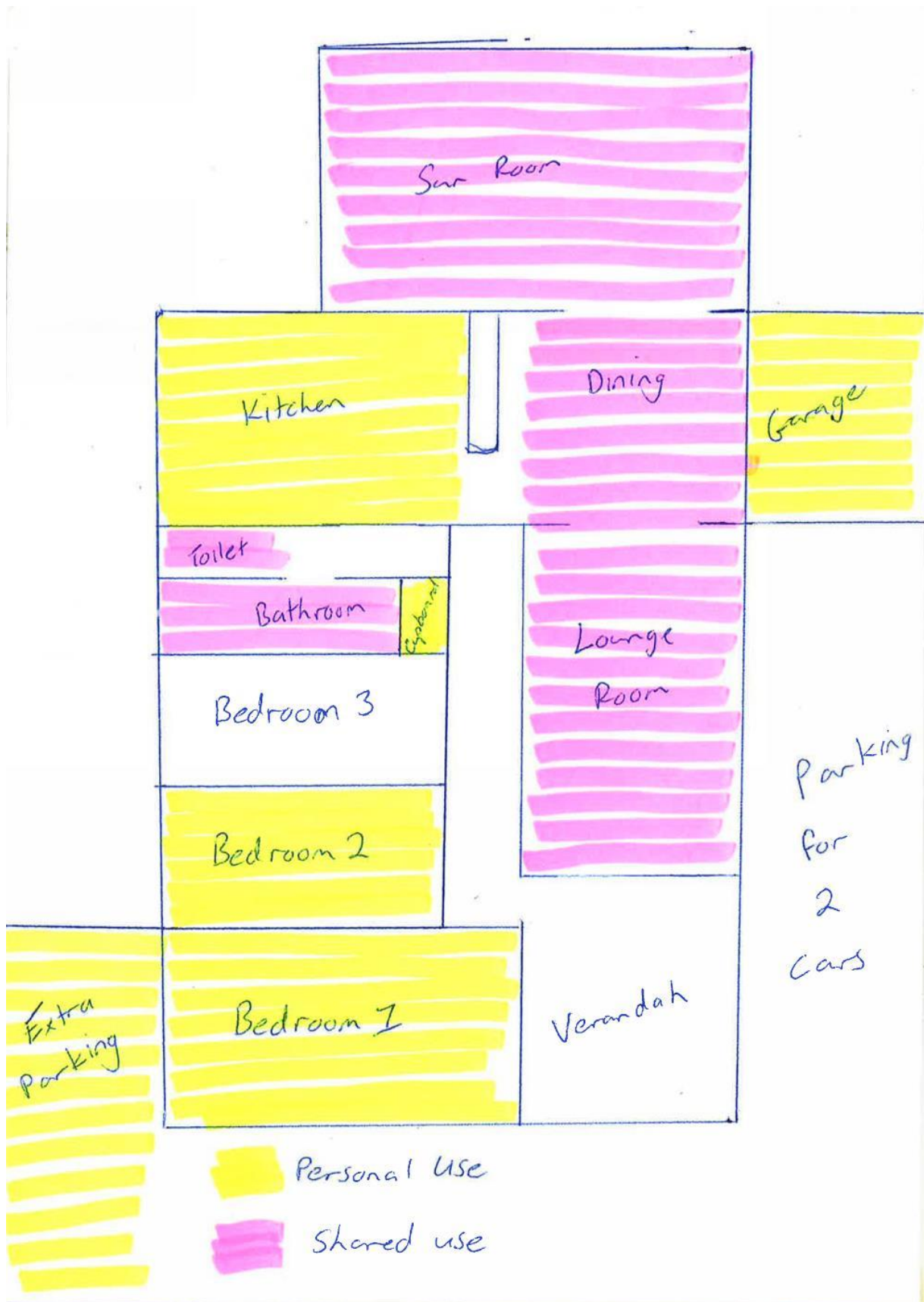
Yours sincerely

Katrina Dyson

8 April 2019

Enc.

ATTACHMENT 8.1.3C
Supplementary information from applicant – Floor Plan



[0.760]

AMENITY — NOISE

Battery

Boarding of cats was held by the Town Planning Appeals Tribunal to be an activity involving noise detrimental to rural amenity, but it granted planning permission subject to conditions requiring soundproofing of the cages and the provision of "sound absorbing fences".

Tennyson v MMBW (1974) 2 VPA 125; 25 TPG par 1400; *Jamieson v Newham & Woodend DC* (1974) 1 VPA 130 at p 132; 24 TPG par 2206.

Childminding centre

The Town Planning Appeals Tribunal adopted conflicting approaches in respect of childminding centres, holding that such a centre would add to the existing noise in the locality and that any noise is likely to be fairly minimal. It required the noise of children playing to be kept to an acceptable level and therefore required the outdoor play periods to be staggered. The Victorian Planning Appeals Board held that the sound of young children happily at play is not an unreasonable imposition in a residential area.

Morgan v Heidelberg CC (1974) 1 VPA 57; 24 TPG par 1569; *Newman v Ringwood CC* (1981) 19 VPA 1; *Fulop v Caulfield CC (No 2)* (1978) 9 VPA 316; 28 TPG par 970; *Mitchell v Sandringham CC* (1986) 24 APA 1.

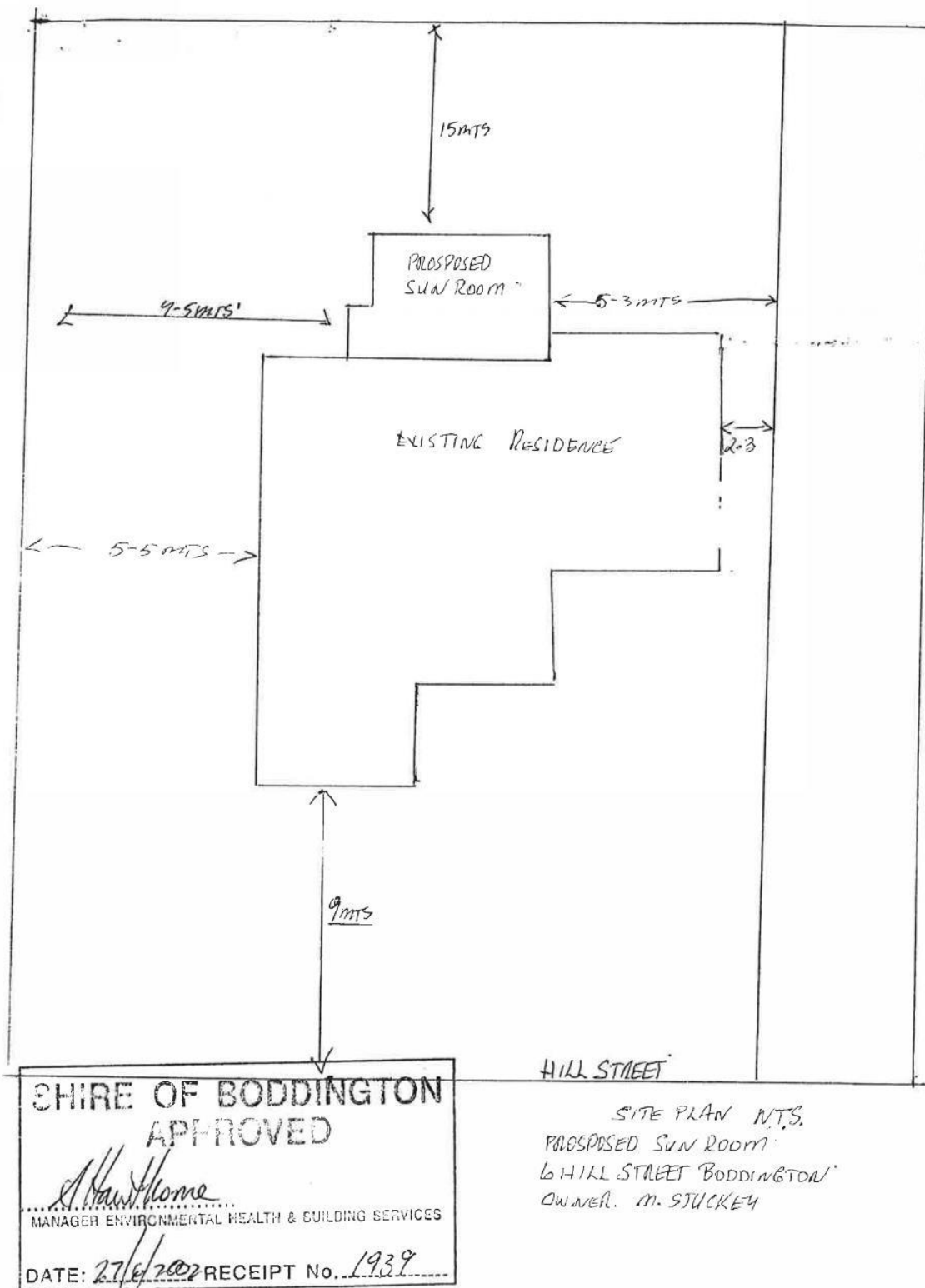
Church

A regional church was refused planning permission by the Victorian Town Planning Appeals Tribunal because of the noise problem that would come from the parking area. Its then successor, the Planning Appeals Board, held that it is unavoidable that noise would arise from church services and other functions.

