

Agenda

Ordinary Council Meeting

Wednesday 22 April 2026,
At 5.30pm

Council Chambers, 39 Bannister Road, Boddington

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1. DECLARATION OF OPENING

I would like to begin by acknowledging the Wilman People as the Traditional Custodians of the land we are meeting on today, and pay respect to Elders past and present, as well as the continuation of cultural, spiritual, and educational practices of Aboriginal people.

Councillors, to ensure clarity and effective communication during this Council Meeting, I kindly remind you to switch on your microphones when called upon to speak. This meeting will be recorded.

2. ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE

2.1 Attendance

2.2 Apologies

2.3 Leave of Absence

3. DISCLOSURES OF INTEREST

4. PUBLIC QUESTION TIME

Public question time is limited to a total of fifteen minutes of duration, and each speaker is limited to three minutes duration to speak, except by consent of the person presiding.

4.1 Responses to previous public questions taken on notice

Aaron Smyth

Q1. Will the petition currently being prepared be referred to a specific Council committee, such as Planning or Environment, prior to being reported to full Council, and will the lead petitioner be given the opportunity to meet with the relevant committee to provide further clarification or evidence?

A1. The Shire of Boddington does not have a Planning Committee or an Environment Committee. Accordingly, there is no committee of that kind to which the petition could be referred.

The petition refers to a proposed wind farm and to a potential development application that has not yet been lodged. Any future development application, if lodged with the Shire of Boddington, would need to be considered through the applicable statutory planning processes at that time.

As to whether the lead petitioner could meet with a relevant committee to provide further information or clarification, there is no separate committee process available for that purpose. Any further information would instead need to be provided directly to the Shire Administration.

4.2 Public Questions

5. **PETITIONS/DEPUTATIONS/PRESENTATIONS/SUBMISSIONS**

6. **CONFIRMATION OF MINUTES**

That the minutes of the Ordinary Council Meeting held on Wednesday 25 March 2026 be confirmed as a true record of proceedings.

7. **ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION**

8. **RECEPTION OF MINUTES AND RECOMMENDATIONS OF COMMITTEES**

8.1 Local Emergency Management Committee | 26 March 2026

Attachments: 8.1A | Local Emergency Management Committee Meeting | 26 March 2026

Officer Recommendation

That the minutes of the Local Emergency Management Committee Meeting held on Thursday 26 March 2026, be received.

9. **REPORTS OF OFFICERS**

Minutes

Local Emergency Management Committee Meeting Fuel Crisis

Thursday 26 March 2026

At 10.00am

Council Chambers

39 Bannister Road, Boddington

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1. Declaration of Opening

Eugene Smalberger, Shire of Boddington President, declared the meeting open at 10.00am.

I would like to begin by acknowledging the Traditional Owners of the land on which we meet today. I would also like to pay my respects to Elders past and present and emerging.

2. Attendance/Apologies/Leave of Absence

2.1 Attendance

James Wickens	Shire of Boddington – LEMC Executive Officer
Lillian Tamas	Shire of Boddington
Jackie Stewart	Shire of Boddington
Kaitlin Southgate	Shires of Boddington, Harvey and Wandering - Bushfire Risk Mitigation Coordinator
Cr. Eugene Smalberger	Shire of Boddington - Chair
Cr. Paul Carrotts	Shire of Boddington
Robert Jones	Shire of Boddington - Chief Bush Fire Control Officer
Joshua Egan-Reid	Western Australian Police Force
Ben Davies	Dept. of Fire and Emergency Services
Viv Gardiner	Dept. of Fire and Emergency Services
Corrie Lokan	Dept. of Health
Simon Finn	South32
Jess Martin	South 32
Rhonda Cunnington	Boddington District High School
Bruce Hancock	Main Roads Western Australia
Anthony Nemeth	Dept. of Communities
Daniel Marsh	Newmont
Kingsley Foster	BP Service Station
Roz Foster	BP Service Station
Greg Day	Greg Day Motors

2.2 Apologies

Wayne English	State Emergency Services Manager - Boddington
Lynda Elms	Dept. of Fire and Emergency Services
Anna Erickson	Dept. of Primary Industries & Regional Development
Brodie Selby	Dept. of Biodiversity, Conservation & Attractions
Kirrily Clarke	Dept. of Communities
Nicola Faithfull	St John WA Community Paramedic
Nicholas Hayward	Newmont
Leigh Cover	Newmont
Javier Brodalka	Newmont
Anthony Willetts	Main Roads Western Australia
Jake Webb	Alcoa

2.3 Leave of Absence

3. Disclosures of Interest

NIL

4. Guest Presentations

Joshua Egan-Reid– Western Australian Police

Attachments - 4.1A District Briefing 19 March 2026

Joshua Egan-Reid presented to LEMC on the current fuel crisis.

Overview:

The Coordinator of Energy has declared a Level 1 emergency in response to fuel supply concerns impacting Western Australia.

Key Context:

- Western Australia sources all refined fuel from Asia.
- Approximately 50% of crude oil supplied to Asia originates from the Middle East.
- Current geopolitical and supply disruptions are contributing to rising fuel prices.

Current Issues Identified (Level 1):

- Fuel price increases

- Supply chain disruptions
- Intermittent stock shortages at some locations

Impact Assessment:

- Around 20% of the fuel supply is currently affected
- Approximately 50% of crude oil supply to Asia is impacted
- Western Australia continues to receive approximately 80% of normal fuel supply

Outlook:

- The disruption is expected to continue in the short term
- No significant escalation in impact is anticipated at this stage

Discussion Point:

- The Hazard Management Agency (HMA) has requested feedback and insights regarding:
 - Current risk level
 - Potential escalation
 - Local impacts and preparedness considerations

Kingsley Foster:

Current advice indicates no immediate fuel availability concerns within the local area.

- No supply issues reported
- All fuel orders are being fulfilled as requested and on time
- Great Southern Fuel Supplies has advised they are not expecting any delays or supply disruptions
- Some regions have experienced temporary fuel shortages due to panic buying. In response, certain service stations have implemented restricted operating hours (8:00am – 5:00pm daily) to manage supply
- All emergency services have been provided with contact details for Great Southern Fuel Supplies. This allows 24-hour fuel access to be remotely activated at service stations outside standard operating hours when required

Greg Day:

At this stage, there have been no significant local fuel supply issues reported.

- No immediate concerns impacting supply or availability
- A small number of farmers have attended to secure fuel; however, demand appears to be stabilising as supply improves
- Independent fuel suppliers are experiencing greater impact due to receiving supply after major providers
- The reported 20% reduction in supply is therefore affecting independents more significantly. As a result, fuel costs have increased for these operators
- Ongoing concern regarding potential impacts if crude oil supply declines further
- there is currently no plan in place to introduce fuel rationing

Joshua Egan-Reid:

Current intelligence suggests the fuel supply disruption is likely to be prolonged, with long-term impacts anticipated.

- The situation is expected to continue for 18 months to 2 years (minimum)
- Refineries rebuild and recovery timelines are estimated at 4–5 years, limiting the speed of supply restoration
- Major operators including Newmont and South32 have reported no current fuel supply issues impacting their operations

5. Closure of Meeting

There being no further business, Eugene Smalberger, Shire of Boddington President, declared the meeting closed at 10.32am.

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9.1 DEVELOPMENT AND COMMUNITY SERVICES

9.1.1 Boddington to Tullis Bridge Rail Trail – Design Direction

File Reference:	3.000672
Applicant:	Nil
Previous Item:	Nil
Author:	Executive Manager Development and Community Services
Disclosure of Interest:	Nil
Voting Requirements:	Simple Majority
Attachments:	9.1.1A Tullis Rail Trail & Tullis Walk Trail – Trail Audit

Summary

The Boddington to Tullis Bridge Rail Trail project has progressed to a stage where Council direction is required on the preferred design approach.

A balanced approach is proposed that utilises the existing rail formation, removes rail infrastructure as the primary objective (with only minimal sections retained for heritage interpretation), installs boundary fencing, and retains selected rail elements for heritage interpretation where appropriate. This approach is supported by consultant advice and industry guidelines and is intended to deliver a safe, accessible and marketable tourism asset aligned with the Shire's strategic direction.

Background

The Rail Trail project is identified as a priority initiative under the Shire's Prosperity Aspiration, with the objective of developing nature-based tourism opportunities that support economic growth and visitation.

The proposed trail follows the former Hotham Valley rail corridor between Boddington and Tullis Bridge. The corridor is recognised within the Shire's Municipal Heritage Inventory as part of the Railway Line Precinct and is currently reserved for tourism railway purposes.

The project aligns with the Peel Regional Trails Strategy, which identifies the Hotham Valley Rail Trail as a key regional initiative to enhance connectivity, promote active recreation, and support tourism across the Peel region. The strategy highlights the opportunity to repurpose historic rail corridors into multi-use trails that deliver both economic and community benefits.

Locally, the Rail Trail is supported through the Shire of Boddington Council Plan, which emphasises investment in tourism infrastructure, activation of natural assets, and diversification of the local economy. The project is proposed to be delivered in stages, with Stage 1 focusing on the development of the trail between Boddington and Tullis Bridge, and future stages extending the trail toward Dwellingup, strengthening regional linkages and visitor experiences.

Comment

The project has reached a key decision point regarding the preferred trail alignment and treatment of existing rail infrastructure.

Council direction on the preferred design approach is sought, so that the project can proceed to detailed design with confidence and clarity. Confirming the design direction at this stage will avoid unnecessary expenditure and staff time being committed to investigating or developing alternative approaches that are not supported, and will ensure subsequent technical work,

heritage input, stakeholder engagement and cost planning are based on a clear and endorsed foundation.

The Shire's intention is to also secure land tenure through submitting an application for a management order over Reserve 46391 and associated Unallocated Crown Land (Land IDs 1958565, 1958458, 1958711, 1958710, 1958709 and 1958708) to the Department of Planning, Lands and Heritage. This step is critical in enabling long-term planning certainty and delivery of Stage 2 of the Rail Trail from Tullis Bridge to Dwellingup.

Consultant Findings

The Trail Audit prepared by Common Ground Trails and contained in Attachment 1, confirms that the existing rail formation provides a suitable alignment for a shared-use trail, including gentle gradients and an accessible user experience. The audit recommends retaining the trail on the rail formation and removing remaining rail hardware as the default position, with only small, strategically selected sections retained for heritage interpretation.

Importantly, the consultant does not support construction of a trail adjacent to the rail formation due to the nature of the landscape and drainage implication. This approach would require lifting the trail, additional culverts and drainage infrastructure, and ongoing management of both the rail corridor and new trail, resulting in increased cost, complexity and maintenance burden.

Tourism Outcome

The project is intended to deliver a high-quality tourism asset. Trails that are safe, accessible, and provide a consistent user experience are more likely to attract visitors, encourage repeat use, and support local economic activity.

Retaining significant lengths of rail infrastructure or constructing alongside the formation would compromise the usability and appeal of the trail, limiting its effectiveness as a tourism product.

Heritage Considerations

The rail corridor has recognised heritage value. However, heritage policy supports conservation through adaptation and interpretation, not solely preservation of all physical elements.

The proposed approach retains heritage value through:

- Selective retention of rail infrastructure at key locations (to be determined through detailed design and heritage advice);
- Interpretive signage and storytelling; and
- Continued use of the original rail alignment.

This ensures heritage is recognised while allowing the asset to function safely and effectively.

Aboriginal Heritage Considerations

The corridor intersects areas of Aboriginal heritage significance. Development of a new trail alignment would likely result in increased ground disturbance and may trigger additional survey and approval requirements.

Utilising the existing rail formation minimises disturbance and reduces cultural heritage risk and approval complexity.

Landowner Interface

The trail passes through active farmland, requiring appropriate separation between trail users and livestock.

Installation of boundary fencing and controlled crossings is necessary to:

- Ensure user safety
- Support agricultural operations
- Reduce landowner conflict

Consultation

Consultation has been undertaken with:

- Rail Heritage Foundation
- Adjacent landowners
- Aboriginal Reference Group
- Community stakeholders

Further engagement will be required during detailed design, particularly in relation to heritage interpretation and land interface treatments.

Strategic Implications

Aspiration	Prosperity
Outcome 11	An attractive destination for day trips and short stay visitors
Objective 11.3	Responsibly develop and manage nature-based experiences and trails
Priority 11.3.4	Develop Boddington-Dwellingup Rail Trail Stage 1: Boddington to Tullis Bridge.

Legislative Implications

Local Government Act 1995
Aboriginal Heritage Act 1972 (WA) – surveys and approvals may be required where disturbance occurs
Planning and heritage frameworks applicable to the Railway Line Precinct

Policy Implications

Local Planning Policy No.19 – Heritage Conservation
Supports conservation, adaptation and appropriate development of heritage places

Financial Implications

The preferred approach is expected to reduce construction complexity and cost, minimise long-term maintenance requirements, and improve value for investment through the delivery of a higher quality tourism asset.

Detailed costings will be confirmed through the detailed design phase. However, funding allocations have been identified within the current budget and Long-Term Financial Plan (LTFP), including \$500,000 in 2025/26, \$200,000 in 2026/27 for Stage 1. In relation to Stage 2, allocations include \$30,000 in 2027/28, \$1.5 million in 2028/29, and \$2.5 million in 2029/30.

Economic Implications

A positive economic impact is anticipated through increased visitation, stimulation of local businesses, and an enhanced regional profile.

Social Implications

Social implications include improved recreational opportunities, increased accessibility for a wide range of users, and enhanced community connection to local heritage.

Environmental and Climate Change Considerations

Environmental and climate change considerations include the use of the existing formation to minimise ground disturbance, as well as a reduced need for additional earthworks and drainage infrastructure.

Risk Considerations

Risk Statement and Consequence	Failure to confirm the preferred design approach at this stage may result in unnecessary expenditure of funds and staff time, project delays, and uncertainty in progressing detailed design.
Risk Rating (prior to treatment or control)	Moderate
Principal Risk Theme	Reputational
Risk Action Plan (controls or treatment proposed)	Adopt consultant-supported approach utilising existing rail formation, with appropriate design controls and stakeholder engagement.

Officer Recommendation

That Council:

- 1. Endorse the proposed design approach for the Boddington to Tullis Bridge Rail Trail, being:
 - a) Use of the existing rail formation as the primary trail alignment;**
 - b) Removal of rail infrastructure as the default and primary objective, with only minor, strategically selected sections retained for heritage interpretation as determined through detailed design and heritage advice;****
- 2. Support progression of the project to detailed design, including installation of boundary fencing and controlled crossings to manage land interfaces;**
- 3. Note that this approach is intended to deliver a safe, accessible and high-quality tourism asset aligned with the Shire's strategic objectives; and**
- 4. Authorise the Chief Executive Officer to apply to the Department of Planning, Lands and Heritage for the management order of Reserve 46391 and Unallocated Crown Land (Land ID numbers 1958565, 1958458, 1958711, 1958710, 1958709 and 1958708) extending to the Shire of Boddington western boundary, to secure land tenure and enable planning and future development of Stage 2 of the Rail Trail (Tullis Bridge to Dwellingup).**

TULLIS RAIL TRAIL & TULLIS WALK TRAIL

TRAIL AUDIT

May 17, 2024



Contents

Prepared by Common Ground Trails Pty Ltd for the Shire of Boddington

Acknowledgements

The authors of this Trail Audit respectfully acknowledge that this land on which the trail network is located is traditional land of the Noongar people who have a rich social, spiritual and historical connection to this country, which is as strong today, as it was in the past.

Disclaimer

Common Ground Trails Pty Ltd, its employees, directors and associated entities shall not be liable for any loss, damage, claim, costs, demands and expenses for any damage or injury of any kind whatsoever and howsoever arriving in connection with the use of this Plan or in connection with activities undertaken in mountain biking, hiking and trail running generally.

While all due care and consideration has been undertaken in the preparation of this report, Common Ground Trails Pty Ltd advise that all recommendations, actions and information provided in this document is based upon research as referenced in this document.

Common Ground Trails Pty Ltd and its employees are not qualified to provide legal, medical or financial advice. Accordingly, detailed information in this regard will require additional professional consultation in order to adequately manage and maintain the facilities and reduce risk.

Revision	Description	Date
A	Draft Trail Audit for review	08/05/24
B	Final Trail Audit	17/05/24

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Methodology 4

Results 5



Introduction

The Tullis Bridge Rail Trail makes use of the Hotham Valley Railway Line from the Boddington Rodeo Grounds to Tullis Bridge. The 16km return trip follows along the beautiful Hotham River, through flat paddocks and timber reserves and connects up to the Tullis Walk Trail 3km loop. The Tullis Walk Trail is a 3km loop that starts and ends at Tullis Bridge: an old wooden trestle railway bridge built 1912 in Boddington. It runs along the river flats through jarrah and wandoo forests and includes features such as the old railway ballast reserve, and the historic federal stone river crossing. Both trails are multi use with walkers, cyclists and equestrians able to utilize them.

The Peel Regional Trails Strategy noted the importance of these trails as a local recreation resource and short trail opportunity for visitors to Boddington as well as the potential longer term to link the trail to Dwellingup via the Hotham Valley Rail corridor.

The Shire are currently investigating development of nature based recreation within Boddington and the upgrade of the Tullis Bridge Rail Trail and Tullis Bridge Trail has been identified as an opportunity to improve already existing infrastructure. This audit is intended to provide a better understanding of the scope of works required to upgrade the trail to ensure:

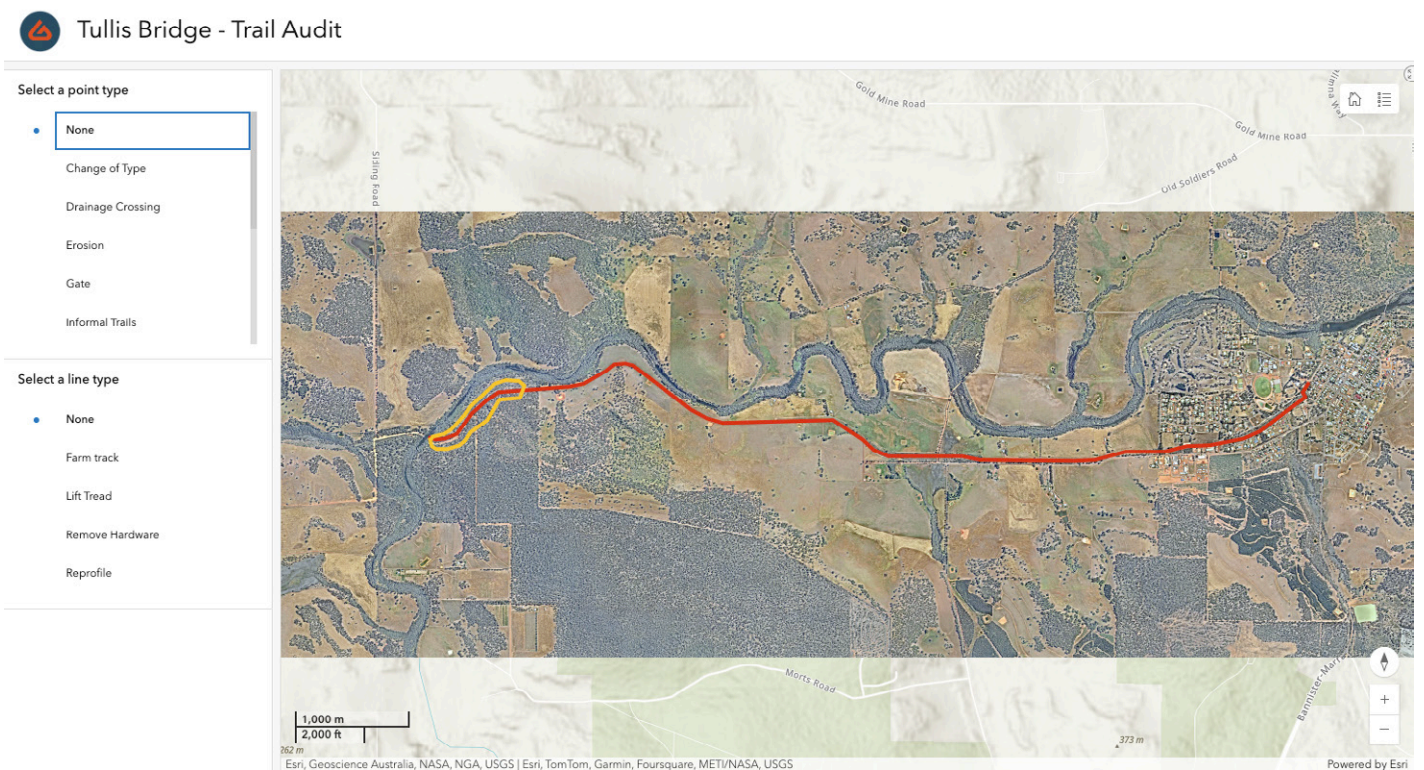
- Design and construction is in line with current best practice for sustainable high quality trail
- The vision for an accessible and immersive experience is realised
- Ongoing maintenance is minimised

The following audit assessed the current conditions of the trail surface, alignment, signage, and other infrastructure along the trail.

Methodology

The current Tullis Bridge Rail Trail and Tullis Walk Trail alignments were ridden and walked with information regarding trail alignment, surface and drainage recorded. Information relating to trail infrastructure such as gates, signage, toilets and seating were also captured.

Data in the field was collected using a GPS and iPad and downloaded into GIS. Click on the image below for interactive map depicting details regarding data captured and works required. Using this map you can turn layers on and off using the panel on the left and zoom in and out. Click on individual points to see details including photos and comments.



Click on image for Interactive map of audit data.

Results

Trail Alignment

Trail alignments was assessed for compatibility with desired classification of Class 2 Walk and Easy/Green Mountain Bike in terms of gradient and user experience. The criteria for these classifications is outlined below.



Trail Classification - Grade 2 Walk Trail

(for further details refer to Australian Standard 2156.1 - 2001 Walking Tracks - Classification and Signage.)

Distance	Total distance of track must Total distance of track to not exceed 10km.
Gradient	The gradient is generally Gentle hills. no steeper than 1:10 (or 10%) or 5.7 degrees). (AS 2165.1).
Quality	Generally a modified or Formed track. Width: 900mm or more. Well maintained with minimal intrusions. (AS 2165.1).
Quality of markings	Track head signage & route markers at intersections.
Experience required	Users need no previous experience and are expected to exercise normal care regarding their personal safety. Walks no greater than 10km. (AS 2165.1). Suitable for most ages and fitness levels.



Trail Classification - Easy mountain bike trail

(for further details refer to the Australian MTB Guidelines)

	Technical Description (for land manager use)
	Grade of Trail Easy
	Description Likely to be a combination of fire road or wide single track with a gentle gradient, smooth surface and relatively free of obstacles. Short sections may exceed these criteria.
Guiding Criteria	Trail Width 900 mm plus or minus 300 mm
	Trail Surface Mostly firm and stable
	Trail Gradient Climbs and descents are mostly shallow, but trail may include some moderately steep sections Ave. trail grade – 7% or less Max. trail grade – 15%
	Quality of Markings Trailhead signs and route markers at intersections
Risk Assessable Criteria	Level of trail exposure Exposure to either side of the trail corridor includes downward slopes of up to 30%
	Natural obstacles and Technical Trail Features (TTFs) Unavoidable obstacles to 100mm high, such as logs, roots and rocks Avoidable, rollable obstacles or jumps may be present Unavoidable bridges 900mm or wider Short sections may exceed these criteria
	Experience required Suitable for beginner / novice mountain bikers with basic mountain bike skills Suitable for off-road bikes

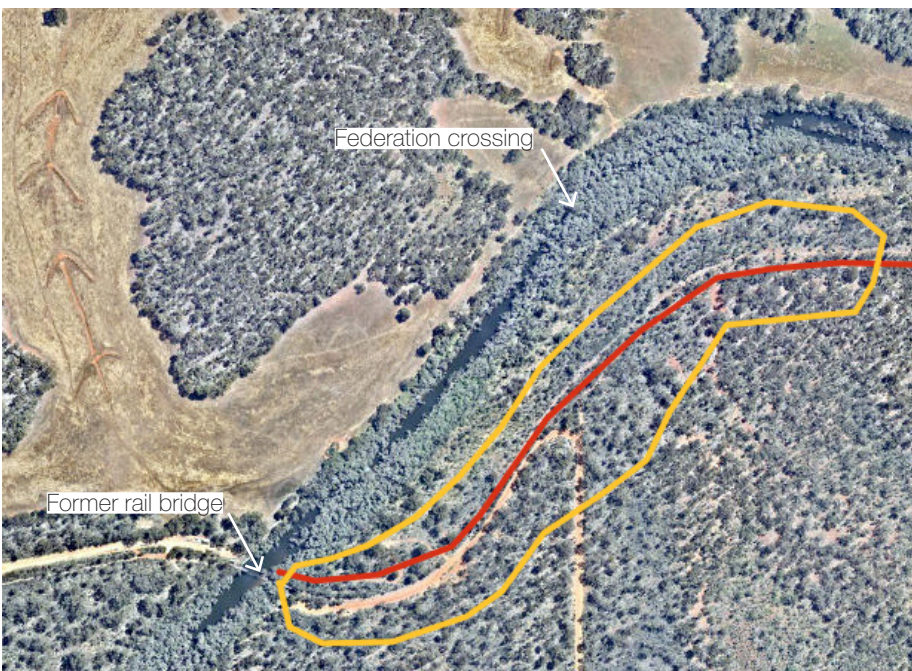
The Tullis Rail Trail generally meets the requirements in regards to gradient and challenge, however trail surface needs upgrading as outlined on page 7). The trail alignment follows the former rail formation which provides opportunity for trails users to connect to the local history of the area and provides an easy trail with shallow gradients.

The Tullis Walk Trail does not currently meet the requirement of a Grade 2 Walk Trail in relation to quality of trail. The current trail is indiscernible on the ground with no formed trail evident for a majority of the alignment. The trail is intended to provide a short loop taking in the Hotham River, native forest environment and a few points of interest relating to the railway. While there is potential to achieve this intent the lack of formed trail currently means the trail is unusable for the target market.

Federation crossing located adjacent the old railway bridge (refer to MAP 2) was assessed for suitability to be a crossing point for the future expansion of the rail trail linking to Dwellingup. The crossing was easily forded in the dry season, however it is likely that the crossing will not be suitable in the wetter months. Furthermore, it is a departure from the landmark of Tullis Bridge and creates confusion with wayfinding. Design and installation of a new bridge in the vicinity of the former rail bridge would be the desirable outcome.



MAP 1 - Trail alignment overview



MAP 2 - Detail of Hotham River crossing

Trail Surface

The Tullis Rail Trail surface is currently a varied mix of concrete, natural surface vehicle track and the rail formation with sleepers and steel tracks still present. The surface condition varies with some sections requiring significant works to rectify drainage issues and reinstate culverts and bridges. The remaining rail infrastructure including sleepers and steel tracks present safety issues for riders and walkers including trip and obstacle hazards.

The Tullis Walk Trail surface is currently indiscernible with vegetation now covering any trail that was once present. There is also significant pig damage to large sections of the trail alignment.



Tullis Rail Trail - natural surface vehicle track



Tullis Rail Trail - concrete footpath



Tullis Rail Trail - on rail formation



Tullis Rail Trail - on rail formation



Tullis Walk Trail - natural surface trail not discernable



Tullis Walk Trail - natural surface trail not discernable

Signage

The Tullis Rail Trail has two signs one at each end. Both signs contain the same information regarding development of the trail and limited information regarding trail facilities and alignment (refer to MAP 3 -5 for sign locations).

The Tullis Walk Trail contains 31 directional signs with arrows or walker symbols. There is no trailhead sign. The directional signs are mostly in good condition, however are confusing to follow as there is no formed trail. There is also a range of informal tracks in the area including animal track and farm tracks which makes navigation challenging (refer to MAP 3 -5 for sign locations).



Tullis Rail Trail - typical gate



Tullis Rail Trail - trailhead sign

Infrastructure

There are 16 gates along the Tullis Rail Trail alignment as it passes through farming properties. These are generally in good condition however do diminish the trail user experience, particularly riders with each gate requiring manual opening and closing. (refer to MAP 3 -5 for gate locations).

At Tullis Bridge there is a toilet, picnic table and bench seat which service both the Rail Trail and the Tullis Walk Trail. This infrastructure is in serviceable condition. (refer to MAP 3 -5 for locations).



Tullis Walk Trail - directional sign



Toilet



Picnic facilities



Legend

Trail Audit Points

- Signage
- Drainage Crossing
- Gate
- Pig Damage
- Change of Type
- Erosion
- Informal Trails
- Landmark
- Reprofile
- Restroom
- Vegetation removal
-

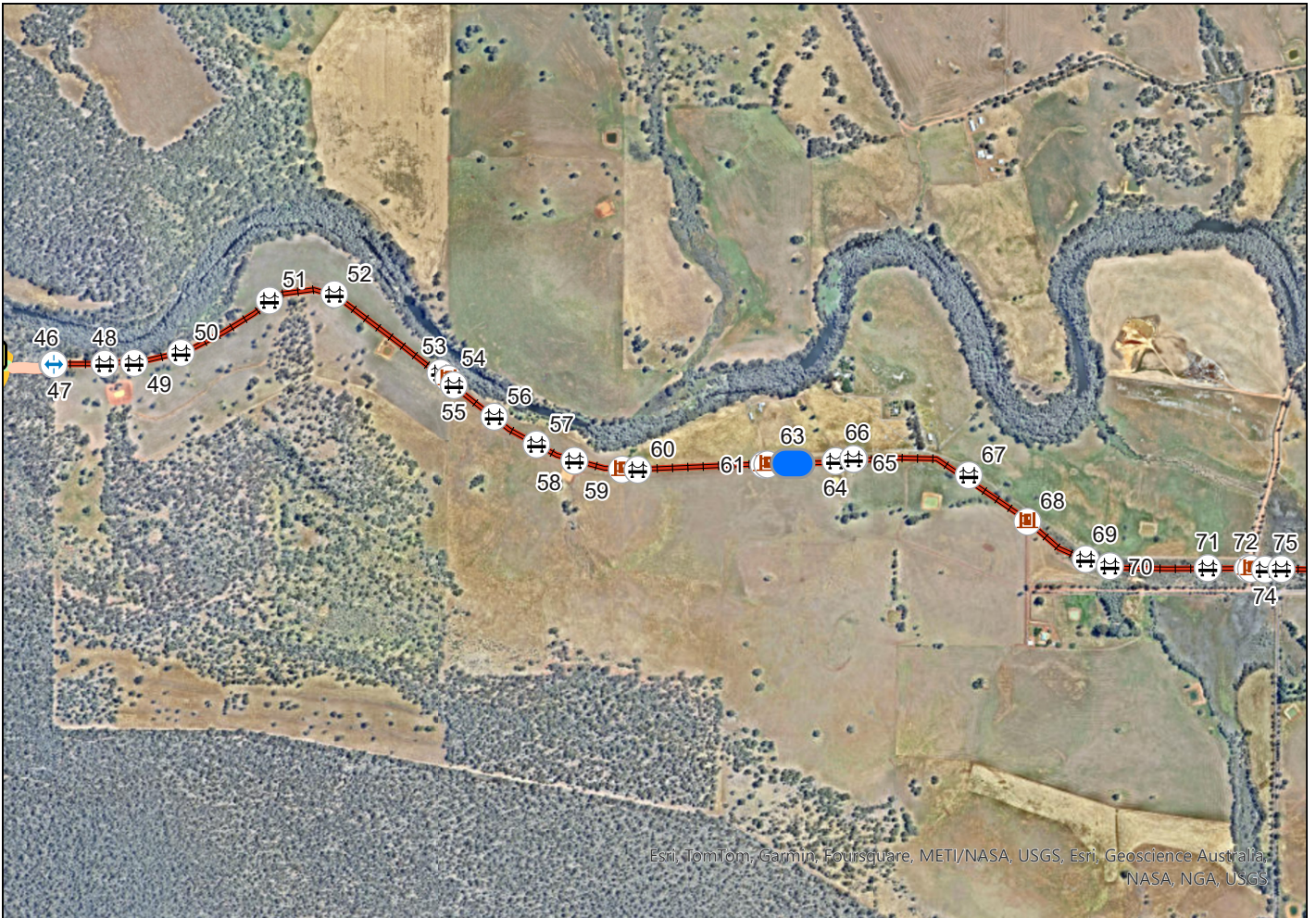
Trail Audit Lines

Line Type

- Farm track
- Lift Tread
- Reprofile
- Remove Hardware
-

MAP 3 - Detail of audit findings

OBJECTID	Audit Type	Comments	Latitude	Longitude	Horizontal Accuracy (m)
74	Drainage Crossing	Install 2 x 2m x 5m culverts	-32.808724	116.437031	3.920459
75	Drainage Crossing	Install 0.5m x 5m culvert	-32.80873	116.43754	5.315073
76	Drainage Crossing	Install 3 x 0.5m x 5m culverts	-32.808838	116.439227	6.449806
77	Drainage Crossing	Install 2 x 1m x 5m culverts	-32.808977	116.440493	9.284934
78	Gate		-32.80899	116.440648	5.879626
79	Gate		-32.80899	116.442897	4.280187
80	Drainage Crossing	Rebuild bridge using existing abutments and pylon. Approx 4m span to pylon from abutment	-32.809044	116.445503	3.54683
81	Gate		-32.809019	116.446087	4.808326
82	Gate		-32.809023	116.446176	4.140048
83	Gate		-32.808685	116.452443	4.827007
84	Gate				
85	Vegetation removal	Minor works	-32.808439	116.456833	5.375872
86	Gate		-32.808333	116.457055	4.883646
87	Change of Type	Rail formation, requires removal of tracks until next change of surface	-32.808302	116.457872	4.837355
88	Drainage Crossing	Rebuild bridge to existing pylons	-32.80475	116.4695	3.687818
89	Reprofile	Significant damage from start	-32.804596	116.469725	3.538361
90	Change of Type		-32.804066	116.470603	4.527693
91	Signage	Trail start	-32.803118	116.470874	4.031129



Esri, TomTom, Garmin, Foursquare, METI/NASA, USGS, Esri, Geoscience Australia, NASA, NGA, USGS

Trail Audit Points

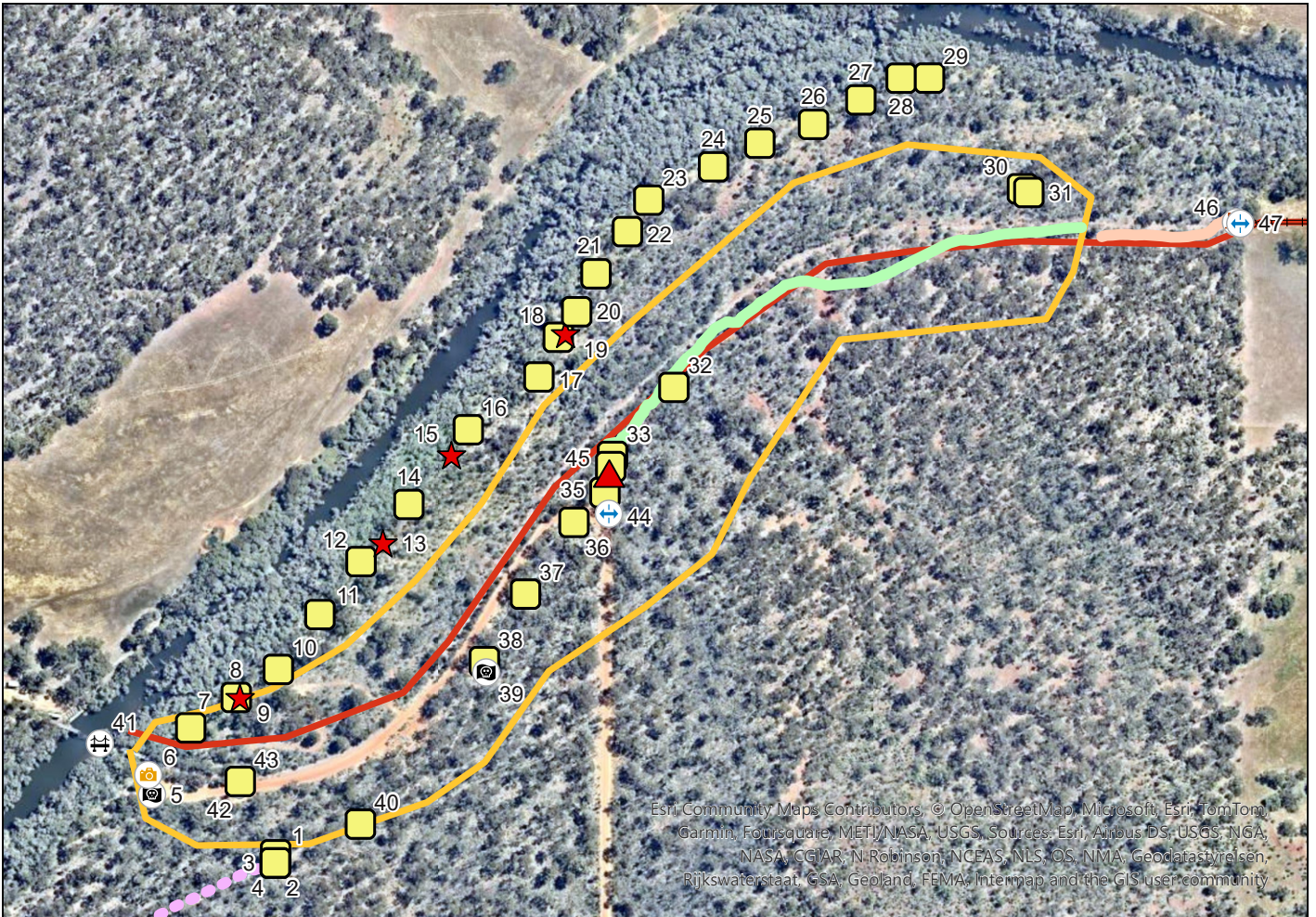
- Signage
- Drainage Crossing
- Gate
- Pig Damage
- Change of Type
- Erosion
- Informal Trails
- Landmark
- Reprofile
- Restroom
- Vegetation removal
-

Trail Audit Lines

- Line Type**
- Farm track
 - Lift Tread
 - Reprofile
 - Remove Hardware
 -

OBJECTID	Audit Type	Comments	Latitude	Longitude
30	Signage		-32.803131	116.397615
31	Signage			
46	Gate		-32.803386	116.399556
47	Change of Type	Trail continues adjacent to rail	-32.803397	116.399595
48	Drainage Crossing	Existing crossing is functioning	-32.803382	116.401165
49	Drainage Crossing	Install 2.5m x 5m culvert	-32.803362	116.402075
50	Drainage Crossing	Slumping, reinforce batters with rip rap rock (leaky weir). Center height 3.5m, width 10m	-32.8031	116.403525
51	Drainage Crossing	Install 1.5m x 5m Culvert	-32.801739	116.406257
52	Drainage Crossing	Install 1.5m x 5m Culvert	-32.801578	116.408266
53	Drainage Crossing	Install 2 x 1.5m x 5m culvert	-32.803619	116.411544
54	Gate		-32.803773	116.411793
55	Drainage Crossing	Install 2.5m x 5m Culvert	-32.80394	116.41196
56	Drainage Crossing	Install 2 x 2.5m x 5m culverts	-32.804758	116.413207
57	Drainage Crossing	Install 1m x 3m culvert	-32.805477	116.414513
58	Drainage Crossing	Deviate alignment to low side of rail formation and install 2 x 1.5m x 3m culverts	-32.8059	116.415686
59	Gate		-32.806174	116.417171
60	Drainage Crossing	Install 2 x 1.5m x 5m culverts	-32.806134	116.417641
61	Gate		-32.806003	116.421532
62	Gate		-32.805996	116.421652
63	Reprofile	20m	-32.80588	116.422428
64	Drainage Crossing	2m x 5m culvert	-32.805909	116.423757
65	Gate		-32.805861	116.424332
66	Drainage Crossing	Install 2 x 1 m x 5m culverts	-32.805854	116.424311
67	Drainage Crossing	Install 2 x 1.5m x 5m culverts	-32.806277	116.427875
68	Gate		-32.807483	116.429688
69	Drainage Crossing	2 x 1.5m x 5m culverts	-32.808456	116.431486
70	Drainage Crossing	1.5m x 5m crossing	-32.808639	116.432237
71	Drainage Crossing	Install 1.5m x 5m culvert	-32.80869	116.435264
72	Gate			
73	Gate			
74	Drainage Crossing	Install 2 x 2m x 5m culverts	-32.808724	116.437031
75	Drainage Crossing	Install 0.5m x 5m culvert	-32.80873	116.43754

MAP 4 - Detail of audit findings



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Trail Audit Points

- Signage
- Drainage Crossing
- Gate
- Pig Damage
- Change of Type
- Erosion
- Informal Trails
- Landmark
- Reprofile
- Restroom
- Vegetation removal
-

Trail Audit Lines

- Line Type**
- Farm track
 - Lift Tread
 - Reprofile
 - Remove Hardware
 -

OBJECTID	Audit Type	Comments	Latitude	Longitude	Horizontal Accuracy (m)
1	Signage	Trail definition is vague, with potential to get lost. Multiple trail offshoots	-32.808216	116.390832	5.660389
2	Signage				
3	Signage				
4	Signage				
5	Informal Trails	Closure signage	-32.807756	116.389709	3.883298
6	Landmark	Tullis bridge	-32.807606	116.389675	4.219005
7	Signage		-32.807247	116.390061	5.780138
8	Signage		-32.807015	116.390474	5.547071
9	Pig Damage	Extensive damage to trail			
10	Signage		-32.806801	116.390856	4.17732
11	Signage		-32.806382	116.391235	5.521775
12	Signage		-32.805978	116.391608	5.325411
13	Pig Damage		-32.805838	116.391808	4.522168
14	Signage		-32.805541	116.392043	6.129437
15	Pig Damage		-32.805166	116.39243	4.909175
16	Signage		-32.804971	116.392583	5.140039
17	Signage		-32.804568	116.393223	4.252058
18	Signage		-32.804265	116.393399	4.060788
19	Pig Damage		-32.80424	116.393466	4.263801
20	Signage		-32.80407	116.393567	4.280187
21	Signage		-32.803781	116.393742	4.201119
22	Signage		-32.803458	116.394028	4.62277
23	Signage		-32.803218	116.394222	4.940648
24	Signage		-32.802963	116.39481	5.263079
25	Signage		-32.802784	116.395231	6.129437
26	Signage		-32.80264	116.395718	5.780138
27	Signage		-32.802453	116.396148	4.640043
28	Signage		-32.802287	116.396514	4.420407
29	Signage		-32.802286	116.396772	5.360037
30	Signage		-32.803131	116.397615	4.951767
31	Signage				
32	Signage		-32.804648	116.39445	4.750789
33	Signage		-32.805175	116.393892	4.720169
34	Signage		-32.805252	116.393876	4.841487
35	Signage		-32.805451	116.393823	5.43783
36	Signage		-32.805678	116.393542	5.161395
37	Signage		-32.806226	116.393102	5.32635
38	Signage		-32.806741	116.392728	5.742822
39	Informal Trails	Various wayfinding issues and erosion from informal access	-32.806824	116.392744	5.640035
40	Signage		-32.807982	116.391602	5.813777
41	Drainage Crossing	Bridge Design required	-32.807367	116.389236	4.68615
42	Restroom		-32.80768	116.390496	5.685068
43	Signage		-32.807656	116.390511	4.920366
44	Change of Type	Trail follows roadway until Tullis Bridge, add wayfinding signage.			
45	Erosion	Drainage feature required, remediate turn	-32.805306	116.393861	5.420332
46	Gate		-32.803386	116.399556	5.220153
47	Change of Type	Trail continues adjacent to rail	-32.803397	116.399595	4.801042

MAP 5 - Detail of audit findings

Recommendations

The results of the audit have determined a detailed scope of works required including maintenance and upgrades to bring the trails in line with classification and enable safe ongoing use.

Tullis Rail Trail

The Tullis Bridge Rail Trail is a defined alignment following the former rail line, it is recommended to keep the trail on the rail formation rather than shifting to the side, works required to improve the trail include:

- Removal of remaining rail hardware including sleepers and steel tracks. Recommend leaving a short section at the start of the trail as a gateway moment to signal the trail is on a former rail alignment (refer to MAP 3 for location and precedent images on page13).
- Re-profiling of the trail surface.
- Drainage improvements including minor drainage features and major culvert and bridge works.
- Upgrading of gates to a new stile type system that allows trail users to pass thorough without stopping, while containing livestock within farm boundaries.
- Updating trailhead signage to include a map and further information regarding the heritage values of the trail.

Given the complexity of the drainage solutions required in some locations it is recommended that a detailed design process be undertaken to ensure the most appropriate solution is specified and levels etc are resolved appropriately. It is also recommended that the detailed design process include design investigations regarding leaving the rail infrastructure for a short (up to 100m) section at the start of the trail and for gate and stile options that allow for trail users to pass through while still containing livestock.

The option to relocate the trail adjacent the rail formation is not considered appropriate due to the nature of the landscape and drainage implications. A trail adjacent the formation will need to be lifted and will require culverts to ensure waterflow beyond the trail and limit damming of water between the rail formation and the new trail. It is also considered to be a better outcome from a user experience perspective to be on the former rail alignment rather than adjacent. Further, a trail adjacent the formation will require that the formation and rail infrastructure is actively managed to prevent further deterioration and adverse impacts to the surrounding area (including new trail) from drainage and erosion.

Tullis Walk Trail

The Tullis Walk Trail is currently indiscernible on the ground, likely due to a lack of use since the temporary closure of Morts Road and a lack of maintenance. There is evidence of pig damage in the area which also indicates a lack of walking traffic. It is recommended that the Tullis Walk Trail be closed temporarily, and the trail be professionally re-designed and constructed at a later date when Morts Road is reopened and the trail can be accessed by vehicle. Recommended works include:

- Removal and stockpiling of all directional signs (these can be reused once the trail is re-built)
- Re-design of the trail alignment to ensure sustainable alignment that takes in key points of interest.
- Professional construction of re-designed trail.

Refer to the attached OPC document for an itemised breakdown of recommended works for each trail.



Precedent image - retained rail infrastructure



Precedent image - retained rail infrastructure



Precedent image - gate stile system



Precedent image - gate stile system



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9.1.2 Overflow Camping and Boddington Pavilion Fees and Charges

File Reference:	2.038
Applicant:	Nil
Previous Item:	Nil
Author:	Coordinator Community and Economic Development
Disclosure of Interest:	Nil
Voting Requirements:	Absolute Majority
Attachments:	Nil

Summary

This item seeks Council's endorsement of Fees and Charges for the Boddington Pavilion to enable facility hire, as well as review of the Overflow Camping Fees and Charges, ahead of Boddington Lions Rodeo camping opening in June 2026.

Background

Boddington Pavilion

In recent years the Boddington Pavilion has been leased by various Group Fitness and Personal Training businesses. The former lessee advised their intention to terminate the lease in November 2025, ahead of winding up their business in January 2026. The Shire Administration has since received enquiries from the community expressing interest to hire the Boddington Pavilion on a casual (ad hoc) basis. Therefore, it is proposed to transition access of the Boddington Pavilion from a lease arrangement to facility hire.

The Schedule of Fees and Charges 2025/26 does not contain provision to hire the Boddington Pavilion, so it is proposed to introduce Fees and Charges for hiring the space as per legislative requirements.

Overflow Camping

The Boddington Lions Rodeo Working Group (Working Group) comprises of key stakeholders involved in the facilitation of the Boddington Lions Rodeo weekend including Boddington Lions Club, Boddington Community Resource Centre, Boddington Community Markets, Boddington Arts Council, Boddington District High School, Boddington Golf Club, and the Shire of Boddington. The Working Group meets on a monthly frequency throughout the year to progress actions and collaborate an approach in the lead up to the event.

The Working Group undertook evaluation of the 2025 Boddingtons Lions Rodeo in November 2025 and expressed preference to open event ticket sales sooner than July 2026, as well as align with the opening of overflow camping. Subsequently the Shire received correspondence from the Boddington Lions Club requesting overflow camping to open from 15 May 2026. Subsequent Working Group meetings revised this preference to 2 June 2026.

As justification for the change in release date the Boddington Lions Club have expressed their commitment to deliver a well-organised, safe and enjoyable event for visitors for the 50th iteration of the Boddington Lions Rodeo. Opening ticket sales earlier in the year for the event will support the Boddington Lions Club manage attendance, assist with facility and volunteer planning, as well as provide ample opportunity for residents and visitors to purchase tickets. Aligning the event ticket and overflow camping release date is critical for facilitating a seamless event experience for visitors.

In previous years the Shire has released overflow camping during mid-July which has aligned with the annual review and adoption of the Schedule of Fees and Charges. Overflow camping fees have been modified on an annual basis as part of this process to align with CPI increases and maintain cost recovery of the expenses incurred to facilitate overflow camping. Current and previous Fees and Charges for overflow camping are itemised below:

Item	Additional Detail	2025-26	2024-25	2023-24
Adult	Overflow camping Friday and Saturday evening	\$35	\$32	\$30
Child	Overflow camping Friday and Saturday evening	\$10	\$10	\$10

The Local Government Act 1995 allows for the Local Government to modify Fees and Charges during a current financial year, subject to Council approval and a public notice period. Due to the Schedule of Fees and Charges 2026/27 not being expected to be reviewed and adopted in time for the proposed release of overflow camping in June 2026, Council approval is required sooner.

Comment

Boddington Pavilion

The Boddington Pavilion has potential for similar uses as the Town Hall, however without a kitchen, so it is proposed for the Boddington Pavilion to be set at 75% of the cost to the Town Hall. It is proposed to maintain an identical fee structure between both facilities, such as distinguishing between not for profit and commercial purposes, as well as provision for per day, half day and per hour hire arrangements.

Fee Type	GST inc
Not for Profit – Per Day (9am – 12am)	\$87.00
Not for Profit – Half Day (4 Hour Slots)	\$52.25
Not for Profit – Per Hour	\$18.00
Commercial – Per Day (9am – 12am)	\$172.50
Commercial – Half Day (4 Hour Slots)	\$104.25
Commercial – Per Hour	\$35.25

Overflow Camping

It is proposed to increase overflow camping fees for adults, while maintaining the current fee for children. This is recognised to achieve balance between supporting a family friendly event, as well as acknowledging the increased costs to support provision of overflow camping to remain cost neutral. The Shire has also received feedback the current fees are low in comparison to similar events, so it is intended to align with market value.

Item	Additional Detail	GST inc
Adult	Overflow camping Friday and Saturday evening	\$45.00
Child	Overflow camping Friday and Saturday evening	\$10.00

Consultation

The Shire has engaged with the Boddington Lions Rodeo Working Group and Boddington Lions Club in relation to the Fees and Charges Review for overflow camping.

Strategic Implications

Aspiration Performance

Outcome 12	Visionary Leadership and Responsible Governance
Objective 12.1	Maintain a high standard of leadership, corporate governance and customer service

Legislative Implications

Relevant sections of the legislation that apply to the decision. Act or Regulation Name and section as a minimum, however, the author may wish to include the relevant extract of the legislation if it will assist Elected Members.

Local Government Act 1995 - Section 6.16. Imposition of fees and charges

- (1) A local government may impose* and recover a fee or charge for any goods or service it provides or proposes to provide, other than a service for which a service charge is imposed.

Absolute majority required.

- (2) A fee or charge may be imposed for the following:

- a) providing the use of, or allowing admission to, any property or facility wholly or partly owned, controlled, managed or maintained by the local government.
- b) supplying a service or carrying out work at the request of a person.
- c) subject to section 5.94, providing information from local government records.
- d) receiving an application for approval, granting an approval, making an inspection and issuing a license, permit, authorisation or certificate.
- e) supplying goods.
- f) such other service as may be prescribed.

- (3) Fees and charges are to be imposed when adopting the annual budget but may be:

- a) imposed* during a financial year; and
- b) amended* from time to time during a financial year.

Absolute majority required.

Policy Implications

Nil

Financial Implications

The majority of the revenue for the overflow camping for the 2026 Boddington Lions Rodeo will be receipted during the 2025/26 financial year. Increasing the fee will ensure the provision of overflow camping remains cost neutral with no impact to the Annual Budget 2026/27.

A minor increase to facility hire income is anticipated from releasing the Boddington Pavilion to a facility hire arrangement.

Economic Implications

Boddington Lions Rodeo is a tourism generating event that stimulates the local economy by attracting visitors to stay in Boddington for a weekend experience. Visitors spend on accommodation, food, transport, retail, and entertainment, which then enhances the economic multiplier effect for local businesses and community groups.

There are opportunities for local businesses to engage in ad hoc facility hire of Boddington Pavilion to facilitate pop up or short-term activations, in particular for Personal Trainers and Group Fitness uses to compliment co-location with BoddFit Community Gym.

Social Implications

Boddington Lions Rodeo in its 50th iteration reinforces a sense of civic pride, identity and esteem among local residents by recognising and celebrating the strengths and opportunities of their community.

Provision for facility hire of Boddington Pavilion enables additional venue for social connection and activation, complimentary to nearby sport and recreation facilities.

Environmental and Climate Change Implications

Nil

Risk Considerations

Risk Statement and Consequence	There is a risk of not formally adopting the fee, resulting in non-compliance with legislative requirements and inability to recover costs associated with the program, as well as delaying event ticket sales for the Boddington Lions Club.
Risk Rating (prior to treatment or control)	Minor
Principal Risk Theme	Financial / Reputational / Compliance
Risk Action Plan (controls or treatment proposed)	Adopt the proposed fee and provide local public notice in accordance with legislative requirements.

Officer Recommendation

That Council:

1. **Adopt the proposed Fees and Charges for Boddington Pavilion as follows:**
 - a) **Not for Profit – Per Day (9am – 12am) \$87.00**
 - b) **Not for Profit – Half Day (4 Hour Slots) \$52.25**
 - c) **Not for Profit – Per Hour \$18.00**
 - d) **Commercial – Per Day (9am – 12am) \$172.50**
 - e) **Commercial – Half Day (4 Hour Slots) \$104.25**
 - f) **Commercial – Per Hour \$35.25**

2. **Adopt the proposed Fees and Charges for Overflow Camping as follows:**
 - a) **Adult – Overflow camping Friday and Saturday evening \$45.00**
 - b) **Child – Overflow camping Friday and Saturday evening \$10.00**

3. **Provide local public notice in accordance with Section 6.19 of the Local Government Act 1995, for a minimum of 7 days, with the new fees and charges to take effect from 2 June 2026.**

9.1.3 Development Application for Extractive Industry: Lot 4579 (No. 9104) Albany Highway, Crossman

File Ref No:	2.063
Applicant:	Reynolds Family Trust
Previous Item	Nil
Disclosure of Interest:	Nil
Author:	Executive Manager Development and Community Services
Attachments	9.1.3A Location Plan
	9.1.3B Plans and information from applicant
	9.1.3C Submissions
	9.1.3D Applicant response to submissions including revised site plan
	9.1.3E Acoustic assessment
	9.1.3F Current access and tenure near Albany Highway
	9.1.3G Extract from <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>

Summary

For Council to consider conditional approval for a Development Application for an industry-extractive (gravel pit) use, at Lot 4579 Albany Highway, Crossman.

Background

The applicant seeks development approval for an industry-extractive (gravel pit) use on the site shown in Attachment 9.1.3A. Details originally submitted by the applicant are set out in Attachment 9.1.3B which included an Environmental Management Plan, a Weed Management Plan and a Water Management Plan. The application initially sought approval to extract gravel, for an area of approximately 18 hectares by a depth of 1-2 metres, in the north-eastern portion (Pit 1) of the site plus an area of approximately 6.6 hectares in the western section of the site (Pit 2). The Environmental Management Plan notes the lifespan of the two pits could be up to 18 years.

The property is 405.4986 hectares in area and is largely cleared with pockets of remnant vegetation. The site contains minor waterways and drainage lines, with various dams and sheds. English Road dissects the property. The Hotham River and associated Vacant Crown Land are located to the south of the site.

The closest off-site residence to Pit 1 is approximately 1250m to the north and approximately 1350m to the south.

Consultation details are outlined later with submissions set out in Attachment 9.1.3C and the applicant's response to submissions in Attachment 9.1.3D. It is highlighted the applicant has withdrawn the western pit (called 'Pit 2') from this Development Application. Pit 2 maybe subject to separate process as a 'public work' under the *Land Administration Act 1997* where Main Roads Western Australia acquires gravel for constructing State roads. If this progressed, this process is not subject to Shire development approval.

Comment

A) Overview

It is recommended that Council approve the Development Application (for just the eastern pit

or 'Pit 1') subject to conditions. The revised plan, which is subject to assessment in this report, is outlined in Attachment 9.1.3D. This follows assessment against the State and local planning framework, the site context and site features, the views of the submitters, the applicant's response to submissions and other available information. It is noted, for instance, that:

- No clearing of native vegetation is proposed;
- There are suitable buffers to off-site dwellings;
- Pit 1 is effectively screened, when viewed from the south, by a ridge and by native vegetation;
- The proposed access where trucks enter and leave Albany Highway has appropriate vehicular sight distances in both directions and MRWA raise no objections;
- No blasting, crushing or screening is proposed on-site;
- The area is and will remain rural for the long term (there are no proposals for the site to be changed to rural smallholding or rural residential);
- State Government agencies raise no objection to the application – including relating to environmental impact and water quality;
- Bauxite resources are not impacted - no objection was raised by the Department of Mines, Petroleum and Exploration.
- Gravel is an important resource to the district and region including for road building; and
- Development conditions and the separate requirement to obtain and address conditions in the Extractive Industry Licence assist to mitigate potential impacts.

It is suggested that if development conditions are suitably met and if gravel pit operations are suitably managed, then social and environmental considerations, amenity, and site restoration can be appropriately addressed.

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

B) Social and environmental impacts

Several submissions raised amenity and environmental impact concerns. It is suggested that social and environmental impacts can be appropriately addressed through the preparation and implementation of suitable mitigation plans. This includes addressing impacts of noise and dust.

Key concerns include noise and dust pollution. It is noted that the Department of Water and Environmental Regulation (DWER) does not object to the application but provided advice.

The applicant has confirmed that no crushing or screening will be undertaken.

The Environmental Protection Authority's *Guidelines for Separation Distances between Industrial and Sensitive Land Uses* provides advice on generic separation distances between specific industries and sensitive land uses to avoid or minimise the potential for land use conflict. For the extraction of sand and limestone, the Guidelines recommend a buffer of 300 - 500 metres (where no grinding or milling works occur) to minimise the impact of noise and dust on nearby sensitive uses which includes residences.

As outlined above, the nearest off-site sensitive use is approximately 1250m from proposed Pit 1. An Acoustic Assessment was commissioned by the applicant following the consultation period. The report concludes the predicted noise levels from the proposed gravel pit will comply with the *Environmental Protection (Noise) Guidelines 1997*.

All reasonable and practical measures to control dust should be identified and be suitably

mitigated on an on-going basis. This includes the applicant needs to ensure that its heavy vehicle operators drive responsibly on English Road, including to limit dust. No objection is raised to use water from dams on site or to purchase from public stand pipes to suppress dust.

Pit 1 is not within a registered Aboriginal heritage site which applies to the Hotham River. The *Aboriginal Heritage Act 1972* and associated guidelines apply throughout Western Australia. The officer recommendation includes advice relating to the applicant undertaking their own Aboriginal heritage due diligence and summarising their obligations under the Act.

C) Drainage and water quality

Proposed Pit 1 is located approximately 1.2km from riparian vegetation adjoining the Hotham River. No objection was received from DWER on the location of Pit 1. There is a need to prevent environmental harm through ensuring drainage/run-off is appropriately designed and controlled.

It is recommended, as a condition of the development approval, that the applicant submits a Drainage Management Plan to the satisfaction of the Shire which is then suitably implemented. This is required to manage stormwater and surface water through effectively removing sediment and minimising turbidity. Amongst matters, it is expected there is a need to provide a settling pit/s and bypass drains/earth bunds. The settling pit/s should be designed and maintained to provide storage for a minimum of two hours' run-off resulting from a 10-year average recurrence interval storm event. Stormwater run-off during high-rainfall events should be minimised by armoured drainage paths and buffers. Over-land stormwater flows from outside the extraction area should be diverted via bypass drains or earth bunds around disturbed surfaces and stockpiles.

All stockpiled materials, including topsoil overburden, awaiting transport or held for rehabilitation should be located upstream in the catchment of turbidity control facilities.

D) Impacts on English Road

The applicant proposes the use of both semi-trailers (as-of-right vehicles) and restricted access vehicles (RAVs) to haul the gravel.

English Road is a Shire managed road which historically has received limited Shire maintenance as it essentially services one farm. Haulage traffic associated with the gravel pit will create impacts on English Road. MRWA approval is separately required to use RAVs on English Road.

Albany Highway is a RAV route. All heavy haulage traffic must adhere to the requirements established by MRWA and the Heavy Vehicle Services for the Restricted Access Network. Compliance with all applicable conditions set for any section of the network is mandatory. It is the sole responsibility of the applicant or the haulage company to ensure adherence to these requirements.

Council's *Local Planning Policy No. 5 - Developer and Subdivider Contributions* provides for the Council to seek developer contributions for road upgrading or maintenance if the Council determines that its current standard is insufficient to cater for the expected volume and type of vehicles. The Council may require the applicant to provide support in upgrading and maintaining English Road, given impacts of heavy vehicle movements associated with the extractive industry. Such upgrading contributions may be financial or in-kind and are typically calculated on a case-by-case basis. It is suggested a Pre-Construction and Post-Construction Road Pavement Survey (pre-haulage and post-haulage report) is prepared with the landowner/operator to restore English Road post operations to the satisfaction of the Shire.

There will be on-going impacts on English Road as a result of the pit operations and proposed volume and type of traffic expected to be generated by the gravel pit. If improvements are required for safety or other reasons, the Council should now consider how this will be implemented. Given the impacts and benefits the gravel pit are with the landowner/operator, it is suggested the Shire is not responsible for any upgrading of English Road. The landowner/operator to maintain the section of English Road between Pit 1 and Albany Highway.

In addition to establishing Council's position at the Development Application stage, details can be separately progressed via the separate Extractive Industry Local Law Licence.

The applicant is encouraged to separately seek approval to modify the English Road reserve near Albany Highway to ensure that practical and legal vehicle access are on the same alignment. Redundant sections of the English Road reserve near Albany Highway to be permanently closed. Attachment 9.1.3F shows tenure near Albany Highway.

E) Other traffic considerations

The applicant outlines the haulage route is via English Road and Albany Highway. The applicant proposes transporting the gravel through semi-trailer vehicles and RAVs. The applicant suggests, on average, be 8 truck movements per day.

Safety concerns were raised by submitters re trucks entering/exiting English Road onto Albany Highway including that there are no slip lane and high-speed traffic.

MRWA raise no objection to the Development Application but require modest mitigation works to be undertaken where vehicles enter and leave Albany Highway. The driveway will need to be upgraded as necessary, with the intersection designed and constructed to the specifications and satisfaction of the Shire and MRWA. MRWA will separately consider the use of RAVs on English Road.

F) Visual impact and rehabilitation

While mining is well-established in the district, the Local Planning Strategy sets out the need to maintain the broader rural landscape character. The Local Planning Strategy and good planning/natural resource management practice sets out opportunities to improve landscape and catchment management.

Based on site inspection, Pit 1 is effectively screened, when viewed from the south, by a ridge and by native vegetation. Pit 1 is well setback from English Road. The applicant advises that once industry-extractive operations have concluded, the site will be recontoured and rehabilitated to integrate with the remainder of the property and surrounding land. The proposal will result in extraction lowering the ground level by approximately 1-2 metres.

It is recommended, as a condition of the development approval, that the applicant submits a Rehabilitation Plan, which includes a staging plan to progressively undertake rehabilitation. It is recommended that only 2 hectares of extraction occur at a time with suitable restoration occurring before opening up new areas.

G) Hours of operation

It is recommended that a condition be imposed on the development approval to assist in minimising off-site impacts. It is proposed to limit operating to 7.00am – 5.00pm Monday to Friday. Any work on the site is also subject to ongoing compliance with the *Environmental Protection (Noise) Regulations 1997*.

The operating hours are stipulated in the acoustic assessment contained in attachment 9.1.3E noting that this is a reduction in the original proposed operating hours of Monday to Friday 6:30am to 6:00pm and Saturday 6:00am to 12:00pm.

H) *On-going management and safety*

The landowner/operator and any sub-contractors will need to address on-going management and safety. This includes restricting access to unauthorised persons during the extraction and rehabilitation of the area through fencing, gates and signage.

I) *Extractive Industry Local Law 2023*

The Council has introduced the *Extractive Industry Local Law 2023*. A recommended condition of the development approval is that the landowner/operator obtains an Extractive Industries Licence.

J) *Length of Development Approval*

Based on comparable applications, it is recommended that a time limited approval of 10 years is endorsed by Council rather than an open-ended approval.

K) *Impact on Property Values*

This is not a planning consideration as set out in the *Planning and Development (Local Planning Schemes) Regulations 2015* (see Attachment 9.1.3G).

Consultation

The Shire administration invited public comment on the Development Application for a 6-week period through writing to adjoining/nearby landowners, community groups, other stakeholders and wide-ranging State Government agencies and having details on the Shire website.

The Shire received 28 submissions, which raised various issues and objections. State Government agencies raised no objections. Additionally, advice was received from other Shire officers. Submissions and advice are provided in Attachment 9.1.3C. The main issues and concerns raised in the submissions relate to:

- Amenity impacts and impacts on quality of life;
- Impacts on human health particularly dust and noise;
- Environmental impacts;
- Stormwater and erosion impacts;
- Traffic and safety impacts on English Road and Albany Highway;
- Visual impacts;
- Aboriginal heritage; and
- Impacts on property values.

The applicant's response to the submissions is outlined in Attachment 9.1.3D.

Strategic Implications

Aspiration	Prosperity
Outcome 10	A thriving economy with good access to education and jobs for everyone.
Objective 10.1	Grow and diversify the economy and local job opportunities.

Legislative Implications

Planning and Development Act 2005, Planning and Development (Local Planning Schemes) Regulations 2015, Environmental Protection (Noise) Regulations 1997 and Shire of Boddington Local Planning Scheme No. 3 (LPS3).

The site is zoned 'Rural' in LPS3, and a small portion is located within Special Control Area 1 – Flood Prone Area (SCA 1). Pit 1 is located outside SCA1. The proposed use is described as 'Industry-Extractive' which is an 'A' (advertising required) use in the Rural Zone (means that the use is not permitted unless the local government has exercised its discretion by granting development approval after advertising the application). 'Industry-Extractive' is defined in LPS3 as -

Industry-Extractive means premises, other than premises used for mining operations, that are used for the extraction of basic raw materials including by means of ripping, blasting or dredging and may include facilities for any of the following purposes –

- (a) the processing of raw materials including crushing, screening, washing, blending or grading;*
- (b) activities associated with the extraction of basic raw materials including wastewater treatment, storage, rehabilitation, loading, transportation, maintenance and administration.*

Pit 1 is partially located within the designated bushfire prone area.

Extractive industry operators are bound to comply with various levels of State Government and local government legislation, and self-auditing of operations and review of environmental monitoring is paramount.

Policy Implications

There are various planning policies and environmental documents relevant to the application including the *Shire of Boddington Local Planning Strategy, State Planning Policy 4.1 Industrial Interface, WAPC Basic Raw Materials Applicants' Manual, EPA Guidance Statement No. 3 Separation Distances between Industrial and Sensitive Land Uses, and EPA Guidance Statement No. 33 - Environmental Guidance for Planning and Development.*

The site is allocated as 'Rural' in the *Shire of Boddington Local Planning Strategy*. The Strategy provides guidance relating to mining and basic raw materials.

EPA Guidance Statement No. 3 Separation Distances between Industrial and Sensitive Land Uses recommends a generic buffer distance for sand/limestone extraction (where there are no grinding or milling works) of 300-500 metres from 'sensitive' uses (e.g. dwellings) depending on the size of the operation.

Local Planning Policies are relevant in assessing the Development Application including *LPP5 Developer and Subdivider Contributions* and *LPP17 Stormwater Management*. Local Planning Policies are non-statutory documents which are designed to provide guidance to assist the Council in its decision making. Accordingly, the Council is not bound by the policies but is required to have regard to the policies in determining the Development Application.

Financial Implications

A key financial implication for the Shire is the on-going impacts on English Road including the impact of heavy vehicles turning into and out of the site. As outlined earlier, given the impacts

and benefits of the gravel pit are with the landowner/operator, and there are no other landowners relying on English Road (eastern section), it is suggested the landowner/operator is responsible for ongoing maintenance of English Road between Pit 1 and Albany Highway.

The applicant can request a right of review (appeal) to the State Administrative Tribunal which may have a financial impact due to legal costs. Accordingly, any Council decision needs to be based on planning grounds.

Economic Implications

The gravel pit assists in the development of the district and region through providing a convenient supply of gravel plus providing direct and indirect employment.

Social Implications

Objections and issues have been raised by adjoining/nearby landowners through the recent consultation by the Shire.

Environmental and Climate Change Considerations

Pit 1 is approximately 1,200 metres from Hotham River. DWER raises no objection to the Development Application. It is suggested that environmental risks can be suitably addressed. Risks can be minimised if the operator complies on an on-going basis with the development conditions, the required Extractive-Industry Local Law Licence, and other legislation/regulations. Standard best management practices should be used by the operator such as dust suppression, drainage and rehabilitation.

Risk Considerations

Risk Statement and Consequence	Development Application is refused, and the applicant appeals to the State Administration Tribunal
Risk Rating (prior to treatment or control)	Medium
Principal Risk Theme	Financial
Risk Action Plan (controls or treatment proposed)	Approval of development application with conditions.

Officer Recommendation

That Council approve the Development Application for industry-extractive (gravel pit) at Lot 4579 on Deposited Plan 224816 (No. 9104) Albany Highway, Crossman, pursuant to Schedule 2, Part 9, Clause 68 (2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and subject to the following conditions and advice notes:

- 1. The development hereby approved must be carried out in accordance with the revised site plan outlined in Attachment 9.1.3D (limited to Pit 1) and other plans and information submitted with the application, addressing all conditions, or otherwise amended by the local government and shown on the approved plan 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 22 April 2036 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. No crushing or screening is undertaken.
4. The hours of operation of the industry-extractive use on Lot 4579 Albany Highway are limited to between 7.00am and 5.00pm Monday to Friday. No operations are to occur on weekends or on public holidays.
5. The applicant to update the Environmental Management Plan, prior to the commencement of operations to the satisfaction of the local government, which removes Pit 2 and updates strategies to reduce or mitigate impacts of dust, attaches the Acoustic Assessment, and provides a staging plan. The approved plan to be implemented to the satisfaction of the local government.
6. A Pre-Construction and Post-Construction Road Pavement Survey is prepared prior to commencing works to the satisfaction of the local government. The survey is required before construction and at the completion of operations to assess any damage from works and heavy vehicle use. The applicant is to rectify and restore English Road following the completion of operations to the satisfaction of the local government and Main Roads WA.
7. The applicant is to suitably maintain English Road between Pit 1 and Albany Highway, including managing dust while operations occur, to the satisfaction of the local government.
8. The applicant shall limit extraction to an area of 2 hectares at any time.
9. Measures shall be taken to minimise the amount of dust pollution associated with the operation, such as by watering and covering truck loads and watering access roads where necessary to the specification and satisfaction of the local government.
10. The applicant shall prepare and submit a Drainage Management Plan, prior to commencement of works to the specification and satisfaction of the local government, which sets out, amongst matters:
 - (a) Proposed earthworks, attenuation measures and drains;
 - (b) Detention and sedimentation/settling basins and other measures to enhance water quality and limit off-site impacts;
 - (c) Overland stormwater flows outside of the excavation area via adequate bypass drains/earth bunds around disturbed surfaces and stockpiled matter;
 - (d) Proposed revegetation; and
 - (e) Addressing erosion control.
11. The applicant shall prepare and submit a Rehabilitation Plan prior to the commencement of works, to the specification and satisfaction of the local government which sets out, amongst matters:
 - (a) The site subject to the extractive-industry use is to be graded to an even surface, with slopes/embankments not steeper than 1 measure vertical to 4 horizontal;
 - (b) Contour ripping on the bottom and sides of the pit area;
 - (c) Topsoil to be stockpiled;
 - (d) Spreading of stockpiled topsoil is to be replaced;
 - (e) The site is to be stabilised (through grass sowing, tree planting etc.) to reduce soil erosion;

- (f) Seeding with the appropriate agricultural seed mix or other re-vegetation of the land;
- (g) Fencing to exclude grazing stock if applicable;
- (h) Planting native species of trees, shrubs and ground covers;
- (i) Staging of rehabilitation process; and
- (j) Removal of equipment, waste and final site clean-up.