Melbourne Congregation of Jehovah's Witnesses Trust v Doncaster & Templestowe CC (1976) 8 VPA 165. See also *Niddrie Church of Jehovah's Witnesses v Keilor CC* (1985) 20 APA 212; *Indonesian Church v Waverley CC* (1986) 26 APA 74. It refused planning permission for a church on a residential lot. Contrast *City Gospel Trust v Min for Planning and Environment* (1987) 26 APA 267.

[The next page is 50,291.]

ATTACHMENT 8.1.3C
Supplementary information from applicant – Site Plan



ATTACHMENT 8.1.3E
EXTRACT FROM REGULATIONS

67. Matters to be considered by local government

In considering an application for development approval the local government is to have due regard to the following matters to the extent that, in the opinion of the local government, those matters are relevant to the development the subject of the application —

- (a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;
- (b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the *Planning and Development (Local Planning Schemes) Regulations 2015* or any other proposed planning instrument that the local government is seriously considering adopting or approving;
- (c) any approved State planning policy;
- (d) any environmental protection policy approved under the *Environmental Protection Act 1986* section 31(d);
- (e) any policy of the Commission;
- (f) any policy of the State;
- (g) any local planning policy for the Scheme area;
- (h) any structure plan, activity centre plan or local development plan that relates to the development;
- (i) any report of the review of the local planning scheme that has been published under the *Planning and Development (Local Planning Schemes) Regulations 2015*;
- (j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;
- (k) the built heritage conservation of any place that is of cultural significance;
- (l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;
- (m) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;
- (n) the amenity of the locality including the following —
 - (i) environmental impacts of the development;
 - (ii) the character of the locality;
 - (iii) social impacts of the development;
- (o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;
- (p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;
- (q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslide, bush fire, soil erosion, land degradation or any other risk;
- (r) the suitability of the land for the development taking into account the possible risk to human health or safety;

ATTACHMENT 8.1.3E
EXTRACT FROM REGULATIONS

- (s) the adequacy of —
 - (i) the proposed means of access to and egress from the site; and
 - (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;
- (t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;
- (u) the availability and adequacy for the development of the following —
 - (i) public transport services;
 - (ii) public utility services;
 - (iii) storage, management and collection of waste;
 - (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);
 - (v) access by older people and people with disability;
- (v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;
- (w) the history of the site where the development is to be located;
- (x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;
- (y) any submissions received on the application;
- (za) the comments or submissions received from any authority consulted under clause 66;
- (zb) any other planning consideration the local government considers appropriate.

8.2 MANAGER FINANCIAL SERVICES:

8.2.1 Monthly Financial Statements – March 2019

Disclosure of Interest: Nil
Date: 5 April 2019
Author: J Rendell – Manager Financial Services
Attachments: 8.2.1A Financial Statements – March 2019

Summary

Council is to consider Monthly Financial Reports for March 2019.

Background

In accordance with Local Government (Financial Management) Regulations 1996 Council is to adopt Monthly Financial Report including the Operating Statement, Statement of Financial Position at the end of each month. Council has also wishes to consider a summary of financial reconciliations on a monthly basis.

Councillors have the opportunity to query financials before the meeting to satisfy themselves before the item comes before Council.

Comment

The Operating Statement, Statement of Financial Position, Statement of Cash flow, Statement of Financial Activity and Summary of Reconciliations are submitted for the month of March 2019.

FINANCIAL SUMMARY YEAR TO DATE MARCH 2019

The following commentary is provided to assist in the understanding of Councils financial position. It is emphasised that the comparatives and comments are relative to the YTD budget and are against the revised budget. The Annual financial accounts for Year ended 30 June 2018 were recently adopted by Council and are reflected in the 'last years' information.

The year to date financial result as at March 2019 is at the three quarter mark of this financial year and most of the commentary will be based around timing differences only at this stage, except where noted. The revised budget has been updated and is reflecting the mid-year budget review, all comparatives are against the Revised Budget. YTD result is tracking better than budget.

OPERATING RESULT

REVENUE

Revenue is 2.2% or \$139k unfavourable to budget. Within the main items, the following is noted:-

- **Operating Grants** is 15.4% or \$93k unfavourable to budget.
- **Fees & Charges** is 2.2% or \$20k unfavourable to budget.
- **Interest Earnings** is 5.2% or \$6k unfavourable to budget.
- **Other Revenue** is 12.7% or \$8k unfavourable to budget.

- **Profit from Asset sales**, it is noted that there is not expected to be any profit from asset sales.

EXPENDITURE

Expenditure is 5.5% or \$314k favourable to budget, the main items are noted:-

- **Employee costs** are 0.6% or \$12k favourable to budget.
- **Materials and contracts** are collectively 17.6% or \$276k favourable to budget.
- **Utility charges** are 9.2% or \$24k favourable to budget.
- **Insurance expenses** is 3.1% or \$7k favourable to budget.
- **Other expenditure** is 3.8% or \$3k unfavourable to budget.

NET RESULT

The net result is 35.1% or \$175k favourable result to budget, due to total revenue being \$139k unfavourable and expenditure being \$314k favourable to budget.

FINANCIAL SUMMARY YEAR TO DATE MARCH 2019

CAPITAL ITEMS

Capital revenue is 55.4% or \$340k unfavourable to budget.

Capital expenditure is 50.4% or \$1.3M favourable to budget. For a more detailed understanding, refer to the Capital Expenditure by Asset Class report. In some cases there is a direct relationship between Capital income and Capital expenditure. Included within this year is an amount of \$1.4M for Councillor New Initiatives in accord with items contained in the Strategic Community Plan.

FUNDING ITEMS

Repayment of loan principal is slightly unfavourable to budget.

CASH & INVESTMENTS

Cash and investments sits at \$5.6M, this represents a decrease of \$1.1M from the previous month, primarily due to the receipt of almost 90% of the total revenue for rates and charges, along with revenue being lower, capital and operating expenses also both being lower. It is emphasised however that the majority of funds is tagged as "restricted" and therefore cannot form part of Council's unrestricted or free cash, this will be disclosed at final year end in the Annual financial statements embedded in the Annual Report.

Rates outstanding sits at only \$426k a reduction of almost \$33k on the previous month.

SUMMARY

The overall financial result 66.9% or \$1.1M favourable to budget.

The result is pleasing in that the Shire of Boddington finances are in line with both the annual budget and long term financial plan, and augers well for the financial sustainability, additionally it indicates that the financial reform undertaken over the last 3 years is bringing favourable as anticipated results.

Statutory Environment - Local Government (Financial Management) Regulations 1996

OFFICER'S RECOMMENDATION – 8.2.1

That Council adopt the:

1. monthly financial statements for the period ending 31 March 2019 and
2. summary of reconciliations for the period ending 31 March 2019.

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON

Interim - Financial Reports for the period ended

31-Mar-19

Report Type	Page No.
Summary of Financial Activity	1
Comprehensive Income Statement by Nature/type	2
Comprehensive Income Statement by Programme	3
Rate Setting Statement	4
Statement of Financial Position	5
Loan Repayments & Net Current Asset Position	6
Capital Expenditure by Asset type	7
Existing Buildings Capital Expenditure by Jobs	8
Financial Graphs	9

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON SUMMARY OF FINANCIAL ACTIVITY by Nature or Type For the period ended							31-Mar-19
	2018/19 Budget			Actual	Variance	% Variance	
	Approved	Amended	YTD Budget	YTD	YTD	YTD	
Opening Funding Surplus (Deficit)	325,138	369,622	369,622	369,622	-		0.0%
Revenue							
Rates	4,501,927	4,501,927	4,501,927	4,489,666	- 12,261		-0.3%
Operating Grants, Subsidies and Contributions	890,326	702,595	602,257	509,615	- 92,642		-15.4%
Fees and Charges	1,149,798	1,185,309	898,422	878,346	- 20,076		-2.2%
Interest Earnings	112,290	150,769	123,922	117,423	- 6,499		-5.2%
Other Revenue	139,037	75,729	59,579	52,027	- 7,552		-12.7%
Profit from Asset Sales	-	-	-	-	-		
OPERATING INCOME	6,793,378	6,616,328	6,186,107	6,047,076	- 139,031		-2.2%
Expenses							
Employee Costs	- 2,693,358	- 2,639,850	- 1,937,927	- 1,926,332	11,595		0.6%
Materials and Contracts	- 1,806,963	- 2,004,062	- 1,572,507	- 1,296,454	276,053		17.6%
Utility Charges	- 339,419	- 341,324	- 261,352	- 237,371	23,981		9.2%
Depreciation on Non-Current Assets	- 2,024,409	- 2,021,187	- 1,515,888	- 1,535,232	- 19,344		-1.3%
Interest Expenses	- 99,271	- 99,271	- 69,584	- 72,966	- 3,382		-4.9%
Insurance Expenses	- 224,897	- 238,157	- 238,145	- 230,807	7,338		3.1%
Loss on Asset Sales	-	-	-	-	-		
Other Expenditure	- 158,883	- 138,784	- 93,627	- 76,315	17,312		18.5%
OPERATING EXPENDITURE	- 7,347,199	- 7,482,634	- 5,689,030	- 5,375,478	313,552		5.5%
Net Result (incl. c/f surplus position)	- 228,684	- 496,684	866,699	1,041,220	174,521		20.1%
Adjustments for Non-Cash Items							
Depreciation	2,024,409	2,021,188	1,515,888	1,535,232	19,344		1.3%
Loss on Asset Disposals	-	-	-	-	-		
(Profit) on Asset Disposals	-	-	-	-	-		
Provisions and Accruals	-	-	-	-	-		
	2,024,409	2,021,188	1,515,888	1,535,232	19,344		1.3%
Net Result before funding and Capex items	1,795,725	1,524,504	2,382,587	2,576,452	193,865		8.1%
Capital Income and Expenditure							
Non-operating Grants & contributions	978,650	759,983	643,833	303,666	- 340,167		-52.8%
Purchase Land & Buildings	- 338,000	- 331,552	- 284,471	- 220,471	64,000		22.5%
Purchase Plant & Equipment	- 416,406	- 383,406	- 374,153	- 45,779	328,374		87.8%
Purchase Roads, Streets & Bridges	- 922,940	- 1,097,892	- 1,055,165	- 623,037	432,128		41.0%
Purchase Other Infrastructure	- 100,000	- 186,631	- 186,630	- 43,272	143,358		76.8%
New Initiatives	- 1,364,105	- 722,855	- 389,764	- 88,744	301,020		77.2%
Proceeds from Asset Sales	1,435,524	1,450,500	1,071,526	1,048,500	- 23,026		-2.1%
Net Capital Items	- 727,277	- 511,853	- 574,824	330,863	905,687		157.6%
Funding Items							
Proceeds from New loans	-	-	-	-	-		
Repayment of Loan Principal	- 230,305	- 230,305	- 156,731	- 151,946	4,785		3.1%
Self Supporting Loan Principal Income	-	-	-	-	-		
Total Funding Items	- 230,305	- 230,305	- 156,731	- 151,946	4,785		3.1%
Reserve Items							
Transfers to Reserves	- 1,164,069	- 1,569,069	-	-	-		#DIV/0!
Transfers from Reserves	611,033	1,054,138	-	-	-		#DIV/0!
Net Reserve movement	- 553,036	- 514,931	-	-	-		#DIV/0!
Closing Funding Surplus (Deficit)	285,106	267,414	1,651,032	2,755,370	1,104,338		66.9%

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON STATEMENT OF COMPREHENSIVE INCOME BY NATURE/TYPE For the period ended						
			31-Mar-19			
	2018/19 Budget		YTD Budget	Actual YTD	Variance YTD	% Variance YTD
	Approved	Amended				
Revenue						
Rates	4,501,927	4,501,927	4,501,927	4,489,666 -	12,261	-0.3%
Operating Grants, Subsidies and Contributions	890,326	702,595	602,257	509,615 -	92,642	-15.4%
Fees and Charges	1,149,798	1,185,309	898,422	878,346 -	20,076	-2.2%
Interest Earnings	112,290	150,769	123,922	117,423 -	6,499	-5.2%
Other Revenue	139,037	75,729	59,579	52,027 -	7,552	-12.7%
OPERATING INCOME	6,793,378	6,616,329	6,186,107	6,047,076 -	139,031	-2.2%
Expenses						
Employee Costs	- 2,693,358 -	- 2,639,850 -	- 1,937,927 -	- 1,926,332	11,595	0.6%
Materials and Contracts	- 1,806,963 -	- 2,004,062 -	- 1,572,507 -	- 1,296,454	276,053	17.6%
Utility Charges	- 339,419 -	- 341,324 -	- 261,352 -	- 237,371	23,981	9.2%
Depreciation on Non-Current Assets	- 2,024,409 -	- 2,021,187 -	- 1,515,888 -	- 1,535,232 -	19,344	-1.3%
Interest Expenses	- 99,271 -	- 99,271 -	- 69,584 -	- 72,966 -	3,382	-4.9%
Insurance Expenses	- 224,897 -	- 238,157 -	- 238,145 -	- 230,807	7,338	3.1%
Other Expenditure	- 158,883 -	- 138,784 -	- 93,627 -	- 76,315	17,312	18.5%
OPERATING EXPENDITURE	- 7,347,199 -	- 7,482,635 -	- 5,689,030 -	- 5,375,478	313,552	5.5%
Net Result before Capital Income	- 553,822 -	- 866,306	- 497,077	- 671,598	174,521	35.1%
Non-Op. Grants, Subsidies and Contributions	978,650	759,983	643,833	303,666 -	340,167	-52.8%
Profit on Asset Disposals	-	-	-	-	-	-
Loss on Asset Disposals	-	-	-	-	-	-
OTHER	978,650	759,983	643,833	303,666 -	340,167	-52.8%
NET RESULT	424,828 -	106,323	1,140,910	975,265 -	165,645	-14.5%
Other Comprehensive Income						
Changes on Revaluation of Non-Current Assets	-	-	-	-	-	-
Total Other Comprehensive Income	-	-	-	-	-	-
TOTAL COMPREHENSIVE INCOME	424,828 -	106,323	1,140,910	975,265 -	165,645	-14.5%

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON STATEMENT OF COMPREHENSIVE INCOME BY PROGRAM For the period ended

31-Mar-19

	2018/19 Budget			Actual	Variance	% Variance
	Approved	Amended	YTD Budget	YTD	YTD	YTD
Revenue						
Governance	5,012,549	4,807,207	4,741,727	4,724,500 -	17,227	-0.4%
General Purpose Funding	68,650	52,543	40,935	43,272	2,337	5.7%
Law, Order, Public Safety	291,273	290,372	263,844	238,774 -	25,070	-9.5%
Health	24,538	27,408	25,364	18,231 -	7,133	-28.1%
Education and Welfare	563,719	574,890	437,349	414,034 -	23,315	-5.3%
Housing	10,811	6,812	5,103	7,671	2,568	50.3%
Community Amenities	305,426	295,322	280,316	289,300	8,984	3.2%
Recreation and Culture	83,240	77,560	46,995	38,184 -	8,811	-18.7%
Transport	115,755	119,500	101,561	65,914 -	35,647	-35.1%
Economic Services	301,169	298,015	237,135	200,523 -	36,612	-15.4%
Other Property and Services	16,248	66,700	5,778	6,673	895	15.5%
	6,793,378	6,616,329	6,186,107	6,047,076 -	139,031	-2.2%
Expenses excluding Finance Costs						
Governance	31,217	174,237	111,950	17,397 -	94,553	84.5%
General Purpose Funding	- 32,815 -	10,165	- -	455 -	455	#DIV/0!
Law, Order, Public Safety	- 645,868 -	666,196 -	493,759 -	431,525	62,234	12.6%
Health	- 258,192 -	251,750 -	187,714 -	177,055	10,659	5.7%
Education and Welfare	- 720,682 -	721,931 -	532,982 -	520,758	12,224	2.3%
Housing	31,067	29,962	20,070	17,151 -	2,919	14.5%
Community Amenities	- 685,361 -	714,046 -	533,870 -	505,371	28,499	5.3%
Recreation and Culture	- 1,590,935 -	1,687,858 -	1,286,886 -	1,237,361	49,525	3.8%
Transport	- 2,701,086 -	2,689,351 -	2,035,006 -	1,916,473	118,533	5.8%
Economic Services	- 691,147 -	750,399 -	584,229 -	513,513	70,716	12.1%
Other Property and Services	15,874 -	95,866 -	97,020 -	34,550	62,470	64.4%
	- 7,247,929 -	7,383,364 -	5,619,446 -	5,302,512	316,934	5.6%
Finance Costs						
Governance	- 31,216 -	31,216 -	15,607 -	17,397	1,790	-
General Purpose Funding	-	-	-	-	-	-
Law, Order, Public Safety	-	-	-	-	-	-
Health	-	-	-	-	-	-
Education and Welfare	- 9,316 -	9,316 -	9,314 -	10,219	905	-
Housing	- 31,068 -	31,068 -	16,993 -	17,151	158	-0.9%
Community Amenities	-	-	-	-	-	-
Recreation and Culture	- 27,671 -	27,671 -	27,670 -	28,199	529	-
Transport	-	-	-	-	-	-
Economic Services	-	-	-	-	-	-
Other Property and Services	-	-	-	-	-	-
	- 99,271 -	99,271 -	69,584 -	72,966	3,382	-4.9%
Net Result before Capital Income	- 553,822 -	866,306	497,077	671,598	181,285	-
Non Operating Grants, Subsidies and Contributions						
General Purpose Funding	98,000	98,000	73,500	73,466 -	34	-
Law, Order, Public Safety	-	-	-	-	-	-
Education and Welfare	-	-	-	-	-	-
Recreation and Culture	490,000	230,000	230,000 -	20,000 -	250,000	-
Transport	340,650	431,983	340,333	250,200 -	90,133	-
Economic Services	50,000	-	-	-	-	-
Other Property and Services	-	-	-	-	-	-
	978,650	759,983	643,833	303,666 -	340,167	-
Other Comprehensive Income						
Changes on Revaluation of Non-Current Assets	-	-	-	-	-	-
TOTAL COMPREHENSIVE INCOME	424,828 -	106,323	1,140,910	975,265 -	165,645	-14.5%