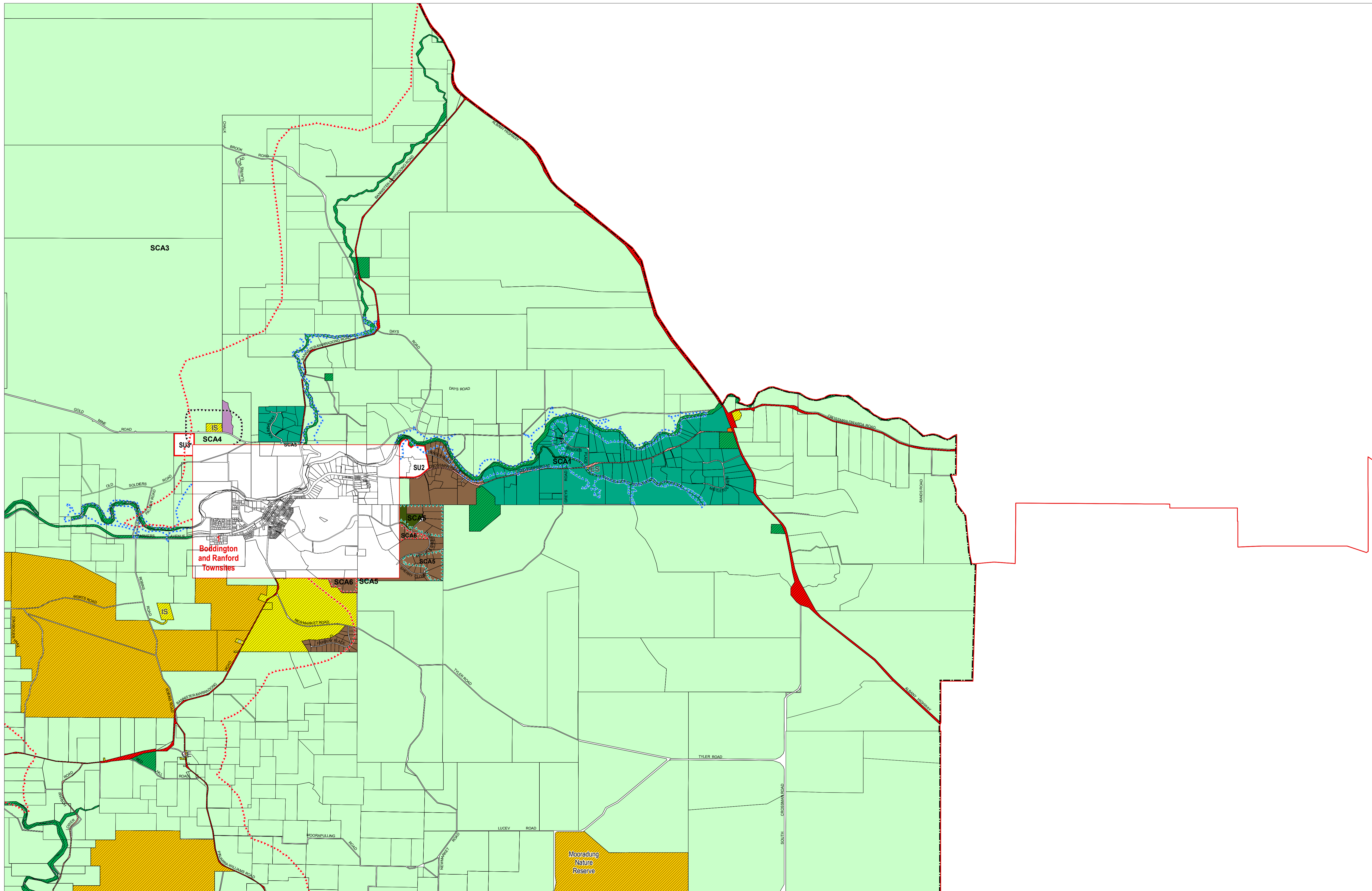
The excavation site is to be progressively rehabilitated in accordance with the approved Rehabilitation Plan to the satisfaction of the local government.

12. The applicant to upgrade the vehicle access connection to Albany Highway and implement other road safety mitigation measures, prior to commencement of works, to the satisfaction of the local government and Main Roads Western Australia.
13. The applicant shall install and maintain road signs along transport routes warning other road users of trucks entering and using the public road system. Signs are to be to specification of the local government in locations approved in writing by the local government and Main Roads Western Australia. The signs are to be established prior to commencement of operations.
14. No excavation slope, with the exception of the working face, is to exceed a ratio of 1 measure vertical to 3 horizontal.
15. When not in use, the excavation face shall be graded to a maximum of 1 measure vertical to 3 horizontal.
16. Any major environmental incidents shall be immediately reported to the local government and will require remediation to the local government's acceptance prior to further gravel extraction.
17. No extraction activities are to occur within 10 metres of any native tree crown drip zone, and no extraction activities are to occur within 20 metres of the northern property boundary.
18. The site shall be fenced, gated and sign-posted against unauthorised entry, and such features shall thereafter be permanently maintained to the satisfaction of the local government.
19. The applicant obtains and maintains a licence under the *Shire of Boddington Extractive Industries Local Law 2023*.

Advice

- A) The applicant/operator is required to also ensure that other legislative requirements are met including the *Environmental Protection (Noise) Regulations 1997*.
- B) Weeds should be appropriately controlled in accordance with Department of Primary Industries and Regional Development guidelines. This in part should address the management of declared weeds under the *Biosecurity and Agriculture Management Act 2007* and the *Biosecurity and Agriculture Management Regulations 2013*.
- C) The issue of this approval shall not, in any way, render the Shire of Boddington liable for damage or injury of any kind to any member of the public and/or the operators such liability shall be the sole responsibility of the applicant.

- D) The applicant should ensure that its heavy vehicle operators drive responsibly on English Road and on other roads in the Shire of Boddington.
- E) Portions of the site are located in the bushfire prone area at <https://maps.slip.wa.gov.au/landgate/bushfireprone/>. There should be no extraction operations in a declared Total Fire Ban unless an exemption is in place or during a harvest and vehicle movement ban.
- F) The applicant should undertake its operations in accordance with a Works Safety Plan and adopt appropriate forest disease management protocols.
- G) Should the scale or nature of operations change, a works approval maybe required from the Department of Water and Environmental Regulation.
- H) Measures should be taken to prevent spillage or disposal of machinery fuel, oil or grease products into the ground.
- I) 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.
- J) The applicant is encouraged to separately seek approval to modify the English Road reserve near Albany Highway to ensure that practical and legal vehicle access are on the same alignment. Redundant sections of the English Road reserve near Albany Highway to be permanently closed.
- K) The applicant should undertake their own Aboriginal heritage due diligence consistent with the *Aboriginal Heritage Act 1972* and associated guidelines. Where ground disturbance or development activities may affect Aboriginal cultural heritage, the applicant must obtain appropriate approvals and commission an Aboriginal heritage survey if required. It is the applicant's sole responsibility to ensure compliance with the *Aboriginal Heritage Act 1972*. The local government does not warrant that the site is free of Aboriginal heritage constraints and accepts no liability should the applicant fail to fulfil their obligations under the Act.
- L) If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.



LEGEND

LOCAL SCHEME RESERVES

Civic and Community	Education
Drainage/Waterway	Emergency Services
Primary Distributor Road	Government Services
Local Distributor Road	Infrastructure Services
Local Road	Medical Services
Public Open Space	Recreational
Public Purposes	State Forest
Cemetery	

LOCAL SCHEME ZONES

Commercial	Rural Residential
Environmental Conservation	Rural Smallholdings
General Industry	Special Use
Residential	Tourism
Rural	

OTHER CATEGORIES

(see scheme text for additional information)

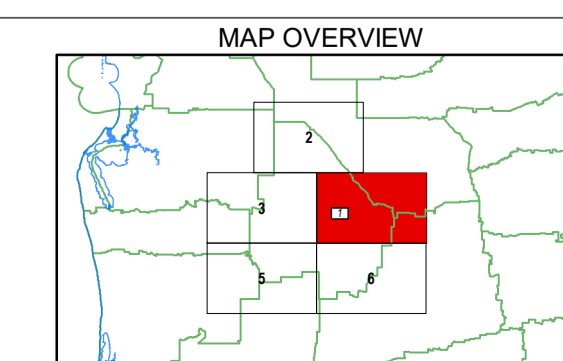
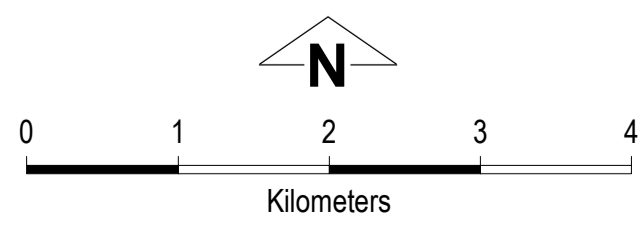
Scheme Area Boundary
Local Government Boundary
R20 R Codes
SU1 Special Use Area
SCA1 Special Control Area - Flood Prone Area
SCA2 Special Control Area - Public Drinking Water Source Area
SCA3 Special Control Area - General (Mining Buffer)
SCA4 Special Control Area - Infrastructure (Wastewater Treatment Buffer)
SCA5 Special Control Area - Environment (Landscape Protection)
SCA6 Special Control Area - General (Structure Plan Areas)

VERSION No 1

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Shire of Boddington
Local Planning Scheme No. 3
(District Scheme)



Authorised: T.Servaas
Plot Date: 11 June 2021
G.Gazette: Friday, 11 June 2021

Local Planning Scheme Map No. 4 of 6
MAP: Boddington Townsite Surrounds

Shire of Boddington
Local Planning Scheme No. 3
(District Scheme)

Extractive Industries Licence Application and Environmental Management Plan

LOT 4579, 9104 ALBANY HIGHWAY, CROSSMAN



REPORT PREPARED BY
LUNDSTROM ENVIRONMENTAL CONSULTANTS PTY LTD

Lot 4579 on Deposited Plan 224816
9104 Albany Highway, Crossman

Shire of Boddington

Extractive Industries Licence Application and Environmental Management Plan

Version Reference: 0.1

Date: September 2025

Prepared by Lundstrom Environmental Consultants Pty Ltd for The Trustee for The Reynolds Family Trust (TRFT)

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Version Register

Version No.	Description	Author	Reviewed by	Date
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Front cover image: *Near Map Image of the extraction area, November 2014*

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1 INTRODUCTION

The purpose of this report is to provide all the necessary information required in support of an Extractive Industries Licence (EIL) application and a Development Approval (DA) application (Appendix 1) for Lot 4579, 9104 Albany Highway, Crossman, Shire of Boddington. The location of the property is shown on Figure 1.

The property and surrounding land consist of cleared agricultural land and pockets of remnant vegetation.

This report sets out the details of the proposed future lateritic gravel extraction on the property together with maps. It also provides an environmental assessment of the proposal and environmental management plans. The Proponent is committed to ensuring compliance with *Extractive Industry Local Law 2023* Shire of Boddington throughout the course of the proposed operations.

1.1 PUBLIC LIABILITY INSURANCE POLICY

The Shire's *Extractive Industry Local Law 2023* states any application submitted for an extractive industry licence must be accompanied by the following information:

(1) "A licensee shall have at all times a current public liability insurance policy naming the local government and indemnifying the licensee and the local government for a sum of not less than \$20,000,000 in respect of any one claim relating to any of the excavation operations".

(2) "The licensee shall provide to the local government a copy of the policy taken out under subclause (1), within 14 days after the issue of that policy and shall provide to the local government evidence of policy renewal within 14 days of each policy renewal date".

2 PROPERTY DESCRIPTION, OWNERSHIP AND LOCALITY

The property is situated within a farm in the Vegetation Complexes - South West forest region of Western Australia, approximately 132 kilometres south-east of Perth and approximately 5 kilometres western of the rural township of Crossman. The property and surrounding land consist of cleared agricultural land and pockets of remnant vegetation. A locality plan is included as Figure 1 and the site and surrounds are shown on Figure 2. The property description and ownership are summarised in Table 1.

Table 1. Property description

Property Description:	Lot 4579 on Deposited Plan 224816
	9104 Albany Highway
	Crossman, Shire of Boddington
Volume	1717
Folio	654
Area:	405.4986 ha
Ownership	Russell Ernest Reynolds

3 DESCRIPTION OF THE SITE AND ITS SURROUNDS

3.1 PRESENT LAND USE

The property consists primarily of cleared agricultural land and some remnant native vegetation.

3.2 TOPOGRAPHY

The extraction area is located on land with slopes for Pit 1 which range from 1:28 (3.5%) to 1:18 (5.5%) for Pit 2 from 1:5 (20%) to 1:15 (6.6%). The elevation range for Pit 1 is 315 to 290 m AHD and for Pit 2, 245 to 275 m AHD (Figures 3 A, B).

3.3 SURFACE WATER, DRAINAGE AND WETLANDS

Drainage from the extraction area is to the south-east (Pit 1) and south-west (Pit 2). The surrounding area has multiple creeks and drainage lines which drain towards the Hotham River in the south. There are also multiple agricultural dams located along these drainage lines which provide water for agricultural activities (Figure 2).

The property is located in the Hotham River Catchment within the Murray River and Tributaries Basin (Water Register, 2025).

The Hotham River is located approximately 590 m to the south of the extraction area (Pit 2).

No known lakes or wetlands exist within 1 000 metres of the proposed extraction area (Landgate 2025).

The property does not fall within a Public Drinking Water Source Area or a *Rights in Water and Irrigation (RIWI) Act 1914* Surface Water Proclamation Area.

Details of the methods that will be used to manage stormwater and off-site sedimentation are discussed in Section 5.5.2 of this report.

3.4 GEOLOGY AND SOILS

The bedrock geology of the area is granitic basement rock which is overlain by a ferruginous duricrust known as “the laterite profile” to a depth of approximately 5-10m. The lateritic caprock has weathered to silty, nodular gravel which varies in thickness between 1 and 4m. Below the gravel is a sandy clay material.

Topsoil above the gravelly layer is a red sandy loam.

3.5 ACID SULFATE SOILS

A search of the CSIRO’s Australian Soil Resource Information System (ASRIS) database determined there were no acid sulphate soil (ASS) sites identified in the vicinity of the proposed EIL area (CSIRO 2025). No potential ASS sites have been identified in the vicinity of the proposed EIL area. (Locate 5, 2025).

3.6 GROUNDWATER HYDROLOGY

The occurrence of groundwater under the site is likely to be very limited due to the impervious nature of the underlying granitic material. Small quantities of groundwater may be found within rock fractures.

The DWER water register indicates that there are no licenced water bores within the property or within a 12km radius (DWER, 2025).

The site does not fall within a *Rights in Water and Irrigation (RIWI) Act 1914* Groundwater Proclamation Area.

3.7 VEGETATION

A desktop vegetation survey and site walkover has been completed. The area is cleared agricultural land and the proposed extraction area has been planned to avoid remnant vegetation on the property. The property is largely cleared for pastures. Remnant vegetation on the site comprises the following vegetation types:

Mapped vegetation types within the EIL area and immediate surrounds in in the Vegetation Complexes - South West forest region of Western Australia (DBCA-047) (Mattiske and Havel, 1998) include:

- Y6 (Yalanbee): Woodland of *Eucalyptus wandoo* (wandoo) – *E. accedens* (powderbark wandoo), less consistently open forest of *E. marginata subsp. thalassica* - *Corymbia calophylla* (blue-leaved jarrah-marri) on lateritic uplands and breakaway landscapes in arid and peri-arid zones
- Mi (Michibin): Open woodland of wandoo over *Acacia acuminata* (jam wattle) with some *E. loxophleba* (York gum) on valley slopes, with low woodland of *Allocasuarina huegeliana* (rock sheoak) on or near shallow granite outcrops in arid and peri-arid zones, and
- Wi (Williams): Mixture of woodland of *Eucalyptus rudis* – *Melaleuca raphiophylla*, low forest of *Casuarina obesa* and tall shrubland of *Melaleuca* spp. on major valley systems in arid and peri-arid zones.

Several trees are shown on the aerial imagery dated November 2014. Remaining trees on the site are shown on Figure 3 A, B. As noted above and shown on Figure 2, no extraction will occur within a 15m buffer of remaining native vegetation on the site. No clearing will be required.

No Department of Biodiversity Conservation and Attractions (DBCA) listed Threatened Ecological Communities (TECs) are mapped within a 5km radius of the proposed EIL boundary (Landgate 2025).

3.8 FAUNA

The property is within a 'Confirmed' breeding area for Baudin's Cockatoo (*Calyptorhynchus baudinii*) and Carnaby's black cockatoo (*Calyptorhynchus latorostris*) and Forest Red-tailed Black Cockatoo (*Calyptorhynchus banksia naso*).

Some of the remnant vegetation on the property may also be black cockatoo feeding habitat (Landgate 2025).

It is likely that these are habitat trees for the Carnaby's black cockatoo.

No habitat will be disturbed since no clearing will occur.

3.9 ENVIRONMENTALLY SENSITIVE AREAS

An Environmentally Sensitive Area (ESA) is an area where the vegetation has high conservation value. ESAs are declared by the Minister in the Environmental Protection (Environmentally Sensitive Areas) Notice 55 (2005) under section 51B of the *Environmental Protection Act 1986*. There are no Environmentally Sensitive Areas (ESA) as defined by the Clearing Regulations (DWER, 2025) within or adjacent to the proposed EIL area. The closest ESA is approximately 30 kilometres south-east of the proposed extraction area.

3.10 CURRENT ZONING

The area is zoned as “Rural” in terms of the Shire of Boddington Plains Planning Scheme (LPS) No. 3.

It is noted that the use class ‘Extractive Industry’ is listed in the zoning table of LPS No. 3 as being a use that is not permitted on any land classified ‘Rural’ zone unless the Shire has exercised its discretion and grants development approval following completion of public advertising (i.e. it is listed as a discretionary use in the Zoning Table).

3.11 BUSHFIRE PRONE AREAS

A portion of the property and the outer edges of the extraction area falls within a bushfire prone area 2 (Figure 2) as designated by the Fire and Emergency Services (FES) Commissioner on 24 September 2024 (LGATE-260, <https://maps.slip.wa.gov.au/landgate/bushfireprone/>). However, the threat of bushfire from this operation is considered low. The development area is on cleared agricultural land. There are no habitable buildings or any other structures. None are planned to be developed.

3.12 CLOSEST RESIDENCES

The closest structures to the outer boundaries of the extraction area are identified in Table 2 and mapped on Figure 2.

The EPA (2015) draft Environmental Assessment Guidelines “Separation distances between Industrial and sensitive land uses” lists the generic buffer for extractive industries where “grinding and milling works but no blasting” are proposed as 500-1 000m, depending on the type of processing. As this operation would be considered a “low scale” operation, the minimum generic buffer would be likely to apply.

The nearest currently unknown structures are located approximately 930 m and further to the south-west and south-east of the proposed extraction area (Pit 1&2) as illustrated on Table 2 and Figure 2. It is unlikely that any dust or visual impacts will be incurred from the extraction activities. Dust and visual impacts of the operation and mitigation measures are discussed further in Section 5.

Table 2. Nearest Structures to the Extraction Area

Reference No. on Figure 2	Lot No. & Location	Occupants Name	Distance to closest area of pit (metres)
Structure 1	Lot 55	Unknown Owner	930 SW from Pit 1
Structure 2	Lot 55	Unknown Owner	950 SW from Pit 1
Structure 3	Lot 55	Unknown Owner	1000 SW from Pit 1
Structure 4	Lot 54	Unknown Owner	1100 SW from Pit 1
Structure 5	Lot 1	Unknown Owner	1140 SW from Pit 1
Structure 6	Lot 57	Unknown Owner	935 S from Pit 1
Structure 7	Lot 27	Unknown Owner	1400 SE from Pit 2
Structure 8	Lot 27	Unknown Owner	1415 SE from Pit 2
Structure 9	Lot 27	Unknown Owner	1435 SE from Pit 2

4 THE DEVELOPMENT PROPOSAL

4.1 PREVIOUS GRAVEL EXTRACTION

There is no current gravel mining on the site.

4.2 PROPOSED GRAVEL EXTRACTION

TRFT proposes to extract lateritic gravel from two areas (Pit 1&2), as shown in Figure 2. Pit 1 is 18.7 ha, which will be divided into three stages (Stage 1 – 6.6 ha, Stage 2 – 6.2 ha and Stage 3 – 5.9 ha) as shown on Figure 3A. These would be mined consecutively. Pit 2 is 6.8 ha with 0.25 ha being left unmined to avoid clearing of native vegetation as shown on Figure 3B.

The total area to be mined is therefore 25.25 ha.

The total volume of gravel to be removed over a period of approximately 5 years is estimated at 252,500 cubic metres (m³). This equates to an annual gravel extraction volume of approximately 50,500m³, but this will be dependent on demand. This corresponds to a total of approximately 404,000 tonnes and an annual extraction of 80,800 tonnes. However, the lifespan of the pits could be up to 18 years.

Extraction activity will result in the lowering of the ground level by approximately 1-2m.

The land's existing contours are shown on Figure 2, Figure 3 A, B.

A summary of the proposed extraction activities is given below:

- The proposed extraction area is already cleared of native vegetation. Mechanical means will be used for extraction with the gravel stockpiled on the boundary of the area.
- There will be no blasting activity associated with the proposed extraction operations.
- Topsoil and overburden will be removed from the extraction area in three stages (Pit 1) and one stage (Pit 2) with only the areas targeted for immediate extraction being opened. Topsoil and over-burden will be stockpiled separately, with topsoil stockpiles being no higher than two metres.
- No crushing and screening plant will be used.
- Measures to limit dust from this part of the operations are discussed separately in Sections 5.6 and 5.7.
- Topsoil will be re-spread and the area will be returned to agriculture use.

An indicative timing of the proposed extraction activities over the next five years is provided in Table 3.

Table 3. Proposed Stages of Extraction 2025 to 2031

Areas	Action	2025	2026	2027	2028	2029	2030	2031
Pit 1	Strip and stockpile							
Pit 1	Load and truck out							
Pit 1	Progressive rehabilitation of 18.7ha							
Pit 2	Strip and stockpile							
Pit 2	Load and truck out							
Pit 2	Progressive rehabilitation of 6.55ha							
Pit 1-2	Monitoring and Maintenance of 25.25 ha							

4.3 SITE ACCESS AND EGRESS ROADS

Site access was via Albany Highway and English Road using an existing internal access road shown on Figure 2.

4.4 ESTIMATED TRAFFIC TO BE GENERATED

The following estimates are made:

- Estimated annual gravel removal: 80,800 tonnes
- Number of working days per month: 22 days
- Truck Type, Capacity and RAV rating:
 - 20% single semi-trailer (can operate up to RAV N2.3) (26 tonnes)
 - 80% RAV N4.1 pocket roadtrains (55 tonnes)

The above factors suggest a maximum of 8 truck movements per day, but this will be dependent on demand. Operating times will be Monday to Friday 0630 to 1800 and Saturday 0600 to 1200.

5 POTENTIAL NEGATIVE ENVIRONMENTAL IMPACTS AND PROPOSED MANAGEMENT

Short-term negative environmental impacts are to be expected in the process of all mining actions. These can largely be mitigated over the medium to long term provided that operating procedures are in accordance with acceptable standards and that rehabilitation measures are implemented as proposed. The following listed potential impacts are used as a checklist to ensure that all potential major impacts are addressed.

5.1 FLORA AND FAUNA

Most of the area has already been cleared, and the proposed extraction area has been planned to avoid remnant vegetation on the property. The area will be returned to agricultural use once extraction is completed. It is therefore unlikely there will be significant impact to indigenous flora and fauna.

5.2 WEEDS

TRFT will implement a weed management plan as is described in Appendix 2 of this report.

5.3 ALTERATION OF THE LAND SURFACE

After extraction, the land surface will be approximately 1-2 metres lower than the original, with the batters being at a maximum gradient of 1:6.

5.4 VISUAL IMPACT

The proposed extraction will occur in an existing agricultural region. It is highly unlikely to create a visual impact due to remnant vegetation surrounding the proposed extraction area, and the natural undulation of the landscape.

As detailed in Section 3.12, all the nearest possible residences are located more than 900m from the extraction area.

Since the proposed extraction area will be well screened by the vegetation described above, no visual impact will occur. Once rehabilitation has been completed and the site has been returned to agricultural use, there will be little evidence that extraction has taken place.

5.5 WATER

5.5.1 Potential Impacts

In all mining operations the potential exists for impacts to be incurred on surrounding water resources, or by storm water erosion of exposed areas. This is dependent on the slopes associated with the site, the nature of the ground materials and the proximity of the site to sensitive receptors such as productive aquifers, wetlands, lakes or rivers.

5.5.2 Water Management

5.5.2.1 Surface Water and Stormwater Management

The methodology implemented to manage stormwater within the extraction area has been obtained from Water Quality Protection Note 15 for extractive industries (DWER, 2019b).

Three surface water management areas (sub-catchments 1-3) have been defined around the extraction areas for Pit 1 (Figure 2 A, Appendix 3). One surface water management area has been defined around the extraction areas for Pit 2 (Figure 2 B, Appendix 3).

Runoff generated within each sub-catchment for the 2hr 10% Annual Exceedance Probability (AEP) rainfall event, has been calculated using the Rational Method. Storm-water management infrastructure (detention ponds and contour bunds) will be designed to manage this runoff. Runoff from areas outside the defined sub-catchments will be diverted away using diversion bunds.

Surface water and stormwater management is discussed in more detail in the Water Management Plan (Appendix 3).

5.5.2.2 Groundwater Management

The project does not involve dewatering. The average depth of the extraction will be approximately 2 metres. Groundwater will not be exposed by the excavations.

Due to the low scale nature of the operations and limited groundwater, no groundwater contamination is anticipated and there is no risk to any private groundwater supply. No fuel or lubricant storage will occur on the site. Refuelling will take place using a mobile refuelling vehicle which is equipped with a “snap-on snap-off, fast-fill and auto shut-off” facility. Detailed hydrocarbon management is outlined in the Water Management Plan (Appendix 3).

5.6 NOISE

The proposed extraction activities will not produce much operational noise, as no crushing and screening is to occur.

There are no noise sensitive premises within 900m of the proposed operations. The nearest structure is located approximately 930 metres from the proposed extraction area of Pit 1 (Figure 2 and Table 2). No noise impact is anticipated due to the remoteness of the operation.

5.7 DUST

5.7.1 Dust Management

The proposed gravel extraction may emit dust to the atmosphere from the following activities:

- Removing topsoil.
- Excavation of gravel.
- Stockpiles.
- Crushing and screening.
- Loading of haulage trucks.
- Trafficking on unsealed surfaces. Potential for dust uplift by trucks exists on unsealed portions of access roads, however the point of entry on to Albany HWY is bituminised for approximately 100m before reaching Albany HWY. This will limit the amount of dust generated at the entry point (Figure 2). The remaining haulage route is on pre-existing sealed roads and highways.

The EPA draft Environmental Assessment Guidelines “Separation distances between Industrial and sensitive land uses” lists the generic buffer distances from extractive industries as noted in Section 3.12.

A summary of dust control measures to be implemented are summarised in Table 4. Management actions will ensure no sensitive receptors are impacted by dust from the proposed operations.

Table 4. Summary of Dust Control Actions

Activity	Action	Control Measure	Result
Daily			
Topsoil Stripping and stockpiling	Visual inspection of site and access road for dust generation that is moving off site.	Water cart application over dust prone areas to reduce dust lift off.	Reduced dust generation. No dust leaving the property.
Gravel extraction and product loading	Visual inspection of site and access road for dust generation that is moving off site.	Water cart application over dust prone areas to reduce dust lift off. Crushing and stockpiling activities located in topographic low points with stockpiles arranged such that windbreaks are created to further shield sensitive receptors.	Reduced dust generation. No dust leaving the property.
Product transport	All loads covered before leaving the property.	Cover loads.	Reduced dust generation from product transport.
As Required			
Training	Induct all employees and contractors working on site.	Site induction includes awareness of dust generation and management measures to be utilised by all personnel on site.	Activities undertaken to minimise dust generation on site.
Dust complaints	Provide a contact number for dust complaints.	Undertake review of potential complaints and implement appropriate action to reduce dust generation from site.	Reduced dust generation from the property.
Rehabilitation /stabilisation of completed areas	Undertake rehabilitation on completed areas.	As per Section 6 of this report.	Reduced dust generation from the property.

Visual monitoring will be undertaken to confirm dust management measures are effectively maintaining dust emissions at acceptable levels.

5.8 DIEBACK

5.8.1 Potential Impacts

The remnant vegetation within the site is mapped as having a susceptibility to *Phytophthora cinnamomi* (South Coast NRM 2013). No obvious signs of dieback infestation were observed in the uncleared vegetation in the proposed extraction area. Since most of the area within which the extraction is to be undertaken has little or sparse vegetation, the status of this area could not readily be ascertained. Based on this, the site should be classified as uninterpretable and managed as such. Guidelines for the management of the pit and the movement of vehicles in and out of the pit are contained in the Dieback Working Group guideline document (Dieback Working Group 2010).

5.8.2 Dieback Management

The following management measures will be put in place to minimise future spread of dieback:

- The property will be fenced at all times.
- Access to the property will be via a single entrance gate.
- All machinery, trucks and other vehicles will arrive in a clean condition free of soil and organic matter that may contain dieback fungus.
- Any soil and plant material brought to the site for rehabilitation purposes should be from dieback free sources.
- Employees and contractors working on the site will be informed of the purpose of the above measures and their responsibilities in relation to dieback prevention.

5.9 HERITAGE SITES

5.9.1 Aboriginal Heritage Sites

A search of the Department of Planning, Lands and Heritage (DPLH) Aboriginal Heritage Inquiry System (AHIS) shows no registered sites or other heritage places on the property (DPLH 2025). The Aboriginal Cultural Heritage (ACH) Lodged Place 20222 Janak (Mooliaman) Hill registered site is located more than 5 km from the extraction boundary. If during the works, an Aboriginal cultural heritage site is discovered, the Proponent will immediately advise the Department of Aboriginal Affairs and abide by the Aboriginal Heritage Act 1972.

5.9.2 Other Heritage Sites

There are no Heritage sites listed (inHerit 2025).

6 REHABILITATION

6.1 PROPOSED REHABILITATION MEASURES

Rehabilitation of the completed areas will be progressive, and the following steps will be implemented:

- Topsoil and overburden will be retained on the site to be used during rehabilitation.
- The final rehabilitated surface will be at approximately 1-2m below the current.
- The area will revert to agriculture use after extraction has ceased.

The restoration goals proposed for the EIL Area are as follows:

- To restore the area to resemble as closely as possible that which is currently present on the site (agricultural farmland).
- To create a landform that is stable, erosion resistant, aesthetically pleasing and safe for humans and animals, both on and surrounding the site.
- To encourage rapid reuse of the area for agricultural use.

Rehabilitation of each stage will occur once mining is complete as shown on the timeline presented on Table 3.

6.2 MONITORING AND MAINTENANCE

Monitoring of rehabilitated areas will ensure that any areas requiring remedial work are identified. Monitoring will be carried out on an annual basis to assess:

- The physical stability of the landform in the rehabilitated areas.
- The success of rehabilitation for cropping.
- The emergence of weeds.

Monitoring will continue until the completion criteria presented in Section 6.3 have been fulfilled. Maintenance procedures will be carried out where necessary and may include:

- Repair of any erosion damage.
- Weed control.

Monitoring and maintenance of rehabilitated areas will occur in the 12 months following the expiry of the approval period.

6.3 COMPLETION CRITERIA

The completion criteria proposed for extractive operations on the property are presented in Table 5.

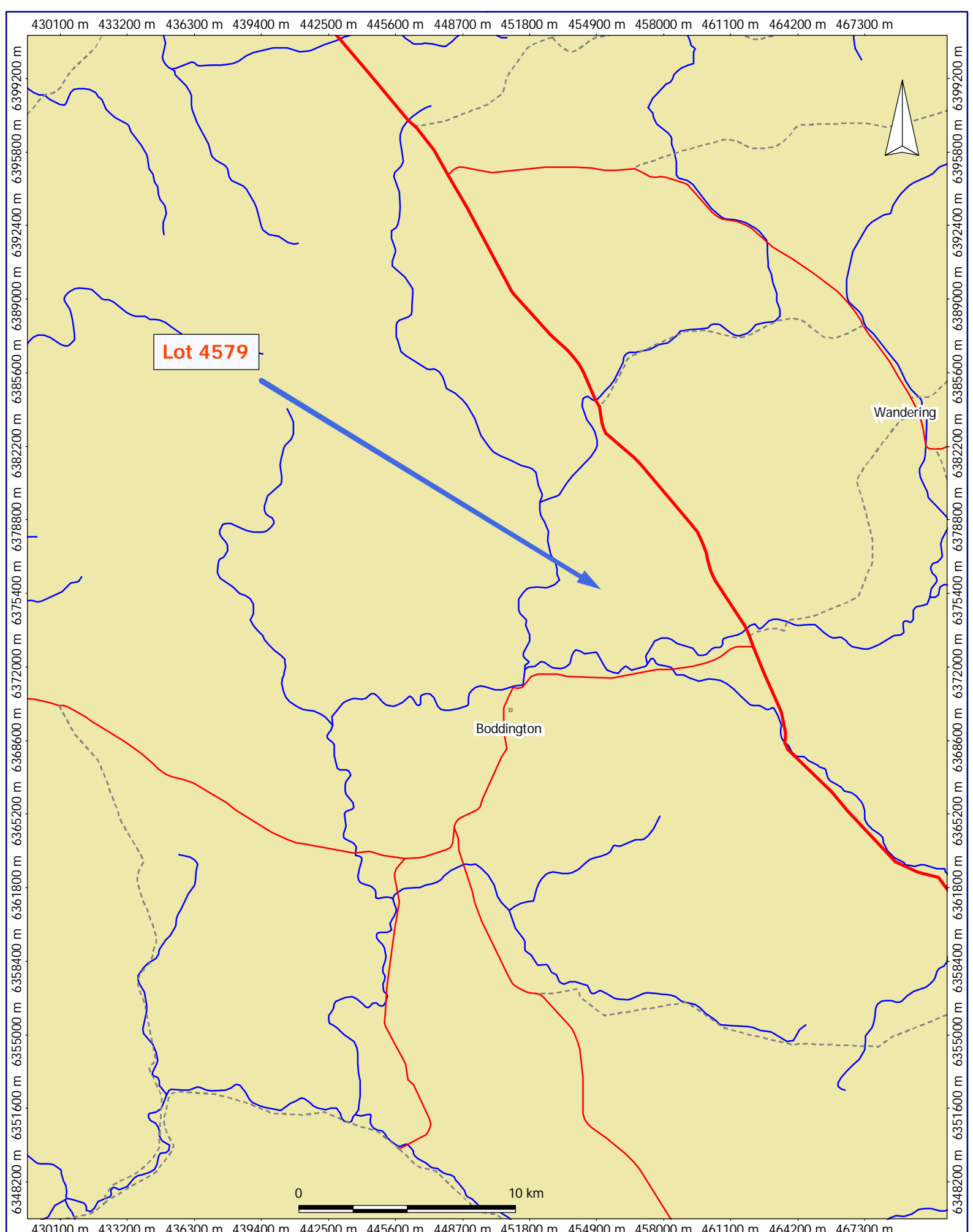
Table 5. Closure Criteria, Objectives and Interim Targets

Criteria	Objective	Interim Targets
a) Safety	The site is safe to humans and animals.	<ul style="list-style-type: none"> • Site is safe to humans and animals during operations.
b) Sustainability	The site is sustainable in the long term without additional management inputs.	<ul style="list-style-type: none"> • On-going Management of short-term impacts
c) Suitability	The site is suitable for the agreed land uses.	<ul style="list-style-type: none"> • On-going Management of short-term impacts
d) Visual amenity and heritage	The rehabilitated extraction area blends into the surrounding environment.	<ul style="list-style-type: none"> • On-going Management of short-term impacts
e) Off-site impacts	Significant adverse off-site impacts are prevented.	<ul style="list-style-type: none"> • Significant adverse off-site impacts are prevented.
f) Hydrology	<ol style="list-style-type: none"> Site hydrology does not prevent the establishment of desired vegetation. Site hydrology does not reduce the stability of the landform. Stormwater is contained within the site. 	<ul style="list-style-type: none"> • Stormwater is contained within the site during operations. • Identification and mitigation of any hydrology related issues during operations.
g) Soils and stability	<ol style="list-style-type: none"> Soil profiles and structures are sufficient to ensure the desired agricultural use can be established. The landform is stable. 	<ul style="list-style-type: none"> • Topsoil is respread in all rehabilitation areas. • Identification and mitigation of potential erosion scars and scours during operations.
h) Vegetation	<ol style="list-style-type: none"> The site is returned to its former land use of agriculture. 	<ul style="list-style-type: none"> • Agricultural production returns to its former levels
i) Weeds	<ol style="list-style-type: none"> Declared pest weeds are absent. The level of weed species should not be detrimental to the planted seedlings. 	<ul style="list-style-type: none"> • Declared weed species removed systematically during operations.

7 REFERENCES

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- South Coast Natural Resource Management (NRM) (2013). Project Dieback Priority Protection Area Analysis Boundary with Beards Pre European Vegetation Mapping attributed with *Phytophthora cinnamomi* impact susceptibility estimates. Map prepared by Tilo Massenbauer South Coast NRM, 26/09/2013.

FIGURES



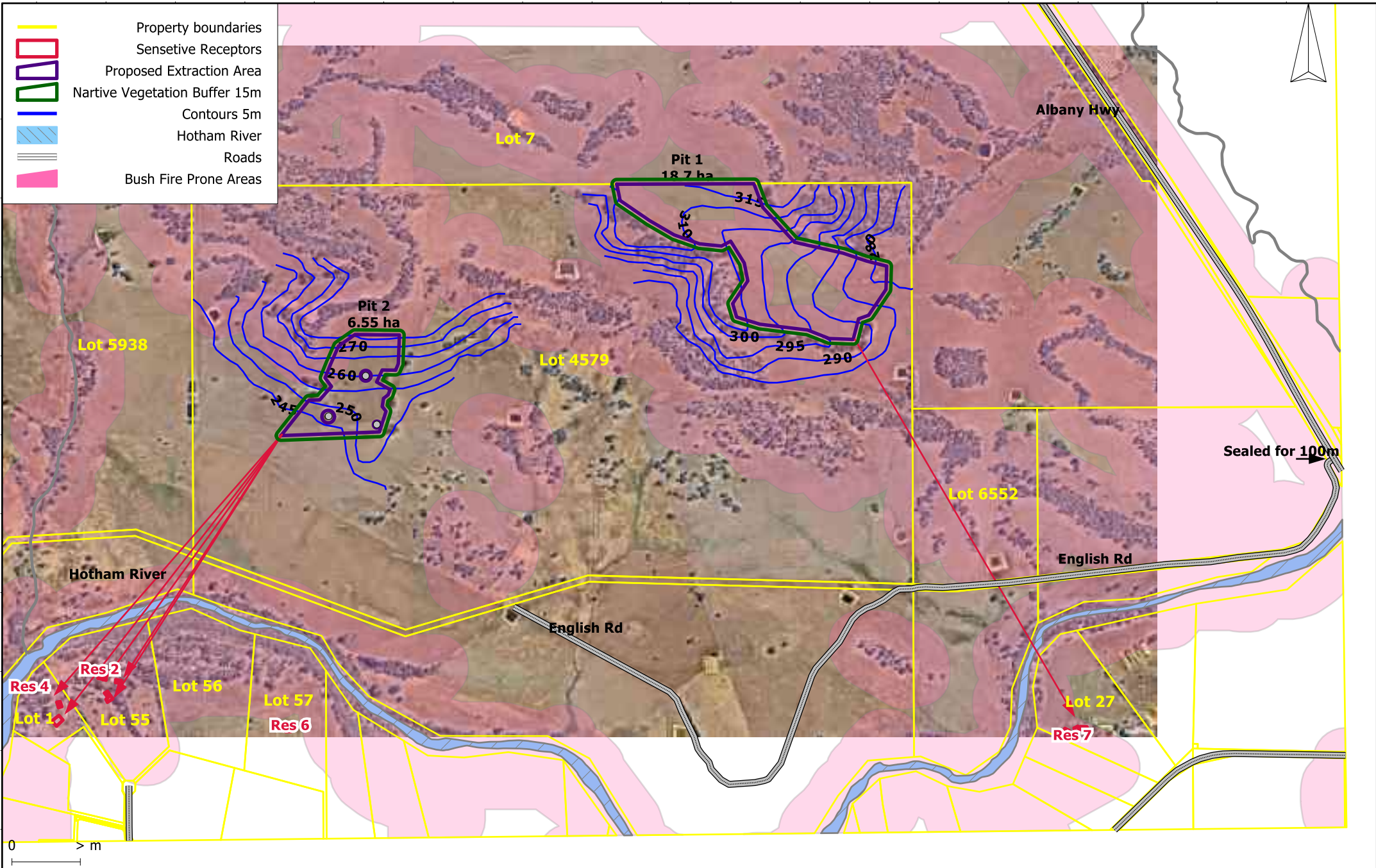
**Lundstrom Environmental
Consultants Pty Ltd**
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Mob: 0417934863
admin@lundstrom-environmental.com.au

Scale: 1:210000
Original Size: A4
Air Photo Source: Nearmap Dec 2017
Datum: GDA94
Projection: Australia MGA94 (50)

Client: The Reynolds Family Trust
Project: Gravel Extraction
Location: LOT 4579,
9104 ALBANY HIGHWAY,
CROSSMAN

**Figure 1:
Locality Plan**

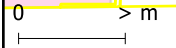
457610 m 457830 m 458050 m 458270 m 458490 m 458710 m 458930 m 459150 m 459370 m 459590 m 459810 m 460030 m 460250 m 460470 m 460690 m 460910 m 461130 m 461350 m 461570 m



457610 m 457830 m 458050 m 458270 m 458490 m 458710 m 458930 m 459150 m 459370 m 459590 m 459810 m 460030 m 460250 m 460470 m 460690 m 460910 m 461130 m 461350 m 461570 m

6374920 m 6374670 m 6374420 m 6374170 m 6373920 m 6373670 m 6373420 m 6373170 m 6372920 m 6372670 m

6374920 m 6374670 m 6374420 m 6374170 m 6373920 m 6373670 m 6373420 m 6373170 m 6372920 m 6372670 m



<p>Lundstrom Environmental Consultants Pty Ltd Applecross WA 6153 Mob: 0417934863 admin@lundstrom-environmental.com.au</p>	<p>Scale: 1:15000 Original Size: A4 Air Photo Source: Nearmap Nov 2014 Datum: GDA94 Projection: Australian Geodetic Datum (AGD94)</p>	<p>Client: The Reynolds Family Trust Project: Gravel Extraction Location: LOT 4579, 9104 ALBANY HIGHWAY, CROSSMAN</p>	<p>Figure 2: Site and Surrounds</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------

459230 m 459300 m 459370 m 459440 m 459510 m 459580 m 459650 m 459720 m 459790 m 459860 m 459930 m 460000 m 460070 m 460140 m 460210 m 460280 m 460350 m 460420 m 460490 m



Pit 1
Total Extraction Area
18.7 ha







Stage 3
5.9 ha

Stage 2
6.2 ha

Stage 1
6.6 ha

6374790 m
6374710 m
6374630 m
6374550 m
6374470 m
6374390 m
6374310 m
6374230 m
6374150 m
6374070 m

6374790 m
6374710 m
6374630 m
6374550 m
6374470 m
6374390 m
6374310 m
6374230 m
6374150 m
6374070 m

 Property boundaries
 Proposed Extraction Area
 Native Vegetation Buffer 15m
 Contours 5m
 Roads
 0 > 10 m

459230 m 459300 m 459370 m 459440 m 459510 m 459580 m 459650 m 459720 m 459790 m 459860 m 459930 m 460000 m 460070 m 460140 m 460210 m 460280 m 460350 m 460420 m 460490 m

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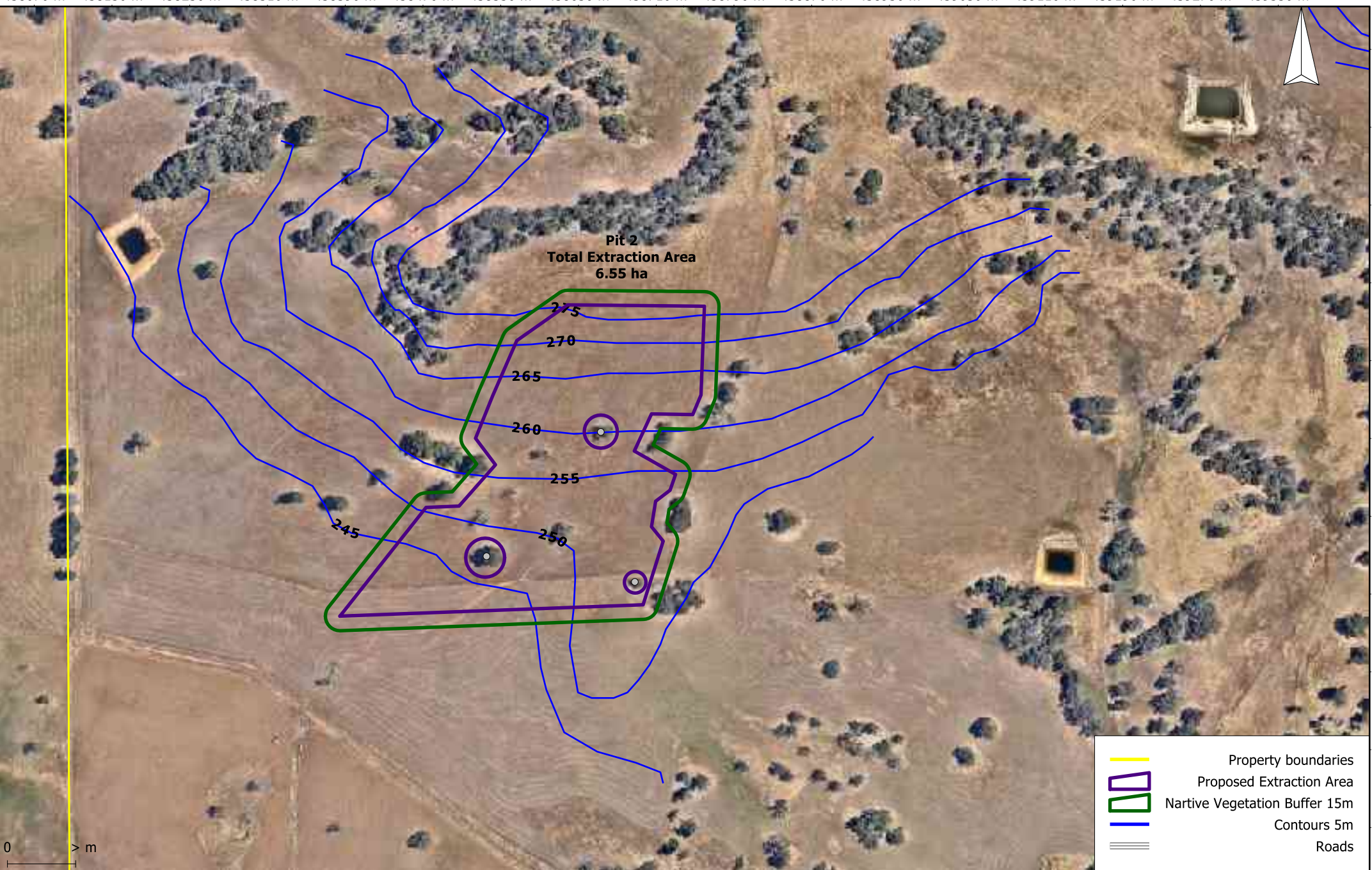
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Datum: GDA94
Projection: Australian Geodetic Datum

Client: The Reynolds Family Trust
Project: Gravel Extraction
Location: LOT 4579, 9104 ALBANY HIGHWAY, CROSSMAN

Figure 3A:
Extraction Area Pit 1

458070 m 458150 m 458230 m 458310 m 458390 m 458470 m 458550 m 458630 m 458710 m 458790 m 458870 m 458950 m 459030 m 459110 m 459190 m 459270 m 459350 m

6373700 m 6373780 m 6373860 m 6373940 m 6374020 m 6374100 m 6374180 m 6374260 m 6374340 m 6374420 m 6374500 m



458070 m 458150 m 458230 m 458310 m 458390 m 458470 m 458550 m 458630 m 458710 m 458790 m 458870 m 458950 m 459030 m 459110 m 459190 m 459270 m 459350 m

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Scale: 1:5000
 Original Size: A4
 Air Photo Source: Nearmap Nov 2014
 Datum: GDA94
 Projection: Australian National Map Grid

Client: The Reynolds Family Trust
 Project: Gravel Extraction

Location: LOT 4579, 9104 ALBANY HIGHWAY, CROSSMAN
 22 April 2026

**Figure 3B:
Extraction Area Pit 2**


APPENDIX 1:


DEVELOPMENT APPROVAL APPLICATION FORM

CERTIFICATE OF TITLES

AND

LETTER OF PERMISSION

Owner details		
Name: <u>Russell Ernest Reynolds</u>		
ABN (if applicable):		
Address: <u>15 Adam Street, Boddington, WA</u>		
		Postcode: <u>6390</u>
Phone:	Fax:	Email:
Work:	<u>russamtransport@westnet.com.au</u>
Home:		
Mobile: <u>0417180644</u>		
Contact person for correspondence: <u>Russell Reynolds</u>		
Signature: <u>X</u> 		Date: <u>25 September 2025</u>
Signature:		Date:
<p><i>The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).</i></p>		

Applicant details (if different from owner)		
Name: <u>The trustee for The Reynolds Family Trust</u>		
Address: <u>15 Adam Street, Boddington, WA</u>		
		Postcode: <u>6390</u>
Phone:	Fax:	Email:
Work:	<u>russamtransport@westnet.com.au</u>
Home:		
Mobile: <u>0417180644</u>		
Contact person for correspondence:		
<p>The information and plans provided with this application may be made available by the local government for public viewing in connection with the application. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>		
Signature: <u>X</u> 		Date: <u>25 September 2025</u>

Property details		
Lot No: <u>4579</u>	House/Street No: 9104 Albany Highway	Location No:
Diagram or Plan No: <u>224816</u>	Certificate of Title Vol. No: <u>1717</u>	Folio: <u>654</u>
Title encumbrances (e.g. easements, restrictive covenants):		
Street name: 9104 Albany Highway, Crossman		
Suburb: <u>Boddington</u>		
Nearest street intersection:		

Proposed development	
Nature of development:	<input type="checkbox"/> Works <input type="checkbox"/> Use <input checked="" type="checkbox"/> Works and use
Is an exemption from development claimed for part of the development?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, is the exemption for:	<input type="checkbox"/> Works <input type="checkbox"/> Use
Description of proposed works and/or land use: Gravel extraction as per the application EIL EMP	
Description of exemption claimed (if relevant):	
Nature of any existing buildings and/or land use: <u>cleared agricultural land and pockets of remnant vegetation.</u>	
Approximate cost of proposed development:	
Estimated time of completion: <u>5 years</u>	

Acceptance Officer's initials:	<i>OFFICE USE ONLY</i> Date received:
Local government reference No:	

WESTERN



AUSTRALIA

TITLE NUMBER

Volume Folio

1717 654

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 4579 ON DEPOSITED PLAN 224816

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

RUSSELL ERNEST REYNOLDS OF PO BOX 126 BODDINGTON WA 6390

(T O340437) REGISTERED 7/2/2020

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. O340438 MORTGAGE TO NATIONAL AUSTRALIA BANK LTD REGISTERED 7/2/2020.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1717-654 (4579/DP224816)
PREVIOUS TITLE: 1182-428
PROPERTY STREET ADDRESS: 9104 ALBANY HWY, CROSSMAN.
LOCAL GOVERNMENT AUTHORITY: SHIRE OF BODDINGTON

Russell Reynolds
Russell Ernest Reynolds
15 Adam St,
Boddington, 6390

TO WHOM IT MAY CONCERN

I am the owner of Lot 4579, 9104 Albany HWY, Crossman, Shire of Boddington, 6390 and hereby give permission for The trustee for The Reynolds Family Trust and their consultant Lundstrom Environmental Consultants Pty Ltd to make all the necessary applications for the purpose of gravel extraction on my property.

X



Russell Reynolds

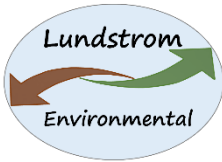
Date: 25th September 2025

APPENDIX 2

WEED MANAGEMENT PLAN

APPENDIX 3

WATER MANAGEMENT PLAN



LUNDSTROM ENVIRONMENTAL CONSULTANTS PTY LTD

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896 Canning Hwy
Applecross
WA 6153

Mob:0417934863
email: admin@lundstrom-environmental.com.au
www.Lundstrom-Environmental.com.au

WATER MANAGEMENT PLAN

Prepared for The trustee for The Reynolds Family Trust
Lot 4579, 9104 Albany Highway, Crossman
Shire of Boddington

1. INTRODUCTION

This Water Management Plan (WMP) has been prepared for the purpose of an Extractive Industries Licence (EIL) application and a Development Approval (DA) application for gravel extraction on Lot 4579, 9104 Albany Highway, Crossman, Shire of Boddington.

An EIL is sought for a 25.5 ha area, as shown in Figure 2, of which 25.25 ha will be mined (Figure 2).

This WMP should be read in conjunction with the report entitled “Extractive Industries Licence Application and Environmental Management Plan Lot 4579, 9104 Albany Highway, Crossman, Shire of Boddington”, prepared for The trustee for The Reynolds Family Trust (TRFT) by Lundstrom Environmental Consultants Pty Ltd in September 2025.

1.1 PROPERTY DESCRIPTION, OWNERSHIP AND LOCALITY

Property Description: Lot 4579 on Deposited Plan 224816
Albany Highway, Crossman
Shire of Boddington

Volume: 1717
Folio: 654
Area: 405.4986 ha

Ownership: Russell Ernest Reynolds

The properties are situated within a farm in the Vegetation Complexes - South West forest region of Western Australia, approximately 132 kilometres south-east of Perth and approximately 5 kilometres western of the rural township of Crossman.

1.2 HISTORIC AND PRESENT LAND USE

Figure 1 is a recent aerial photograph showing the proposed and existing operations on the property.

The property and surrounding land comprise cleared agricultural land and pockets of remnant vegetation.

There is currently no gravel extraction on the property.

The area is zoned as “Rural” in terms of the Shire of Boddington Plains Planning Scheme (LPS) No. 3.

2. THE DEVELOPMENT PROPOSAL

2.1 PROPOSED EXTRACTION ACTIVITIES

TRFT proposes to extract lateritic gravel from two areas (Pit 1&2), as shown in Figure 2. Pit 1 is 18.7 ha, which will be divided into three stages (Stage 1 – 6.6 ha, Stage 2 – 6.2 ha and Stage 3 – 5.9 ha) as shown on Figure 3A. These would be mined consecutively. Pit 2 is 6.8 ha with 0.25 ha being left unmined to avoid clearing of native vegetation as shown on Figure 3B.

The total area to be mined is therefore 25.25 ha.

Annual gravel extraction is estimated to be around 80,800 tonnes/year, dependent on demand. Table 1 below summarises the actions that are to take place on the property over the next 5 years (2025 to 2031), however the lifespan of the pit could be up to 18 years. A summary of the actions is given below:

- Topsoil and overburden will be removed from the extraction area for pits 1&2 with only the areas targeted for immediate extraction being opened. Topsoil and over-burden will be stockpiled separately along the edges of the extraction area, with stockpiles being no higher than 2m.
- Extraction activity will result in the lowering of the ground level by approximately 1-2m.
- No screening will be undertaken.
- No crushing will be undertaken.
- Measures to limit dust will be undertaken.
- There will be no blasting.
- Rehabilitation and stormwater management measures will be implemented.
- The area will be returned to agricultural use.

Table 1: Stages of the Extraction Operation

Areas	Action	2025	2026	2027	2028	2029	2030	2031
Pit 1	Strip and stockpile							
Pit 1	Load and truck out							
Pit 1	Progressive rehabilitation of 18.7ha							
Pit 2	Strip and stockpile							
Pit 2	Load and truck out							
Pit 2	Progressive rehabilitation of 6.55ha							
Pit 1-2	Monitoring and Maintenance of 25.25ha							

3. EXISTING ENVIRONMENT

3.1 TOPOGRAPHY, HYDROLOGY AND WETLANDS

The extraction area is located on land with slopes for pit 1 which range from 1:28 (3.5%) to 1:18 (5.5%) for pit 2 from 1:5 (20%) to 1:15 (6.6%). The elevation range for pit 1 is 315 to 290 m AHD and for pit 2, 245 to 275 m AHD (Figures 3 A,B).

The surrounding land slopes towards the south-east and south-west.

Drainage from the extraction area is to the south-east (pit 1) and south-west (pit 2). The surrounding area has multiple creeks and drainage lines which drain towards the Hotham River in the south. There are also multiple agricultural dams located along these drainage lines which provide water for agricultural activities (Figure 2).

The Hotham River is located approximately 590 m to the south of the extraction area (pit 2).

No known lakes or wetlands exist within 1 000 metres of the proposed extraction area (Landgate 2025).

The properties do not fall within a Public Drinking Water Source Area or a *Rights in Water and Irrigation (RIWI) Act 1914* Surface Water Proclamation Area.

3.2 GEOLOGY AND SOILS

The bedrock geology of the area is granitic basement rock which is overlain by a ferruginous duricrust known as “the laterite profile” to a depth of approximately 5-10m. The lateritic caprock has weathered to silty, nodular gravel which varies in thickness between 1 and 4m. Below the gravel is a sandy clay material.

Topsoil above the gravelly layer is a red sandy loam.

3.3 GROUNDWATER HYDROLOGY

The occurrence of groundwater under the site is likely to be very limited due to the impervious nature of the underlying granitic material. Small quantities of groundwater may be found within rock fractures.

The DWER water register indicates that there are no licenced water bores within the property or within a 12km radius (DWER, 2025).

The site does not fall within a Rights in Water and Irrigation (RIWI) Act 1914 Groundwater Proclamation Area.

3.4 RAINFALL

One of the closest rainfall recording stations is Boddington Shire (Station 9509) and it has a mean annual rainfall of 668.9 mm. The wettest months are June, July and August and the driest months are December, January and February. The highest recorded annual rainfall was 1166.3mm in 1955 and the lowest was 289.8mm in 2010.

Table 2 shows the average monthly and annual rainfall for Boddington Shire.

Table 2: Mean Rainfall Data (mm) for Boddington Shire for Period (Station 9509) 1915 to 2022 (BoM 2025a)

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Ann
14.9	16.7	18.4	34.9	83.8	125.9	121.7	96.0	61.3	39.6	19.4	11.5	668.9

Rainfall intensity has been calculated using the Bureau of Meteorology (BoM) Rainfall Intensity-Frequency-Duration (IFD) data system (BoM 2025b), which yields the 2hr 10% Annual Exceedance Probability (AEP) (33.1mm). The DWER recommends that surface water runoff produced within the mined area from this rainfall event should be contained within the pit (DWER 2019). This aspect is discussed later in this document.

4. WATER MANAGEMENT

In all extraction operations the potential exists for impacts to be incurred on surrounding water resources, or by stormwater erosion of exposed areas. The water management strategies outlined below will ensure the mitigation of potential impacts.

4.1 Surface Water Management

Three surface water management areas (sub-catchments 1-3) have been defined around the extraction areas for pit 1 (Figure 2 A).

One surface water management area has been defined around the extraction areas for pit 2 (Figure 2 B).

Runoff generated within each sub-catchment for the 2hr 10% Annual Exceedance Probability (AEP) rainfall event has been calculated using the Rational Method as detailed in Table 3. Storm-water management infrastructure (detention ponds and contour bunds) will be designed to manage at minimum this runoff.

Runoff from areas outside the defined sub-catchments will be diverted away using diversion (cut-off) bunds. Diversion bunds will also be used in addition to contour bunds to help direct surface water flow towards detention ponds and prevent uncontrolled flow of surface water from mined areas to nearby streams.

Table 3: Surface Water Management Areas (Sub-catchments), Runoff Volumes and Detention Pond Dimensions

Sub-catchment	EIL Stages incorporated	Total Area (ha)	Extraction Area (ha)	Undisturbed Area (ha)	Design Storm Runoff* (m ³ x 10 ³)	Detention Pond Storage (m ³ x 10 ³)	Detention Pond Area (m ²)
Pit 1/1	1	6.6	6.6	0	1.76	1.800	900
Pit 1/2	2	6.2	6.2	0	1.65	1.700	850
Pit 1/3	3	5.9	5.9	0	1.55	1.600	800
Pit 2	1	6.8	6.55	0.25	1.76	1.800	900
TOTAL		25.5	25.25	0.25	6.72	6.900	3,450

*Calculated by Rational Method with a 2hr 10% AEP of 33.1mm obtained from the Bureau of Meteorology (BoM) website (BOM 2025b). Runoff coefficients used for Rational Method calculations were 0.8 for disturbed areas and 0.3 for undisturbed areas.

Based on the calculated storm design runoff shown in Table 3, the following measures will be used to achieve comprehensive onsite management of surface water runoff from the proposed EIL workings:

- Stormwater detention ponds with the capacity to hold at least a 2hr 10% AEP storm event as detailed in Section 4.2.

- As each extraction area is completed, narrow-based contour bunds might be constructed if necessary to a grade of between 0.2 and 0.4%. Contour bund design methodology is discussed further in Section 4.2.1 below.
- Diversion (cut-off) bunds will be formed along the northern and eastern edges of pit 1 and the northern, top parts of western and eastern edges of pit 2 to prevent runoff entering into mined areas as shown on Figure 2 A, B.
- Areas downstream of pit 1 should be mined first i.e. Stage 1 should be mined before Stage 2 1, Stage 2 should be mined before Stage 3.
- As part of the rehabilitation process, the ground will be ripped along the contour prior to fertilisation and seeding. This leaves a depression and low bund which will attenuate surface water flows and prevent rill erosion during the period that pasture grasses are becoming established. Surface water detention ponds and contour bunds will be retained until vegetation ground cover is sufficient to stabilise the ground surface and prevent erosion.
- Regular monitoring of the erosion control measures will be undertaken, and repairs implemented where necessary throughout the licence period or longer if necessary.

4.2 Storm Water Management

As each extraction stage is opened, stormwater detention pond(s) will be excavated below the workings (but within the extraction area) with the capacity to hold at least the 2hr 10% AEP storm event. Each sub-catchment will have one pond each. The positions of these detention ponds are shown on Figure 2 A, B and the storage capacities listed in Table 3.

4.2.1 Contour Bank/Bund Design

Basic design parameters for the contour bunds that will be used for stormwater management on this property have been taken from the Queensland Department of Environment and Resource Management guideline.

Contour bank design is dependent on the following factors:

- Land-use after rehabilitation
- Slope
- Soil erodibility

4.3 Groundwater Management

The project does not involve dewatering. The average depth of the extraction will be approximately 1 metre. Groundwater will not be exposed by the excavations.

When water is required for dust management, it will be abstracted from the existing farm dams on the property or off-site from the nearest available commercial (scheme) source.

No dewatering activities will be undertaken.

Due to the low scale nature of the operations and limited groundwater, no groundwater contamination is anticipated and there is no risk to any private groundwater supply. No fuel or lubricant storage will occur on the site. Refuelling will take place using a mobile refuelling vehicle which is equipped with a “snap-on snap-off, fast-fill and auto shut-off” facility. Plant will be refuelled each morning, leaving the vehicles almost empty overnight. No major servicing, which could lead to fuel and oil spills, will take place on the site. Minor spills which may occur occasionally will be neutralised by soil processes. TRFT has a Safety Practice document for Hydrocarbon Spill Response outlining their procedures for controlling, recovering, treating and reporting hydrocarbon spills (Annexure 1).

5. ACID SULFATE SOILS

A search of the CSIRO’s Australian Soil Resource Information System (ASRIS) database determined there were no acid sulphate soil (ASS) sites identified in the vicinity of the proposed EIL area (CSIRO 2025).

6. REFERENCES

Bureau of Meteorology (BoM) (2025a). Rainfall records for Boddington Shire (Station 9509). Website: www.bom.gov.au

Bureau of Meteorology (BoM) (2025b). Rainfall frequency information. Website: www.bom.gov.au

CSIRO (2025). Atlas of Australian Acid Sulphate Soils. <https://data.csiro.au/collection/csiro:6181> September 2025.

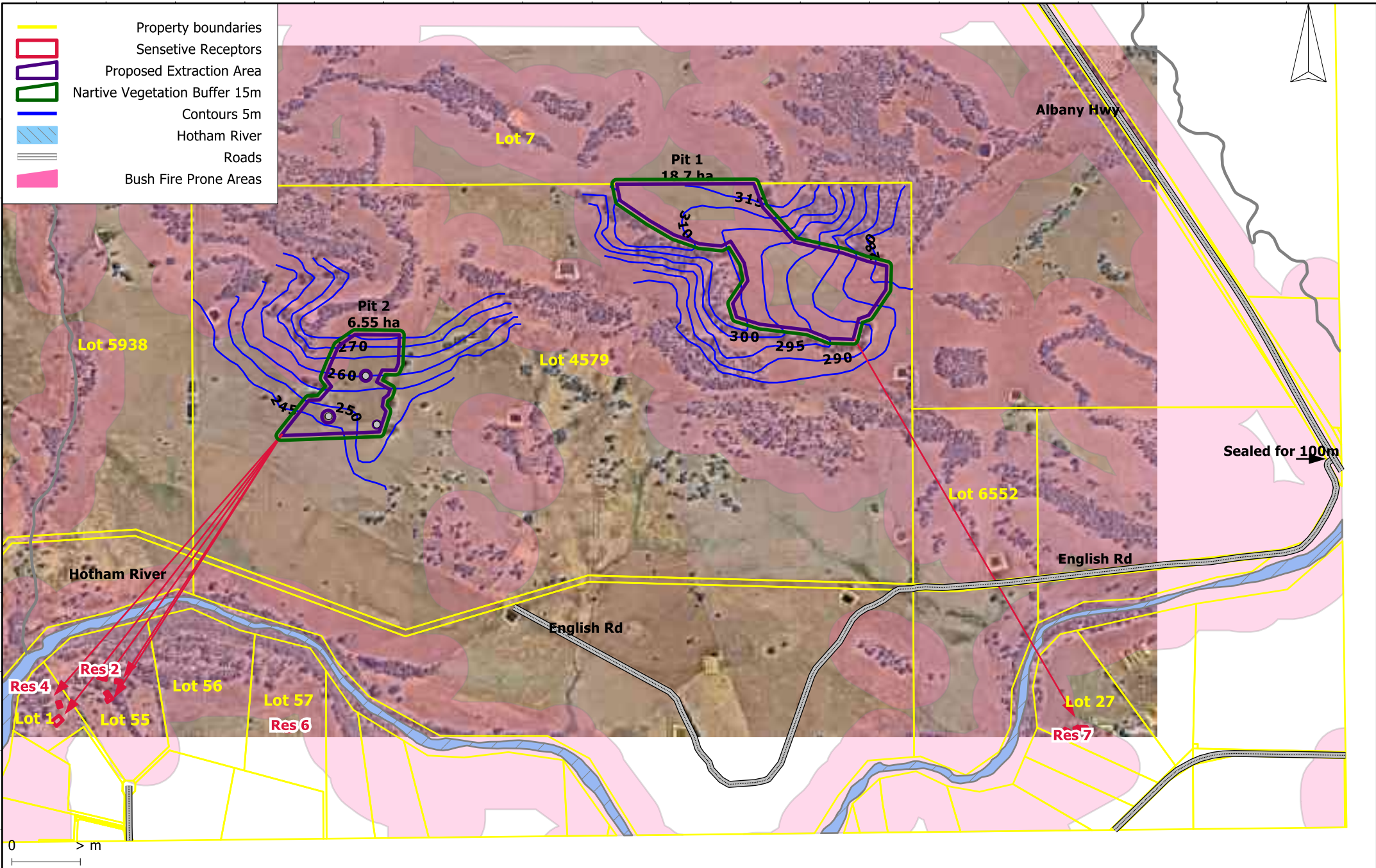
Department of Water and Environment Regulation (DWER) (2019). Water quality protection note no. 15, Basic raw materials extraction. Government of Western Australia.

Geological Survey of Western Australia (GSWA) (1978) SH50-13,14 Perth WA Geological Map (1st Edition).

Landgate (2025). Locate V5. [Online] <https://maps.slip.wa.gov.au/landgate/locate/>. Accessed: September 2025.

FIGURES

457610 m 457830 m 458050 m 458270 m 458490 m 458710 m 458930 m 459150 m 459370 m 459590 m 459810 m 460030 m 460250 m 460470 m 460690 m 460910 m 461130 m 461350 m 461570 m



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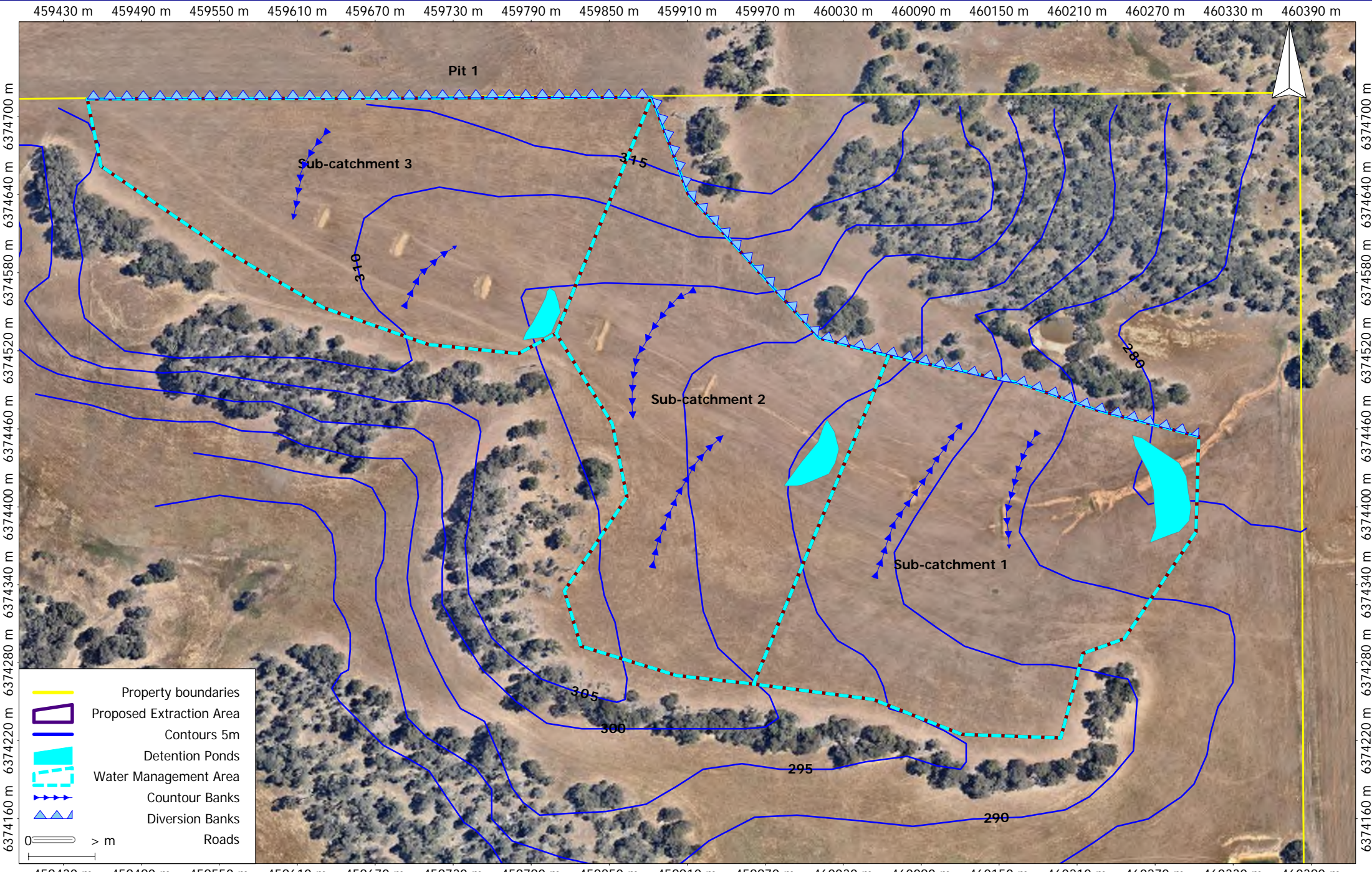
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 Datum: GDA94
 Projection: Australian Geodetic Datum
 AGEM 24 (City of Albany Council Meeting 22 April 2026)

Client: The Reynolds Family Trust
 Project: Gravel Extraction
 Location: LOT 4579, 9104 ALBANY HIGHWAY, CROSSMAN

**Figure 1:
 Site and Surrounds**
 87



- Property boundaries
- Proposed Extraction Area
- Contours 5m
- Detention Ponds
- Water Management Area
- Contour Banks
- Diversion Banks
- Roads

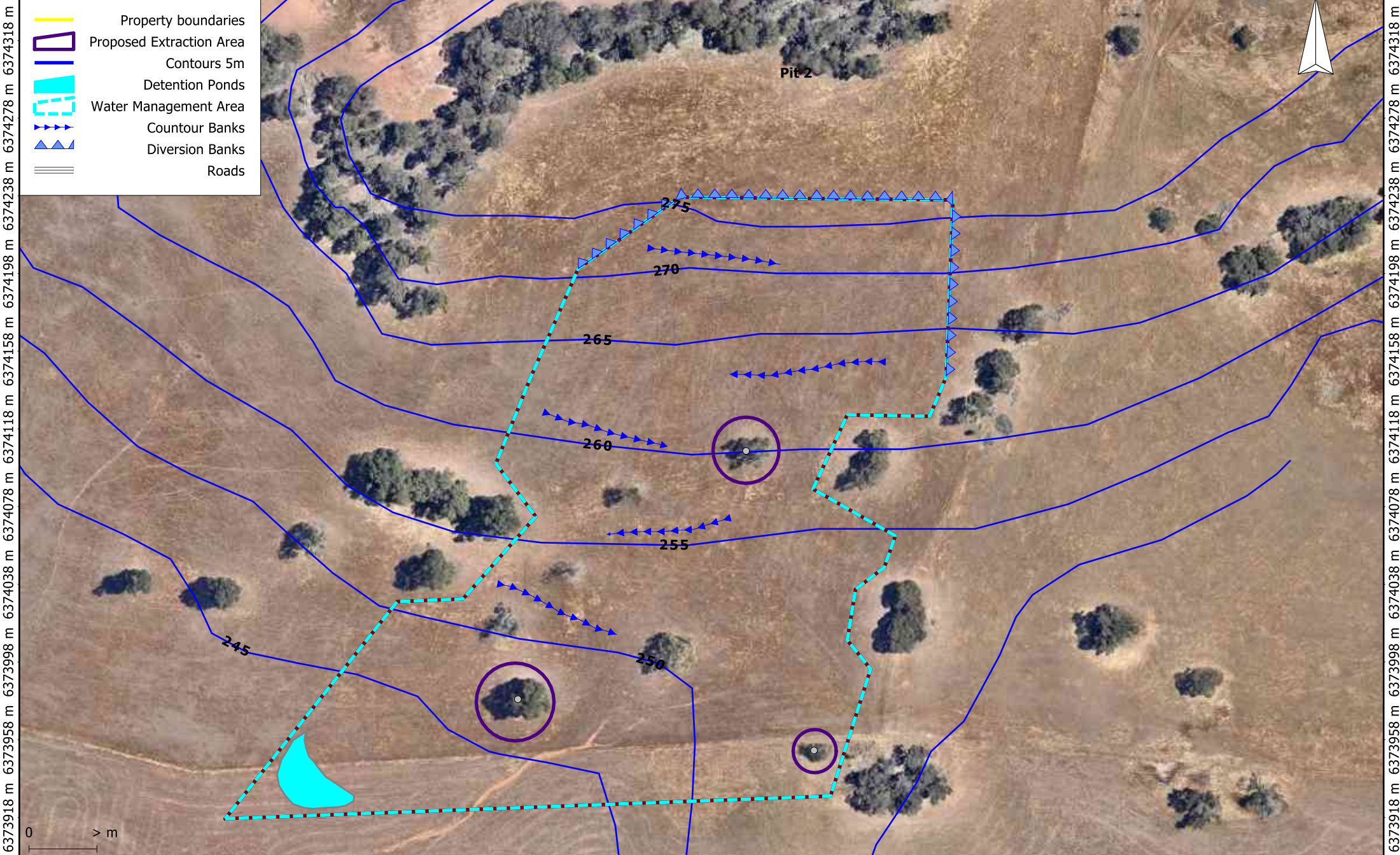
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 Datum: GDA94
 Projection: Australian

Client: The Reynolds Family Trust
 Project: Gravel Extraction
 Location: LOT 4579, 9104 ALBANY HIGHWAY, CROSSMAN

Figure 2A:
Stormwater MP Pit 1

458296 m 458332 m 458368 m 458404 m 458440 m 458476 m 458512 m 458548 m 458584 m 458620 m 458656 m 458692 m 458728 m 458764 m 458800 m 458836 m 458872 m 458908 m 458944 m



- Property boundaries
- Proposed Extraction Area
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 Projection: Australian Geodetic Datum (AGD94) (GDA94)

Client: The Reynolds Family Trust
 Project: Gravel Extraction
 Location: LOT 4579, 9104 ALBANY HIGHWAY, CROSSMAN
 22 April 2026

**Figure 2B:
 Stormwater MP Pit 2**

ANNEXURE 1

Hydrocarbon Spill Management Plan

The Trustee For The Reynolds Family Trust

Hydrocarbon Spill Management Plan

Purpose:

The purpose of this document is to describe the measures that The Trustee For The Reynolds Family Trust will implement in order to limit the impact of any hydrocarbon spills that may take place on any of their extraction and waste fill sites.