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON RATE SETTING STATEMENT For the period ended							31-Mar-19
	Approved	2018/19 Budget Amended	YTD Budget	Actual YTD	Variance YTD	% Variance YTD	
Revenue							
Operating Grants, Subsidies and Contributions	890,326	702,595	602,257	509,615 -	92,642	-15.4%	
Fees and Charges	1,149,798	1,185,309	898,422	878,346 -	20,076	-2.2%	
Interest Earnings	112,290	150,769	123,922	117,423 -	6,499	-5.2%	
Other Revenue	139,037	75,729	59,579	52,027 -	7,552	-12.7%	
Profit from Asset Sales	-	-	-	-	-		
Total Operating Revenue excluding Rates	2,291,451	2,114,402	1,684,180	1,557,411 -	126,770	-7.5%	
Expenses							
Employee Costs	- 2,693,358 -	2,639,850 -	1,937,927 -	1,926,332	11,595	0.6%	
Materials and Contracts	- 1,806,963 -	2,004,062 -	1,572,507 -	1,296,454	276,053	17.6%	
Utility Charges	- 339,419 -	341,324 -	261,352 -	237,371	23,981	9.2%	
Depreciation on Non-Current Assets	- 2,024,409 -	2,021,187 -	1,515,888 -	1,535,232 -	19,344	-1.3%	
Interest Expenses	- 99,271 -	99,271 -	69,584 -	72,966 -	3,382	-4.9%	
Insurance Expenses	- 224,897 -	238,157 -	238,145 -	230,807	7,338	3.1%	
Loss on Asset Sales	-	-	-	-	-		
Other Expenditure	- 158,883 -	138,784 -	93,627 -	76,315	17,312	18.5%	
Operating Expenditure	- 7,347,199 -	7,482,635 -	5,689,030 -	5,375,478	313,552	5.5%	
Operating Result Excluding Rates Income	- 5,055,749 -	5,368,233 -	4,004,850 -	3,818,067	186,782	5%	
Adjustments for Non-Cash Items							
Depreciation	2,024,409	2,021,188	1,515,888	1,535,232	19,344	-1.3%	
(Profit)/Loss on Asset Disposals	-	-	-	-	-		
Provisions & Accruals	-	-	-	-	-		
	2,024,409	2,021,188	1,515,888	1,535,232	19,344	-1.3%	
Capital Income and Expenditure							
Purchase of Capital Expenditure	- 3,141,451 -	2,722,336 -	2,290,183 -	1,021,303	1,268,880	55.4%	
Non-operating Grants & contributions	978,650	759,983	643,833	303,666 -	340,167	52.8%	
Proceeds from Asset Sales	1,435,524	1,450,500	1,071,526	1,048,500 -	23,026	2.1%	
	- 727,277 -	511,853 -	574,824	330,863	905,687	157.6%	
Funding & Reserve Items							
Proceeds from New loans	-	-	-	-	-		
Repayment of Loan Principal	- 230,305 -	230,305 -	156,731 -	151,946	4,785	3.1%	
Transfers to Reserves	- 1,164,069 -	1,569,069	-	-	-		
Transfers from Reserves	611,033	1,054,138	-	-	-	#DIV/0!	
	- 783,341 -	745,236 -	156,731 -	151,946	4,785	3.1%	
Estimated Surplus/(Deficit) July 1 B/Fd.	325,138	325,138	325,138	369,622 -	44,484		
Estimated Surplus/(Deficit) C/F or YTD.	285,106	267,414	1,651,032	2,755,370 -	1,104,338	66.9%	
Amount required from General Rate	- 4,501,927 -	4,546,411 -	4,546,410 -	4,489,666 -	56,744	-1.2%	

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON STATEMENT OF FINANCIAL POSITION For the period ended		
	30-Jun-18 Audited	31-Mar-19 YTD Actual
CURRENT ASSETS		
Cash and Cash Equivalents	3,892,183	5,585,048
Equity Reserve Investments	-	-
Trade & Other Receivables	386,160	652,832
Inventories	-	-
TOTAL CURRENT ASSETS	4,278,343	6,237,879
NON CURRENT ASSETS		
Trade and Other Receivables	168	-
Property Plant & Equipment	30,442,554	30,177,109
Land Held for Resale	272,538	272,539
Infrastructure	54,536,959	53,239,975
TOTAL NON CURRENT ASSETS	85,252,219	83,689,624
TOTAL ASSETS	89,530,562	89,927,503
CURRENT LIABILITIES		
Trade & Other Payables	618,308	134,615
Employee Provisions	312,619	277,641
Borrowings	230,305	78,360
Trusts	-	92,291
TOTAL CURRENT LIABILITIES	1,161,229	582,906
NON CURRENT LIABILITIES		
Trade & Other Payables - Specific	300,000	300,000
Borrowings	2,054,593	2,054,593
Employee Provisions	66,065	66,065
TOTAL NON CURRENT LIABILITIES	2,420,658	2,420,658
TOTAL LIABILITIES	3,581,887	3,003,564
EQUITY		
Retained Earnings	34,156,787	35,132,052
Reserves Cash Backed	2,974,251	2,974,251
Revaluation Reserve	48,817,637	48,817,637
TOTAL EQUITY	85,948,675	86,923,939
TOTAL LIABILITIES & EQUITY	89,530,562	89,927,503
BALANCE SHEET VARIANCE	\$0.00	\$0.00

ATTACHMENT 8.2.1A

LOAN PRINCIPAL REPAYMENTS							
COA	Description	IE Summary	Inc/Exp Analysis Summary	Original Budget	Amended	YTD Budget	YTD Actual
3042460	PRINCIPAL ON LOAN 105	71	Other Expenses	\$121,748	\$121,748	\$60,874	\$59,086
2113200	LOAN 106 - REC CENTRE	71	Other Expenses	\$0	\$0	\$0	\$0
3074200	PRINCIPAL LOAN 83	71	Other Expenses	\$10,661	\$10,661	\$10,661	\$10,661
3083000	PRINCIPAL ON LOAN 100	71	Other Expenses	\$14,748	\$14,748	\$14,748	\$13,845
3091402	PRINCIPAL ON LOAN 91	71	Other Expenses	\$0	\$0	\$0	\$0
3091460	PRINCIPAL ON LOAN 94	71	Other Expenses	\$12,611	\$12,611	\$6,306	\$6,206
3091470	PRINCIPAL ON LOAN 97	71	Other Expenses	\$12,789	\$12,789	\$6,395	\$6,293
3113046	PRINCIPAL - LOAN 103	71	Other Expenses	\$0	\$0	\$0	\$0
3113048	PRINCIPAL - LOAN 106 REC CENTRE	71	Other Expenses	\$57,748	\$57,748	\$57,748	\$55,855
3121100	PRINCIPAL LOAN 102	71	Other Expenses	\$0	\$0	\$0	\$0
TOTAL				\$230,305	\$230,305	\$156,731	\$151,946

MOVEMENT NET CURRENT ASSET POSITION - RECONCILIATION			
	2018/19 Budget		Actual YTD
	Approved	Forecast	
NCA items from Statement of Financial Activity			
Current Assets	3,647,169	3,647,169	6,241,402
Less: Current Liabilities	- 412,044	- 412,044	- 511,781
Add: Restricted Assets/Principal Repayment	- 2,946,301	- 2,946,301	- 2,974,251
Net Current Assets	288,823	288,823	2,755,370
REPRESENTED BY - (From Financial Position) Movement			
Net Current Assets	288,823	288,823	2,755,370
REPRESENTED BY - (From Rate Setting Statement) Movement			
Closing Surplus Position	285,106	267,414	2,755,370
Net Current Assets	285,106	267,414	2,755,370