Proposed Measures:

The following preventative measures will be implemented:

- No fuel will be stored on site and all plant and equipment will be refuelled by a mobile fuel truck, as and when required. Refuelling is done in the morning and plant and equipment is empty during the night.
- Refuelling or any activities that carry a risk of spills will be carried out away from the detention basins and stormwater flow paths.
- All major servicing of plant and equipment will take place at the workshops off site.
- Refuelling trucks are fitted with automatic snap-off fuel nozzles, thus preventing overfilling and spillage.
- Operators/drivers are provided instruction on the need for hydrocarbon pollution prevention when induction courses are given.

The following actions will be taken in the event of a spill occurring:

- Stop the spill source immediately if it is safe to do so.
- Contain the spill and prevent any contact with water bodies and drains.
- Clean up the spill by digging up the contaminated soil and transporting it to a licensed waste disposal site. Replace the excavated material with clean fill.
- If possible a photographic record of the procedure should be kept.
- Report the incident to the Quarry Manager.



LUNDSTROM ENVIRONMENTAL

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WEED MANAGEMENT PLAN

Prepared for The trustee for The Reynolds Family Trust
Lot 4579, 9104 Albany Highway, Crossman
Shire of Boddington

1. INTRODUCTION

This Weed Management Plan (WMP) has been prepared in accordance with guidelines published by the Department of Agriculture and Food (DAF) (DAF, 2014). This WMP should be read in conjunction with the report entitled “*Extractive Industries Licence Application and Environmental Management Plan (EMP); Lot 4579, 9104 Albany Highway, Crossman, Shire of Boddington September 2025*”, prepared for The trustee for The Reynolds Family Trust (TRFT) by Lundstrom Environmental Consultants Pty Ltd as it forms part of the submission in the current EIL application.

1.1 Locality and Ownership

Locality: Lot 4579, 9104 Albany Highway, Crossman, Shire of Boddington
Ownership: Russell Ernest Reynolds

1.2 Development Proposal

TRFT intends to extract 404,000 tonnes (252,500m³) of gravel from two pits (pit 1– 18.7ha and pit 2 – 6.8ha which a further 0.25 ha will be left unmined to avoid clearing of native vegetation) in total 25.25ha indicated on Figure 1 over a period of five years. The proposed new extraction area will be rehabilitated to pastures.

2. RESPONSIBILITIES

TRFT accepts responsibility for weed management within Zones A and B (as identified in Section 4.1 of this report) and any areas identified within the conditions of approval set by the Shire of Boddington.

3. CURRENT WEED STATUS OF THE PROPERTY

No proclaimed weeds were seen during a field visit conducted in September 2025. Most of the property is covered by pasture grasses.

4. PROPOSED WEED MANAGEMENT ACTIONS

The following is a general description of the actions that will be implemented by TRFT for weed management.

4.1 Weed Management Zones on the Subject Land

For this WMP, the subject land has been allocated zones as follows:

- Zone A: is all the land within the extraction areas and includes the base of the excavation, roadways and stockpiles of topsoil, overburden and all product stockpiles.
- Zone B: is all land that is at natural level, and which extends 50 meters beyond the perimeter of the extraction area and includes any stockpiles of soil or overburden created by the excavation and throughout the rehabilitated areas.

4.2 Weed Emergence Monitoring

Monitoring of the emergence of weeds in Zones A and B will be undertaken by an experienced and licensed weed management contractor on a six-monthly basis i.e. after the first seasonal rains and at the end of spring. In addition, TRFT personnel on the site will be instructed to report any infestations that may occur on other occasions. Based on the type of weed that emerges, a control plan will be formulated by the licensed weed management contractor.

4.3 Import and Export of Weeds

TRFT will ensure that all plants and equipment are clean and free of any soil when moving any equipment to or from the site.

4.4 Weed Control Program

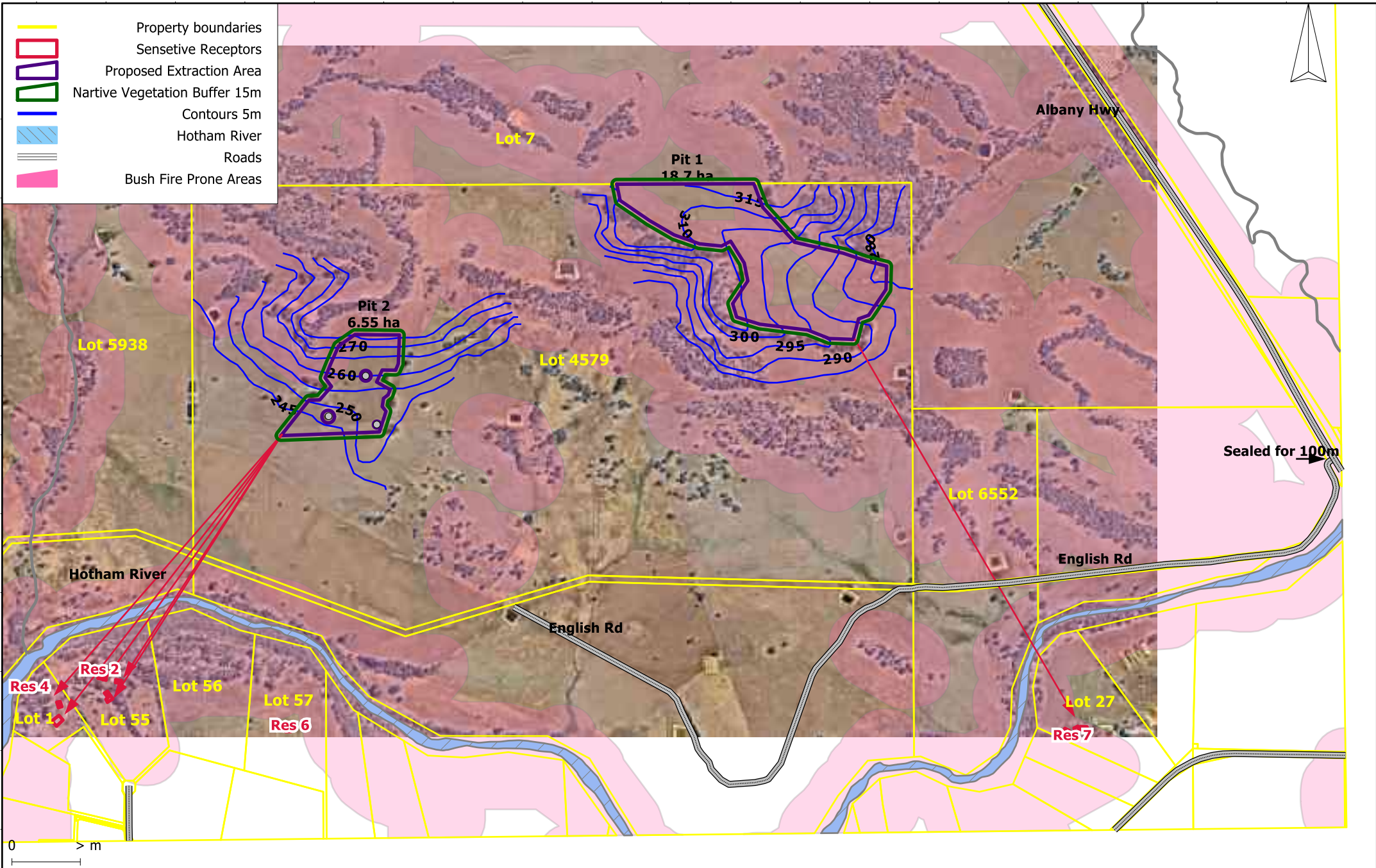
If a weed infestation occurs within Zones A or B, the licensed weed management contractor will apply the appropriate method of control, in accordance with the guidelines published by the DAF, whether chemical or mechanical, at the appropriate time. The weed management contractor will keep a record of all treatments.

5. REFERENCES

Department of Agriculture and Food (DAF) (2014). Department of Agriculture and Food WA Guidelines for weed control procedures for extractive industries licences.

Figure

457610 m 457830 m 458050 m 458270 m 458490 m 458710 m 458930 m 459150 m 459370 m 459590 m 459810 m 460030 m 460250 m 460470 m 460690 m 460910 m 461130 m 461350 m 461570 m



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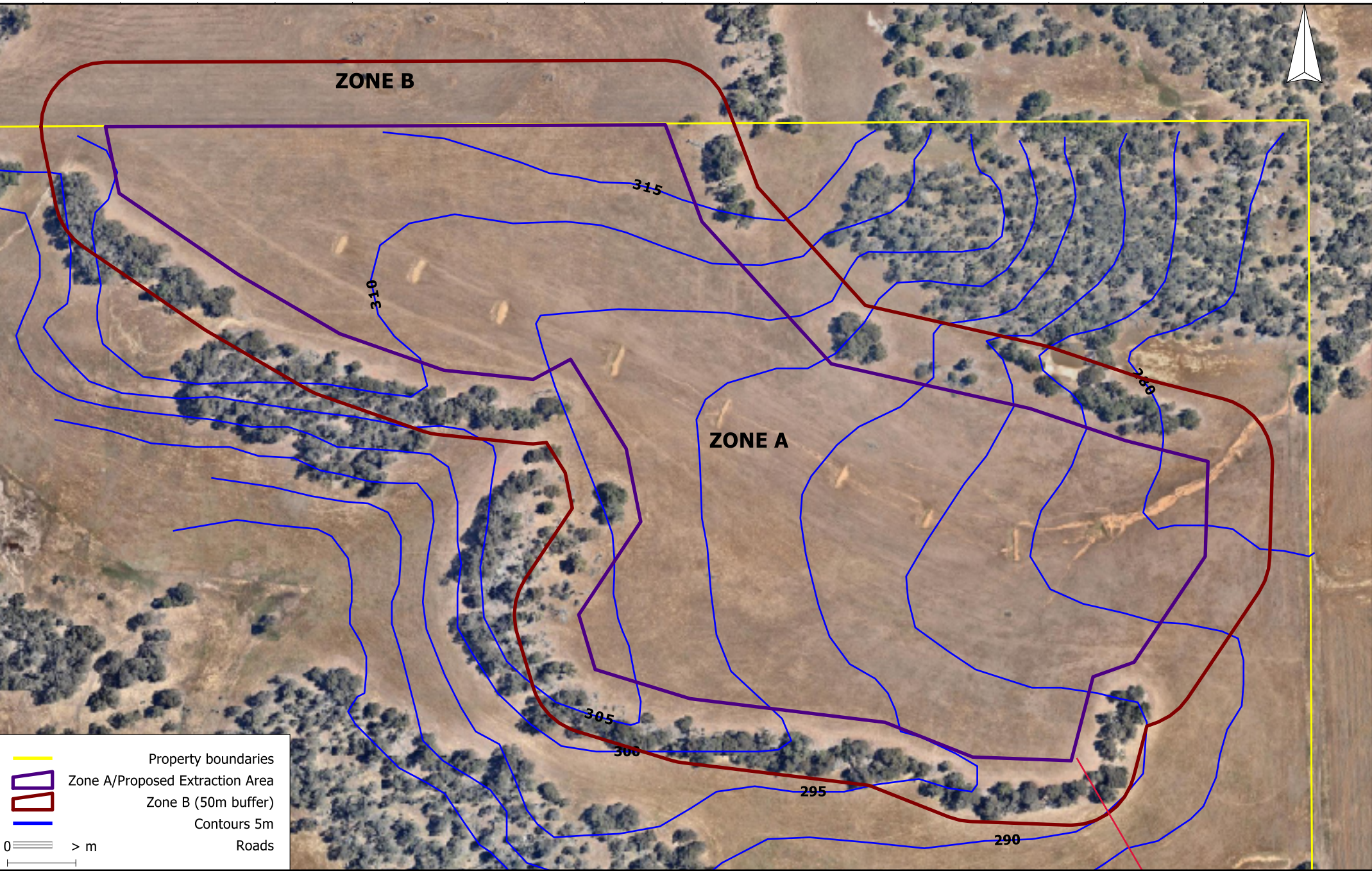
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
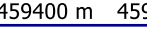
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 Projection: Australian Geodetic Datum (AGD94) (GDA94)
 AGENDA (City) Council Meeting

Client: The Reynolds Family Trust
 Project: Gravel Extraction
 Location: LOT 4579, 9104 ALBANY HIGHWAY, CROSSMAN
 22 April 2026

**Figure 1:
 Site and Surrounds**
 95

459400 m 459460 m 459520 m 459580 m 459640 m 459700 m 459760 m 459820 m 459880 m 459940 m 460000 m 460060 m 460120 m 460180 m 460240 m 460300 m 460360 m



 Property boundaries
 Zone A/Proposed Extraction Area
 Zone B (50m buffer)
 Contours 5m
 Roads


459400 m 459460 m 459520 m 459580 m 459640 m 459700 m 459760 m 459820 m 459880 m 459940 m 460000 m 460060 m 460120 m 460180 m 460240 m 460300 m 460360 m

6374170 m 6374230 m 6374290 m 6374350 m 6374410 m 6374470 m 6374530 m 6374590 m 6374650 m 6374710 m 6374770 m

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Client: The Reynolds Family Trust

Project: Gravel Extraction

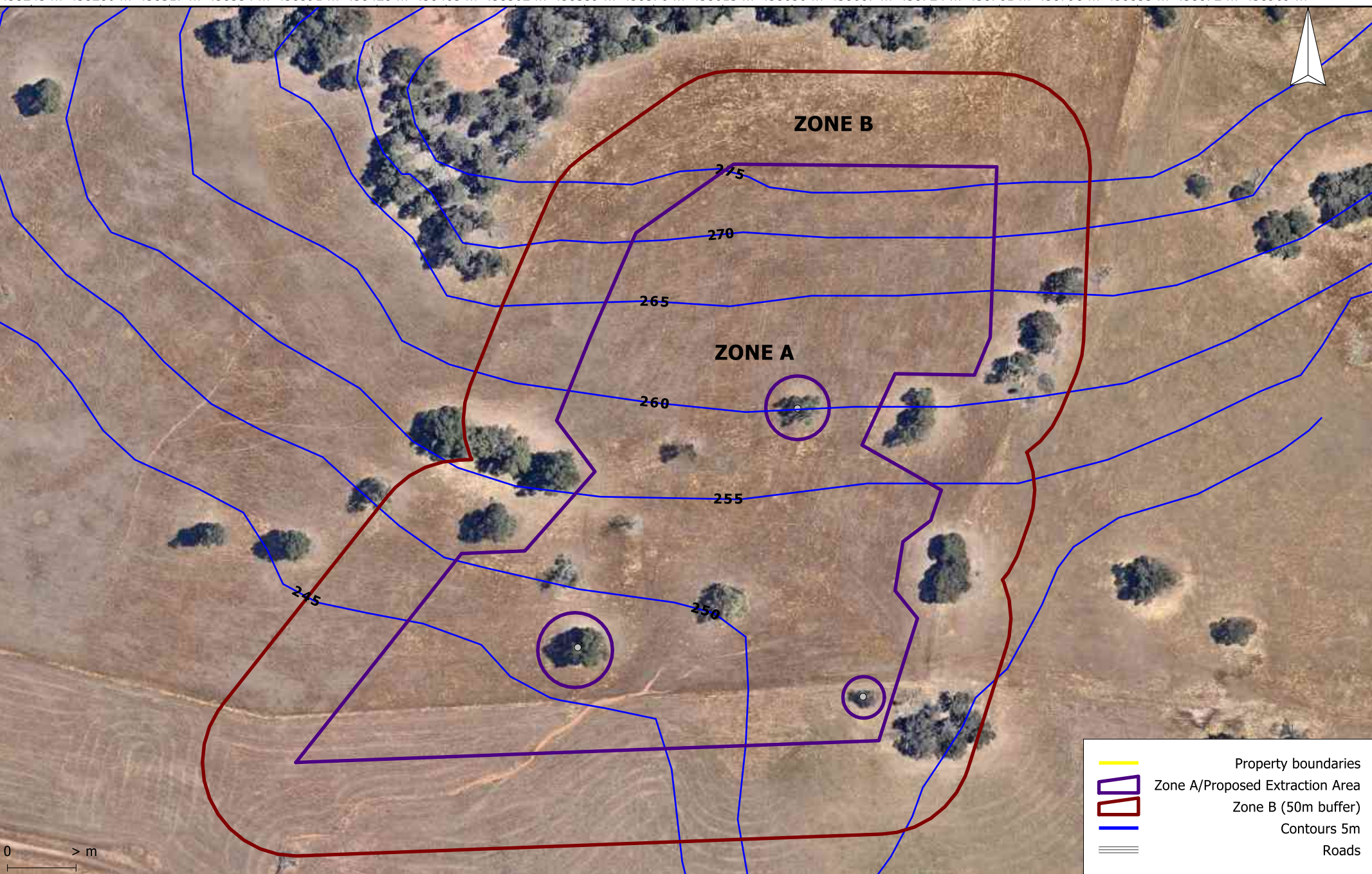
Location: LOT 4579, 9104 ALBANY HIGHWAY, CROSSMAN
22 April 2026

Figure 2A:
Weed MP Pit 1

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6373878 m 6373919 m 6373960 m 6374001 m 6374042 m 6374083 m 6374124 m 6374165 m 6374206 m 6374247 m 6374288 m



	Property boundaries
	Zone A/Proposed Extraction Area
	Zone B (50m buffer)
	Contours 5m
	Roads

6373878 m 6373919 m 6373960 m 6374001 m 6374042 m 6374083 m 6374124 m 6374165 m 6374206 m 6374247 m 6374288 m

458243 m 458280 m 458317 m 458354 m 458391 m 458428 m 458465 m 458502 m 458539 m 458576 m 458613 m 458650 m 458687 m 458724 m 458761 m 458798 m 458835 m 458872 m 458909 m

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 Projection: Australian Geodetic Datum
 AGENDA (Ordinary Council Meeting 22 April 2026)

Client: The Reynolds Family Trust
 Project: Gravel Extraction
 Location: LOT 4579, 9104 ALBANY HIGHWAY, CROSSMAN

Figure 2B:
Weed MP Pit 2
 97

From [REDACTED]
Date Sat Nov 01 02:09:49 PM AWST 2025
To Records Department <records@boddington.wa.gov.au>
cc
bcc
Subject Development application lot 4579

[You don't often get email from ericdavidse@iinet.net.au. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

James,

Firstly I am appalled that the shire has even considered this application to be even sent out for this to comment on.

This proposed mine will impact the value of my property dramatically to the point of being unsaleable. The dust and noise will be unbearable. We bought this property to enjoy a rural lifestyle alongside many others.

I will do what ever it takes to stop this from going ahead.

This shire seems hell bent to industrialise this area. WTF is wrong with you in there.

Is this shire that greed driven now that only mining and heavy industry is the way forward.

I expect feed back on this matter.

[REDACTED]
[REDACTED]

Sent from my iPhone

From [REDACTED]
Date Mon Nov 03 02:27:53 PM AWST 2025
To Records Department <records@boddington.wa.gov.au>
cc
bcc
Subject IN25/35C54FEC

You don't often get email from pauljuli@outlook.com. [Learn why this is important](#)

Attention James Wickens

We are writing to express our strong concern regarding the proposed gravel pit development.

As a resident of Crossman, we are deeply troubled by the potential environmental, health, and quality-of-life impacts this project would have on our community.

While I understand the importance of resource extraction and infrastructure development, the location of this proposed gravel pit is highly inappropriate due to its proximity to local farms growing their own produce and those that are here for a quiet retirement or the view for those wanting the calming relaxed life that Crossman offers.

I am concerned about the following:

1. **Noise and Dust Pollution:** Gravel extraction and hauling operations produce significant dust and noise, which can affect air quality and create health risks, particularly for children, seniors, and those with respiratory conditions.

2. **Traffic and Safety Risks:** The increase in heavy truck traffic pulling out onto Albany highway where there is no "Slip Lane" and traffic is 110 klm , poses a serious safety risk to commuters.

Any trucks needing to access Crossman road where there is a limit "restricted access" to road trains & Heavy trucks.

3. **Environmental Impact:** The proposed site threatens local wildlife, water tables, and nearby Hotham River. Once damaged, these ecosystems are often difficult to restore.

4. Property Values and Community Well-being: Proximity to operations like gravel pits can reduce property values and negatively affect the overall character and livability of our community.

Our community values responsible development and environmental stewardship. I urge the Council to reject or reconsider this proposal and explore alternative locations or solutions that balance economic needs with environmental protection and community safety.

I respectfully request that Council take into account the lifestyle we have all chosen, the shift workers that live nearby to the pit, the views we all love and how allowing this gravel pit will affect those who chose this country life style.

Thank you for your attention to this important matter. I look forward to your response and to seeing Council act in the best interests of all residents of Crossman Road and its residents.

Sincerely

A solid black rectangular redaction box covering the signature of the sender.

[REDACTED]
Crossman

Email; [REDACTED]

Phone ; [REDACTED]

Re; DA Extractive Industries Licence
Lot 4579 Albany Hwy.

As the owner of the 2 properties listed above I hereby lodge my submission against the above mentioned DA

I will address in point form my concerns labelled as in the application

3.6 States there are no licenced water bores with in 12 Kms. My water bore that supple farm animals may not be licenced but it is within 2 kms of their development at 1035 Crossman.

3.8 Confirms that area is a breeding ground for the Black Cockatoos. Surely with the destruction of the old growth forest to the south of Boddington commonsense would prevail & the realisation of more destruction is not to be tolerated.

3.10 The current zoning states that this type of enterprise is not allowed in the area. Why should it be changed. Many people both past & present built on "lifestyle" blocks for the peace & quiet. This was us 34 years ago, not antcipating a gravel pit on our doorstep. (more later)

3.12 The distances quoted here are for "structures" there is no mention of the truck noises which will travel along English Rd 630m from my residence and closer to other residences.

4.4 States there will be trucks from 6.30 am to 6 pm Monday to Fridays & 6 am to noon Saturday. It also states 8 trucks a day. This amounts to a truck every 45 mins during the week & possibly one every 20 mins Saturday. (more on timing later.)

5.6 States " not much operational noise" . Who decided what is "not much? Considering it is a rural area I would prefer none! Nor does it mention anywhere where the "grinding & milling" processing will be located or the amount of dust & noise this will emit.

Table 2 gives distances for structure 6 & 7 on lot 27 in relation to Pit 2. This has no bearing as Structures 6 and 7 are considerably closer to Pit 1 as am I.

4.4 There is a stated maximum number of truck movements per day as 8, BUT "This could change depending on demand." Who will monitor this , if the number does increase, whats stopping the production from increasing to 20 trucks a day for argument sake ! Even at 8 trucks a day that is at least 16 truck movements and this does not include the traffic movements of the employees. Nor is there any mention of more trucks that could be needed to keep the dust down adding to more noise.

5.6 There maybe little noise impact from the actual extraction process however there is no mention of the noise from the trucks & cars coming & going along a track which follows the Hotham River very closely for part of its distance. Unfortunately noise has little understanding of where it should & should not go. To mention there is enough vegetation to stop any noise travelling is a farce! The only vegetation between me & English Road is a small section of paperbacks on the rivers edge which in the Valley of the river. This item also mentions that there will be no crushing on site. (See next item) Nor is there any mention of where the trucks are going. Presumably this is being to used to supply the local Boddington area. This would mean that for the trucks to access this they would be turning right onto Albany Hwy & then heading into the surrounding areas of Boddington along Crossman Rd, These trucks would pass approx 30m from both these residences. May be before 6 am on a Saturday or 6.30 week days to get to the pits by theie relative working start hours. Traffic along Crossman Rd already starts with cars on week days at approx 5 am with workers but thankfully at the moment the week ends are quiet. The road

itself is not built for truck usage. It is a local road. Due to the extra wear and tear on the road is the Council prepared to maintain the upkeep of the road which will be affected by the heavier usage.

5.7 Dust is like noise it hasn't read the rule book!

There is nothing to stop the dust from the road impacting my residence. This item also mentions "crushing & screening". Both of these items were mentioned earlier & stated that these activities would not be undertaken on site. Will they or won't they? It also states that there would be dust uplift by trucks on the unsealed section of road..There is no mention of this to stop this or the fact that most of the track the trucks will be using is unsealed. English Road is approx 4.28kms long of which only 100m is sealed.

Table 4 states that there will be no dust leaving the property.This can not be guaranteed. There are statement such as Visual inspections. By whom & what are they going to do about it, if anything. There is a mention of dealing with complaints. To whom do they go to. What to be done about them. Considering this is supposedly noted it could be assumed that the owner are already anticipating this eventuality.. The visual monitoring will be done by whom & what do they see as "acceptable levels" On a wind free day they could well be acceptable but considering a lot of our winds come from the north west towards my property it could well be unacceptable in my view.

5.8 Mentions that trucks will be kept clean to avoid dieback. How is this going to be achieved? There is no mention of washing facilities. All that is mentioned is that the trucks will only have one entry point. How does this prevent die back. This could have seriously implications on what vegetation is left especially with regards to the Black Cockatoos.

6.2 There is supposedly Monitoring & maintenance every 12 months regarding the operation. Who is this to be done by? Does the council do an inspection to make sure the operation is being done properly?

6.1 It is stated that there will re instalment of the original pastoral land. The topsoil will be removed and replaced when finished. Over the decades of re vegetation by mining companies it has been shown that once a part of the site; has been removed the type of vegetation changes as it does not just live in the top soil. The whole composition of the area will have changed thus affecting what is grow there naturally. The regrowth will be different to the original, nature is like that.

On a more personal note regarding my objections to this development are as follows.

Over the past 3 years I have worked hard developing an Airbnb which allows accomodation for both tradies that need to come to town & interstate, international & local tourists. I advertise the property as a tranquil farmhouse on the Hotham River. My guests have the ability to walk out the back gate & along the river in peace & quiet.

This would not be possible with trucks driving along the track on the other side of the river.

Another concern is the quality of the water I would be offering my guests. The property is solely dependant on rainwater. Many guests have noted how different the water tastes due to its freshness as it is pure rain water which could become contaminated by the dust.

I can assure you there is nothing better than sitting on the back vehandah watching the sunset, the sheep & cattle grazing with birds flying overhead especially when they are the Black Cockatoos. This is why people come to my farm stay. Accomodation in Boddington is extremely limited & the feed back I get is always very positive about the area. This is part of the "lifestyle" that we bought into & I have been given to understand that our new rate category is "lifestyle". Not much of a lifestyle with dust & noise!

I also support the local community by buying locally, using locals for both handyman & cleaning services.

If this DA goes ahead and I lose the "tranquility" of my piece of paradise I will be shutting the accomodation down. This will impact on the tourism of the area. For example. Many tradies come

to town for a week & they to will not be able to find accommodation and visitors use Boddington to explore the region.

I feel that Boddington is trying hard to encourage tourism and this would be detrimental to this advancement.

If you wish to discuss this further with me I can be contacted on the above email or phone number.

Kind regards

A solid black rectangular box used to redact the sender's name and signature.

James Wickens
Executive Manager Development and Community Services
Shire of Boddington
PO Box 4, Boddington, WA. 6390
shire@boddington.wa.gov.au

11 November 2025

Subject: Objection to Development Application Extractive Industries Licence – Lot 4579, Albany Highway, Crossman, WA, 6390.

Dear James,

I am writing on behalf of a number of residents from Twin Bridges Place and Crossman (refer to Attachment One) to **formally object** to the Extractive Industries Licence Application submitted by The Trustee for The Reynolds Family Trust for Lot 4579, Albany Highway, Crossman. After reviewing the Environmental Management Plan prepared by Lundstrom Environmental Consultants, we have significant concerns regarding the environmental, amenity, and procedural aspects of the proposal.

Environmental and Biodiversity Risks

The site lies within confirmed breeding habitat for Baudin's, Carnaby's, and Forest Red-tailed Black Cockatoos. While the proponent claims no clearing will occur, the proximity to remnant vegetation and potential feeding trees warrants greater scrutiny. The absence of independent ecological verification and dieback risk classification as "uninterpretable" raises further concern. We do not support extractive activity in areas with known conservation value unless robust, transparent safeguards are in place.

Noise and Amenity Impacts

The application asserts that "no noise impact is anticipated" due to the absence of crushing and screening. However, no formal noise impact modelling has been completed to support this claim. Given the proximity of residences within 930 metres, and the proposed operating hours starting at 6:30am on weekdays and 6:00am on Saturdays, I believe this omission is unacceptable. Without modelling, the community cannot be assured that noise levels will remain within acceptable limits.

Dust Impacts and Water Sourcing

The application acknowledges that dust may be generated from topsoil removal, excavation, stockpiling, and truck movements. While mitigation measures such as water cart application are proposed, the source of water for dust suppression is not specified. Given the absence of licensed bores within a 12km radius and the site's limited groundwater availability, it is unclear how water will be reliably and sustainably

sourced. This raises concerns about the feasibility of dust control, especially during dry periods or peak operational days. Without a confirmed and environmentally responsible water supply plan, the proposed mitigation measures lack credibility.

In addition, many local residents, including those on adjacent rural properties, rely on rainwater tanks for their household drinking water. Airborne dust from extractive operations poses a direct risk of contamination to these supplies, particularly during dry, windy conditions. Fine particulate matter settling on rooftops and entering tanks can degrade water quality, posing health risks and increasing the burden on residents to maintain filtration systems. Without robust, enforceable dust monitoring and suppression protocols, this proposal presents an unacceptable risk to the health and amenity of the surrounding community.

Stormwater and Runoff Management

The extraction site lies within the Hotham River catchment, with the river located approximately 590 metres downslope from Pit 2. While the Environmental Management Plan outlines the use of contour bunds and detention ponds, it lacks detail on how runoff will be monitored, managed during extreme weather events, or prevented from carrying sediment and pollutants into the Hotham River system. Given the ecological and agricultural importance of the river, We believe a hydrological impact assessment and independent review of the Water Management Plan should be required before any approval is considered.

Traffic and Safety Concerns

The proposal anticipates up to eight truck movements per day, including RAV-rated pocket road trains. These vehicles will access Albany Highway and English Road, raising concerns about road safety, dust generation, and wear on local infrastructure. No traffic impact assessment has been provided. We do not support approval without a comprehensive traffic study and mitigation plan.

Zoning and Precedent

The land is zoned “Rural” under LPS No. 3, with extractive industry listed as a discretionary use. Given the scale and potential 18-year lifespan of the operation, we believe this proposal exceeds what should reasonably be permitted under rural zoning. Approval may set a precedent that undermines the integrity of the planning scheme and rural land protections.

Rehabilitation and Accountability

While the proponent outlines a return to agricultural use post-extraction, the plan lacks binding timelines, independent oversight, and clear enforcement mechanisms. Rehabilitation must be more than a stated intention—it requires enforceable commitments and public transparency.

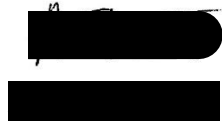
Procedural Compliance – Notification Requirements

Under Clause 3.1 of the Shire of Boddington Extractive Industries Local Law 2023, the applicant is required to forward written notice of the application to owners and occupiers of adjoining or impacted land. In this case, notification was issued by the Shire rather than the applicant. This appears to contradict the procedural requirement and undermines the transparency and accountability intended by the Local Law. We request that Council confirm whether the applicant fulfilled this obligation directly, and if not, that the application be deemed procedurally non-compliant.

Conclusion

For the reasons outlined above, we do not support the Extractive Industries Licence Application for Lot 4579. We urge the Shire of Boddington to reject the proposal or, at minimum, require substantial revisions, independent assessments, and further public consultation before proceeding.

Yours sincerely,

A redacted signature and name, consisting of two blacked-out rectangular areas.

On behalf of residents as noted in Attachment One

Attachment One – Objecting Twin Bridges/Crossman Residents

[Redacted]

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[Redacted]



James Wickens
Executive Manager Development and
Community Services Shire of Boddington
PO Box 4, Boddington, WA. 6390
shire@boddington.wa.gov.au



11 November 2025

Dear James

RE: Development Application - Extractive Industries Licence - Lot 4579 Albany Highway, Crossman WA 6390

As owners of two properties on Crossman Road, we are writing to **formally object** to the proposed Extractive Industries Licence for Lot 4579 Albany Highway, Crossman, submitted by The Trustee for The Reynolds Family Trust. Our objection is based on the following concerns:

1. Zoning and Land Use

The proposed activity is inconsistent with the current 'Rural' zoning and established land use for this part of the Shire, which has developed as a peaceful lifestyle corridor area. Families have invested here to enjoy a quiet rural setting for living or pursue quiet enterprise, contributing to the Shire's social and economic fabric. Allowing 'Extractive Industry' use in such close proximity to the quiet community lifestyle corridor in Twin Bridges and Crossman would fundamentally undermine the established character and the Shire's long-term planning intent for Crossman.

2. Visual Amenity

The proposed site sits within open, hilly terrain and will significantly affect the natural visual amenity from multiple vantage points. As residents and visitors move through the area, the line of sight continually shifts, making the visual impact difficult to confine or mitigate.

Although this was not highlighted in the application, the pit will scar the natural beauty of the hillside that defines our own views and those of neighbouring residents along the Twin Bridges and Crossman section of the Hotham River. These views and the natural capital of this area were a key reason we chose to purchase our property. That concern remains just as valid today.

Pit 2, in particular, which is proposed to extend approximately 30m down the hillside, appears to lack any downhill vegetation to screen it. To conceal the pit from residential neighbours' view, trees exceeding 30m would need to completely surround the pit. This vegetation does not exist and would take decades to establish. The statements made in the applicant's report in section 5.4 *Visual Impact* appear incorrect - they state there is remnant vegetation that surrounds the proposed extraction area and it will be well screened by the vegetation, as well as the natural undulation of the landscape. As seen in my Figure 5 Contour map - the hillside site for Pit 2 is all downhill, with no undulation to screen in the absence of vegetation.

3. Proximity to Dwellings

The proposed pits breach the recommended minimum 1,000m buffer for extractive industries from nearby residential properties. Based on our experience living in this valley, this recommended distance is grossly insufficient to protect against visual, operational noise and vibration impacts. We know this from past impacts of other operational works / events in the area outlined in Point 4.

4. Noise Pollution

Despite assurances within section 5.6 Noise of the application and environmental plan, which mentions the distance of concern would be around 900m, we already experience noise pollution from nearby activities beyond the proposed Pit distances, which carry clearly across the valley.

Noise we experience from sites way beyond the distance of the proposed gravel pits include:

- Noise from the applicant's property [Lot 4579] from seasonal vehicle movement/harvest operations, and bleating livestock flock sounds during mustering ranging from 1,500m away [Fig 1].
- Vehicle and construction noise from the recent Albany Highway bridge works 3,162m away [Fig 3].
- Music noise pollution from the property Armoir 3,684m away, during music festivals [Fig 4].

Reverse beepers, digging machinery, vehicle noise, and additional industrial noise would significantly degrade the community's peace and quiet, especially if the proposed extensive hours of operation were adopted. No formal noise impact modelling has been completed to support the applications claims around noise impact.

5. Wildlife Impact

Although vegetation removal is not proposed, the site provides surrounding breeding and foraging habitat for native species, including cockatoos. Continuous vehicle movement, extraction noise, and dust emissions will disrupt these habitat havens and could seriously endanger these important wildlife populations which form part of the local ecosystem.

6. Run off and Waterway Health

The applicant's property [Lot 4579] lies within the watershed catchment and the section of their property that borders the Hotham River already exhibits an inadequate riparian buffer zone and poor river/ waterway health. We know this as our family has used this location as a swimming and recreation hole. The river frontage on this property already has extensive silty sediment and algal growth from agricultural use and run off. Extraction activities risk worsening siltation and pollution, further degrading water quality at this site but at a more devastating scale for the community, impacting recreation and wildlife values at sites upstream and downstream from the property, including the community swimming hole at Ranford Pool and private riverfront locations enjoyed by residents all along the river. A hydrological impact assessment and independent review of the Water Management Plan should be required before any approval is considered with a plan for preventing carrying sediments and pollutants into the Hotham River.

7. Financial and Community Impact

The proposal risks significantly devaluing multiple surrounding properties over a large geographic area, causing serious economic loss to many families while concentrating financial benefits in one family enterprise, with their gross turnover conservatively estimated at up to \$20 million over the proposed 18-year extraction life. This economic impact to others is totally unacceptable. This sort of enterprise should not be operating so close to a well-established residential corridor.

8. Hours of Operation

The proposed operating hours with a weekday start of 6.30am and weekend Saturday operation are totally unreasonable for an enterprise neighbouring a residential-rural setting and incompatible with the quiet enjoyment of nearby properties, which will most definitely be impacted by operational noise pollution as outlined in *Point 4*. The long-term impact of noise pollution could be so detrimental to the well-being and mental health of residents in the area that they choose to leave the community, with the sale price value of their property being compromised due to the pits on their exit of the area per *Point 7*.

9. Life of Operation

The uncertainty around the potential mine life of up to 18 years represents an unacceptable long-term industrial intrusion in what is currently a residential-rural zone. Furthermore, an application for an extension could occur after the initial 18 years, resulting in decades of disruption.

10. Precedent and Planning Integrity

Approval of this licence would set a concerning precedent for future extractive or industrial activities neighbouring areas clearly intended for lifestyle and residential purposes. Such a decision would undermine confidence in the Shire's town planning framework and could deter families from choosing to invest, settle, and build a life in the community. Over time, this erosion of confidence would have broader social impacts - reducing school enrolments, volunteer availability for local clubs, and support for community services, all of which are essential to maintaining a vibrant and resilient community.

11. Roadworks and Road Use

The proposal anticipates up to eight truck movements per day, including RAV-rated pocket road trains, using English Road, which is currently an unsealed track. This equates to 1500 trucks travelling 10km in and out a year. Significant upgrades would be required to support this level of heavy vehicle traffic, yet no information has been provided on the scope of works to English Road, ongoing maintenance, or the likely increase in dust and noise affecting nearby residents.

In addition, the proposed entry and exit of large road trains onto Albany Highway raises serious safety concerns, given the speed of traffic in this location. No traffic impact assessment has been supplied, preventing proper consideration of the risks and broader infrastructure implications. We request a roadworks plan and impact assessment as well as a traffic safety assessment be provided.

12. Aboriginal Heritage Site

The Hotham River located **590m** away from Pit 2 is listed on the WA Aboriginal Heritage Inquiry System as Registered Aboriginal Site ID 27935. This means the area is recognised as having Aboriginal cultural significance, typically relating to traditional use, stories, or historical occupation. Because it is a registered heritage site, the land and activities around it are protected under the Aboriginal Cultural Heritage Act 2021 (WA). Any ground disturbance works **in the vicinity** may require:

- Heritage due diligence to identify whether the works are likely to cause harm
- Consultation with the relevant Aboriginal Cultural Custodians / Traditional Owners
- A Cultural Heritage Management Plan (CHMP), depending on scale and level of disturbance
- In some cases, a permit or approval from the Department of Planning, Lands and Heritage

If extractive industry activities (e.g., gravel pits, sand mining, trucking roads, haul routes) risk damaging landforms, waterway banks, spiritual places, or artefacts, works cannot proceed without proper authorisations.

13. Strategic Land-Use Consideration

We urge the Shire to uphold a clear and consistent long-term vision for land-use planning, one that protects designated residential-rural zones as peaceful and attractive places for people who work and contribute locally.

Conclusion

We respectfully request that the Shire **refuse the application** for an Extractive Industries Licence for Lot 4579 Albany Highway, Crossman, in the interests of community wellbeing, environmental protection, economic prosperity for the area's residential stakeholders, and sound planning principles.

Yours sincerely,

[Redacted signature block]

James Wickens
Executive Manager Development and
Community Services Shire of Boddington
PO Box 4, Boddington, WA. 6390
shire@boddington.wa.gov.au



11 November 2025

Dear James,

RE: Development Application - Extractive Industries Licence - Lot 4579 Albany Highway, Crossman WA 6390

We are writing to **formally object** to the proposed Extractive Industries Licence for Lot 4579 Albany Highway, Crossman, submitted by The Trustee for The Reynolds Family Trust. We have lived on our property in Crossman for over 16 years and have a deep appreciation of the natural capital of the Crossman area and the peaceful community. Our objection is based on the following concerns:

1. Zoning and Land Use

The proposed activity is inconsistent with the current 'Rural' zoning and established land use for this part of the Shire, which has developed as a peaceful lifestyle corridor area. Families have invested here to enjoy a quiet rural setting for living or pursue quiet enterprise, contributing to the Shire's social and economic fabric. Allowing 'Extractive Industry' use in such close proximity to the quiet community lifestyle corridor in Twin Bridges and Crossman would fundamentally undermine the established character and the Shire's long-term planning intent for Crossman.

2. Visual Amenity

The proposed site sits within open, hilly terrain and will significantly affect the natural visual amenity from multiple vantage points. As residents and visitors move through the area, the line of sight continually shifts, making the visual impact difficult to confine or mitigate.

Although this was not highlighted in the application, the pit will scar the natural beauty of the hillside that defines our own views and those of neighbouring residents along the Twin Bridges and Crossman section of the Hotham River. These views and the natural capital of this area were a key reason we chose to purchase our property in 2009. At that time, we specifically asked the real estate agent, Toni Collins, to confirm there were no planned extractive industries in the area, as such activity would have a catastrophic impact on the landscape, serenity, and quality of life here. That concern remains just as valid today [See Fig 2].

Pit 2, in particular, which is proposed to extend approximately 30m down the hillside, appears to lack any downhill vegetation to screen it. To conceal the pit from residential neighbours' view, trees exceeding 30m would need to completely surround the pit. This vegetation does not exist and would take decades to establish. The statements made in the applicant's report in section 5.4 *Visual Impact* appear incorrect - they state there is remnant vegetation that surrounds the proposed extraction area and it will be well screened by the vegetation, as well as the natural undulation of the landscape. As seen in my Figure 5 Contour map - the hillside site for Pit 2 is all downhill, with no undulation to screen in the absence of vegetation.

3. Proximity to Dwellings

The proposed pits breach the recommended minimum 1,000m buffer for extractive industries from nearby residential properties. Based on our experience over 16 years living in this valley, this recommended distance is grossly insufficient to protect against visual, operational noise and vibration impacts. Our own property even at 1,795m away will be impacted [See Fig 1]. We know this from past impacts of other operational works / events in the area outlined in Point 4.

4. Noise Pollution

Despite assurances within section 5.6 Noise of the application and environmental plan, which mentions the distance of concern would be around 900m, we already experience noise pollution from nearby activities beyond the proposed Pit distances, which carry clearly across the valley.

Noise we experience from sites way beyond the distance of the proposed gravel pits include:

- Noise from the applicant's property [Lot 4579] from seasonal vehicle movement/harvest operations, motor bikes, and bleating livestock flock sounds during mustering ranging from 1,500m away [Fig 1].
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- Music noise pollution from the property Armoir 3,684m away, during music festivals [Fig 4].

Reverse beepers, digging machinery, vehicle noise, and additional industrial noise would significantly degrade the community's peace and quiet, especially if the proposed extensive hours of operation were adopted. No formal noise impact modelling has been completed to support the applications claims around noise impact.

5. Wildlife Impact

Although vegetation removal is not proposed, the site provides surrounding breeding and foraging habitat for native species, including cockatoos. Continuous vehicle movement, extraction noise, and dust emissions will disrupt these habitat havens and could seriously endanger these important wildlife populations which form part of the local ecosystem.

6. Run off and Waterway Health

The applicant's property [Lot 4579] lies within the watershed catchment and the section of their property that borders the Hotham River already exhibits an inadequate riparian buffer zone and poor river/ waterway health. We know this as our children have used this location as a swimming hole and play area for over a decade and I have conducted my own river health assessment whilst completing university studies in Regenerative Agriculture. The river frontage on this property already has extensive silty sediment and algal growth from agricultural use and run off. Extraction activities risk worsening siltation and pollution, further degrading water quality at this site but at a more devastating scale for the community, impacting recreation and wildlife values at sites upstream and downstream from the property, including the community swimming hole at Ranford Pool and private riverfront locations enjoyed by residents all along the river. A hydrological impact assessment and independent review of the Water Management Plan should be required before any approval is considered with a plan for preventing carrying sediments and pollutants into the Hotham River.

7. Financial and Community Impact

The proposal risks significantly devaluing multiple surrounding properties over a large geographic area, causing serious economic loss to many families while concentrating financial benefits in one family enterprise, with their gross turnover conservatively estimated at up to \$20 million over the proposed 18-year extraction life. This is economic impact to others is totally unacceptable. This sort of enterprise should not be operating so close to a well-established residential corridor.

8. Hours of Operation

The proposed operating hours with a weekday start of 6.30am and weekend Saturday operation are totally unreasonable for an enterprise neighbouring a residential-rural setting and incompatible with the quiet enjoyment of nearby properties, which will most definitely be impacted by operational noise pollution as outlined in *Point 4*. The long-term impact of noise pollution could be so detrimental to the well-being and mental health of residents in the area that they choose to leave the community, with the sale price value of their property being compromised due to the pits on their exit of the area per *Point 7*.

9. Life of Operation

The uncertainty around the potential mine life of up to 18 years represents an unacceptable long-term industrial intrusion in what is currently a residential-rural zone. Furthermore, an application for an extension could occur after the initial 18 years, resulting in decades of disruption.

10. Precedent and Planning Integrity

Approval of this licence would set a concerning precedent for future extractive or industrial activities neighbouring areas clearly intended for lifestyle and residential purposes. Such a decision would undermine confidence in the Shire's town planning framework and could deter families from choosing to invest, settle, and build a life in the community. Over time, this erosion of confidence would have broader social impacts - reducing school enrolments, volunteer availability for local clubs, and support for community services, all of which are essential to maintaining a vibrant and resilient community.

11. Roadworks and Road Use

The proposal anticipates up to eight truck movements per day, including RAV-rated pocket road trains, using English Road, which is currently an unsealed track. This equates to 1500 trucks travelling 10km in and out a year. Significant upgrades would be required to support this level of heavy vehicle traffic, yet no information has been provided on the scope of works to English Road, ongoing maintenance, or the likely increase in dust and noise affecting nearby residents.

In addition, the proposed entry and exit of large road trains onto Albany Highway raises serious safety concerns, given the speed of traffic in this location. No traffic impact assessment has been supplied, preventing proper consideration of the risks and broader infrastructure implications. We request a roadworks plan and impact assessment as well as a traffic safety assessment be provided.

12. Aboriginal Heritage Site

The Hotham River located **590m** away from Pit 2 is listed on the WA Aboriginal Heritage Inquiry System as Registered Aboriginal Site ID 27935. This means the area is recognised as having Aboriginal cultural significance, typically relating to traditional use, stories, or historical occupation. Because it is a registered heritage site, the land and activities around it are protected under the Aboriginal Cultural Heritage Act 2021 (WA). Any ground disturbance works **in the vicinity** may require:

- Heritage due diligence to identify whether the works are likely to cause harm
 - Consultation with the relevant Aboriginal Cultural Custodians / Traditional Owners
 - A Cultural Heritage Management Plan (CHMP), depending on scale and level of disturbance
 - In some cases, a permit or approval from the Department of Planning, Lands and Heritage
- If extractive industry activities (e.g., gravel pits, sand mining, trucking roads, haul routes) risk damaging landforms, waterway banks, spiritual places, or artefacts, works cannot proceed without proper authorisations.

13. Strategic Land-Use Consideration

We urge the Shire to uphold a clear and consistent long-term vision for land-use planning, one that protects designated residential-rural zones as peaceful and attractive places for people who work and contribute locally. I refer the Shire to Figures 6 and 7 showing your own Signage and Corporate Logos positioning Boddington as 'A great place to live' and 'Flowing with Natural Beauty' and remind the Shire that members of the community and rate payers who have chosen to live here do so as they cherish the natural capital of the area.

Conclusion

We respectfully request that the Shire **refuse the application** for an Extractive Industries Licence for Lot 4579 Albany Highway, Crossman, in the interests of community wellbeing, environmental protection, economic prosperity for the area's residential stakeholders, and sound planning principles.

Yours sincerely,







Figures

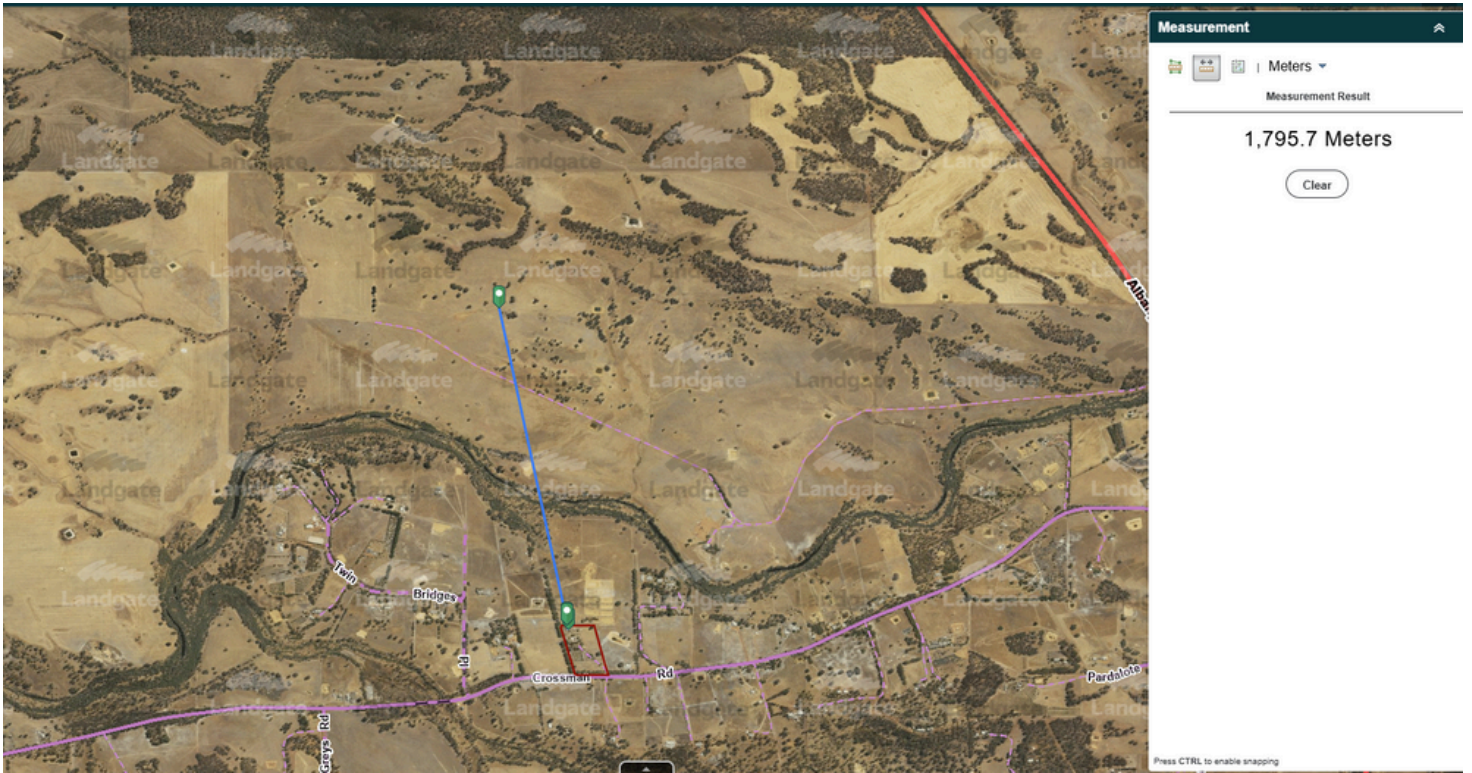


Figure 1 - Pit distance from our property at 877 Crossman Rd, Crossman



Figure 2 - Sightline to Pit 2 from our property at 877 Crossman Rd, Crossman

Figures

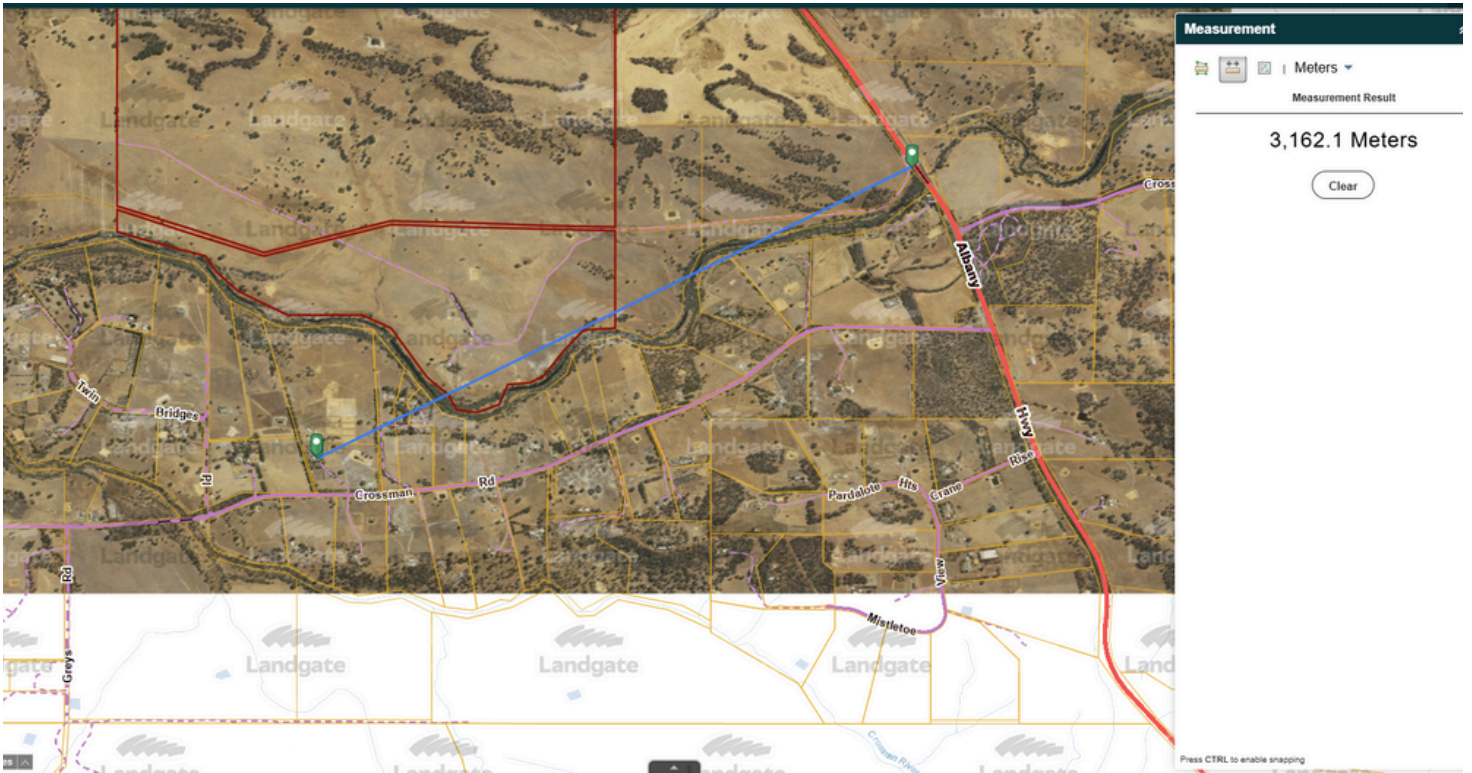


Figure 3 - Bridgeworks distance from our property at 877 Crossman Rd, Crossman

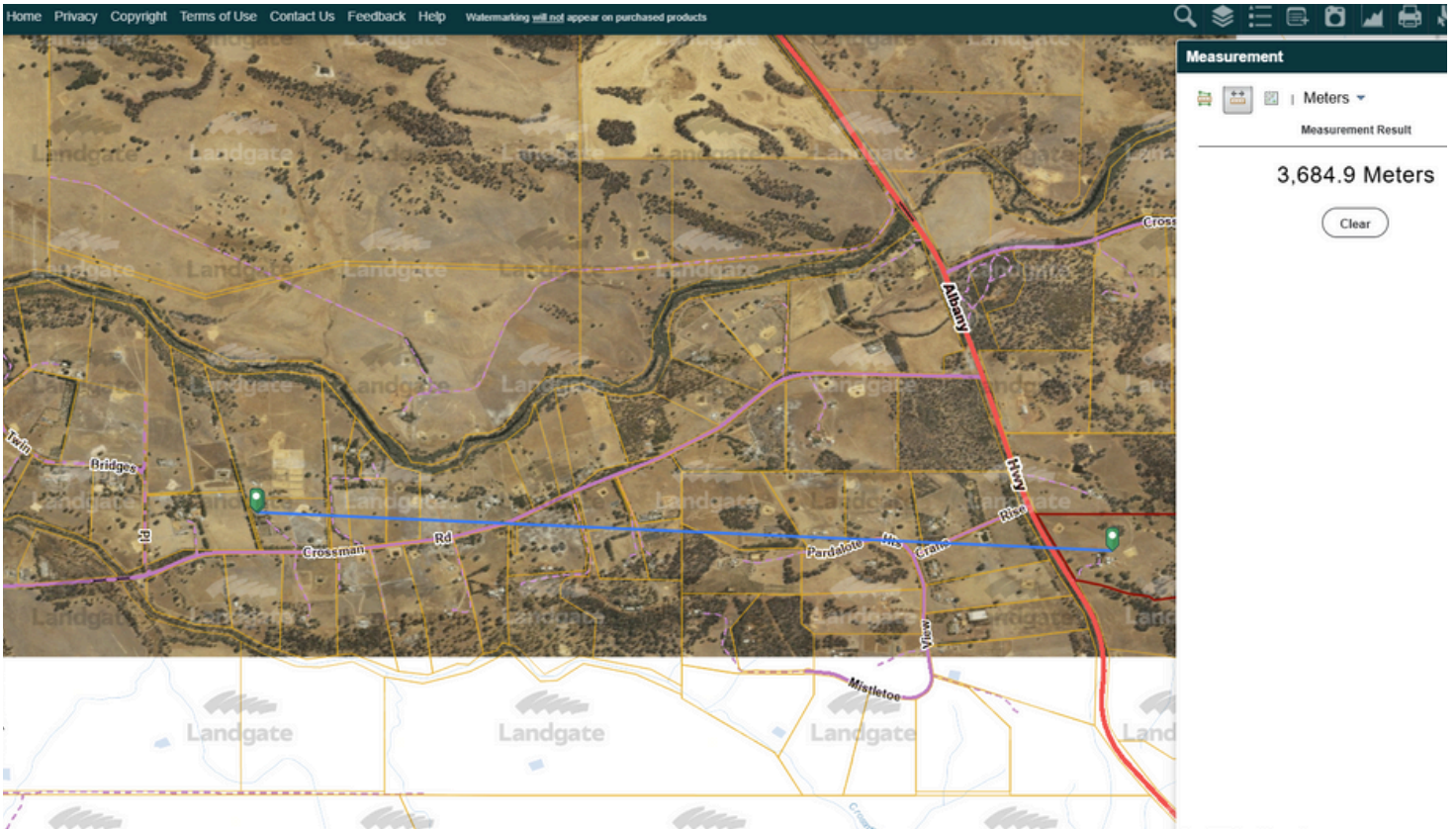


Figure 4 - Armoyn distance from our property at 877 Crossman Rd, Crossman

Figures



Figure 5 - Pit 2 Contours and lack of landscape undulation for screening

Figures



Figure 6 - Shire Signage - our family pictured in 2009 shortly after choosing our 10 acre property at Crossman as our place to raise our family and live in a peaceful rural setting. We indeed thought it was a great place to live. In all seriousness, we would likely sell up and move from the Shire if we were forced to endure the impacts of a gravel pit in our near vicinity.



Figure 7 – Shire signage featuring the corporate logo and the message ‘Flowing with Natural Beauty’. We respectfully ask the Shire to uphold this stated value in its decision-making around the extractive industries application for Lot 4579.

From [REDACTED]
Date Tue Nov 11 02:03:28 PM AWST 2025
To Records Department <records@boddington.wa.gov.au>;records@boddington.wa.gov
<records@boddington.wa.gov>
cc
bcc
Subject Development application Lot 4579 Albany Highway Crossman

You don't often get email from brigodee@gmail.com. [Learn why this is important](#)

We wish to submit our objection to the proposed development of farmland at the above address, into mining/excavation of gravel over a period of years into the 2030's.

The land proposed for these pits is far too close to the Hotham River, properties with dwellings on the southern side of the river, and other properties in the area. The owners of the land say they will use water from dams presently on the property, for reducing dust and other excavation needs, but, knowing this area, this will not last long, and depending on rainfall, the dams may never recover. Where will future water come from ?

Dust and noise from excavation machinery and trucks, is another concern, particularly with northerly and north westerly winds during summer. Our own property, although approximately one kilometre from the river, does have a stunning outlook over the river and farmland beyond, which will be impacted by this type of development, both aesthetically and by dust and noise.

I'm sure many residents of Crossman did not believe that choosing to live here would include having a mine right on the doorstep, to ruin the rural seclusion that we enjoy. We would encourage the Boddington Shire to listen to their ratepayers and reject the proposal in whole, as it does not fit with a rural, farming environment.

Regards,

[REDACTED]

From [REDACTED]
Date Tue Nov 18 10:12:27 AM AWST 2025
To Records Department <records@boddington.wa.gov.au>
cc
bcc
Subject Development Application-Lot 4579 Albany Hwy

Hi James,

I am writing to you as a Neighbour to Gravel pit application at Crossman Lot 4579 Albany Highway.

As we border the proposed block of land to the north and east we would be against the gravel pit development for the visual reasons as we look directly at the Pit 1 site from the north and the east.

Our preference would be that the gravel pit did not go ahead as we believe this would devalue our land for future sale.

All the best!

[REDACTED]
[REDACTED]

From [REDACTED]
Date Fri Nov 21 08:54:53 AM AWST 2025
To Records Department <records@boddington.wa.gov.au>
cc
bcc
Subject Objection - Development Application- Extractive Industries Licence-Lot 4579 Albany Hwy

You don't often get email from autumnfairy74@gmail.com. [Learn why this is important](#)

Hi Planning Team,

I am lodging an objection to the proposed extractive industry and gravel quarry at Lot 4579, 9104 Albany Highway, Crossman (Reynolds Family Trust).

I live on Crossman Road and I'm concerned about the impacts this quarry will have on nearby residents, the environment and the long-term character of the area.

Dust is a big concern. We regularly get westerly, south-westerly and north-westerly winds in Crossman, which would carry dust from the quarry towards homes along Crossman Road. The documents do not include proper wind modelling, dust-dispersion modelling, or boundary monitoring.

Dust can aggravate asthma, COPD and other respiratory conditions, especially for vulnerable residents such as children and older people. There is also the possibility of crystalline silica in lateritic gravel, which is harmful even at low long-term exposure levels. This does not appear to have been assessed.

Dust can also affect livestock, bushland, fruit trees, vegetable gardens, rainwater tanks, solar panels and outdoor living areas. Many homes in Crossman rely on rainwater tanks for drinking water, so wind-borne dust may directly impact household water quality. While the site isn't directly on Crossman Road, dust can travel long distances on the wind and still affect nearby properties. The proposal relies on dam water for dust suppression, but dam levels drop significantly in summer, and there is no clear plan for water supply once levels fall.

I'm also concerned about ongoing noise from machinery and truck movements six days a week. Noise travels easily across open farmland, and the assessment provided doesn't reflect how far machinery noise carries in rural areas.

The application states haulage will use Albany Highway and English Road; however, there is nothing preventing heavy vehicles from using Crossman Road in the future. Crossman Road isn't designed for regular heavy-vehicle movements, and additional trucks would contribute to noise, dust and road wear. If the application is approved, I ask that a haulage restriction be applied to prevent truck access to Crossman Road.

There are also environmental concerns. The site is within the Hotham River catchment, and the proposal does not provide a detailed analysis of sediment control, stormwater management or spill risk. The long-term sustainability of relying on dam water has also not been demonstrated.

There is remnant bushland on the property which provides habitat for Carnaby's and Baudin's black cockatoos. The buffers proposed are minimal, and there is no guarantee that vegetation will be preserved. Any remaining native vegetation in the district is valuable and should be protected.

Rehabilitation is mentioned but not in any detail. There is no clarity around timelines, native species used, how rehabilitation will be enforced, or whether post-closure monitoring will occur. Rehabilitation should be specific, enforceable and reflect local ecology, not just an aspirational statement.

This proposal also introduces bushfire risk given summer operations, fuel storage, machinery use and limited water availability during peak fire season. This needs to be properly assessed before approval.

In addition, this development does not align with the existing rural lifestyle and land use in Crossman. The surrounding area is agricultural and residential; a quarry brings industrial impacts that are not consistent with the current character of the district. This may also negatively affect property values for surrounding landowners.

My concern also extends beyond this single application. Approving this quarry could set a precedent for further extraction or mining activity in the area. I specifically chose to live on this side of Boddington because it is not close to quarries or mining operations. Allowing this development changes the long-term direction of the area.

For these reasons, I request that the Shire refuse the application.

If Council proceeds despite community concerns, I request the following minimum conditions:

- A haulage restriction preventing the use of Crossman Road
- Independent dust, noise and hydrological assessments rather than relying solely on applicant-funded reports
- A verified long-term water supply plan that does not rely solely on dams
- Full protection of remnant vegetation on the property
- A detailed and enforceable rehabilitation plan using native species and post-closure monitoring
- Bushfire-mitigation requirements for summer operations
- No blasting permitted under this approval; any blasting must require a separate assessment and approval
- Site lighting (if used) must be minimal, downward-directed and designed to limit light spill and wildlife disruption

I also request that the licence, if approved, be time-limited and not automatically renewed without reassessment, public input, and evidence that the conditions have been met.

Please confirm receipt of this objection and keep me informed of future decisions relating to this proposal.

Kind regards,

██████████

Crossman Road, Crossman WA 6390



Virus-free.www.avast.com

Subject: Formal Objection to Extractive Industries Licence Application – Lot 4579, Albany Highway, Crossman

Dear Mr. Wickens,

I write on behalf of concerned residents along Crossman Road to formally oppose the Extractive Industries Licence Application submitted by The Trustee for The Reynolds Family Trust for Lot 4579, Albany Highway, Crossman. After reviewing the Environmental Management Plan prepared by Lundstrom Environmental Consultants, we have serious concerns regarding environmental integrity, community amenity, and procedural compliance.

Environmental and Biodiversity Risks

The proposed site lies within confirmed breeding habitat for Baudin's, Carnaby's, and Forest Red-tailed Black Cockatoos. Although the proponent asserts no vegetation clearing will occur, the proximity to remnant habitat and potential feeding trees demands independent ecological verification. The absence of such verification, coupled with a dieback classification of "uninterpretable," is unacceptable. Extractive activity in areas of known conservation value must be subject to rigorous, transparent safeguards.

Noise and Amenity Impacts

The claim that "no noise impact is anticipated" lacks credibility without formal modelling. Residences lie within 930 metres of the site, and proposed operating hours begin as early as 6:30am on weekdays and 6:00am on Saturdays. Without acoustic modelling, the community cannot be assured that noise levels will remain within acceptable limits.

Dust Impacts and Water Sourcing

The application acknowledges dust generation from excavation, stockpiling, and truck movements, yet fails to specify a reliable water source for suppression. With no licensed bores within 12km and limited groundwater availability, the feasibility of dust control is questionable. Many nearby residents rely on rainwater tanks for drinking water, and airborne dust poses a direct contamination risk. Fine particulate matter settling on rooftops can degrade water quality and increase health risks. Without enforceable dust monitoring and suppression protocols, this proposal threatens both public health and residential amenity.

Stormwater and Runoff Management

Pit 2 lies approximately 590 metres upslope from the Hotham River, within its catchment. While contour bunds and detention ponds are proposed, the plan lacks detail on runoff monitoring, extreme weather protocols, and sediment control. Given the ecological and agricultural importance of the river, a hydrological impact assessment and independent review of the Water Management Plan should be mandatory.

Traffic and Safety Concerns

The proposal anticipates up to eight truck movements per day, including RAV-rated pocket road trains using Albany Highway and English Road. No traffic impact assessment has been provided. Road safety, dust generation, and infrastructure wear require a comprehensive traffic study and mitigation plan before approval is considered.

Zoning and Precedent

The land is zoned “Rural” under LPS No. 3, with extractive industry listed as a discretionary use. An 18-year operation of this scale exceeds what should reasonably be permitted under rural zoning and risks setting a precedent that undermines the integrity of the planning scheme.

 **Rehabilitation and Accountability**

The proponent’s plan to return the site to agricultural use lacks binding timelines, independent oversight, and enforcement mechanisms. Rehabilitation must be more than aspirational—it requires enforceable commitments and public transparency.

 **Procedural Compliance**

Clause 3.1 of the Shire of Boddington Extractive Industries Local Law 2023 requires applicants to notify owners and occupiers of adjoining or impacted land. In this case, notification was issued by the Shire, not the applicant. This appears to breach procedural requirements and undermines transparency. We request confirmation of compliance and, if unmet, that the application be deemed procedurally invalid.

Conclusion

For the reasons outlined above, we strongly oppose the Extractive Industries Licence Application for Lot 4579. We urge the Shire of Boddington to reject the proposal or, at minimum, require substantial revisions, independent assessments, and further public consultation before proceeding.

Sincerely,

[Redacted signature block]

On behalf of Crossman Road residents

[Redacted signature block]

From [REDACTED]
Date Sun Nov 23 11:30:01 AM AWST 2025
To Jackie Stewart <jackie.stewart@boddington.wa.gov.au>
cc
bcc
Subject Re: Letter for comment - Extractive Industries Licence - Lot 4579 Albany Highway

Hi Jackie

I would like to inform Council of my deep concern about the proposed gravel pits near English road as the dust and noise will be excessive at my home. The trucks and other vehicles already coming in and out of the property are a disturbance, this will be minor compared to what is planned. Also the views that will be decimated from all the properties along this end of Crossman Road.

This will devalue all properties that these pits can be seen from.

I urgently request Council to stop this extraction from messing with so many people's lives. We came here to enjoy our country lives please reject this proposal for the good of the community

[REDACTED]
Sent from my iPhone

From [REDACTED]
Date Sun Nov 23 12:10:14 PM AWST 2025
To Jackie Stewart <jackie.stewart@boddington.wa.gov.au>
cc
bcc
Subject Extractive industries license

Hi Jackie

Could you please forward my complete disagreement with this proposal to Council. This proposal has kept me up at night as I think it will be a disaster for us and the other residents on this end of Crossman Road the constant traffic noise and dust from 6.30 am till 6pm will devalue not only the properties but also the lives of the residents living along the east end of Crossman road.

Could the Boddington Shire Council please stop this disastrous proposal from going forward.

[REDACTED]
Sent from my iPhone

From [REDACTED]
Date Tue Nov 25 09:05:23 AM AWST 2025
To Records Department <records@boddington.wa.gov.au>
cc
bcc
Subject Subject: Objection to Development Application – Lot 4579 Albany Highway (Extractive Industries Licence)

You don't often get email from tonycarlyon13@gmail.com. [Learn why this is important](#)

Subject: Objection to Development Application – Lot 4579 Albany Highway (Extractive Industries Licence)

To the Chief Executive Officer,
Shire of Boddington
39 Bannister Road
Boddington WA 6390
Email: shire@boddington.wa.gov.au

Dear Sir/Madam,

I wish to formally lodge my objection to the proposed Extractive Industries Licence and associated Environmental, Water, and Weed Management Plans for Lot 4579 Albany Highway.

My concerns relate to the significant and long-term impacts this gravel extraction operation would have on the surrounding rural community, environment, and overall amenity of the area.

1. Dust Pollution – Particularly Under Easterly Winds

The location of the proposed pit will subject nearby properties to considerable dust pollution, especially during periods of strong easterly winds which are common in this region.

Dust from gravel extraction operations can:

- Create health concerns for residents, livestock, and crops
- Increase cleaning and maintenance requirements on nearby homes and properties
- Affect air quality and visibility, potentially creating safety issues along Albany Highway

Despite the management plans provided, the scale and open nature of the activity makes dust migration highly likely and difficult to adequately control.

2. Noise Pollution

Machinery, vehicle movements, crushing, loading, and general pit operations will produce noise far exceeding the quiet rural nature of the locality.

This will:

- Disrupt the peaceful environment relied upon by local residents
- Impact livestock and wildlife
- Reduce property enjoyment and amenity

Given the proximity to farming residences, the expected noise levels are unsuitable and inconsistent with a rural farming community.

3. Loss of Rural Character and Visual Amenity

The establishment of a gravel pit in this area would significantly alter the character and aesthetics of our farming community. The natural landscapes and agricultural views are a defining feature of this locality, and a gravel pit—along with associated earthworks, stockpiles, machinery, and truck movements—will permanently scar the rural setting.

This visual degradation reduces not only community appeal but also property values and the long-term desirability of the area as a farming and lifestyle region.

4. Incompatibility With Existing Land Use

The surrounding properties are primarily farming and rural lifestyle blocks. A gravel extraction operation is inconsistent with the existing land use and undermines the long-standing agricultural identity of the community.

The industrial nature of such a project does not align with the expectations or zoning intent of a rural farming area.

?

In light of these concerns, I respectfully request that the Shire refuse the development application for Lot 4579. The dust, noise, and visual impacts present significant risks to the community's health, wellbeing, and environment, and the proposal is not in keeping with the character of our rural district.

Thank you for considering my submission.

Yours sincerely,

[Redacted signature block containing five lines of blacked-out text]

James Wickens
Executive Management Development
And Community Services
Shire of Boddington
30/10/2025

Subject: Objection to Development
Application Extractive Industries licence-
Lot 4579 Albany Highway, Crossman, W.A
6390

Good morning James,

I am writing in response to the licence application to formally and passionately object to the submission, As we are very close to English road and the pit one it will have a devastating effect on us, as we have just built a yurt for running workshops and a place where we can sell our wares. We are six years into a ten-year plan where we intend to put a further two Yurts down in our forest for farm stay accommodation and to offer a place to stay for Birdlife volunteers and P.H.C.C staff when working in the area. The Yurts will only be a couple of hundred meters from the main haul road, and by the looks of the submission, in direct sight of pit one. Even now when a truck enters the property, there is a large amount of dust and noise from badly maintained roads. If this application

is allowed to go ahead, we would lose an estimated \$6000 to \$20,000 a month in lost revenue from our farm stay, As well as a potential loss from the existing educational facilities the farm has to offer.

The proposed application will be seen from every north facing window in my double story house and will destroy the views and ambience of the property as well as devalue the entire property.

In FIG2 there is no mention of any distances from pit 1 to lot 27 which the property is the closest to and as this application is not correct at this time it must be withdrawn and fixed before reapplying.

Buy my calculations to keep the dust down in summertime it will have to use more than 10,000 litres of water at least per hour x 12 hrs. that's 120,000 litres per day, Where will they source this water. As the dams on the property will not sustain demand in the dryer months.

In the application it mentions that the last 100 meters of the haul road is sealed but what it doesn't mention is the last 100 meters is the old Albany highway and the property exits only about 30 meters from the road. Also there is no traffic management plan to protect the public from these trucks turning into traffic doing 110 kilometres an hour, are turning lanes to be installed?

Our property hosts a large range of birdlife including the critically endangered Baudin and forest red tail cockatoo there was about a hundred there this morning. Even though they have mentioned the site is a known breeding ground there has not been enough information presented to address what will be done to ensure the safety of these

gorgeous animals and the buffer zone between trees and mining activities.

We have had our titles recently changed from Rural to Lifestyle but if this is allowed to go ahead it will destroy the community.

The proposal says that it will mine will extract about 80,800 tons per year, dependent on demand, for a possibility of 18 years. That's 1,454,400 tonnes. Yet they will only lower the ground 1-2 meters. That ends up being a very large area. With no screening or crushing how will they size their product.

As mentioned in the proposal that there are no aboriginal heritage sites on the property, but they fail to mention the birthing tree along the river, which can be confirmed by the local Noongar Elders.

This proposal has more holes in it than gold diggers diaphragm and should be rejected by council

Yours sincerely

[REDACTED]

[REDACTED]

Crossman

Western Australia

6390

[REDACTED]
[REDACTED]
Crossman WA 6390

27th November 2025

The Shire of Boddington
39 Bannister Road Boddington
PO BOX 4 Boddington, WA, 6390

To Whom it May Concern,

Subject: Objection to Development Application: Lot 4579 Albany Highway

As a neighbour to the proposed development site, I object to the planning application referenced above. I have significant concerns regarding the development and its potential impact on residents and amenity of the surrounding area, including my own properties at 1002 Crossman Road, lot 62 Crossman Road, and those of my neighbours. I have outlined this concern below.

The development as per its application will negatively affect the amenity of the locality and is therefore not in the public interest.

Noise

The noise generated by heavy duty earthmoving equipment and trucks during daylight hours to extract gravel will impact all residents adjacent to and broadly surrounding the development site negatively on all but one day of the week for the duration of the project for a period of years, with no definite completion date.

The sounds of machinery and trucks are and have always been easily audible at my home property from the proposed development site due to the elevation of both locations with a minimally interrupted open air pathway. The change in noise omitted from general farm machinery and trucks, operational at specific times of the year without continued duration to the sounds emitted by earthmoving equipment in the proposed application is stark. The sounds I and my neighbours will expect to hear will include and are not limited to; ripping the ground with metal blades, scraping, metal contacting metal, metal hitting bump stops, heavy duty machine idling, accelerating, decelerating and rattling, reverse beeping and the operational sounds of dust suppression. These noise omissions detract from the quiet enjoyment and overall character of the locality, disturbing the peace and posing an ongoing nuisance.

Detrimental visual and character impact to the surrounding area and properties

Much of the development application site is elevated and therefore partially or fully visible from various points along Crossman Road and neighbouring properties, including my own.

The development is not compatible within its quiet, rural setting, detracting from the visual character of the locality.

Traffic concerns

Crossman Road has various dangerous residential driveway access points due to the curvature of the road and vegetation obscuring private entries. Trucks hauling gravel from the proposed development site via this roadway pose road safety concerns to residents and their guests entering and exiting driveways.

Conclusion

Land owners plan to, chose to build or bought their homes in a specific location for various reasons. Some, due to peacefulness, landscape, outlook and/or character with an expectation that the character of the locality (amenity) will be maintained and protected by our council. When considering my objection to this development, please bear in mind that:

Amenity is defined, as: "... all those factors which combine to form the character of an area and include the present and likely future amenity;" (Planning and Development (Local Planning Schemes) Regulations 2015).

In considering the role amenity plays in decision-making it is worth referring to some State Administrative Tribunal statements:

- The sum of the expectations of the residents concerning the quality of their residential environment as determined by the character of the area, its appearance and the land uses. (Cipriano and City of Perth SAT 20 1979)
- Amenity can involve the existing amenity, and likely future amenity (Sunbury Development's Pty Ltd and Shire of Kalamunda SAT 74 2006)
- The likelihood of a proposed activity causing a nuisance is one way of testing whether or not a given activity will have a detrimental effect on the amenity of the locality. (Rajneesh Foundation of Australia and the Shire of Manjimup SAT 2 1985)

Thank you for considering the concerns raised in my objection. I trust that a decision benefitting the residents whose daily lives will be directly affected by the development application will be made, ensuring that the character of Crossman, a picturesque and quiet rural location is preserved not only for current residents, but also for those who come after us.

Yours sincerely,

██████████

James Wickers

Executive Manager Development and Community Services
Shire of Boddington.

P.O. Box 4, Boddington, WA 6390.

24-11-2025.

Subject: Objection to Development Application Extractive
Industries Licence - Lot 4579, Albany Hwy Crossman.

Dear James,

I am writing to formally object the Extractive
Industries Licence Application submitted by the Trustee
for the Reynolds Family trust for Lot 4579 Albany Hwy.
I have significant concerns regarding the environmental,
amenity and procedural aspects of the proposal.

- ① I do not support extractive activity in this area as
it is within confirmed breeding habitat for the endangered
Baudin's, Carnaby and forest red-tailed black cockatoos.
The property (thousand of acres) adjacent to this site,
North Boundary was purchased by Parks and wildlife two
years ago, especially for all three breeds of cockatoos
to be left as a nature reserve. Our property 'Blue Wren Park'
South Boundary to extractive site, has been planted with
thousands of trees for food and future habitat.
We do the cockateo Count October and March and
have for 18 years. The numbers have declined yearly.
This year the rare Baudins arrived early in September.
Thanks to d/bca burning along Albany Hwy 2 km North
of North Bannister. One of the largest feeding stand
of Banksias known.

Birdlife Australia came and surveyed and filmed the largest flock of Baudins known to them, on our property. Phcc also filmed this. 420 in total. Phcc has worked with us to supply a grant for two nesting hollows to be mounted on trees along river. This is at the moment halted because if this quarry goes ahead, the Baudins don't like noise.

② No noise impact is anticipated. This is a total lie living here we hear the trucks, bringing in Dongas a while ago. Was an application for the Dongas, transportable buildings been approved in the past? on this site?

* 3.11 states that there are no habitable building or structures on property. None are planned to be developed. They are already there!!! We drove down English Road today and saw them. Yet they are not on Figure 2. See attached papers - Extractive Industries Licence App.

* 4.2 - No crushing and Screening plant will be used.
5.6 - Noise "

Lundstrom Environmental Consultants - page 2.

* 2.1 - No Screening, No crushing will be undertaken. Yet on 5.7 Dust - page 11

It states Crushing and Screening will emit dust. what noise can we expect with this. Also a rock breaker will be needed before Crushing + Screening. The rock breaker used to demolished Albany Hwy Hotham bridge work was unbearable noise from 2-3 km away. So for 5-18 years of noise can not be approved.

where is the noise impact modeling shown? How can we be assured that noise levels will remain within acceptable limits.

③ Dust, Truck movements on English road already generate Dust above the river trees, on the site. We are down wind from the road and pits, All summer the winds blow down this hill to us. Spoke to Water Corporation and they said all dams around Crossman Area are at 15% full and it's only start of December, Figure 2 - Map shows how low the 4 Dams are, where is the water coming from for Dust suppression, it is not specified. The proposed measures lack of credibility for environmentally responsible water supply plans.

④ Storm Water and Runoff Management - How will this be monitored and managed, when the Hotham river is so close to site, The Hotham river will miss out on over 25.25 ha of water runoff after rains, which will affect everyone down stream and the Lion's Weir, I believe a hydrological impact assessment and independent review of water management plan should be in place before any approval is considered.

⑤ No traffic impact assessment has been ~~provided~~ provided. These trucks will be turning onto Albany Highway from a stop, into 110 km traffic with a blind bend at bridges. This will be a deathtrap for Albany Hwy travelers. Also the gate to property is under 30 metres from Highway (dirt road.) Dust will drift across Highway across from gate

If states only 8 trucks a day, what about water truck for dust suppression? back and forward all day.

⑥ Rural land use - The land is zoned 'Rural'. I strongly believe this proposal exceeds what should be permitted on rural land. Approval may set a precedent that undermines the integrity of your planning Scheme and rural land protections.

⑦ Rehabilitation must be more than a stated intention and we need public transparency.

⑧ We all rely heavily on our bore's at Crossman, as most of us don't have ~~any~~ access to town water. Rainwater tanks for house, bore for gardens, keeping things green around houses for fire protection, Sheep, cows, stock and mainly for fire fighting. If they interfere with water table it could be a disaster for everyone if a fire starts.

⑨ I rely heavily on my bore, for cows water, My business, Native flowers, Bush tucker, Fruit Nuts, berries and Vegies. We have spent thousands of dollars on our Business gardens, Bore, Retic drippers, shade houses, keeping it green around My yurt as required ~~by~~ by the shine for my approval. If the water table drops because of interferences by quarry what do I do?

10

10 year farm plan, 7 years done.

Our yurt for courses, workshops and farmshop could be affected if you approve this quarry. I was told to agree to no noise, eg - drills, hammering music etc. Yet we could be listening to trucks, machinery, screening, crushing etc 6 Days a week for 18 years. I have had enquiries for yoga, meditation, sound healing. Our forest backing onto river - for conservation tours, birdwatching etc. We have also applied for approval for 2 yurts for farm stay, accomadation. I worry about people asking for a refund if this quarry goes ahead. Noise and dust. Who would want to stay.

The lost of future protental

income is massive for our business. Our business will bring tourist to town using local shops, Cafes, tourist centre etc

11 Sensetive Receptors - Lot 27 Bluewrenpar
from any of our windows you will see
pit 1

page 6 - 3.12 See attached paperwork

Lot 27, structure 7, 8, 9, they have done the measurment from pit 2, we are closer to pit one, what is this distance? about 500m you cannot use this application when they have not done measurements of distance from pit 1 to us.

12

Devaluation of Land.

I have counted 22 properties along the left side (River side) of Crossman Road, probably the same on other side of Crossman Road. Then there is about a dozen on Ridge (Crossman Heights). Also a heap on twin bridge Road, that will be affected if you approve this Quarry.

I would ~~imagine~~ this will drop about \$1250,000 dollars of the value of our land.

Now times this by 60 properties.

This is millions of value lost, created by one business. We all bought our RURAL LIFESTYLE LAND away from mines for the peace and quiet of country living. Too many lives and businesses will be affected.

I strongly urge the shire of Boddington to reject the proposal.

Thank you James for your time to read this and look forward to hearing that this Application can not go ahead.

[Redacted signature]

[Redacted signature]

[Redacted text]

6th November 2025

To Whom It May Concern:

RE: Objection to licence application for LOT 4579,9104 Albany Hwy, Crossman

I am writing to express my wholehearted objection to the application to licence 2 gravel pits off English Road. Several critical concerns compel me to voice this objection.

This is a quiet, rural area and not a commercial, industrial zone. The proposed activity has no place in our community, and it threatens to impact all residents. The potential decrease in property value is alarming, particularly for those of us who chose to live here for its peaceful environment and stunning views. I will have clear sightlines to the mining operation from my home, which directly undermines the value and aesthetics of my property.

Dust pollution is another significant concern. Regardless of white washed words in the document the reality is that disturbing the ground and hauling dirt out inevitably creates dust. The project is proposed for a duration of up to 18 years with no completion date stipulated—a timeframe that evokes serious apprehension.. This is no short term project. The vague range of “5 to 18 years” provides no confidence, as it effectively imposes a prolonged burden of noise and dust on our families, detracting from the peaceful lifestyle we sought.

A life time really, of my children growing up with that noise and dust. Our current water resources are already strained due to nearby mining operations, with dam levels at only 15% of their capacity despite recent rainfall. The dust generated from this project will exacerbate an already critical situation. We have first-hand evidence from South32 and the gravel pits at South Crossman Road of excessive dust emissions resulting from similar operations. Therefore, it is unrealistic to state there will be minimal dust impact.

“Short-term negative environmental impacts are to be expected in the process of all mining actions.” This is not a short-term project. This is potentially 18 years or more.

“approximately 5 kilometres western of the rural township of Crossman.” Furthermore, the claim that the pits are located approximately 5 kilometres west of Crossman is a gross misrepresentation. They are, in fact, within 2.5 kilometres of the most densely populated areas of Crossman, with some houses just 220 meters from the unsealed access road. This is going to affect all the residents along that side of the river heavily. Peoples wellbeing and businesses are important to all of us out here and no one wants that disturbed.

Bridge work on Albany Hwy was heard daily when they were on site as far as the back of Crossman Heights. The proposed truck operations from 6 AM to 6 PM, five days a week and half day Saturday every week for potentially up to 18 years, will ensure an unprecedented level of noise pollution in an area that currently enjoys minimal noise disruption. The sound of the trucks will carry for great distances in this open area, impacting the well-being of residents. I absolutely object to this, this is a rural residential area . There is very little noise pollution in this area and we’d like to keep it that way. This work will guarantee noise pollution and the sound will carry.

Inconsistencies in the application documents further raise concerns.. The water management plan states “No screening will be undertaken. • No crushing will be undertaken.” And the application states “The proposed gravel extraction may emit dust to the atmosphere from the following activities: Crushing and screening.” Additionally, the report mentions “Trafficking on unsealed surfaces. Potential for dust uplift by trucks exists on unsealed portions of access roads, however the point of entry on to Albany HWY is bituminised for approximately 100m before reaching Albany HWY. This will limit the amount of dust generated at the entry point (Figure 2). The remaining haulage route is on pre-existing sealed roads and highways.” However, English Road is entirely unsealed. The only sealed space is the old Albany hwy at the gate. This means the trucks will be generating dust on the gravel road over a distance of 4.5km.

The assertion that there are no habitable buildings on the property is also misleading. Temporary accommodation (dongas) and shed currently exist on the property, which certainly constitutes a form of habitation.

The documents note “Drainage from the extraction area is to the south-east (pit 1) and south-west (pit 2). The surrounding area has multiple creeks and drainage lines which drain towards the Hotham River in the south. There are also multiple agricultural dams located along these drainage lines which provide water for agricultural activities (Figure 2).” I have been for a drive down English road and there is still water making its way out of the rocks to the river for the season. Given the already impacted waterways in the region, any additional strain from this project would be excessive and detrimental.

The contaminated water will wash all the way to town. I have marked on Figure 2 the drainage to the river, the area is clearly a catchment zone. This is not a 1 off extraction, 18 years and 25.25 hectares of dirt removal, pumping water and dust disturbance will create a significant impact on the waters. “In all extraction operations the potential exists for impacts to be incurred on surrounding water resources, or by stormwater erosion of exposed areas.” The document also states “The property is located in the Hotham River Catchment within the Murray River and Tributaries Basin (Water Register, 2025).” With how limited we are on water this is significant and should remain undisturbed.

We have seen with the other mines that even if they create an environmental disaster there is no end point or accountability, no repair of damage to the rivers. Why would this mining be any different? Once they cause an environmental disaster, who fixes it? Because currently its no one as we’ve seen from South32 and Newmont. The water document states “The DWER water register indicates that there are no licenced water bores within the property or within a 12km radius (DWER, 2025).” There are multiple homes within 1.5km to 3km with bores and windmills for water. They have not checked with residents.

“The occurrence of groundwater under the site is likely to be very limited due to the impervious nature of the underlying granitic material.” The sheoak casurina trees indicate that fresh ground water is present in the area. Sheoaks are noted in the document and saw them myself. Its clear looking on the satellite images and driving through there that water is sitting and moving through the rocks and over the ground.

I’ll let it be known here that I am an animal expert known around the world for my contribution to the rehabilitation of birds of prey and the improvement of their standards of care during rehabilitation. This experiance gave me an intimate knowledge of wild habitats and the species in them. During this work and other work I’ve done regarding mines and conservation I have learnt that governing bodies like EPA, DWER and DBCA are simply pencil pushers with no care or knowledge of the real world or when to stop the destruction. They wait until there is absolutely nothing left, they write it down and nothing gets better.

The document states “The property is within a ‘Confirmed’ breeding area for Baudin’s Cockatoo (*Calyptorhynchus baudinii*) and Carnaby's black cockatoo (*Calyptorhynchus latorostris*) and Forest Red-tailed Black Cockatoo (*Calyptorhynchus banksia naso*). Some of the remnant vegetation on the property may also be black cockatoo feeding habitat (Landgate 2025). It is likely that these are habitat trees for the Carnaby’s black cockatoo. No habitat will be disturbed since no clearing will occur.”

The human activity, truck movement, noise, dust and machinery work will absolutely disturb the birds and other fauna in the area.

Fauna in the area not mentioned in the document includes endangered quoll, brush tail possums, endangered phascogale, endangered pygmy possum, shingleback lizards, skinks, bearded dragons, and even endangered numbats have been seen not far from the site. On this section alone is enough reason to deny this application, I strongly object to this work going ahead.

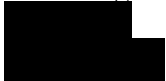
Section 3.9 environmentally sensitive areas, I have included an image labelled figure 1 of an environmentally sensitive area within 650m of pit 1. Endangered species move from that forested area, through the above mention property and down to the river and surrounding farm land.

I urge the council to consider the overarching questions: What is the purpose of this gravel mining? Could not the material be sourced from existing sites that pose lesser risks to the community and environment?

In light of these extensive concerns, I respectfully request that this application be rejected. Approving this project will carry serious repercussions for our community—impacting the well-being of residents, the integrity of our natural surroundings, and the habitats of endangered species.

I unequivocally object to this mining operation proceeding.

Sincerely,

A black rectangular redaction box covering the signature of the author.

██████████
██████████
Crossman WA 6390

1st December 2025

The Shire of Boddington
39 Bannister Road
Boddington, WA, 6390

Dear Sir / Madam,

Re: Objection to Development Application - Lot 4579 Albany Highway

I am a neighbouring resident and landowner at 1002 and Lot 62 Crossman Road and seek to object to the planning application referenced above. This development is not in the public interest as it will negatively affect the amenity and quality of life for myself and my neighbours.

Core Concerns Regarding Loss of Amenity

1. Severe and Prolonged Noise Nuisance

The multi-year gravel extraction project will generate continuous, disruptive noise from heavy duty earthmoving equipment (ripping, scraping, loading, reverse beeping, idling, etc..). Due to the elevated location and open-air pathways to residences, this industrial noise is easily audible and poses a severe, ongoing nuisance that destroys the peace and quiet enjoyment expected in this rural locality.

2. Detrimental Visual and Character Impact

The development site is elevated and visible from Crossman Road and surrounding properties, including my own. The proposed industrial scale of the activity is incompatible with the quiet, rural character of the locality and will cause lasting visual detriment.

3. Road Safety Concerns (Traffic)

The possible addition of haulage trucks to Crossman Road creates a potential safety risk. The road's winding nature and vegetation obscure some residential driveway access points, creating increased risk to residents and their visitors safely entering and exiting private property.

Conclusion: Protection of Amenity

Landowners chose this location based on the expectation that its quiet, rural character (amenity) would be maintained and protected. The proposed activity is likely to cause a long-term nuisance that undermines the established quality of the locality. I urge the Council to deny this application to preserve the character and amenity of Crossman.

Yours sincerely,

██████████
████████████████████████████████████████

██████████
██████████
Crossman WA 6390

6 December 2025

The Shire of Boddington
PO Box 4
Boddington WA 6390

To Whom It May Concern,

Subject: Objection to Development Application – Lot 4579 Albany Highway

I am writing to formally object to the above-referenced planning application. I have serious concerns that the proposed gravel extraction and associated development will adversely affect the amenity of the locality and is not in the public interest. My objections, based on relevant planning considerations, are outlined below.

1. Severe and prolonged noise impacts

The proposal will introduce industrial-scale noise incompatible with the existing quiet, rural environment. Operations involving heavy earthmoving equipment and trucks will generate continuous noise throughout daylight hours, with no clear completion date. Specific disturbances include reverse alarms, scraping, loading, metal-on-metal contact, idling, and acceleration and deceleration.

Given the proximity of the site, these sounds will be clearly audible from my family home. The shift from intermittent farm machinery to constant industrial operations will materially diminish the peaceful enjoyment of the area, creating an ongoing nuisance for residents.

2. Detrimental visual and character impact

The development is inconsistent with the established rural character of the locality. Introducing an industrial operation into a scenic, agricultural landscape will fundamentally alter its visual appeal and identity.

Residents and landowners invested in their homes with the expectation that the Council would safeguard the amenity and character of the locality. The likelihood of nuisance arising from the proposal is substantial and demonstrates its detrimental effect on local amenity and character.

Conclusion

I respectfully request that the Council consider the daily lives of affected residents and refuse this application to preserve the established character and amenity of the Crossman area.

Thank you for considering the concerns raised in this objection. Please keep me informed throughout the decision-making process.

Yours sincerely,

██████████

Shire of Boddington,

Reference no: IN25/35C54FEC

Attention: James Wickens

[REDACTED]

[REDACTED]

Crossman

9.12.2025

Dear James,

Thankyou for the opportunity to comment on the application for an Extractive Industries License concerning the Crossman area.

A map showing contour lines across the whole area from Albany Hwy to Hotham River on the south side would have been helpful!

This application concerns land on the hill on the north side of the Hotham River facing our property (Lot 52 Twin Bridges Place). Pit no 2 of Lot 4579 Crossman would be **clearly visible** from our property but for trees growing along Twin Bridges Place. Contrary to the claimed vegetation buffer concealing the pit, there are no trees growing in the buffer on the south edge of the pit. Were the Twin Bridges trees to go, for any reason, there would be a clear and unwanted view of the excavation.

Having lived here through Phoenix Shutdown Services heavy industry traffic on the then gravel road, we know how **dust** is carried on the wind, particularly NW to NE winds, and how long it hangs in the air when there is no wind. Dust accumulated off site in surrounding paddocks could also eventually reach the dams and river in runoff, causing turbidity. **Dust suppression** would be a huge undertaking, consuming local dam water and more, with the **drying climate** making water catchment refill uncertain. The possibility of dam water not being available for use in the case of **fire** could be catastrophic.

Noise. Given that in certain atmospheric conditions noise from traffic on Albany Highway is loud enough to be clearly heard on Lot 52. Machinery in Pit No 2 on the hill facing Lot 52 will be much closer and louder than trucks on the Highway, with no intervening hill to deflect sound. It is close enough for us to hear farm vehicles moving about on that property.

Is there any guarantee that excavation of gravel will **go no further than 2 metres** deep when it is known to occur up to 4 metres depth? Issues of water table, salinity could then appear.

Pit No 1 appears to be over the crest of the hill, not visible from here. The same concerns would apply except for visibility from Lot 52.

If this project is to go ahead we suggest that the shire stipulate the site be rehabilitated with mass planting of native trees.

Thankyou for notifying us regarding this application.

[REDACTED]

[REDACTED]

From [REDACTED]
Date Thu Dec 11 02:07:56 PM AWST 2025
To Records Department <records@boddington.wa.gov.au>
cc
bcc
Subject Fwd:

Objection to Proposed Gravel Pit – Lot 4579 Albany Highway, Crossman

Shire of Boddington

Subject: Objection to Extractive Industries Licence Application – Crossman Gravel Pit

Date: 7/12/2025

I am writing to formally object to the proposed gravel pit development at Lot 4579 Albany Highway, Crossman. While the area needs sources of gravel, this site poses an unacceptable risk to the many small rural landholdings along Crossman Road.

Application shortfalls

- The application is poorly produced. Figure 2 map (attached) omits scale bar label, the satellite imagery used is over 10 years old (2014). Many residences have been built since 2014 which are not shown on the location map due to this oversight. The imagery ends part way through the map as to obscure the number of residences along Crossman Road and their proximity to the proposed operation.

Environmental Concerns

- The water management plan states that dust suppression water is to be sourced from dams and standpipes. As surface water dams at the proposed site are limited, the suitability for long term dust suppression is not adequate. Water out of standpipe at \$10 a kilolitre is cost prohibitive for the purposes of dust suppression. This raises concerns about the feasibility of dust control. This proposal lacks detail how water will be sustainably sourced. Evidence needs to be provided that sufficient water is available for dust suppression.
- Road trains already use this road, excessive dust and noise can be already be seen from 1km away.

Amenity and Community Impact

- The application includes distances from the proposed areas to some residences but omit distances to others which are closer. The road used to extract the gravel is within 300 metres of the residences and the Hotham River. The activity of primary concern will be road haulage in and out of gravel pit areas and this is not addressed at all in the submitted environmental management plan.
- The Hotham River is a registered heritage site which is omitted by the environmental management plan, Mentioning only Mooliaman Hill as a nearby site.
- Gravel extraction and associated truck movements will generate significant dust and noise, impacting nearby residents. These impacts are contrary to the Shire's commitment to maintaining rural amenity.

Planning and Strategic Issues

- Conflict with Local Planning Strategy: The Shire of Boddington's Local Planning Strategy emphasizes sustainable land use and environmental protection. A gravel pit in this location is inconsistent with these objectives.
- The proposal lacks binding timelines "up to 18 years" It is unclear in the proposal how long the period of excavation and truck movements will carry on for.
- The proposal focuses on the two extraction areas, however omits the effects usage of the dirt road along the Hotham River valley which is much closer to residences and river vegetation.

For the reasons outlined above environmental degradation, amenity impacts and inconsistency with planning objectives—I strongly urge the Shire of Boddington to **refuse the application** for the proposed gravel pits at Crossman.

[REDACTED]

[REDACTED]
[REDACTED]
Boddington WA 6390
[REDACTED]

11 December 2025

To Whom it may concern,

I am writing in support of the proposed gravel extraction licence on 9104 Albany Highway.

I have read through the supporting documentation and find that they are putting adequate controls to mitigate any community and environmental concerns. The reason for the support of this project is that;

- Agricultural properties are not as profitable as they once were given the recent government changes to legislation. Diversify their business into other income streams should in fact be supported.
- No further clearing will occur to remnant vegetation. The land has already been cleared for agricultural purposes.
- Increased local employment opportunities for local residents.
- A local business spending within the local community at other local businesses.
- Gravel usage for the upgrade of roads in the local area improving road safety.

Main Roads has been continuously searching for appropriate gravel stocks for road construction/upgrades. Only a certain type, size, quality is able to be used for road construction. These pits meet the criteria.

Kind regards,
[REDACTED]

From [REDACTED]
Date Thu Dec 11 09:10:47 AM AWST 2025
To Records Department <records@boddington.wa.gov.au>
cc
bcc
Subject Feedback, regarding the Development Application – Extractive Industries Licence – Lot 4579 Albany Highway.

You don't often get email from [REDACTED] [Learn why this is important](#)

To the Shire of Boddington

To whom it may concern.

RE: Community feedback, regarding the Development Application – Extractive Industries Licence – Lot 4579 Albany Highway.

We live South a couple kilometres of this area and believe this application if approved? Will affect local country residents detrimentally, including devaluation of nearby property values, increased noise and dust, of which the area is bounded by the Hotham River, thus would affect river flora and fauna. Increased dust and sediment in the river would flow towards our townsite.

Our Shire has enough of its flora and fauna destroyed by several mines and if we approve another industry that digs up our countryside, we should first see an existing one completely shut down and with full rehabilitation completed first. Not allow more of our Shire to be dug up with little to no consideration to residents and flora and fauna as well as our fragile river and waterways system.

There we strongly object to the application being approved and would be disappointed to find out our elected Council and Shire would support this application at this time.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

From [REDACTED]
Date Thu Dec 11 09:19:04 AM AWST 2025
To Records Department <records@boddington.wa.gov.au>
cc
bcc
Subject Concerns relating to the Development Application – Extractive Industries Licence – Lot 4579 Albany Highway

You don't often get email from [REDACTED] [Learn why this is important](#)

We have a number of concerns relating to the Development Application – Extractive Industries Licence – Lot 4579 Albany Highway, Crossman. We live 125m from the access road, and our property follows the river and access road for approximately 500m to the west.

Firstly, it is confusing in the application whether there will be crushing and screening at the site. On page 7 it states 'No crushing and screening plant will be used', then on page 11, under Dust Management, it states 'The proposed gravel extraction may emit dust to the atmosphere from the following activities...' and lists 'crushing and screening' as an activity. I would like to know if there will be crushing and screening happening at the site or not. This would impact on noise and dust in our area.

We would appreciate more detail and possibly restrictions on the timing and number of trucks using the access road. We feel that 6.30am daily and 6am on Saturdays is very early and would be disruptive to our family. Furthermore, we are concerned on the level of dust the trucks would produce and how this would be managed for both the health of river system and adjoining vegetation as well as for us.

It also does not seem clear whether dust management has been considered at site level regarding vehicle movements or only regarding dust from the load.

Thank you for your consideration.

Regards

[REDACTED]

[REDACTED]
[REDACTED]
Crossman WA 6390
[REDACTED]

To:

Mr James Wickens
Shire Boddington Planning department

Subject: Formal Objection to DEVELOPMENT APPLICATION - EXTRACTIVE INDUSTRIES LICENCE-LOT 4579 ALBANY HIGHWAY, CROSSMAN WA 6390

Dear Sir,

I am writing to lodge a formal objection to the proposed **lateritic gravel extraction project at Lot 4579 Albany Highway** submitted by The Trustee for the Reynolds Family Trust (TFGT). I, along with many other concerned residents, believe that this development would have **serious and long-lasting negative effects** on our local environment, community wellbeing, and agricultural productivity.

1. Permanent Land and Soil Degradation

Lateritic gravel extraction involves **stripping away topsoil and subsoil layers** to access the laterite beneath. This process **irreversibly removes the most fertile part of the soil profile** — the layer essential for agriculture and natural vegetation. Once the topsoil is lost, the land becomes **infertile, compacted, and prone to erosion**, making it extremely difficult or even impossible to return the area to productive use.

In regions such as ours, laterite quickly hardens into a **cement-like crust** when exposed, preventing water infiltration and plant root growth. Even with rehabilitation, it is unlikely the site would regain its former fertility or support crops effectively. What is currently **productive farmland or natural vegetation** risks being turned into **barren, degraded wasteland**.

2. Increased Erosion, Sedimentation, and Water Pollution

Excavation and vegetation removal will expose loose soil to heavy rainfall, dramatically increasing **surface runoff and erosion**. The runoff from such disturbed ground typically carries **fine sediment, lateritic particles, and contaminants** which is likely to run off into the Hotham River and contaminate the river.

This sedimentation will **reduce water quality, smother aquatic habitats, and clog irrigation systems** used by farmers downstream. The fine particles also make water unsafe for domestic use and livestock, while increasing the cost and difficulty of filtration for

community water systems. Over time, this sediment can **alter river channels and cause flooding** during heavy rains. This will also have a major impact on the Randford pools that are downstream.

3. Dust, Air Pollution, and Health Impacts

The extraction, loading, and transportation of lateritic gravel generate **large quantities of dust**, particularly during the dry season. Dust clouds can travel far beyond the quarry boundaries, settling on homes, crops, and water sources. The application document states that no blasting or crushing will take place however under the dust clause it states that crushing can be a **cause for dust**.

Residents will be exposed to **airborne particulate matter**, which can cause **respiratory illnesses, eye irritation, and other health problems**. This is of great concern to our health as we solely rely on rain water tanks and if our roof is contaminated it will therefore contaminate our entire water source. I also have a respiratory condition (Cystic Fibrosis) where this dust could cause irritation and inflammation in my already prone lungs. Dust deposition on crop leaves reduces photosynthesis and lowers yields, directly affecting farmers' livelihoods. The breeding vegetation for the Cockatoos surrounding the quarry will also be affected by the lack of photosynthesis which could lead to permanent damage to the vegetation and cockatoo numbers. These effects are **not temporary**; they persist throughout the operational life of the quarry and beyond.

4. Noise, Traffic, and Safety Concerns

Lateritic gravel extraction typically involves the continuous use of **excavators, loaders, and heavy trucks**, all of which create constant noise and vibration. This disturbance will severely impact local residents' **quality of life, sleep patterns, and mental well-being**, particularly in our otherwise quiet area. The application states in 5.6 noise that "The proposed extraction activities will not produce much operational noise, as no crushing and screening is to occur". In the next point 5.7 Dust, it states "The proposed gravel extraction may emit dust to the atmosphere from the following activities:

- Removing topsoil.
- Excavation of gravel.
- Stockpiles.
- **Crushing and screening.**
- Loading of haulage trucks.
- Trafficking on unsealed surfaces. Potential for dust uplift by trucks exists on unsealed portions of access roads, however the point of entry on to Albany HWY is bituminised for approximately 100m before reaching Albany HWY. This will limit the amount of dust generated at the entry point (Figure 2). The remaining haulage route is on pre-existing sealed roads and highways."

Crushing and screening is NOT to occur, as this will have extremely negative impacts on our lifestyle and the native animals in the area. We seek clarification on this contradiction within the application.

Moreover, the expected increase in **heavy truck movements** along local roads will also cause **rapid road deterioration** and generate **more dust along haul routes**, extending the project's impact far beyond the extraction site itself.

What are the measures that will be enforced on their ability to stop any dust from leaving the property? Where will they get all the water from to keep the dust down? We are not allowed to have mains water to our property due to the impact it will have on the town of Wandering's ability to have **water pressure**. Filling water carts will have a greater impact, especially with the amount of water that will be required to stop dust from leaving the property in the middle of our summer heat. There is no safe turn around point at the water source on Crossman road which means that the water tankers will need to drive up and down crossman road in order to safely turn around which this road **is not approved** for.

5. Loss of Agricultural and Community Livelihoods

The proposed area currently supports **productive agriculture and grazing**, which are the backbone of the local economy. Once the lateritic gravel is removed, this land will no longer sustain crops or pasture.

Experience from other areas has shown that companies often **fail to restore mined land** to usable condition after operations cease. Without a clear and enforceable rehabilitation plan — including topsoil replacement, regrading, and replanting — the site will likely remain a scarred and unproductive area for decades.

6. Visual and Environmental Degradation

The visual landscape will be permanently altered. What is now a natural or agricultural landscape will be replaced by **open pits, mounds of waste material, and dusty haul roads**. Wildlife habitats will be destroyed, and the area's natural beauty — which gives the community its identity and environmental value — will be lost. Such changes are irreversible and diminish both the **environmental quality** and the **cultural value** of the area.

7. Insufficient Long-Term Benefits

While the project may provide short-term employment opportunities, these are temporary and limited in number. The **long-term costs** — loss of farmland, degraded water quality, damaged infrastructure, and health impacts — will outweigh any short-lived economic gain.

When the extraction ends, the community will be left with degraded land and little to show for the disturbance endured.

8. Request and Conclusion

For the reasons outlined above, I respectfully request that the [Planning Authority / Environmental Agency] **reject this application** for lateritic gravel extraction at **Lot 4579 Albany Highway**.

If the project is to be further considered, I strongly urge that the authority require:

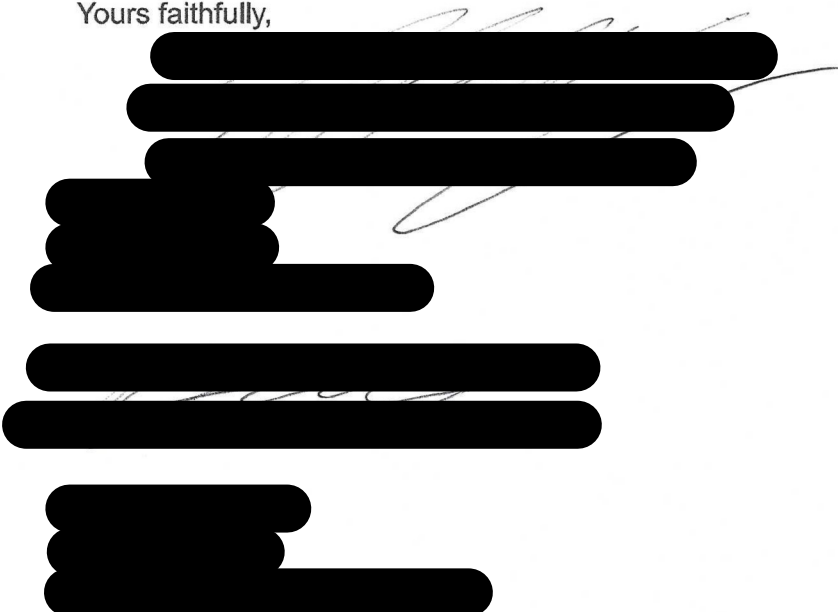
- **A comprehensive Environmental and Social Impact Assessment (ESIA);**
- **A detailed rehabilitation and closure plan** backed by a financial guarantee;
- **A public consultation process** allowing affected residents to participate meaningfully in the decision.
- A third party to be employed to monitor and enforce dust management protocol.

The environmental damage and social disruption this project threatens are significant and long-lasting. Protecting our soils, water, and community wellbeing must take precedence over short-term extraction interests.

Should this application be approved, we may need to relocate our family to an area where there isn't such a disturbance on our back door. This would mean the community would lose the mobile mechanic services our family serves this local community.

Thank you for your attention and for considering the views of those who live and depend on this land.

Yours faithfully,

The signature and contact information are redacted with black bars. A handwritten signature is visible above the first redacted line.

Mr James Wickens
Executive Manager Development and Community Services
Shire of Boddington
PO Box 4, Boddington, WA. 6390
shire@boddington.wa.gov.au

11 November 2025

Subject: Objection to Development Application Extractive Industries
Licence – Lot 4579, Albany Highway, Crossman, WA, 6390.

Dear James,

As you know from previous correspondence we do not normally object to what residents do with their land however, I am writing to formally object to the Extractive Industries Licence and whilst doing so have used the following from Alysha Tringrove's correspondence on behalf of other ratepayers – with her permission.

Application submitted by The Trustee for The Reynolds Family Trust
for Lot 4579, Albany Highway,
Crossman WA 6390

After reviewing the Environmental Management Plan prepared by Lundstrom Environmental Consultants, we have significant concerns regarding the environmental, amenity, and procedural aspects of the proposal.

Environmental and Biodiversity Risks

The site lies within confirmed breeding habitat for Baudin's, Carnaby's, and Forest Red-tailed Black Cockatoos. While the proponent claims no clearing will occur, the proximity to remnant vegetation and potential feeding trees warrants greater scrutiny. The absence of independent ecological verification and dieback risk classification as "uninterpretable" raises further concern. We do not support extractive activity in areas with known conservation value unless robust, transparent safeguards are in place.

Noise and Amenity Impacts

The application asserts that "no noise impact is anticipated" due to the absence of crushing and screening. However, no formal noise impact modelling has been completed to support this claim. Given the proximity of residences within 930 metres, and the proposed operating hours starting at 6:30am on weekdays and 6:00am on Saturdays, I believe this omission is unacceptable. Without modelling, the community cannot be assured that noise levels will remain within acceptable limits.

Dust Impacts and Water Sourcing

The application acknowledges that dust may be generated from topsoil removal, excavation, stockpiling, and truck movements. While mitigation measures such as water cart application are proposed, the source of water for dust suppression is not specified. Given the absence of licensed bores within a 12km radius and the site's limited groundwater availability, it is unclear how water will be reliably and sustainably sourced. This raises concerns about the feasibility of dust control, especially during dry periods or peak operational days. Without a confirmed and environmentally

responsible water supply plan, the proposed mitigation measures lack credibility.

In addition, many local residents, including those on adjacent rural properties, rely on rainwater tanks for their household drinking water. Airborne dust from extractive operations poses a direct risk of contamination to these supplies, particularly during dry, windy conditions. Fine particulate matter settling on rooftops and entering tanks can degrade water quality, posing health risks and increasing the burden on residents to maintain filtration systems. Without robust, enforceable dust monitoring and suppression protocols, this proposal presents an unacceptable risk to the health and amenity of the surrounding community.

Stormwater and Runoff Management

The extraction site lies within the Hotham River catchment, with the river located approximately 590 metres downslope from Pit 2. While the Environmental Management Plan outlines the use of contour bunds and detention ponds, it lacks detail on how runoff will be monitored, managed during extreme weather events, or prevented from carrying sediment and pollutants into the Hotham River system. Given the ecological and agricultural importance of the river, We believe a hydrological impact assessment and independent review of the Water Management Plan should be required before any approval is considered.

Traffic and Safety Concerns

The proposal anticipates up to eight truck movements per day, including RAV-rated pocket road trains. These vehicles will access Albany Highway and English Road, raising concerns about road safety, dust generation, and wear on local infrastructure. No traffic

impact assessment has been provided. We do not support approval without a comprehensive traffic study and mitigation plan.

Zoning and Precedent

The land is zoned “Rural” under LPS No. 3, with extractive industry listed as a discretionary use. Given the scale and potential 18-year lifespan of the operation, we believe this proposal exceeds what should reasonably be permitted under rural zoning.

Approval may set a precedent that undermines the integrity of the planning scheme and rural land protections.

Rehabilitation and Accountability

While the proponent outlines a return to agricultural use post-extraction, the plan lacks binding timelines, independent oversight, and clear enforcement mechanisms.

Rehabilitation must be more than a stated intention—it requires enforceable commitments and public transparency.

Procedural Compliance – Notification Requirements

Under Clause 3.1 of the Shire of Boddington Extractive Industries Local Law 2023, the applicant is required to forward written notice of the application to owners and occupiers of adjoining or impacted land. In this case, notification was issued by the Shire rather than the applicant. This appears to contradict the procedural requirement and undermines the transparency and accountability intended by the Local Law.

We request that Council confirm whether the applicant fulfilled this obligation directly, and if not, that the application be deemed procedurally non-compliant.

Conclusion

For the reasons outlined above, we do not support the Extractive Industries Licence Application for Lot 4579.

We urge the Shire of Boddington to reject the proposal or, at minimum, require substantial revisions, independent assessments, and further public consultation proceeding.


Yours sincerely,

[Redacted signature block]

Boddington WA 6390

Ref: [Redacted]

Shire of Boddington Extractive Industries Local Law 2023
Dept Minerals & Energy information for mining operations


Crossman WA 6390

4th December 2025

The Shire of Boddington
39 Bannister Road
Boddington, WA, 6390

To Whom It May Concern,

Re: Objection to Development Application (Lot 4579 Albany Highway)

I am writing to object to the proposed gravel extraction development at the above-mentioned location. The development will have a severe negative impact on the amenity and character of the surrounding quiet, rural locality of Crossman and is contrary to public interest for the following reasons:

Noise & Amenity

Continuous noise from heavy-duty machinery operations ripping, scraping and loading gravel combined with the irritating sound of reverse beeping will create an ongoing nuisance, destroying the quiet enjoyment and peaceful character of the area for years. Many residents will be severely affected by this due to the locations of their properties and sound pathways.

Visual Impact

The development site is visually prominent from Crossman Road and surrounding homes. The industrial nature of the project is incompatible with the existing quiet, rural setting; the reason many homeowners chose the locality for their family homes.

The proposed development will cause an ongoing nuisance and degrade the existing and future character of the area should it be approved. In a town where mining and its associated noise and visual impact is abundant, the quiet amenity of Crossman is worth preserving now and into the future.

Yours sincerely,



[REDACTED]
Crossman WA 6390

6th December 2025

The Shire of Boddington
PO BOX 4
Boddington, WA, 6390

To Whom it may Concern,

**SUBJECT: OBJECTION TO DEVELOPMENT APPLICATION: LOT 4579 ALBANY
HIGHWAY**

I wish to object to the above-referenced planning application. I have significant concerns that the proposed gravel extraction and associated development will negatively impact the amenity of the locality and is not in the public interest. My objections, based on material planning considerations, are outlined below.

1. Severe and Prolonged Noise Nuisance

The proposed development introduces industrial-level noise that is incompatible with the existing quiet, rural setting. The noise generated by heavy-duty earthmoving equipment and trucks will be continuous during daylight hours for years, with no definite completion date. Specific noise omissions will include reverse beeping, ripping, scraping, loading, metal contact, heavy machine idling, accelerating, decelerating. These sounds are easily audible from my family home due to the proximity of the development site. This change in noise profile from intermittent farm machinery to constant industrial operation will detract significantly from the quiet enjoyment and overall peace of the surrounding area, posing an ongoing nuisance.

2. Detrimental Visual and Character Impact

The development is not compatible with its surroundings and detracts from the visual character of the locality. The introduction of an industrial operation in a picturesque, rural landscape fundamentally alters the established character of the area.

Landowners in this area established their homes with an expectation that the character and amenity of the locality would be maintained and protected by the Council. As defined in the Planning and Development (Local Planning Schemes) Regulations 2015, amenity includes "all those factors which combine to form the character of an area and include the present and likely future amenity". The likelihood of this proposed

activity causing a nuisance is substantial and is a valid test of its detrimental effect on the amenity of the locality.

I urge the Council to consider the daily lives of affected residents and deny this application to preserve the established character and amenity of the Crossman area.

Thank you for considering the concerns raised in my objection. I request that I be kept informed of the decision-making process.

Yours sincerely,

A large black rectangular redaction box covers the signature and name of the sender.

From Fabian Houbrechts <EMIS@boddington.wa.gov.au>
Date Thu Oct 30 07:27:55 AM AWST 2025
To Jackie Stewart <jackie.stewart@boddington.wa.gov.au>;Vanessa Gartner
<vanessa.gartner@boddington.wa.gov.au>
cc
bcc
Subject RE: Please provide comment

Hi Jackie,

I went through the documents, nothing to comment , pretty straight forward.

Regards,
Fabian Houbrechts
Executive Manager Infrastructure Services

T +61 8 9883 4999
[EEMIS@boddington.wa.gov.au](mailto:EMIS@boddington.wa.gov.au)
39 Bannister Road, Boddington WA 6390 | PO Box 4, Boddington 6390



We acknowledge the Noongar people as Traditional Custodians of this land and pay our respects to all Elders past and present.

Please consider the environment before printing this e-mail.

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The Shire uses virus-scanning software but exclude all liability for viruses or similar defects in any attachment.

From Vanessa Gartner <vanessa.gartner@boddington.wa.gov.au>
Date Mon Nov 03 03:49:58 PM AWST 2025
To Jackie Stewart <jackie.stewart@boddington.wa.gov.au>
cc James Wickens <james.wickens@boddington.wa.gov.au>; Fabian Houbrechts <EMIS@boddington.wa.gov.au>
bcc
Subject RE: Please provide comment

Hi Jackie,

Please see below Health comments:

Noise:

1. Applicant to provide a Noise Management Plan. It is suggested that an acoustic report is supplied to demonstrate compliance with the Environmental Protection (Noise) Regulations 1997.

Dust:

1. Applicant to supply more detail regarding dust management.
 - a. How will dust be managed during windy/extreme weather conditions
 - b. Provide a complaints procedure and register

Wastewater:

1. Provide more information regarding the impacts to Hotham River. (E.g. will there be any monitoring of the Rivers water quality)?

Other:

1. Will there be any structures (e.g. staff buildings/officers/toilets) on the property?
2. Highly recommend consultation with nearby properties. Note Lot 1099 Crossman Road is a registered home food business.

Thanks

Regards,
Vanessa Gartner
Environmental Health Officer

T +61 8 9883 4999

Evanessa.gartner@boddington.wa.gov.au

39 Bannister Road, Boddington WA 6390 | PO Box 4, Boddington 6390



We acknowledge the Noongar people as Traditional Custodians of this land and pay our respects to all Elders past and present.

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The Shire uses virus-scanning software but exclude all liability for viruses or similar defects in any attachment.

From Robert Jones <robbitybob1@gmail.com>
Date Mon Nov 17 12:43:49 PM AWST 2025
To Jackie Stewart <jackie.stewart@boddington.wa.gov.au>
cc
bcc
Subject Re: DEVELOPMENT APPLICATION – EXTRACTIVE INDUSTRIES LICENCE – LOT 4579 ALBANY HIGHWAY,
BODDINGTON WA 6390

Good Afternoon Jackie.

Re: DEVELOPMENT APPLICATION – EXTRACTIVE INDUSTRIES LICENCE – LOT 4579 ALBANY
HIGHWAY, BODDINGTON WA 6390

From a bushfire risk management perspective, I can find nothing in the application as presented
that would cause concern.

Regards.

Robert A.M. Jones

CBFCO

From James Wickens <james.wickens@boddington.wa.gov.au>
Date Thu Jan 08 04:41:02 PM AWST 2026
To Steve Thompson <steve@edgeplanning.com.au>
cc Jackie Stewart <jackie.stewart@boddington.wa.gov.au>
bcc
Subject DEVELOPMENT APPLICATION – EXTRACTIVE INDUSTRIES LICENCE – LOT 4579 ALBANY HIGHWAY, BODDINGTON WA 6390

Hi Steve

Please refer below from Shire of Wandering

Hi James,

It seems like I have missed the deadline on this however please find below some feedback from the Shire of Wandering.

The Wandering Shire Council had a query in relation to the crushing plant being used and dust management.

Section 4.2 mentions – No crushing and screening plant will be used, however, section 5.7.1 mentions the emission of dust from the activity of crushing and screening.

Regards,

Alistair

Dr. Alistair Pinto

Chief Executive Officer

Email: ceo@wandering.wa.gov.au

Ph: (08) 6828 1800

Mobile: 0410 325 181

Shire of Wandering

Address: 22 Watts Street, Wandering, WA, 6308



Wandering Road District
Established 1874



James Wickens
Executive Manager Development and Community Services
Shire of Boddington
Sent by Email — shire@boddington.wa.gov.au
PO Box 4, Boddington WA 6390

Dear James Wickens

**SHIRE OF BODDINGTON - DEVELOPMENT APPLICATION EXTRACTIVE
INDUSTRIES LICENCE - LOT 4579 (9104) ALBANY HWY CROSSMAN**

Thank you for your letter dated 27 October 2025 inviting comment on the development application for an Extractive Industries Licence (EIL) for gravel at Lot 4579 (No 9104) Albany Highway, Crossman in the Shire of Boddington.

The Department of Mines, Petroleum and Exploration (DMPE) has assessed this proposal with respect to mineral and petroleum resources, geothermal energy, and basic raw materials and makes the following comments.

- There is a 0.01% encroachment on granted M 258SA held by South32 Aluminium (Worsley) Pty Ltd. The tenement holder was not contacted as the encroachment is minor and the change to the land use would not significantly impact exploration. While gravel is to be extracted, the area is small and insignificant relative to the size of the State Agreement area, the material would be extracted from the near surface and would not be of bauxite grade.
- In addition, the area is Freehold rather than Crown land.

DMPE lodges no objections to the above development application.

Yours sincerely

Steven Batty | Senior Geologist
Resource Security Directorate
04 November 2025

Your reference: IN25/ 35C54FEC
Our reference: LUP 2295
Enquiries: Louise Murray

Shire of Boddington
39 Bannister Road
Boddington WA 6390

Email: shire@boddington.wa.gov.au (Attention: James Wickens)

Date: 7 November 2025

Dear Sir

Development Application – Extractive Industries Licence – Lot 4579 Albany Highway, Boddington WA 6390

Thank you for inviting the Department of Primary Industries and Regional Development (DPIRD) to comment on the above proposal.

DPIRD does not object to the proposal and offers the following comments:

- Extractive industries, including gravel removal, are a major source of weed infestations.
- DPIRD inspection records for the property indicate that Cotton bush (*Gomphocarpus fruticosus*) has been located on the property in the past: in 2013, 2014 and 2015. Cotton bush is a declared pest in the Shire of Boddington with an assigned control category of C3 – Management. Further information is provided at **Attachment 1a**.
- In WA, contractors and companies engaged in the extraction and transportation of basic raw materials are legally required, under the *Biosecurity and Agriculture Management Act 2007* (BAMA), to prevent the introduction and spread of declared pests, including invasive weeds.
- To prevent the movement of weed seeds, contractors must:
 - Identify and manage declared weeds encountered during site works.
 - Prevent the spread of declared weed seeds and plant material between project areas and surrounding land.
 - Comply with site-specific weed management plans.
 - Report sightings of declared weeds to the site manager, Landowner and DPIRD.
 - Maintain records of weed hygiene procedures, inspections, and clean-downs.
- A list of Weed Hygiene Protocols is shown at **Attachment 1b**.

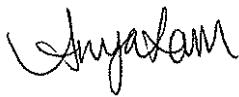
- DPIRD recommends that the Applicant's Weed Management Plan (Appendix 2) is updated to include Weed Hygiene Protocols, including the designation of washdown areas.

Additionally:

- The Shire of Boddington Extractive Industries Local Law 2023 requires applications to include a plan of the excavation site that includes the features listed at clause 3.3.
- The submitted extraction area plans should be updated to include:
 - the location of internal access roads, and areas to be used for stockpiling and soil storage.
 - designated washdown areas.
- The vegetation buffer to the adjacent lot to the north should be wholly contained on the Applicant's lot, and not located on the adjacent lot.

For more information, please contact Louise Murray on 9368 3833 or louise.murray@dpird.wa.gov.au

Yours sincerely



Anya Lam
**Director Agriculture Resource Management and Assessment
Fisheries and Sustainability**

Attachment 1: Information regarding declared pests (1A) and Weed hygiene protocols (1B)

Attachment 1: Information regarding declared pests (1A) and Weed hygiene protocols (1B)**1A: INFORMATION REGARDING DECLARED PESTS**

Cotton bush (*Gomphocarpus fruticosus*) was listed as a declared pest (C3) in the Shire of Boddington in 2014. ([Government Gazette 08/04/2014](#)).

Under the Biosecurity and Agriculture Management Regulations 2013, Control category (C3) – Management – requires land owners and managers to:

- (i) alleviate the harmful impact of the declared pest in the area; or
- (ii) reduce the number or distribution of the declared pest in the area; or
- (iii) prevent or contain the spread of the declared pest in the area.

(BAMA Regs Part 1, s.7(1)(c))

1B: WEED HYGIENE PROTOCOLS**1. Vehicle and Machinery Hygiene**

- Conduct thorough clean-downs before entering and exiting project sites.
- Focus on high-risk areas such as undercarriages, tyres, radiators, and attachments.
- Use designated washdown areas and ensure waste water is contained and disposed of appropriately.

2. Tool and Equipment Hygiene

- Clean tools, boots, and clothing to remove soil and plant debris.
- Carry hygiene kits and dispose of waste responsibly.

3. Material Sourcing

- Ensure all seed, mulch, gravel, and soil brought onto site is weed-free.

4. Training and Induction

- All staff must undergo weed hygiene induction and be familiar with site-specific weed management protocols.

5. Monitoring and Reporting

- Participate in regular inspections and audits.
- Report any breaches or sightings of declared weeds immediately.

Enquiries: Melanie Durack
Our Ref: 0143_2025_1211
File No.: BU_A_400



11 December 2025

Shire of Boddington
Sent via email: shire@boddington.wa.gov.au

Dear James

Re Lot 4579, Albany Highway Extractive Industries Licence Application

Thank you for the opportunity to comment on the above-mentioned licence application.

PHCC notes the proponent has submitted an environmental management plan as part of their licence application. PHCC considers that the environmental management plan should address direct impact to flora and fauna and to waterways. It is noted that whilst the application will not have direct impacts to flora, fauna and waterways through clearing, secondary impacts need to be appropriately managed. This could include excessive noise and vibration during construction and operation, managing any potential spread for dieback and weeds, management of dust, contamination and potential runoff into waterways.

The proponent has addressed the environment impacts through their proposed management plan, however it is recommended if this application is approved that the Shire of Boddington imposes conditions that are focused on the outcomes, to ensure the actions are enforceable, and to regularly audit management actions for their effectiveness and ensure impacts are managed accordingly.

Should you require further information, please do not hesitate to contact me on (08) 6369 8800 or email admin@peel-harvey.org.au.

Yours sincerely

A handwritten signature in black ink, appearing to read "Jane O'Malley", with a stylized flourish at the end.

Jane O'Malley
Chief Executive Officer

58 Sutton Street, Mandurah
Western Australia 6210

T: +61 8 6369 8800

www.peel-harvey.org.au



Your ref: IN25/ 35C54FEC
Our ref: REQ-0001832
Enquiries: Marie Walsh, Ph 9550 4225

Shire of Boddington
PO Box 2142
Rockingham WA 6967

Attention: Jackie Stewart

Dear Jackie

**APPLICATION NO. IN25/35C54FEC - LOT 4579 ALBANY HIGHWAY
BODDINGTON – EXTRACTION OF LATERITE GRAVEL**

Thank you for providing the development application received with correspondence on 25 September 2025 for the Department of Water and Environmental Regulation (Department) to consider.

The Department has identified that the development application has the potential for impact on environment and/or water resource values and/or management. In principle the Department does not object to the proposal however key issues, recommendations and advice are provided below and these matters should be addressed.

Issue

Industry Regulation

Advice

The Department regulates emissions and discharges from the construction and operation of prescribed premises through a works approval and licensing process, under Part V, Division 3 of the *Environmental Protection Act 1986* (EP Act).

The development application has been reviewed in relation to these requirements and based on the information provided the proposal does not trigger any sections of the EP Act, which relates to the requirement for a licence or works approval.

Extractive industry activities such as sand, gravel or limestone extraction only require works approvals from the Department if they involve processes like crushing or screening that exceed 50,000 tonnes per year, as outlined in Schedule 1 of the [Environmental Protection Regulations 1987](#).

Issue

Native Vegetation Regulation

Advice

Under section 51C of the *Environmental Protection Act 1986* (EP Act), clearing of native vegetation is an offence unless:

- it is undertaken under the authority of a clearing permit
- it is done after the person has received notice under Section 51DA(5) that a clearing permit is not required
- the clearing is subject to an exemption

Exemptions for clearing that are a requirement of written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for low impact routine land management practices outside of environmentally sensitive areas (ESAs) are contained in the *Environmental Protection (Clearing of Native Vegetation) Regulations 2004* (the Clearing Regulations).

Based on the information provided, the proposed clearing is not exempt, and a clearing permit is required.

The Department has not received a clearing permit application for this proposal. Application forms are available from <https://www.wa.gov.au/service/environment/environment-information-services/clearing-permit-forms>.

Additional information on how to apply for a clearing permit is available from <https://www.wa.gov.au/service/environment/environment-information-services/native-vegetation-clearing-permits>.

Information regarding clearing permit fees can be found here: <https://www.wa.gov.au/service/environment/environment-information-services/native-vegetation-clearing-permit-fees-frequently-asked-questions>.

If further clarification is required, please contact the Department's Native Vegetation Regulation section by email (admin.nvp@dwer.wa.gov.au) or by telephone (6364 7098).

In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed.

Should you require any further information on the comments, please contact the undersigned at the Mandurah office on 9550 4225.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M. Walsh'.

Marie Walsh
Natural Resource Management Officer – Planning Advice
Kwinana Peel Region

15 / 01 / 2026

OFFICIAL

Hi James,

Apologies for the delayed response.

In response to 'Letter for comment - DEVELOPMENT APPLICATION – EXTRACTIVE INDUSTRIES LICENCE – LOT 4579 ALBANY HIGHWAY, BODDINGTON WA 6390' received from the Shire of Boddington Main Roads Wheatbelt Region has the following comments.

The Development Application states in '4.4 Estimated Traffic to be Generated' that "The above factors suggest a maximum of 8 truck movements per day, but this will be dependent on demand." This statement does not quantify the potential maximum traffic and may therefore require MRWA to review the driveway access to ensure the design aligns with the proposed usage and the MRWA Driveway Policy.

Adequate site lines would also be dependent on the RAV traffic using this access being able to achieve a 90° angle to the Albany Hwy on departure. The swept path of the current RAV traffic is using more room than the entrance is designed for. This is very evident if they are traveling from the south and turning left into the entrance not as evident to the northern entrance / exit.

MRWA would also require the installation of 'Trucks entering' warning signs to be installed by the applicant on both approaches with consideration also given to the installation of a thermoplastic holding line at the junction of the driveway/English Road and Albany Hwy. MRWA can assist the applicant with advice for procurement and installation of these traffic devices if required.

We would like to note that English Rd, which is the proposed access, is currently not RAV rated. It appears from the aerial photography that access to Albany Hwy is directly from the property access to Lot 6553 so this may be an issue for the Shire of Boddington rather than MRWA. English Rd does not currently include any street name signage and is currently gated.

If you wish to discuss any further, please do not hesitate to contact me on the number below.

Regards,

-

Julian Ford

Acting Network Manager
Wheatbelt Region
Regional Operations
Tel: [+61 8 9621 4700](tel:+61896214700) Mob: [+61 400 571 910](tel:+61400571910)



Main Roads acknowledges the traditional custodians throughout Western Australia and their continuing connection to the land, waters and community. We pay our respects to all members of the Aboriginal communities and their cultures; and to Elders both past and present.

OFFICIAL

Hi James

Thank you for the opportunity to comment on the above proposed development; and for your patience while we worked through some concerns and a way forward.

Main Roads WA Wheatbelt Region has reviewed the proposal, and I can advise that there are no objections to the proposed development subject to the following condition, which must form part of any approval from Shire of Boddington.

Condition

- Prior to commencement of the proposed development, suitable arrangements being made with Main Roads WA for the upgrade of the vehicular crossover to service the development.

Advice Note

- The vehicular crossover connects the development to Albany Hwy, via a right of carriageway easement on Lot 100 to access English Rd.
- Main Roads WA Wheatbelt Region can be contacted via wheatbelt@mainroads.wa.gov.au or (08) 9622 4777, the contact person is Cherie Wallace.

Please contact me should you have any queries in relation to the above response.

Kind regards

Cherie Wallace (she/her/hers)
Development Planning and Road Access Coordinator
Wheatbelt Region
Regional Operations
Tel: [+61 8 9622 4724](tel:+61896224724) Mob: [+61 0437 230 661](tel:+610437230661)



Main Roads acknowledges the traditional custodians throughout Western Australia and their continuing connection to the land, waters and community. We pay our respects to all members of the Aboriginal communities and their cultures; and to Elders both past and present.

9104 Albany Highway - Extractive Industries

Name Comment

1 Firstly I am appalled that the shire has ever considered this application to be even sent out for this comment on. This proposed mine will impact the value of my property dramatically to the point of being unviable. The dust and noise will be unbearable. We bought this property to enjoy a rural lifestyle along many others. I will do what ever I takes to stop this from going ahead. This shire seems hell bent to industrialise this area. WTF is wrong with you there. Is this shire that great drivers want that only mining and heavy industry is the way forward. I expect feedback on this matter.

2 We are writing to express our strong concern regarding the proposed gravel pit development. As a resident of Crossman, we are deeply troubled by the potential environmental, health, and quality-of-life impacts this project would have on our community. While we understand the importance of resource extraction and infrastructure development, the location of this proposed gravel pit is highly inappropriate due to its proximity to local farms growing their own produce and those that are here for a quiet retirement or the view for those wanting the calming red earth that Crossman offers. I am concerned about the following:

- 1. **Noise and Dust Pollution:** Gravel extraction and hauling operations produce significant dust and noise, which can affect air quality and create health risks, particularly for children, seniors, and those with respiratory conditions.
- 2. **Traffic and Safety Risks:** The increase in heavy truck traffic pulling out onto Albany highway where there is no 'Stop Lane' and traffic is 110 km/h, poses a serious safety risk to commuters. Any trucks needing to access Crossman road where there is a limit 'restricted access' to road trains & Heavy trucks.
- 3. **Environmental Impact:** The proposed site threatens local wildlife, water tables, and nearby Hotham River. Once damaged, these ecosystems are often difficult to restore.
- 4. **Property Values and Community Well-being:** Proximity to operations like gravel pits can reduce property values and negatively affect the overall character and livability of our community. Our community values responsible development and environmental stewardship. I urge the Council to reject or reconsider this proposal and explore alternative locations or solutions that balance economic needs with environmental protection and community safety.

I respectfully request that Council take into account the lifestyle we have all chosen, the shift workers that live nearby to the pit, the views we all love and now allowing this gravel pit will affect those who chose this country life style. Thank you for your attention to this important matter. I look forward to your response and to seeing Council act in the best interests of all residents of Crossman Road and its residents.

3 As the owner of the 2 properties listed above hereby lodge my submission against the above mentioned DA. I will address in point form my concerns labelled as in the application:

3.6 States there are no known water bores within 12 kms. My water bore that supplies farm water is not known but it is within 2 kms of their development at 1935 Crossman.

3.8 Confirms that area is a breeding ground for the Black Cocksatoos. Surely with the protection of the old growth forest to the south of Crossman commonsense would prevail & the realisation of more destruction is not to be tolerated.

3.10 The current zoning states that this type of enterprise is not allowed in the area. Why should it be changed. Many people both past & present built their "lifestyle" blocks for the peace & quiet. This was us 34 years ago, not anticipating a gravel pit on our doorstep. (more later)

3.12 The distances quoted here are for "structures" there is no mention of the truck noises which will travel along English Rd 630m from my residence and close to other residences.

4.4 States there will be trucks from 6:30 am to 6 pm Monday to Friday & 6 am to noon Saturday. It also states 8 trucks a day. This amounts to be a truck every 45 mins during the week & possibly one every 20 mins Saturday. (more on timing later.)

4.6 States "not much operational noise". Who decided what is "not much"? Considering it is a rural area I would prefer noise! Nor does it mention anywhere where the "grinding & milling" processes will be located or the amount of dust & noise this will emit.

Table 2 gives distances for structure 6 & 7 on lot 27 in relation to Pt 2. This has no bearing as Structures 6 and 7 are considerably closer to Pt 2 as 1m!

4.4 There is a stated maximum number of truck movements per day as 8. BUT "this could change depending on demand." Who will monitor this, if the number does increase, what stopping the production from increasing to 20 trucks a day for argument sake!

Even 8 trucks a day that is an average truck every 45 mins. (one that does not include the traffic movements of the employees. Nor is there any mention of more trucks that could be needed to keep the dust down adding to more noise.

5.6 There may little noise impact from the actual extraction process however there is no mention of the noise from the trucks & cars coming & going along a track which follows the Hotham River very close by for its distance. Unfortunately noise has little understanding of where it should go and go to. mention there is enough vegetation to stop any noise travelling is a farce! The only vegetation between me & English Road is a small section of paperbark on the river edge which in the valley of the river. This item also mentions that there will be no crushing on site. (one that does not include any mention of where the trucks are going, presumably this is being used to supply the local Boddington area. This would mean that for the trucks to access the valley they would be turning right onto Albany Hwy & then heading into the surrounding areas of Boddington along Crossman Rd. These trucks would pass approx 30m from both these residences. May be before 6 am on a Saturday or 6.30 week days to get to the pits by there relative working start times. Traffic along Crossman Rd already starts with cars on week days at approx 6 am with workers but thankfully at the moment the week ends are quiet. The road itself is not built for truck usage. It is a local road. Due to the extra wear and tear on the road is the Council prepared to maintain the upkeep of the road trains will be affected by the heavier usage. 5.7 Dust is like noise it hasn't read the rule book! There is nothing to stop the dust from the road impacting my residence. This item also mentions "crushing & screening". Both of these items were mentioned earlier & stated that these activities would not be undertaken on site. Will they or won't they? It also states that there will be dust uplift by trucks on the unsealed section of road. There is no mention of this to stop this or the fact that most of the truck traffic will be using unsealed. English Road is approx 420m long with only 200m is sealed. Table 4 states that there will be no dust leaving the property. This can not be guaranteed. There is a statement such as 'visual inspections. By whom & what are they trying to do about it, if anything. There is a mention of dealing with complainants. To whom do they go to. What to be done about them. Considering this is supposedly noted it could be assumed that the owner are already anticipating this eventually. The visual monitoring will be done by whom & what do they see as "acceptable levels." On a wind free day they could well be acceptable but considering a lot of our winds come from the north west towards my property I could well be unacceptable in my view. 5.8 Mentions that trucks will be kept clean to avoid dirt/dust. How is this going to be achieved? There is no mention of washing facilities. All that is mentioned is that the trucks will only have one entry point. How does this prevent the dirt back. This could have serious implications on what vegetation is left especially with regards to the Black Cocksatoos. 6.2 There is supposedly Maintaining & maintenance every 12 months regarding the operation. Who is this to be done by? Does the council do an inspection to make sure the operation is being done properly? 6.1 It is stated that there will be no installation of the original post and rail fence. The top rail will be removed and replaced when finished. Over the decades of vegetation by mining companies it has been shown that once a part of the site, has been removed the type of vegetation changes as it does not just die in the soil. The whole composition of the area will have changed thus affecting what it grows there naturally. The regrowth will be different to the original, nature is like that. On a more personal note regarding my objections to this development are as follows:

Over the past 3 years I have worked hard developing an Airbnb which would accommodate for both trades that need to come to town & international & local tourists. I advertise the property as a tranquil farmhouse on the Hotham River. My guests have the ability to walk out the back gate & sit on the river in peace & quiet. This would not be possible with trucks driving along the track on the other side of the river. Another concern is the quality of the water would be offering my guests. The property is solely dependent on rainwater. Many guests have noted how different the water which could become contaminated due to dust.

I can assure you there is nothing better than sitting on the back bench whilst watching the sunset, the sheep & cattle grazing with birds flying overhead especially when they are the Black Cocksatoos. This is why people come to my farmstay. Accommodation in Boddington is extremely limited & the head back is just always very positive about the area. This is part of the "lifestyle" that he bought into & I have been given to understand that our new rate category is "lifestyle". Not much of a lifestyle with dust & noise! so I will support the local community by buying local, using local for both handymen & cleaning services.

If this DA goes ahead & I lose the "tranquillity" of my piece of paradise I will be shutting the accommodation down. This will impact on the tourism of the area. For example, many tradies come to town for a week they will not be able to find accommodation and visitors use Boddington to explore the region.

I feel that Boddington is trying to become a tourism town and this would be detrimental to this advancement.