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON
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SHIRE OF BODDINGTON CAPITAL EXPENDITURE BY ASSET CLASS

		For the period ended		31-Mar-19		
COA	Description	Asset Type	Budget	Amended	YTD Budget	YTD Actual
3042202	EXISTING BUILDINGS 17/18	Land & Buildings	200,000	188,323	141,243	73,169
3042212	CEO RESIDENCE	Land & Buildings	138,000	131,552	131,552	133,158
3053025	OLD POLICE STATION REFURBISHMENT	Land & Buildings	-	6,800	6,800	6,800
3082090	AGED CARE COMPLEX	Land & Buildings	-	-	-	2,467
3113200	RECREATION CENTRE	Land & Buildings	-	-	-	-
3135202	LAND PURCHASE	Land & Buildings	-	-	-	-
3132008	VISITOR CENTRE	Land & Buildings	-	4,877	4,876	4,877
	Land & Buildings Total		338,000	331,552	284,471	220,471
3102201	REFUSE SITE	Other Infrastructure	60,000	60,000	60,000	-
3105050	OVALS PARKS & CEMETERIES	Other Infrastructure	25,000	7,000	7,000	3,091
3112208	LIGHTING - SPORTS OVAL	Other Infrastructure	-	-	-	-
3112213	SWIMMING POOL - INFRASTRUCTURE	Other Infrastructure	15,000	-	-	-
3132030	WATER TO RANFORD CAPEX	Other Infrastructure	-	-	-	-
3113205	RODEO SHADE FACILITIES	Other Infrastructure	-	-	-	-
3113082	DAM IMPROVEMENTS - WATER TO OVAL	Other Infrastructure	-	119,631	119,630	40,181
	Other Infrastructure Total		100,000	186,631	186,630	43,272
3042209	COMPUTER EQUIPMENT	Plant & Equip	25,000	30,000	30,000	28,648
3042208	OFFICE EQUIPMENT	Plant & Equip	35,000	30,000	30,000	4,339
3042219	VEHICLE COST UPGRADE	Plant & Equip	-	-	-	-
3051220	Fire Tender Boddington	Plant & Equip	-	-	-	9,091
3121096	LOADER	Plant & Equip	316,406	286,406	286,406	-
3121065	REACH MOWER	Plant & Equip	-	-	-	-
3139302	MINOR CAPITAL ITEMS	Plant & Equip	40,000	37,000	27,747	3,702
	Plant & Equip Total		416,406	383,406	374,153	45,779
3121085	Main Roads Bridge Program	Roads Infrastructure	167,000	97,500	97,500	-
3112220	CULVERTS & DRAINAGE	Roads Infrastructure	98,970	98,970	74,232	9,089
3121090	ROADS TO RECOVERY	Roads Infrastructure	91,650	91,650	91,650	45,700
3121704	RESEALS - MUNI	Roads Infrastructure	193,350	193,350	193,350	14,150
3121705	MAIN STREET UPGRADE	Roads Infrastructure	-	107,452	107,452	101,891
3121706	CAR PARKS - SHIRE FACILITIES	Roads Infrastructure	-	-	-	-
3121700	COMMODITY GRANT CAPITAL EXPENSE	Roads Infrastructure	-	-	-	-
3121800	ROAD CONST. - RRG	Roads Infrastructure	300,000	437,000	436,999	452,208
3121803	FOOTPATHS	Roads Infrastructure	71,970	71,970	53,982	-
	Roads Infrastructure Total		922,940	1,097,892	1,055,165	623,037
3105225	BODDINGTON CEMETERY	Councillor New Initiatives	22,500	22,500	22,500	-
3112100	SKATEPARK	Councillor New Initiatives	350,000	175,000	-	-
3112205	PUMP TRACK	Councillor New Initiatives	100,000	50,000	-	-
3105250	NATURE PLAYGROUND	Councillor New Initiatives	200,000	100,000	-	-
3105500	FORESHORE LANDSCAPE/DESIGN	Councillor New Initiatives	471,250	235,000	235,000	58,135
3113010	LOVING RANFORD	Councillor New Initiatives	30,000	30,000	30,000	-
3113005	RANFORD POOL INFO BAY/ENTRY STATEMENTS	Councillor New Initiatives	30,000	30,000	30,000	6,313
3112210	OUTDOOR EXERCISE FACILITIES	Councillor New Initiatives	-	-	-	-
3082450	DEMENTIA HOUSE MODIFICATIONS	Councillor New Initiatives	-	-	-	-
3105203	COMMUNITY CLUB MODIFICATIONS	Councillor New Initiatives	18,000	18,000	18,000	7,820
3113120	OTHER COUNCILLOR INITIATIVES	Councillor New Initiatives	32,355	32,355	24,264	5,273
3146203	ENTRY STATEMENTS & PUBLIC ART	Councillor New Initiatives	110,000	30,000	30,000	11,204
	Councillor New Initiatives Total		1,364,105	722,855	389,764	88,744
	Grand Total		3,141,451	2,722,336	2,290,183	1,021,303

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4/04/2019 Financials Format Mar 2019 Capital Expenditure

ATTACHMENT 8.2.1A

CAPITAL EXPENDITURE - EXISTING BUILDINGS - By JOBS					31-Mar-19
Job	Description	Original Budget	Amended	YTD Budget	YTD Actual
BAC1999	Bannister Road Shire Office - Capital	-	-	-	811
BCC1028	Pollard Street Child Care Centre - Capital	-	-	-	6,197
BCC1029	Johnstone Street Community Newspaper - Capital	-	-	-	2,555
BCC1999	Bannister Road - Caravan Park Caretaker Residence - Capital	-	-	-	6,865
BCC3999	Bannister Road - Caravan Park Caretaker Residence - Capital	-	-	-	-
BDC1015	Farmer Ave - Depot Lunch Room - Capital	-	-	-	-
BDC2015	Farmer Ave - Depot Lunch Room - Capital	-	-	-	-
BEC1029	Johnstone Street Emergency Services Shed - Capital	-	-	-	-
BFC1039	Wurraming Ave - Foreshore Toilet Block - Capital	-	-	-	-
BIC1024	Hotham Street Ic Unit 1 - Capital	-	-	-	6,215
BIC2024	Hotham Street Ic Unit 2 - Capital	-	-	-	1,947
BIC3024	Hotham Street Ic Unit 3 - Capital	-	-	-	-
BIC4024	Hotham Street Ic Unit 4 - Capital	-	-	-	4,123
BMC1024	Hotham Street Medical Centre - Capital	-	-	-	-
BOC1025	Forrest Street Old School - Main Classroom - Capital	-	-	-	-
BOC3025	Forrest Street Old School Storeroom - Capital	-	-	-	-
BOC4025	Forrest Street Old School - Main Classroom - Capital	-	-	-	-
BPC1999	Bannister Road Public Toilets - Capital	-	-	-	-
BRC1025	Forrest Street Retirement Unit 1 - Capital	-	-	-	-
BRC2025	Forrest Street Retirement Unit 2 - Capital	-	-	-	-
BRC3025	Forrest Street Retirement Unit 3 - Capital	-	-	-	-
BRC4025	Forrest Street Retirement Unit 4 - Capital	-	-	-	-
BRC1999	Bannister Road Recreation Centre - Capital	-	-	-	-
BSC1027	Hill Street 34 (Staff Housing) - Capital	-	-	-	-
BSC1028	Pollard Street Swimming Pool Ablutions - Capital	-	-	-	1,659
BSC1045	Pecan Place 3 (Staff Housing) - Capital	-	-	-	-
BSC1050	Prussian Way 20 (Staff Housing) - Capital	-	-	-	-
BSC1054	Blue Gum Close 15 (Staff Housing) - Capital	-	-	-	-
BSC1063	Club Drive Sporting Complex - Capital	-	-	-	-
BSC2029	Johnstone Street 46 (Staff Housing) - Capital	-	-	-	-
BSC2054	Blue Gum Close 16 (Staff Housing) - Capital	-	-	-	1,843
BSC3028	Pollard Street Swimming Pool Kiosk/Pump Room - Capital	-	-	-	-
BTC1029	Community Hub Visitor Ctr - Capital	-	-	-	5,454
BVC1039	Johnstone Street Town Hall - Capital	-	-	-	35,500
BWC1013	Robins Road Waste Site Office - Capital	-	-	-	-
BYC1999	Bannister Road Youth Centre - Capital	-	-	-	-
TOTAL EXISTING BUILDINGS		-	-	-	73,169
REPRESENTED BY:					
COA					
3042202 EXISTING BUILDINGS 17/18		200,000	188,323	141,243	73,169

8.2.2 List of Payments – March 2019

Disclosure of Interest: Nil
Date: 10 April 2019
Author: James Rendell – Manager Financial Services
Attachments: 8.2.2A List of Payments – March 2019 (CONFIDENTIAL)

Summary

The Local Government (Financial Management) Regulations 1996 require the preparation of a List of Payments made from the Council's bank accounts.