4 I am writing on behalf of a number of residents on Twin Bridges Place and Crossman (refer to Attachment One) re formally object to the Extractive Industries Licence Application submitted by The Trustee for The Reynolds Family Trust for Lot 4579, Albany Highway, Crossman. After reviewing the Environmental Management Plan prepared by Lundstrom Environmental Consultants, we have significant concerns regarding the environmental, amenity, and procedural aspects of the proposal.

Environmental and Biodiversity Risks
 The site lies within confirmed breeding habitat for Boodin's, Carnaby's, & Forest Redkilled Black Cocksatoos. While the proponent claims no clearing will occur, the proximity to remnant vegetation and potential feeding trees warrants greater scrutiny. The absence of independent ecological verification and disband risk classification as an "uninterruptible" raises further concern. We do not support extractive activity in areas with known conservation value unless robust, transparent safeguards are in place.

Noise and Amenity Impacts
 The application asserts that "no noise impact is anticipated" due to the absence of crushing and screening. However, no formal noise impact modelling has been completed to support this claim. Given the proximity of residences within 800 metres, and the proposed operating hours starting at 6:30am on weekdays and 6:00am on Saturdays, I believe this omission is unacceptable. Without modelling, the community cannot be assured that noise levels will remain within acceptable limits.

Dust Impacts and Water Sourcing
 The application acknowledges that dust may be generated from topsoil removal, excavation, stockpiling, and truck movements. While mitigation measures such as water cart applications are proposed, the source of water for dust suppression is not specified. Given the absence of licensed bores within a 12km radius of the site's limited groundwater availability, it is unclear how water will be reliably and sustainably sourced. This raises concerns about the feasibility of dust control, especially during dry periods or peak operational days. Without a confirmed and environmentally responsible water supply plan, the proposed mitigation measures lack credibility.

In addition, many local residences, including those with household drinking water, rely on groundwater. Airborne dust from extractive operations poses a direct risk of contamination to these supplies, particularly during dry, windy conditions. Fine particulate matter settling on rooftops and entering tanks can degrade water quality, posing health risks and increasing the burden on residents to maintain filtration systems. Without robust, enforceable dust monitoring and suppression protocols, this proposal presents an unacceptable risk to the health and amenity of the surrounding community.

Stormwater and Runoff Management
 The extraction site lies within the Hotham River catchment, with the river located approximately 590 metres downslope from Pt 2. While the Environmental Management Plan outlines the use of contour banks and detention ponds, it lacks detail on how runoff will be monitored, managed during extreme weather events, or prevented from carrying sediment and pollutants into the Hotham River system. Given the ecological and agricultural importance of the river, we believe a hydrological impact assessment and independent review of the Water Management Plan should be required before any approval is considered.

Traffic and Safety Concerns
 The proposal anticipates up to eight truck movements per day, including RAV-rated pocket road trains. These vehicles will access Albany Highway and English Road, raising concerns about road safety, dust generation, and wear on local infrastructure. No traffic impact assessment has been provided. We do not support approval without a comprehensive traffic study and mitigation plan.

Zoning and Precedent
 The land is zoned "Rural" under LPS No. 3, with extractive industry listed as a discretionary use. Given the scale and potential 18-year lifespan of the operation, we believe this proposal exceeds what should reasonably be permitted under rural zoning. Approval without a precedent that underpins the integrity of the planning scheme and rural land protections.

Rehabilitation and Accountability
 While the proponent outlines a return to agricultural use post-extraction, the plan lacks binding timelines, independent oversight, and clear enforcement mechanisms. Rehabilitation must be more than a stated intention—it requires enforceable commitments and public transparency.

Procedural Compliance - Notification Requirements
 Under Clause 3.1 of the Shire of Boddington Extractive Industries Local Law 2023, the applicant is required to forward written notice of the application to owners and occupiers of adjoining or impacted land. In this case, notification was issued by the Shire rather than the applicant. This appears to contradict the procedural requirement and undermines the transparency and accountability intended by the Local Law. We request that Council confirm whether the applicant fulfilled this obligation directly, and if not, that the application be deemed procedurally non-compliant.

Conclusion
 For the reasons outlined above, we do not support the Extractive Industries Licence Application for Lot 4579. We urge the Shire of Boddington to reject the proposal or, at a minimum, require substantial revisions, independent assessments, and further public consultation before proceeding.

5 As owners of two properties on Crossman Road, we are writing to formally object to the proposed Extractive Industries Licence for Lot 4579 Albany Highway, Crossman, submitted by The Trustee for The Reynolds Family Trust. Our objection is based on the following concerns:

- 1. **Zoning and Land Use:** The proposed activity is inconsistent with the current "Rural" zoning and established land use for this part of the Shire, which has developed as a peaceful lifestyle corridor area. Families have invested here to enjoy a quiet rural setting for living or pursue quiet retirement, contributing to the Shire's social and economic fabric. Allowing 'Extractive Industry' use in such close proximity to the quiet community lifestyle corridor or Twin Bridges and Crossman would fundamentally undermine the established character and the Shire's long-term planning intent for Crossman.
- 2. **Visual Amenity**
 The proposed site sits within open, hilly terrain and will significantly affect the natural visual amenity from multiple viewpoints. As residents and visitors move through the area, the line of sight continually shifts, making the visual impact difficult to confine or mitigate. Although this was not highlighted in the application, the pit will scar the natural beauty of the hillside that defines our own views, and those of neighbouring residents along the Twin Bridges and Crossman section of the Hotham River. These views and the natural capital of this area were a key reason we chose to purchase our property. That concern remains just as valid today. Pt 2, in particular, which is proposed to extend approximately 30m down the hillside, appears to lack any downward vegetation to screen it. To conceal the pit from residential neighbours' view, trees exceeding 30m would need to be completely sown and planted. This vegetation does not exist and would take decades to establish. The statements made in the applicant's report section 5.4 Visual Impact appear incorrect - they state there is remnant vegetation that surrounds the proposed extraction area and it will be well screened by the vegetation, as well as the natural undulation of the landscape. As seen in our Figure 9 Contour map - the hillside site for Pt 2 is all downhill, with no undulation to screen in the absence of vegetation.
- 3. **Proximity to Dwelling**
 The proposed pits breach the recommended minimum 1,000m buffer for extractive industries from nearby residential properties. Based on our experience living in this valley, this recommended distance is grossly insufficient to protect against visual, operational noise and vibration impacts. We know this from past impacts of other operational works in the area outlined in Point 4.
- 4. **Noise Pollution**
 Despite assurances within section 5.6 Noise of the application and environmental plan, which mentions the distance of potential noise would be around 900m, we already experience noise pollution from nearby activities beyond the proposed Pit distances, which carry clearly across the valley. Noise (we've heard) from the extraction site will be a constant and onerous presence. Noise from the applicant's property (Lot 4579) from seasonal vehicle movement/harvest operations, and blasting livestock truck sounds during mustering ranging from 1,000m away (Fig 1) Vehicle and construction noise from the recent Albany Highway bridge works 3,100m away (Fig 3) Music noise pollution from the property Armos 3,684m away, and during musical festivals (Fig 4) Reverse berths, digging machinery, vehicle noise, and additional industrial noise would significantly degrade the community's peace and quiet, especially if the proposed extensive hours of operation were adopted. No formal noise impact modelling has been completed to support the applications claims around noise impact.

6. **Wildlife Impact**
 Although vegetation removal is not proposed, the site provides surrounding breeding and foraging habitat for native species, including cockatoos. Continuous vehicle movement, extraction noise, and dust emissions will disrupt these habitat features and could seriously endanger these important wildlife populations which form part of the local ecosystem.

7. **Run off and Waterway Health**
 The applicant's property (Lot 4579) lies within the watershed catchment and the section of their property that borders the Hotham River already includes a moderate riparian buffer zone and a poor river waterway health. We know this as our family has used this location as a swimming and recreation hole. The river flowing on this property already has extensive silt sediment and silt/gold from agricultural use and on off. Extraction activities risk worsening siltation and pollution, further degrading water quality at the site but at a more devastating scale for the community, impacting recreation and wildlife values at sites upstream and downstream from the property, including the community swimming hole at Panther Pool and private riverfront locations enjoyed by residents all along the river. A hydrological impact assessment and independent review of the Water Management Plan should be required before any approval is considered with a plan for preventing carrying sediments and pollutants into the Hotham River.

8. **Financial and Community Impact**
 The proposal risks significantly devaluing multiple surrounding properties over a large geographic area, causing serious economic loss to many families while concentrating financial benefits in one family enterprise, with their gross turnover conservatively estimated at up to \$20 million over the proposed 18 year extraction life. This is economic impact to others is totally unacceptable. This sort of enterprise should not be operating to close to a well established residential corridor.

9. **Hours of Operation**
 The proposed operating hours with a weekday start of 6:30am and weekend Saturday operations are totally unreasonable for an enterprise neighbouring a residential rural setting and incompatible with the quiet enjoyment of nearby properties, which will most definitely be impacted by operational noise pollution as outlined in Point 4. The long-term impact of noise pollution could be so detrimental to the well-being and mental health of residents in the area that they choose to leave the community, with the sale price value of their property being compromised due to the pits or exit of the area per Point 7.

10. **Life of Operation**
 The uncertainty around the potential mine life of up to 18 years represents an unacceptable long-term industrial intrusion into what is currently a residential-rural zone. Furthermore, an application for an extension could occur after the initial 18 years, resulting in decades of disruption.

11. **Precedent and Planning Integrity**
 Approval of this licence would set a concerning precedent for future extractive or industrial activities/gouging areas clearly intended for lifestyle and residential purposes. Such a decision would undermine confidence in the Shire's town planning framework and could deter families from settling or buying in the community. Over time, this erosion of confidence would have broader social impacts - reducing school enrolments, volunteer participation for local clubs, and support for community services, all of which are essential to maintaining a vibrant and resilient community.

12. **Aboriginal Heritage Site**
 The Hotham River located 500m away from Pt 2 is listed on the WA Aboriginal Heritage Inventory System as Registered Aboriginal Site ID 27935. This means the area is recognised as having Aboriginal cultural significance, particularly relating to traditional use, stories, or historical occupation. Because it is a registered heritage site, the land and activities around it are protected under the Aboriginal Cultural Heritage Act 2021 (WA). Any ground disturbance works in the vicinity may require:

- Heritage due diligence to identify whether the works are likely to cause harm
- Consultation with the relevant Aboriginal Cultural Heritage organisation
- A Cultural Heritage Management Plan (CHMP), depending on scale and level of disturbance
- In some cases, a permit or approval from the Department of Planning, Lands and Heritage
- Extractive industry activities (e.g., gravel pits, sand mining, trucking roads, haul routes) risk damaging landforms, waterway banks, spiritual places, or artefacts, works cannot proceed without proper authorisations.

13. **Strategic Land Use Consideration**
 We urge the Shire to uphold a clear and consistent long-term vision for land-use planning, one that protects designated residential-rural zones as peaceful and attractive places for people who work and contribute locally.

Conclusion
 We respectfully request that the Shire refuse the application for an Extractive Industries Licence for Lot 4579 Albany Highway, Crossman, in the interests of community wellbeing, environmental protection, economic prosperity for the area's residential stakeholders, and sound planning principles.

11. **Roadworks and Road Use**
 The proposal anticipates up to eight truck movements per day, including RAV-rated pocket road trains, using English Road, which is currently an unsealed track. This equates to 1500 trucks travelling 10km in and out a year. Significant upgrades would be required to support this level of heavy vehicle traffic, yet no information has been provided on the scope of works to English Road, ongoing maintenance, or the likely increase in dust and noise affecting nearby residents. In addition, the proposed entry and exit of large road trains onto Albany Highway raises serious safety concerns, given the speed of traffic in this location. No traffic impact assessment has been supplied, preventing proper consideration of the risks and broader infrastructure implications. We request roadworks plan and impact assessment as well as a traffic safety assessment be provided.

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Consultants Response

Notes: This gravel pit will be a short term project, specifically undertaken to obtain local materials for upgrading of public roads, they will not be significant nor will they be permanent.

1) **Noise issues** will be managed by following a professionally compiled noise management plan. Dust issues will also be managed in accordance with a professionally developed management plan.

2) **Traffic and Safety Issues** are an important part of what Main Roads do when evaluating such projects. There will be no clearing of native vegetation and so impact on wildlife will not be significant nor sustained. Neither Hotham River nor groundwater levels will be impacted, since water required for dust suppression will either be obtained from commercial sources such as Water Corporation or obtained from farm dams on the property.

3) **3.0** The area is zoned as "Rural" in terms of the Shire of Boddington Plains Planning Scheme (LPS No. 3). It is noted that the use class 'Extractive Industry' is listed in the zoning table of LPS No. 3 as being a use that is not permitted on any land classified 'Rural' zone unless the Shire has exercised its discretion and grants development approval following completion of public advertising (i.e. it is listed as a discretionary use in the Zoning Table).

3.1.2 A noise Management Plan is being prepared by Acoustic engineers and they will address this issue.

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5.6 There is no grinding or milling in the proposed operation. Pt 2 has been withdrawn from the proposal. Pt 1 is 935 from Street 7 and almost 2000m from Street 8. If the residence is north of pt 1, then the structure is 1,250m away.

6.4.4 This point is noted. 5.6 Above reference to Noise MP is relevant here.

6.7 The reference to crushing and screening in this section is an error. There will be no crushing and screening. In regard to complainants, there will be a sign at the gate which shows the details of the contact person on site for complainants etc. Maintenance and Maintenance. It is most likely that the Shire will add a condition to the DA which requires an independent environmental audit of the site.

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6 We are writing to formally object to the proposed Extractive Industries Licence for Lot 4579 Albany Highway, Crossman, submitted by The Trustee for The Reynolds Family Trust. We have lived on our property in Crossman for over 16 years and have a deep appreciation of the natural capital of the Crossman area and the peaceful community. Our objection is based on the following concerns:

1. Zoning and Land Use
The proposed activity is inconsistent with the current Rural zoning and established land use for this part of the Shire, which has developed as a peaceful lifestyle corridor area. Families have invested here to enjoy a quiet rural setting for living or pursue quiet enterprises, contributing to the Shire's social and economic fabric. Allowing Extractive Industry use in such close proximity to the quiet community lifestyle corridor or Twin Bridges and Crossman would fundamentally undermine the established character and the Shire's long term planning vision for Crossman.

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The proposed site sits within open, hilly terrain and will significantly alter the natural visual amenity from multiple viewpoints. As residents and visitors move through the area, the line of sight continually shifts, making the visual impact difficult to confine or mitigate. Although this was not highlighted in the application, the pit will scar the natural beauty of the hillsides that defines our view and those of neighbouring residents along the Twin Bridges and Crossman section of the Hotham River. These views and the natural capital of this area were a key reason we chose to purchase our property in 2009. At that time, we specifically asked the real estate agent, Toni Collins, to confirm there were no planned extractive industries in the area, as such activity would have a catastrophic impact on the landscape, scenery, and quality of life here. That concern remains just as valid today (See Fig 2). Pit 2, in particular, which is proposed to extend approximately 30m down the hillside, appears to lack any downhill vegetation to screen it. To conceal the pit from residential neighbours' view, trees exceeding 30m would need to be completely removed. This vegetation does not exist and would take decades to establish. The statements made in the applicant's report in section 5.4 Visual Impact appear incorrect - they state there is no permanent vegetation that surrounds the proposed extraction area and it will be well screened by the vegetation, as well as the natural undulation of the landscape. As seen in my Figures 5 Contour map - the hillside site for Pit 2 is an downhill, with no undulation to screen it in the absence of vegetation.

3. Proximity to Dwellings
The proposed pits breach the recommended minimum 1,000m buffer for extractive industries from nearby residential properties. Based on our experience over 16 years living in this valley, this recommended distance is grossly insufficient to protect against visual, operational noise and vibration impacts. Our own property even at 1,795m away will be impacted (See Fig 1). We know this from past impacts of other operational works / events in the area outlined in Point 4.

4. Noise Pollution
Despite assurances within section 5.6 Noise of the application and environmental plan, which mentions the distance of concern would be around 900m, we already experience noise pollution from nearby activities beyond the proposed Pit distances, which carry clearly across the valley.
Noise we experience from sites way beyond the distance of the proposed gravel pits include:
Noise from the applicant's property (Lot 4579) from seasonal vehicle movement/harvest operations, motor bikes, and beating livestock flock sounds during mustering ranging from 1,500m away (Fig 1).
Vehicle and construction noise from the recent Albany Highway bridge works 3,162m away (Fig 3).
Music noise pollution from the property Armon 3,684m away, during music festivals (Fig 4).
Reverse beepers, clearing machinery, vehicle noise, and additional industrial noise would significantly degrade the community's peace and quiet, especially if the proposed extensive hours of operation were adopted. No formal noise impact modelling has been completed to support the applications claims around noise impact.

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6. Run off and Waterway Health
The applicant's property (Lot 4579) lies within the watershed catchment and the section of their property that borders the Hotham River already exhibits an inadequate riparian buffer zone and poor river/waterway health. We know this as our children have used this location as a swimming hole and play area for over a decade and I have conducted my own river health assessment whilst completing university studies in Regenerative Agriculture. The river frontage on this property already has extensive silt sediment and algal growth from agricultural use and run off. Extraction activities risk worsening siltation and pollution, further degrading water quality at this site but at a more devastating scale for the community, impacting recreation and wildlife values at sites upstream and downstream from the property, including the community swimming hole at Ratford Pools and gravel invert locations enjoyed by residents all along the river. A hydrological impact assessment and independent review of the Water Management Plan should be required before any approval is considered with a plan for preventing carrying sediments and pollutants into the Hotham River.

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The proposed risks significantly impact multiple surrounding properties based on a large geographic area, causing serious economic loss to many families while controlling financial benefits in one family enterprise, with their gross turnover conservatively estimated at up to \$20 million over the proposed 18 year extraction life. This is economic impact to others is totally unacceptable. This sort of enterprise should not be operating so close to a well-established residential corridor.

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The proposed operating hours with a weekday start of 6.30am and weekend Saturday operation are totally unreasonable for an enterprise neighbouring a residential rural setting and incompatible with the quiet enjoyment of nearby properties, which will most definitely be impacted by operational noise pollution as outlined in Point 4. The long term impact of noise pollution could be so detrimental to the well-being and mental health of residents in the area that they choose to leave the community, with the sale price value of their property being compromised due to the pits in their exit of the area per Point 7.

9. Life of Operation
The uncertainty around the potential mine life of up to 18 years represents an unacceptable long-term industrial intrusion in what is currently a residential rural zone. Furthermore, an application for an extension could occur after the initial 18 years, resulting in decades of disruption. 10. Precedent and Planning Integrity
Approval of this licence would set a concerning precedent for future extractive or industrial activities neighbouring areas already intended for residential and rural purposes. Such a decision would undermine confidence in the Shire's town planning framework and could deter families from investing, settling, and building a life in the community. Over time, this erosion of confidence would have broader social impacts - reducing school enrolments, volunteers availability for local clubs, and support for community services, all of which are essential to maintaining a vibrant and resilient community.

11. Roadworks and Road Use
The proposed up to 8 night truck movements per day, including RAV-rated pocket road trains using English Road, which is currently an unsealed track. This equates to 1500 trucks travelling 100m in and out a year. Significant upgrades would be required to support this level of heavy vehicle traffic, yet no information has been provided on the scope of English Road, ongoing maintenance, or the likely increase in dust and noise affecting nearby residents. In addition, the proposed entry and exit of large road trains onto Albany Highway raises serious safety concerns, given the speed of traffic in this location. No traffic impact assessment has been supplied, preventing proper consideration of the risks and broader infrastructure implications. We request a roadworks plan and impact assessment as well as a traffic safety assessment be provided.

12. Aboriginal Heritage Site
The Hotham River located 590m away from Pit 2 is listed on the WA Aboriginal Heritage Inventory System as Registered Aboriginal Site ID 27935. This means the area is recognised as having Aboriginal cultural significance, typically relating to traditional use, stories, or historical occupation. Because it is a registered heritage site, the land and activities around it are protected under the Aboriginal Cultural Heritage Act 2021 (WA). Any ground disturbance works in the vicinity may require a Heritage due diligence to identify whether the works are likely to cause harm. Consultation with the relevant Aboriginal Cultural Custodians (Traditional Owners + A Cultural Heritage Management Plan (CHMP), depending on scale and level of disturbance. In some cases, a permit or approval from the Department of Planning, Lands and Heritage if extractive industry activities (e.g., gravel pits, sand mining, trucking roads, haul routes) risk damaging landforms, waterway banks, spiritual places, or artefacts, works cannot proceed without proper authorisations.

13. Strategic Land-Use Consideration
We urge the Shire to uphold a clear and consistent long-term vision for land use planning, one that protects designated residential rural zones as peaceful and attractive places for people who work and contribute locally. I refer the Shire to Figures 6 and 7 showing our own Signage and Corporate Logos positioning Boddington as "A great place to live" and "Flowing with Natural Beauty" and remind the Shire that members of the community and rate payers who have chosen to live here do so as they cherish the natural capital of the area.
Conclusion
We respectfully request that the Shire refuse the application for an Extractive Industries Licence for Lot 4579 Albany Highway, Crossman, in the interests of community wellbeing, environmental protection, economic prosperity for the area's residential households, and sound planning principles.

7 We wish to submit our objection to the proposed development of farmland at the above address, into mining/extraction of gravel over a period of years into the 2030's. The land proposed for these pits is far too close to the Hotham River, properties with dwellings on the southern side of the river, and other properties in the area. The owners of the land say they will use water from dams present on the property, for reducing dust and other excavation needs, but, knowing this area, this will not last long, and depending on rainfall, the dams may never recover. Where will that water come from?
Dust and noise from excavation machinery and trucks, is another concern, particularly with northerly and north westerly winds during summer. Our own property, although approximately one kilometre from the river, does have a stunning outlook over the river and farmland beyond, which will be impacted by this type of development, both aesthetically and by dust and noise.
I'm sure many residents of Crossman do not believe that choosing to live here would include having a mine right on the doorstep, to ruin the rural serenity that we enjoy. We would encourage the Boddington Shire to listen to their ratpayers and reject the proposal in whole, as it does not fit with a rural, farming environment.

8 I am writing to you as a Neighbour to Gravel application at Crossman Lot 4579 Albany Highway. As we border the proposed block of land to the north and east we would be against the gravel pit development for the visual reasons as we look directly at the Pit 1 site from the north and the east.
Our preference would be that the gravel pit do not go ahead as we believe this would devalue our land for future sale.

9 I am lodging an objection to the proposed extractive industry and gravel quarry at Lot 4579, 9104 Albany Highway, Crossman (Reynolds Family Trust). I live on Crossman Road and I'm concerned about the impacts this quarry will have on nearby residents, the environment and the long-term character of the area.
Dust is a big concern. We regularly get westerly, south westerly and north westerly winds in Crossman, which would carry dust from the quarry towards homes along Crossman Road. The documents do not include proper wind modelling, dust-dispersion modelling, or boundary monitoring. Dust can aggravate asthma, COPD and other respiratory conditions, especially for vulnerable residents such as children and older people. There is also the possibility of crystalline silica in lateritic gravel, which is harmful even on long-term exposure levels. This does not appear to have been assessed.
Dust can also affect livestock, bushland, fruit trees, vegetable gardens, rainwater tanks, solar panels and outdoor living areas. Many homes in Crossman rely on rainwater tanks for drinking water, so wind-borne dust may directly impact household water quality. While the site isn't directly on Crossman Road, dust can travel long distances on the wind and still affect nearby properties. The proposed risks to dust suppression, but dam levels drop significantly in summer, and there is no clear plan for water supply once levels fall.
I'm also concerned about ongoing noise from machinery and truck movements six days a week. Noise travels easily across open farmland, and the assessment provided doesn't reflect how for machinery noise carries in rural areas.
The application states haulage will use Albany Highway and English Road; however, there is nothing preventing haulage vehicles from using Crossman Road in the future. Crossman Road isn't designed for regular heavy vehicle movements, and additional trucks would contribute to noise, dust and road wear. If the application is approved, I ask that a haulage restriction be applied to prevent truck access to Crossman Road.
There are also environmental concerns. The site is within the Hotham River catchment, and the proposal does not provide a detailed analysis of sediment control, stormwater management or spill risk. The long-term sustainability of relying on dam water has also not been demonstrated. There is also concern on the property which provides habitat for Carnaby's and Baudin's black cockatoos. The buffers proposed are minimal, and there is no guarantee that vegetation will be preserved. Any remaining native vegetation in the district is valuable and should be protected.
Rehabilitation is mentioned but not in any detail. There is no clearly outlined timelines, native species used, how rehabilitation will be enforced, or whether post-closure monitoring will occur. Rehabilitation should be specific, enforceable and reflect local ecology, not just an aspirational statement.
This proposal also introduces bushfire risk given summer operations, fuel storage, machinery use and limited water availability during peak fire season. This needs to be properly assessed before approval.

10 I would like the licence, if approved, to be time limited and not automatically renewed without reassessment, public input, and evidence that the conditions have been met.
I write on behalf of concerned residents along Crossman Road to formally oppose the Extractive Industries Licence Application submitted by The Trustee for The Reynolds Family Trust for Lot 4579, Albany Highway, Crossman. After reviewing the Environmental Management Plan prepared by Lundstrom Environmental Consultants, we have serious concerns regarding environmental integrity, community amenity, and procedural compliance.
Environmental and Biodiversity Risks
The proposed site lies within confirmed breeding habitat for Baudin's, Carnaby's, and Forest Red-tailed Black Cockatoos. Although the proponent asserts no vegetation clearing will occur, the proximity to remnant habitat and potential feeding trees demands independent ecological verification. The absence of such verification, coupled with a default classification of "uninterpretable," is unacceptable. Extractive activity in areas of known conservation value must be subject to rigorous, transparent safeguards.
Noise and Amenity Impacts
The claim that "no noise impact is anticipated" lacks credibility without formal modelling. Residents lie within 93m of the site, and proposed operating hours begin as early as 6:30am on weekdays and 6:00am on Saturdays. Without acoustic modelling, the community cannot be assured that noise levels will remain within acceptable limits.
Dust Impacts and Water Sourcing
The application acknowledges dust generation from excavation, stockpiling, and truck movements, yet fails to specify a reliable water source for suppression. With no licensed bores within 12km and limited groundwater availability, the feasibility of dust control is questionable. Many nearby residents rely on rainwater tanks for drinking water, and airborne dust poses a direct contamination risk. Fine particulate matter settling on rooftops can degrade water quality and increase health risks. Without enforceable dust monitoring and suppression protocols, this proposal threatens both public health and residential amenity.
Stormwater and Runoff Management
Pit 2 lies approximately 150 metres upslope from the Hotham River, within its catchment. While contour bounds and detention ponds are proposed, the plan lacks detail on runoff monitoring, extreme weather protocols, and sediment control. Given the ecological and hydrological importance of the river, a hydrological impact assessment and independent review of the Water Management Plan should be mandated.
Traffic and Safety Concerns
The proposal anticipates up to eight truck movements per day, including RAV-rated pocket road trains using Albany Highway and English Road. No traffic impact assessments have been provided. Road safety, dust generation, and infrastructure wear require a comprehensive traffic study and mitigation plan before approval is considered.
Zoning and Precedent
The land is zoned "Rural" under LPS No. 3, with extractive industry listed as a discretionary use. An 18-year operation of this scale exceeds what should reasonably be permitted under rural zoning and risks setting a precedent that undermines the integrity of the planning scheme.
Rehabilitation and Accountability
The proponent's plan to return the site to agricultural use lacks binding timelines, independent oversight, and enforcement mechanisms. Rehabilitation must be more than aspirational—it requires enforceable commitments and public transparency.

11 I would like to inform Council of my deep concern about the proposed gravel pits near English road as the dust and noise will be excessive at my home. The trucks and other vehicles already coming in and out of the property are a disturbance, this will be minor compared to what is planned. Also the views that will be obliterated from all the properties along this end of Crossman Road.
This will devalue all properties that these pits can be seen from.
I urgently request Council to stop this extraction from proceeding with my many peoples lives. We came here to enjoy our country lives please reject this proposal for the good of the community.
Could you please forward my complete disagreement with this proposal to Council. This proposal has kept me up at night as I think it will be a disaster for us and the other residents on this end of Crossman Road the constant traffic noise and dust from 6.30 am till 6pm will devalue not only the properties but also the lives of the residents living along the east end of Crossman road.
Could the Boddington Shire Council please stop this disastrous proposal from going forward.

12 I am writing to formally object to the proposed Extractive Industries Licence for Lot 4579 Albany Highway, Crossman, submitted by The Trustee for The Reynolds Family Trust. We have lived on our property in Crossman for over 16 years and have a deep appreciation of the natural capital of the Crossman area and the peaceful community. Our objection is based on the following concerns:

1. Zoning and Land-use. The area is zoned as "Rural" in terms of the Shire of Boddington Plains Planning Scheme (LPS) No. 3. It is noted that the use class "Extractive Industry" is listed in the zoning table of LPS No. 3 as being a use that is not permitted on any land classified "Rural" zone unless the Shire has exercised its discretion and grants development approval following completion of public advertising (i.e. it is listed as a discretionary use in the Zoning Table). Visual Amenity. The proposed extraction will occur in an existing agricultural region. It is highly unlikely to create a significant visual impact due to remnant vegetation surrounding the proposed extraction area, and the natural undulation of the landscape.
2. Visual Amenity. The proposed extraction will occur in an existing agricultural region. It is highly unlikely to create a significant visual impact due to remnant vegetation surrounding the proposed extraction area, and the natural undulation of the landscape.
All the nearest residences are located more than 900m from the extraction area.
Since the proposed extraction area will be well screened by the vegetation described above, no long term visual impact will occur. Once rehabilitation has been completed and the site has been returned to agricultural use, there will be little evidence that extraction has taken place.
3. Proximity to Dwellings. As there will be no crushing or screening, the 1000m buffer does not apply. In this situation a 500m buffer may be recommended, but all sensitive receptors are more than 700m away from the pit. Pit 2 has been withdrawn from the application. An noise management plan is being undertaken.
4. Noise Pollution. A professional Noise modelling study has now been undertaken by acoustical engineers and will be made available to the Shire.

5. Wildlife Impact. There is no vegetation clearing. There is no clear evidence that low level extraction activities disrupt fauna habitat.
6. Runoff and Waterway Health. If the water management plan is adhered to, it is unlikely that impacts to the Hotham River will be incurred. The guidelines recommended by DWER have been followed in writing the Water MP. 7. Financial and Community Impact. The operation has been scaled down by the exclusion of Pit 2. The impacts associated with extracting to a depth of one metre for a period of 5 years together with progressive rehabilitation are unlikely to impact the community financially. 8. Hours of Operation. Noise issues will be managed by a professionally compiled Noise Management Plan. 9. Life of Operation. The project has been scaled down by the exclusion of Pit 2. It is most likely that the extraction will be concluded in 5 years. 11. Roadworks and Road Use. This comment is noted. 12. Aboriginal Heritage Site. Site ID 27935 is the Hotham River bed which is 1.5km away. The water management plan written for the proposal provides the necessary recommendations that will prevent impacts associated with sedimentation from the pit impacting this Heritage site. 5. Wildlife Impact. There is no vegetation clearing. There is no clear evidence that low level extraction activities disrupt fauna habitat. 6. Runoff and Waterway Health. If the water management plan is adhered to, it is unlikely that impacts to the Hotham River will be incurred. The guidelines recommended by DWER have been followed in writing the Water MP. 7. Financial and Community Impact. The operation has been scaled down by the exclusion of Pit 2. The impacts associated with extracting to a depth of one metre for a period of 5 years together with progressive rehabilitation are unlikely to impact the community financially. 8. Hours of Operation. Noise issues will be managed by a professionally compiled Noise Management Plan. 9. Life of Operation. The project has been scaled down by the exclusion of Pit 2. It is most likely that the extraction will be concluded in 5 years. 11. Roadworks and Road Use. This comment is noted. 12. Aboriginal Heritage Site. Site ID 27935 is the Hotham River bed which is 1.5 km away. The water management plan written for the proposal provides the necessary recommendations that will prevent impacts associated with sedimentation from the pit impacting this Heritage site. 13. Strategic Land-use Consideration. This comment is noted, but is better addressed by Shire Planning staff. This comment is noted, but is better addressed by Shire Planning staff.

This comment has been discussed throughout this response and is too general to respond clearly to.
Visual impacts to this property will be short lived, since progressive rehabilitation will take place.
Regular wetting down of the pit will be done together with visual inspection of dusty periods. If fugitive dust is detected or a valid complaint received, operations will cease until proper wetting down has occurred. Commercial water sources will be used for wetting water tankers. A professional Acoustic engineering company is undertaking a Noise Management Plan, the recommendations of which will be implemented. Sediment control issues are catered for by following the DWER Water Quality Protection Note 15. This recommends storm frequencies and rainfall intensity parameters to be used when determining retention pond sizing. Rehabilitation will be back to pastures, not native vegetation. The EMP contains a chapter on Rehabilitation together with completion criteria over the 5 year life of the pit. Property values will not be impacted since the life of the pit will only be 5 years and rehabilitation will be done progressively.

Environmental and Biodiversity Risks.
No clearing will occur. Only pasture grasses will be impacted. No breeding, feeding or roosting habitat will be disturbed. A Detack Management Plan has been submitted to the project.
Noise and Amenity Impacts
Noise Modelling will be conducted by an acoustic engineer and the report to be submitted to the Shire for consideration.
Dust Impacts and Water Sourcing
The applicant will use commercially available water from rural Water Corporation sources which are specifically for construction activities.
Stormwater and Runoff Management
Pit 2 has been removed from the application. The Water MP has been written using the guidelines detailed in DWER Water Quality Protection Note 15. The storm frequencies that need to be managed on site are clearly written in this guideline. No further measures are required as long as the proposed measures are implemented.
Traffic and Safety Concerns
This comment is noted.
Zoning and Precedent
The land is zoned "Rural" under LPS No. 3, with extractive industry listed as a discretionary use. An 18-year operation of this scale exceeds what should reasonably be permitted under rural zoning and risks setting a precedent that undermines the integrity of the planning scheme.
Rehabilitation and Accountability
The EMP provides timelines for the operation together with closure and monitoring requirements. Shire approval conditions will enforce these.

This comment is noted.
All these concerns have been addressed in the EMP and the implementation of the measures proposed in the report will be ratified by the Shire.

13	<p>I wish to formally lodge my objection to the proposed Extractive Industries Licence and associated Environmental, Water, and Weed Management Plans for Lot 4579 Albany Highway. My concerns relate to the significant and long term impacts this gravel extraction operation would have on the surrounding rural community, environment, and overall amenity of the area.</p> <p>1. Dust Pollution - Particular Concern: Easterly Winds The location of the proposed pit is subject to easterly winds, especially during periods of strong easterly winds which are common in this region. Dust from gravel extraction operations can: • Create health concerns for residents, livestock, and crops • Increase cleaning and maintenance requirements on nearby homes and properties • Affect air quality and visibility, potentially creating safety issues along Albany Highway Despite the management plans provided, the scale and open nature of the activity makes dust migration highly likely and difficult to adequately control.</p> <p>2. Noise Pollution Machinery, vehicle movements, crushing, loading, and general pit operations will produce noise far exceeding the quiet rural nature of the locality. This will: • Disrupt the peaceful environment relied upon by local residents • Impact livestock and wildlife • Reduce property enjoyment and amenity Given the proximity to farming residences, the expected noise levels are unsustainable and inconsistent with a rural farming community.</p> <p>3. Loss of Rural Character and Visual Amenity The establishment of a gravel pit in this area would significantly alter the character and aesthetics of our farming community. The natural landscapes and agricultural views are a defining feature of this locality, and a gravel pit—along with associated earthworks, stockpiles, machinery, and dust movements—will permanently scar the rural setting. This visual degradation reduces not only community appeal but also property values and the long-term desirability of the area as a farming and lifestyle region.</p> <p>4. Incompatibility With Existing Land Use The surrounding properties are primarily farming and rural lifestyle blocks. A gravel extraction operation is inconsistent with the existing land use and undermines the long-standing agricultural identity of the community. The industrial nature of such a project does not align with the expectations or zoning intent of a rural farming area. In light of these concerns, I respectfully request that the Shire refuse the development application for Lot 4579. The dust, noise, and visual impacts present significant risks to the community's health, wellbeing, and environment, and the proposal is not in keeping with the character of our rural district.</p>	<p>1. Dust will be managed in accordance with a formal Dust Management Plan. This management plan illustrates how dust will be managed. If dust concerns arise during operations, a contact mobile number will be advertised at the gate. 2. Noise will be addressed by a Noise NP conforming compliance with EP (Noise) Regulations 1997. 3. The land is zoned "Rural" and Extractive Industry is a discretionary use under LPS 3. Visual and amenity impacts will be short term with progressive rehabilitation to pre existing landform. 4. As above.</p>
14	<p>I am writing in response to the licence application to formally and passionately object to the submission. As we are very close to English road and the pit one it will have a devastating effect on us, as we have just built a yard for running workshops and a place where we can sell our wares. We are six years into a ten year plan and we intend to put a further two Yards down in our forest for farm stay accommodation and to offer a place to stay for Birdlife volunteers and a H.C.C staff when working in the area. The Yards will only be one of hundred meters from the main road, and by the time of the submission, in direct sight of pit area. Even now when a truck enters the property, there is a large amount of dust and noise from badly maintained roads. If this application is allowed to go ahead, we would lose an estimated \$6000 to \$20,000 a month in lost revenue from our farm stay. As well as a potential loss from the existing educational facilities the farm has to offer.</p> <p>The proposed application will be seen from every north facing window in my double storey house and will destroy the views and ambience of the property as well as demolish the entire property. In P102 there is no mention of any distances from pit 1 to lot 27 which the property is the closest and to such an application is not correct at this time it must be withdrawn and fixed before reapplying. Buy my calculations to keep the dust down in summertime it will have to use more than 10,000 litres of water at least per hour x 12 hrs, that's 120,000 litres per day, Where will they source this water. As the dams on the property will not sustain demand in the dryer months.</p> <p>In the application it mentions that the last 100 meters of the haul road is sealed but what it doesn't mention is the last 100 meters is the old Albany highway and the property sits only about 30 meters from the road. Also there is no traffic management plan to protect the public from these trucks turning into traffic doing 110 kilometres an hour, are turning lanes to be installed? Our property hosts a large range of birds including the critically endangered Baudins and forest red tail cockatoos there was about a hundred there this morning. Even though they have mentioned the site is a known breeding ground there has not been enough information provided to ensure the safety of these gorgeous animals and the buffer zone between trees and mining activities.</p> <p>We have had our titles recently changed from Rural to Lifestyle but if this is allowed to go ahead it will destroy the community. The proposal says that it will mine will extract about 80,800 tons per year, dependent on demand, for a possibility of 18 years. That's 1,454,400 tonnes. Yet they will only lower the ground 1.2 meters. That ends up being a very large area. With no screening or crushing how will they size their product.</p> <p>As mentioned in the proposal that there are no aboriginal heritage sites on the property, but they fail to mention the birthing tree along the river, which can be confirmed by the local Noongar Elders. This proposal has more holes in it than golf diggers diaphram and should be rejected by council!</p> <p>As a neighbor to a proposed gravel mine, I have significant concerns regarding the development and its potential impact on residents and amenity of the surrounding area, including my own properties at 3102 Crossman Road, lot 62 Crossman Road, and those of my neighbours. I have outlined this concern below. The development as per its application will negatively affect the amenity of the locality and is therefore not in the public interest. Noise The noise generated by heavy duty earthmoving equipment and trucks during daylight hours to extract gravel will impact all residents adjacent to and broadly surrounding the development site negatively on all but one day of the week for the duration of the project for a period of years, with no definite completion date. The sounds of machinery and trucks are and have always been easily audible within my home property from the proposed development site due to the elevation of both locations with acoustically interrupted air pathway. The change in noise included from general farm machinery and trucks, operational at specific times of the year whilst continued during the sounds emitted by earthmoving equipment in the proposed application is stark. The sounds and my neighbours will be not limited to and are not limited to: ripping the ground with metal blades, scraping, metal contacting metal, metal hitting bump stops, heavy duty machine idling, accelerating, decelerating and rattling, reverse beeping and the operational sounds of dust suppression. These noise emissions detract from the quiet enjoyment and overall character of the locality, disturbing the peace and posing an ongoing nuisance. Detrimental visual and character impact to the surrounding area and properties Much of the development application site is elevated and therefore partially or fully visible from various points along Crossman Road and neighbouring properties, including my own The development is not compatible within its quiet, rural setting, detracting from the visual character of the locality. Traffic concerns Crossman Road has various dangerous residential driveway access points due to the curvature of the road and vegetation obscuring private entries. Trucks hauling gravel from the proposed development site via this roadway pose road safety concerns to residents and their guests entering and exiting driveways. Conclusion Land owners plan, to choose to build or bought their homes in a specific location for various reasons. Some, due to peacefulness, landscape, outlook and/or character with an expectation that the character of the locality (amenity) will be maintained and protected by your council. When considering any objection to this development, please bear in mind that: Amenity is defined, as, "...all those factors which combine to form the character of an area and include the presence and likely future amenity." (Planning and Development (Local Planning Schemes) Regulations 2015). In considering the role amenity plays in decision-making it is worth referring to some State Administrative Tribunal statements: • The sum of the expectations of the residents concerning the quality of their residential environment as determined by the character of the area, its appearance and the land uses. (Cipiano and City of Perth SAT 20 1979) • Aenity can involve the existing amenity, and likely future amenity (Sanitary Development's Pty Ltd and Shire of Kalamunda SAT 74 2006) • The likelihood of a proposed activity causing a nuisance is a test of whether or not a given activity will have a detrimental effect on the amenity of the locality. (Rajneesh Foundation of Australia and the Shire of Manjimup SAT 2 1985) Thank you for considering the concerns raised in my objection. I trust that a decision benefiting the residents whose daily lives will be directly affected by the development application will be made, ensuring that the character of Crossman, a picturesque and quiet rural location is preserved not only for current residents, but also for those who come after.</p>	<p>The operational period and scale of activity are limited, mitigating long term noise and amenity impacts. A Noise MP by acoustic engineers will ensure compliance with EP (Noise) Regulations 1997. Traffic management and access points will be subject to review by the Shire and Main Roads WA. Given the absence of crushing or screening, predicted noise levels are well within acceptable limits for rural land uses. Rehabilitation will return the site to pasture consistent with adjoining properties. The legal planning comments are noted, but require many Town Planning input.</p> <p>The site is zoned "Rural" and the Shire may grant discretionary approval. Vegetation clearing will occur. Black Cockatoos feeding or breeding habitat will not be disturbed. A professional acoustic assessment and Noise MP are underway. Water for dust suppression will be sourced communally, ensuring sustainable supply. Storm water design follows DWER WQPN 15 for containment and diversion. Main Roads WA will manage highway egress and turning lane design. The extraction will not affect local bore levels since no groundwater is to be extracted. The activities involved will not increase bushfire risk increase bushfire risk.</p>
16	<p>I am writing to formally object to the Extractive Industries Licence Application submitted by the trustee of the Reynolds Family Trust for Lot 4579 Albany Highway. I have significant concerns regarding the environmental, amenity and procedural aspects of the proposal. 1. I do not support extractive activity in this area as it is confirmed breeding habitat for the endangered Baudins', Carnaby and Forest Red-tailed Black Cockatoos. The property (thousand of acres) adjacent to this site, North boundary was purchased by 'Parks and Wildlife' two years ago, expecting to be used for the creation of a nature reserve. Our property 'Shire When Park' South boundary to extractive site, has been planted with thousands of trees for food and future habitat. We do the cockatoo circuit October and March and have for 18 years. The numbers have declined yearly. This year the area Baudins arrived early in September thanks to DECA burning along Albany Highway 2km north of North Bannister. One of the largest feeding stands of Bannister known. Birdlife Australia came and surveyed and filmed the largest flock of Baudins known to them on our property. PHCC also filmed this, 420 in total. PHCC has worked with us to supply a grant for two nesting hollows to be mounted on trees along the river. This is at the moment halted because if this quarry goes ahead, the Baudins don't like noise. 2. No noise impact is anticipated. This is a total lie, living here we hear the trucks, bringing in oranges a while ago. Was an application for the wagons, transportable buildings been approved in the past? on this site? "1.1 states that there is no noise or vibration on the property, noise is planned to be developed. They are already there! We drive down English Road today and see how. We are not on Figure 2 "1.1 No screening, no crushing will be undertaken" YET on 5.7 Dust page 2, it states crushing and screening will emit dust. What noise can we expect with this? Also a rock breaker will be needed before crushing and screening. The rock breaker used to demolish Albany Highway Hotham Bridge was unbearable noise from 2kms away, so for 18 years noise can not be ignored. Where is the noise impact modelling shown? How can we be assured that noise levels will be remain within acceptable limits. 3. Dust. Trucks movements on our road will be unbearable. We have seen them on our road going to the pit. All summer the winds blow down this hill to us. Spoke to Water Corporation and they said all dams around Crossman area are 15% full and its only start of December. Figure 2 - Map shows how low the 4 dams are, where is the water coming from for dust suppression. It is not specified? The proposed measures lack of credibility for environmentally responsible water supplies. 4. Storm water and run off management. How will this be monitored and managed, when the Hotham river is so close to this site. The Hotham river will mixz out on over 25.2ha of water run off after rains, which will affect everyone down stream and the Lions. We: 1 believe hydrological impact assessment and independent review of water management plan should be in place before approval is considered. 5. No traffic impact assessment has been provided. These trucks will be turning onto Albany Highway from a rural, into 110km traffic with a blind bend at hauling. This will be a deathtrap for Albany Highway travellers. Also the gate to property is under 30 meters from Highway (2nd Road). Dust will reach road from gate. It states only 8 trucks a day. What about water truck for dust suppression? back and forth all day. 6. Rural Land Use. The land is zoned "Rural" I strongly believe this proposal exceeds what should be permitted on rural land. Approval may set a precedent that undermines the integrity of your planning scheme and rural land protections. 7. Rehabilitation must be more than a stated intention and we need public transparency. We all rely heavily on our bores as crossman area of our don't have access to town water. Rainwater tanks for houses, bores for gardens, keeping things green around the houses for fire protection, sheep, cows, stock and mainly fire fighting. If they interfere with the water table it could be a disaster for everyone if a fire starts. 8. I rely heavily on my bore, for cows water, my business, native flowers, bush tucker, fruit, nuts, berries and vegies. We have spent thousands of dollars on our business gardens. Bore, relic drippers, shade houses, keeping fire green around my yurt as required by the shire for my approval. If the water table drops because of interference by quarry what do I do?</p>	<p>The site is zoned "Rural" and the Shire may grant discretionary approval. Vegetation clearing will occur. Black Cockatoos feeding or breeding habitat will not be disturbed. A professional acoustic assessment and Noise MP are underway. Water for dust suppression will be sourced communally, ensuring sustainable supply. Storm water design follows DWER WQPN 15 for containment and diversion. Main Roads WA will manage highway egress and turning lane design. The extraction will not affect local bore levels since no groundwater is to be extracted. The activities involved will not increase bushfire risk increase bushfire risk.</p>
21. Continued	<p>10. 10-year plan, 7 years done - our yurt for works, worksheds and farm stay could be affected if you approve this quarry. I was told to agree to no noise, eg drills, hammering, music etc, yet we could be listening to trucks, machinery, screening, crushing etc 6 days a week for 18 years. I have had enquiries for yoga, meditation, sound healing, our forest backing onto the river - for conservation tours, bird watching etc. We are also applied for approval for 2 yurts for farmstay accommodation. I worry about people asking for a regard if the quarry goes ahead, noise and dust. Who would want to stay? The loss of future potential income is massive for our business. Our business will bring tourism to town using local shops, cafes, tourist centre etc. 11. Sensitive Receptors Lot 27 Blue Wren Park - from any of our windows you will see Pit 1. Page 6: 12.27, structure 2.8.9 - The Hotham river is close to the property. We are close to pit 1. What is this distance? about 500m? you can not use this application when they have not done measurements of pit 1 to us. 12. Deviation of Land - I have counted 22 properties along the left side (river side) of Crossman Road, probably the same on the other side of Crossman Road. There then is about a dozen on the ridge (Crossman Heights). Also a heap on Twin Bridges Road that will be affected if you approve this quarry. I would imagine this will drop about \$200,000 value of our land. Now times that by 60 properties. This is millions of value lost there, created by our business. We all bought our RURAL LIFESTYLE LAND along with mines for the peace and quiet of country living. No more of our bores and business will be affected. I strongly urge the Shire of Boddington to reject this proposal.</p>	<p>The extraction timeframe has been reduced significantly with Pit 2 withdrawn; expected duration = 5 years. Noise and dust will be controlled by approved management plans ensuring compliance with DWER and EPA standards. Water will be sourced communally, ensuring no reliance on farm dams. No recorded environmental or hydrological sensitive areas will be impacted.</p>
Continued	<p>I am writing to express my wholehearted objection to the application to licence 2 gravel pits off English Road. Several critical concerns compel me to voice this objection. This is a quiet, rural area and not a commercial, industrial site. The proposed activity has no place in our community, and threatens to impact all residents. The potential decrease in property values alarming, particularly for those of us who choose to live here for its peaceful environment and scenic views. We will have clear visibility to the mining operations and the noise and dust from the pits. The value and aesthetics of my property. Dust pollution is another significant concern. Regardless of well washed roads in the document the reality is that disturbing the ground and hauling dirt out inevitably creates dust. The project is proposed for a duration of up to 18 years with no completion date stipulated—a timeframe that evokes serious apprehension. This is not a short term project. The vague range of "5 to 18 years" provides no confidence, as it effectively imposes a prolonged burden of noise and dust on our families, detracting from the peaceful lifestyle we sought. A life time reality, of my children growing up with that noise and dust. Our current water resources are already strained due to nearby mining operations, with dam levels at only 15% of their capacity despite recent rainfall. The dust generated from this project will exacerbate an already critical situation. We have first hand evidence from South2 and the gravel pits at South Crossman Road of excessive dust emissions resulting from similar operations. Therefore, it is unrealistic to state there will be minimal dust impact. "Short term negative environmental impacts are to be expected in the process of all mining activities." This is not a short term project. "approximately 5 kilometres western of the rural township of Crossman." Furthermore, the claim that the pits are located approximately 5 kilometres west of Crossman is a gross misrepresentation. They are, in fact, within 2.5 kilometres of the most densely populated areas of Crossman, with some houses just 220 meters from the unsealed access road. This is going to affect all the residents along that side of the river locally. Peoples wellbeing and businesses are important to all of us out here and no one wants that disturbed. Bridges work on Albany Hwy we heard only when they were on site far as far as the back of Crossman Heights. The proposed truck operations from 6 AM to 6 PM, 6 days a week and half day Sat/sunday every week for potentially up to 18 years, will ensure an unprecedented level of noise pollution in an area that currently enjoys minimal noise disruption. The sound of the trucks will carry for great distances in this open area, impacting the well-being of residents. I absolutely object to this, this is a rural residential area. There is very little noise pollution in this area and we like it that way. This work will guarantee noise pollution and the sound will carry. Inconsistencies in the application documents further raise our concerns. The water management plan states "No screening will be undertaken." And the application states "No crushing will be undertaken." The proposed gravel extraction may emit dust to the atmosphere from the following activities: Crushing and screening." Additionally, the report mentions "Trafficing on unsealed surfaces." Potential for dust uplift by trucks exists on unsealed portions of access roads, however the point of entry to Albany HWY is bituminised for approximately 100m before reaching Albany HWY. This will limit the amount of dust generated at the entry point (Figure 2). The remaining haulage route to us pre-existing sealed roads and highways." However, English Road is entirely unsealed. The only sealed space is the old Albany Hwy at the gate. This means the trucks will be generating dust on the gravel road over a distance of 4.5m. The assertion that there are no habitable buildings on the property is also misleading. Temporary accommodation (dongs) and short term holiday units on the property, which currently constitutes a form of habitation. The documents note "Drainage from the extraction area is the south-east (pit 1) and south west (pit 2). The surrounding area has multiple creeks and drainage lines which drain towards the Hotham River in the south. There are also multiple agricultural dams located along these drainage lines which provide water for agricultural activities (Figure 2)." I have been for a drive down English road and there is still water making its way out of the rocks to the river for the season. Given the already impacted waterways in the region, any additional strain from this project would be excessive and detrimental. The contained water will seach all the way to town. I have mapped on Figure 2 the drainage to the river, the area is clearly a catchment zone. This is not a 1 off extraction. 18 years and 25.29 hectares of dirt removal, pumping water and dust disturbance will create a significant impact on the walters. "In all extraction operations the potential exists for impacts to be incurred on surrounding water resources, or by stormwater erosion of exposed areas." The document also states "The property is located in the Hotham River Catchment within the Murrumbidgee and Tiburatus Basins (Water Register, 2025)." With how limited we are on water this is significant and should remain undisturbed. We have seen with the other mines that even if they create an environmental disaster there is no end point or accountability. No repair of damage to the rivers. Why would this mining be any different? Once they cause an environmental disaster, who fixes it? Because currently its no one as we've seen from South2 and Neerambi. The water document states "The DWER water register indicates that there are no licensed water bores within the property or within a 12km radius (DWER, 2025)." There are multiple homes within 1.5km to 3km with bores and windmills for water. They have not checked with residents. The occurrence of groundwater under the site is likely to be very limited due to the impervious nature of the underlying granitic material." The shoop caspule trees indicate that fresh ground water is present in the area. Sheekas are noted in the document and saw them myself. No clear linking on the satellite images and driving through that water is sitting and moving through the beds. I'll let it be known here that I am an animal expert known around the world for my contribution to the rehabilitation of birds of prey and the improvement of their standards of care during rehabilitation. This experience gave me an intimate knowledge of wild habitats and the species in them. During this work and other work I've done regarding mines and conservation I have learnt that governing bodies like EPA, DWER and DECA are simply pencil pushers with no care or knowledge of the real world or when to stop the destruction. They wait until there is absolutely nothing left, they write it down and nothing gets better. The document states "The property is within a 'Confirmed' breeding area for Baudins' Cockatoo (Calyptorhynchus baudiini) and Carnaby's black cockatoo (Calyptorhynchus latorostris) and Forest Red-tailed Black Cockatoo (Calyptorhynchus banksia naso). Some of the remnant vegetation on the property may also be black cockatoo feeding habitat (Langdoet 2025). It is likely that these are habitat trees for the Carnaby's black cockatoo. No habitat will be disturbed since no clearing will occur." The human activity, truck movement, noise, dust and machinery work will absolutely disturb the birds and other fauna in the area. Fauna in the area not mentioned in the document includes endangered quail, brush tail possums, endangered phascogale, endangered pygmy possum, shingblack lizards, skinks, bearded dragons, and even endangered numbers have been seen far from the site. On this section alone is enough reason to deny this application, I strongly object to this work going ahead. Section 3.9 environmentally sensitive areas, I have included an image (labelled figure 1 of an environmentally sensitive area within 850m of pit 1. Endangered species move from that forested area, through the above mentioned property and down to the river and surrounding farm land. I urge the council to consider the over-arching questions: What is the purpose of this gravel mining? Could not the material be sourced from existing sites that pose lesser risks to the community and environment? In light of these extensive concerns, I respectfully request that this application be rejected. Approving this project will carry serious repercussions for our community—impacting the well-being of residents, the integrity of our natural surroundings, and the habitats of endangered species. I unequivocally object to this mining operation proceeding</p>	<p>Noise, visual and traffic impacts have been comprehensively evaluated within the Environmental Management Plan. A Noise Management Plan and Water/Dust MP are being finalised. Traffic safety on Crossman Road and access design will be managed by Main Roads and the Shire under standard traffic safety criteria. Progressive rehabilitation will restore the rural character of the area.</p>
18	<p>Core Concerns Regarding Loss of Amenity 1. Severe and Prolonged Noise Nuisance The multi-year gravel extraction project will generate continuous, disruptive noise from heavy duty earthmoving equipment (piling, scraping, loading, reverse beeping, idling, etc.). Due to the elevated location and proximity to residences, this industrial noise is easily audible and poses a severe, ongoing nuisance that destroys the peace and quiet enjoyment expected in this rural locality. 2. Detrimental Visual and Character Impact The development site is elevated and visible from Crossman Road and surrounding properties, including my own. The proposed industrial scale of the activity is incompatible with the quiet, rural character of the locality and will cause lasting visual detriment. 3. Road Safety Concerns (Traffic) The possible addition of haulage trucks to Crossman Road creates a potential safety risk. The road's winding nature and vegetation obscure some residential driveway access points, creating increased risk to residents and their visitors safety entering and leaving private property. Conclusion: Protection of Amenity Landowners chose this location based on the expectation that this quiet, rural character (amenity) would be maintained and protected. The proposed activity is likely to cause a long-term nuisance that undermines the established quality of the locality. I urge the Council to deny this application to preserve the character and amenity of Crossman.</p>	<p>Noise, visual and traffic impacts have been comprehensively evaluated within the Environmental Management Plan. A Noise Management Plan and Water/Dust MP are being finalised. Traffic safety on Crossman Road and access design will be managed by Main Roads and the Shire under standard traffic safety criteria. Progressive rehabilitation will restore the rural character of the area.</p>

19 I am writing to formally object to the above-referenced planning application. I have serious concerns that the proposed gravel extraction and associated development will adversely affect the amenity of the locality and is not in the public interest. My objections, based on relevant planning considerations, are outlined below.

1. Severe and prolonged noise impacts

The proposal will introduce industrial-scale noise incompatible with the existing quiet, rural environment. Operations involving heavy earthmoving equipment and trucks will generate continuous noise throughout daylight hours, with no clear completion date. Specific disturbances include reverse alarms, scraping, loading, metal-on-metal contact, idling, and acceleration and deceleration.

Given the proximity of the site, these sounds will be clearly audible from my family home. The shift from intermittent traffic movements to constant industrial operations will materially diminish the peaceful enjoyment of the area, creating an ongoing nuisance for residents.

2. Detrimental visual and character impact

The development is inconsistent with the established rural character of the locality. Introducing an industrial operation into a scenic, agricultural landscape will fundamentally alter its visual appeal and identity. Residents and landowners invested in their homes with the expectation that the Council would safeguard the amenity and character of the locality. The likelihood of nuisance arising from the proposal is substantial and demonstrates its detrimental effect on local amenity and character.

Conclusion

I respectfully request that the Council consider the daily lives of affected residents and refuse this application to preserve the established character and amenity of the Crossman area.

Thank you for considering the concerns raised in this objection. Please keep me informed throughout the decision-making process.

20 Thankyou for consideration to comment on the application for an Extractive Industries Licence concerning the Crossman area.

A map showing contour lines across the whole area from Albany Hwy to Hotham River on the south side would have been helpful!

This application concerns land on the hill on the north side of the Hotham River facing our property (Lot 52 Twin Bridges Place). Pit No 2 of Lot 4579 Crossman would be clearly visible from our property but for trees growing along Twin Bridges Place. Contrary to the claimed vegetation buffer concealing the pit, there are no trees growing in the buffer on the south edge of the pit. Were the Twin Bridges trees to go, for any reason, there would be a clear and unwanted view of the excavation. Having used here through Phoenix Shutdown Services heavy industry traffic on the then gravel road, we know how dust is carried on the wind, particularly NW to NE winds, and how long it hangs in the air when there is no wind. Dust accumulated off site in surrounding paddocks could also eventually reach the dams and river in runoff, causing turbidity. Dust suppression would be a huge undertaking, consuming local dam water and more, with the drying climate making water catchment refill uncertain. The possibility of dam water not being available for use in the case of fire could be catastrophic.

Noise. Given that in certain atmospheric conditions noise from traffic on Albany Highway is loud enough to be clearly heard on Lot 52. Machinery in Pit No 2 on the hill facing Lot 52 will be much closer and louder than trucks on the Highway, with no intervening hill to deflect sound. It is close enough for us to hear farm vehicles moving about on that property.

Is there any guarantee that excavation of gravel will go no further than 2 metres deep when it is known to occur up to 4 metres deep? Issues of water table, salinity could then appear.

Pit No 1 appears to be over the crest of the hill, not visible from here. The same concerns would apply except for visibility from Lot 52.

If this project is to go ahead we suggest that the shire stipulate the site be rehabilitated with mass planting of native trees.

21 I am writing to formally object to the proposed gravel pit development at Lot 4579 Albany Highway, Crossman. While the area needs sources of gravel, this site poses an unacceptable risk to the many small rural landholdings along Crossman Road.

Application Shortfalls

The application is poorly produced. Fig 2 map (attached) omits scale bar labels, the satellite imagery used is over 10 years old (2014). Many residences have been built since 2014 which are not shown on the location map due to this oversight. The imagery ends part way through the map as it obscures the number of residences along Crossman Road and their proximity to the proposed operation.

Environmental Concerns

The water management plan states that dust suppression water is to be sourced from dams and standpipes. As surface water dams at the proposed site are limited, the suitability for long term dust suppression is not adequate. Water out of standpipes at 10 to 14 kilolitres is cost prohibitive for the purposes of dust suppression. This raises concerns about the feasibility of dust control. This proposal lacks detail how water will be sustainably sourced. Evidence needs to be provided that sufficient water is available for dust suppression.

Road trains already use this road, excessive dust and noise can be already be seen from 1km away.

Amenity and Community Impact

The application includes distances from the proposed areas to some residences but omits distances to others which are closer. The road used to extract the gravel is within 900 metres of the residences and the Hotham River. The activity of primary concern will be road haulage in and out of gravel pit areas and this is not addressed at all in the submitted environmental management plan.

The Hotham River is a registered heritage site which is omitted by the environmental management plan, mentioning only Mooliaman Hill as a nearby site.

Gravel extraction and associated truck movements will generate significant dust and noise, impacting nearby residents. These impacts are contrary to the Shire's commitment to maintaining rural amenity.

Planning and Strategic Issues

Conflict with Local Planning Strategy: The Shire of Boddington's Local Planning Strategy emphasizes sustainable land use and environmental protection. A gravel pit in this location is inconsistent with these objectives.

The proposal lacks binding timelines "up to 18 years" It is unclear in the proposal how long the period of excavation and truck movements will carry on for.

The proposal focuses on the two extraction areas, however omits the effects usage of the dirt road along the Hotham River valley which is much closer to residences and river vegetation.

For the reasons outlined above environmental degradation, amenity impacts and inconsistency with planning objectives—I strongly urge the Shire of Boddington to refuse the application for the proposed gravel pits at Crossman.

22 I am writing in support of the proposed gravel extraction licence on 9104 Albany Highway.

I have read through the supporting documentation and find that they are putting adequate controls to mitigate any community and environmental concerns. The reason for the support of this project is that:

- Agricultural properties are not as profitable as they once were given the recent government changes to legislation. Diversify their business into other income streams should in fact be supported.
- Further clearing will occur to remove vegetation. The land has already been cleared for agricultural purposes.
- Increased local employment opportunities for local residents.
- A local business spending within the local community at other local businesses.
- Lowest usage for the upgrade of roads in the local area improving road safety.
- Main Roads has been continuously searching for appropriate gravel stocks for road construction/upgrades. Only a certain type, size, quality is able to be used for road construction. These pits meet the criteria.

23 We live South a couple kilometres of this area and believe this application if approved? Will affect local country residents detrimentally, including devaluation of nearby property values, increased noise and dust, of which the area is bounded by the Hotham River, thus would affect river flora and fauna. Increased dust and sediment in the river would flow towards our townsite.

Our Shire has enough of its flora and fauna destroyed by gravel extraction and if we approve another application that digs our country down, we should first see an existing one completely shut down and with full rehabilitation completed first. Not allow more of our Shire to be dug up with little to no consideration to residents and flora and fauna as well as our fragile river and waterways system.

There we strongly object to the application being approved and would be disappointed to find out our elected Council and Shire would support this application at this time.

24 We have a number of concerns relating to the Development Application - Extractive Industries Licence - Lot 4579 Albany Highway, Crossman. We live 125m from the access road, and our property follows the river and across for approximately 500m to the west.

Firstly, it's confusing in the application whether there will be crushing and screening at the site. On page 7 it states "No crushing and screening plant will be used", then on page 11, under Dust Management, it states "The proposed gravel extraction may emit dust to the atmosphere from the following activities..." and lists "crushing and screening" as an activity. I would like to know if there will be crushing and screening happening at the site or not. This would impact on noise and dust in our area.

We would appreciate more detail and possibly restrictions on the timing and number of trucks using the access road. We feel that 6-30am daily and from on Saturdays is very early and would be disruptive to our family. Furthermore, we are concerned on the level of dust the trucks would produce and how this would be managed for both the health of river system and adjoining vegetation as well as for us.

It also does not seem clear whether dust management has been considered at site level regarding vehicle movements or only regarding dust from the load.

25 Thank you for your consideration.

I am writing in support of a formal objection to the proposed lateritic gravel extraction project at Lot 4579 Albany Highway submitted by The Trustees for the Reynolds Family Trust (RFT). I, along with many other concerned residents, believe that this development would have serious and long-lasting negative effects on our local environment, community wellbeing, and agricultural productivity.

1. Irreversible Land and Soil Degradation

Lateritic gravel extraction involves stripping away topsoil and subsoil layers to access the laterite beneath. This process irreversibly removes the most fertile part of the soil profile. The topsoil is essential for agriculture and natural vegetation. Once the topsoil is lost, the land becomes infertile, compacted, and prone to erosion, making it extremely difficult or even impossible to return the area to productive use.

In regions such as ours, laterite quickly hardens into a cement-like crust that impedes water absorption, preventing water infiltration and plant root growth. Even with rehabilitation, it is unlikely the site would regain its former fertility or support crops effectively. What is currently productive farmland or natural vegetation risks being turned into barren, degraded wasteland.

2. Increased Erosion, Sedimentation, and Water Pollution

Excavation and vegetation removal will result in soil erosion and heavy rainfall, dramatically increasing surface runoff and erosion. The runoff from such disturbed ground typically carries fine sediment, laterite particles, and contaminants which is likely to run off into the Hotham River and contaminate the river.

Excavation and vegetation removal will reduce water quality, smother aquatic habitats, and clog filtration systems used by farmers downstream. The fine particles also make water unsafe for domestic use and livestock, while increasing the cost and difficulty of filtration for community water systems. Over time, this sediment can alter river channels and cause flooding during heavy rains. This will also have a major impact on the Redford ponds that are downstream.

3. Rural Air Pollution and Health Impacts

The extraction, loading, and transportation of lateritic gravel generate large quantities of dust, particularly during the dry season. Dust clouds can travel beyond the quarry boundaries, settling on homes, crops, and water sources. The application documents states that no blasting or crushing will take place however under the dust clause it states that crushing can be a cause for dust.

Residents will be exposed to airborne particulate matter, which can cause respiratory illnesses, eye irritation, and other health problems. This is of great concern to our health as we solely rely on rain water tanks and if our roof is contaminated it will therefore contaminate our entire water supply. I also have a respiratory issue called COPD. Flows where this dust could cause irritation and inflammation in my already prone lung. Dust deposition on crop leaves reduces photosynthesis and lowers yields, directly affecting farmer livelihoods. The breeding vegetation for the Cockatoos surrounding the quarry will also be affected by the lack of photosynthesis which could lead to permanent damage to the vegetation and cockatoos numbers. These effects are not temporary, they persist throughout the operational life of the quarry and beyond.

4. Noise, Traffic, and Safety Concerns

Lateritic gravel extraction typically involves the continuous use of excavators, loaders, and heavy trucks, all of which create constant noise and vibration. This disturbance will severely impact local residents' quality of life, sleep patterns, and mental well-being, particularly if our otherwise quiet area. The application states in 5.6 noise that "The proposed extraction activities will not produce much operational noise, as no crushing and screening is to occur", in the next point 5.7 Dust, it states "The proposed gravel extraction may emit dust to the atmosphere from the following activities:

- Removing topsoil.
- Excavation of gravel.
- Shovel tips.
- Crushing and screening.
- Loading of haulage trucks.

•Bumping on unsurfaced surfaces. Potential for dust uplift by trucks exists on unsurfaced portions of access roads, however the point of entry to Albany HWY is utilised for approximately 100m before reaching Albany HWY. This will limit the amount of dust generated at the entry point (Figure 2). The remaining haulage route is on pre-existing sealed roads and highways."

Crushing and screening is NOT to occur, as this will have extremely negative impacts on our lifestyle and the native animals in the area. We seek clarification on this contradiction within the application.

Continued Moreover, the expected increase in heavy truck movements along local roads will also cause rapid road deterioration and generate more dust along haul routes, extending the project's impact far beyond the extraction site itself.

What are we to do if we are unable to keep the dust down? We are not allowed to have main water to our property due to the impact it will have on the town of Wandering's ability to have water pressure. Filling water carts will have a greater impact, especially with the amount of water that will be required to stop dust from leaving the property in the middle of our summer heat. There is no safe run around point on the water source on Crossman road which means that the water tankers will need to drive up and down Crossman road in order to safely run around which this road is not approved for.

5. Loss of Agricultural and Community Livelihoods

The proposed area currently supports productive agriculture and grazing, which is the backbone of the local economy. Once the lateritic gravel is removed, this land will no longer sustain crops of pasture. Experiences from other areas has shown that companies often fail to restore mined lands to viable condition after operations cease. Without a clear and enforceable rehabilitation plan including topsoil replacement, grading, and replanting, the site will likely remain a scarred and unproductive area for decades.

6. Rural and Environmental Degradation

The visual landscape will be permanently altered. What is now a natural or agricultural landscape will be replaced by open pits, mounds of waste material, and dusty haul roads. Wildlife habitats will be destroyed, and the area's natural beauty - which gives the community its identity and environmental value - will be lost. Such changes are irreversible and diminish both the environmental quality and the cultural value of the area.

7. Significant Long-Term Benefits

While the project may provide short-term employment opportunities, these are temporary and limited in number. The long-term costs - loss of farmland, degraded water quality, damaged infrastructure, and health impacts - will outweigh any short-lived economic gain.

When the extraction ends, the community will be left with degraded land and little to show for the disturbance endured.

8. Request and Conclusion

For the reasons outlined above, I respectfully request that the Planning Authority/Environmental Agency reject this application for lateritic gravel extraction at Lot 4579 Albany Highway.

If the project is to be further considered, I strongly urge that the authority require:

- A comprehensive Environmental and Social Impact Assessment (ESIA).
- A detailed rehabilitation and closure plan backed by a financial guarantee.
- A public consultation process allowing affected residents to participate meaningfully in the decision.
- A strict plan to be employed to monitor and enforce dust management protocol.

The environmental damage and social disruption this project threatens are significant and long-lasting. Protecting our soils, water, and community wellbeing must take precedence over short-term extraction interests. Should this application be approved, we may need to relocate our family to an area where there isn't such a disturbance on our back door. This would mean the mobile mechanic services our family serves this local community. Thank you for your attention and for considering the views of those who live and depend on this land.

26 As you know from previous correspondence we do not normally object to what residents do with their land however, I am writing to formally object to the Extractive Industries Licence and whilst doing so have used the following correspondence on behalf of other ratepayers - with their permission.

Application submitted by The Trustees for The Reynolds Family Trust for Lot 4579, Albany Highway, Crossman WA 6390

After reviewing the Environmental Management Plan prepared by Lundborn Environmental Consultants, we have significant concerns regarding the environmental, amenity, and procedural aspects of the proposal.

Environmental and Biodiversity Risks

The site lies within confirmed breeding habitat for Baudin's, Carnaby's, and Forest Red-tailed Black Cockatoos. While the proponent claims no clearing will occur, the proximity to remnant vegetation and potential feeding trees warrants greater scrutiny. The absence of independent ecological verification and detailed risk classification as "uninterpretable" raises further concern. We do not support extractive activity in areas with known conservation value unless robust, transparent safeguards are in place.

Noise and Amenity Impacts

The application asserts that "no noise impact is anticipated" due to the absence of crushing and screening. However, no formal noise impact modelling has been completed to support this claim. Given the proximity of residences within 900 metres, and the proposed operating hours starting at 6:00am on weekdays and 6:00am on Saturdays, I believe this omission is unacceptable. Without modelling, the community cannot be assured that noise levels will remain within acceptable limits.

Dust Impacts and Water Sourcing

The application acknowledges that dust may be generated from topsoil removal, excavation, stockpiling, and truck movements. While mitigation measures such as water cart application are proposed, the source of water for dust suppression is not specified. Given the absence of licensed bore water or a 22km radius and the site's limited groundwater availability, it is unclear how water will be reliably and sustainably sourced. This raises concerns about the feasibility of dust control, especially during dry seasons or peak operational days. Without a confirmed and environmentally responsible water supply plan, the proposed mitigation measures lack credibility.

In addition, many local residents, including those on adjacent rural properties, rely on rainwater tanks for their household drinking water. Airborne dust from extractive operations poses a direct risk of contamination to these supplies, particularly during windy conditions. Fine particulate matter settling on rooftops and entering tanks can degrade water quality, posing health risks and increasing the burden on residents to maintain filtration systems. Without robust, enforceable dust monitoring and suppression protocols, this proposal presents an unacceptable risk to the health and amenity of the surrounding community.

Stormwater and Runoff Management

The extraction site lies within the Hotham River catchment, with the river located approximately 500 metres downstream from Pit 2. While the Environmental Management Plan outlines the use of contour bands and detention ponds, it lacks detail on how runoff will be monitored, managed during extreme weather events, or prevented from carrying sediment and pollutants into the Hotham River system. Given the ecological and agricultural importance of the river, we believe a hydrological impact assessment and independent review of the Water Management Plan should be required before approval is considered.

Traffic and Safety Concerns

The proposal anticipates up to eight truck movements per day, including RAV-rated pocket road trains. These vehicles will access Albany Highway and English Road, raising concerns about road safety, dust generation, and wear on local infrastructure. No traffic impact assessment has been provided. We do not support approval without a comprehensive traffic study and mitigation plan.

Continued **Zoning and Precedent**

The land is zoned "Rural" under LPS No. 3, with extractive industry listed as a discretionary use. Given the scale and potential 18-year lifespan of the operation, we believe this proposal exceeds what should reasonably be permitted under rural zoning. Approval may set a precedent that undermines the integrity of the planning scheme and rural land protections.

Rehabilitation and Accountability

While the proponent outlines a return to agricultural use post-extraction, the plan lacks binding timelines, independent oversight, and clear enforcement mechanisms. Rehabilitation must be more than a stated intention—it requires enforceable commitments and public transparency.

Procedural Compliance - Notification Requirements

Under Clause 3.1 of the Shire of Boddington Extractive Industries Local Law 2023, the applicant is required to forward written notice of the application to owners and occupiers of adjoining or impacted land. In this case, notification was issued by the Shire rather than the applicant. This appears to contradict the procedural requirement and undermines the transparency and accountability intended by the Local Law.

We request that Council confirm whether the applicant fulfilled this obligation, and if not, that the application be deemed procedurally non-compliant.

Conclusion

For the reasons outlined above, we do not support the Extractive Industries Licence Application for Lot 4579.

We urge the Shire of Boddington to reject the proposal or, at a minimum, require substantial revisions, independent assessments, and further public consultation proceeding.

Managed under the Acoustic Noise Management Plan with predictive modelling to ensure compliance with EP (Noise) Regulations 1997. The extraction area is visually screened by vegetation and topography, with rehabilitation ensuring minimal long-term visual change. Residual amenity effects are assessed as minor and temporary.

Pit 2 has been withdrawn from the proposal. Pit 1 is screened by existing landforms and vegetation. Dust management will use commercial water sources and meet DWER WQPN 15 requirements. Noise levels will be controlled in accordance with the Noise Management Plan. Topsoil will be spread and reseeded post extraction to restore agricultural use and support revegetation consistent with Shire conditions.

Mapping and plan updates requested are noted; the Shire will ensure plans satisfy clause 3.3 of the Extractive Industries Local Law 2023 prior to approval. Water for dust control will be obtained through commercial Water Corporation standpipes. Distances to residences and the Hotham River have been verified and comply with setbacks. Environmental management plans have been developed per DWER WQPN 15. The operation aligns with LPS No. 3 as a discretionary "Rural" land use with rehabilitation to farm pasture on completion.

Noted. The proposal provides local economic benefit while maintaining environmental compliance. No native vegetation clearing will occur, and activities are consistent with environmental and planning requirements. Extraction will support regional road infrastructure projects using locally sourced materials.

These points are noted. All operations will comply with DWER requirements for dust and sediment control. The Water Management Plan ensures no adverse impact on the Hotham River. Rehabilitation of the subject site is ensured through Council consent letters of approval. Progressive completion criteria will demonstrate successful rehabilitation before each stage closure.

No crushing or screening is proposed. Hours of operation will remain as stated and are consistent with standard practice for extractive industries. Dust control is addressed through a Dust Management Plan, using commercially sourced water and regular monitoring. Impacts to the river and adjoining vegetation are not expected to be significant.

Topsoil removal and replacement procedures follow accepted rehabilitation methods and will return the area to pasture use. Erosion and sediment controls are incorporated in the Water Management Plan per DWER WQPN 15. Noise impacts are addressed under the Noise MP. Given the short approval (5-year) operation with progressive rehabilitation, long-term agricultural productively will not be compromised. A rehabilitation bond may be required under Shire conditions to ensure closure works.

Water for dust suppression will be drawn only from licensed commercial standpipes to avoid impact on town reticulation or private bores. Traffic movements will follow approved haul routes monitored by Council conditions. Given the short duration and strict management plans, no measurable loss of community livelihood is anticipated.

Environmental and Biodiversity - No clearing required; feed trees retained. Noise - Acoustic modelling underway to demonstrate compliance with EP (Noise) Regulations 1997. Dust/Water - Commercial sources used per DWER WQPN 15. Stormwater - Detention ponds and diversion bunds included. Traffic - Addressed by Main Roads Rehabilitation - Audited annually by the Shire until criteria achieved. Procedural Compliance - Notifications managed in accordance with Local Law requirements.

27 I am writing to object to the proposed gravel extraction development at the above-mentioned location. The development will have a severe negative impact on the amenity and character of the surrounding quiet, rural locality of Crossman and is contrary to public interest for the following reasons:

Noise & Amenity
Continuous noise from heavy-duty machinery operations ripping, scraping and loading gravel combined with the irritating sound of reverse beeping will create an ongoing nuisance, destroying the quiet enjoyment and peaceful character of the area for years. Many residents will be severely affected by this due to the location of their properties and sound pathways.

Visual Impact
The development site is visually prominent from Crossman Road and surrounding homes. The industrial nature of the project is incompatible with the existing quiet, rural setting; the reason many homeowners chose the locality for their family homes. The proposed development will cause an ongoing nuisance and degrade the existing and future character of the area should it be approved. In a town where mining and its associated noise and visual impact is abundant, the quiet amenity of Crossman is worth preserving now and into the future.

The proposed extraction area is screened by existing topography and vegetation. A Noise Management Plan ensures activities comply with the Environmental Protection (Noise) Regulations 1997. Rehabilitation plans mandate progressive backfilling and to spoil replacement to minimise visual impact. The operation is short term and considered compatible with rural zoning provisions.

28 I wish to object to the above-referenced planning application. I have significant concerns that the proposed gravel extraction and associated development will negatively impact the amenity of the Locality and is not in the public interest. My objections, based on material planning considerations, are outlined below.

1. Severe and Prolonged Noise Nuisance
The proposed development introduces industrial level noise that is incompatible with the existing quiet, rural setting. The noise generated by heavy-duty earthmoving equipment and trucks will be continuous during daylight hours for years, with no definite completion date. Specific noise emissions will include reverse beeping, ripping, scraping, loading, metal contact, heavy machine idling, accelerating, decelerating. These sounds are easily audible from my family home due to the proximity of the development site. This change in noise profile from intermittent farm machinery to constant industrial operation will detract significantly from the quiet enjoyment and overall peace of the surrounding area, posing an ongoing nuisance.

2. Detrimental Visual and Character Impact
The development is not compatible with its surroundings and detracts from the visual character of the locality. The introduction of an industrial operation in a picturesque, rural landscape fundamentally alters the established character of the area. Landowners in this area established their homes with an expectation that the character and amenity of the locality would be maintained and protected by the Council. As defined in the Planning and Development (Local Planning Schemes) Regulations 2015, amenity includes "all those factors which combine to form the character of an area and include the present and likely future amenity". The likelihood of this proposed activity causing a nuisance is substantial and is a valid test of its detrimental effect on the amenity of the locality.

I urge the Council to consider the daily lives of affected residents and deny this application to preserve the established character and amenity of the Crossman area. Thank you for considering the concerns raised in my objection. I request that I be kept informed of the decision-making process.

These issues are addressed under the acoustic Noise Management Plan and Environmental Management Plan. All noise sources have been modelled and mitigation measures specified to meet regulatory limits. Visual effects are temporary and will be ameliorated through progressive rehabilitation and seeding. The Director will condition annual auditing to verify compliance and protection of local amenity.

9104 Albany Highway - Extractive Industries

Name

Comment

RESPONSE

Dust. of Metals, Petroleum and Exploration

The Department of Mines, Petroleum and Exploration (DMPPE) has assessed this proposal with respect to mineral and petroleum resources, geothermal energy, and basic raw materials and makes the following comments. There is a 25% encroachment on granted M 2556A held by SouthCo2 Aluminium (Brisbane) Pty Ltd. The lessee holder was not contacted as the encroachment is minor and the change to the land use would not significantly impact vegetation. While green is to be extracted, the area is small and insignificant relative to the size of the State Agreement area, the material would be extracted from the near surface and would not be of bauxite grade. In addition, the area is fringed by the Crown land. DMPPE lodges no objections to the above development application.

Noted

Dust. of Primary Industries and Regional Development

DPRD does not object to the proposal and offers the following comments:
 • Extractive industries, including gravel removal, are a major source of weed infestations.
 • DPRD inspection records for the property indicate that Cotton bush (Gomphocarpus hirsutus) has been located on the property in the past in 2011, 2014 and 2015. Cotton bush is a declared pest in the State of Queensland with an assigned control category of C1 - Management. Further information is provided at Attachment 2.
 • In WA, contractors and companies engaged in the extraction and transportation of basic raw materials are legally required, under the Biosecurity and Agriculture Management Act 2007 (BAMA), to prevent the introduction and spread of declared pests, including invasive weeds.
 • To prevent the movement of weed seeds, contractors must:
 o Identify and manage declared weeds encountered during site works.
 o Prevent the spread of declared weed seeds and plant material between project areas and surrounding land.
 o Comply with site-specific weed management plans.
 o Report sightings of declared weeds to the site manager, Landowner and DPRD
 o Maintain records of weed hygiene procedures, inspections, and cleanouts.
 • A list of Weed Hygiene Protocols is shown at Attachment 2b.
 DPRD recommends that:
 The Applicant's Weed Management Plan (Appendix 2) is updated to include Weed Hygiene Protocols, including the designation of washdown areas.
 Additionally:
 • The State of Queensland Extractive Industries Local Law 2022 requires applications to include a plan of the excavation site that includes the features listed at clause 3.3.
 • The submitted site area plans should be updated to include:
 o the location of internal access roads, and areas to be used for stockpiling and soil storage.
 o designated washdown areas.
 • The vegetation buffer to the adjacent lot to the north should be wholly contained on the Applicant's lot, and not located on the adjacent lot.

A weed contractor will be employed on a regular basis to conform to Weed Management requirements.

Dust. of Primary Industries and Regional Development Continued

1A. INFORMATION REGARDING DECLARED PESTS
 Cotton bush (Gomphocarpus hirsutus) was listed as a declared pest (C2) in the State of Queensland in 2014. (Government Gazette 08/04/2014). Under the Biosecurity and Agriculture Management Regulations 2013, Control category (C2) - Management - requires land owners and managers to:
 (i) estimate the harmful impact of the declared pest in the area, or
 (ii) reduce the number or distribution of the declared pest in the area, or
 (iii) prevent or contain the spread of the declared pest in the area. (BAMA Reg Part 1, s.7(3)(c))
1B. WEED HYGIENE PROTOCOLS
1. Vehicles and Machinery Hygiene
 • Contact through clean-downs before entering and exiting project sites.
 • Focus on high-risk areas such as undercarriages, tires, rollers, and attachments.
 • Use designated washdown areas and ensure waste water is contained and disposed of appropriately.
2. Tool and Equipment Hygiene
 • Clean tools, boots, and clothing to remove soil and plant debris.
 • Carry hygiene kits and dispose of waste responsibly.
3. Material Stacking
 • Store all seed, mulch, gravel, and soil brought onto site in sealed bins.
4. Training and Education
 • All staff must undergo weed hygiene induction and be familiar with site-specific weed management protocols.
5. Monitoring and Reporting
 • Participate in regular inspections and audits.
 • Report any detection or sightings of declared weeds immediately.

As above

PHCC

Thank you for the opportunity to comment on the above mentioned licence application.
 PHCC notes the proponent has submitted an environmental management plan as part of their licence application. PHCC considers that the environmental management plan should address direct impact to flora and fauna and to waterways. It is noted that whilst the application will not have direct impacts to flora, fauna and waterways through clearing, secondary impacts need to be appropriately managed. This could include excessive noise and vibration during construction and operation, managing any potential spread for deadstock and weeds, management of dust, contamination and potential runoff into waterways.
 The proponent has addressed the environment impacts through their proposed management plan, however it is recommended if this application is approved that the State of Queensland imposes conditions that are focused on the outcomes, to ensure the actions are enforceable, and to regularly audit management actions for their effectiveness and ensure impacts are managed accordingly.

Noted

Thank you for providing the development application received with correspondence on 25 September 2025 for the Department of Water and Environmental Regulation (Department) to consider.
 The Department has identified that the development application has the potential for impact on environment and/or water resource values and/or management. In principle the Department does not object to the proposal however key issues, recommendations and advice are provided below and these matters should be addressed:
 Issue
 Industry Regulation
 Advice
 The Department regulates emissions and discharges from the construction and operation of prescribed premises through a works approval and licensing process, under Part V, Division 3 of the Environmental Protection Act 1986 (EP Act). The development application has been reviewed in relation to these requirements and based on the information provided the proposal does not trigger any sections of the EP Act, which relates to the requirement for a licence or works approval. Extractive industry activities such as land, gravel or limestone extraction only require works approvals from the Department if they involve processes like crushing or screening that exceed 50,000 tonnes per year, as outlined in Schedule 1 of the Environmental Protection Regulations 1987 (EPR).
 Native Vegetation Regulation
 Advice
 Under section 51C of the Environmental Protection Act 1986 (EP Act), clearing of native vegetation is an offence unless:
 • It is undertaken under the authority of a clearing permit.
 • It is done after the person has received notice under Section 52(2A) that a clearing permit is not required.
 The clearing is subject to an exemption
 Exemptions for clearing that are a requirement of written law, or authorised under certain statutory provisions, are contained in Schedule 4 of the EP Act. Exemptions for low impact routine land management practices outside of environmentally sensitive areas (ESAs) are contained in the Environmental Protection (Clearing of Native Vegetation) Regulation 2004 (the Clearing Regulation). Based on the information provided, the proposed clearing is not exempt, and a clearing permit is required. The Department has not received a clearing permit application for this proposal. Application forms are available from <https://www.epa.qld.gov.au/services/assessment/environmental-information-services/clearing-permits>. Additional information on how to apply for a clearing permit is available from <https://www.epa.qld.gov.au/services/assessment/environmental-information-services/clearing-permits>. Information regarding clearing permit fees can be found here: <https://www.epa.qld.gov.au/services/assessment/environmental-information-services/clearing-permits>. If further clarification is required, please contact the Department's Native Vegetation Regulation section by email nvr@epa.qld.gov.au or by telephone (0755 7000). In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed. Should you require any further information on the comments, please contact the undersigned at the Mandurah office on 9550 4225.

I have read the letter from DWER and my comments are as follows:

- 1. Industry Regulation: There is no clearing and screening proposed.
- 2. Native Vegetation Regulation: There will be no clearing of native vegetation in the development of Pt 1, Pt 2 has been withdrawn.

9104 Albany Highway - Extractive Industries

Name

Comment

Response

Shire of Boddington Infrastructure Services

I went through the documents, nothing to comment - pretty straight forward.

Noted

Shire of Boddington - Environmental Health Officer

Please see below Health comments:
Noise:
1) Applicant to provide a Noise Management Plan. It is suggested that an acoustic report is supplied to demonstrate compliance with the Environmental Protection (Noise) Regulations 1997.

Noise MP has been prepared.
Dust:

Dust:
1) Applicant to supply more detail regarding dust management.
a) How will dust be managed during windy/extreme weather conditions
b) Provide a complaints procedure and register

2) When conditions are windy and dust is airborne, all work will cease until the dust generating areas are wetted down.
3) The complaint system will be as follows: when someone is being affected by dust, they should consult the sign placed at the gate which provides a mobile number for the complainant to call or text when necessary. The receiver will fill in a complaints register which should be kept for the annual compliance report.

Wastewater:
1) Provide more information regarding the impacts to Hobham River. (E.g. will there be any monitoring of the Rivers water quality?)

"Wastewater":
1) The operator is required to conform to WQPN 15 (DWER). If storm events of greater intensity occur and detention ponds are breached the water still has more than a kilometre to flow before it reaches the Hobham River. It is not planned to conduct sediment sampling in the Hobham unless the operator has failed to employ the correct strategies to bypass the pit and to construct appropriately sized detention ponds.

Other:
1) Will there be any structures (e.g. staff buildings/offices/toilets) on the property?
2) Recommend consultation with nearby properties. Note Lot 1099 Crossman Road is a registered home food business.

Other:
1) A small transportable unit will be used as a cribroom and will be equipped with a toilet.
2) Recommendation noted.

Chief Bushfire Control Officer

From a bushfire risk management perspective, I can find nothing in the application as presented that would cause concern.

Noted

Shire of Wandering

The Wandering Shire Council had a query in relation to the crushing plant being used and dust management.
Section 4.2 mentions - No crushing and screening plant will be used, however, section 5.7.1 mentions the emission of dust from the activity of crushing and screening.

The reference to crushing and screening in 5.7.1 is a typo. There will be no crushing and screening.



REYNOLDS FAMILY TRUST

EXTRACTIVE INDUSTRY
LOT 4579, 9104 ALBANY HIGHWAY, CROSSMAN

ACOUSTIC ASSESSMENT

JANUARY 2026

OUR REFERENCE: 35953-2-26044



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LOT 4579, 9104 ALBANY HIGHWAY, CROSSMAN

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FOR
REYNOLDS FAMILY TRUST

DOCUMENT INFORMATION

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This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

EXECUTIVE SUMMARY

Herring Storer Acoustics have been commissioned by The Reynolds Family Trust to undertake an acoustic assessment of noise emissions from the proposed gravel extraction operations located at Lot 4579 Albany Highway, Crossman.

This assessment pertains to gravel extraction operations, encompassing 18-hectares, with operating hours from 07:00–17:00 Monday to Friday.

The operations are conducted with a dozer and loader in the pit area, and semi-trailers to transport material off site. There is no crushing or screening required for this process.

The assessment evaluates compliance with the *Environmental Protection (Noise) Regulations 1997*, considering the nearest sensitive 1250m to the north from the closest point of operations and further residential premises located 1350m to the south of the operations.

Assessment Results

- Predicted noise levels at the nearest existing residences comply with regulatory requirements, with maximum assessable noise levels recorded at 41 dB(A), well below the L_{A10} 45 dB(A) daytime limit. The assessable noise level at 41 dB(A) includes an adjustment of +5 dB to allow for annoying characteristics (tonality).
- Noise from operations, including the dozer, is sufficiently mitigated by the distances from sensitive premises.
- Truck noise associated with passby events on the access road on the premise is between 25-27 dB(A). Due to the time the truck noise is present, this can be compared to the L_{A01} criteria of 55 dB(A). However, to provide a conservative assessment, truck noise has been included as a cumulative for all operations and assessed under the more stringent criteria of the L_{A10} .
- Once the truck is on the gazetted road (English Road) which is not assessable under the *Environmental Protection (Noise) Regulations 1997* and provided for reference purposes only, the highest passby event noise level is 39 dB(A). It is noted that road noise is assessable under State Planning Policy 5.4 which has a daytime criteria of 55 dB(A).

The assessment concludes that the gravel extraction operations will comply with the *Environmental Protection (Noise) Regulations 1997* during the nominated operating hours. Noise levels will be effectively managed to minimise impact on surrounding sensitive receptors.

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3.	CALCULATED NOISE LEVELS	3
4.	RESULTS	5
5.	ASSESSMENT	6
6.	DISCUSSION	6

APPENDICES

A	Site Layout
B	Noise Contours

1. INTRODUCTION

Herring Storer Acoustics have been commissioned by The Reynolds Family Trust to undertake an acoustic assessment of noise emissions from the proposed gravel extraction operations located at Lot 4579 Albany Highway, Crossman.

This assessment is for the operations, comprising of one pit approximately 18 ha. The proposed extraction operations will operate from 07:00 – 17:00 Monday to Friday. No operations would occur on Sundays or Public Holidays.

The extraction operations will use a D10 Dozer to excavate and then stockpile the material. The material will then be loaded on to waiting trucks for transport via a front-end loader. It is noted that crushing and screening is not required for the material. The depth of the material is around 1m.

The nearest existing highly noise sensitive premises is 1250m to the north from the closest point of operations. Further residential premises are located 1350m south of the operations.

Figure 1.1 details the proposed operations.

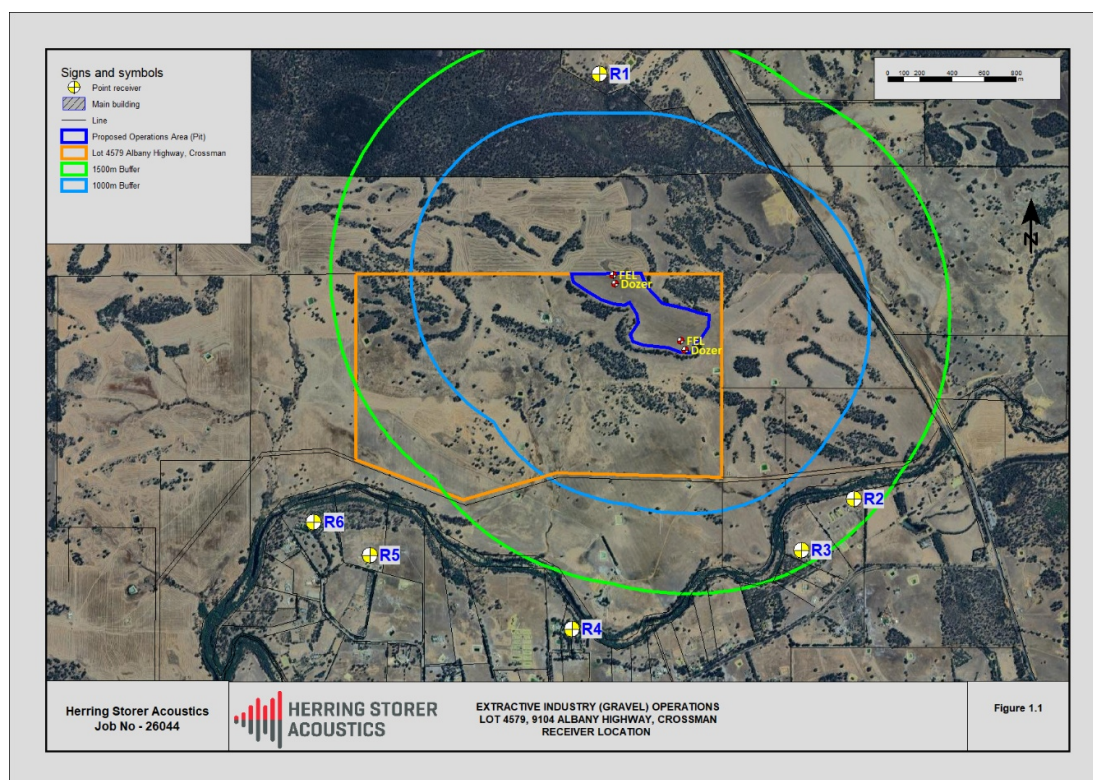


FIGURE 1.1 – EXTRACTION OPERATIONS

This assessment is provided to support the regulatory approvals processes for the Development Application to the Shire of Boddington and show that compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997* can be achieved.

As part of the study, the following was carried out:

- Identification of individual operations and the associated noise levels.
- Assess the predicted noise levels at the nearest surrounding highly noise sensitive premises for compliance with the appropriate criteria.
- If exceedances are predicted, comment on possible noise amelioration options for compliance with the appropriate criteria.

For information, a locality plan is shown in Appendix A.

2. CRITERIA

The allowable noise level for noise sensitive premises in the vicinity of the proposed site is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 and 8 stipulate maximum allowable external noise levels or assigned noise levels that can be received at a premise from another premises. For residential premises, this noise level is determined by the calculation of an influencing factor, which is then added to the base levels shown below. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. The base noise levels for residential premises are listed in Table 2.1.

TABLE 2.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A 10}	L _{A 1}	L _{A max}
Noise sensitive premises	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day Period)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF

Note: L_{A10} is the noise level exceeded for 10% of the time.
 L_{A1} is the noise level exceeded for 1% of the time.
 L_{Amax} is the maximum noise level.
 IF is the influencing factor.

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

“impulsiveness” means a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax Slow} is more than 15 dB when determined for a single representative event;

“modulation” means a variation in the emission of noise that –

- (a) is more than 3dB L_{A Fast} or is more than 3 dB L_{A Fast} in any one-third octave band;
- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible;

“tonality” means the presence in the noise emission of tonal characteristics where the difference between –

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as L_{Aeq,T} levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as L_{A Slow} levels.

The nearest potential noise sensitive premises to the proposed development have been identified using the area map in Figure 1.1.

The nearest existing highly noise sensitive premises is 1250m to the north from the closet point of operations. Further residential premises are located around 1350m from the operations.

The usage of the surrounding land use is generally farming. Therefore, the assigned noise levels for operational times are as noted in Table 2.2.

TABLE 2.2 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	IF dB	Regulatory Time of Day	Assigned Level (dB)		
			L _{A 10}	L _{A 1}	L _{A max}
Receiver R1 to R6	0	0700 - 1900 hours Monday to Saturday (Day)	45	55	65

3. CALCULATED NOISE LEVELS

Noise immissions¹ at the nearest neighbouring residential premises, due to noise associated with the proposed operations, were modelled with the computer programme SoundPlan. Sound power levels used for the calculations are based on measured sound pressure levels of similar equipment proposed for use on site.

The modelling of noise levels has been based on noise sources and sound power levels shown in Table 3.1.

TABLE 3.1 – SOUND POWER LEVEL - NOISE SOURCES dB(A)

Source Name	Quantity	SWL dB(A)
Loader (Cat 980H or similar)	1	105
Dozer (D10 or similar)	1	113
Semi-trailer Truck	Any point	98

Note: The above equipment models have been used to provide an indication of the size. Other models may be used although these have been assumed to have a similar sound power level.

Therefore, the following scenarios have been considered:

Scenario 1 – Dozer Operations (Surface) loading by FEL, and transport off site by semi-trailer on the access road.

Figure 3.1 details the noise source location.

¹ Immissions – noise received at a source

² Emissions – noise emanating from a source and / or location

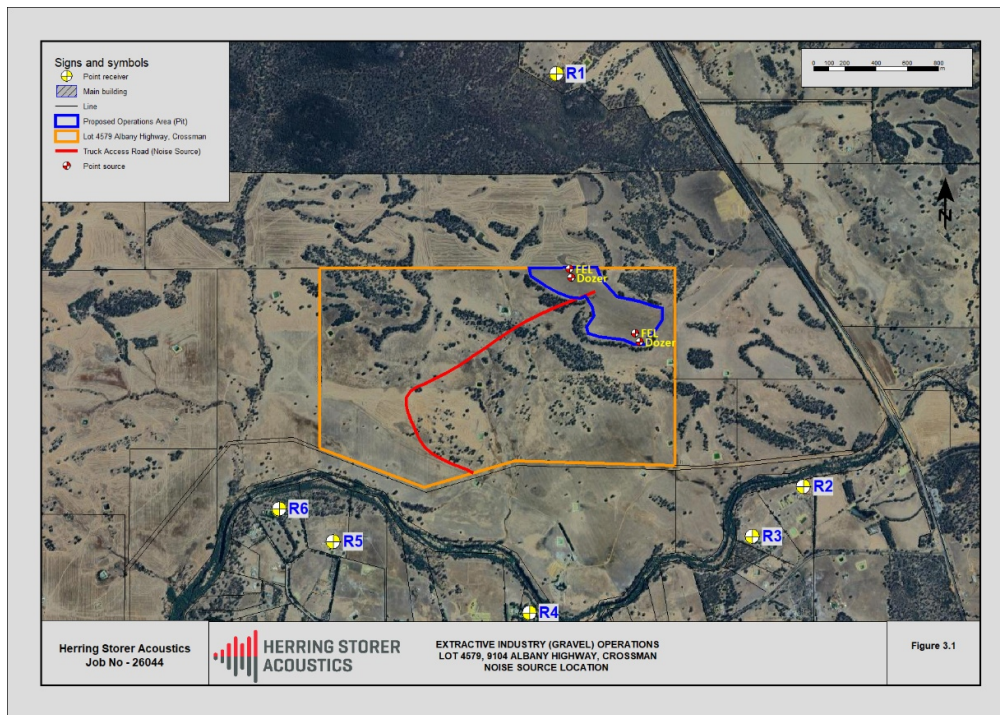


FIGURE 3.1 – OPERATIONS AND TRANSPORTING SOURCE LOCATION

For the initial modelling scenario, the noise sources have been placed at the existing ground level.

Additional to the above, although not assessable under the regulations, truck noise on the gazetted road (English Road) has been modelled for information purposes.

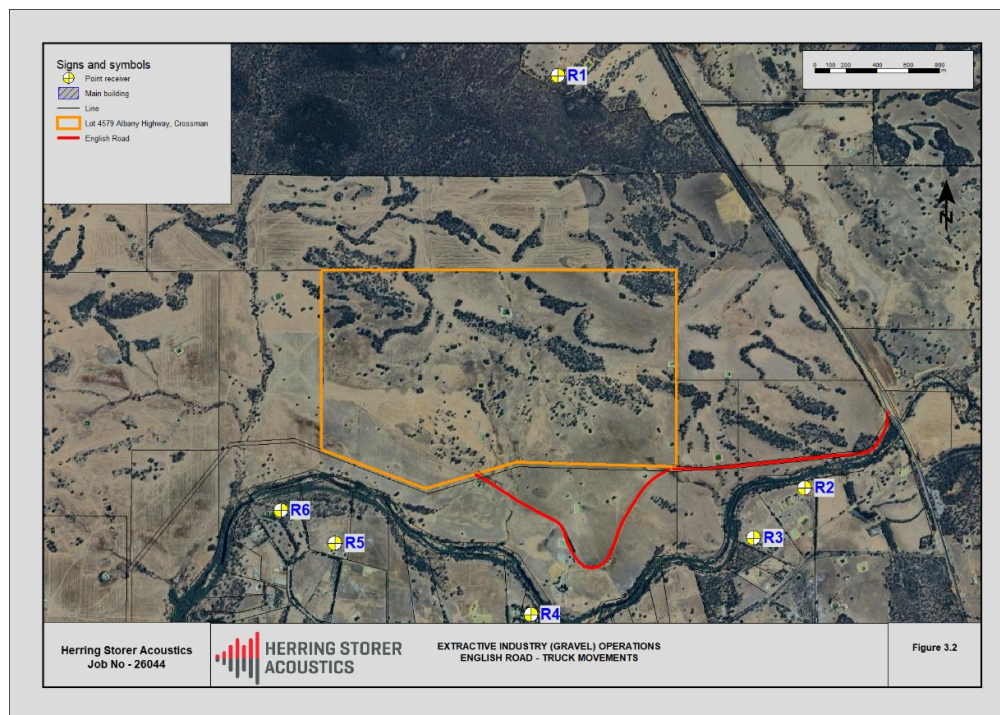


FIGURE 3.2 – ENGLISH ROAD

The following input data was used in the calculations:

- a) Provided area plots.
- b) Sound Power Levels listed in Table 4.1.
- c) Ground contours and receiver point provided by client (Appendix A).

Weather conditions for modelling were as stipulated in the Environmental Protection Authority's "Draft Guidelines on Environmental Noise for Prescribed Premises" and for the day period are as listed in Table 4.2.

TABLE 4.2 – WEATHER CONDITIONS

Condition	Day
Temperature	20°C
Relative humidity	50%
Pasquill Stability Class	E
Wind speed	4 m/s*

* From sources, towards receivers.

4. RESULTS

Calculated noise levels associated with the noise emissions from the proposed operations for the assumed scenarios, are summarised below in Table 4.1. Appendix B contains the overall noise contour plots for the scenario considered. It is noted that the operations in the pit and the truck noise have been separated for information, with the cumulative noise level used for the assessment.

It is noted that we have considered the "Truck on Access Road" noise source as being present sufficiently to be considered under the L_{A10} parameter. Typically, for operations such as this, the infrequency of truck movements would normally result in the L_{A1} parameter being more pertinent. Due to the large distances between the sources and nearest noise sensitive premises, in this instance, it does not make a difference in the assessment conclusions – therefore, the cumulative noise level in Table 4.1 below is considered highly conservative for assessment purposes.

TABLE 4.1 – CALCULATED NOISE LEVEL

Receiver	Calculated Noise Level (L_{A10} dB(A))		
	Pit Operations	Truck on Access Road	Total (Cumulative)
R1	19	1	19
R2	36	18	36
R3	36	18	36
R4	33	25	34
R5	31	27	32
R6	29	25	30

For information purposes the results of truck movements on English Road have been included. The resultant noise level is shown in Table 4.2 below and if assessed under the regulatory criteria would be comparable to the L_{A01} parameter.

TABLE 4.2 – GAZETTED ROAD NOISE

Receiver	Calculated Noise Level (L _{A01} dB(A))
	Truck Movements
R1	-6
R2	39
R3	32
R4	32
R5	25
R6	22

5. ASSESSMENT

For the daytime operations, based on calculated noise levels at the nearest existing premises, noise levels could be considered as containing tonal characteristics. therefore, a +5 dB(A) penalty has been included to allow for a tonal component for the residence.

Based on the assessable noise levels above, comparison against the relevant assigned noise level is contained in Table 5.1.

TABLE 5.1 – ASSESSMENT OF NOISE LEVELS

Receiver	Premises Receiving Noise Assessable Noise Level dB(A)	Time of Day	Assigned Level (dB)	Compliance
	Scenario 1 Extraction Operations			
R1	16 [21]	0700 - 1900 hours Monday to Saturday (Day)	45	Complies
R2	36 [41]			Complies
R3	36 [41]			Complies
R4	34 [39]			Complies
R5	32 [37]			Complies
R6	30 [35]			Complies

[] includes +5 dB adjustment for tonality.

6. DISCUSSION

The Extractive Industry would only operate during the day period (being Monday to Friday 07:00 to 17:00 hours. Therefore, at the neighbouring residences, the applicable acoustic criterion for this assessment is the assigned L_{A10} day period noise level of 45 dB(A).

Noise received at the nearest existing residential premises has been determined, to be 41 dB(A) for the gravel extraction operations for the highest noise level being the Dozer operations for surface clearing.

The above assessable noise levels may be considered to contain tonal characteristics and therefore, a +5 dB(A) includes an adjustment for tonality would apply.

For operations of the mobile plant, including the dozer, there is sufficient distance from receivers, such that noise control is not required.

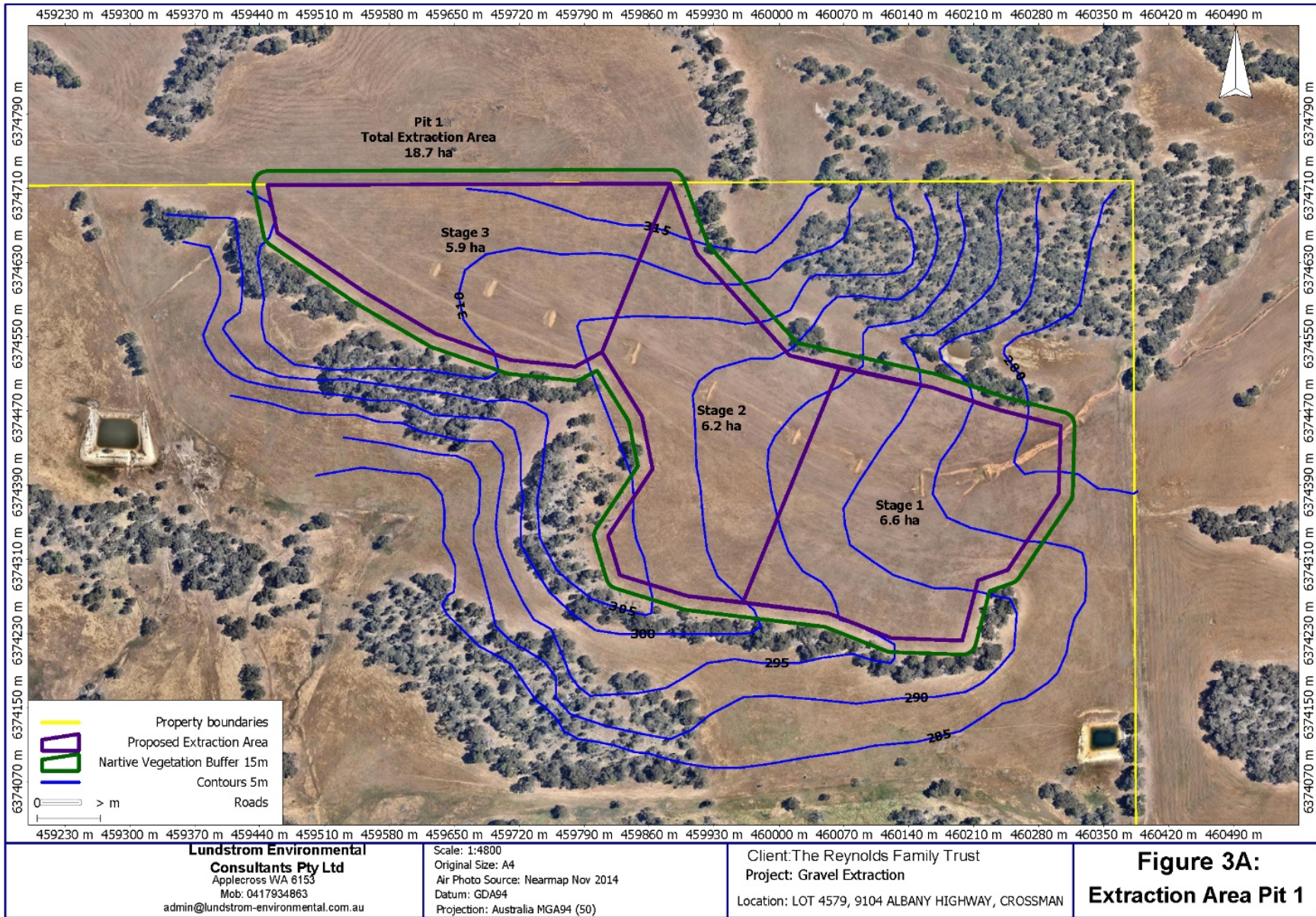
Truck noise associated with passby events on the access road on the premise is between 25-27 dB(A). Due to the time the truck noise is present, this can be compared to the L_{A01} criteria of 55 dB(A). However, to provide a conservative assessment, truck noise has been included as a cumulative for all operations and assess under the more stringent criteria of the L_{A10} .

Once the truck is on the gazetted road (English Road) which is not assessable under the *Environmental Protection (Noise) Regulations 1997* and provided for reference purposes only, the highest passby event noise level is 39 dB(A). It is noted that road noise is assessable under State Planning Policy 5.4 which has a daytime criteria of 55 dB(A).

Given these operating parameters, noise levels received at the nearest existing premises has been calculated to comply with the *Environmental Protection (Noise) Regulations 1997* for the operating times as outlined in this assessment, even with the inclusion of a +5 dB(A) penalty for tonality.

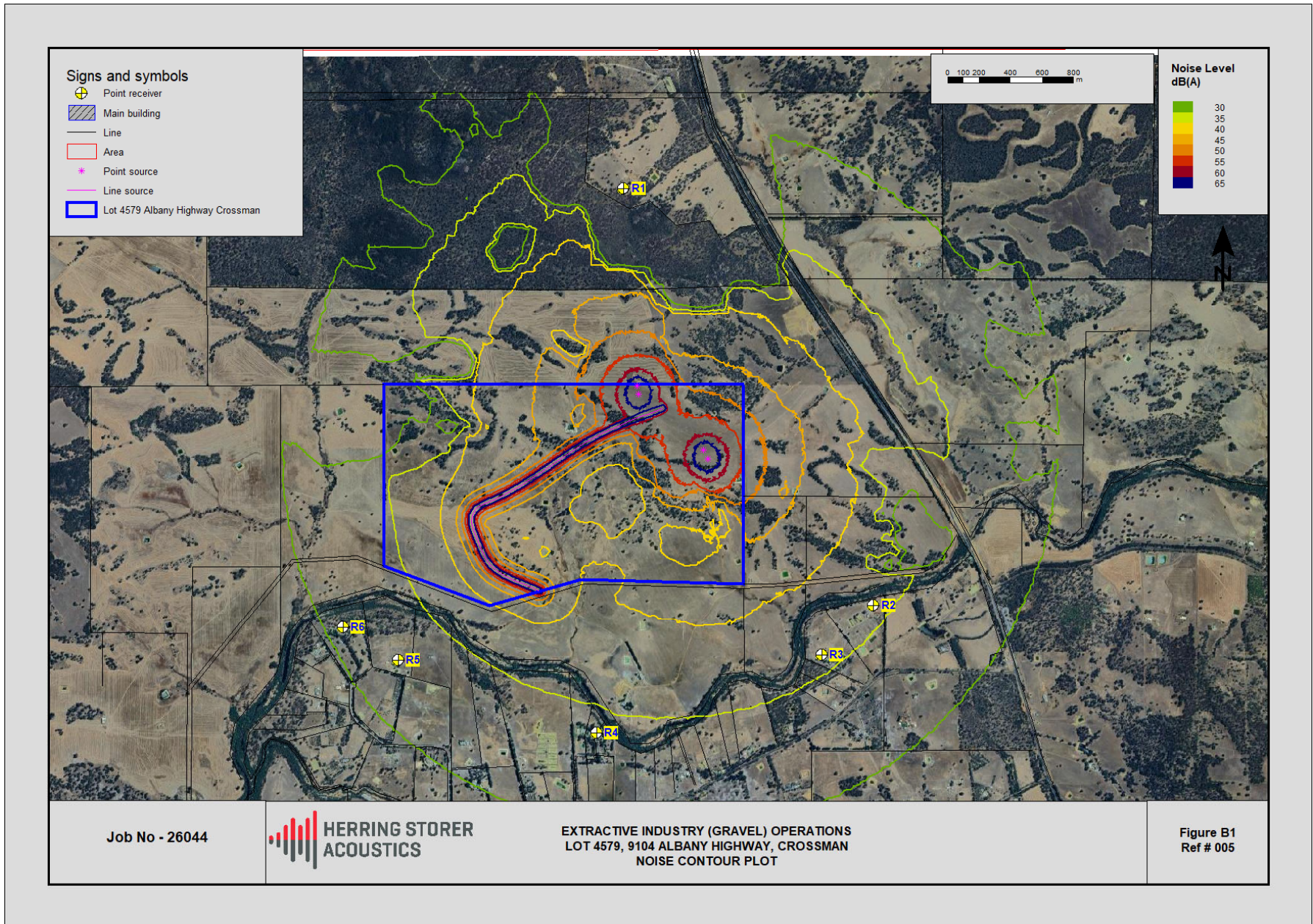
APPENDIX A

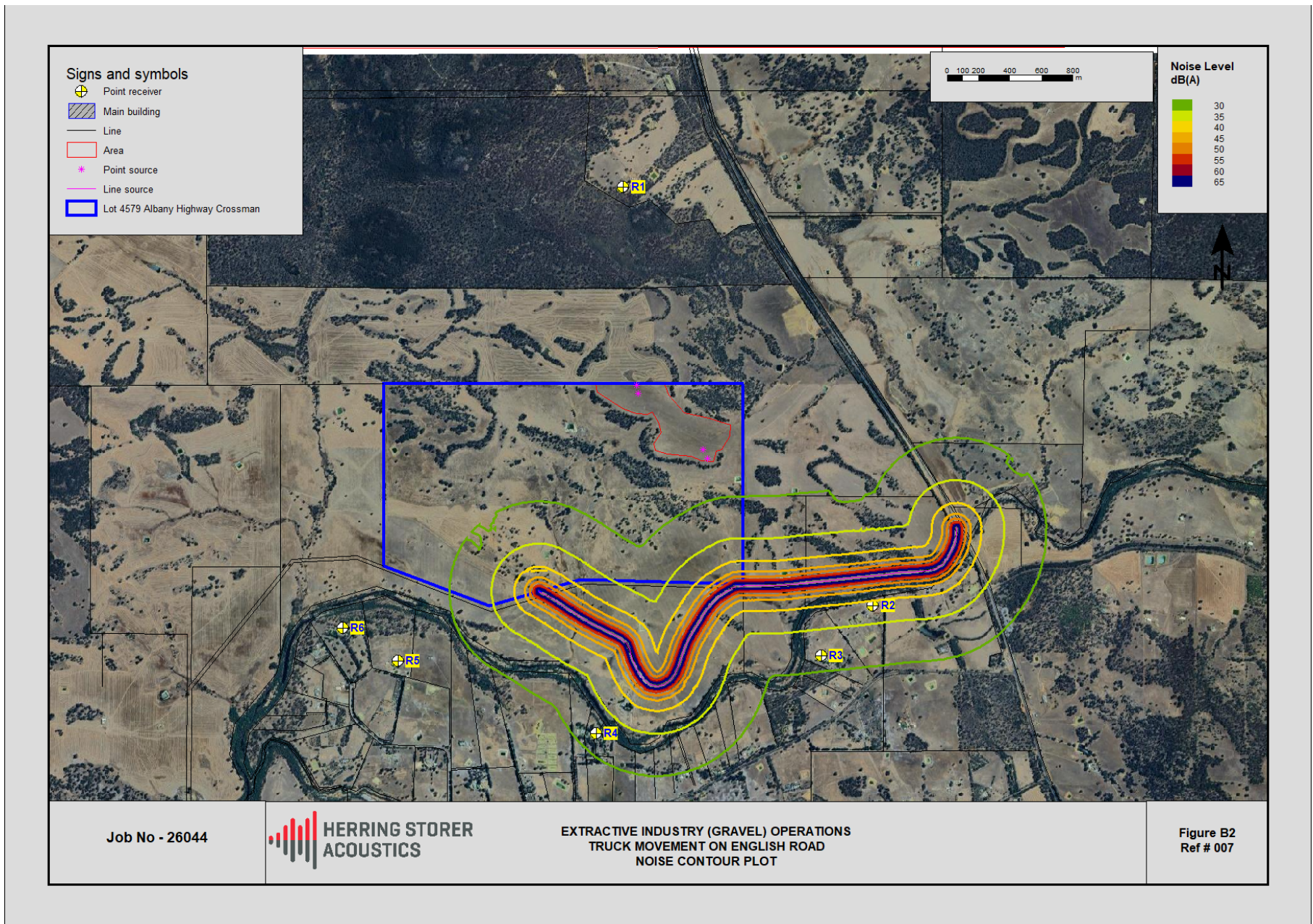
SITE LAYOUT



APPENDIX B

Noise Contours







67. Consideration of application by local government

- (1) Development approval cannot be granted on an application for approval of —
 - (a) development that is a class X use in relation to the zone in which the development is located, unless —
 - (i) the development relates to land that is being used for a non-conforming use; and
 - (ii) the local government considers that the proposed use of the land would be less detrimental than the non-conforming use;
 - or
 - (b) development that otherwise does not comply with a requirement of this Scheme, unless —
 - (i) this Scheme gives the local government discretion to waive or vary the requirement or to grant development approval despite non-compliance with the requirement; or
 - (ii) the development is permitted under a provision of this Scheme in relation to non-conforming uses.
- (2) In considering an application for development approval (other than an application on which approval cannot be granted under subclause (1)), 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;
 - (fa) any local planning strategy for this Scheme endorsed by the Commission;
 - (g) any local planning policy for the Scheme area;
 - (h) any structure 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 —
 - (i) the compatibility of the development with the desired future character of its setting; and

- (ii) 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, landslip, 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;
 - (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.
- (3) Subclause (1) has effect despite the zoning table for this Scheme.

[Clause 67 amended: SL 2020/252 r. 74.]

9.1.4 Boddington Playgroup - Electricity Subsidy Request

File Reference: 3.0016
 Applicant: Nil
 Previous Item: Ordinary Council Meeting | 58/23
 Author: Coordinator Community and Economic Development
 Disclosure of Interest: Nil
 Voting Requirements: Simple Majority
 Attachments: 9.1.4A Boddington Playgroup Letter

Summary

Council is requested to consider the request from Boddington Playgroup to subsidise their electricity costs.

Background

The Boddington Playgroup has leased 13 Hakea Road from South32 Worsley Alumina since 2010. In 2017 there was a 3-year agreement whereby the Shire agreed to pay expenses incurred by the Playgroup on the following basis:

- 2017-18 FY – electricity costs
- 2018-19 FY – electricity and water costs
- 2019-20 FY – electricity, water and gardening costs

When the initial agreement period concluded, the Shire continued to pay the cost of electricity for Boddington Playgroup during 2020-21, 2021-22 and 2022-23 without a formal agreement.

In early 2023 the Shire made contact with Boddington Playgroup to review their capacity to be responsible for electricity charges. The Boddington Playgroup requested the Shire to continue subsidising electricity usage, and subsequently Council approved a subsidy of 75% of the electricity costs to a ceiling of \$400 per billing period, for a period of three years. This three-year agreement is expiring in June 2026.

Recently, the Shire has been in contact with the Boddington Playgroup about their capacity to be responsible for the electricity charges, and the Boddington Playgroup has requested the Shire to continue to subsidise their electricity costs.

Below is a summary of the Boddington Playgroup’s historical electricity usage during the life of the 2023-26 agreement:

Date	Total Bill Amount	Shire contribution	Playgroup contribution
24 March 2026	\$211.32	\$158.49	\$52.83
22 December 2025	\$179.12	\$134.34	\$44.78
10 October 2025	\$173.24	\$129.93	\$43.31
15 July 2025	\$176.96	\$132.72	\$44.24
21 May 2025	\$191.68	\$143.76	\$47.92
19 March 2025	\$223.60	\$167.70	\$55.90
29 January 2025	\$206.92	\$155.19	\$51.73
8 November 2024	\$192.16	\$144.12	\$48.04
11 September 2024	\$238.68	\$179.01	\$59.67
6 June 2024	\$186.40	\$139.89	\$46.60
26 March 2024	\$236.12	\$177.09	\$59.03

17 January 2024	\$200.64	\$150.48	\$50.16
21 December 2023 (encompasses two billing periods)	\$441.36	\$331.02	\$110.34

On average the electricity costs \$204.16 per billing period, comprising the Shire paying \$145.98 per billing period, and Boddington Playgroup paying a subsidised amount of \$51.04 per billing period.

The Boddington Playgroup aspires to provide a fun, and safe environment for 0-5 year old children, as well as for parents to connect and learn how to support the wellbeing of their children. Sessions are run on Tuesday and Thursday from 9.30am – 12pm throughout the year.

Currently there are seven financial members. Members pay \$60 on annual basis, which comprises affiliation with Playgroup WA for \$35, and the remaining \$25 contributes to operational expenditure for the Boddington Playgroup, including session materials and resources. This totals an annual income of \$175 income.

Comment

It is recognised that participation in the Boddington Playgroup contributes to an individual's mental and physical wellbeing, as well as the development of strong networks and support structures within the community.

The Boddington Playgroup is a member organisation of the Boddington Early Years Network. Alongside the Shire, Boddington Family Support Group, Boddington District High School and Boddington Hospital, the Boddington Playgroup is an active contributor and openly collaborates to share resources, as well as deliver projects and programs for families with young children in Boddington. A key deliverable of the Early Years Network is the annual Children's Week event, which has recorded increased levels of participation and satisfaction each year since its inception in 2022.

It is acknowledged that there is a need for the Shire to subsidise a portion of the Boddington Playgroup's electricity costs to minimise the impact on their operations. Engagement with Boddington Playgroup has determined their current responsibility to fund 25% of electricity costs is manageable and has proven beneficial during the life of the current agreement. It is proposed for the Shire to enter into a new agreement for a further 3 year period whereby the Boddington Playgroup continues to assume responsibility for a portion of electricity costs (25%), while the Shire continues to offer financial support (75%). This will empower the Boddington Playgroup to factor electricity costs into their operating expenditure, as well as to be a sustainable approach to avoid the Boddington Playgroup incurring consequence to their current operations. A cap on the contribution of \$200 per billing cycle is proposed to ensure the Shire is not exposed to excessive electricity use. The reduced cap from \$400 per billing cycle approved previously, will also encourage the Boddington Playgroup to consider their financial sustainability.

Consultation

Consultation has occurred with Boddington Playgroup in preparing this item.

Strategic Implications

Aspiration	People
Outcome 3	An inclusive and supportive community.
Objective 3.1	Address the needs of families, children, and young people.

Legislative Implications

Nil

Policy Implications

Nil

Financial Implications

Should the Shire maintain responsibility for 75% of the Boddington Playgroup’s electricity, a minor financial impact within operating budget projections is anticipated during the life of the agreement.

Economic Implications

Nil.

Social Implications

Participation in early years activities contributes to an individual's mental and physical wellbeing, as well as the development of strong networks and support structures within the community.

Environmental and Climate Change Implications

Nil.

Risk Considerations

Risk Statement and Consequence	The primary risk of approving the application is the precedent set from funding operational expenditure for community groups.
Risk Rating (prior to treatment or control)	Minor
Principal Risk Theme	Reputational
Risk Action Plan (controls or treatment proposed)	Nil.

Officer Recommendation

That Council approve the Boddington Playgroup’s request to subsidise 75% of electricity costs to a maximum of \$200 per billing period, for the next three years commencing June 2026.

I am writing on behalf of Boddington Playgroup to request consideration for ongoing support with electricity costs at our facility.

The purpose of this request is to seek a **full subsidy** of electricity expenses to enable us to continue operating sustainably. As a volunteer-run, not-for-profit group, we rely on keeping costs as low as possible to remain accessible for local families.

Our Playgroup services families with children aged **0–5 years**, including local workers, parents on maternity leave, and families who have recently relocated to the area.

Currently, we have **7 paid members contributing \$60 per year**, which forms the majority of our income. Our electricity bills average around **\$50 per billing cycle**, and at present, we are not in a financial position to absorb these costs without impacting our ability to run sessions and provide resources.

As a not-for-profit organisation, we rely heavily on membership fees and fundraising, which is becoming increasingly difficult in the current economic climate. We do not have access to ongoing funding from other support groups or organisations and are solely reliant on these limited income sources. We are already having difficulty getting members to pay their fees. While we have 6 paid members this year, last year we had only 3, and we are working hard to grow participation and improve sustainability.

Now more than ever, Playgroup provides a low-cost, accessible service for families in Boddington. Our new committee is dedicated to improving the Playgroup, creating a high standard, welcoming space, and an important community meeting place for parents during what can be a very vulnerable time.

If the Shire were able to install solar panels on the building, this could help offset ongoing electricity costs and provide a longer-term solution.

Taking on full responsibility for electricity costs would place a significant financial strain on the group and will impact our ability to continue operating.

Boddington Playgroup provides an important community service by supporting early childhood development, reducing social isolation, and helping families build connections within the community. Continued support would directly enable us to maintain this service for local families.

In recognition of the Shire's support, we would be happy to acknowledge this contribution through our communications, including newsletters, social media, and community events.

We appreciate your consideration of this request. Without ongoing support, we understand that from June 2026, the Playgroup will assume full responsibility for electricity costs, and we are concerned about the impact this may have on our ability to continue operating.

Thank you for your ongoing support of our Playgroup and local families.



Boddington Playgroup President

Jayne Ventris



Boddington Playgroup Treasurer

Lisa Overington Smith.

9.2 CHIEF EXECUTIVE OFFICER

9.2.1 Request for Fee Waiver

File Reference: 3.0064
Applicant: Mr M Oelofse
Previous Item: Nil
Author: Chief Executive Officer
Disclosure of Interest: Nil
Voting Requirements: Absolute Majority
Attachments: Nil

Summary

Council is requested to approve the waiver of an impound fee of \$150 issued in relation to dogs found wandering from a Shire owned property occupied by a tenant.

Background

A tenant of the Shire property at 15 Blue Gum Close Boddington, was issued with an impound fee of \$150 after their dogs were found wandering and were subsequently impounded. The tenant has since requested a refund of the fee, on the basis that Shire contractors may have been responsible for the dogs escaping from the property.

The Chief Executive Officer is not authorised to waive this impound fee, as the relevant delegation to waive fees, levies or charges up to \$500 applies only where the application is made by a local community group, or where the waiver is for a community purpose. In this instance, the fee relates to an individual impound charge issued to a tenant and does not fall within either of those categories. Accordingly, the matter is presented to Council for consideration.

Comment

On the day the dogs were impounded, Shire contractors attended the property for several hours, undertaking building maintenance activities. The tenant submits that the contractors may have left the gate open, resulting in the dogs escaping from the property.

The circumstances of this matter raise a reasonable possibility that the dogs escaped due to the gate being inadvertently left open by persons attending the property on behalf of the Shire.

While this has not been conclusively established, the explanation provided by the tenant is plausible, and there is a sufficient basis for Council to consider that the tenant may not have been responsible for the events leading to the impoundment.

Given the low value of the fee, the fact that the incident relates to a Shire owned property, and the real possibility that the actions of Shire contractors contributed to the incident, it is considered fair and reasonable that Council waive the impound fee.

Consultation

Nil

Strategic Implications

Aspiration Performance

Outcome 12 Visionary Leadership and Responsible Governance
 Objective 12.2 Maintain a high standard of leadership, corporate governance and customer service

Legislative Implications

Local Government Act 1995
 Section 6.12 Power to defer, grant discounts, waive or write off debts

- 1) Subject to subsection (2) and any other written law, a local government may
 - (a) when adopting the annual budget, grant* a discount or other incentive for the early payment of any amount of money; or
 - (b) waive or grant concessions in relation to any amount of money; or
 - (c) write off any amount of money, which is owed to the local government.

Policy Implications

Nil

Financial Implications

Waiver of the fee will result in foregone revenue of \$150.

Economic Implications

Nil

Social Implications

Nil

Environmental Considerations

Nil

Risk Considerations

Risk Statement and Consequence	If the fee is not waived, there is a risk of perceived unfairness where the incident may have arisen from the actions of Shire contractors rather than the tenant alone.
Risk Rating (prior to treatment or control)	Low
Principal Risk Theme	Reputational
Risk Action Plan (controls or treatment proposed)	Nil

Officer Recommendation

That Council waives the impound fee of \$150 issued to M Oelofse in relation to the wandering dogs from 15 Blue Gum Close, on the basis that the dogs may have escaped due to a gate being left open following attendance at the property by Shire contractors.

9.2.2 Yarning Circle Detailed Design

File Reference:	3.00619
Applicant:	Not applicable
Previous Item:	OCM 27 October 2022 Resolution 116/22 OCM 22 June 2023 Resolution 71/23 OCM 25 March 2026 Resolution 25/26
Author:	Chief Executive Officer
Disclosure of Interest:	Nil
Voting Requirements:	Simple Majority
Attachments:	9.2.2A Detailed Design

Summary

Council is requested to endorse the detailed design for the Yarning Circle project, and a temporary location for RV parking during the project construction period.

Background

The Yarning Circle project was initiated in 2022 and has since progressed through a number of Council decisions, including in principle support for the site adjacent to the current RV parking area, endorsement of the concept plan, allocation of seed funding and inclusion of the project in successive Council Plans and budgets.

Following Council's consideration of the matter in March 2026, the project was authorised to continue through the completion of the detailed design phase, with the completed design to be presented for Council consideration and endorsement prior to commencement of construction. Council also requested that an elected member briefing be held with the contractor, and that alternative RV parking options be investigated for the duration of construction.

Comment

Detailed design work has now been completed by Yarning Circles WA, informed by consultation with local Aboriginal community members and the Aboriginal Reference Group. The Aboriginal Reference Group formally accepted the detailed design on 15 April 2026. On the same date, four elected members attended the site visit to hear about the proposed construction approach.

The detailed design is consistent with the concept previously endorsed by Council and retains the intended purpose of the project as a place for storytelling, education, gathering, cultural recognition and community connection. The design responds to the issues identified through earlier consultation, including the relationship of the project to the surrounding foreshore area, vegetation, openness of design, visitor safety and the interface with the existing RV parking area.

The Aboriginal Reference Group's acceptance of the detailed design on 15 April 2026 is a significant milestone in the project. It confirms that the detailed design has been developed in a manner that is culturally appropriate and reflective of the input provided by local Aboriginal representatives throughout the design process. This acceptance also provides a clear basis for Council to now consider endorsement of the detailed design so that the project can progress to delivery.

In parallel with finalisation of the design, temporary RV parking options for the period of construction were investigated. On balance, Lot 60 Pollard Street is considered the most suitable temporary location. The site offers a similar outlook to the current RV parking area, remains close to the town centre and key visitor facilities, and can accommodate the temporary

function with less disruption to visitor amenity than other available options. The relocation is intended to be temporary only, for the duration of construction, after which RV parking would return to its usual location.



Endorsement of the detailed design and approval of the temporary RV parking area will provide clarity for project delivery and allow the Shire to proceed in accordance with prior Council decisions, the accepted design, and the external funding already secured for the project.

Consultation

Consultation on the Yarning Circle project has occurred over an extended period and through multiple stages, including concept discussions, public consultation, Aboriginal Reference Group meetings, the South32 Regional Cultural Recognition Program process and elected member briefings.

The detailed design was informed by local Aboriginal community members and was considered by the Aboriginal Reference Group at its meeting held on 15 April 2026, at which time the design was accepted.

Strategic Implications

Aspiration	People
Outcome 3	An inclusive and supportive community
Objective 3.4	Showcase and celebrate diversity
Action 3.4.2	Support the Yarning Circle Project

Legislative Implications

Nil

Policy Implications

Council Policy | Purchasing of Goods and Services

Financial Implications

The Yarning Circle project is intended to be funded through the South32 Regional Cultural Recognition Program funding already approved for the project suite, with the Shire's previously allocated \$10,000 available for contingency purposes if required.

Approval of the temporary RV parking area at 20 Pollard Street will require minor costs such as temporary signage and provision of waste disposal, which are expected to be able to be managed within existing operational budgets.

Economic Implications

The Yarning Circle has positive economic implications through cultural tourism, visitor experience, local storytelling and opportunities for Aboriginal artists, facilitators and cultural enterprises. It also has the potential to complement the RV Park and other attractions within the foreshore and town centre.

Social Implications

The project has significant social value as a place for storytelling, education, gathering and cultural recognition. It provides an opportunity to strengthen relationships with Aboriginal community members, improve understanding of local history and culture, and support reconciliation outcomes. Clear communication and respectful engagement remain important in managing stakeholder expectations and reputational risk.

Environmental and Climate Change Implications

Nil

Risk Considerations

Risk Statement and Consequence	There is a reputational, financial, and project delivery risk if Council does not provide a clear decision on the detailed design. Delay at this stage may affect project timing, stakeholder confidence and project delivery.
Risk Rating (prior to treatment or control)	High
Principal Risk Theme	Reputational and financial
Risk Action Plan (controls or treatment proposed)	Nil

Officer Recommendation

That Council:

- 1. Endorse the detailed design for the Yarning Circle project as contained in Attachment 9.2.2A.**
- 2. Approve temporary RV parking to be established at Lot 60 Pollard Street, for the duration of the project construction period.**



Hotham River

202

204

Yarning Circle 2 Area - See Site Plan (DWG 201) for details

Approx. 40m

Approx. 60m

Approx. 8m

Approx. 11m

Approx. 16m

Yarning Circle 1 Area - See Site Plan (DWG 201) for details

Approx. 35m

Extent of Proposed Yarning Circle including landscaping

210

RV Parking Area

Johnstone St Road Reserve

212

Bannister Marradong Rd

214



Road Reserve Plan

Supplied by Shire of Boddington

BODDINGTON YARNING CIRCLE

Location Plan
Not to Scale

Refer to Site Plan DWG201 for
Construction Dimensions

DWG 101

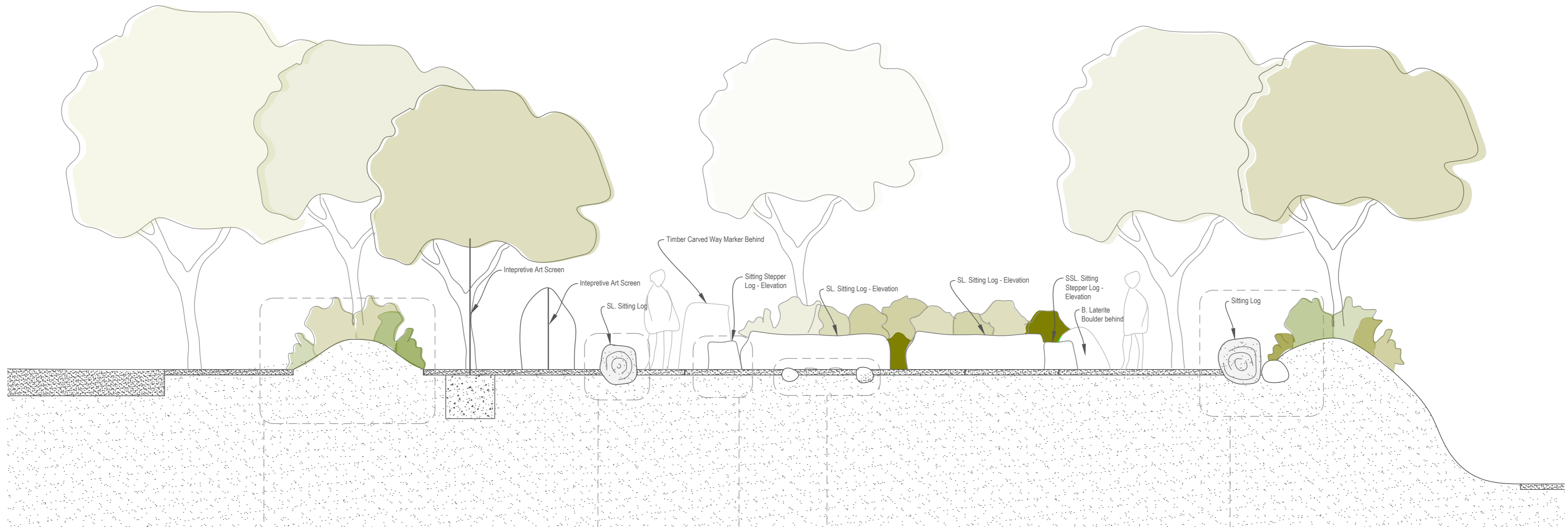
BODDINGTON YARNING CIRCLE



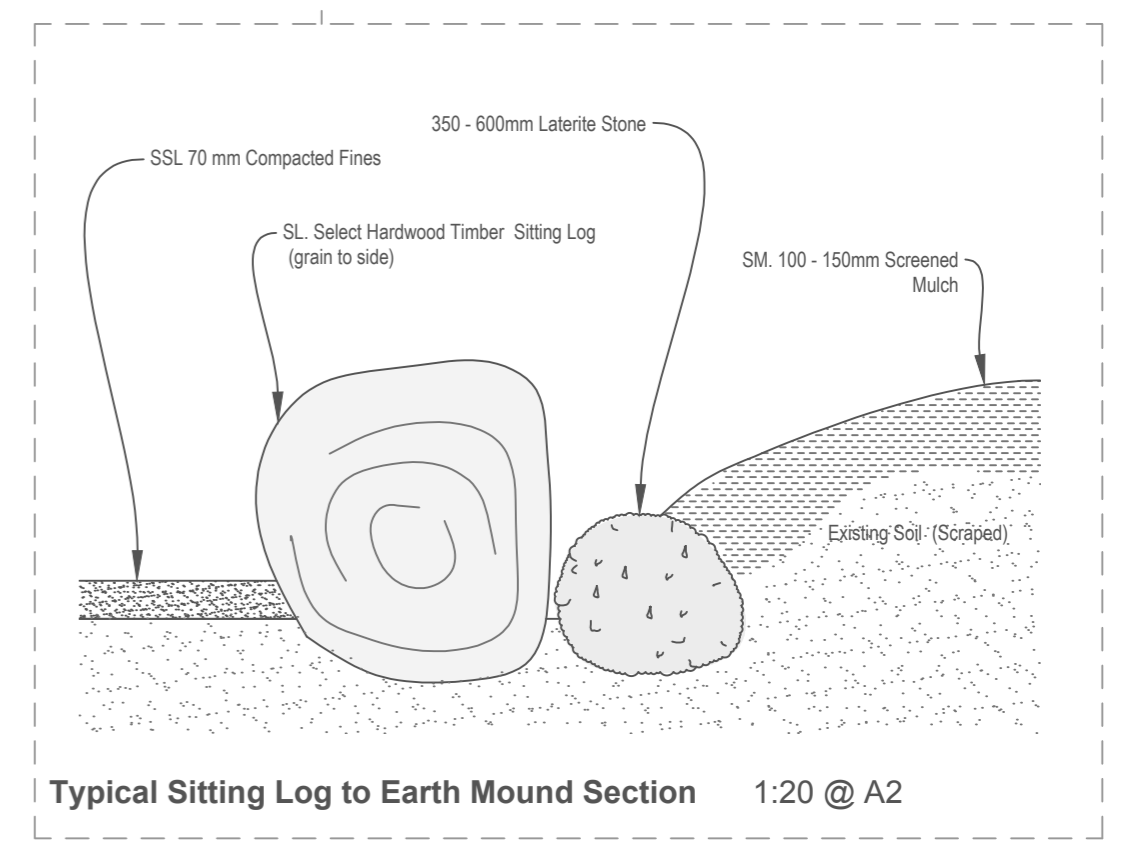
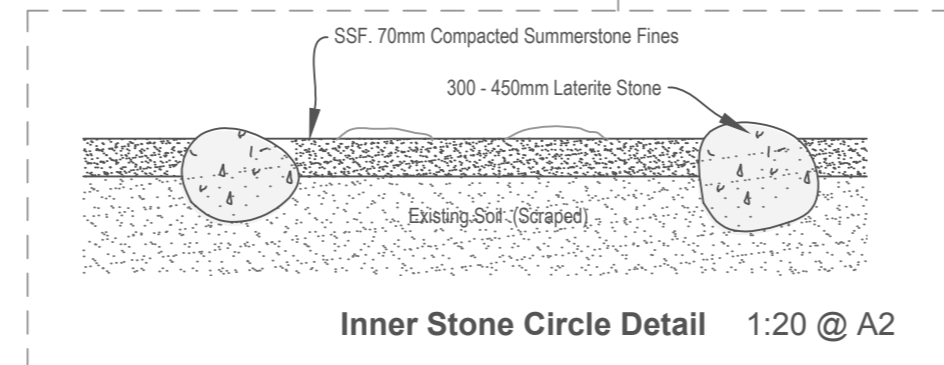
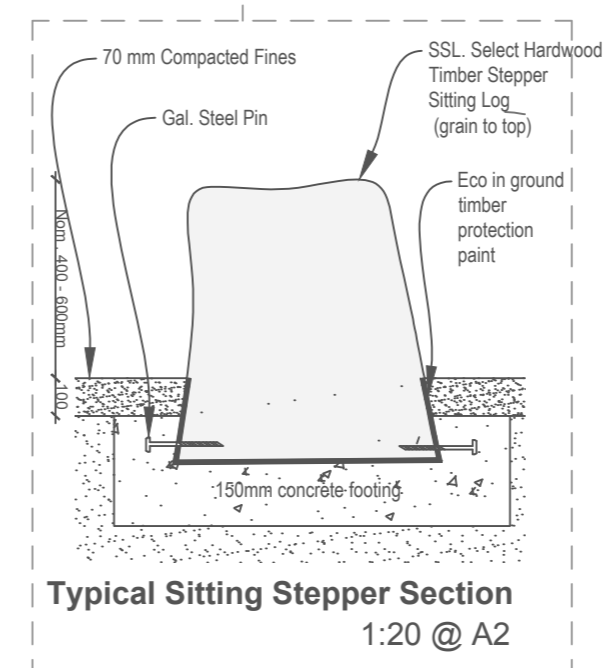
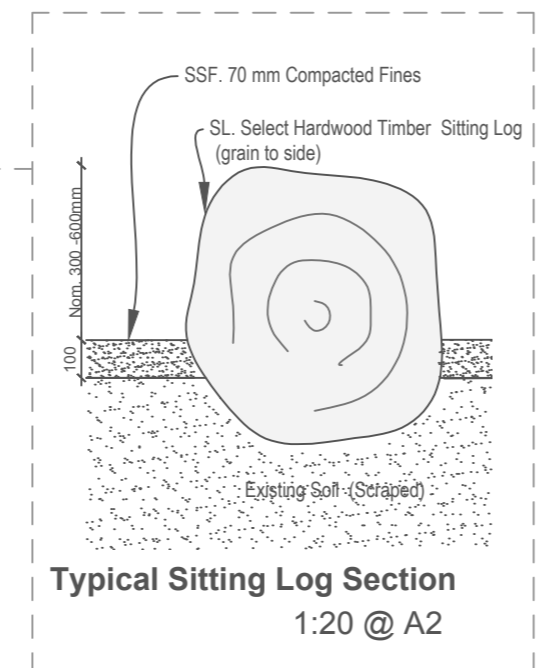
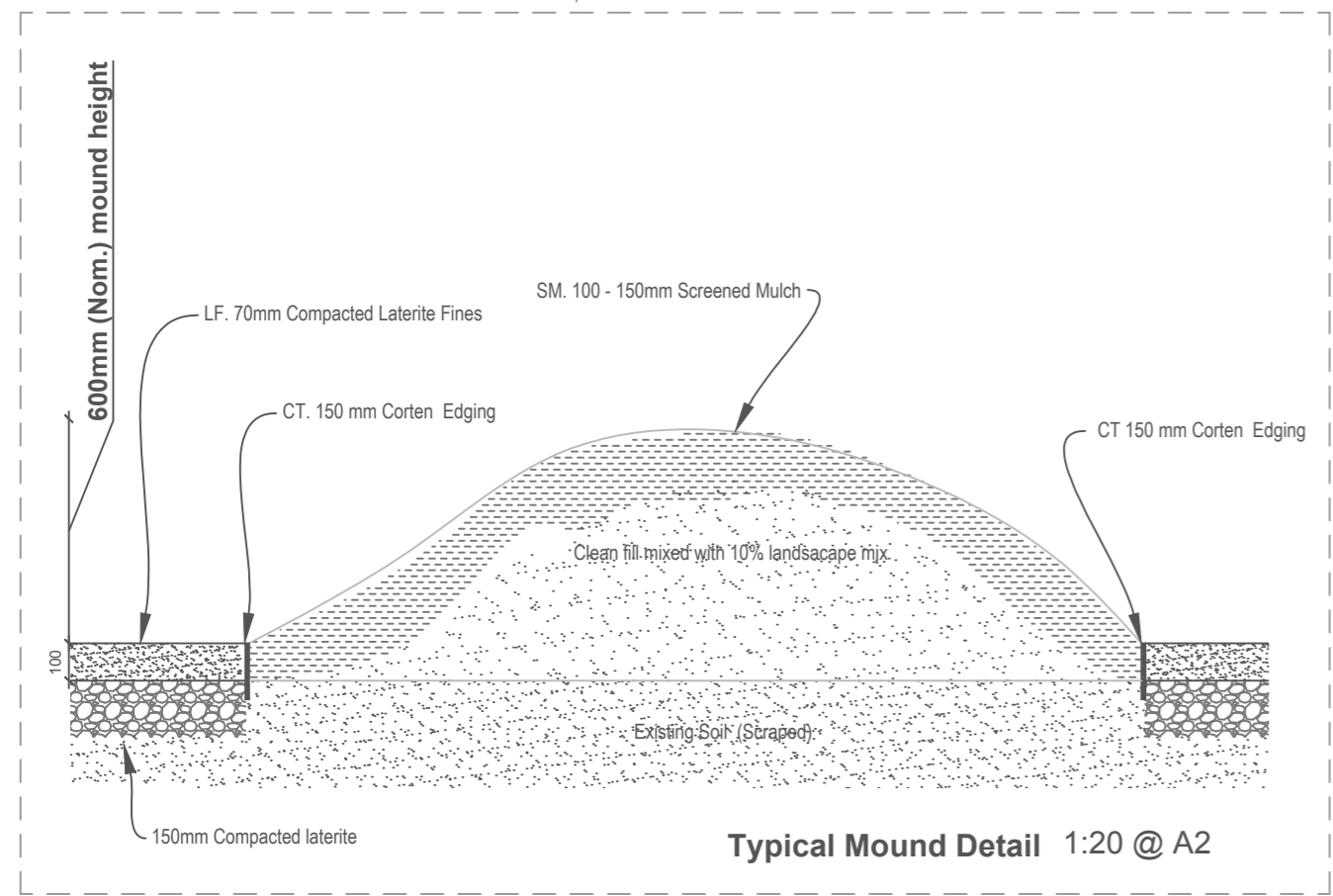
Legend	
SL	Natural Hardwood Sitting Log
B	Laterite Boulder
LL	Natural Hardwood Landscape Log
SS	Natural Hardwood Sitting Stepper Log
SSF	100mm Compacted to 70mm Summerstone Fines Surface
LF	100mm Compacted to 70mm Laterite Fines Surface
SM	Screened mulch 100- 150mm deep
B	Natural Laterite Boulder
CT	150mm Flexible Corten edging finished flush with compacted surface
FS	Laterite rocks embedded into surface to represent Fire Circle



SITE PLAN 1:100 @ A2 DWG 201



SECTION AA 1:50 @ A2

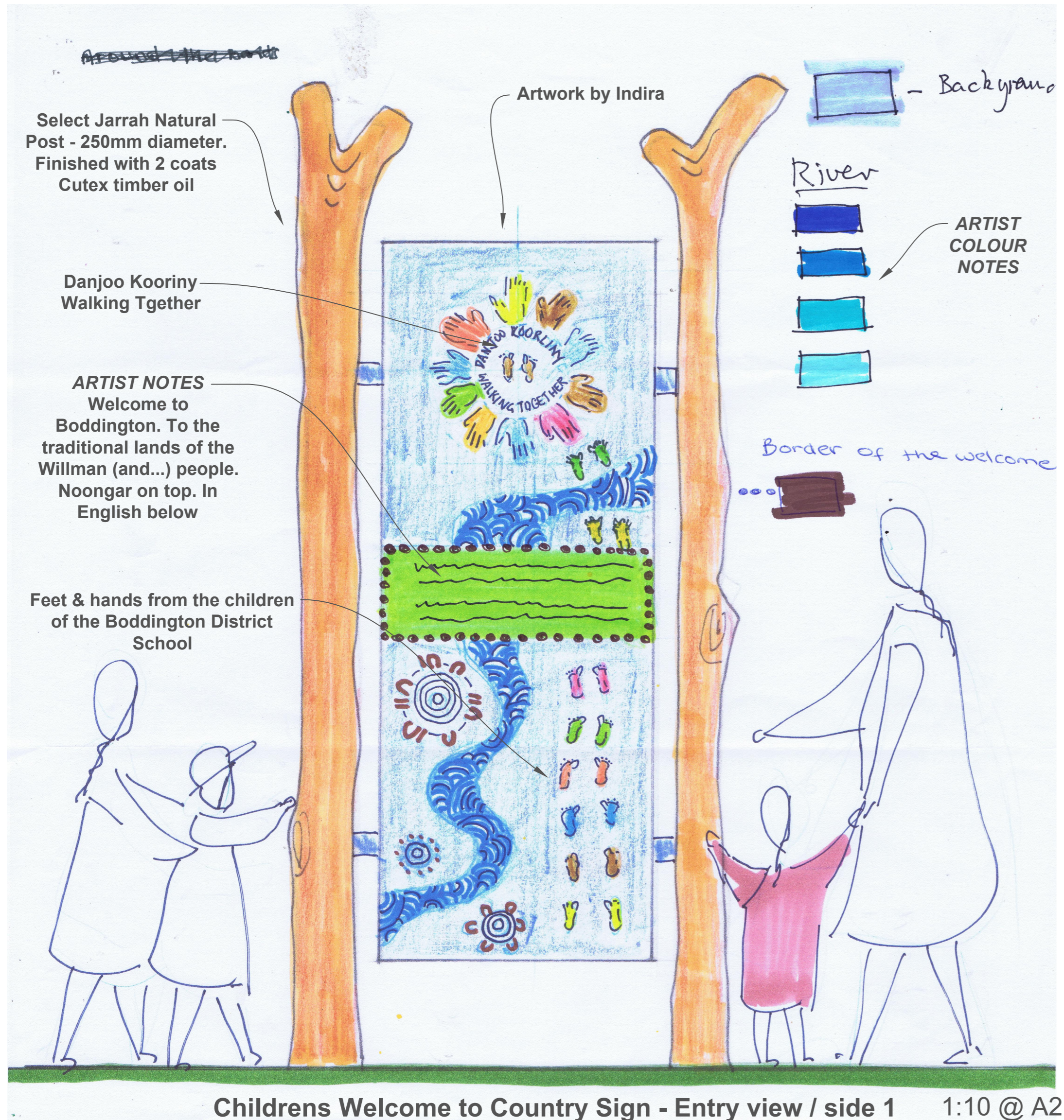


BODDINGTON YARNING CIRCLE

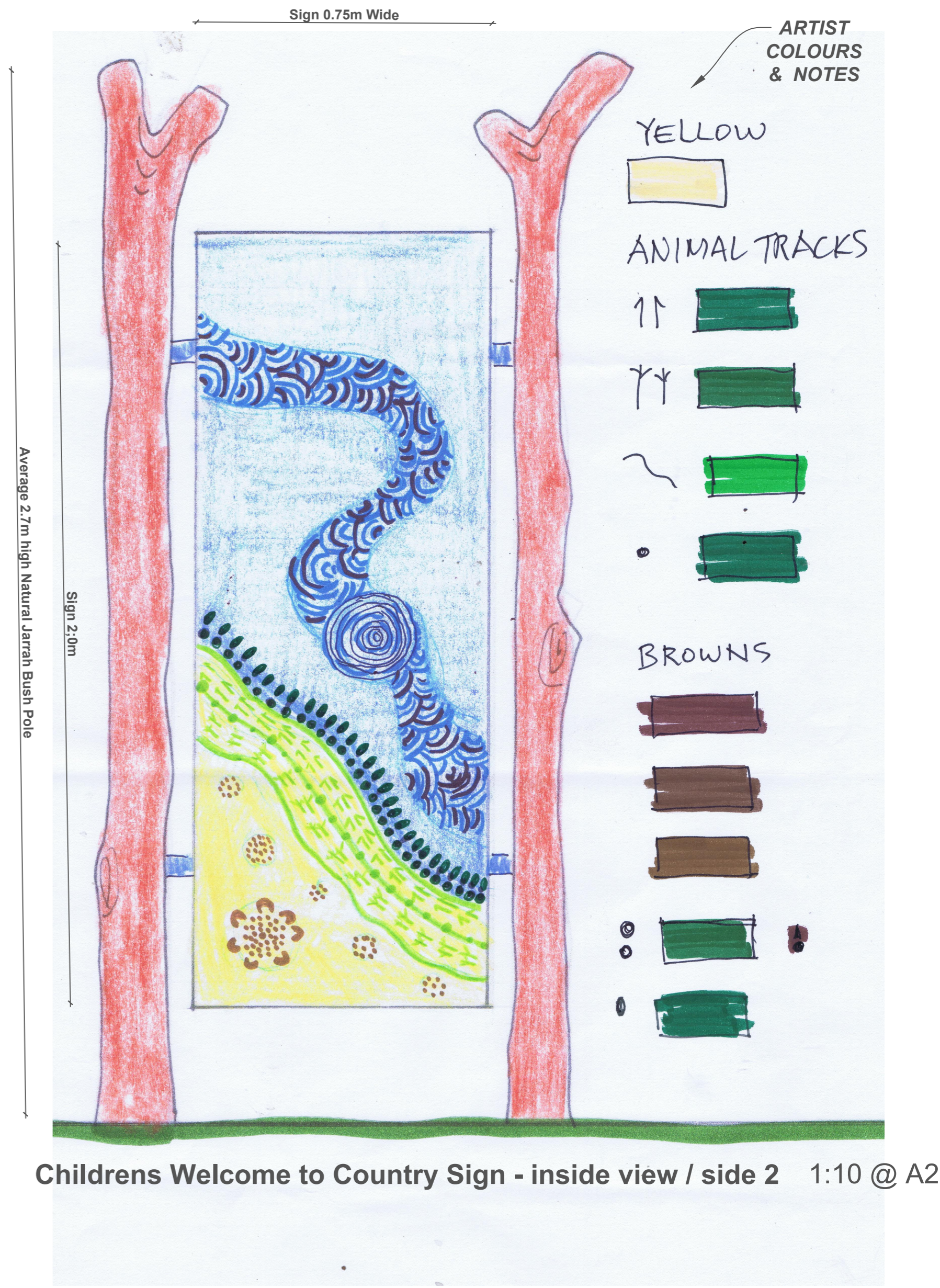
SECTION & DETAILS

1:100 @ A2

DWG 301



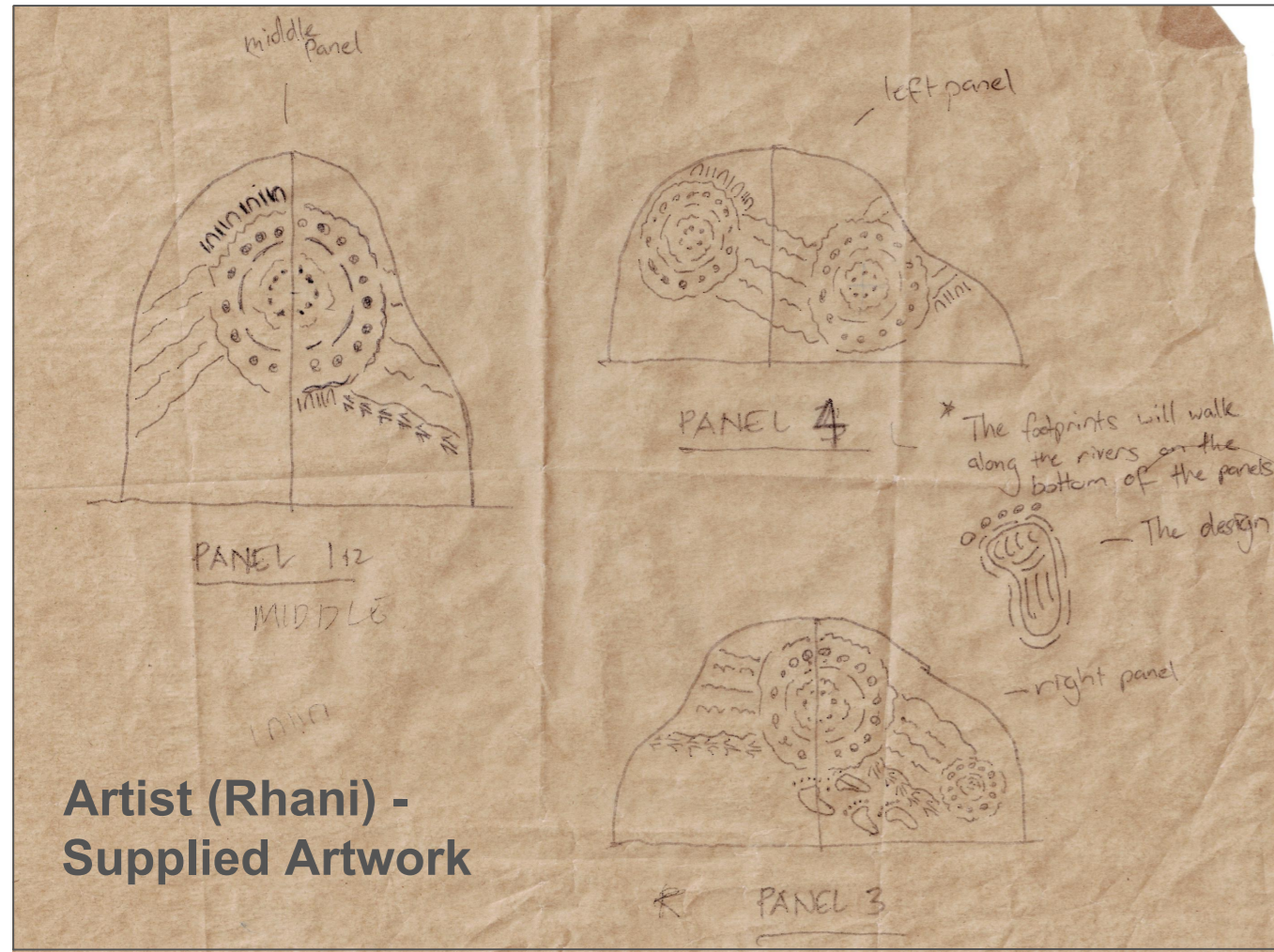
Design Development - final colours palette will be based on Indira's original colour palette and followed as closely as possible



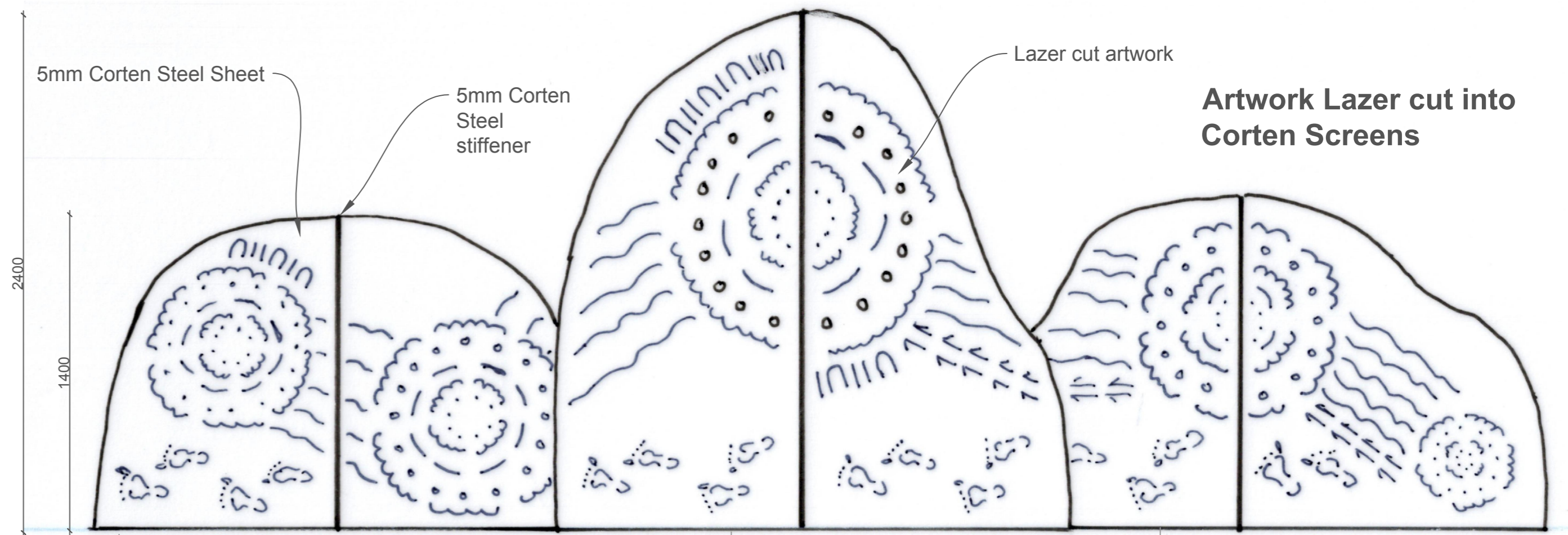
BODDINGTON YARNING CIRCLE

Interpretive Art - Indira Ugle

DWG 410

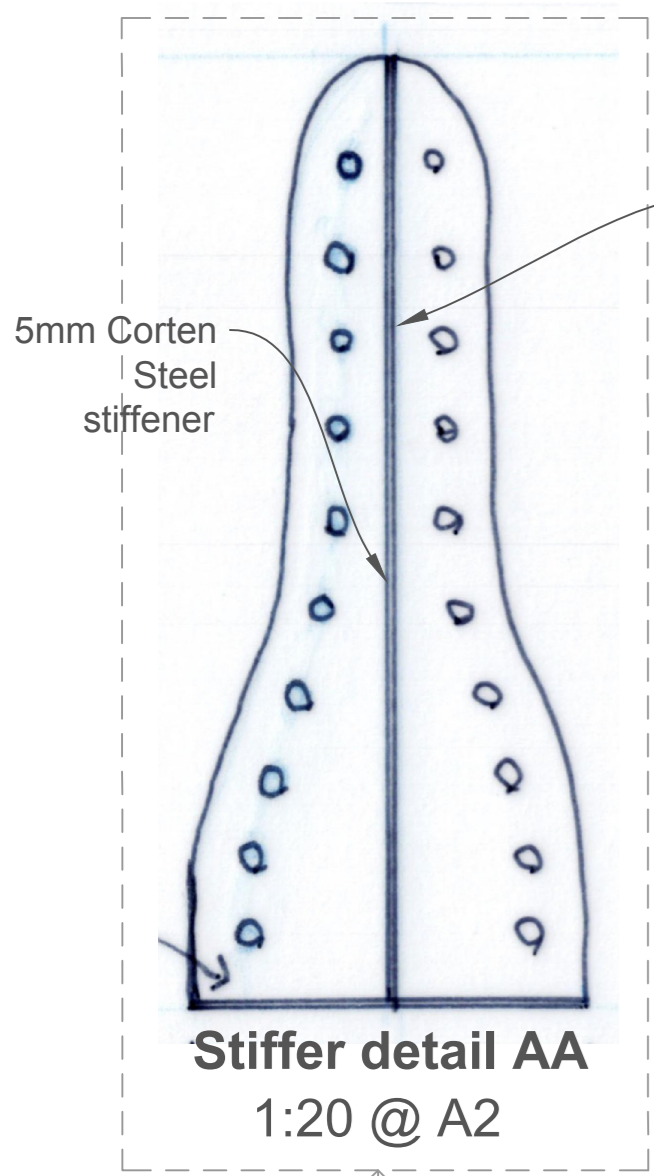


Artist (Rhani) - Supplied Artwork

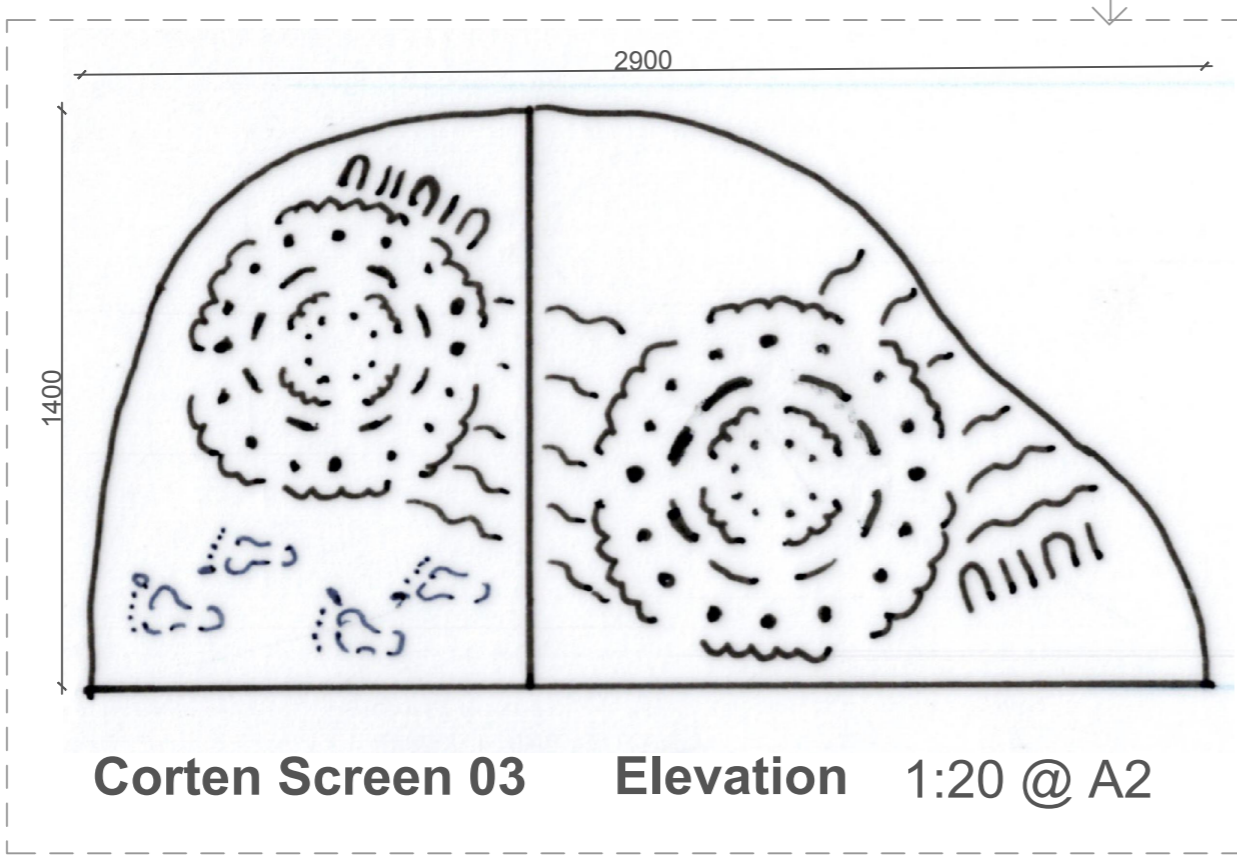


Artwork Lazer cut into Corten Screens

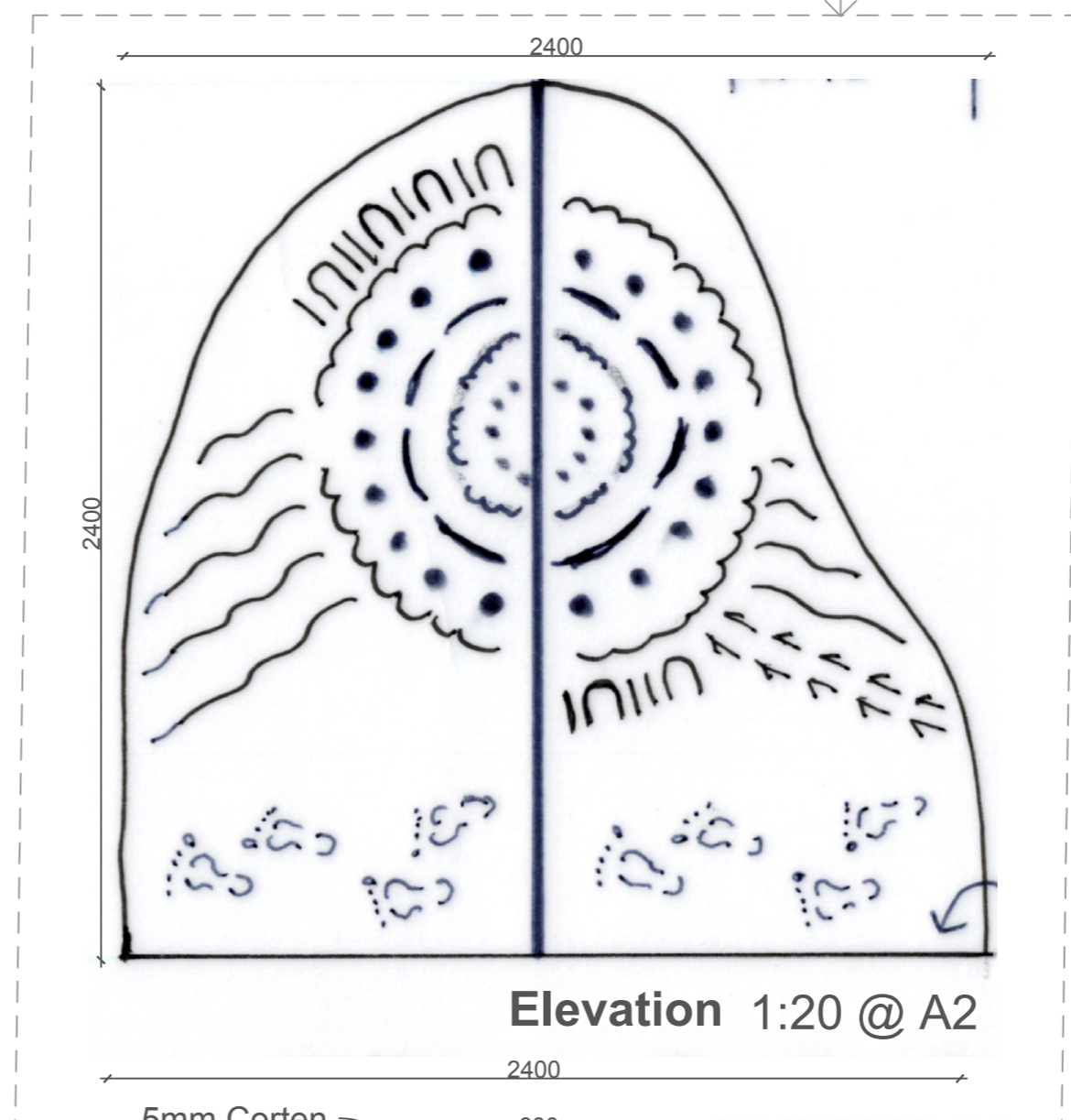
Elevation 1:20 @ A2



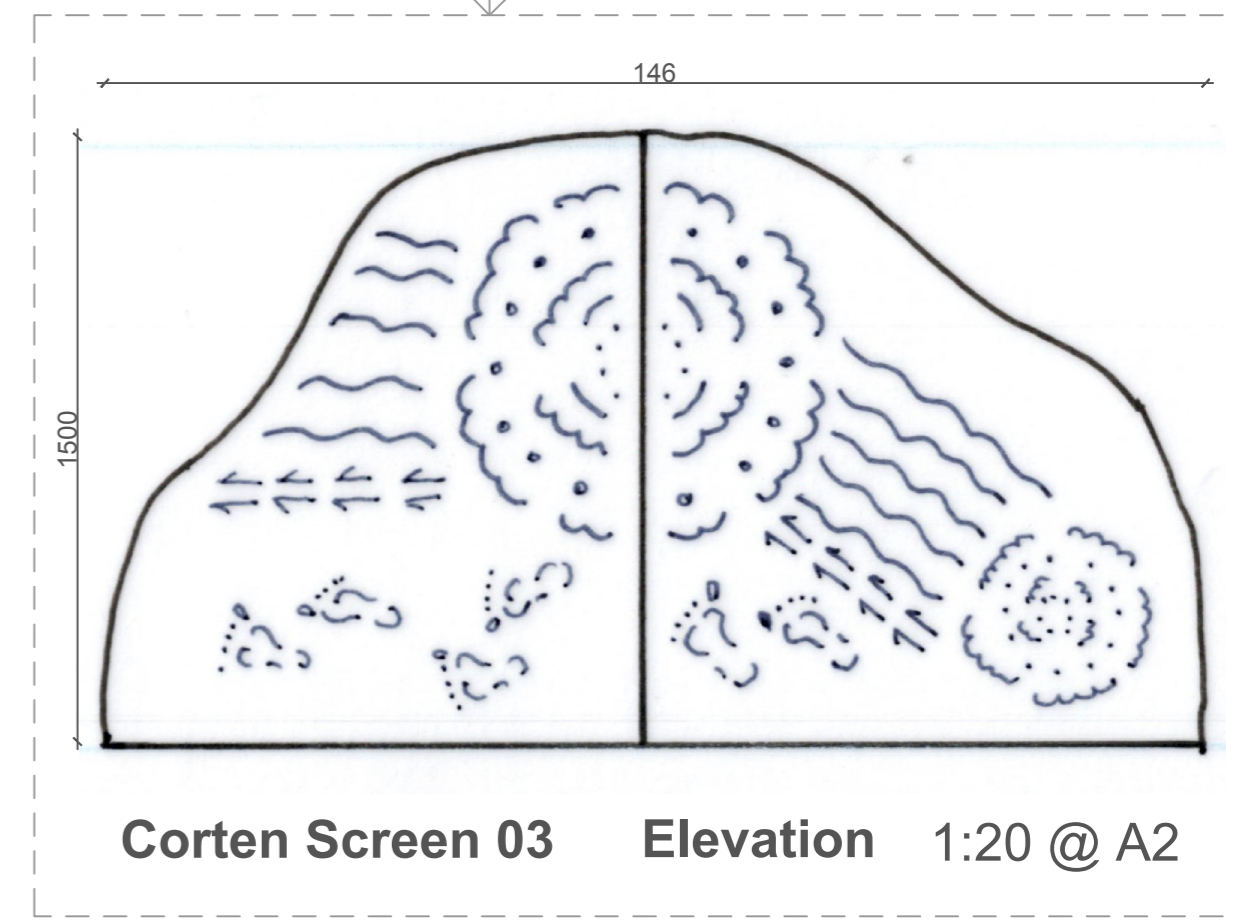
Stiffer detail AA
1:20 @ A2



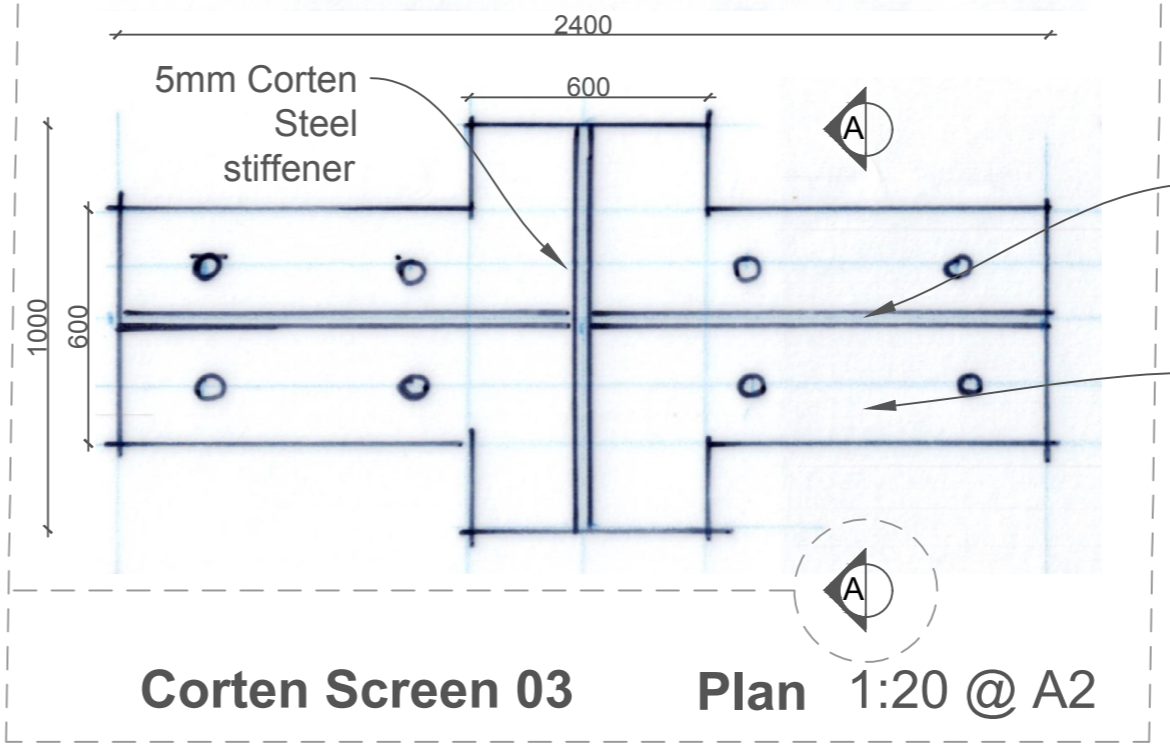
Corten Screen 03 Elevation 1:20 @ A2



Elevation 1:20 @ A2



Corten Screen 03 Elevation 1:20 @ A2



Corten Screen 03 Plan 1:20 @ A2

NOTES

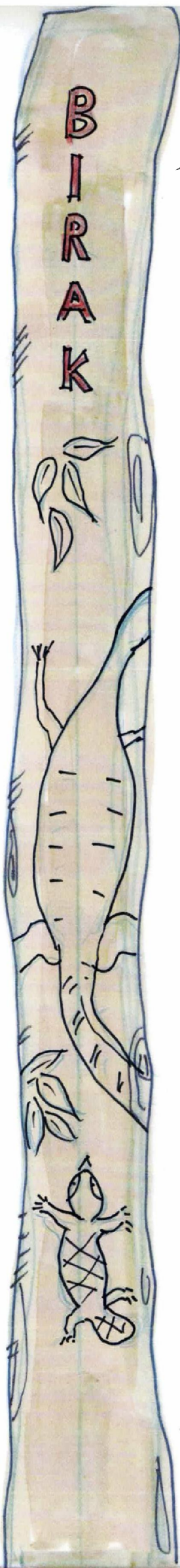
- 5mm Corten Steel Sheet
- Artwork pattern lazer cut into Sheets
- Screens fixed to concrete footing as specified by engineer
- Architectural drawings subject to engineers final drawing

BODDINGTON YARNING CIRCLE

Interpretive Art - Rhani Thorn

DWG 420

Average 3m height Natural Jarrah Pole



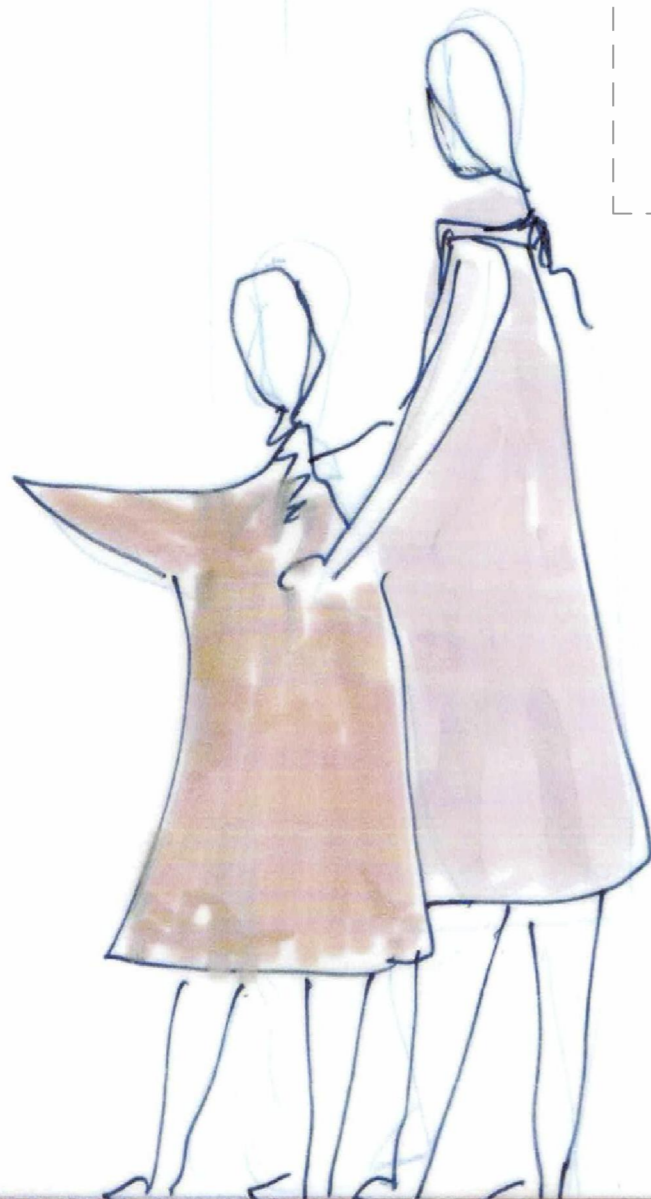
Average 250mm - 300mm diameter Natural Timber Bush Pole

CARVINGS.

- GOANNA
- BOBTAIL
- GUM LEAVES.
- FINISH.
- 2 x COATS 'CUTEX' TIMBER OIL.

Artist (Tim Thorn) Notes

- Red
- Hot & Dry
- Controlled burning to gather food
- Kangaroo, Goanna, Snake, Rabbit
- Aiel seed generation



BIRAK

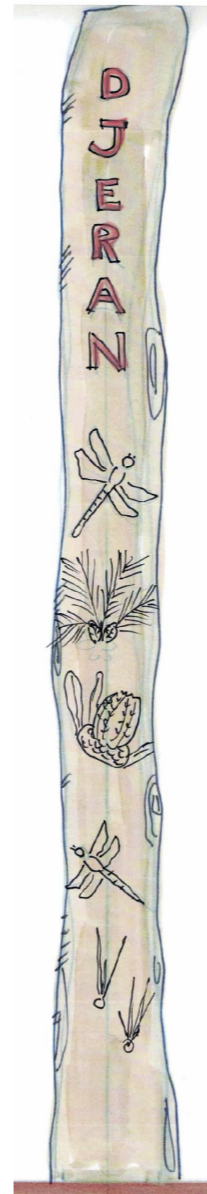


BUNURU

- ARG Agreed Carvings
- COCKATOOS X 2
- PURPLE FLAG FLOWER

Artist (Tim Thorn) Notes

- Orange
- Warm easterly winds
- People gathering near water for fishing
- Collecting nyilla-nyilla berries
- Pink, white, black cockatoos are common
- Blooming flowers - Jarrah, Marri, Ghost Gum

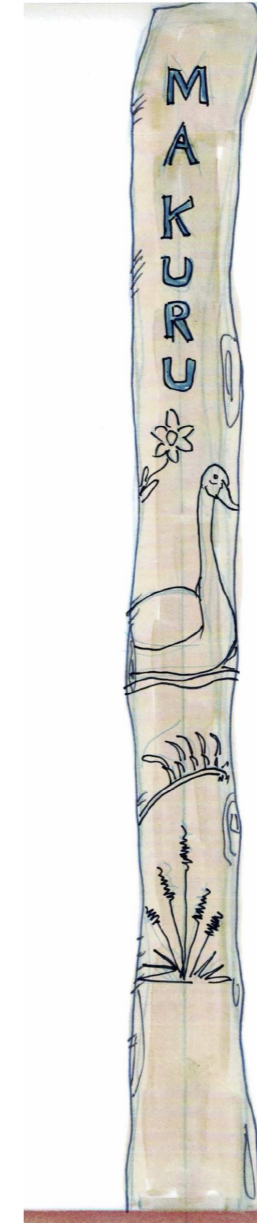


DJERAN

- ARG Agreed Carvings
- DRAGONFLY X 2
- ZAMIA PALM & SEEDS
- BULLRUSH
- RED ROOT BULBS

Artist (Tim Thorn) Notes

- Pink
- Cooler weather begins
- Bulbs and seeds are collected for food
- Banksia Flowers Bloom
- Harvest seeds from Zamia palm, red bulbs from Yanget (Bullrush)
- Flying ants are common



MAKURU

- ARG Agreed Carvings
- SWAN X 2
- FLOWERS: PURPLE & BLUE : PURPLE FLAG
- KANGAROO PAW
- WATER RUSHES

Artist (Tim Thorn) Notes

- Dark Blue
- Wettest part of year
- Noongars moved inland to hunt
- Purple & blue flower - Blue Berry Lilly
- Possum, Swan (Mali)
- Dietry shift - Yonga (Kangaroo) & Waitj (Emu)



DJILBA

- ARG Agreed Carvings
- DJIDI DJIDI X 2
- GREY CURRAWONG
- BRANCHES & LEAVES

Artist (Tim Thorn) Notes

- Lime Green
- Coldest part of year
- Roots were gathered
- Emu, Possum, Kangaroo, bandicoot were hunted
- Magpie, Djidi Djidi nesting
- Snakes (yoorns) appear as it warms



KAMBARANG

- ARG Agreed Carvings
- KAMBARANG: YELLOW
- FISH
- CRAB
- RIVER LINES

Artist (Tim Thorn) Notes

- Yellow
- Warming period
- Frogs, Turtles, Grayfish (freshwater) Fish, Crabs, Mussels
- Kangaroo paws blooming
- Yellow Acacias
- Wildflower Season
- Snakes & goannas common

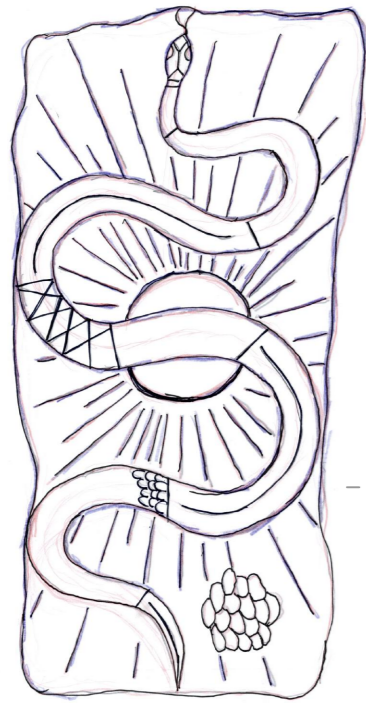
CULTURAL RECOGNITION POLES - 6 SEASON

1:10 @ A2

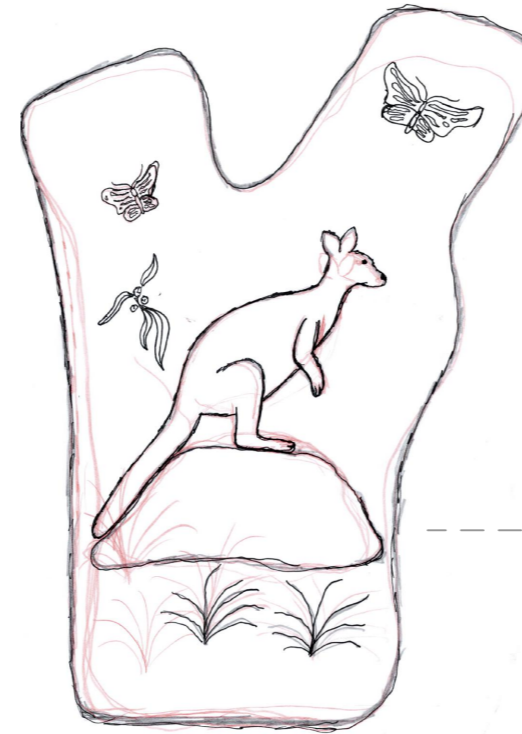
BODDINGTON YARNING CIRCLE

Interpretive Art - TIM THORN

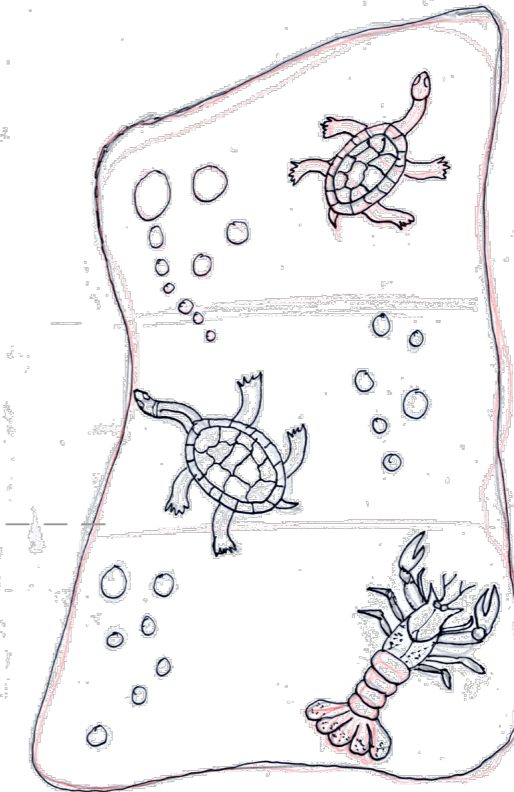
DWG 430



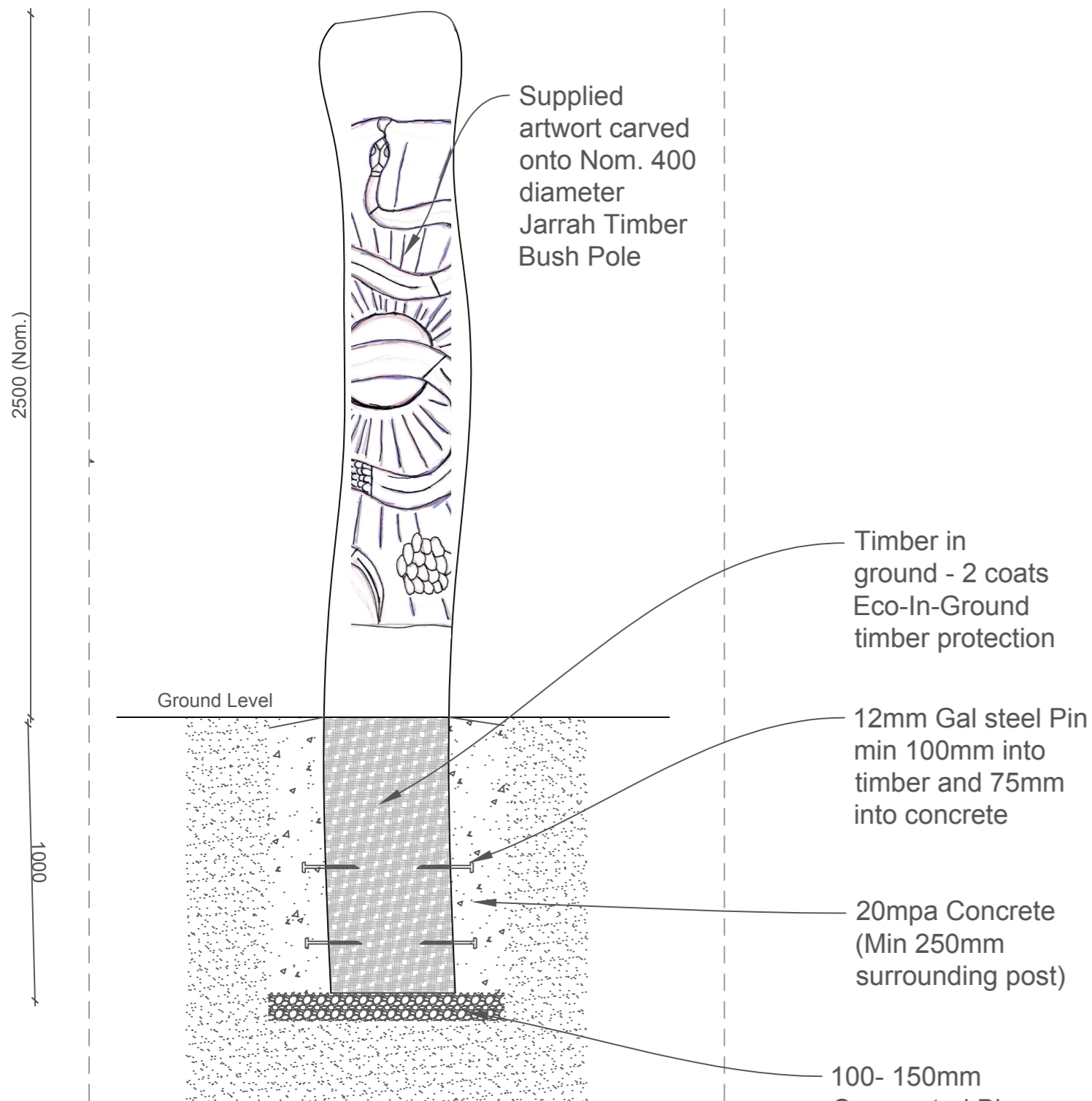
Artist (Kenneth) Supplied
Artwork - Snake



Artist (Kenneth) Supplied
Artwork - Brushtail Wallaby

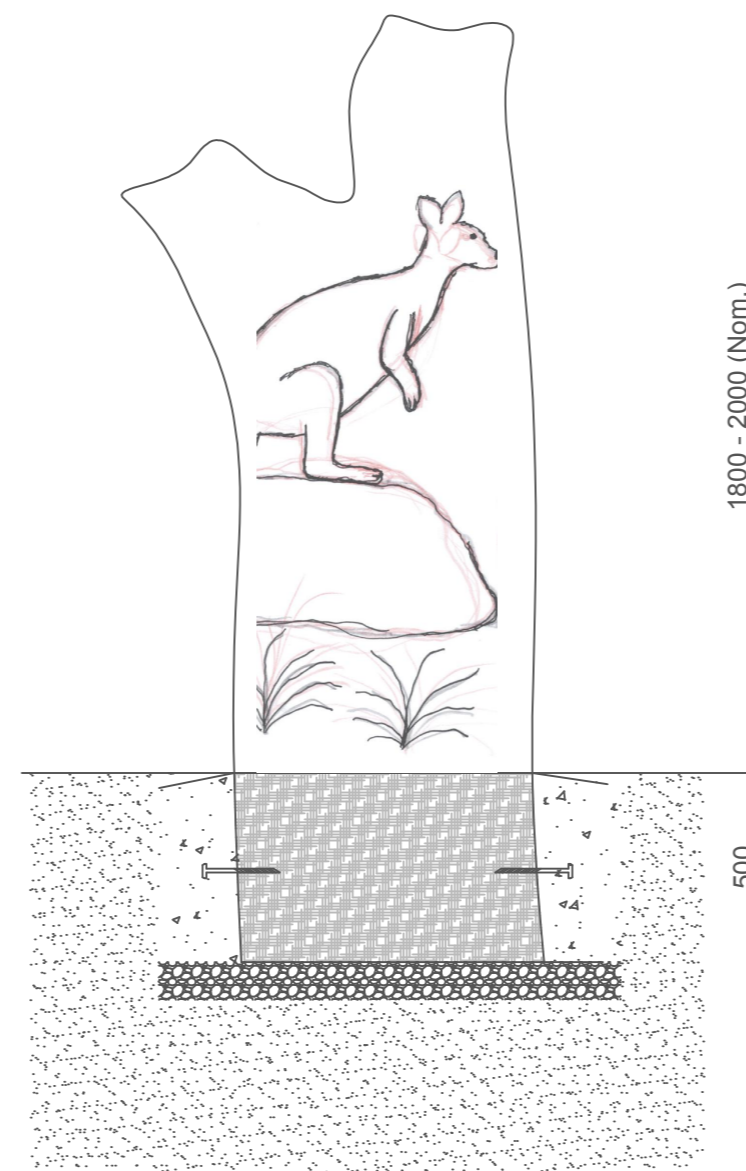


Artist (Kenneth) Supplied
Artwork - Turtle



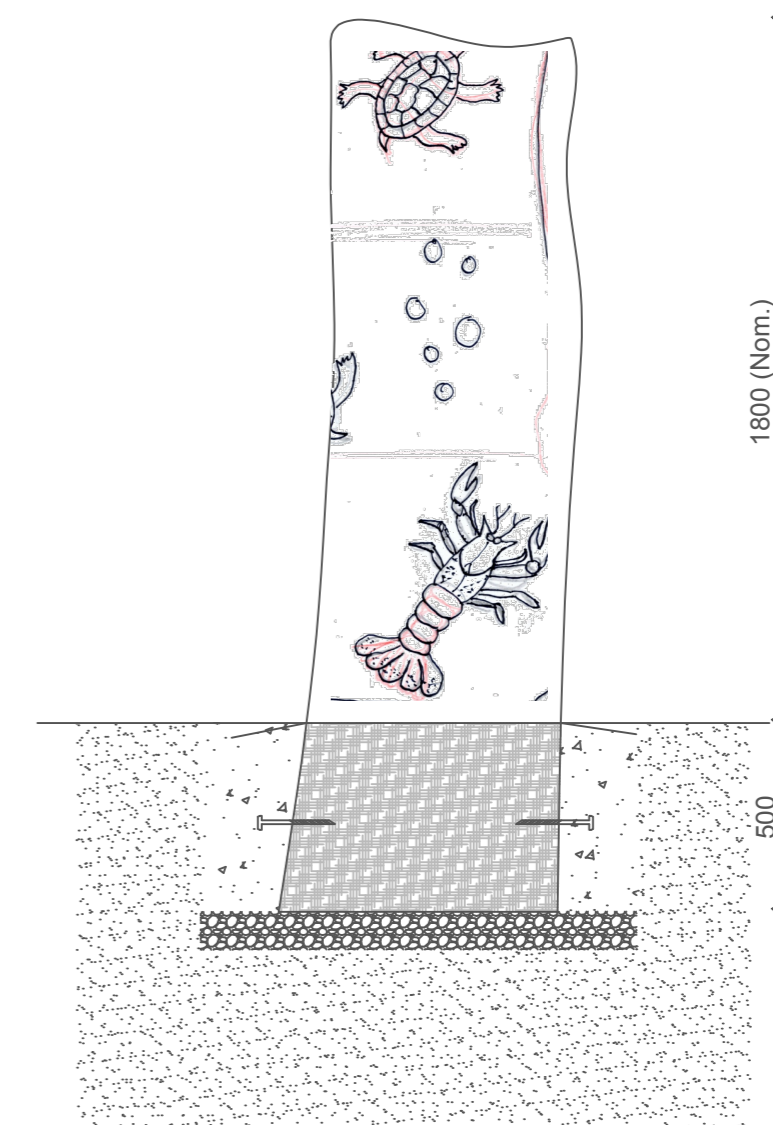
Cultural
Recognition Pole
Snake

1:20 @ A2



Cultural
Recognition Pole
Wallaby

1:20 @ A2



Cultural
Recognition Pole
Wallaby

1:20 @ A2

BODDINGTON YARNING CIRCLE Interpretive Art - Kenneth Wallam

DWG 440

9.2.3 Community Assisted Transport Service

File Reference:	3.000596
Applicant:	Not applicable
Previous Item:	Nil
Author:	Chief Executive Officer
Disclosure of Interest:	Nil
Voting Requirements:	Simple Majority
Attachments:	9.2.3A Draft Memorandum of Understanding 9.2.3B Clients by residence 2024-25 9.2.3C CATS Brochure

Summary

Council is requested to endorse the Shire of Boddington entering into the Community Assisted Transport Service (CATS) Memorandum of Understanding with the Shire of Narrogin, Narrogin Revheads and the Narrogin Lions Club.

Background

The Shire of Narrogin has invited the Shire of Boddington to formally participate in CATS and to become a member of the CATS Stakeholder Reference Group. To strengthen the long-term sustainability of CATS and broaden its regional impact, the Shire of Narrogin is seeking formal participation from neighbouring local governments whose residents are already or may in the future, benefit from the service.

The draft Memorandum of Understanding outlines a cooperative arrangement between the Shire of Narrogin, Narrogin Revheads, Narrogin Lions Club and participating local governments to support the ongoing operation of the Community Assisted Transport Service. The purpose of the service is to provide transport for community members requiring access to specialist medical appointments or services that are not available locally.

Under the proposed arrangement, participating local governments would contribute an annual Stakeholder Reference Group membership fee of \$500 from 1 July 2026 and, if required, contribute equally to any net annual operating deficit of the service up to a maximum of \$250 per annum. The MOU states that any remaining operating deficit would be covered by the Shire of Narrogin, together with the two community organisations, while capital costs such as vehicle replacement would be considered separately.

The service brochure notes that bookings are coordinated by Narrogin Regional Homecare and volunteer staff, that specialist and hospital appointments should generally be scheduled after 10.00am and before 2.00pm, and that transport charges currently apply on a return trip basis. The brochure also confirms that the service is funded and operated as a community service and driven by volunteers.

Comment

The additional information confirms that residents of the Shire of Boddington are already using the service. The 2024/25 usage report records 7 Boddington client trips across the year, noting that the figures include cancellations. While this is a modest level of usage, it demonstrates there is an existing need for the service among Boddington residents.

The usage report also shows the service is used across a wider regional catchment, with Narrogin recording 214 trips, Cuballing 10, Wagin 7, Williams 7 and Darkan 1, for a total of 246

recorded trips. This suggests the service is established, regionally relevant and already operating as a shared access model for non local specialist medical travel.

The draft MOU provides a relatively modest and defined cost exposure for participating local governments. On the information supplied, the Shire would commit to an annual membership fee of \$500 and a capped contribution of up to \$250 toward any annual operating deficit, for a maximum routine annual contribution of \$750 excluding any future separately negotiated capital requests. This is a comparatively low financial contribution for a service that may reduce transport barriers for residents seeking access to medical care.

Participation would also provide the Shire with a seat on the Stakeholder Reference Group and therefore an opportunity to contribute to discussion about the strategic direction, promotion, membership fee and cost recovery settings, funding opportunities, volunteer attraction and service issues. This governance role is important given the service would be supported with public funds.

There remains some uncertainty about the level of ongoing demand from Boddington residents because only one year of usage data has been supplied and that data includes cancellations. Notwithstanding that, the service would complement the community transport assistance already available in Boddington through St John by broadening the transport options available to residents, particularly where timing, destination, eligibility or service availability differ. Maintaining access to an additional regional transport pathway also provides greater security of service for the community should either service be unavailable, reduced or cease in the future.

Consultation

Consultation on the proposal has occurred through correspondence from the Shire of Narrogin and the provision of supporting documentation including the draft MOU, brochure and usage information.

No separate local consultation has been undertaken at this stage. Given the relatively low financial commitment and the demonstrated use of the service by Boddington residents, specific public consultation is not considered necessary prior to Council determining whether to participate.

Strategic Implications

Aspiration	People
Outcome 2	A healthy and active community
Objective 2.1	Improve access to health facilities and services
Aspiration	People
Outcome 3	An inclusive and supportive community
Objective 3.2	Address the needs of seniors

Legislative Implications

Nil

Policy Implications

Nil

Financial Implications

If Council elects to participate, the MOU provides for an annual Stakeholder Reference Group membership fee of \$500 effective from 1 July 2026.

In addition, participating local governments agree to contribute equally to any net annual operating cost deficit of the service up to a maximum of \$250 per annum per local government. Based on the information supplied, the maximum ordinary annual financial exposure to the Shire would therefore be \$750, excluding any separate future decision of Council in relation to capital funding requests such as vehicle replacement.

Economic Implications

The direct economic implications for the Shire are limited. Indirectly, improved access to essential medical transport may reduce the burden on residents who would otherwise need to arrange private travel, accommodation or support to attend specialist services in larger centres.

Social Implications

The proposal has positive social implications because it supports equitable access to specialist medical appointments and essential services for residents who may face transport barriers. This is particularly relevant for residents who do not drive or who require support to travel outside the district for health related purposes.

The service would also complement the community transport currently available through St John by providing residents with an additional option for medical related travel and added continuity of support should one service become unavailable. The additional information confirms the service is volunteer driven and community based, which also reflects regional collaboration and local social capital.

Environmental and Climate Change Implications

Nil

Risk Considerations

Risk Statement and Consequence	<p>The principal risk is that the Shire commits funding to a service that is not based primarily in Boddington. This risk is partly offset because the service would complement the existing St John community transport arrangement, rather than replace it, and would provide added resilience if either service became unavailable or ceased.</p> <p>A further risk is that future operating or capital expectations may increase over time. This is reduced by the MOU cap on annual operating deficit contributions and the requirement for capital costs to be considered separately from operational funding.</p> <p>There is also a reputational risk if the Shire declines to participate in a regional medical transport service already used by local residents.</p>
Risk Rating (prior to treatment or control)	Low
Principal Risk Theme	Reputational

Risk Action Plan (controls or treatment proposed)	Nil
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Officer Recommendation

That Council:

- 1. Authorise the Chief Executive Officer to execute the Community Assisted Transport Service Memorandum of Understanding on behalf of the Shire of Boddington, subject to any minor administrative or legal amendments that do not materially alter the intent of the agreement.**
- 2. Notes that the proposed annual financial contribution under the Memorandum of Understanding comprises a Stakeholder Reference Group membership fee of \$500 and a capped contribution of up to \$250 per annum toward any net annual operating deficit of the service.**



Memorandum of Understanding Community Assisted Transport Service

Between the Shire of Narrogin, Narrogin Revheads and Narrogin Lions Club and participating local governments.



1. Purpose

This Memorandum of Understanding (MOU) outlines the cooperative agreement between the Shire of Narrogin, Narrogin Revheads and Narrogin Lions Club, and other participating local governments that elect to support the Community Assisted Transport Service (CATS) (hereinafter referred to as "the Parties").

The CATS service provides transport for community members who require access to specialist medical appointments or services that are not available locally.

2. Objectives

The Parties agree to:

- Support the sustainability of the CATS service to ensure accessibility for residents in need of specialist medical appointments or services not available locally;
- Provide financial contributions to assist with the operational costs of the service; and
- Promote volunteer engagement and community awareness of the CATS service.

3. Financial Contributions

- Annual Stakeholder Reference Group Membership: Effective from 1 July 2026, \$500.00 per local government for annual membership of the Stakeholder Reference Group. Each member local government will be acknowledged in signwriting on the CATS vehicle.
- Net Annual Operating Cost deficit: Effective from 1 July 2026, each participating member local government agrees to contribute an annual financial contribution, calculated at the end of each financial year and divided equally between all participating local governments, up to a maximum of \$250.00 per annum per local government, toward any net annual operating deficit of the CATS service. NOTE: Shire of Narrogin administration costs are excluded from the calculation of the net annual operating cost deficit and are specifically not recoverable and are an overhead cost of the Shire of Narrogin as regional lead.
- Any remaining operational deficit will be fully covered by the Shire of Narrogin plus contributions made by the two community organisations, Narrogin Revheads and Narrogin Lions Club.
- Capital Costs (Vehicle Replacement): Funding for capital costs such as vehicle replacement will be considered separately from operational funding and may be subject to special funding agreements, grants, and/or appeals to donors.

All contributions will be reviewed and confirmed annually during the review meeting. Additionally, Narrogin Revheads and Narrogin Lions Club continue to provide foundational support, including financial and volunteer contributions, in accordance with their roles as foundation members of the Stakeholder Reference Group.

4. Coordination and Administration

- The CATS service will be coordinated by a volunteer coordinator together with Shire of Narrogin administrative support, with responsibility for booking and scheduling transport services and financial management (accounts payable/receivable and financial reporting).
- The service will operate in accordance with established policies.
- Requests for carers or wheelchair assistance must be made at the time of booking.
- The Parties will support the recruitment and retention of volunteer drivers/carers and coordinator.
- The Aged Pension Fuel Card may be used toward transportation costs, with any remaining balance to be paid in cash.
- All parking costs incurred during a trip must be paid by the booking passenger(s).

5. Review and Reporting

- An annual review meeting will be held between representatives of the members of the Stakeholder Reference Group to assess the service's financial position and operational effectiveness.
- Reports will be provided by Narrogin Regional Homecare detailing service usage, financial expenditure, and ongoing needs.
- The review will also consider the CATS brochure and Terms of Reference, ensuring recommendations align with strategic objectives.

6. Stakeholder Reference Group

The CATS Stakeholder Reference Group will provide feedback and advice on:

- The strategic direction of the CATS program, including:
 - Operating the program in a sustainable manner;
 - Improving promotion of the service;
 - Reviewing the membership fee and cost recovery structure;
 - Identifying additional funding opportunities;
 - Attracting and retaining volunteers such as drivers and carers;
 - Addressing issues raised by stakeholders regarding client services;
 - Determining the type of motor vehicle to be used;
 - Potential expansion of the program; and

- Consideration of/recommendation of alternative management/ownership if required.
- Facilitating communication between participating local government(s) and community groups that operate or contribute to the service.
- Voting rights – each Stakeholder Reference Group member, including each local government, has one vote.
- Narrogin Revheads and Narrogin Lions Club, as foundational supporters and service contributors, are granted permanent Stakeholder Reference Group membership status regardless of financial contribution.

7. Duration and Amendment

- This MOU shall take effect upon signing and will remain in force for a period of three (3) years, unless terminated earlier by mutual agreement.
- Amendments may be made in writing and agreed upon by all Parties.

8. Acknowledgment and Signature

The Shire of Boddington agrees to the terms outlined in this MOU and commits to supporting the CATS service.

Authorised Signatory - Shire of Boddington

Signature: _____

Name: _____

Position: _____

Date: _____

CATS - Number of Clients per Residence per Month (Cancellations included)

Client Residence	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Total
Boddington	1	2	1		1	2							7
Cuballing	1	2		1	2		1		1	1	1		10
Narrogin	24	21	11	15	20	19	11	20	18	17	20	18	214
Wagin			1			1	2	1	1	1			7
Darkan	1												1
Williams	2	1	1	1			2						7
Grand Total	29	26	14	17	23	22	16	21	20	19	21	18	246

If a CATS carer is required to accompany a person to an appointment, lunch and refreshment money to the value of \$18.00 is requested to be paid for the carer.

The Aged Pension Fuel Card may be used. If the Aged Pension Fuel Card is used the balance of the \$115.00 must be paid in cash to Narrogin Regional Homecare.

The CATS vehicle is funded and operated as a community service and driven by volunteers.

All parking costs incurred during your trip must be paid for by the passenger.

Passengers are to advise the driver (via the CATS car phone) as soon as their medical appointments are finished. The driver will respond as soon as possible.

Proudly Sponsored by:
Shire of Narrogin
Narrogin Rev Heads
Foundation Narrogin Lions
Club
Volunteer Drivers and Carers

Narrogin Regional Homecare
Serving the Shire of Narrogin and surrounding regions

❖

The Cottage of Jessie House
30 Clayton Road
Narrogin WA 6312

Phone: 08 9890 0700
Email: reception@narrogin.wa.gov.au

www.narrogin.wa.gov.au



CATS

Community Assisted Transport Service



This Service is for members of Narrogin and District communities requiring transport to specialist medical appointments and services not available locally.

Bookings

The CATS vehicle bookings are coordinated by volunteers and the Shire of Narrogin, Narrogin Regional Homecare.

Specialist/ Hospital appointments are to be made after 10.00am and before 2.00pm for the safety of the driver and passengers.

To make a booking for the CATS vehicle please contact Narrogin Regional Homecare on 9890 0700 Monday to Friday between 9.00am and 3.00pm. Please book as early as possible and no later than 1 week’s notice if possible.

For a confirmed booking two forms need to be presented at the Narrogin Regional Homecare Office and payment finalised:

- 1) Your letter of appointment confirming date, time and location. If electronic we may ask you to forward or email Homecare a copy.
- 2) If a new client a CATS profile form which gives details of next of kin, current medications and medical conditions.

Passengers will be contacted by their designated driver the day/evening prior to your scheduled trip to arrange a pick up time.

Passengers are to be ready at the arranged pick up time as the vehicle may have other people travelling and must have passengers to their appointments on time.

If a carer is needed, notification at the time of booking is required. If a wheel chair is needed a carer must be appointed to accompany client. Volunteer drivers are not carers.

Accessing PATS Financial Support

(Patient Assisted Transport Scheme)

To access the PATS voucher, clients need to have a Medicare Card and a PATS referral and specialist form to be collected from Narrogin District Hospital or Doctors Surgery.

PATS Patient Details to be completed by patient (initial setup only)

Trip/Claim is to be completed by patient, for every appointment claim and returned to the District Hospital for processing as soon as possible.

Verification of Attendance The first section is for the patient to complete and the second section is for the specialist or clinic employee to complete and sign. Please note that anyone from the Specialist Rooms is able to sign the form as it is a confirmation of attending the appointment.

The form needs to be returned to the Narrogin Regional Hospital upon return to Narrogin.

When a date has been given for an appointment, the hospital must be informed of the date. Vouchers are usually only issued if requested at the Hospital at least 48 hours before the appointment.

Payment

Payment for CATS transport is required prior to the trip. We also accept Eftpos payments over the phone.

Williams to Perth	\$165.00
Narrogin to Perth	\$165.00
Narrogin to Bunbury	\$140.00
Narrogin to Joondalup	\$180.00
Narrogin to Busselton.....	\$175.00
CATS Carer.....	\$18.00

All prices are for a return trip on the same day. The cost includes lunch for the driver.

All payments need to be made before or on the day of travel.

Under no circumstances will the drivers accept any gratuity. Donations to the CATS vehicle will be gratefully accepted and a receipt issued.

9.3 CORPORATE SERVICES

9.3.1 Payment Listing

File Reference:	3.0070
Applicant:	Nil
Previous Item:	Nil
Author:	Executive Manager Corporate Services
Disclosure of Interest:	Nil
Voting Requirements:	Simple Majority
Attachments:	9.3.1A List of Payments ending 31 March 2026

Summary

The list of payments for the month ending 31 March 2026 is presented for noting by Council.

Background

Council has delegated the Chief Executive Officer the exercise of its power to make payments from the Shires municipal fund and the trust fund.

In exercising their authority, and in accordance with the Local Government (Financial Management) Regulation, it is a requirement to produce a list of payments made from Councils Municipal Fund and Trust Fund bank accounts to be presented to Council for the purposes of noting, in the following month.

Comment

The List of Payments have been made in accordance with Council's adopted budget, and statutory obligations.

Consultation

Nil

Strategic Implications

Aspiration	Performance
Outcome 12	Visionary Leadership and Responsible Governance
Objective 12.2	Responsibly manage the Shire's finances, human resources and assets

Legislative Implications

Local Government (Financial Management) Regulations 1996 - Reg 13

- (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.

Policy Implications

Nil

Financial Implications

As disclosed within the payment listing.

Economic Implications

Nil

Social Implications

Nil

Environmental and Climate Change Considerations

Nil

Risk Considerations

Risk Statement and Consequence	Failure to present a detailed listing of payments made from the Shire bank accounts in the prescribed form would result in non-compliance with the Local Government (Financial Management) Regulations 1996, which may result in a qualified audit.
Risk Rating (prior to treatment or control)	Minor
Principal Risk Theme	Reputational / Compliance
Risk Action Plan (controls or treatment proposed)	Nil

Officer Recommendation

That Council receive the list of payments for the month ending 31 March 2026 as presented.

SHIRE OF BODDINGTON - LIST OF PAYMENTS - MARCH 2026

Chq/EFT	Date	Name	Description	Amount
17711	27/03/2026	SHIRE OF BODDINGTON	PETTY CASH REIMBURSEMENT	86.20
17712	27/03/2026	WATER CORPORATION	WATER USAGE 41 BANNISTER RD	1,012.76
EFT29090	05/03/2026	RENTOKIL	SANITARY BIN SERVICE	803.56
EFT29091	05/03/2026	T-QUIP	Z MASTER 7500D MOWER	42,933.00
EFT29092	05/03/2026	AUSTRALIA POST ACCOUNTS RECEIVABLE	POST OFFICE BOX RENEWAL	192.00
EFT29093	05/03/2026	LOCAL GOVERNMENT PROFESSIONALS WA	FINANCE PROFESSIONALS CONFERENCE 2026	3,120.00
EFT29094	05/03/2026	SERVICES AUSTRALIA CHILD SUPPORT	PAYROLL DEDUCTIONS/CONTRIBUTIONS	562.92
EFT29095	05/03/2026	ECONOMIC DEVELOPMENT AUSTRALIA LIMITED	EVENT REGISTRATION - VIRTUAL TRAINING	1,193.50
EFT29096	05/03/2026	JOHANN PRANDL	COUNCILLOR ALLOWANCES	1,880.50
EFT29097	05/03/2026	M & L THOMPSON AUSTRALIA PTY LTD	TREE LOPPING & REMOVAL	660.00
EFT29098	05/03/2026	CONTRACT AQUATIC	SWIMMING POOL MANAGEMENT CONTRACT MARCH 2026	21,230.00
EFT29099	05/03/2026	INDUSTRIAL ROADPAVERS (WA) PTY LTD	CARAVAN PARK CABIN PROJECT	196,200.00
EFT29100	05/03/2026	BODDINGTON SERVICE STATION	VEHICLE SERVICE - 1GDA554	326.00
EFT29101	05/03/2026	MOORE AUSTRALIA (WA) PTY LTD	BUDGET WORKSHOP 2026	1,485.00
EFT29102	05/03/2026	PAUL RAYMOND CARROTTS	COUNCILLOR ALLOWANCES	2,747.50
EFT29103	05/03/2026	SHIRE OF BODDINGTON	BSL COMMISSION FEBRUARY 2026	20.00
EFT29104	05/03/2026	DEPT OF MINES INDUSTRY REGULATION & SAFETY	BSL FEBRUARY 2026	668.26
EFT29105	05/03/2026	BODDINGTON SES	REIMBURSEMENT FOR THE SES	3,369.84
EFT29106	12/03/2026	T-QUIP	CORE AERATOR 72 HD	14,000.00
EFT29107	12/03/2026	CHEFMASTER	240LTR BIN LINERS	971.78
EFT29108	12/03/2026	COATES HIRE	HIRE OF SMOOTH DRUM & PADFOOT ROLLERS	10,559.63
EFT29109	12/03/2026	TANIA MARIE DAWSON	BODDFIT MEMBER INDUCTIONS	630.00
EFT29110	12/03/2026	BUNNINGS GROUP LIMITED	HARDWARE ITEMS	242.16
EFT29111	12/03/2026	SEEK LIMITED	SEEK ADVERTISING	2,122.45
EFT29112	12/03/2026	TEAM GLOBAL EXPRESS PTY LTD	COURIER CHARGES	953.08
EFT29113	12/03/2026	NEWMONT BODDINGTON GOLD	RENT FOR 3 PRUSSIAN WAY	1,300.00
EFT29114	12/03/2026	SHERIDAN'S	STAFF NAME BADGES	131.78
EFT29115	12/03/2026	H & H ARCHITECTS	BODDINGTON REVITALISATION PLAN	5,703.50
EFT29116	12/03/2026	ZIRCODATA PTY LTD	STORAGE FEES	103.63
EFT29117	12/03/2026	ACCESS LIFE	STRENGTH FOR LIFE COACH FEES	770.00
EFT29118	12/03/2026	THE FUN DEPOT	INFLATABLES FOR SUMMER BY THE RIVER 2026	10,056.57
EFT29119	12/03/2026	BODDINGTON BAKEHOUSE	CATERING SERVICES	280.00
EFT29120	12/03/2026	SHERRIN RENTALS PTY LTD	HIRE OF WATER TRUCK	2,074.60
EFT29121	12/03/2026	NEWGROUND WATER SERVICES	NEW LOWARA WATER PUMP	16,500.00
EFT29122	12/03/2026	J & M REID EARTHMOVING PTY LTD	HARVEY-QUINDANNING RD - CULVERT REPLACEMENTS & REPAIRS	93,199.70
EFT29123	12/03/2026	DOUBLE SHOT CAFE	CATERING SERVICES	583.00
EFT29124	12/03/2026	MCMULLEN NOLAN GROUP PTY LTD	SURVEY WORK FOR TRANSFER OF RESERVES 49937 & 22386	770.00
EFT29125	12/03/2026	INTERFIRE AGENCIES PTY LTD	PROTECTIVE WEAR	597.51
EFT29126	12/03/2026	A 1 INSIGNIA	FIRE JACKET INSIGNIA	662.75
EFT29127	12/03/2026	SWAN VALLEY CUDDLY ANIMAL FARM	SUMMER BY THE RIVER ENTERTAINMENT	100.00
EFT29128	12/03/2026	NXP CIVILS PTY LTD	CROSSMAN RD & PRUSSIAN WAY FOOTPATH CONSTRUCTION	47,465.00
EFT29129	12/03/2026	INTELIFE GROUP LIMITED	VEGETATION/MULCHING - LOWER HOTHAM & HARVEY-QUIN.G RDS	57,350.93
EFT29130	12/03/2026	HIWAY WA PTY LTD	WORKS - LOWER HOTHAM RD, CROSSMAN RD & GOLD MINE RD	2,320,328.36
EFT29131	12/03/2026	WEST COAST POLY PTY LTD	NEW WATER TANK	2,319.00
EFT29132	12/03/2026	AUSTRALIAN MADE ENGINEERING PTY LTD	LOCKABLE BIN STANDS	1,565.30
EFT29133	12/03/2026	WESTGROW FARM TREES	ASSORTED PLANTS	2,762.10
EFT29134	12/03/2026	ROBERT JAMES JOSEPH ARAMINI	REFUND OF CAT TRAP BOND	120.00
EFT29135	12/03/2026	BODDINGTON SERVICE STATION	BATTERY - BT011	330.00
EFT29136	12/03/2026	SHIRE OF BODDINGTON	REFUND OF KEY BOND	200.00
EFT29137	20/03/2026	T-QUIP	PARTS FOR THE TORO GROUNDMASTER	873.60
EFT29138	20/03/2026	AUSTRALIA POST ACCOUNTS RECEIVABLE	POSTAGE FEBRUARY 2026	311.30
EFT29139	20/03/2026	EDGE PLANNING & PROPERTY	PLANNING SERVICES FEBRUARY 2026	4,331.25
EFT29140	20/03/2026	BRADLEY SCOTT MORGAN	REIMBURSEMENT FOR FUEL QUINDANNING 4.4	246.26
EFT29141	20/03/2026	INDUSTRIAL AUTOMATION GROUP	CONCRETE PAD INSTALLATION - QUINDANNING STANDPIPE	4,731.10
EFT29142	20/03/2026	NEWMONT BODDINGTON GOLD	RENT 25 FARMERS AVE	1,300.00
EFT29143	20/03/2026	AMPAC DEBT RECOVERY (WA) PTY LTD	DEBT COLLECTION FEES FEBRUARY 2026	33.00
EFT29144	20/03/2026	AMY LAZENBY	REIMBURSEMENT FOR SHIRE PURCHASES	335.00
EFT29145	20/03/2026	SURVEYING SOUTH	SURVEYING SERVICES	9,900.00
EFT29146	20/03/2026	BLACKWOODS	GARDENING TOOLS	105.67
EFT29147	20/03/2026	BODDINGTON POST OFFICE & STORE	STATIONERY ITEMS	211.69
EFT29148	20/03/2026	SERVICES AUSTRALIA CHILD SUPPORT	PAYROLL DEDUCTIONS/CONTRIBUTIONS	562.92
EFT29149	20/03/2026	COMMERCIAL IRRIGATION W.A	RETICULATION REPAIRS	2,695.00
EFT29150	20/03/2026	SNAP MIDLAND	STATIONERY ITEMS	1,180.00
EFT29151	20/03/2026	BODDINGTON DINER	CATERING SERVICES	308.00
EFT29152	20/03/2026	DIRECT TRADES SUPPLY PTY LTD	240L WHEELIE BINS	1,390.00
EFT29153	20/03/2026	WA RETICULATION SUPPLIES	RETICULATION PARTS	2,388.85
EFT29154	20/03/2026	SWAN VALLEY CUDDLY ANIMAL FARM	SUMMER BY THE RIVER ENTERTAINMENT	1,020.00
EFT29155	20/03/2026	ADDPRINT RUBBER STAMPS	STATIONERY ITEMS	80.50
EFT29156	20/03/2026	BEST OFFICE SYSTEMS	PRINTER CARTRIDGES	352.00
EFT29157	20/03/2026	GET UP AND GROW CONSULTING	IRSA MEETING	250.00
EFT29158	20/03/2026	AVON WASTE	RUBBISH SERVICES FEBRUARY 2026	7,255.74
EFT29159	20/03/2026	GREG DAY MOTORS	FUEL FEBRUARY 2026	7,177.14
EFT29160	20/03/2026	WILSONS SIGN SOLUTIONS	HONOUR BOARD UPDATES	170.50
EFT29161	20/03/2026	THE LOCK MAN SECURITY	KEYS FOR REC CENTRE STORE ROOM	171.30
EFT29162	27/03/2026	LOCAL GOVERNMENT PROFESSIONALS WA	EXECUTIVE SUPPORT PROFESSIONALS PD DAY	420.00
EFT29163	27/03/2026	THE QUINDANNING HOTEL	CATERING SERVICES	450.00
EFT29164	27/03/2026	OFFICEWORKS BUSINESS DIRECT	STATIONERY ITEMS	2,511.50
EFT29165	27/03/2026	LANDGATE	ONLINE LAND ENQUIRIES	159.23
EFT29166	27/03/2026	ADVANTAGE ENVIRONMENTAL PEST CONTROL	PEST CONTROL	895.18
EFT29167	27/03/2026	BODDINGTON TYRE SERVICE	TYRE REPAIR	48.50
EFT29168	27/03/2026	ABCO PRODUCTS PTY LTD	CLEANING PRODUCTS	1,000.32
EFT29169	27/03/2026	FOOT PRINT (WA) PTY LTD	BANNERS AND STANDS	5,788.20
EFT29170	27/03/2026	BODDINGTON HARDWARE AND NEWSAGENCY	HARDWARE ITEMS FOR FEBRUARY 2026	12,960.37
EFT29171	27/03/2026	PORTER CONSULTING ENGINEERS	DRAINAGE UPGRADES - VARIOUS SHIRE LOCATIONS	23,650.00
EFT29172	27/03/2026	MCLEODS BARRISTERS AND SOLICITORS	LEGAL SERVICES	446.60
EFT29173	27/03/2026	ROYAL LIFE SAVING SOCIETY WA	POOL SAFETY ASSESSMENT	693.00
EFT29174	27/03/2026	TEAM GLOBAL EXPRESS PTY LTD	COURIER CHARGES	220.97
EFT29175	27/03/2026	SHERIDAN'S	STAFF NAME BADGES	76.89
EFT29176	27/03/2026	SAFETY & RESCUE EQUIPMENT	HEIGHT SAFETY EQUIPMENT INSPECTION	2,068.00

SHIRE OF BODDINGTON - LIST OF PAYMENTS - MARCH 2026

Chq/EFT	Date	Name	Description	Amount
EFT29177	27/03/2026	WALLIS COMPUTER SOLUTIONS	INTERNET SERVICE	196.90
EFT29178	27/03/2026	MANDURAH SAFETY & TRAINING SERVICES	CONFINED SPACE TRAINING	1,155.00
EFT29179	27/03/2026	G & D LYSTER	DOZER & LOADER HIRE - CROSSMAN FIRE	16,335.00
EFT29180	27/03/2026	BANNISTER EXCAVATIONS PTY LTD	HIRE OF GRADER - HARVEY-QUINDANNING RD	38,775.00
EFT29181	27/03/2026	SURVEYING SOUTH	SURVEYING SERVICES	11,000.00
EFT29182	27/03/2026	MARRADONG CONTRACTING PTY LTD	HIRE OF DOZER	3,036.00
EFT29183	27/03/2026	NEWGROUND WATER SERVICES	REPAIRS TO TOWN DAM PUMP	16,500.00
EFT29184	27/03/2026	RINGCENTRAL INC	MONTHLY TELEPHONE SUBSCRIPTION	876.04
EFT29185	27/03/2026	J & M REID EARTHMOVING PTY LTD	FOOTINGS FOR SHADE SAILS	550.00
EFT29186	27/03/2026	CHOP STREET MUSIC PRODUCTIONS	SUMMER BY THE RIVER ENTERTAINMENT	8,661.40
EFT29187	27/03/2026	SAPIO PTY LTD	UPGRADE TO EXISTING ACCESS CONTROL SYSTEM	33,535.57
EFT29188	27/03/2026	BODDINGTON SUPERMARKET PTY LTD	SHIRE PURCHASES FOR FEBRUARY 2026	360.91
EFT29189	27/03/2026	SOS OFFICE EQUIPMENT	PHOTOCOPIER CHARGES	602.95
EFT29190	27/03/2026	LIGHT APPLICATION PTY LTD	HOTHAM FORESHORE LIGHTING PROJECT	3,346.63
EFT29191	27/03/2026	CONNECT CALL SERVICES	AFTER HOURS CALL SERVICE	467.50
EFT29192	27/03/2026	INTERNODE PTY LTD	BROADBAND SERVICE	109.99
EFT29193	27/03/2026	BODDINGTON DINER	CATERING SERVICES	222.00
EFT29194	27/03/2026	DIRECT TRADES SUPPLY PTY LTD	POWERTECH TAMPING RAMMER	3,395.00
EFT29195	27/03/2026	FETCH PRINT	EVENT BANNERS	506.00
EFT29196	27/03/2026	NXP CIVILS PTY LTD	CROSSMAN RD FOOTPATH	34,179.20
EFT29197	27/03/2026	EASY AS ELECTRICAL SOLUTIONS	ELECTRICAL WORK - 16 BLUE GUM CL	1,153.90
EFT29198	27/03/2026	PRINT MEDIA GROUP	STATIONERY ITEMS	329.93
EFT29199	27/03/2026	EMERGE ENVIRONMENTAL SERVICES PTY LTD	MOUNTAIN BIKE TRAIL PROJECT	9,020.00
EFT29200	27/03/2026	INDUSTRIAL ROADPAVERS (WA) PTY LTD	CARAVAN PARK CABINS PROJECT	32,351.94
EFT29201	27/03/2026	STIRLING ASPHALT	ASPHALT - CROSSMAN RD FOOTPATH	153,714.00
EFT29202	27/03/2026	TRUSTMORE SECURITY	GALLAGHER ISO CARDS	2,735.70
EFT29203	27/03/2026	WESTGROW FARM TREES	TREE STAKES & GUARDS	5,280.00
EFT29204	27/03/2026	WERKO PTY LTD	EMERGENCY COMBINATION SAFETY SHOWER	1,290.00
EFT29205	27/03/2026	A CLASS LINEMARKING SERVICE	LINE MARKING AT THE REC CENTRE	5,391.10
EFT29206	27/03/2026	OLIVIA JASMINE FRANKLIN	RATES REFUND	959.59
EFT29207	27/03/2026	ELIZABETH MARION ANGWIN	ACCOMMODATION	450.00
EFT29208	27/03/2026	STEWART & HEATON PTY LTD	PROTECTIVE WEAR	10,158.20
EFT29209	27/03/2026	AVON WASTE	RUBBISH SERVICES MARCH 2026	7,202.52
EFT29210	27/03/2026	CHUBB FIRE & SECURITY PTY LTD	MONTHLY FIRE PANEL SERVICING	459.14
EFT29211	27/03/2026	BODDINGTON SES	REIMBURSEMENT FOR THE SES	437.21
EFT29212	31/03/2026	INDUSTRIAL ROADPAVERS (WA) PTY LTD	CARAVAN PARK CABINS PROJECT	3,235.19
EFT29213	31/03/2026	SHIRE OF BODDINGTON	BOND 34 HILL STREET	660.00
DD18021.1	02/03/2026	NATIONAL AUSTRALIA BANK	NAB CONNECT FEE	101.46
DD18029.1	03/03/2026	PRECISION ADMINISTRATION SERVICES PTY LTD	SUPERANNUATION CONTRIBUTIONS	19,614.85
DD18029.2	03/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	1,339.05
DD18029.3	03/03/2026	WESTERN AUSTRALIAN TREASURY CORPORATION	LOAN GUARANTEE 100	12,031.87
DD18030.1	04/03/2026	NATIONAL AUSTRALIA BANK	TRANSACT FEE	17.10
DD18030.2	04/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	2,868.15
DD18031.1	05/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	266.75
DD18032.1	06/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	1,377.10
DD18035.1	09/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	10,974.70
DD18035.2	09/03/2026	NEWBOOK PTY LTD	NEWBOOK ONLINE BOOKING FEE	173.25
DD18035.3	09/03/2026	TELSTRA LIMITED	MOBILE PHONE CHARGES - SHIRE	824.11
DD18041.1	10/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	2,784.30
DD18041.2	10/03/2026	SYNERGY	ELECTRICITY CHARGES - VARIOUS SHIRE LOCATIONS	3,254.53
DD18042.1	11/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	2,023.00
DD18044.1	12/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	3,252.15
DD18046.1	13/03/2026	THE WEST AUSTRALIAN	DIGITAL SUBSCRIPTION FEE	32.00
DD18046.2	13/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	505.25
DD18046.3	13/03/2026	SYNERGY	ELECTRICITY CHARGES - VARIOUS SHIRE LOCATIONS	2,318.72
DD18046.4	13/03/2026	WESTERN AUSTRALIAN TREASURY CORPORATION	PAYMENT LOAN 106	42,709.40
DD18051.1	16/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	2,359.30
DD18051.2	16/03/2026	BOND ADMINISTRATOR	RENTAL BOND	200.00
DD18051.3	16/03/2026	TELAIR PTY LTD	INTERNET SERVICE	493.90
DD18051.4	16/03/2026	SYNERGY	ELECTRICITY CHARGES - CENTRAL PARK	105.50
DD18052.1	17/03/2026	PRECISION ADMINISTRATION SERVICES PTY LTD	SUPERANNUATION CONTRIBUTIONS	19,160.88
DD18052.2	17/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	3,859.60
DD18053.1	18/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	2,509.60
DD18054.1	19/03/2026	BUSINESS FUEL CARDS (FLEET CARD)	FIRE BRIGADE FLEET CARDS	21.90
DD18054.2	19/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	81.30
DD18067.1	20/03/2026	WATER CORPORATION	WATER CHARGES - VARIOUS SHIRE LOCATIONS	4,332.12
DD18067.2	20/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	1,116.35
DD18069.1	23/03/2026	WATER CORPORATION	WATER CHARGES - VARIOUS SHIRE LOCATIONS	2,107.41
DD18069.2	23/03/2026	BOC GASES BOC ACCOUNT PROCESSING	GAS CONTAINER FEES	19.10
DD18069.3	23/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	872.95
DD18069.4	23/03/2026	TELSTRA LIMITED	PHONE CHARGES - SES LANDLINES	195.29
DD18077.1	24/03/2026	OPTUS COMMUNICATIONS	INTERNET - CCTV TRAILER	109.00
DD18077.2	24/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	5,114.25
DD18077.3	24/03/2026	TELSTRA LIMITED	MOBILE & ONLINE ACCESS CHARGES	6,517.48
DD18078.1	25/03/2026	WATER CORPORATION	WATER CHARGES - VARIOUS SHIRE LOCATIONS	10,674.57
DD18078.2	25/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	1,685.80
DD18078.3	25/03/2026	TELSTRA LIMITED	PHONE & INTERNET CHARGES - VARIOUS SHIRE LOCATIONS	835.89
DD18079.1	26/03/2026	WATER CORPORATION	WATER CHARGES - VARIOUS SHIRE LOCATIONS	8,224.14
DD18079.2	26/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	2,385.70
DD18079.3	26/03/2026	SUPAGAS	BULK GAS - VARIOUS SHIRE LOCATIONS	1,236.95
DD18082.1	27/03/2026	WATER CORPORATION	WATER CHARGES - VARIOUS SHIRE LOCATIONS	28,939.45
DD18082.2	27/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	1,138.25
DD18082.3	27/03/2026	SYNERGY	ELECTRICITY CHARGES - STREET LIGHTS	3,503.16
DD18085.1	30/03/2026	SYNERGY	ELECTRICITY CHARGES - CARAVAN PARK	2,638.75
DD18090.1	31/03/2026	PRECISION ADMINISTRATION SERVICES PTY LTD	SUPERANNUATION CONTRIBUTIONS	19,226.56
DD18090.2	31/03/2026	NATIONAL AUSTRALIA BANK	NAB CONNECT FEE	602.26
DD18090.3	31/03/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	8,078.55
DD18090.4	31/03/2026	SYNERGY	ELECTRICITY - VARIOUS SHIRE LOCATIONS	5,421.18
DD18087.1	04/03/2026	NAB BUSINESS VISA	CREDIT CARD PURCHASES	7,487.71
				<hr/>
				3,638,375.55

SHIRE OF BODDINGTON - LIST OF PAYMENTS - MARCH 2026

Chq/EFT	Date	Name	Description	Amount
ITEMISATION OF CREDIT CARD PURCHASES				
JAMES WICKENS				
16/02/2026		REMARKABLE	SUBSCRIPTION FEE	6.49
23/02/2026		ATLAS FUEL	FUEL BT04	83.97
SAM KEMPTON				
04/02/2026		FLEX FITNESS EQUIPMENT	GYM EQUIPMENT	999.36
06/02/2026		PEPPERMINT GROVE BEACH HOLIDAY PARK	ACCOMMODATION - CAPEL LIBRARIES TRAINING	142.80
13/02/2026		NETFLIX	SUBSCRIPTION FOR THE YOUTH CENTRE	20.99
23/02/2026		SPOTIFY	MUSIC SUBSCRIPTION FOR THE YOUTH CENTRE	15.99
FABIAN HOUBRECHTS				
29/01/2026		VIBE UPPER SWAN	FUEL BT61	91.76
02/02/2026		TRANSPORT WA	TEMPORARY MOVEMENT PERMIT	31.65
02/02/2026		BUNNINGS	ASSORTED PLANTS	76.51
02/02/2026		DUNNINGS TOODYAY	FUEL BT61	106.64
08/02/2026		DUNNINGS NORTHAM	FUEL BT61	104.28
11/02/2026		TRANSPORT WA	TEMPORARY MOVEMENT PERMIT	31.65
16/02/2026		DUNNINGS NORTHAM	FUEL BT61	100.39
19/02/2026		BUNNINGS	CONCRETE & PAVING DULUX	520.90
23/02/2026		IONIC SYSTEMS AUSTRALIA	SKYVAC ATOM FILTER KIT	198.00
24/02/2026		PUMA YORK	FUEL BT61	107.12
26/02/2026		TRANSPORT WA	TEMPORARY MOVEMENT PERMIT	31.65
CARA RYAN				
23/02/2026		VISTAPRINT AUSTRALIA	ITEMS FOR SUMMER BY THE RIVER 2026	448.39
23/02/2026		TRIBE PERTH KINGS PARK	ACCOMMODATION - ERP DEMOS	347.58
26/02/2026		BODDINGTON POST OFFICE	FAREWELL GIFT CARDS	161.90
27/02/2026		RINGCENTRAL INC	TELEPHONE SERVICE - MEDICAL CENTRE	330.00
JULIE BURTON				
29/01/2026		BIGW ONLINE	CORDLESS VACUUM CLEANERS	1,779.00
30/01/2026		TOTAL TOOLS	CHARGER FOR THE BLOWER VAC	200.00
02/02/2026		MAILCHIMP	NEWSLETTER SOFTWARE	65.19
06/02/2026		DROP BOX	COUNCILLOR INFORMATION	18.69
06/02/2026		FACEBOOK	ADVERTISING	134.00
12/02/2026		UNITED FASTENERS WA	REINFORCING FOR CONCRETE SLAB	892.41
16/02/2026		ILLUSTRATOR	ADOBE LICENSE	35.99
16/02/2026		INDESIGN	ADOBE LICENSE	35.99
16/02/2026		OPENAI.COM	CHATGPT SUBSCRIPTION FEE	127.82
18/02/2026		REMARKABLE	SUBSCRIPTION FEE	9.98
18/02/2026		FACEBOOK	ADVERTISING	18.45
18/02/2026		FACEBOOK	ADVERTISING	143.00
27/02/2026		NAB CARD FEE	FEE	45.00
27/02/2026		NAB INTERNATIONAL TRANSACT FEES	FEE	24.17
PAYROLL PAYMENTS				
		NAB	NET PAYROLL F/N ENDING 01/03/2026	96,866.51
		NAB	NET PAYROLL F/N ENDING 15/03/2026	93,670.22
		NAB	NET PAYROLL F/N ENDING 29/03/2026	94,123.32
TOTAL MUNI				3,923,035.60
TOTAL TRUST & MUNI				3,923,035.60

9.3.2 Financial Report

File Reference: 3.0056
Applicant: Nil
Previous Item: Nil
Author: Executive Manager Corporate Services
Disclosure of Interest: Nil
Voting Requirements: Simple Majority
Attachments: 9.3.2A Monthly Financial Report 31 March 2026

Summary

The Monthly Financial Report for the period ending 31 March 2026 is presented for Councils consideration.

Background

In accordance with the Local Government Act 1995, a statement of financial activity must be presented at an Ordinary Meeting of Council. This is required to be presented within two months, after the end of the month, to which the statement relates.

The statement of financial activity is to report on the revenue and expenditure as set out in the annual budget for the month, including explanations of any variances. Regulation 34, from the Local Government (Financial Management) Regulations 1996 sets out the detail that is required to be included in the reports.

Comment

The attached monthly financial statements and supporting information have been compiled to meet compliance with the Local Government Act 1995 and associated Regulations.

Consultation

Nil

Strategic Implications

Aspiration	Performance
Outcome 12	Visionary Leadership and Responsible Governance
Objective 12.2	Responsibly manage the Shire's finances, human resources and assets

Legislative Implications

Local Government Act 1995

Section 6.4 Specifies that a local government is to prepare such other financial reports as are prescribed.

Local Government (Financial Management) Regulations 1996

Regulation 34 states:

- (1) A local government is to prepare each month a statement of financial activity reporting on the sources and applications of funds, as set out in the annual budget under regulation 22(1)(d) for that month in the following detail:
 - (a) annual budget estimates, taking into account any expenditure incurred for an additional purpose under section 6.8(1)(b) or (c);
 - (b) budget estimates to the end of month to which the statement relates;

- (c) actual amounts of expenditure, revenue and income to the end of the month to which the statement relates;
- (d) material variances between the comparable amounts referred to in paragraphs (b) and (c);
- (e) the net current assets at the end of the month to which the statement relates.

Sub regulations 2, 3, 4, 5, and 6 prescribe further details of information to be included in the monthly statement of financial activity.

Policy Implications

Nil

Financial Implications

As disclosed in the financial statements.

Economic Implications

Nil

Social Implications

Nil

Environmental and Climate Change Considerations

Nil

Risk Considerations

Risk Statement and Consequence	Failure to monitor the Shire’s ongoing financial performance would increase the risk of a negative impact on the Shire’s financial position. As the monthly report is a legislative requirement, non-compliance may result in a qualified audit.
Risk Rating (prior to treatment or control)	Minor
Principal Risk Theme	Reputational / Compliance
Risk Action Plan (controls or treatment proposed)	Nil

Officer Recommendation

That Council receive the financial statements as presented, for the period ending 31 March 2026.



Monthly Financial Report

For the Period Ended 31 March 2026

Monthly Financial Report
(containing the Statement of Financial Activity)
For the Period Ended 31 March 2026

Local Government Act 1995
Local Government (Financial Management) Regulations 1996

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Statement of Financial Activity For the Period Ended 31 March 2026

	Note	Amended Budget Estimates (a) \$	YTD Budget Estimates (b) \$	YTD Actual (c) \$	Variance \$ (c)-(b)	Variance % (c)-(b)/(b)
Operating Activities						
Revenue from operating activities						
General rates		7,336,829	7,335,826	7,337,509	1,683	0%
Grants, subsidies and contributions	11	919,043	650,024	676,972	26,948	4%
Fees and charges		1,436,427	1,180,771	1,222,698	41,927	4%
Interest revenue		386,830	292,046	300,468	8,422	3%
Other revenue		205,512	173,969	191,132	17,163	10%
Profit on asset disposals	8	121,711	10,000	7,000	(3,000)	(30%)
		<u>10,406,352</u>	<u>9,642,636</u>	<u>9,735,779</u>	<u>93,143</u>	
Expenditure from Operating activities						
Employee costs		(3,792,133)	(2,857,974)	(2,728,796)	129,178	5%
Materials and contracts		(3,450,489)	(2,644,596)	(2,311,898)	332,698	13% ▲
Utility Charges		(390,119)	(296,323)	(305,740)	(9,417)	(3%)
Depreciation		(2,596,800)	(1,947,600)	(2,017,631)	(70,031)	(4%)
Finance Costs		(35,258)	(24,945)	(24,945)	0	0%
Insurance		(224,629)	(224,629)	(224,614)	15	0%
Other expenditure		(108,980)	(67,152)	(57,625)	9,527	14%
Loss on asset disposals	8	0	0	0	0	0%
		<u>(10,598,408)</u>	<u>(8,063,219)</u>	<u>(7,671,249)</u>	<u>391,970</u>	
Non cash amounts excluded from operating activities	2(c)	2,475,089	1,937,600	2,010,631	73,031	4%
Amount attributable to operating activities		2,283,033	3,517,017	4,075,161	558,144	
Investing Activities						
Inflows from investing activities						
Proceeds - capital grants, subsidies & contributions	11	8,240,383	2,504,784	2,317,651	(187,133)	(7%)
Proceeds - disposal of assets		161,000	10,000	7,000	(3,000)	(30%)
		<u>8,401,383</u>	<u>2,514,784</u>	<u>2,324,651</u>	<u>(190,133)</u>	
Outflows from investing activities						
Payments - property, plant and equipment	7	(4,441,594)	(1,224,070)	(1,211,997)	12,073	1%
Payments - construction of infrastructure	7	(9,354,909)	(4,163,879)	(4,151,250)	12,629	0%
		<u>(13,796,503)</u>	<u>(5,387,949)</u>	<u>(5,363,247)</u>	<u>24,702</u>	
Amount attributable to investing activities		(5,395,120)	(2,873,165)	(3,038,596)	(165,431)	
Financing Activities						
Inflows from financing activities						
Proceeds from new borrowings	10	0	0	0	0	0%
Transfer from reserves	5	1,271,110	0	0	0	0%
		<u>1,271,110</u>	<u>0</u>	<u>0</u>	<u>0</u>	
Outflows from financing activities						
Repayment of borrowings	10	(236,161)	(165,505)	(165,505)	(0)	(0%)
Transfer to reserves	5	(363,130)	(85,000)	(84,126)	874	1%
		<u>(599,291)</u>	<u>(250,505)</u>	<u>(249,631)</u>	<u>874</u>	
Amount attributable to financing activities		671,819	(250,505)	(249,631)	874	
Movement in Surplus or Deficit						
Surplus or deficit at the start of the financial year	2(a)	2,493,937	2,493,937	2,493,940	3	0%
Amount attributable to operating activities		2,283,033	3,517,017	4,075,161	558,144	16% ▲
Amount attributable to investing activities		(5,395,120)	(2,873,165)	(3,038,596)	(165,431)	6%
Amount attributable to financing activities		671,819	(250,505)	(249,631)	874	(0%)
Surplus or deficit after imposition of general rates		53,670	2,887,284	3,280,874	393,590	

▲ ▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.

Refer to Note 3 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying notes.

Statement of Financial Position For the Period Ended 31 March 2026

	Note	Actual 30/06/2025	Actual as at 31/03/2026
		\$	\$
Current Assets			
Cash and cash equivalents	4	10,159,021	11,263,531
Trade and other receivables	6	683,336	1,330,423
Inventories		0	7,194
Other assets		170,478	32,378
Total Current Assets		11,012,835	12,633,526
Non-Current Assets			
Trade and other receivables		32,976	32,976
Other financial assets		39,810	39,810
Property, plant and equipment		38,386,880	38,874,218
Infrastructure		64,877,387	67,735,664
Total Non-Current Assets		103,337,053	106,682,668
Total Assets		114,349,888	119,316,194
Current Liabilities			
Trade and other payables	9	1,036,159	684,320
Other liabilities	11	4,170,847	5,272,317
Borrowings	10	236,161	70,655
Employee related provisions		280,501	280,501
Total Current Liabilities		5,723,668	6,307,793
Non-Current Liabilities			
Borrowings	10	922,122	922,122
Employee related provisions		37,105	37,105
Total Non-Current Liabilities		959,227	959,227
Total Liabilities		6,682,895	7,267,020
Net Assets		107,666,993	112,049,174
Equity			
Retained surplus		37,666,049	41,964,106
Reserve accounts		3,031,388	3,115,512
Revaluation surplus		66,969,556	66,969,556
Total Equity		107,666,993	112,049,174

This statement is to be read in conjunction with the accompanying notes

Statement of Financial Position For the Period Ended 31 March 2026

1 Basis of Preparation and Material Accounting Policies

Basis of Preparation

This prescribed financial report has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

Local Government Act 1995 requirements

Section 6.4(2) of the *Local Government Act 1995* read with the *Local Government (Financial Management) Regulations 1996*, prescribe that the financial report be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied where no inconsistencies exist.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the Shire to measure any vested improvements at zero cost.

Local Government (Financial Management) Regulations 1996, regulation 34 prescribes contents of the financial report. Supplementary information does not form part of the financial report.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the financial report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

Preparation Timing and Review

Date prepared: All known transactions up to 10 April 2026

The Local Government Reporting Entity

All funds through which the Shire controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

All monies held in the Trust Fund are excluded from the financial statements.

Material accounting policies

Material accounting policies utilised in the preparation of these statements are as described within the 2025-26 Annual Budget. Please refer to the adopted budget document for details of these policies.

Critical accounting estimates and judgements

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

As with all estimates, the use of different assumptions could lead to material changes in the amounts reported in the financial report.

The following are estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year and further information on their nature and impact can be found in the relevant note:

- Fair value measurement of assets carried at reportable value including:
 - Property, plant and equipment
 - Infrastructure
- Impairment losses of non-financial assets
- Expected credit losses on financial assets
- Assets held for sale
- Investment property
- Estimated useful life of intangible assets
- Measurement of employee benefits
- Measurement of provisions
- Estimation uncertainties and judgements made in relation to lease accounting

Notes to the Statement of Financial Activity For the Period Ended 31 March 2026

2 Net Current Assets Information

(a) Net current assets used in the Statement of Financial Activity		Adopted Budget Opening	Actual as at	Actual as at
Note		1/07/2025	30/06/2025	31/03/2026
		\$	\$	\$
Current Assets				
	Cash and cash equivalents	4	10,159,021	11,263,531
	Trade and other receivables	6	683,336	1,330,423
	Inventories		0	7,194
	Other assets		170,478	32,378
			11,012,835	12,633,526
Less: Current liabilities				
	Trade and other payables	9	(1,036,162)	(684,320)
	Borrowings	10	(236,161)	(70,655)
	Capital grant/contribution liability	11	(4,170,847)	(5,272,317)
	Employee related provisions		(280,501)	(280,501)
			(5,723,671)	(6,307,793)
	Net current assets		5,289,164	6,325,733
	Less: Total adjustments to net current assets	2(b)	(2,795,227)	(3,044,859)
	Closing funding surplus / (deficit)		2,493,937	3,280,874

(b) Current assets and liabilities excluded from budgeted deficiency

Adjustments to net current assets

	Less: Reserve accounts	5	(3,031,388)	(3,115,514)
	Add: Current liabilities not expected to be cleared at the end of the year			
	- Current portion of borrowings	10	236,161	70,655
	- Current portion of employee benefit provisions held in reserve		0	0
			(2,795,227)	(3,044,859)

(c) Non-cash amounts excluded from operating activities

Adjustments to operating activities

		Amended Budget Estimates	YTD Budget Estimates	Actual as at
		30/06/2025	31/03/2026	31/03/2026
	Less : Profit on asset disposals	8	(121,711)	(7,000)
	Add : Loss on asset disposals	8	0	0
	Add: Depreciation		2,596,800	2,017,631
	Non-cash movements in non-current assets and liabilities:			
	- Pensioner deferred rates		0	0
	- Employee provisions		0	0
			2,475,089	2,010,631

Current and Non-Current Classification

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the local governments' operational cycle.

Notes to the Statement of Financial Activity For the Period Ended 31 March 2026

3 Explanation of Material Variances

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date Actual materially.

#REF!

Description	Variance \$	Variance %	Explanation of Variances
Revenue from operating activities			
Rates	1,683	0%	
Grants, subsidies and contributions	26,948	4%	
Fees and charges	41,927	4%	
Interest earnings	8,422	3%	
Other revenue	17,163	10%	
Profit on asset disposals	(3,000)	(30%)	
Expenditure from operating activities			
Employee costs	129,178	5%	
Materials and contracts	332,698	13%	▲ Timing – delays in contractor expenditure, specifically across Fire Mitigation and Works & Services.
Utility Charges	(9,417)	(3%)	
Depreciation	(70,031)	(4%)	
Finance Costs	0	0%	
Insurance	15	0%	
Other expenditure	9,527	14%	
Loss on asset disposals	0	0%	
Non-cash amounts excluded from operating activities	73,031	4%	
Inflows from investing activities			
Proceeds - capital grants, subsidies & contributions	(187,133)	(7%)	
Proceeds - disposal of assets	(3,000)	(30%)	
Outflows from investing activities			
Payments - property, plant and equipment	12,073	1%	
Payments - construction of infrastructure	12,629	0%	
Inflows from financing activities			
Proceeds from new borrowings	0	0%	
Transfer from reserves	0	0%	
Outflows from financing activities			
Repayment of borrowings	(0)	(0%)	
Transfer to reserves	874	1%	
Surplus or deficit at the start of the financial year	3	0%	

Notes to the Statement of Financial Activity For the Period Ended 31 March 2026

4 Cash and Cash Equivalents

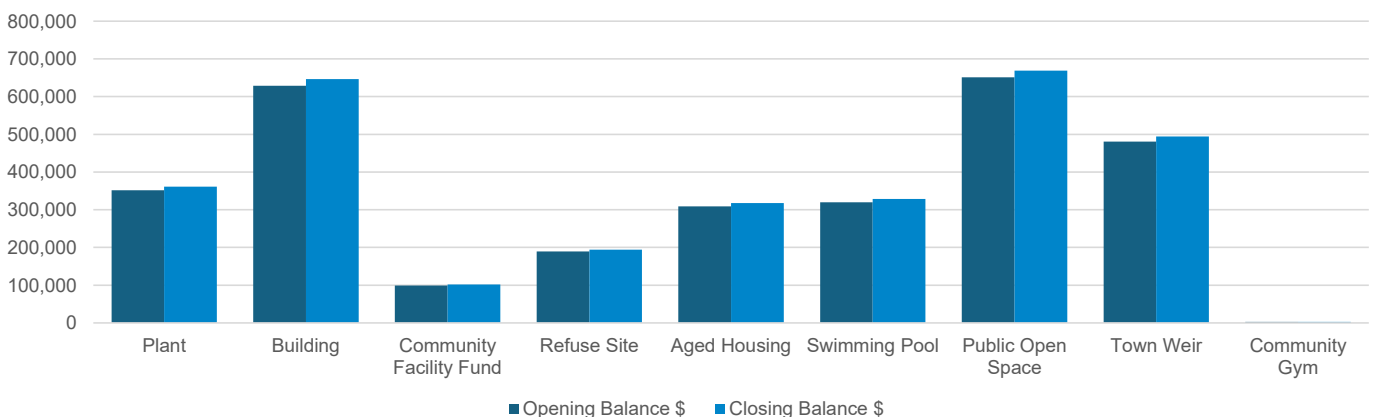
Description	Reserve		Total	Trust	Institution	Interest Rate	Maturity Date
	Unrestricted	Accounts					
	\$	\$	\$	\$			
Cash on Hand							
Petty Cash & Floats	400	0	400				
Cash at Bank							
Municipal Funds	884,441	0	884,441		NAB		At Call
Reserve Funds	0	734	734		NAB		At Call
Overnight Cash Deposits							
Municipal Funds	7,263,176	0	7,263,176		WATC*	4.05%	Overnight
Reserve Funds	0	3,114,780	3,114,780		WATC*	4.05%	Overnight
Total	8,148,017	3,115,514	11,263,531	0			

Key Information

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of net current assets.

5 Reserve Accounts

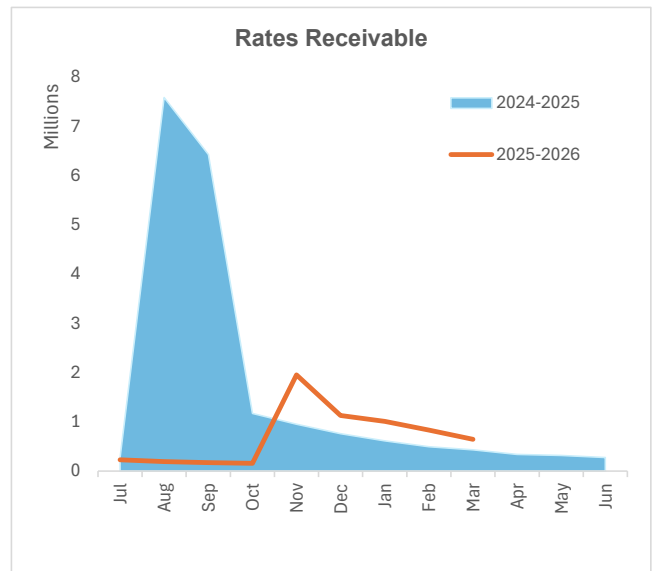
Reserve name	Budget				Actual			
	Opening Balance	Transfers In (+)	Transfers Out (-)	Closing Balance	Opening Balance	Transfers In (+)	Transfers Out (-)	Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$
Plant	351,547	87,656	(155,000)	284,203	351,547	9,756	0	361,303
Building	628,842	22,638	(140,000)	511,480	628,842	17,452	0	646,294
Community Facility Fund	98,824	8,558	0	107,382	98,824	2,743	0	101,567
Refuse Site	189,271	161,814	(65,000)	286,085	189,271	5,252	0	194,523
Aged Housing	308,908	11,121	(90,000)	230,029	308,908	8,572	0	317,480
Swimming Pool	319,809	11,513	(50,000)	281,322	319,809	8,875	0	328,684
Public Open Space	650,873	23,431	(362,610)	311,694	650,873	18,063	0	668,936
Town Weir	480,814	29,309	(403,500)	106,623	480,814	13,344	0	494,158
Community Gym	2,500	7,090	(5,000)	4,590	2,500	69	0	2,569
Total	3,031,388	363,130	(1,271,110)	2,123,408	3,031,388	84,126	0	3,115,514



Notes to the Statement of Financial Activity For the Period Ended 31 March 2026

6 Receivables

Rates receivable	30-Jun-25	31-Mar-26
	\$	\$
Opening arrears previous year	300,227	277,364
Annual Rates	6,539,477	7,333,623
Kerbside Collections	297,673	334,543
Emergency Services Levy	117,012	0
Total Levied this year	6,954,162	7,668,166
Less - collections to date	(6,977,025)	(7,299,365)
Net Rates collectable	277,364	646,165
% Collected	96.2%	91.9%



Receivables - general	Credit	Current	30 days	60 days	90 + days	Total
	\$	\$	\$	\$	\$	\$
Receivables - general	(8,900)	309,634	6,395	77,483	168,621	553,234
Percentage		56%	1.2%	14%	30.5%	
Balance per trial balance						
Trade receivables						553,234
GST receivables						91,105
Allowance for credit losses of trade receivables						(6,401)
Receivables for employee related provisions						46,320
Total receivables general outstanding						684,258

Amounts shown above include GST (where applicable)

Key Information

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

Trade receivables are recognised at original invoice amount less any allowances for uncollectable amounts (i.e. impairment). The carrying amount of net trade receivables is equivalent to fair value as it is due for settlement within 30 days.

Classification and subsequent measurement

Receivables which are generally due for settlement within 30 days except rates receivables which are expected to be collected within 12 months are classified as current assets. All other receivables such as, deferred pensioner rates receivable after the end of the reporting period are classified as non-current assets.

Trade and other receivables are held with the objective to collect the contractual cashflows and therefore the Shire measures them subsequently at amortised cost using the effective interest rate method.

Notes to the Statement of Financial Activity For the Period Ended 31 March 2026

7 Capital Acquisitions

Capital Acquisitions	Amended		YTD Actual	YTD Variance
	Budget	YTD Budget		
	\$	\$	\$	\$
Furniture and Equipment	95,207	21,000	21,328	(328)
Plant and Equipment	1,053,070	425,570	414,240	(328)
Land and Buildings	3,293,317	777,500	776,429	1,071
Road Infrastructure	3,293,754	2,456,700	2,453,941	2,759
Drainage, Culvert & Bridges	505,169	133,000	133,687	(687)
Footpath	2,247,810	499,500	498,846	654
Other Infrastructure	3,308,176	1,074,679	1,064,775	9,904
Total Capital Acquisitions	13,796,503	5,387,949	5,363,247	13,044

Capital Acquisitions Funded By:

	\$	\$	\$	\$
Capital grants and contributions	8,240,383	2,504,784	2,317,651	187,133
Proceeds from Asset disposals	161,000	10,000	7,000	3,000
Reserve accounts				0
Plant	155,000	0	0	0
Building	140,000	0	0	0
Refuse Site	65,000	0	0	0
Aged Housing	90,000	0	0	0
Swimming Pool	50,000	0	0	0
Public Open Space	362,610	0	0	0
Town Weir	403,500	0	0	0
Contribution - operations	4,129,010	2,873,165	3,038,596	(177,089)
Capital Funding Total	13,796,503	5,387,949	5,363,247	13,044

Key Information

Initial recognition

An item of property, plant and equipment or infrastructure that qualifies for recognition as an asset is measured at its cost.

Upon initial recognition, cost is determined as the amount paid (or other consideration given) to acquire the assets, plus costs incidental to the acquisition. The cost of non-current assets constructed by the City includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads. For assets acquired at zero cost or otherwise significantly less than fair value, cost is determined as fair value at the date of acquisition.

Assets for which the fair value as at the date of acquisition is under \$5,000 are not recognised as an asset in accordance with *Local Government (Financial Management) Regulation 17A(5)*. These assets are expensed immediately.

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

Individual assets that are land, buildings and infrastructure acquired between scheduled revaluation dates of the asset class in accordance with the City's revaluation policy, are recognised at cost and disclosed as being at reportable value.

Measurement after recognition

Plant and equipment including furniture and equipment and right-of-use assets (other than vested improvements) are measured using the cost model as required under *Local Government (Financial Management) Regulation 17A(2)*. Assets held under the cost model are carried at cost less accumulated depreciation and any impairment losses being their reportable value.

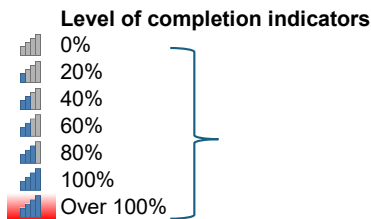
Reportable Value

In accordance with *Local Government (Financial Management) Regulation 17A(2)*, the carrying amount of non-financial assets that are land and buildings classified as property, plant and equipment, investment properties, infrastructure or vested improvements that the local government controls.

Reportable value is for the purpose of *Local Government (Financial Management) Regulation 17A(4)* is the fair value of the asset at its last valuation date minus (to the extent applicable) the accumulated depreciation and any accumulated impairment losses in respect of the non-financial asset subsequent to its last valuation date.

Notes to the Statement of Financial Activity For the Period Ended 31 March 2026

7 Capital Acquisitions Detailed



Percentage Year to Date Actual to Annual Budget expenditure where the expenditure over budget highlighted in red.

Asset Description	Amended			Variance Under/(Over)
	Budget	YTD Budget	YTD Actual	
IT Equipment	53,207	14,000	13,194	806
Upgrade Telecommunications - Recreation Centre	7,000	7,000	8,134	(1,134)
Library Entrance Project	35,000	0	0	0
Total Furniture & Equipment	95,207	21,000	21,328	(328)
4.5 Tonne Tipper	67,570	67,570	67,834	(264)
6 Tonne Truck	270,000	0	0	0
Modifications to Service Truck	5,000	0	0	0
Ranger Utility	55,000	0	0	0
UTV Side by Side	0	0	0	0
4WD Utility	42,500	0	0	0
Loader	250,000	250,000	243,500	6,500
Roller - Vibrating Drum & 2.5T Twin Drum	130,000	0	0	0
500kg Plate Compactor	15,000	0	0	0
Groundmaster - Ride on Mower	47,000	47,000	46,030	970
EV Charging Station	33,000	33,000	32,078	922
SES - Lighting Tower Trailer	50,000	0	0	0
Mobile Generator & trailer	30,000	0	0	0
Upgrades Commander Vehicle	20,000	0	0	0
Portable Toilet Trailer	10,000	0	0	0
Standpipe Controller System	28,000	28,000	24,798	3,202
Total Plant & Equipment	1,053,070	425,570	414,240	11,330
Building Asset Renewal Program	290,000	142,000	141,530	470
Recreation Centre - Swipe Card System	15,000	15,000	15,170	(170)
Pound Complex Improvements	10,000	0	0	0
Caravan Park - Cabins	2,540,817	450,000	450,158	(158)
Pavilion - Airconditioning	0	0	0	0
Swimming Pool - Building Improvements	220,000	140,000	139,084	916
Solar Panels	10,000	0	0	0
Pavilion - Power Upgrade	57,000	0	0	0
Recreation Centre - Power Upgrade	20,000	0	0	0
New Housing	100,000	0	0	0
Administration Office - Upgrade Security	30,500	30,500	30,487	13
Total Land & Buildings	3,293,317	777,500	776,429	1,071
RTR - Days Rd	36,254	0	0	0
RRG - Crossman Rd	345,000	330,000	329,232	768
RRG - Lower Hotham Rd	195,426	170,000	166,183	3,817
RRG - Harvey Quindanning Rd	600,000	145,000	153,492	(8,492)
RRSP - Lower Hotham Rd	1,906,000	1,735,000	1,732,281	2,719
Newmarket Rd - Gravel Resheeting	41,132	0	0	0
Carparking - Acrod marking	5,000	1,700	1,700	0
Carparking - Recreation Centre Asphalt Seal	75,000	75,000	71,052	3,948
Quindanning Darkan Rd - Reseal	62,223	0	0	0
Taylor Court - Reseal	14,514	0	0	0
Anderson Road - Reseal	13,205	0	0	0
Total Roads	3,293,754	2,456,700	2,453,941	2,759

**Notes to the Statement of Financial Activity
For the Period Ended 00 January 1900**

7 Capital Acquisitions Detailed (Continued)

Asset Description	Amended			Variance Under/(Over)
	Budget	YTD Budget	YTD Actual	
█ New Kerbing - Townsite Roads	12,000	0	0	0
█ Forrest Street Drainage Improvements	35,000	0	0	0
█ Williams Street River Crossing	23,000	0	0	0
█ RTR - Harvey Quindanning Culverts	94,000	85,000	84,727	273
█ RTR - South Crossman Road Culverts	118,019	0	0	0
█ RTR - Marradong Road Culverts	23,150	0	0	0
█ Hotham Avenue - Drainage	75,000	6,000	6,500	(500)
█ Illyarie Crescent - Drainage	25,000	8,000	8,500	(500)
█ Hill Street - Drainage	40,000	26,000	25,960	40
█ Adam & Hakea St Intersection	60,000	8,000	8,000	0
Total Drainage, Culverts & Bridges	505,169	133,000	133,687	(687)
█ Footpath Renewal Program	86,002	10,000	9,450	550
█ Mountain Bike Trails	1,031,430	27,000	26,300	700
█ Rail Trail	500,000	2,500	2,534	(34)
█ Bannister Rd - Footpath	50,000	0	0	0
█ Path - Townsite to Ranford Pool	580,378	460,000	460,562	(562)
Total Footpaths	2,247,810	499,500	498,846	654
█ Regional Destination Signage	42,780	37,000	36,146	854
█ Community Club - Playground	93,600	0	0	0
█ Niche Wall Marradong	9,100	1,800	1,826	(26)
█ Yarning Circle Project	368,000	50,000	48,049	1,951
█ Lions Weir Rehabilitation	788,176	788,176	773,795	14,381
█ Hotham Park - Solar Lighting	100,000	100,000	95,734	4,266
█ Newmont Dump Truck Display	680,000	30,000	39,932	(9,932)
█ Swimming Pool - Pump/Filtration Upgrade	70,000	0	0	0
█ Koolangka Park - Shade	22,650	0	500	(500)
█ Roller Display	31,812	14,000	13,834	166
█ Central Park and 32 Bannister Rd Upgrades	875,855	25,000	25,839	(839)
█ Wayfinding - Main Attractions & Parking	50,000	0	0	0
█ Seating and Lighting	20,000	0	0	0
█ Bowling Club - Stair Refurbishment	20,000	0	0	0
█ Caravan Park - Pathway Lighting	10,000	0	0	0
█ Caravan Park - Irrigation	20,000	10,000	9,711	289
█ Refuse Site - Fencing	40,000	0	0	0
█ Caravan Park - Stage 2	17,610	0	0	0
█ Ranford Pool Improvements	18,703	18,703	19,409	(706)
█ Infrastructure Renewal Program	29,894	0	0	0
Total Other Infrastructure	3,308,176	1,074,679	1,064,775	9,904

8 Capital Disposals

Asset description	Budget			YTD Actual		
	Net Book Value	Proceeds	Profit / (Loss)	Net Book Value	Proceeds	Profit / (Loss)
Dozer	27,273	70,000	42,727	0	0	0
Isuzu Tipper	12,016	20,000	7,984	0	0	0
4WD Colorado Utility	0	18,000	18,000	0	0	0
Isuzu D-Max Utility	0	18,000	18,000	0	0	0
Mitsubishi Triton utility	0	25,000	25,000	0	0	0
Toro Mower	0	10,000	10,000	0	7,000	7,000
	39,289	161,000	121,711	0	7,000	7,000

**Notes to the Statement of Financial Activity
For the Period Ended 31 March 2026**

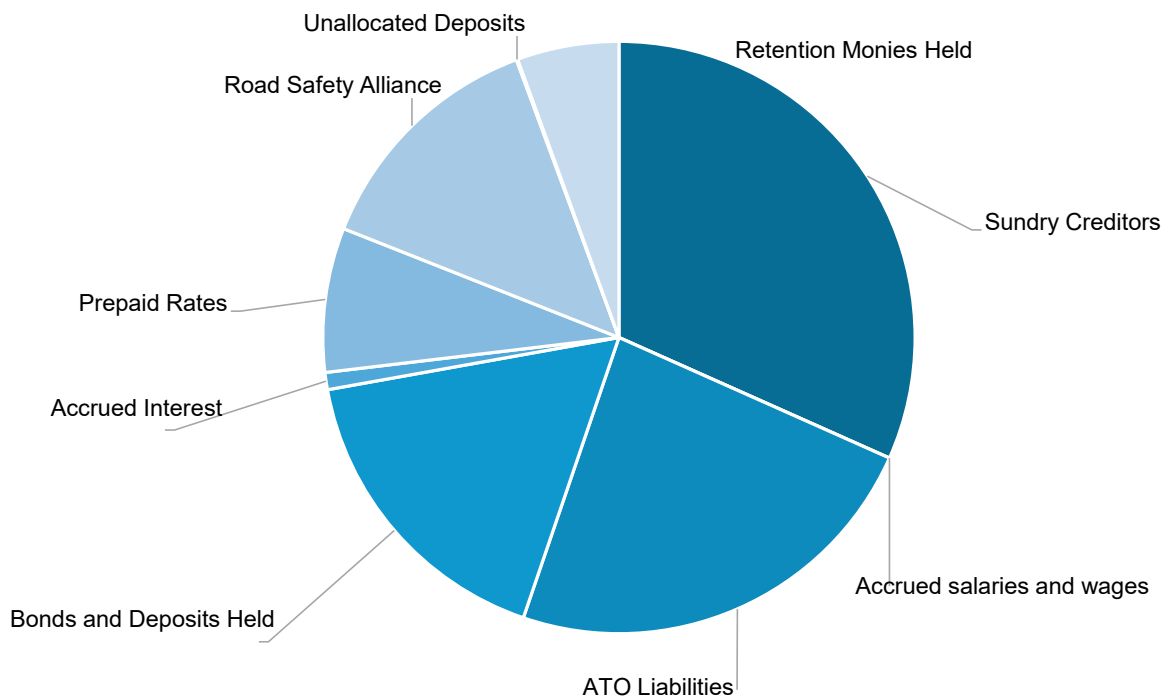
9 Payables

Payables - general	Credit	Current	30 days	60 days	90 + days	Total
	\$	\$	\$	\$	\$	\$
Payables - general	0	216,159	580	0	0	216,739
Percentage		99.7%	0.3%	0%	0%	
Balance per trial balance						
Sundry Creditors						216,739
Accrued salaries and wages						0
ATO Liabilities						161,227
Bonds and Deposits Held						115,952
Accrued Interest						6,394
Prepaid Rates						53,924
Road Safety Alliance						91,560
Unallocated Deposits						490
Retention Monies Held						38,034
Total receivables general outstanding						684,320

Amounts shown above include GST (where applicable)

Key Information

Trade and other payables represent liabilities for goods and services provided to the Shire prior to the end of the period that are unpaid and arise when the Shire becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition. The carrying amounts of trade and other payables are considered to be the same as their fair values, due to their short-term nature.



**Notes to the Statement of Financial Activity
For the Period Ended 31 March 2026**

10 Borrowings

Repayments - borrowings

Purpose	Loan No.	New Loans			Principal Repayments		Principal Outstanding	
		1 July 2025	Actual	Budget	Actual	Budget	Actual	Budget
		\$	\$	\$	\$	\$	\$	\$
Childcare Centre	100	22,953	0	0	(22,953)	(22,953)	0	0
3 Pecan Place	94	112,093	0	0	(9,677)	(19,666)	102,416	92,427
34 Hill Street	97	113,679	0	0	(9,814)	(19,944)	103,865	93,735
New Housing	108	0	0	0	0	0	0	0
Recreation Centre	106	390,144	0	0	(72,917)	(72,917)	317,227	317,227
Recreation Centre	107	519,414	0	0	(50,144)	(100,680)	469,270	418,734
Total		1,158,283	0	0	(165,505)	(236,161)	992,778	922,123
Current Borrowings		236,161					70,656	
Non-Current Borrowings		922,122					922,122	
		1,158,283					992,778	

Borrowing finance cost payments

Purpose	Loan No.	Interest %	Date final payment is due	Actual		Budget	
				\$	\$	\$	\$
Childcare Centre	100	6.42%	2/03/2026	1,111	1,111	1,111	1,111
3 Pecan Place	94	6.45%	28/05/2030	3,615	6,918	6,918	6,918
34 Hill Street	97	6.45%	28/05/2030	3,666	7,016	7,016	7,016
New Housing	108	4.50%	-	0	0	0	0
Recreation Centre	106	3.36%	13/03/2030	12,501	12,501	12,501	12,501
Recreation Centre	107	1.56%	3/06/2030	4,051	7,712	7,712	7,712
Total				24,945	35,258	35,258	35,258

Key Information

All debenture repayments were financed by general purpose revenue.

The Shire has elected to recognise borrowing costs as an expense when incurred regardless of how the borrowings are applied.

Fair values of borrowings are not materially different to their carrying amounts, since the interest payable on those borrowings is either close to current market rates or the borrowings are of a short term nature.

**Notes to the Statement of Financial Activity
For the Period Ended 31 March 2026**

11 Grants, Subsidies and Contributions

Operating grants, subsidies and contributions

Details	Contract Liabilities				Revenue		
	Liability 01-Jul-25	Increase Liability	Decrease Liability	Liability 31-Mar-26	Adopted Budget	YTD Budget	YTD Actual
	\$	\$	\$	\$	\$	\$	\$
Federal Grant - General Purpose	0	0	0	0	23,127	17,343	17,345
Federal Grant - Local Roads	0	0	0	0	152,540	114,405	114,405
DFES - Fire Brigade Operating Grant	0	0	0	0	162,628	135,803	135,803
Mitigation Activity Grant	42,539	74,596	(42,539)	74,596	149,192	0	0
DFES - SES Operating Grant	0	0	0	0	32,680	24,510	23,301
South 32 - Social Investment (Bushfire)	0	0	0	0	70,000	70,000	70,000
Abandoned Vehicles Contribution	0	0	0	0	500	378	0
South 32 - Community Health Grant	0	0	0	0	100,000	100,000	100,000
Youth Centre Contributions	0	0	0	0	100	50	0
Strength for Life Contributions	0	0	0	0	3,500	3,753	2,537
Seniors Week Grant	0	0	0	0	1,500	0	0
Welfare Grant Programs	0	0	0	0	3,500	3,500	7,000
Level-up Youth Program	0	0	0	0	52,373	52,373	52,373
Thank a Volunteer Grants	0	0	0	0	5,000	3,753	0
South 32 - Summer by River	0	0	0	0	37,500	25,003	25,000
Lotterywest - Summer by River	0	0	0	0	0	0	10,000
Australia Day Grant	0	0	0	0	2,500	2,500	8,000
South 32 - Cultural Centre	1,755,624	0	0	1,755,624	0	0	0
Lotterywest - Christmas	0	0	0	0	10,000	5,000	5,000
Main Roads WA - Direct Grant	0	0	0	0	84,403	84,403	84,403
Tourism Contributions	0	0	0	0	1,000	747	0
HWEDA - Contributions	0	0	0	0	2,000	1,503	16,805
Total	1,798,163	74,596	(42,539)	1,830,220	894,043	645,024	671,972

Capital grants, subsidies and contributions

Details	Capital Grant/Contributions Liabilities				Revenue		
	Liability 01-Jul-25	Increase Liability	Decrease Liability	Liability 31-Mar-26	Amended Budget	YTD Budget	YTD Actual
	\$	\$	\$	\$	\$	\$	\$
DFES - SES Lighting Tower	0	0	0	0	50,000	0	0
Lotterywest - Park Improvements	200,000	0	0	200,000	200,000	0	0
Growing Regions - Park Improvements	0	0	0	0	300,000	0	0
South 32 - Yarning Circle	0	0	0	0	358,000	0	0
Mountain Bike Trails Funding	111,407	0	0	111,407	876,407	0	0
Peel Devt. Commission - Rail Trail	13,414	0	0	13,414	0	0	0
Community Club - Playground	0	0	0	0	93,600	0	0
Department of Transport - Path	117,863	0	0	117,863	254,026	35,000	35,000
Active Transport Fund Program	0	0	0	0	72,326	0	0
EV Charging Grant	0	0	0	0	18,317	0	3,693
Roads to Recovery Funding	0	24,434	0	24,434	271,423	0	0
Regional Road Group Funding	0	0	0	0	760,284	460,284	304,000
Regional Road Safety Program	0	762,400	0	762,400	1,906,000	1,429,500	1,524,800
South 32 - Caravan Park Cabins	1,750,000	0	0	1,750,000	2,500,000	580,000	450,158
South 32 - Social Investment	100,000	900,000	0	1,000,000	0	0	0
Newmont - Donation of Dump Truck	0	0	0	0	80,000	0	0
Peel Development Commission - Truck	80,000	0	0	80,000	500,000	0	0
Total	2,372,684	1,686,834	0	4,059,518	8,240,383	2,504,784	2,317,651

Notes to the Statement of Financial Activity For the Period Ended 31 March 2026

12 Budget Amendments

Amendments to original budget since budget adoption. Surplus/(Deficit)

Description	GL Account	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
			\$	\$	\$	\$	\$
Budget adoption			Closing Surplus				0
Stage 2 - Caravan Park	3045162	127/25	Capital expenses	0	17,610	0	17,610
Public Open Space Reserve	8011491	127/25	Capital revenue	0	0	17,610	0
Footpath Grants	2121065	132/25	Operating revenue	0	25,000	0	25,000
Engineer Contract Costs	3121005	132/25	Operating expenses	0	0	25,000	0
Other Income - Fire Service	2051015	6/26	Operating revenue	0	70,000	0	70,000
Commander Vehicle	3051220	6/26	Capital expenses	0	0	20,000	50,000
Portable Toilets	3123456	6/26	Operating expenses	0	0	10,000	40,000
Sealed Road Maintenance	3121070	6/26	Operating expenses	0	0	15,000	25,000
Plant Operating Costs	3142003	6/26	Operating expenses	0	0	25,000	0
Rates Notices Printing, Postag	3031012		Operating revenue	0	5,000	0	5,000
Grants Commission - General	2032010		Operating revenue	0	14,711	0	19,711
Grants Commission - Roads	2032020		Operating revenue	0	23,495	0	43,206
Election Expenses	3041005		Operating expenses	0	24,000	0	67,206
Administration Salaries	3042015		Operating expenses	0	90,000	0	157,206
Legal Expenses	3042102		Operating expenses	0	10,000	0	167,206
Workers Compensation Insurn	3042155		Operating expenses	0	0	8,061	159,145
Consultant Fees	3042170		Operating expenses	0	32,000	0	191,145
Project Management Consultai	3113117		Operating expenses	0	0	90,000	101,145
Computer Maintenance	3042185		Operating expenses	0	0	15,000	86,145
ESL Operating Grant	2051001		Capital revenue	0	55,328	0	141,473
Brigade Operations	3051001		Operating expenses	0	0	57,000	84,473
Fire Control Other	3051050		Operating expenses	0	0	15,000	69,473
SES Electricity	3053010		Operating expenses	0	0	5,000	64,473
CESM Officer	3053012		Operating expenses	0	10,000	0	74,473
Secuity Camera Operations	3053058		Operating expenses	0	0	7,000	67,473
Medical Centre Expenses	3075010		Operating expenses	0	0	10,000	57,473
46 Johnstone Street	3091090		Operating expenses	0	0	7,000	50,473
Dr's Residence	3091070		Operating expenses	0	0	6,000	44,473
Wastewater Dump Point	3102055		Operating expenses	0	0	7,500	36,973
Town Planner	3104020		Operating expenses	0	0	10,000	26,973
Town Dam Operating	3104055		Operating expenses	0	0	16,000	10,973
Boddington CRC Building	3132020		Operating expenses	0	0	13,000	(2,027)
Gym Memberships	2113029		Operating revenue	0	5,000	0	2,973
Operating Grants (Events)	2113114		Operating revenue	0	12,500	0	15,473
Event Expenses	3113111		Operating expenses	0	0	12,500	2,973
Other Income (Construct)	2121820		Operating revenue	0	85,962	0	88,935
Road Maintenance (Unsealed)	3121069		Operating expenses	0	0	148,500	(59,565)
Road Maintenance (Sealed)	3121070		Operating expenses	0	0	6,962	(66,527)
Street Signs & Guide Posts	3121071		Operating expenses	0	0	29,500	(96,027)
Needs Analysis & Feasibility Si	3132075		Operating expenses	0	0	10,000	(106,027)
Private Works	2146005		Operating revenue	0	0	3,600	(109,627)
Internal Relief Staff	3141016		Operating expenses	0	10,000	0	(99,627)
Workers Compensation Reimb	2146080		Operating revenue	0	30,000	0	(69,627)
Workers Compensation Payme	3146030		Operating expenses	0	0	30,000	(99,627)

**Notes to the Statement of Financial Activity
For the Period Ended 31 March 2026**

12 Budget Amendments

Amendments to original budget since budget adoption. Surplus/(Deficit)

Description	GL Account	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
			\$	\$	\$	\$	\$
Computer Equipment Renewal	3042209		Capital expenses	0	5,000	0	(94,627)
Pavilion Air-conditioning	3113470		Capital expenses	0	8,000	0	(86,627)
Pavilion Power Upgrade	3113470		Capital expenses	0	0	10,000	(96,627)
Recreation Centre Power Upgr	3105022		Capital expenses	0	0	2,000	(98,627)
New Housing	3042202		Capital expenses	0	500,000	0	401,373
UTV Side by Side	3123207		Capital expenses	0	32,000	0	433,373
Footpath Renewal Program	3121803		Capital expenses	0	44,000	0	477,373
Mountain Bike Trails	3113510		Capital expenses	0	60,000	0	537,373
Darminning (Ranford Pool)	3113005		Capital expenses	0	0	18,703	518,670
Lions Weir	3112206		Capital expenses	0	20,000	0	538,670
Koolangka Park	3113231		Capital expenses	0	0	5,000	533,670
Infrastructure Renewal	3112207		Capital expenses	0	20,000	0	553,670
WATC Borrowings			Capital revenue	0	0	500,000	53,670
Total					1,209,606	1,155,936	53,670

9.3.3 Adoption of Council Policy – Disposition of Property

File Reference:	2.00234
Applicant:	Nil
Previous Item:	Nil
Author:	Governance Coordinator
Disclosure of Interest:	Nil
Voting Requirements:	Absolute Majority
Attachments:	9.3.3A Draft Council Policy – Disposition of Property

Summary

This item seeks Council adoption of the Council Policy – Disposition of Property, which establishes a clear, transparent and compliant framework for the disposal of property owned or controlled by the Shire of Boddington.

Background

The Shire is required to ensure that the disposal of property is undertaken in accordance with the *Local Government Act 1995*, associated regulations, approved delegations and sound governance principles.

While disposal activities are currently undertaken in practice, the adoption of a contemporary Council Policy provides clarity around roles, responsibilities, thresholds, and decision-making pathways, and supports consistent, transparent and accountable asset management across the organisation.

The proposed Policy has been developed to align with legislative requirements, the Shire's asset management objectives, financial sustainability principles and good governance practice.

Comment

The proposed Council Policy – Disposition of Property provides a structured framework for the lawful and transparent disposal of Shire property, including land, plant, equipment, fleet and other tangible assets.

Key features of the Policy include:

- Clear disposal principles that promote best value, fairness and accountability.
- Defined delegation and Council approval thresholds, including when matters must be referred to Council.
- Recognition of budgeted disposal programs, such as the Plant Replacement Program, where separate Council approval may not be required.
- Explicit requirements for conflict of interest disclosure and management.
- Clear accountability for financial recording, asset register updates and recordkeeping compliance.
- Provisions for environmentally responsible disposal and limited community donation of surplus assets.

Adoption of the Policy strengthens governance controls, provides certainty to staff and Council, and reduces compliance and reputational risk associated with property disposal decisions.

Consultation

Nil

Strategic Implications

Aspiration Performance
Outcome 12 Visionary Leadership and Responsible Governance
Objective 12.2 Responsibly manage the Shire’s finances, human resources and assets

Legislative Implications

Local Government Act 1995,
- Section 3.58 - Disposing of Property
- Section 3.85 – Disposing of Land (Additional Requirements)

Local Government (Functions and General) Regulations 1996
- Regulation 30 – Dispositions of property excluded Act s. 3.58
- Regulation 31 – Anti-avoidance provisions for Act s. 3.58

Policy Implications

Adoption of this Policy will establish the Council Policy – Disposition of Property and is supported by associated Operational Practice and forms.

Financial Implications

The Policy provides a governance framework and does not of itself authorise expenditure or disposal.

Economic Implications

Nil

Social Implications

Nil

Environmental and Climate Change Considerations

The Policy supports environmentally responsible disposal practices, including recycling and repurposing of assets where feasible.

Risk Considerations

Risk Statement and Consequence	Failure to adopt a clear policy framework for the disposal of property may result in inconsistent practices, non-compliance with legislative requirements, and increased governance and reputational risk.
Risk Rating (prior to treatment or control)	Medium
Principal Risk Theme	Compliance
Risk Action Plan (controls or treatment proposed)	Adoption and implementation of a Council Policy aligned with legislative requirements, approved delegations and good governance principles.

Purpose

The purpose of this Policy is to provide clear and transparent direction for the disposal of property owned or controlled by the Shire of Boddington (Shire) and, in doing so:

- promote fair and effective competition to the greatest extent practicable;
- consider potential benefit to the community;
- ensure best value for money in financial, social and environmental terms; and
- demonstrate responsible asset stewardship and sound governance.

Scope

This Policy establishes the legislative and governance framework for the disposal of property owned or controlled by the Shire.

It applies to all Councillors, employees and contractors involved in decisions relating to the disposition of Shire property.

This Policy excludes the disposal of Information and Communication Technology (ICT) assets, which are managed under a separate Policy.

Definitions

Term	Meaning
Apparent Value	The estimated value of an asset determined with regard to financial records, market conditions and other relevant factors.
Asset	Any resource controlled by the Shire from which future economic or service potential is expected, including land, buildings, plant, equipment, fleet, infrastructure and other tangible property.
Property	Any asset owned or controlled by the Shire, including land, buildings, plant, equipment, fleet, infrastructure, materials and other tangible items.
Asset Disposal	The authorised divestment of property through sale, transfer, trade-in, auction, donation, recycling or destruction.
Best Value	The most advantageous outcome for the community, having regard to financial return, environmental responsibility and social benefit.
Authorised Delegate	A person formally appointed to exercise delegated powers in accordance with approved delegations and relevant legislation.
Plant and Equipment	Refers to all machinery, vehicles, tools, furniture, and office and operational items, including computers, printers, and related devices.

Policy Statement

The Shire is committed to ensuring that the disposal of property owned or controlled by the Shire is undertaken lawfully, transparently and in the public interest. Property is only disposed of where it is surplus to operational requirements, no longer economically viable, or strategically appropriate to divest, having regard to the Shire's asset management objectives and long-term financial sustainability.

All disposal activities are conducted in accordance with applicable legislation and regulatory requirements and with due regard to probity, accountability and sound governance principles. The apparent value of property proposed for disposal is determined and endorsed in accordance with

authorised delegations, having regard to financial records, market conditions, asset condition, remaining useful life, and strategic considerations. If the value is greater than the applicable delegation limits the matter is to be raised to Council for approval.

Personnel involved in property disposal are required to disclose any actual, perceived, or potential conflicts of interest.

Conflict of interest is to be managed in accordance with the following:

- Councillors and Committee Members: In accordance with the applicable Councillor Code of Conduct and relevant statutory requirements.
- Employees: in accordance with the Employee Code of Conduct and relevant statutory requirements.

1. Disposal Thresholds

Property (excluding land) with an apparent value less than \$20,000 (ex GST) may be disposed of under delegated authority by an authorised delegate.

Property with an apparent value of \$20,000 (ex GST) or greater is subject to Council decision and all applicable statutory requirements.

Where the disposal forms part of an adopted budget item (e.g., the Plant Replacement Program), the disposal may be managed through the Shire’s established budget and procurement processes and does not require a separate Council decision under this Policy, unless otherwise required by legislation or delegations.

All disposals of land are to be undertaken in accordance with legislative requirements relating to valuation, public notice and Council decision making.

2. Accountability

All proceeds from the disposal of property are receipted and recorded in accordance with applicable financial management requirements and reflected in the Shire’s asset register. Records relating to disposal decisions are to be maintained in accordance with applicable record-keeping legislation and the Shire’s record management framework.

3. Disposal and Donation

Plant and Equipment that has reached the end of its useful life to the Shire may be made available for donation to a not-for-profit organisation or community group that operates for the benefit of the community. Donations are limited to items with an apparent value of up to \$1,000 (ex GST). Any donation above this value is to be approved in accordance with the Shire’s delegations and any applicable legislative requirements. Plant and Equipment that cannot be donated is disposed of in accordance with current environmental guidelines, using proper disposal channels and, wherever feasible, recycled or repurposed to minimise environmental impact.

Responsible Officer	Executive Manager Corporate Services
History	Adopted XXX (Resolution XXX)
Delegation	Delegation 1.1.18 - Disposing of Property
Relevant Legislation	<i>Local Government Act 1995</i> Sections 3.58 and 3.85 Disposing of Property
Related Documentation	Operational Practice: Disposition of Property Forms & Templates: Disposition of Property Council Policy: Information Communication Technology Asset Disposal

Officer Recommendation

That Council adopts Council Policy Disposition of Property, as attached 9.3.3A, to provide a clear and compliant framework for the disposal of property owned or controlled by the Shire.

9.4 INFRASTRUCTURE SERVICES

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

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

12. CLOSURE OF MEETING