Background

A list of the payments made in each month is to be prepared and presented to a meeting of Council in the following month.

This list of payments is to be reviewed by Council separately from the monthly financial statements. This will ensure that the requirement of the Financial Regulations for the list of payments made in one month to be presented to the Council meeting in the following month, will be met even if the financial statements are not presented to that meeting.

Councillors have the opportunity to query or inspect invoices before the meeting to satisfy themselves before the item comes before Council.

Comment

The List of Payments for the month of March 2019 is presented in Attachment 8.2.2A.

Statutory Environment

Local Government (Financial Management) Regulations 1996

13. Payments from municipal fund or trust fund by CEO, CEO's duties as to etc.

- (1) If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared –
 - (a) the payee's name; and
 - (b) the amount of the payment; and
 - (c) the date of the payment; and
 - (d) sufficient information to identify the transaction.
- (2) A list of accounts for approval to be paid is to be prepared each month showing –
 - (a) for each account which requires council authorisation in that month –
 - (i) the payee's name; and
 - (ii) the amount of the payment; and
 - (iii) sufficient information to identify the transaction; and
 - (b) the date of the meeting of the council to which the list is to be presented.

- (3) A list prepared under subregulation (1) or (2) is to be —
- (a) presented to the council at the next ordinary meeting of the council after the list is prepared; and
 - (b) recorded in the minutes of that meeting.

Policy Implications - Nil

OFFICER'S RECOMMENDATION – 8.2.2

That Council adopts the list of payments for the period ending 31 March 2019; at Attachment 8.2.2A.

9. PRINCIPAL ENVIRONMENTAL HEALTH OFFICER/ BUILDING SURVEYOR:

Nil at this time.

8.3 MANAGER WORKS & SERVICES:

8.3.1 Cockatoo Signage

Disclosure of Interest:	Nil
Date:	10 April 2019
Author:	Craig Browne – Manager Works & Services
Attachment:	8.3.1A Supporting Community Letters

Summary

Council is requested to consider the plight of the black cockatoo population within the Shire of Boddington, specifically when bird activities conflict with vehicular movement on the road network.

Background

Strong community support for the protection of the black cockatoo has been presented to Shire staff regarding cockatoo fatalities on local and major roads within the Shire due to vehicle strike.

Black Cockatoo prefer to feed on woody fruited trees such as Marri, Harsh Hakea and Blackbutt, which also line the edge of numerous roads in the Shire. Often the nuts fall from overhanging branches of the tree and come to rest on, or within the road and trafficable surface. The birds can often be found feeding on these fallen nuts, placing themselves in harm's way of oncoming traffic. Some of the unlucky birds have been observed at various locations, such as Crossman Road, Pinjarra-Williams Road and Bannister-Marradong Road.

Consultation with knowledgeable entities such as:

- Peel Harvey Catchment Council
- Friends of the Reserves Boddington (Inc.)
- Roadside Conservation Committee; and
- Supportive public at large

has resulted in numerous suggestions for mitigating treatments to be applied in efforts to reduce conflict between bird and vehicle.

Bringing drivers' attention to the possibility of feeding birds on the road, through the use of permanent signage, is the most popular suggestion. Professional and experienced opinion (Roadside Conservation Committee and regional and neighbouring engineering officers) also suggest a combination of signage and maintenance activities such as road sweeping and tree pruning can prove effective.

The Peel-Harvey Catchment Council have carefully considered the use of signage and collaboration with Shire officers has concluded that temporary signage would be more effective than fixed signage.

Bird feeding activities cannot always be accurately predicted and temporary signage would allow better targeting of feeding birds. Driver compliance may also eventually wain as they become accustom to a permanent caution sign without any apparent hazard.

Not all roads within the Shire, however, fall under the jurisdiction of the Shire of Boddington and conducting these mitigating activities is not permitted by Shire staff on Main Roads Western Australia roads.

The community has identified that the treatment of the local environment is a reflection on the community overall and despite all efforts on local roads, decimation of wildlife on roads governed by other authorities is still unacceptable and would like to take measures to convince MRWA of the elevated concern within the community and provide approval for the Shire of Boddington to erect signage on the Pinjarra-Williams road and Bannister-Marradong Road. This signage would not necessarily pin-point feeding birds, merely bring the possibility of feeding birds to the drivers attention.

Comment

Shire staff are able to conduct sweeping and some pruning activities of lower tree limbs in support of this environmental initiative although higher, more adverse and capital intensive limbs will, at times, require the engagement of professional tree service contractors.

The placement of temporary signage on road verges can be a dangerous exercise and proper safety procedures will need to be put in place. Shire staff can work with volunteers with regards to this.

Specific locations and number of feeding sites has not yet been ascertained. It has been discussed with the Peel-Harvey Catchment Council that four (4) signs be purchased initially to use on two sites as a trial.

Strategic Implications

Strategic Plan

Statutory Environment - Nil

Policy Implications - Nil

Financial Implications

- Initial outlay of expenditure on temporary "A-frame" cautionary signs at a minimal cost.
- Ongoing maintenance costs involving plant and labour for sweeping and pruning activities. This is not envisaged as a frequent or regular requirement.
- Engagement of Tree service contractors for pruning of trees outside the capability of Shire resources.

Economic Implications – Nil

Social Implications

Collaboration between Shire, Council and community embarking on wildlife preservation endeavours, facilitates opportunity for stronger bonds and favourable public opinion.

Environmental Implications

Proactive wildlife protection will serve to enrich the physical, social and cultural environment in the Shire of Boddington.

OFFICER'S RECOMMENDATION – ITEM 8.3.1

1. That Council endorse expenditure on the purchase of four (4) cautionary signs and engagement of tree service contractors from time-to-time for the purpose of tree pruning towards protection of the Black Cockatoo.
2. Council request authority to the Chief Executive Office to lobby Main Roads Western Australia for approval to erect permanent cautionary signage within Pinjarra-Williams Road and Bannister-Marradong Road reserves.
3. Council request authority to the Chief Executive Office to lobby Main Roads Western Australia to strongly encourage the road authority to take undertake pruning of overhanging roadside trees towards the preservation of the Black Cockatoo.

ATTACHMENT 8.3.1
LETTERS OF SUPPORT – COCKATOO SIGNAGE

Tamsin Hodder

From: 88 <thegatekeeper00@gmail.com>
Sent: 2 March, 2019 8:11 PM
To: Tamsin Hodder
Subject: letter of support
Attachments: IMG_20190302_174330148_HDR.jpg; IMG_20190302_174601269_HDR.jpg; IMG_20190302_174552737_HDR.jpg

Categories: completed

poc: Tasmin Hodder
Shire of Boddington
WA, 6390
ea@boddington.wa.gov.au

To whomsoever has the efficacy,

This letter supports the establishment of signage within the Boddington Shire for the purposes of protecting bird life generally and all endangered species, in particular. One "black spot" for collisions with birds is in the vicinity of 910 Bannister-Marradong Rd, where the posted speed limit transitions from 90 to 110 kp/h (or *vice versa* depending on a vehicle's direction of travel.) Birds are readily sighted on or near this section of road (pictures attached).

Another area birds are seen to have been struck is on the same road -Bannister-Marradong -as one approaches Boddington's Hotham River bridge which has a limit of 60kp/h posted. Clearly drivers are passing through section of road too quickly. Additional signage might also be appropriate here.

Consideration might also be given to reconfiguring the posted limits to say, 60kp/h from the Gold Mine entrance, dropping down to 50/kph prior to entering the town site proper. And the main street itself should really be 40kp/h and generally more amenable to pedestrians crossing the street. The underlying practice seems to be that vehicles have the *de facto* "right of way" and need show no particular courtesy to the *pedestrian*, neither as as an individual nor as a concept. It's no wonder that birds get run over with such an hostile mind-set from drivers.

A similar problem exists with the Bannister-Marradong road entrance on the other side of town. At both locations - well within 60kp/h zones - I have seen the bodies of birds (most notably, juvenile Magpies) and I can only imagine that visitors to the town would be appalled to receive this "first impression" of Boddington. Conversely, Boddington's visitors would surely appreciate of the extra invitation to be attentive to the road ahead and the community sentiment such an invitation is bound to reflect.

I am rather less familiar with Crossman and other roads, but my general impression is that the overall speed limits are somewhat generous within a 5 km radius of the town site and additional & reconfigured signage would serve the interests and there is a general sense of "lead-footedness" among local drivers and mine workers which should be curtailed in a manner which largely avoids but does not preclude punitive measures.

Again, this letter supports additional signage within the Shire (& a generally reconfiguring/reduction of posted speed limits within the town environs).

Finally, unless the hour is very late perhaps (and safety is a concern), it's totally wrong for able-bodied drivers, shoppers or ATM-customers to be using the ACROD parking (opposite the Shire offices). Again this speaks to the same kind of driver-chauvinism which more broadly threatens the precious lives of

ATTACHMENT 8.3.1
LETTERS OF SUPPORT – COCKATOO SIGNAGE

endangered species, the amenity of all pedestrians and the likelihood of plaudits emanating from Boddington's visitors.

Your sincerely
Ross Allen
45 Johnstone St, Boddington
98838801

ATTACHMENT 8.3.1
LETTERS OF SUPPORT – COCKATOO SIGNAGE

Tamsin Hodder

From: Charlotte Miles <charlottemiles@gmail.com>
Sent: 2 March, 2019 3:14 PM
To: Tamsin Hodder
Subject: Letter of support

To whom it may concern,

I am writing a letter of support for permanent signage in Boddington area to reduce cockatoo car strikes. As these birds natural habitats in this area I feel it is very important to try to make the area safer for them and create awareness with signage so that drivers are more cautious and therefore less of these native birds die.

I really hope you take this into consideration so that Boddington can have permanent signage placed on roads to prevent more birds dying.

Best regards,
Charlotte Miles
61 Mistletoe View,
Crossman 6390

--

Charlotte Miles
+61 (0) 45218 2382

ATTACHMENT 8.3.1
LETTERS OF SUPPORT – COCKATOO SIGNAGE

Tamsin Hodder

From: Total Marine Repairs <totalmarine@westnet.com.au>
Sent: 3 March, 2019 4:14 PM
To: Tamsin Hodder
Subject: Signage for cockatoo

Categories: Red Category

Please accept this email as my total support for road signage to be avail and deployed where appropriate to avoid vehicle strike on the already endangered red and white tail cockatoo in the Boddington shire.

Yours faithfully
Nic and Carol Amps
102 Mitchell Cres
Boddington

Sent from my iPhone

ATTACHMENT 8.3.1
LETTERS OF SUPPORT – COCKATOO SIGNAGE

Tamsin Hodder

From: stef t <stwhitt78@gmail.com>
Sent: 5 March, 2019 9:14 PM
To: Tamsin Hodder
Subject: Cockatoo car atriike

To whom it may concern,

I am happy to send my support ca@boddington.wa.gov.au for a request for permanent signage to be placed to warn drivers to slow down when approaching white and red tailed endangered cockatoos on local roads.

I also think the roads during feeding season need to be monitored and regularly cleared. People should notify shire as soon as they see the cockatoos feeding to reduce fatalities.

Thank you
Stef Whittington.

ATTACHMENT 8.3.1
LETTERS OF SUPPORT – COCKATOO SIGNAGE

Mr. Chris Littlemore

Shire of Boddington CEO

Good afternoon Chris

Re: Black cockatoo signage

Boddington is very fortunate to have all 3 species of Black Cockatoo living in and around our town. I'm sure you are aware that these birds are seriously endangered with a dramatic decrease in their numbers over the last 20 years. At present rate of decline the Carnaby's Black Cockatoo is predicted to be extinct in the wild within the next 50 years. This is despite extensive work being done to preserve the species by a number of organisations and individuals e.g. Perth Zoo, Murdoch University, Birdlife WA. Shire of Boddington can also do their bit.

Apart from habitat loss one of the main threats to these birds is from vehicle strike. Recently 5 birds have been killed on roads locally, 4 on one site on Crossman Rd just outside Ranford. Cockatoos are feeding on the fallen nuts from Marri trees that grow on the roadside. They are large heavy birds and do not get airborne quickly all too often coming into contact with cars as they try to take off.

Expert opinion suggests that permanent signage would help alert motorists to slow down and be on the lookout for these birds thus avoiding more losses. Other shires have elected to have signage installed and I hope Boddington will do the same.

Thank you for considering this matter.

Yours sincerely



Ros Thomson

SHIRE OF
BODDINGTON
RECEIVED

05 MAR 2019

De: Shire of Boddington
☐ DCS ☐ SSP ☐ MINS
☐ PEHO ☐ FM ☒ CEO
☒ MWS ☐ TPC ☐ MCS
R1

File No. ADMO217
Date
Initial

ATTACHMENT 8.3.1
LETTERS OF SUPPORT – COCKATOO SIGNAGE

SHIRE OF
BODDINGTON
REMOVED

07 MAR 2019

Mr Chris Littlemore
CEO Shire of Boddington

copy to Martin Glynn
President Shire of Boddington

File No. _____
Date _____
Initial _____
☐ DCS ☐ CDP ☐ MINS
☐ BEHO ☐ IM ☐ CEO
☐ MWS ☐ TPC ☐ MCS

We the undersigned request that the Boddington Shire Council erect signage on roads in the Shire to warn motorists of the possibility of Black Cockatoos feeding on the roadsides.

Recently at least four of these endangered birds were killed by passing vehicles on Crossman Rd and another on the Pinjarra Williams road.

Marri tree nuts are a food source for Black Cockatoos and the signage could be erected near to the location of these native trees.

We could show that our Shire cares about its birdlife by making motorists aware of these locations.

6th March 2019

Angela and Keith Davies 7623 Harvey/Quindennig Rd, Quindennig
Rob & Fresh Bowden "Warren Hill" Newmarket Road,
Vicki Stott-Fisher 71 MYARRIE CRES. BODDINGTON Boddington
Aindy Mulcahy - 157 Fairway Place, Boddington.
Lisa mahy Marradong RD, Marradong
Kathy Imlayen Boddington Medical Centre
Gabriella Roberts 1 Shepherds Turn Boddington.
Pam STANDER, 10 FARMERS AVE, BODD
Jul Neems 2 Nichols Place
MAT MULWATERS - 20 RUSSIAN WY
TAM RINGROSE 52 FRASER RD, BODD
Shayne, 20 Farmers Ave, Boddington
E. Smalbege, 139 Castle Rock way, 6390
Liljana Gillis 336 ~~Garden~~ Crossman Rd Boddington 6390 WA.
TRUDY BRYANT 5 HOTHAM AVE BODDINGTON
CROCH MARSTON } 35 CROSSMAN RD BODDINGTON
MAXINE MARSTON }

ATTACHMENT 8.3.1
LETTERS OF SUPPORT – COCKATOO SIGNAGE

Julie Stewart

From: DENNIS ANDERSSON <denrob.andersson@bigpond.com>
Sent: Monday, 11 March 2019 11:13 AM
To: Julie Stewart
Subject: Cockie food trees

Categories: MAIL IN, PRINTED

Hello Chris,

I believe you wanted to know tree species that are favoured by black cockatoos. We have planted many species specifically for the cockies and have had gratifying success in that they are actually feeding on many of the mature specimens. They prefer anything with woody fruits.

Natural stands of Marri (*Corymbia calophylla*), Harsh hakea (*Hakea prostrata*), Blackbutt (*Eucalyptus patens*) are always on their menu.

Planted here....seen being eaten: *Eucalyptus: macrocarpa, accedens, drummondii, kruseana, caesia, pyriformis, tetragona, pulverulenta.*

Hakea: francissiana, undulata, petiolaris, bucculenta, multilineata.

Allocasuarina: heugelliana, fraseri

The red tailed black cockatoos love cape lilac - if a deciduous tree is fancied.

I hope that helps.

Cheers

Robin Andersson

SHIRE OF
BODDINGTON
RECEIVED

11 MAR 2019

Distribution to:

☒ DCS ☐ DSP ☐ MINS
☐ PEHO ☐ FM ☒ CEO
☒ MWS ☐ TPC ☐ MCS

File No ADM 0602
Date _____
Initial _____

ATTACHMENT 8.3.1
LETTERS OF SUPPORT – COCKATOO SIGNAGE

**FRIENDS of the RESERVES
BODDINGTON (Inc)**



Preserving the reserves for future generations

SHIRE OF
BODDINGTON
RECEIVED

11 MAR 2019

Distribution to:
☐ DCS ☐ DSP ☐ MINS
☐ PEHO ☐ FM ☐ CEO
☐ MWS ☐ TPC ☐ MCS
10.3.2019

Mr Chris Littlemore,
CEO Shire of Boddington.

Dear Chris,

In view of the carnage suffered by our iconic black cockatoos from bird strikes on our roads (in their entire range) we feel Boddington Shire could build on its reputation of caring for its environment as an example for other local government entities.

We already value our road verges for their native vegetation which enhances scenery (and tourist potential), provides shade and protection on roadsides. Importantly vegetated road verges are also wildlife habitat, vital corridors for birds and animals to move between cleared and forested areas. They provide a valuable food source for many creatures, most notably at this time of the year, for the three threatened species of black cockatoos that feed on marri (*Corymbia calophylla*) seed capsules.

Commendably, the Shire has already been active on social media (in good company with Parks and Wildlife) regarding drivers slowing down when they see black cockatoos on or near roads. Warning signage, where appropriate, would alert motorists on stretches of road where these trees occur and birds are likely to forage on or near the road surface.

Crossman Road has several sections where black cockatoos regularly forage in the trees and on the ground. Unfortunately a number of birds have been killed along that road.

A permanent sign erected at each end of Crossman Road warning of the danger to these birds would serve to make drivers aware and perhaps save the birds from injury or death. PHCC movable signs warning motorists to slow down, placed closer to the feeding activity when it is occurring, would further enhance protection. These signs could be placed and removed by FoR volunteers.

Signs designed to alert motorists to slow down for wildlife are used by many shires to protect ducks, bandicoots, kangaroos, tortoises.....and cockatoos. If the signs are adopted, Boddington would be joining an enlightened group of local authorities.

FoR members urge the Shire of Boddington to install signage to help protect endangered black cockatoos.

Yours faithfully

Robin Andersson

Robin Andersson

President,

Friends of the Reserves – Boddington (Inc)

File No. ADM 0603
Date 10.3.2019
Initial

ATTACHMENT 8.3.1
LETTERS OF SUPPORT – COCKATOO SIGNAGE

**FRIENDS of the RESERVES
BODDINGTON (Inc)**



Preserving the reserves for future generations

SHIRE OF
BODDINGTON
RECEIVED

18 MAR 2019

Distribution to:

☐ DCS ☐ DSP ☐ MINE
☐ PEHO ☐ FM ☒ JCR
☒ MWS ☐ TPC ☐ MCS

10.3.2019

File No ADM 0602
Date _____
Initial _____

Mr Chris Littlemore,
CEO Shire of Boddington.

Dear Chris,

In view of the carnage suffered by our iconic black cockatoos from bird strikes on our roads (in their entire range) we feel Boddington Shire could build on its reputation of caring for its environment as an example for other local government entities.

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FoR members urge the Shire of Boddington to install signage to help protect endangered black cockatoos.

Yours faithfully

Robin Andersson

President,

Friends of the Reserves – Boddington (Inc)

ATTACHMENT 8.3.1
LETTERS OF SUPPORT – COCKATOO SIGNAGE

Mr. Chris Littlemore

Shire of Boddington CEO

Good afternoon Chris

Re: Black cockatoo signage

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Expert opinion suggests that permanent signage would help alert motorists to slow down and be on the lookout for these birds thus avoiding more losses. Other shires have elected to have signage installed and I hope Boddington will do the same.

Thank you for considering this matter.

Yours sincerely

SHIRE OF
BODDINGTON
RECEIVED

27 MAR 2019

DEPARTMENT

☐ BGS ☐ BSP ☐ MINS

☐ PEHO ☐ FM ☒ CEO

☐ MWS ☐ TPC ☐ MCS

File No ADM0602

Date _____

Initial _____

The above letter is from Ros Thomson

8.4 DIRECTOR CORPORATE & COMMUNITY SERVICES:

Nil at this time.

8.5 CHIEF EXECUTIVE OFFICER:

8.6.1 Action Sheet

Disclosure of Interest: Nil
Date: 9 April 2019
Author: Chris Littlemore

Purpose of Report

To bring forward Councillors information the Action Report with actions taken on previous Council resolutions.

Meeting Date	Resolution Number	Responsible Officer	Subject	Date Completed	Comments Current Status
19/3/19	16/19	James Rendell MFS	Annual Budget Review 2018/19	22/3/19	Emailed Revised Budget 2018/19 and copy resolution of minutes to DLGC.
19/3/19	19/19	Graham Stanley DCCS	Waste Management-Shire of Williams	11/4/19	DCCS notified Shire of Williams
19/3/19	20/19	Graham Stanley DCCS	Compliance Audit Return	12/4/19	DCCS lodged Compliance Audit Return to DLGSC
19/3/19	22/19	Graham Stanley DCCS	Adoption of Revised Purchasing Policy	22/3/19	Uploaded to website.

For information only.

8.6.2	Actions Performed Under Delegated Authority For The Month Of March 2019
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File Ref. No:	ADM0686
Disclosure of Interest:	Nil
Date:	10 April 2019
Author:	Chief Executive Officer
Attachments:	Nil

Summary

To report back to Council actions performed under delegated authority for the month of February 2019.

Background

There is no specific requirement to report on actions performed under delegated authority. But to increase transparency this report has been prepared for Council and includes all actions performed under delegated authority for the month of February 2019.

Common Seal

One off Delegation

Tenders

Building Permits issued;

Development Approvals issued

Health Approvals issued;

Affixing of Common Seal

Comment

The following tables outline the action performed within the organization relative to delegated authority for the month of February 2019 and are submitted to Council for information.

Common Seal	
Date Affixed	Documentation
Nil	

One off Delegation	
Date	Documentation
Nil	

Authorisation to call Tenders	
Date	Action
Nil	

Peter Haas - PEHO			
Building Applications – February 2019			
Application No.	Applicant	Lot & Street	Type of Building Work
3229	M & T Gelissen Family Trust 24 Hill Street Boddington	Lot 2 No 26 Hill Street Boddington	Dwelling
3236	I & S MacPherson 14 Nanven Place Rivervale	Lot 13 No 20 Gold Mine Road Bannister	Conversion of a shed to a dwelling
3239	J Torrance 14 Forrest Street Boddington	Lot 20 Bannister-Marradong Road Bannister	Sea Containers x 2 & Water tanks x3
Building Applications – March 2019			
3238	C Erasmus 720 Chalk Brook Road Bannister	Lot 200 No 720 Chalk Brook Road Bannister	Swimming pool below ground concrete
3240	D & R Andersson 105 Twin Bridges Place Crossman	Lot 52 No 105 Twin Bridges Place Crossman	Lean to
3234	J Hall 4 Hill Street Boddington	Lot 2 No 4 Hill Street Boddington	shed
3241	South 32 Worsley Alumina Po Box 344 Collie	Lot 132 No 13 Hakea Road Boddington	Patio
3242	Matlock Farms (D Batt) 6801 Pinjarra- Williams Road Marradong	Lot 2 No 6801 Pinjarra- Williams Road Marradong	Farm Shed
3235	C Farmer PO Box 1 Boddington	Lot 460 No 407 Farmers Avenue Boddington	Farm Shed
3243	I & S MacPherson 14 Nanven Place Rivervale	Lot 13 No 20 Gold Mine Road Bannister	Shed
Health			
Nil			

Steve Thompson - Town Planning Consultant			
Development Approvals			
Application No.	Applicant	Lot & Street	Type of Approval
A172	Bodiga-Jeff Freeman Architects	Lot 50 (No. 36) Bannister Road	Development Approval
A360	Jodi Hall	Lot 2 (No 4) Hill Street	Outbuildings & assoc annex
A1648	Jason Wiggins	Lot 1228 (No. 8820) Pinjarra Williams Road	Outbuilding
A1670	Wood	Lot 60 Crossman Dwarda Road	Shed
A841	JD Pearce	Lot 9 (No 5) Illyarrie Crescent	Carport
A1750	D Batt	No 6801 Pinjarra Williams Roads	Shed
Subdivision Applications			
Application No.	Applicant	Lot & Street	Action
Nil			
Land Administration			
Application No.	Applicant	Lot & Street	Action
Nil			

Strategic Implications – Nil

Statutory Environment

Regulation 19 of the *Local Government (Administration) Regulations 1996* requires delegates to keep a record of each occasion on which they exercise the powers or discharge the duties delegated to them.

Policy Implications - Nil

Financial Implications - Nil

Economic Implications – Nil

Social Implications - Nil

Environmental Considerations – Nil

Consultation - Nil

Voting Requirements – Simple Majority

OFFICER'S RECOMMENDATION – ITEM 8.6.2

That Council accept the report outlining the actions performed under delegated authority for the month of March 2019.

10. ELECTED MEMBERS' MOTION OF WHICH PREVIOUS MOTION HAS BEEN GIVEN:

Nil at this time.

11. URGENT BUSINESS WITHOUT NOTICE WITH THE APPROVAL OF THE PRESIDENT OR MEETING:

Nil at this time.

Motion to close the meeting to the public to consider confidential matters in accordance with Section 5.23(2)(a) of the Local Government Act 1995

12. CONFIDENTIAL ITEM:

12.1.1 Rodeo Grounds Toilets - CONFIDENTIAL

OFFICER'S RECOMMENDATION – ITEM 8.3.1

That Council declares the meeting open to members of the public as Council has concluded discussion of confidential matters in accordance with Section 5.23(2)(a) of the Local Government Act 1995

13. CLOSURE OF MEETING: