



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

MINUTES

For The
Ordinary Meeting of Council
To Be Held At

5PM, TUESDAY 16 JULY 2019

Council Chambers
39 Bannister Rd, Boddington

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1. DECLARATION OF OPENING:

Martin Glynn, Shire President declared the meeting open at 5:00pm.

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

2. ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE:

2.1.1 Attendance

Cr M Glynn	Shire President
Cr D Smart	Deputy Shire President
Cr Hoffman	
Cr S Manez	
Cr W McGrath	
Cr R McSwain	
Cr G Ventris	
Mr C Littlemore	Chief Executive Officer
Mr G Stanley	Director of Corporate & Community Services
Mr J Rendell	Manager Financial Services
Ms T Hodder	Executive Officer (minutes)
2 visitors	

2.1.2 Apologies

Nil.

2.1.3 Leave of Absence

Mr C Browne	Manager Works & Services
Mr P Haas	Principal Environmental Health Officer/Building

3. DISCLOSURE OF FINANCIAL INTEREST:

Nil.

4. PUBLIC QUESTION TIME:

4.1 RESPONSE TO PREVIOUS QUESTIONS TAKEN ON NOTICE:

Nil.

4.2 WRITTEN QUESTIONS PROVIDED IN ADVANCE:

Nil.

4.3 PUBLIC QUESTIONS FROM THE GALLERY:

Mr G Bartle: Are elected members aware that, in the 2019/2020 fees and charges submitted for approval tonight, a significant 'double dipping' overcharge for standpipe water purchasing (commercial), which, if approved, results in a 226% increase over past years for the same component of that fee and that this 226% increase is totally Council's additional profit mark-up which personally, I see as excessive. This exorbitant increase in standpipe water charges also affects a specific group of Shire residents (hobby farmers) who only purchase water because they are already experiencing hardship.

Why is the proposed fee for standpipe water (commercial) \$12.00 and not \$9.50, which is calculated to be last year's Shire dollar profit mark-up value of \$1.12/kilolitre? (which is reasonable).

CEO: When the calculation was done, it was done at percentage basis, between the old fee and the new rate Water Corp charge. Council could reduce the margin it charges which is an administrative margin and covers loss of water (theft).

Mr G Bartle: The figures do reflect excessive charges. Hobby farmers will also be paying for the theft of water.

Shire President: The Shire is proposing a mark-up from \$2.53 to \$3.65; as the Water Corp fee is now 8.35, the mark-up is 3.65.

CEO Mr Bartle is suggesting keeping the same profit margin.

Mr G Bartle The Water Corp increase is already high, plus the increase from the Shire. A lot of people are from out of town so there would be queues.

CEO: Water Corp advised that a new standpipe no greater than 20 or 25mm (domestic) we could still charge old rates. Water Corp agreed to install a new meter at Crossman standpipe at no charge due to restricted access. Water Corp originally wanted to charge \$4k headworks per meter. However, if those meters were installed in other locations there would be a \$4K charge per meter. If water flowing through a 50mm pipe, commercial rates would apply. Also a new standpipe using the old dam water, could be free. It is untreated but suitable for stock.

Shire President Are there any extra costs incurred by the Shire, other than parity measure to warrant this fee?

CEO The price of water is increasing; theft may occur and water may be lost.

Mr G Bartle: Surely it is more likely that theft will occur if price too high?

Shire President When we reach the item in the agenda, the item may be amended. Do any councillors wish to respond to Mr Bartle? Do you have an additional question?

Cr McSwain I do agree with Mr Bartle that the higher the price, the likelier the target.

Mr G Bartle Thank you for your time. May I leave with your assurances that you will do what is fair and reasonable for the ratepayers/residents?

5. PETITIONS/DEPUTATIONS/PRESENTATIONS/ SUBMISSIONS:

Nil.

6. CONFIRMATION OF MINUTES:

6.1.1 Ordinary Meeting of Council held on Tuesday 18 June 2019

COUNCIL RESOLUTION: 59/19 Moved: Cr McGrath

That the minutes of the Ordinary Meeting of Council held on Tuesday 18th June 2019 be confirmed as a true record of proceedings

Seconded: Cr McSwain Carried: 7/0

7. ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION:

Nil.

8. REPORTS OF OFFICERS AND COMMITTEES:

8.1 PLANNING CONSULTANT:

8.1.1	Modifications to Local Planning Policy No. 9 – Car Parking and Vehicular Access: Submitted for final adoption
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Location:	Applies throughout the district
File Ref. No:	ADM 0309
Disclosure of Interest:	Nil
Date:	10 July 2019
Author:	Steve Thompson
Attachments:	8.1.1A Local Planning Policy No. 9 – Car Parking and Vehicular Access: version seeking final adoption 8.1.1B Submission from Main Roads Western Australia

Summary

To seek Council final adoption of a modified planning policy relating to car parking and vehicular access.

Background

The purpose of this report is to inform Council of the public consultation outcomes and to seek Council's final adoption to the modified *Local Planning Policy No. 9 – Car Parking and Vehicular Access*. The recommended adopted version of the Policy is set out in Attachment 8.1.1A which incorporates minor amendments from the version that was publicly advertised. Recommended amendments are outlined in 'highlight' or 'strikeout'.

The Council at its meeting on 16 April 2019 resolved the following at Resolution 24/19:

'That Council:

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

In accordance with the Council resolution, the Shire administration consulted for a 6 week period through:

- writing to and inviting comments from relevant stakeholders and government agencies;
- placing public notices in local papers on multiple occasions;
- placing details on the Shire website;
- placing details on the Shire's Facebook page; and
- having information available at the Shire office.

The Shire received 3 submissions which all raised no objection to the draft modified policy. Two of the submissions did not seek changes to the draft modified Policy, while the

submission from Main Roads Western Australia (MRWA) sought a minor change. The submission from MRWA is outlined in Attachment 8.1.1B.

Comment

It is suggested that the Council is now in a position to finally adopt the modified *Local Planning Policy No. 9 – Car Parking and Vehicular Access* as set out in Attachment 8.1.1A. This is slightly amended from the advertised draft version based on a review by the Shire administration and addressing the matter raised by MRWA. Considering the extensive consultation that occurred on the draft Policy, it can only be assumed that there is no objection to the modified Policy.

As outlined in the report to Council on 16 April 2019, the modifications to the recently advertised draft Policy compared to the Policy adopted by Council on 11 August 2009 include to:

- waive the requirement, as part of development conditions, to seal crossovers for certain low-key proposals that adjoin a sealed road e.g. sheds for domestic or agricultural purposes, sea containers (for domestic or non-business use) or for home occupations where client traffic is expected to be low;
- add details relating to construction standards for battle-axe access legs in urban, rural living and rural areas associated with new subdivisions; and
- add details relating to the standard of new roads created through subdivisions. This sets out different thresholds such as requiring sealed roads where lots are less than 3.99 hectares in area, but to consider the merits of unsealed roads for lots that are 4 hectares plus.

Strategic Implications

The Policy, if adopted, will assist the decision-making of the Council and the Shire administration and will inform applicants/landowners of Council requirements.

Statutory and Policy Environment

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

Policy Implications

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

Financial Implications

The Shire met the cost of advertising the draft modified planning policy.

Economic Implications

The provision of car parking is an impost upon new developments, but nevertheless a necessary one given the traffic that each such development generates and the expectation of patrons that convenient parking will be available. If the car parking is not provided by the

development, the responsibility and cost to provide the car parking is shifted to the Shire ratepayer through the need to provide and maintain public car parking.

Social Implications

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

Environmental Considerations - Nil

Consultation

The draft modified Policy was recently subject to community and stakeholder consultation.

Options

The Council can:

1. finally adopt the planning policy without modifications;
2. finally adopt the planning policy with modifications;
3. defer consideration of the matter and require additional information; or
4. not agree to adopt the planning policy.

Voting Requirements - Simple Majority

OFFICER'S RECOMMENDATION – ITEM 8.1.1

Moved: Cr Hoffman

That Council:

1. In accordance with Schedule 2, Part 2 and clauses 4 and 5 of the *Planning and Development (Local Planning Schemes) Regulation 2015*, to proceed with the Policy with modification and to grant final adoption of the amended *Local Planning Policy No.9 – Car Parking and Vehicular Access* as set out in Attachment 8.1.1A.
2. Advise submitters of the above and thank them for their input into the process.

Seconded: Cr Ventris

5:20pm: meeting adjourned to allow the CEO to seek clarification from Steve Thompson, Consultant Town Planner.

5:20pm: CEO left the room and returned at 5:25pm.

5:22pm: Shire President & Cr McSwain left the room and returned at 5:25pm.

The meeting resumed at 5:26pm.

COUNCIL RESOLUTION: 60/19

Moved: Cr Glynn

That this Motion Lay on the Table.

Seconded: Cr Hoffman

Carried: 7/0

ATTACHMENT 8.1.1A

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

1. Policy Statement

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

2. Background and Issues

The provision of on-site car parking, for the use of the owners/operators, workers, customers and visitors to each lot, is a basic planning requirement to ensure public convenience, traffic management and the general amenity of an area. The *Shire of Boddington Local Planning Scheme No. 2* (LPS2) accordingly sets out the specific parking requirements associated with various zones.

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

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

3. Definitions

In this Policy, the following definitions apply:

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

"Car Parking" - the provision of off-street parking spaces for cars in accordance with LPS2 and this Policy.

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

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

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

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

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

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

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

4. Objectives

The objectives of this Policy are to:

- complement the car parking and vehicular access provisions of LPS2;
- establish guidelines that will achieve the construction of efficient and attractive car parking areas, provide appropriate access, circulation and manoeuvrability conditions, provide adequate size and number of parking bays to meet the needs of new development and to ensure vehicular and pedestrian safety;
- set out the requirements and standards for the development of vehicle parking facilities associated with developments and land uses;
- set out design and general construction standards for car parking spaces and manoeuvring aisles appropriate to differing situations;
- provide for the management and convenience of vehicle parking for all developments and land uses at a scale and to a standard consistent with the amenity of a progressive town and district;
- improve the level of amenity and visual appearance of residential, commercial, industrial and other areas of the municipality through site development requirements;
- outline the opportunities and limitations for variations to car parking and access requirements; and
- set out the circumstances where landscaping for parking areas will be a requirement of development approval.

5. Application of the Policy

This Policy applies throughout the municipality.

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

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

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

6. Links to Town Planning Scheme and other documents

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This Policy relates to various requirements set out in LPS2, Council's Local Planning Strategy, R Codes and relevant Australian Standards.

The provision of onsite parking is a requirement of LPS2 for new development and for various changes in land use (especially if the proposed use is expected to increase the demand for car parking spaces and/or lead to increased traffic impacts). The number of car parking spaces to be provided in relation to a range of different land use types is set out in the Scheme Text. Appendix 2 of LPS2 does not set whether the car parking standard is based on gross floor area or net floor area. For the purpose of this Policy, gross floor area will be used.

The number of bays to be provided under LPS2 is generally consistent with the likely demand for parking generated by each use and with the requirements for parking made by most other local governments within Western Australia.

7. Policy Provisions

7.1 General

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

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

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

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

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

Where redevelopment of an existing approved building is proposed, then the gross floor area of the existing building will be deleted from the gross floor area of the new building for determining additional car parking requirements (i.e. provided that existing parking bay numbers are retained, additional parking is only required for new floor space established). This provision is therefore not intended as a control or means to achieve retrospective

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provision of car parking to service an existing development, provided the land use remains the same (there is no intensification of car parking and traffic).

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

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

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

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

7.2 Location and Availability

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

The number of on-site car parking spaces required to be provided for a particular zone are set out in Appendix 2 of LPS2 or in the R Codes. The local government reserves the right to define a car parking requirement for uses not detailed according to the merits of the particular development proposed.

Unless otherwise set out in LPS2, premises and/or proposals with more than one use will be determined on the basis of floor area for the use.

7.3 Residential Development

The R Codes, adopted into LPS2, specify parking and access requirements for residential development together with the requirement to provide landscaping for parking areas where the number of parking bays is 6 or more. The local government will require compliance with the 'deemed-to-comply' provisions or will provide a discretionary decision based on the 'design principles' of the R Codes.

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

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

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

7.4 Non-Residential Development

LPS2 sets out the provision to be made for parking for various non-residential land uses. Except as otherwise provided in LPS2 and this Policy, Council will expect compliance with these standards.

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

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

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

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

In the case of uses not included in Appendix 2 of LPS2 or where requested by the applicant, the local government will determine the number of parking spaces to be provided in each case having regard to:

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

7.5 Loading and Unloading Spaces

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

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

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

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

7.6 Special Purpose Bays

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

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

7.7 Off-Site Parking

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

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

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

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

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

Specific local government approval is required for any such arrangement. Applicants are required to provide relevant information for development approval under LPS2 setting out the full details of the way in which the above requirements will be met. The costs of preparing and adopting legal agreements under this provision will be borne by the applicant.

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7.8 Cash-in-lieu of Car Parking

LPS2 does not set out the method of calculation of cash-in-lieu payments for car parking and vehicular manoeuvring. In practice, those payments relate to what it would have cost in terms of the land, sealing, draining and lining out to provide the spaces and vehicular manoeuvring on the application site.

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

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

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

- the payment is not less than the estimated cost of constructing (sealing), draining and line-marking the parking spaces and vehicle manoeuvring areas required by LPS2, R Codes or as determined by the local government, plus the value of the land which would have been occupied by the area required for parking and vehicular manoeuvring areas. The cost per car parking bay is set out in the Council's annual review of land value in the Fees & Charges Manual (although this does not include vehicular manoeuvring areas). Land values are determined through valuations provide by Landgate or by a licensed valuer at the developer's cost;
- the local government having purchased land for a car park, or having provided a public car park in close proximity, or have a firm commitment to do so; and
- payments made under this clause being paid into a special fund to be used for the provision of public car parking facilities and the local government using these funds to provide public car parks, including on-street and off-street, in the vicinity of the land in respect of which the parking requirement arose (typically in the Boddington town centre).

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

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

7.9 Reciprocal Parking

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

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

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

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

7.10 Modifying Development Requirements for Parking

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

Clause 4.4 of LPS2 allows ~~Council~~ **the local government** to modify the requirements of LPS2, including car parking standards, but may only do so where it is fully satisfied that:

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

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

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

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

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

7.11 Dimensions for Parking Spaces, Manoeuvring Aisles and Access Driveways

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

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

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

7.12 Construction Standards for Parking Areas

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

- development in the Rural, Rural Smallholding, Rural Residential and Special Residential zones;
- low-key development such as sheds and sea containers (for domestic purposes); and
- areas used for parking, circulation and manoeuvring of vehicles on Industrial zoned land other than those areas required for customer and operator/staff parking, associated access ways and crossovers.

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

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

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

Draining car parks may involve the provision of a sump connected to the Shire's main drainage system or such other arrangements to the satisfaction of the local government. The drainage design should seek to treat and detain water on-site so that as much water as possible will soak into the ground, with any surplus water being piped or directed off-site. The drainage shall not be connected to the Shire main drainage without the written authorisation of the Shire and shall be constructed to the local government's satisfaction and standards.

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

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

7.13 Pedestrian Movement between Parking Areas and Buildings

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

7.14 Vehicular Access/Crossovers

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

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

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

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

ATTACHMENT 8.1.1A

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

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

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

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

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

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

Any crossovers onto roads managed by Main Roads Western Australia will need to be located and constructed to Main Roads Standards, to the satisfaction of Main Roads Western Australia and to the satisfaction of the local government.

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

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

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

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

The access way should be not less than 4.5 metres in width, but if the size or shape of the lot makes the provision of any access way of that width impractical or unreasonable, the

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local government may permit a narrower access way but in no case less than 3 metres in width.

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

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

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

Owners/designers are advised when designing building/s and/or requiring vehicle access from the street, to take into account Shire services, public utility services and street trees. Where possible, the position of roadside services should be designed and constructed to minimise potential conflict with crossovers.

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

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

The local government will not however contribute for reasons including:

- the cost of culverts, alteration to services or tree removal;
- reconstruction of an existing crossover to a property;
- subdividers proposing freehold (green title) or strata title lots; or
- applicants/landowners who received development approval incorporating a condition on crossovers.

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

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

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

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

ATTACHMENT 8.1.1A

7.15 New public roads created through subdivisions

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

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

For lots that are between 4 and 9.99 hectares, the local government will require that a sealed road is provided where more than 5 lots are created. For lots that are between 4 and 9.99 hectares, where 4 or less lots are created or have the potential to be created from the road, the local government will consider unsealed roads unless there is steeper topography or other ground conditions that create safety issues and/or higher levels of on-going maintenance.

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

7.16 Battleaxe access legs

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

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

7.17 Landscaping

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

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

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

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

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

- soften the impact of development;

ATTACHMENT 8.1.1A

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

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

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

7.18 Implementation

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

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

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

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

8. Application Requirements

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

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

In giving consideration to a Development Application, the local government will require the applicant to:

ATTACHMENT 8.1.1A

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

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

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

ATTACHMENT 8.1.1B

Tamsin Hodder

From: HARTLEY-WEST Janet (NM) <janet.hartley-west@mainroads.wa.gov.au>
Sent: 10 May, 2019 12:59 PM
To: Tamsin Hodder
Subject: RE: ADM0309 & ADM0539 invite to comment - draft LPP 9 & 14

Hi Tamsin

Main Roads has reviewed the draft policies No 14 Signs and Advertisements and No 9 Car Parking and Access as provided.

The following comments are provided:

No 14: Signs and Advertisements

Section 7.15 Main Roads Western Australia mentions that MRWA approval is required for signs in or in the vicinity of the road reserve. It does not mention/reference Main Roads's "Policy and Application Guidelines for Advertising Signs", which are available on the Main Roads Website. Also the policy is unclear whether any development applications are to be received by the Shire and referred to Main Roads for comment or whether separate applications are required.

No 9: Car Parking and Access

Section 7.14 Vehicular Access/Crossovers. Add a statement that any crossovers onto roads managed by Main Roads will need to be located, constructed to Main Roads Standards and to the satisfaction of Main Roads.

If there are any further queries please contact me.

Regards Janet

Janet Hartley-West

Network Manager

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8.1.2 Modifications to Local Planning Policy No. 14 – Signs and Advertisements: Submitted for final adoption

Location:	Applies throughout the district
File Ref. No:	ADM 0539
Disclosure of Interest:	Nil
Date:	10 July 2019
Author:	Steve Thompson
Attachments:	8.1.2A Local Planning Policy No. 14 – Signs and Advertisements: version seeking final adoption 8.1.2B Submission from Main Roads Western Australia

Summary

To seek Council final adoption of a modified planning policy relating to signs and advertisements

Background

The purpose of this report is to inform Council of the public consultation outcomes and to seek Council's final adoption to the modified *Local Planning Policy No. 14 – Signs and Advertisements*. The recommended adopted version of the Policy is set out in Attachment 8.1.2A which incorporates minor amendments from the version that was publicly advertised. Recommended amendments are outlined in 'highlight' or 'strikeout'.

The Council at its meeting on 16 April 2019 resolved the following at Resolution 25/19:

'That Council:

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

In accordance with the Council resolution, the Shire administration consulted for a 6 week period through:

- writing to and inviting comments from relevant stakeholders and government agencies;
- placing public notices in local papers on multiple occasions;
- placing details on the Shire website;
- placing details on the Shire's Facebook page; and
- having information available at the Shire office.

The Shire received two submissions both raising no objections. One submissions did not seek changes to the draft modified Policy, while the submission from Main Roads Western Australia (MRWA) sought minor changes. The submission from MRWA is outlined in Attachment 8.1.2B.

Comment

It is suggested that the Council is now in a position to finally adopt the modified *Local Planning Policy No. 14 – Signs and Advertisements* as set out in Attachment 8.1.2A. This is slightly amended from the advertised draft version based on a review by the Shire administration and addressing the matters raised by MRWA. Considering the extensive consultation that occurred on the draft Policy, it can only be assumed that there is no objection to the modified Policy.

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

Strategic Implications

The Policy, if adopted, will assist the decision-making of the Council and the Shire administration and will inform applicants/landowners of Council requirements.

Statutory and Policy Environment

Planning and Development Act 2005, Planning and Development (Local Planning Schemes) Regulations 2015 and Shire of Boddington Local Planning Scheme No. 2.

Policy Implications

Outlined in this report.

Financial Implications

The Shire met the cost of advertising the draft modified planning policy.

Economic Implications

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

Social Implications

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

Environmental Considerations

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

Consultation

The draft Policy was recently subject to community and stakeholder consultation.

Options

The Council can:

5. finally adopt the planning policy without modifications;
6. finally adopt the planning policy with modifications;
7. defer consideration of the matter and require additional information; or
8. not agree to adopt the planning policy.

Voting Requirements - Simple Majority

OFFICER'S RECOMMENDATION – ITEM 8.1.2

COUNCIL RESOLUTION: 61/19

Moved: Cr Hoffman

That Council:

1. In accordance with Schedule 2, Part 2 and clauses 4 and 5 of the *Planning and Development (Local Planning Schemes) Regulation 2015*, to proceed with the Policy with modification and to grant final adoption of the amended *Local Planning Policy No. 14 – Signs and Advertisements* as set out in Attachment 8.1.2A.
2. Advise submitters of the above and thank them for their input into the process.

Seconded:

Cr McGrath

Carried: 7/0

ATTACHMENT 8.1.2A

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

1. Policy Statement

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

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

2. Background and Issues

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

The following is an extract from LPS2:

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

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

3. Definitions

In this Policy, the following definitions apply:

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

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

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

4. Objectives

The objectives of this Policy are to:

- ensure that existing and future signage is maintained at a level which produces a positive image of the Shire of Boddington;

ATTACHMENT 8.1.2A

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

5. Application of the Policy

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

6. Links to Local Planning Scheme and Other Documents

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

7. Policy Provisions

7.1 Exemptions from the Requirement to Obtain Development Approval

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

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

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

7.2 General

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

- size, shape, materials, colours, finish, wording, general appearance and location of the sign;
- whether it is illuminated and the presence or rate of flashing lights;
- existing number of signs on the site;
- pedestrian, cyclist and motorist safety;
- the objectives of LPS2;
- provisions and requirements of LPS2;

ATTACHMENT 8.1.2A

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

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

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

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

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

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

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

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

7.3 Prohibited Signs

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

- will obstruct the view of traffic on a street or public place;
- prevents the safe and effective use of a footpath and/or dual use path;
- is located in a median strip or roundabout;
- can obstruct access to or from a door, fire escape or window, other than a window designed for the display of goods;
- is likely to be confused with, or mistaken for, an official traffic sign;

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- emits a flashing, intermittent or sequential light;
- is situated on a tower, mast, chimneystack, spire, dome or similar architectural feature or on a superstructure over the main roof of a building;
- is situated on a building or structure where the stability of the building or structure is likely to be affected by the sign;
- is free standing sign above a roof;
- is on a tree that is living; and
- that contains offensive language or content.

7.4 Signs in the Boddington Town Centre

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

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

7.5 Home Business Signs

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

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

7.6 Signs in Other Zones

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

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

7.7 Signs within Road Reserves and on Shire Managed Land

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

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

ATTACHMENT 8.1.2A

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

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

7.8 Siting Restrictions Near Main Roads and Key Tourist Routes

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

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

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

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

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

7.9 Signs on Places of Heritage Value

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

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

7.10 Temporary Signs for Events and Traffic Management

There is no requirement to submit a Development Application for signs associated with traffic management for events. This is subject to signage and the event being undertaken in accordance with the *Traffic Management for Events Code of Practice* (or any updates).

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

- temporary signs are not to be placed on the road reserve, unless it is a directional sign;

ATTACHMENT 8.1.2A

- the temporary sign must be removed after the forthcoming event has passed and must not be displayed for no longer than 8 weeks;
- if the local government considers the temporary signs are inappropriate or unsuitable they will be removed.

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

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

7.11 Moveable Signs

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

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

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

7.12 Real Estate Signs

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

The local government will determine the merits of real estate signs in road reserves in rural areas where they cannot be located on freehold land and they are appropriately located which promote the safety of motorists. Real estate agents will be responsible for "Dial before you dig" and avoiding services/infrastructure, with any costs payable to rectify services met by the real estate agency.

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

ATTACHMENT 8.1.2A

7.13 Subdivision/Development Marketing Signs

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

7.14 Directional Signs

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

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

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

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

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

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

Directional signs should not resemble an official traffic sign.

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

Tourist signs may be installed for tourist establishments endorsed by the State agency responsible for tourism planning.

7.15 Main Roads Western Australia

The erection of **advertising** signs near a highway or main road under the control of Main Roads Western Australia (MRWA) **generally** requires the approval of both the local government and MRWA **unless they are exempt signs.**

ATTACHMENT 8.1.2A

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

Development Applications are initially received by the local government and are referred to MRWA for comment. MRWA will then determine whether to provide a written response to the local government. MRWA advice could include that:

- conditional support is granted and there is no separate requirement to gain MRWA approval;
- conditional support is granted and there is a separate requirement to gain MRWA approval; or
- it does not support the advertising sign for outlined reasons.

Reference is made to MRWA's *Policy and Application Guidelines for Advertising Signs – Within and Beyond State Road Reserves*. The MRWA policy outlines the policy statement, general conditions for advertising devices within and beyond State road reserves and application requirements.

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

Road traffic signs are not subject to this Policy and do not require a Development Application or associated development approval from the local government. Road traffic signs are a MRWA responsibility.

7.16 Existing Signs

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

7.17 Derelict or Poorly Maintained Signs

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

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

7.18 Non-Compliance

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

ATTACHMENT 8.1.2A

For the second and possible multiple offences, any non-compliant sign may be disposed of immediately.

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

8. Administration

8.1 Matters to be Addressed Prior to Formally Lodging the Application

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

8.2 Application Requirements

Development Applications are to include the following:

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

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

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

8.3 Consultation with Landowners and Stakeholders

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

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

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

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

8.4 Assessing the Application

ATTACHMENT 8.1.2A

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

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

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

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

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

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

ATTACHMENT 8.1.2A

Attachment A - Exempted Advertisements Schedule

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

ATTACHMENT 8.1.2A

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

ATTACHMENT 8.1.2B

Tamsin Hodder

From: HARTLEY-WEST Janet (NM) <janet.hartley-west@mainroads.wa.gov.au>
Sent: 10 May, 2019 12:59 PM
To: Tamsin Hodder
Subject: RE: ADM0309 & ADM0539 invite to comment - draft LPP 9 & 14

Hi Tamsin

Main Roads has reviewed the draft policies No 14 Signs and Advertisements and No 9 Car Parking and Access as provided.

The following comments are provided:

No 14: Signs and Advertisements

Section 7.15 Main Roads Western Australia mentions that MRWA approval is required for signs in or in the vicinity of the road reserve. It does not mention/reference Main Roads's "Policy and Application Guidelines for Advertising Signs", which are available on the Main Roads Website. Also the policy is unclear whether any development applications are to be received by the Shire and referred to Main Roads for comment or whether separate applications are required.

No 9: Car Parking and Access

Section 7.14 Vehicular Access/Crossovers. Add a statement that any crossovers onto roads managed by Main Roads will need to be located, constructed to Main Roads Standards and to the satisfaction of Main Roads.

If there are any further queries please contact me.

Regards Janet

Janet Hartley-West

Network Manager

Central and Northern Regions / Wheatbelt Region

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w: www.mainroads.wa.gov.au



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Western Australia.*



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8.2 MANAGER FINANCIAL SERVICES:

8.2.1 Monthly Financial Statements – June 2019

Disclosure of Interest: Nil
Date: 11 July 2019
Author: J Rendell – Manager Financial Services
Attachments: 8.2.1A Financial Statements – June 2019

Summary

Council is to consider Monthly Financial Reports for June 2019

Background

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

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

Comment

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

FINANCIAL SUMMARY YEAR TO DATE JUNE 2019

The following commentary is provided to assist in the understanding of Council's financial position. It is emphasised that the comparatives and comments are relative to the YTD budget and are against the revised budget.

The year to date financial result as at June 2019, it is emphasised that this result is unaudited as final year end reconciliations are yet to be applied. It is expected that there shouldn't be too much difference between this interim result other than significant movement to and from reserves associated with underspent capital expenditure, namely in plant and Councillor initiatives, predominantly the foreshore project, all of which will be carried into the 2019/20 Budget. Commentary will be based around permanent differences. The interim result is slightly better than budget, with variation in the operating areas of the budget being very small.

The year has gone almost exactly according to plan, there is not expected to be significant variations to the financial direction set by the financial year result (Revised budget) and the Long Term Financial Plan. This will be further evident once the financial year is over.

OPERATING RESULT

REVENUE

Revenue is 2.1% or \$139k favourable to budget. Within the main items, the following is noted:-

- **Operating Grants** is 19.8% or \$139k favourable to budget, due to the receipt of FAGS and untied road grants revenue being \$161k prepaid for the first quarter of 2019/20. This will be transferred to Reserves as part of the end of year process.
- **Fees & Charges** is 0.8% or \$10k favourable to budget.
- **Interest Earnings** is 7.0% or \$11k unfavourable to budget.
- **Other Revenue** is 6.6% or \$5k favourable to budget.
- **Profit from Asset sales**, it is noted that there although it wasn't planned for any profit on asset sales we earned some \$7k based on upgrade of the Torro mower.

EXPENDITURE

Expenditure is 2.9% or \$218k favourable to budget, the main items are noted:-

- **Employee costs** are 0.8% or \$21k unfavourable to budget.
- **Materials and contracts** are collectively 13.1% or \$262k favourable to budget.
- **Utility charges** are 1.8% or \$6k unfavourable to budget.
- **Depreciation** is 3.3% or \$66k unfavourable to budget.
- **Insurance expenses** is 2.6% or \$3k favourable to budget.
- **Other expenditure** is 34.6% or \$48k favourable to budget.

NET RESULT

The net result is 40.4% or \$350k favourable result to budget, due to total revenue being \$132k favourable and expenditure being \$218k favourable to budget.

FINANCIAL SUMMARY YEAR TO DATE JUNE 2019

CAPITAL ITEMS

Capital revenue is 29.9% or \$227k unfavourable to budget.

Capital expenditure is 42.9% or \$1.2M favourable to budget. For a more detailed understanding, refer to the Capital Expenditure by Asset Class report. In some cases there is a direct relationship between Capital income and Capital expenditure. Included within this year is an amount of \$1.4M for Councillor New Initiatives in accord with items contained in the Strategic Community Plan.

Items of Capital expenditure being plant and equipment \$340k and Councillor initiatives \$600k will be included in the 2019/20 budget, with the latter being a significant part of reserve movement.

FUNDING ITEMS

Repayment of loan principal is slightly favourable to budget.

CASH & INVESTMENTS

Cash and investments sits at \$5.1M, an increase of \$0.5M on the previous month, primarily due to the receipt of almost 95% of the total revenue for rates and charges, along with revenue being higher, capital and operating expenses both being lower. It is emphasised however that the majority of funds is tagged as "restricted" and therefore cannot form part of Council's unrestricted or free cash, this will be disclosed at final year end in the Annual financial statements embedded in the Annual Report.

Rates outstanding sits at only \$268k a reduction of almost \$33k on the previous month.

SUMMARY

The overall financial result 364.3% or \$1.4M favourable to budget, this will change significantly once final end of year adjustments to reserves has been undertaken.

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

Statutory Environment - Local Government (Financial Management) Regulations 1996

OFFICER'S RECOMMENDATION – 8.2.1

COUNCIL RESOLUTION: 62/19

Moved: Cr Smart

That Council adopt the:

1. monthly financial statements for the period ending 30 June 2019; and
2. summary of reconciliations for the period ending 30 June 2019.

Seconded:

Cr Glynn

Carried: 7/0

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON

Interim - Financial Reports for the period ended

30-Jun-19

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

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON						
SUMMARY OF FINANCIAL ACTIVITY by Nature or Type						
Provisional - for the period ended						
30-Jun-19						
	2018/19 Budget			Actual	Variance	% Variance
	Approved	Amended	YTD Budget	YTD	YTD	YTD
Opening Funding Surplus (Deficit)	325,138	369,622	369,622	369,622	-	0.0%
Revenue						
Rates	4,501,927	4,501,927	4,501,927	4,490,120	- 11,807	-0.3%
Operating Grants, Subsidies and Contributions	890,326	702,595	702,595	842,017	139,422	19.8%
Fees and Charges	1,149,798	1,185,309	1,185,309	1,195,134	9,825	0.8%
Interest Earnings	112,290	150,769	150,769	140,210	- 10,559	-7.0%
Other Revenue	139,037	75,729	75,729	80,703	4,974	6.6%
Profit from Asset Sales	-	-	-	6,750	6,750	
OPERATING INCOME	6,793,378	6,616,328	6,616,329	6,754,934	138,605	2.1%
Expenses						
Employee Costs	- 2,693,358	- 2,639,850	- 2,639,850	- 2,660,377	- 20,527	-0.8%
Materials and Contracts	- 1,806,963	- 2,004,062	- 2,004,062	- 1,742,038	262,024	13.1%
Utility Charges	- 339,419	- 341,324	- 341,324	- 347,629	- 6,305	-1.8%
Depreciation on Non-Current Assets	- 2,024,409	- 2,021,187	- 2,021,187	- 2,087,079	- 65,892	-3.3%
Interest Expenses	- 99,271	- 99,271	- 99,271	- 101,840	- 2,570	-2.6%
Insurance Expenses	- 224,897	- 238,157	- 238,157	- 235,075	3,082	1.3%
Loss on Asset Sales	-	-	-	-	-	
Other Expenditure	- 158,883	- 138,784	- 138,784	- 90,773	48,011	34.6%
OPERATING EXPENDITURE	- 7,347,199	- 7,482,634	- 7,482,635	- 7,264,812	217,823	2.9%
Net Result (incl. c/f surplus position)	- 228,684	- 496,684	- 496,684	140,256	356,428	-71.8%
Adjustments for Non-Cash Items						
Depreciation	2,024,409	2,021,188	2,021,187	2,087,079	65,892	3.3%
Loss on Asset Disposals	-	-	-	-	-	
(Profit) on Asset Disposals	-	-	-	6,750	6,750	
Provisions and Accruals	-	-	-	-	-	
	2,024,409	2,021,188	2,021,187	2,080,329	59,142	2.9%
Net Result before funding and Capex items	1,795,725	1,524,504	1,524,503	1,940,073	415,570	27.3%
Capital Income and Expenditure						
Non-operating Grants & contributions	978,650	759,983	759,983	532,555	- 227,428	-29.9%
Purchase Land & Buildings	- 338,000	- 331,552	- 331,552	- 225,992	105,560	31.8%
Purchase Plant & Equipment	- 416,406	- 413,406	- 413,406	- 82,000	331,406	80.2%
Purchase Roads, Streets & Bridges	- 922,940	- 1,097,892	- 1,097,892	- 873,853	224,039	20.4%
Purchase Other Infrastructure	- 100,000	- 186,631	- 186,631	- 270,739	- 84,108	-45.1%
New Initiatives	- 1,364,105	- 722,855	- 722,855	- 118,433	604,422	83.6%
Proceeds from Asset Sales	1,435,524	1,450,500	1,071,526	1,058,250	- 13,276	1.2%
Net Capital Items	- 727,277	- 541,853	- 920,827	19,787	940,614	102.1%
Funding Items						
Proceeds from New loans	-	-	-	-	-	
Repayment of Loan Principal	- 230,305	- 230,305	- 230,305	- 226,326	3,979	1.7%
Self Supporting Loan Principal Income	-	-	-	-	-	
Total Funding Items	- 230,305	- 230,305	- 230,305	- 226,326	3,979	1.7%
Reserve Items						
Transfers to Reserves	- 1,164,069	- 1,569,069	-	-	-	#DIV/0!
Transfers from Reserves	611,033	1,054,138	-	-	-	#DIV/0!
Net Reserve movement	- 553,036	- 514,931	-	-	-	#DIV/0!
Closing Funding Surplus (Deficit)	285,106	237,414	373,371	1,733,534	1,360,163	364.3%

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON STATEMENT OF COMPREHENSIVE INCOME BY NATURE/TYPE Provisional - for the period ended

30-Jun-19

	2018/19 Budget			Actual	Variance	% Variance
	Approved	Amended	YTD Budget	YTD	YTD	YTD
Revenue						
Rates	4,501,927	4,501,927	4,501,927	4,490,120	- 11,807	-0.3%
Operating Grants, Subsidies and Contributions	890,326	702,595	702,595	842,017	139,422	19.8%
Fees and Charges	1,149,798	1,185,309	1,185,309	1,195,134	9,825	0.8%
Interest Earnings	112,290	150,769	150,769	140,210	- 10,559	-7.0%
Other Revenue	139,037	75,729	75,729	80,703	4,974	6.6%
OPERATING INCOME	6,793,378	6,616,329	6,616,329	6,748,184	131,855	2.0%
Expenses						
Employee Costs	- 2,693,358	- 2,639,850	- 2,639,850	- 2,660,377	- 20,527	-0.8%
Materials and Contracts	- 1,806,963	- 2,004,062	- 2,004,062	- 1,742,038	262,024	13.1%
Utility Charges	- 339,419	- 341,324	- 341,324	- 347,629	- 6,305	-1.8%
Depreciation on Non-Current Assets	- 2,024,409	- 2,021,187	- 2,021,187	- 2,087,079	- 65,892	-3.3%
Interest Expenses	- 99,271	- 99,271	- 99,271	- 101,840	- 2,570	-2.6%
Insurance Expenses	- 224,897	- 238,157	- 238,157	- 235,075	3,082	1.3%
Other Expenditure	- 158,883	- 138,784	- 138,784	- 90,773	48,011	34.6%
OPERATING EXPENDITURE	- 7,347,199	- 7,482,635	- 7,482,635	- 7,264,812	217,823	2.9%
Net Result before Capital Income	- 553,822	- 866,306	- 866,306	- 516,628	349,678	-40.4%
Non-Op. Grants, Subsidies and Contributions	978,650	759,983	759,983	532,555	- 227,428	-29.9%
Profit on Asset Disposals	-	-	-	6,750	6,750	
Loss on Asset Disposals	-	-	-	-	-	
OTHER	978,650	759,983	759,983	539,305	- 220,678	-29.0%
NET RESULT	424,828	106,323	106,323	22,677	129,000	-121.3%
Other Comprehensive Income						
Changes on Revaluation of Non-Current Assets	-	-	-	-	-	
Total Other Comprehensive Income	-	-	-	-	-	-
TOTAL COMPREHENSIVE INCOME	424,828	106,323	106,323	22,677	129,000	-121.3%

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON STATEMENT OF COMPREHENSIVE INCOME BY PROGRAM Provisional - for the period ended						
30-Jun-19						
	2018/19 Budget			Actual	Variance	% Variance
	Approved	Amended	YTD Budget	YTD	YTD	YTD
Revenue						
Governance	5,012,549	4,807,207	4,807,207	4,945,995	138,788	2.9%
General Purpose Funding	68,650	52,543	52,543	58,139	5,596	10.7%
Law, Order, Public Safety	291,273	290,372	290,372	321,819	31,447	10.8%
Health	24,538	27,408	27,408	26,996	412	-1.5%
Education and Welfare	563,719	574,890	574,890	519,398	55,492	-9.7%
Housing	10,811	6,812	6,812	10,304	3,492	51.3%
Community Amenities	305,426	295,322	295,322	332,926	37,604	12.7%
Recreation and Culture	83,240	77,560	77,560	68,687	8,873	-11.4%
Transport	115,755	119,500	119,500	137,495	17,995	15.1%
Economic Services	301,169	298,015	298,015	273,366	24,649	-8.3%
Other Property and Services	16,248	66,700	66,700	59,807	6,893	-10.3%
	6,793,378	6,616,329	6,616,329	6,754,934	138,605	2.1%
Expenses excluding Finance Costs						
Governance	31,217	174,237	174,237	32,400	141,836	81.4%
General Purpose Funding	- 32,815	- 10,165	- 10,165	- 30,974	- 20,809	-204.7%
Law, Order, Public Safety	- 645,868	- 666,196	- 666,196	- 588,444	- 77,751	11.7%
Health	- 258,192	- 251,750	- 251,750	- 239,370	- 12,380	4.9%
Education and Welfare	- 720,682	- 721,931	- 721,931	- 733,669	- 11,737	-1.6%
Housing	- 31,067	- 29,962	- 29,962	- 31,022	- 1,060	-3.5%
Community Amenities	- 685,361	- 714,046	- 714,046	- 706,960	- 7,086	1.0%
Recreation and Culture	- 1,590,935	- 1,687,858	- 1,687,858	- 1,673,464	- 14,394	0.9%
Transport	- 2,701,086	- 2,689,351	- 2,689,351	- 2,577,957	- 111,395	4.1%
Economic Services	- 691,147	- 750,399	- 750,399	- 628,308	- 122,091	16.3%
Other Property and Services	- 15,874	- 95,866	- 95,866	- 47,249	- 48,617	50.7%
	- 7,247,929	- 7,383,364	- 7,383,364	- 7,162,971	220,393	3.0%
Finance Costs						
Governance	- 31,216	- 31,216	- 31,216	- 32,400	- 1,185	
General Purpose Funding	-	-	-	-	-	
Law, Order, Public Safety	-	-	-	-	-	
Health	-	-	-	-	-	
Education and Welfare	- 9,316	- 9,316	- 9,316	- 10,219	- 903	
Housing	- 31,068	- 31,068	- 31,068	- 31,022	- 45	0.1%
Community Amenities	-	-	-	-	-	
Recreation and Culture	- 27,671	- 27,671	- 27,671	- 28,199	- 528	
Transport	-	-	-	-	-	
Economic Services	-	-	-	-	-	
Other Property and Services	-	-	-	-	-	
	- 99,271	- 99,271	- 99,271	- 101,840	- 2,570	-2.6%
Net Result before Capital Income	- 553,822	- 866,306	- 866,306	- 509,878	- 361,567	
Non Operating Grants, Subsidies and Contributions						
General Purpose Funding	98,000	98,000	98,000	97,943	- 57	
Law, Order, Public Safety	-	-	-	-	-	
Education and Welfare	-	-	-	-	-	
Recreation and Culture	490,000	230,000	230,000	134,412	- 95,588	
Transport	340,650	431,983	431,983	300,200	- 131,783	
Economic Services	50,000	-	-	-	-	
Other Property and Services	-	-	-	-	-	
	978,650	759,983	759,983	532,555	- 227,428	
Other Comprehensive Income						
Changes on Revaluation of Non-Current Assets	-	-	-	-	-	
TOTAL COMPREHENSIVE INCOME	424,828	106,323	106,323	22,677	129,000	-121.3%

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON RATE SETTING STATEMENT Provisional - for the period ended							30-Jun-19
	2018/19 Budget Approved	2018/19 Budget Amended	YTD Budget	Actual YTD	Variance YTD	% Variance YTD	
Revenue							
Operating Grants, Subsidies and Contributions	890,326	702,595	702,595	842,017	139,422	19.8%	
Fees and Charges	1,149,798	1,185,309	1,185,309	1,195,134	9,825	0.8%	
Interest Earnings	112,290	150,769	150,769	140,210	10,559	-7.0%	
Other Revenue	139,037	75,729	75,729	80,703	4,974	6.6%	
Profit from Asset Sales	-	-	-	6,750	6,750		
Total Operating Revenue excluding Rates	2,291,451	2,114,402	2,114,402	2,264,815	150,412	7.1%	
Expenses							
Employee Costs	- 2,693,358	- 2,639,850	- 2,639,850	- 2,660,377	- 20,527	-0.8%	
Materials and Contracts	- 1,806,963	- 2,004,062	- 2,004,062	- 1,742,038	- 262,024	13.1%	
Utility Charges	- 339,419	- 341,324	- 341,324	- 347,629	- 6,305	-1.8%	
Depreciation on Non-Current Assets	- 2,024,409	- 2,021,187	- 2,021,187	- 2,087,079	- 65,892	-3.3%	
Interest Expenses	- 99,271	- 99,271	- 99,271	- 101,840	- 2,570	-2.6%	
Insurance Expenses	- 224,897	- 238,157	- 238,157	- 235,075	- 3,082	1.3%	
Loss on Asset Sales	-	-	-	-	-		
Other Expenditure	- 158,883	- 138,784	- 138,784	- 90,773	- 48,011	34.6%	
Operating Expenditure	- 7,347,199	- 7,482,635	- 7,482,635	- 7,264,812	- 217,823	2.9%	
Operating Result Excluding Rates Income	- 5,055,749	- 5,368,233	- 5,368,233	- 4,999,997	- 368,235	7%	
Adjustments for Non-Cash Items							
Depreciation	2,024,409	2,021,188	2,021,187	2,087,079	65,892	-3.3%	
(Profit)/Loss on Asset Disposals	-	-	-	6,750	6,750		
Provisions & Accruals	-	-	-	-	-		
	2,024,409	2,021,188	2,021,187	2,080,329	59,142	-2.9%	
Capital Income and Expenditure							
Purchase of Capital Expenditure	- 3,141,451	- 2,752,336	- 2,752,336	- 1,571,018	- 1,181,318	42.9%	
Non-operating Grants & contributions	978,650	759,983	759,983	532,555	227,428	29.9%	
Proceeds from Asset Sales	1,435,524	1,450,500	1,071,526	1,058,250	13,276	1.2%	
	- 727,277	- 541,853	- 920,827	- 19,787	- 940,614	102.1%	
Funding & Reserve Items							
Proceeds from New loans	-	-	-	-	-		
Repayment of Loan Principal	- 230,305	- 230,305	- 230,305	- 226,326	- 3,979	1.7%	
Transfers to Reserves	- 1,164,069	- 1,569,069	-	-	-		
Transfers from Reserves	611,033	1,054,138	-	-	-	#DIV/0!	
	- 783,341	- 745,236	- 230,305	- 226,326	- 3,979	1.7%	
Estimated Surplus/(Deficit) July 1 B/Fd,	325,138	369,622	369,622	369,622	-		
Estimated Surplus/(Deficit) C/F or YTD,	285,106	237,414	373,371	1,733,534	- 1,360,163	364.3%	
Amount required from General Rate	- 4,501,927	- 4,501,927	- 4,501,927	- 4,490,120	- 11,807	-0.3%	

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON STATEMENT OF FINANCIAL POSITION Provisional - for the period ended		
	30-Jun-18 Audited	30-Jun-19 YTD Actual
CURRENT ASSETS		
Cash and Cash Equivalents	3,892,183	5,052,009
Equity Reserve Investments	-	-
Trade & Other Receivables	386,160	564,306
Inventories	-	-
TOTAL CURRENT ASSETS	4,278,343	5,616,314
NON CURRENT ASSETS		
Trade and Other Receivables	168	-
Property Plant & Equipment	30,442,554	30,036,362
Land Held for Resale	272,538	272,539
Infrastructure	54,536,959	53,375,590
TOTAL NON CURRENT ASSETS	85,252,219	83,684,491
TOTAL ASSETS	89,530,562	89,300,806
CURRENT LIABILITIES		
Trade & Other Payables	618,308	534,431
Employee Provisions	312,619	277,641
Borrowings	230,305	3,979
Trusts	-	92,744
TOTAL CURRENT LIABILITIES	1,161,229	908,796
NON CURRENT LIABILITIES		
Trade & Other Payables - Specific	300,000	300,000
Borrowings	2,054,593	2,054,593
Employee Provisions	66,065	66,065
TOTAL NON CURRENT LIABILITIES	2,420,658	2,420,658
TOTAL LIABILITIES	3,581,887	3,329,453
EQUITY		
Retained Earnings	34,156,787	34,179,465
Reserves Cash Backed	2,974,251	2,974,251
Revaluation Reserve	48,817,637	48,817,637
TOTAL EQUITY	85,948,675	85,971,352
TOTAL LIABILITIES & EQUITY	89,530,562	89,300,806

ATTACHMENT 8.2.1A

LOAN PRINCIPAL REPAYMENTS							
COA	Description	IE Summary	Inc/Exp Analysis Summary	Original Budget	Amended	YTD Budget	YTD Actual
3042460	PRINCIPAL ON LOAN 105	71	Other Expenses	\$121,748	\$121,748	\$121,748	\$120,565
2113200	LOAN 106 - REC CENTRE	71	Other Expenses	\$0	\$0	\$0	\$0
3074200	PRINCIPAL LOAN 83	71	Other Expenses	\$10,661	\$10,661	\$10,661	\$10,661
3083000	PRINCIPAL ON LOAN 100	71	Other Expenses	\$14,748	\$14,748	\$14,748	\$13,845
3091402	PRINCIPAL ON LOAN 91	71	Other Expenses	\$0	\$0	\$0	\$0
3091460	PRINCIPAL ON LOAN 94	71	Other Expenses	\$12,611	\$12,611	\$12,611	\$12,612
3091470	PRINCIPAL ON LOAN 97	71	Other Expenses	\$12,789	\$12,789	\$12,789	\$12,789
3113046	PRINCIPAL - LOAN 103	71	Other Expenses	\$0	\$0	\$0	\$0
3113048	PRINCIPAL - LOAN 106 REC CENTRE	71	Other Expenses	\$57,748	\$57,748	\$57,748	\$55,855
3121100	PRINCIPAL LOAN 102	71	Other Expenses	\$0	\$0	\$0	\$0
TOTAL				\$230,305	\$230,305	\$230,305	\$226,326

MOVEMENT NET CURRENT ASSET POSITION - RECONCILIATION			
	2018/19 Budget		Actual
	Approved	Forecast	YTD
NCA items from Statement of Financial Activity			
Current Assets	3,647,169	3,647,169	5,546,076
Less: Current Liabilities	- 412,044	- 412,044	- 838,291
Add: Restricted Assets/Principal Repayment	- 2,946,301	- 2,946,301	- 2,974,251
Net Current Assets	288,823	288,823	1,733,534
REPRESENTED BY - (From Financial Position) Movement			
Net Current Assets	288,823	288,823	1,733,534
REPRESENTED BY - (From Rate Setting Statement) Movement			
Closing Surplus Position	285,106	237,414	1,733,534
Net Current Assets	285,106	237,414	1,733,534

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON
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SHIRE OF BODDINGTON CAPITAL EXPENDITURE BY ASSET CLASS

Provisional - for the period ended							30-Jun-19
COA	Description	Asset Type	Budget	Amended	YTD Budget	YTD Actual	
3042202	EXISTING BUILDINGS 17/18	Land & Buildings	200,000	188,323	188,323	82,681	
3042212	CEO RESIDENCE	Land & Buildings	138,000	131,552	131,552	131,634	
3053025	OLD POLICE STATION REFURBISHMENT	Land & Buildings	-	6,800	6,800	6,800	
3082090	AGED CARE COMPLEX	Land & Buildings	-	-	-	-	
3113200	RECREATION CENTRE	Land & Buildings	-	-	-	-	
3135202	LAND PURCHASE	Land & Buildings	-	-	-	-	
3132008	VISITOR CENTRE	Land & Buildings	-	-	-	-	
				4,877	4,877	4,877	
		Land & Buildings Total	338,000	331,552	331,552	225,992	
3102201	REFUSE SITE	Other Infrastructure	60,000	60,000	60,000	-	
3105050	OVALS PARKS & CEMETERIES	Other Infrastructure	25,000	7,000	7,000	3,091	
3112208	LIGHTING - SPORTS OVAL	Other Infrastructure	-	-	-	-	
3112213	SWIMMING POOL - INFRASTRUCTURE	Other Infrastructure	15,000	-	-	-	
3132030	WATER TO RANFORD CAPEX	Other Infrastructure	-	-	-	-	
3113205	RODEO SHADE FACILITIES	Other Infrastructure	-	-	-	-	
3113082	DAM IMPROVEMENTS - WATER TO OVAL	Other Infrastructure	-	119,631	119,631	267,648	
		Other Infrastructure Total	100,000	186,631	186,631	270,739	
3042209	COMPUTER EQUIPMENT	Plant & Equip	25,000	30,000	30,000	28,648	
3042208	OFFICE EQUIPMENT	Plant & Equip	35,000	30,000	30,000	6,424	
3042219	VEHICLE COST UPGRADE	Plant & Equip	-	30,000	30,000	-	
3051220	Fire Tender Boddington	Plant & Equip	-	-	-	9,091	
3121096	LOADER	Plant & Equip	316,406	286,406	286,406	-	
3121066	REACH MOWER	Plant & Equip	-	-	-	-	
3139302	MINOR CAPITAL ITEMS	Plant & Equip	40,000	37,000	37,000	37,837	
		Plant & Equip Total	416,406	413,406	413,406	82,000	
3121086	Main Roads Bridge Program	Roads Infrastructure	167,000	97,500	97,500	-	
3112220	CULVERTS & DRAINAGE	Roads Infrastructure	98,970	98,970	98,970	23,766	
3121090	ROADS TO RECOVERY	Roads Infrastructure	91,650	91,650	91,650	91,650	
3121704	RESEALS - MUNI	Roads Infrastructure	193,350	193,350	193,350	58,926	
3121705	MAIN STREET UPGRADE	Roads Infrastructure	-	107,452	107,452	131,635	
3121706	CAR PARKS - SHIRE FACILITIES	Roads Infrastructure	-	-	-	-	
3121700	COMMODITY GRANT CAPITAL EXPENSE	Roads Infrastructure	-	-	-	-	
3121800	ROAD CONST. - RRG	Roads Infrastructure	300,000	437,000	437,000	518,805	
3121803	FOOTPATHS	Roads Infrastructure	71,970	71,970	71,970	49,072	
		Roads Infrastructure Total	922,940	1,097,892	1,097,892	873,853	
3105225	BODDINGTON CEMETERY	Councillor New Initiatives	22,500	22,500	22,500	-	
3112100	SKATEPARK	Councillor New Initiatives	350,000	175,000	175,000	-	
3112205	PUMP TRACK	Councillor New Initiatives	100,000	50,000	50,000	-	
3105250	NATURE PLAYGROUND	Councillor New Initiatives	200,000	100,000	100,000	-	
3105500	FORESHORE LANDSCAPE/DESIGN	Councillor New Initiatives	471,250	235,000	235,000	64,635	
3113010	LOVING RANFORD	Councillor New Initiatives	30,000	30,000	30,000	-	
3113005	RANFORD POOL INFO BAY/ENTRY STATEMENTS	Councillor New Initiatives	30,000	30,000	30,000	19,378	
3112210	OUTDOOR EXERCISE FACILITIES	Councillor New Initiatives	-	-	-	-	
3082450	DEMENTIA HOUSE MODIFICATIONS	Councillor New Initiatives	-	-	-	-	
3105203	COMMUNITY CLUB MODIFICATIONS	Councillor New Initiatives	18,000	18,000	18,000	7,820	
3113120	OTHER COUNCILLOR INITIATIVES	Councillor New Initiatives	32,355	32,355	32,355	5,273	
3146203	ENTRY STATEMENTS & PUBLIC ART	Councillor New Initiatives	110,000	30,000	30,000	21,328	
		Councillor New Initiatives Total	1,364,105	722,855	722,855	118,433	
		Grand Total	3,141,451	2,752,336	2,752,336	1,571,018	

ATTACHMENT 8.2.1A

CAPITAL EXPENDITURE - EXISTING BUILDINGS - By JOBS					30-Jun-19
Job	Description	Original Budget	Amended	YTD Budget	YTD Actual
BAC1999	Bannister Road Shire Office - Capital	-	-	-	4,516
BCC1028	Pollard Street Child Care Centre - Capital	-	-	-	7,320
BCC1029	Johnstone Street Community Newspaper - Capital	-	-	-	2,555
BCC1999	Bannister Road - Caravan Park Caretaker Residence - Capital	-	-	-	6,865
BCC3999	Bannister Road - Caravan Park Caretaker Residence - Capital	-	-	-	-
BDC1015	Farmer Ave - Depot Lunch Room - Capital	-	-	-	-
BDC2015	Farmer Ave - Depot Lunch Room - Capital	-	-	-	-
BEC1029	Johnstone Street Emergency Services Shed - Capital	-	-	-	-
BFC1039	Wurraming Ave - Foreshore Toilet Block - Capital	-	-	-	-
BIC1024	Hotham Street Ic Unit 1 - Capital	-	-	-	6,215
BIC2024	Hotham Street Ic Unit 2 - Capital	-	-	-	1,947
BIC3024	Hotham Street Ic Unit 3 - Capital	-	-	-	-
BIC4024	Hotham Street Ic Unit 4 - Capital	-	-	-	4,123
BMC1024	Hotham Street Medical Centre - Capital	-	-	-	-
BOC1025	Forrest Street Old School - Main Classroom - Capital	-	-	-	2,474
BOC3025	Forrest Street Old School Storeroom - Capital	-	-	-	-
BOC4025	Forrest Street Old School - Main Classroom - Capital	-	-	-	-
BPC1999	Bannister Road Public Toilets - Capital	-	-	-	-
BRC1025	Forrest Street Retirement Unit 1 - Capital	-	-	-	-
BRC2025	Forrest Street Retirement Unit 2 - Capital	-	-	-	-
BRC3025	Forrest Street Retirement Unit 3 - Capital	-	-	-	-
BRC4025	Forrest Street Retirement Unit 4 - Capital	-	-	-	-
BRC1999	Bannister Road Recreation Centre - Capital	-	-	-	-
BSC1027	Hill Street 34 (Staff Housing) - Capital	-	-	-	-
BSC1028	Pollard Street Swimming Pool Ablutions - Capital	-	-	-	1,659
BSC1045	Pecan Place 3 (Staff Housing) - Capital	-	-	-	-
BSC1050	Prussian Way 20 (Staff Housing) - Capital	-	-	-	-
BSC1054	Blue Gum Close 15 (Staff Housing) - Capital	-	-	-	-
BSC1063	Club Drive Sporting Complex - Capital	-	-	-	-
BSC2029	Johnstone Street 46 (Staff Housing) - Capital	-	-	-	-
BSC2054	Blue Gum Close 16 (Staff Housing) - Capital	-	-	-	3,842
BSC3028	Pollard Street Swimming Pool Kiosk/Pump Room - Capital	-	-	-	-
BTC1029	Community Hub Visitor Ctr - Capital	-	-	-	4,175
BVC1039	Johnstone Street Town Hall - Capital	-	-	-	36,990
BWC1013	Robins Road Waste Site Office - Capital	-	-	-	-
BYC1999	Bannister Road Youth Centre - Capital	-	-	-	-
TOTAL EXISTING BUILDINGS		-	-	-	82,681
REPRESENTED BY:					
COA					
3042202 EXISTING BUILDINGS 17/18		200,000	188,323	188,323	82,681

ATTACHMENT 8.2.1A

GRAPHICAL DISCLOSURE OF FINANCIAL PERFORMANCE For the period ended

30-Jun-19



10/07/2019S:\Corporate Services\Manager Finance\Financial Reports\Council\2018-19\May 2019\Data for Graphs

8.2.2 List of Payments – June 2019

Disclosure of Interest: Nil
Date: 11 July 2019
Author: J Rendell
Attachments: 8.2.2A List of Payments June 2019 (Confidential)

Summary

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

Background

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

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

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

Comment

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

Statutory Environment

Local Government (Financial Management) Regulations 1996

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

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

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

Policy Implications - Nil

OFFICER'S RECOMMENDATION – 8.2.2

COUNCIL RESOLUTION: 63/19

Moved: Cr Hoffman

That Council adopts the list of payments for the period ending 30 June 2019; at Attachment 8.2.2A.

Seconded:

Cr McGrath

Carried: 7/0

8.3 PRINCIPAL ENVIRONMENTAL HEALTH OFFICER/
BUILDING SURVEYOR:

Nil.

8.4 MANAGER WORKS & SERVICES:

Nil.

8.5 DIRECTOR CORPORATE & COMMUNITY SERVICES:

8.5.1 Bush Fire Advisory Committee Recommendations

Applicant:	Bush Fire Advisory Committee
File Ref. No:	ADM0154
Disclosure of Interest:	Nil
Date:	11 July 2019
Author:	Graham Stanley
Attachments:	Nil

Summary

That Council consider the recommendations of the Boddington Bushfire Advisory Committee to:

- i) appoint Mr William Batt as Chief Bush Fire Control Officer (CBFCO);
- ii) appoint Mr Jesse Reid as Deputy Chief Bush Fire Control Officer (DCBFCO);and
- iii) appoint Fire Control Officers for the 2019/20 season.

Agrees to a request from the Wandering Shire to appoint the following Dual Fire Control Officers from Wandering Shire:

Mr T Hardie
Mr P Monk

Background

The Boddington Bush Fire Advisory Committee held its Annual General Meeting for the 2018/19 on Thursday 2nd May 2019. Unfortunately, this was prior to the Quindanning brigade having held their AGM. Subsequently Quindanning has held their AGM and have advised that there were no changes to their appointments from 2018/19. Council needs to support the Bush Fire Advisory Committee's recommendations and appoint Fire Control Officers officially, so that their actions are authorised to cover any legal implications that may arise.

Just as we can seek to have some of our fire control officers registered as Dual Fire Control Officers in adjoining Shires, those Shires can seek to have some of their Fire Control Officers registered as Dual Control Officers in our Shire. The Wandering Shire has written to us requesting two of their officers in Mr T Hardie and Mr P Monk be granted dual registration in our Shire.

Comment

The Shire of Boddington's Bush Fire Advisory Committee held their annual meeting on 2nd May 2019 and recommend the following actions be ratified:

1. Reappoint William Batt as Chief Bush Fire Control Officer.
William Batt has been CBFCO since April 2018, was previously the Deputy Chief Bush Fire Control Officer and has been involved with the Marradong Fire Brigade for many years. His experience level has developed while working under his father Peter Batt for a number of years.
2. Reappoint Jesse Reid as Deputy Chief Bush Fire Control Officer.

Jesse Reid is currently the 1st Lieutenant of the Crossman Bush Fire Brigade and for much of the past 5 years has been running the brigade during periods of absence due to health issues of the Captain, Brad Hardie. He is a keen and dedicated member and brings some youth to the organisation. He is part of the ongoing succession planning of the organisation. He was appointed Deputy Chief BFC last year and he continues to build his experience.

3. Appoint the Fire Control Officers as nominated by the brigades.

The reasoning behind the appointment of dual registered fire control officers is to allow a fire control officer in control of a fire in their shire to remain in control and still be able to legally direct resources if it passes over into an adjoining shire. The custom is for Shires to nominate one or two Fire Control Officers from a brigade area to be granted dual registration in a shire that shares a common boundary with their brigade.

Strategic Implications

In the event of an emergency, a clear line of control is important to coordinate fire suppression activities. However, the Chief Bushfire Control Officer does not have any more power than an appointed Fire Control Officer under the Bush Fires Act.

Statutory Environment

Bush Fires Act 1954

S 38. Local government may appoint Bush Fire Control Officer

- (1) A local government may from time to time appoint such persons as it thinks necessary to be its bush fire control officers under and for the purposes of this Act, and of those officers shall subject to section 38A(2) appoint 2 as the Chief Bush Fire Control Officer and the Deputy Chief Bush Fire Control Officer who shall be first and second in seniority of those officers, and subject thereto may determine the respective seniority of the other bush fire control officers appointed by it.
- (2A) The local government shall cause notice of an appointment made under the provisions of subsection (1) to be published at least once in a newspaper circulating in its district.
- (2C) The local government shall fill any vacancy occurring in the office of Chief Bush Fire Control Officer or Deputy Chief Bush Fire Control Officer within one month after the vacancy occurs and if the local government fails or neglects to do so within that time, the FES Commissioner may by notice in writing require the local government to appoint a person to the vacant office within one month after service on it of such notice.
- (2D) Where a local government that has been served with a notice pursuant to subsection (2C) fails or neglects to comply with the requirements of that notice, the FES Commissioner may appoint a person who is not employed in the Department to the vacant office.
- (2E) A bush fire control officer appointed by a local government under the provisions of this section shall be issued with a certificate of appointment by the local government or, if he is appointed by the FES Commissioner, by the FES Commissioner.

- (3) The local government may, in respect to bush fire control officers appointed under the provisions of this section, exercise so far as they can be made applicable the same powers as it may exercise in respect to its other officers, under the provisions of the Acts under which those other officers are appointed.
- (4) A bush fire control officer appointed under the provisions of this section shall, subject to such directions as may be given by the local government, and subject to this Act take such measures as appear to him to be necessary or expedient and practicable for —
 - (a) carrying out normal brigade activities;
 - [(b), (c) deleted]*
 - (d) exercising an authority or carrying out a duty conferred or imposed upon him by any of the provisions of Part III;
 - (e) procuring the due observance by all persons of the provisions of Part III.

Bush Fire Regulations 1954

Policy Implications

04.3 FIRE CONTROL REVIEW

Policy Statement:

A Bushfire Advisory Committee meeting shall be held annually to be attended by representatives of Brigades, the Chief Bush Fire Control Officer and shire representatives.

The Chief Bush Fire Control Officer and Deputy Chief Bush Fire Control Officer will be elected by the Brigade delegates at the meeting each year and will be officially appointed at the next ordinary meeting of Council.

All Brigades are required to hold their Annual General Meetings before the Advisory Meeting takes place.

Objective:

To regulate the holding of the annual meeting of the Bushfire Advisory Committee and to establish a procedure for election of the Chief and Deputy Chief Bush Fire Control Officers.

Resolution No: 59/05

Resolution Date: 19/04/2005

Financial Implications – Nil

Economic Implications – Nil

Social Implications – Nil

Environmental Considerations – Nil

Consultation - Boddington Bushfire Advisory Committee

Options

Council can resolve:

1. the Officer's Recommendation; or

2. resolve an amended Officer's Recommendation with other amendments, giving reasons.

Voting Requirements - Simple Majority

OFFICER'S RECOMMENDATION – ITEM 8.5.1

COUNCIL RESOLUTION: 64/19

Moved: Cr Ventris

That Council:

1. adopt the Boddington Bushfire Advisory Committee's Recommendations to appoint:
 - a. William Batt as Chief Bush Fire Control Officer for 2019/20; and
 - b. Jesse Reid as Deputy Chief Bush Fire Control Officer for 2019/20
2. appoint the following persons as Fire Control Officers for the Shire of Boddington for the 2019/20 bush fire season:

Shire of Boddington:

CBFCO William Batt

DCBFCO Jesse Reid

Crossman Brigade: Brad Hardie; Jesse Reid; Jeremy Lobb; Bryan Hardie, Greg Day

Marradong Brigade: Robert Jones, Damien Batt, Marc Roberts, Brant Lehmann

Quindanning Brigade: Kingsley Foster, Brad Morgan, Wayne Littleton, Aaron Foster

Boddington Brigade: Paul Patrick, Robert Sneigowski, Dave Thompson

Shire of Boddington: Chris Littlemore, Graham Stanley & Lee Lewis

Adjoining Shires:

Wandering	Bryan Hardie
Williams	Dennis Cowcher, Brad Morgan, Brad Hardie
Harvey	Wayne Littleton, Kingsley Foster
Collie	Wayne Littleton, Brad Morgan
Murray	Robert Jones

3. appoints the following Fire Control Officers from the Shire of Wandering Dual Registration in the Boddington Shire:
Mr T Hardie
Mr P Monk

Seconded: Cr Smart

Carried: 7/0

8.6 CHIEF EXECUTIVE OFFICER:

8.6.1 Action Sheet

Disclosure of Interest: Nil
Date: 10 July 2019
Author: Chris Littlemore

Purpose of Report

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

Meeting Date	Resolution Number	Responsible Officer	Subject	Date Completed	Comments Current Status
18/6/19	53/19	PEHO	Disability Access & Inclusion Plan	19/6/19	Completed
18/6/19	54/19	DCCS	2019/20 Fees for Boddington Early Learning Centre	19/6/19	Completed
18/6/19	56/19	CEO	Differential Rates Submission	In progress	
18/6/19	57/19	CEO	Councillor Meeting Fees & Allowances 2019/20	In progress	Advertised in Shire Snippets
18/6/19	58/19	CEO	Acquisitive Sculpture Competition	In progress	

For information only.

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

Summary

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

Background

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

Affixing of Common Seal

One off delegations to the Chief Executive Officer;

Authorisation to call Tenders

Building Permits issued;

Health Approvals issued;

Development Approvals issued

Subdivision Applications

Land Administration

Comment

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

Common Seal - Nil	
Date Affixed	Documentation

One off delegation by CEO	
Date	Documentation
24/6/19	Graham Stanley Acting CEO 26/6/19 – 1/7/19
26/6/19	Lions Club – permission consume alcohol 29/6/19 Recreation Centre (by Acting CEO)
7/6/19	Boddington Football Club – Occasional Liquor Licence 22/6/19; 6/7/19; 20/7/19; 11/8/19 Recreation Centre

Authorisation to call Tenders - Nil	
Date	Action

Peter Haas - PEHO			
Building Applications			
Application No.	Applicant	Lot & Street	Type of Building Work
3253	C Moynihan & S Kanters PO Box 73 Boddington	Lot 3 No 111 Kalimna Way Bannister	Patio
3254	C & T Paridaens 8 Assay Terrace Boddington	Lot 104 No 8 Assay Terrace Boddington	Commercial solar panel installation
3255	D Lynn 33 Paradise Circuit Halls Head	Lot 39 No 21 Illyarrie Crescent Boddington	Spa/barrier fence & deck
Health - Nil			

Steve Thompson - Town Planning Consultant			
Development Approvals			
Application No.	Applicant	Lot & Street	Type of Approval
A374	K Dyson	Lot 126 (No 46) Johnstone Street, Boddington	Conditional Development
Subdivision Applications - Nil			
Application No.	Applicant	Lot & Street	Action
Land Administration - Nil			
Application No.	Applicant	Lot & Street	Action

Strategic Implications – Nil

Statutory Environment

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

Policy Implications - Nil

Financial Implications - Nil

Economic Implications – Nil

Social Implications - Nil

Environmental Considerations – Nil

Consultation - Nil

Voting Requirements – Simple Majority

OFFICER'S RECOMMENDATION – ITEM 8.6.2

COUNCIL RESOLUTION: 65/19

Moved: Cr Ventris

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

Seconded:

Cr McSwain

Carried: 7/0

8.6.3 Fees and Charges Adoption

File Ref. No: ADM 0507
Disclosure of Interest: Nil
Date: 11 July 2019
Author: Chris Littlemore
Attachments: Attachment 8.6.3A Proposed Fees and Charges 2019/20

Summary

Council is to consider adopting Schedule of Fees and Charges.

Background

A review of fees and charges is an annual practice within the normal budget process. It is proposed this year that fees & charges are adopted at the Council Meeting on 16 July 2019 and those fees & charges are effective from the 1 July 2019. The fees and charges would normally be adopted along with the budget, however the budget is not expected to be adopted until the August meeting of Council.

Comment:

Other than the introduction of a fees for the CMCA hire of the main oval and pavilion and the significant increase in water charges from standpipes brought on by changes in Water Corp policy, there have been no significant changes to the 2019/2020 fees and charges from the previous year.

Statutory fees have been amended where required, and other Shire of Boddington fees & charges increased by the 1.2% rate where appropriate to cover increasing costs.

A copy of the proposed 2019/2020 Shire of Boddington Fees & Charges is attached.

Strategic Implications – N/A

Statutory Environment

Local Government Act (WA) 1995 (Part 6, Division 5, s.6.17 and s.6.19) states in part:

6.17 Setting the level of fees and charges

(1) In determining the amount of a fee or charge for a service or for goods a local government is required to take into consideration the following factors –

- (a) the cost to the local government of providing the service or goods;
- (b) the importance of the service or goods to the community; and
- (c) the price at which the service or goods could be provided by an alternative provider.

6.19 Local Government to give notice of fees and charges

If a Local Government wishes to impose any fees or charges under this Subdivision after the annual budget has been adopted it must, before introducing the fees and charges, give local public notice of –

- (a) its intention to do so; and
- (b) the date from which it is proposed the fees and charges will be imposed.

Policy Implications - Nil

Financial Implications – No significant implications.

Economic Implications - Nil

Social Implications - Nil

Environmental Considerations – Nil

Consultation - Nil.

Options

Council can resolve to:

1. accept the Officer's Recommendation; or
2. amend the Officer's Recommendation; or
3. not accept the Officer's Recommendation, giving reasons..

Voting Requirements – Absolute Majority

OFFICER'S RECOMMENDATION – ITEM 8.6.3

COUNCIL RESOLUTION: 66/19

Moved: Cr Smart

That Council resolve to adopt the 2019/2020 Fees and Charges Schedule as per Attachment 8.6.3A

Seconded: Cr Manez

AMENDMENT

Moved: Cr Smart

That:

1. The words 'with the exception of the Standpipe water commercial use from \$12 to \$9.50 per 1,000 litres' be added.

Seconded: Cr Glynn

Carried: 7/0

AMENDMENT BECOMES THE MOTION

Moved: Cr Smart

That Council resolve to adopt the 2019/2020 Fees and Charges Schedule as per Attachment 8.6.3A, with the exception of the Standpipe water commercial use amended from \$12.00 to \$9.50 per 1,000 litres.

Seconded: Cr Manez

Carried: 7/0

[illegible]

ATTACHMENT 8.6.3A

Photocopying / Faxes / Electoral Rolls / Rates			
G/L		Black & White	Colour
2034010	Single Sided Photocopy A4	per page	per page
	1-10 Copies	\$0.60	\$3.20
	11-25	\$0.50	\$2.90
	26-100	\$0.50	\$2.80
	Over 100	\$0.30	\$2.65
	Over 500	\$0.20	\$1.20
	Double Sided Photocopy A4		
	1-10 Copies	\$0.65	\$5.80
	11-25	\$0.60	\$5.30
	26-100	\$0.50	\$5.10
	Over 100	\$0.35	\$5.00
	Single Sided Photocopy A3	\$0.60	\$5.70
	Double Sided Photocopy A3	\$0.75	\$11.45
	Laminating		
	A4	\$2.10	N/A
	A3	\$3.10	N/A
	Faxing		
	Initial page	\$5.70	N/A
	Each consecutive page(s)	\$2.05	N/A
	Rates		
	Rates Inquiry/Orders & Requisitions (No GST)	Standard	\$86.00
	Reply to Requisitions		\$101.00
	Rates Notices Reprint	Per Notice	\$21.25
	Instalment Interest Charge - excludes eligible & deferred pensioner rates		5.50%
	Admin for rates smoothing	Per Property	\$ 35.40
	Administration charge on second and subsequent rates instalments	Per Instalment	\$9.00
	Special arrangement to pay rates and services charges per assessment		\$51.00
	Credit Card Usage	Surcharge	1%
Freedom of Information			
G/L	2019/20	Including GST	
	Application fee under Section 12 (1)€ of the Act	\$30.00	
	Application fee under Section 12 (1)€ of the Act - Pensioners	\$22.50	
	Per hour charge for staff dealing with FOI application	\$30.00	
	Per hour charge for supervised access	\$30.00	
	Per hour charge for staff time photocopying	\$30.00	
	Per page charge for photocopying		\$0.20
	Charge for duplicating a tape, film or computer information		Actual Cost
	Delivery, packaging & postage		Actual Cost
	Advanced deposit which may be required by an agency under Section 18 (1) or 18 (4) of the Act, expressed as a percentage of the estimated charges which will be payable in excess of the application fee		25%
	Further advanced deposit: which may be required by an agency under Section 18 (4) of the Act, expressed as a percentage of the estimated charges which will be payable in excess of the application fee P1		75%

ATTACHMENT 8.6.3A

	Retirement Village & Independent Living Units	
	Type	Weekly Rental Fee
		2019/20
	RV	Type 1 Unit Includes operating cost fees (2 bed 1 garage) \$210.00
	RV	Type 3 Unit Includes operating cost fees (3 bed 2 garage) \$240.00
	IL New	IL Units (non capital contribution on entry) \$230.00
	IL Old	Leased Units Weekly operating costs \$30.00
	Early Learning Centre	
		Type of Fee
		2019/20
	G/L	Half Day 6AM to Midday or Midday to 6PM - Permanent Booking \$62.00
		Half Day 6AM to Midday or Midday to 6PM - Casual Booking \$68.00
		Full Day - Permanent Booking \$93.00
		Full Day - Casual Booking \$102.00
		Before School - Permanent Booking \$20.50
		Before School - Casual Booking \$22.50
		After School - Permanent Booking \$25.50
		After School - Casual Booking \$28.00
		Short-term Care (2hrs) \$25.50
		Early Opening Fee (5:30AM to 6:00AM) \$7.00
		Late Closing Fee (6:00PM to 6:30PM) \$7.00
		Late Fee (\$1 per minute first 15 minutes)
		Late Fee (\$10 per minute thereafter)
		Cancellation Notice Permanents - 2 weeks' notice - Full Fees applicable
		Cancellation Notice Casual Bookings - 24 Hours' notice - Full Fees applicable
	Youth Centre	
		Type of Fee
		2019/20
		Entry fee \$2.00
	Water Charges / Search Fees / Books for Sale / Council Minutes / Special Series Number Plates	
	G/L	2019/20
		Standpipe Water - Commercial use per kilolitre (or part thereof) Minimum fee \$9.50
		Standpipe Water - Community use per kilolitre (or part thereof) Minimum fee \$3.70
		Standpipe Access Cards or Keys : First Registration GST Free (Bond) \$115.00
		Search fees: eg. Property File, general etc (Minimum 1 Hour Charge) \$63.00
		History Books - Becoming Boddington \$32.85
		Council Minutes (per copy) - Free of charge on website - www.boddington.wa.gov.au \$46.30
		Special Series Number Plates \$305.00

ATTACHMENT 8.6.3A

Town Hall Hire/Pavilion Hire/Foreshore Hire/Town Oval Hire/School Oval Hire/Boddington Old School				
	G/L	2019/20	Per 8 hours	Per 24 hours
		Local Clubs/ Local Community Groups		
		No Alcohol	\$36.00	\$56.00
		No Alcohol hourly rate	\$11.60	\$11.60
		Consuming alcohol - BYO	\$126.00	\$210.00
		Consuming/selling alcohol - licenced (no hourly rate offered)	\$147.00	\$242.00
		Any other hirer		
		No Alcohol	\$184.00	\$245.00
		No Alcohol hourly rate	\$26.30	\$26.30
		Consuming/selling alcohol - licenced (no hourly rate offered)	\$202.00	\$274.00
		Local Community Groups facilitating activities for the children/youth of Boddington		
		Emergency Service Groups		
		Town Oval - light usage (all users) hourly rate	\$15.80	\$15.80
		Rodeo Weekend (Venue hire) - Pavilion/Oval		Weekend
		Group Booking Old Pavilion Grassed Area		
		Up to 20 tents Max 30 Adults & 30 children		\$1,050.00
Boddington Ovals				
	G/L	2019/20		Day Rate
		Oval - Community Group		\$242.00
		Oval - Non - Community Group		\$605.00
Bonds				
	G/L	2019/20		Rate
		** Access, Facility and Key		\$115.00
		Cleaning		\$115.00
		Cleaning fee if building not left in a satisfactory condition		\$115.00
		Sporting Clubs (key bond)		\$115.00
		Gazebo Bond		\$115.00
** Standpipe access cards and keys returned within 24 hours, where payment has been made by credit card, bond can be returned to the same card.				
Recreation Centre Charges				
	G/L	2019/20	Private	With Alcohol
		Function Room		
		(8am-5pm)	\$126.00	\$158.00
		24 hr period	\$263.00	\$295.00
		Per hour	\$31.60	\$36.80
		Kitchen		
		24 hour period	\$79.00	N/A
		Internal Amenities (Access)	\$79.00	\$79.00
		Kitchen & Function		
		24 hour period	\$316.00	\$347.00
		CMCA Whole of facility (except hardcourts)		
		Per event (weekly)		\$3,000.00
		Equipment/Cutlery Hire		
		Projector	\$35.00	
		Hire for under 40 settings	\$46.00	
		Hire for 41 or more settings	\$70.00	
		Stadium		
		Single court per hour	\$21.00	N/A
		Double court p/h	\$32.00	N/A
		Key Bond	\$115.00	
** Furniture purchased for the centre is not to be removed or taken to other venues.				
**Key Bond applicable to all hirers.				

ATTACHMENT 8.6.3A

Sporting Club Leases		
G/L	Annual Lease Fee	2019/20
	Boddington Badminton Club - includes junior	\$321.00
	Boddington Cricket Club - includes junior	\$492.50
	Boddington Football Club - includes junior	\$4,550.00
	Boddington Netball Club - includes junior	\$1,138.50
	Boddington Riding Club - includes junior	\$290.00
	Boddington Tennis Club - includes junior	\$1,138.50
	Boddington Soccer Club - includes junior	\$126.30
	Boddington Junior Basketball	\$126.30
	Introductory Sports Intial Fee	\$91.60
	Boddington Lions Club - per lease	\$636.70
	Boddington Community Club-(refer lease conditions)	
Swimming Pool		
G/L		2019/20
	Season family - immediate dependants only	\$240.00
	Season - Adult	\$109.50
	Season - Child 3-17 yrs & Seniors card holder	\$60.00
	Weekly	N/A
	Daily - Adult	\$3.10
	Daily - Child 3 - 17 years	\$2.10
	Daily - Concessions	\$1.60
	Daily - Aged Pensioners/Seniors	\$1.60
	Daily - School entry	\$1.60
	Discounted Pass - Adult (10 entries) 10% discount	\$29.40
	Discounted Pass - Child (10 entries) 10% discount	\$19.50
	Lane hire (commercial operators)	\$19.00
	After Hours Fee	\$68.40
	Swimming Carnival	No Charge
Children under 12 are not permitted to the Swimming pool unless under adult supervision (18 years and over)		

ATTACHMENT 8.6.3A

Cemetery Fees		
G/L	Internment	2019/20
	Adult burial	\$663.00
	Child burial	\$442.00
	Stillborn	\$231.00
	Extra depth (per 300mm)	\$168.00
	Re-opening	
	Ordinary Grave - no masonry	\$696.00
	Child (under 7 years) - no masonry	\$174.00
	Stillborn - no masonry	\$174.00
	Land for Graves	
	Ordinary land for graves 2.4m x 1.2m	\$1,260.00
	Land reserved in advance (Grant)	\$126.00
	Grave number plate	\$76.00
	Exhumation Fee	\$1,390.00
	Re-internment after exhumation	\$696.00
	Monumental Work	
	Permission to erect headstone	\$177.00
	Permit	\$25.00
	Funeral Director's licence	\$0.00
	Annual fee	\$505.00
	Single funeral permit	\$85.00
	Re-issue of Grant of Burial or Registration of Assigned Grant	\$85.00
	Penalty Fees - Additional Charge	
	Internment of oblong or oversized casket	\$241.00
	Burial on Saturday, Sunday or Public Holiday	\$696.00
	Disposal of Ashes	
	Spreading of Ashes	\$76.00
	Second internment- second plaque on plate	At cost + 10%
	Placement of ashes in existing family grave 300 mm depth	\$174.00
	Reservations	
	Niche Wall - single	\$76.00
	Miscellaneous Charges	
	Copy of Grant of Burial	\$34.00
	Plaques	At cost
	Plaque installation costs (staff labour)	\$86.00

ATTACHMENT 8.6.3A

Caravan & Camping Sites			
G/L	2019/20	2 Adults & 2 Children	Additional persons
2132060	En-suite site - weekly	\$230.00	\$0.00
	En-suite site - single night	\$57.00	\$10.00
	Other sites - weekly	\$190.00	\$30.00
	Other sites - single night	\$35.00	\$10.00
	Camping - powered	\$20.00	\$8.00
	Camping - Non - powered	\$20.00	\$8.00
	Overflow Non - powered Clubs by negotiation	\$16.00	\$0.00
	Overflow camping (non rodeo) per person	\$16.00	\$0.00
	Rodeo Weekend (per 2 nights) - Adult	\$26.00	
	Rodeo Weekend (per 2 nights) - Child	\$10.40	
	CMCA Dollarwise (self-contained camping)	\$10.40	\$5 power (if required)
	CMCA Friendly discount on all fees	10%	
	TAWKers c hildren stay for free up to 3 nights on presentation of membership		
2132065	OVERNIGHT ACCOMODATION (OLD POLICE STATION)- up to 6 guests		
	Per night (up to 6 persons)	\$150.00	
	Per night - Rodeo W/end (up to 6 persons)	\$300.00	
Long Term Accomodation - 28 continuous nights or more (GST included in rate)			
G/L	2019/20	2 Adults & 2 Children	Additional persons
2132010	En-suite site - weekly	\$180.00	\$30.00
	Other sites - weekly	\$160.00	\$30.00
	Tenancy documentation preparation fee (3 months or over)		\$60.30

ATTACHMENT 8.6.3A

Plant & Equipment/Private Works (Hourly)		
G/L	2019/20	
	Grader	\$195.00
	Truck (tandem) (10m3)	\$183.00
	Loader	\$183.00
	Tractor	\$166.00
	Multi Tyred Roller	\$173.00
	Massey Loader/Tractor	\$166.00
	Road Broom & Massey 4225 Tractor	\$183.00
	Footpath sweeper	\$166.00
	Hino Ranger Truck	\$183.00
	Utility	\$86.00
	Supervisor (including vehicle)	\$183.00
	Supervisor (excluding vehicle)	\$97.00
	Labour Hire	\$86.00
	Overtime Labour Charge	
	Time and a half	\$135.00
	Double time	\$173.00
Directional Signage		
G/L	2019/20	
	Directional Signage Request	\$100.00
	Directional Signage ordering, manufacturing & erection	\$420.00
	Direction sign return	\$100.00

ATTACHMENT 8.6.3A

Ranger Fees & Charges		
G/L	Animals	2019/20
	Animal destruction fee - (during office hours)	\$88.50
	Ranger call out fee - applicable in cases of livestock wander on road, animal destruction and illegal burning - per hour fee (min 3 hours)	\$151.60
	Transportation of animals impounded per vehicle load or part thereof	At cost + 10% Administration Fee
	Wandering livestock - Local law charge	\$240.00
	Additional labour fee for dealing with stock	\$86.30
	Impound fees	
	Mon - Fri (excluding public holidays) 8am - 5pm	\$68.40
	All other times	\$184.00
	Impound Sustenance Fees -daily	
	Dogs & Cats	\$22.00
	Horses, mules, bulls, geldings etc (per head)	\$21.00
	Pigs, rams, lambs, goats etc. (per head)	\$14.00
	Animal Trap - Bond & Hiring fee	
	Bond - cat trap small, dog/fox trap large (per trap)	\$115.00
	Hire first week	\$14.00
	Hire weekly after first week	\$39.00
	Parking Local Laws	
	Parking in no parking area	\$58.00
	Parking contrary to signs or limitations	\$58.00
	Parking contrary to directions of an Authorised person	\$58.00
	Parking during prohibited period	\$58.00
	Parking against the flow of traffic	\$58.00
	Parking closer than 1 metre from another vehicle	\$58.00
	Causing obstruction	\$58.00
	Double Parking	\$58.00
	Denying access to private drive or right of way	\$58.00
	Parking on footpath	\$58.00
	Parking within 10 metres of intersection	\$58.00
	Parking in thoroughfare for purpose of sale	\$58.00
	Parking a trailer or Caravan on a thoroughfare	\$58.00
	Parking in thoroughfare for purpose of repairs	\$58.00
	Parking an unlicensed vehicle on a thoroughfare	\$58.00
	Driving or parking on a Reserve	\$58.00
	Stopping contrary to a "No Stopping" sign	\$58.00
	Failure to park wholly within parking bay	\$58.00
	Removing, defacing or latering the mark of, an Authorised Person	\$58.00
	Vehicles	
	Abandoned Vehicles Recovery:	
	During office hours plus tow vehicle recovery of cost charges, plus refuse charges applicable	\$87.00
	After hours plus tow vehicle recovery of cost charges, plus refuse charges applicable	\$153.50

ATTACHMENT 8.6.3A

	Ranger Fees & Charges			
	Dog Registration - all expire on 31st October each year	1 Year	3 Years	Lifetime
	Unsterilised	\$50.00	\$120.00	\$250.00
	Sterilised	\$20.00	\$42.50	\$100.00
	Working dogs (25% of above rates)			
	Unsterilised	\$12.50	\$30.00	\$62.50
	Sterilised	\$5.00	\$10.60	\$25.00
	Pensioner concession (50%)			
	Unsterilised	\$25.00	\$60.00	\$125.00
	Sterilised	\$10.00	\$21.25	\$50.00
	Pensioner - Working Dogs (50% of Working dogs)			
	Unsterilised	\$6.25	\$15.00	\$31.25
	Sterilised	\$2.50	\$5.30	\$12.50
	Registration of dog kept in approved kennel	\$200.00		
	Ranger Fees & Charges			
	Cat Registration - all expire on 31st October each year	1 Year	3 Years	Lifetime
	Sterilised	\$20.00	\$42.50	\$100.00
	Pensioner concession (50%)			
	Sterilised	\$10.00	\$21.25	\$50.00
	All Dog/Cat animal fees are legislated in the Dog & Cat Act			
	** Any and all veterinary fees and charges will be passed on to the owner of the animal plus any staff time to transport and retrieve the animal			

ATTACHMENT 8.6.3A

Refuse Charges		
	Kerbside Refuse & Recycling Charges (No GST)	2019/20
	Kerbside Refuse & Recycling Collection on rate notice	\$321.00
	Additional Kerbside Refuse Bin & additional recycling bin service cost (Bins included in price)	\$321.00
	Domestic/Commercial Refuse WITHOUT kerbside recycling collection	\$252.00
	Additional Refuse Bin service only (Bins included in price)	\$252.00
	Kerbside Recycling Bin service only Domestic or Commercial	\$79.00
	Additional Kerbside Recycling Bin service only Domestic or Commercial	\$79.00
	Eligible Pensioners	
	Kerbside Refuse & Recycling Collection on rate notice	\$179.00
	Additional Kerbside Refuse Bin & additional recycling bin service cost (Bins included in price)	\$321.00
	Domestic/Commercial Refuse WITHOUT kerbside recycling collection	\$126.00
	Additional Refuse Bin service only (Bins included in price)	\$252.00
	Kerbside Recycling Bin service only Domestic or Commercial	\$79.00
	Additional Kerbside Recycling Bin service only Domestic or Commercial	\$79.00
	Lost/Stolen/Damaged bins will be charged to the ratepayer at cost	
Refuse Charges		
	Refuse site tipping fees	2019/20
	Each ticket = disposal of 1m3 of any type of waste	\$25.00
	Each wheely bin ticket = 0.230m3 of any waste	\$6.30
	Clean Green Waste - Domestic	FREE
	Clean Green Waste - Commercial per 1m3	\$5.80
	Clean Green Waste - Commercial mulched	FREE
	If green waste is unable to be mulched per 1m3	\$25.00
	Asbestos burial per m3	\$168.00
	Septage per litre (cents)	\$ 0.07
	Vehicle bodies - car 3 tickets	\$76.00
	Vehicle bodies - truck 6 tickets	\$152.00
	Out of hours supervision refuse site access by prior appointment - minimum 1 hour plus hourly charge increments	\$86.00
Any refuse without a ticket will incur a \$10 surcharge if not settled within a week		

ATTACHMENT 8.6.3A

Health Charges		
G/L	Building Charges	2019/20
	Stallholders Permit per annum	\$505.00
	Stallholders/Traders permit per day (or part thereof)	\$51.00
	Traders Permit	\$1,010.00
	Offensive Trade Licence other eg Piggery per annum	\$263.00
	Septic Tank Applications - Local Govt Report	\$132.00
	Construction of Annex or shed at Caravan Park	\$111.00
	Rural numbering (at time of Building Licence submitted)	\$91.00
	Lodging House Licence 6-15 persons per annum	\$66.00
	Lodging House Licence 16-25 persons per annum	\$132.00
	Lodging House Licence 26+ persons per annum	\$192.00
	Water Testing	\$91.00
	Water Testing travel per klm	.9108
	Swimming Pool inspections	\$91.00
	Kerb/Footpath Bond	\$2,330.00
	Monthly Building Licences Report (email) per annum	\$290.00
	Application to construct or install an apparatus for the treatment of sewage (Septic Tank Application)	
	Application fee - Statutory Fee	\$118.00
	Inspection fee - Statutory Fee	\$118.00

ATTACHMENT 8.6.3A

Town Planning Fees & Charges (as per Statute)	
Development Application Fees	2019/20
No more than \$50,000	\$147.00
More than \$50,000 but less than \$500,000	0.32% of estimate
More than \$500,000 but less than \$2.5m	\$1,700 + 0.257% every \$1 over \$0.5m
More than \$2.5m but less than \$5m	\$7,161 + 0.206% every \$1 over \$2.5m
More than \$5m but less than \$21.5m	\$12,633 + 0.123% every \$1 over \$5m
More than \$21.5m	\$34,196.00
Miscellaneous Development Applications	
Single dwelling (with approved building envelope or complying with setbacks)	\$147.00
Ancillary Accommodation/Granny Flat/Caretakers Dwelling	\$147.00
Farm-stay/Bed & Breakfast/Holiday Cottage (in existing residence)	\$300.00
Application for home occupation	\$222.00
Industry Cottage	\$300.00
Sign Application Fee	\$147.00
Relocation of a Building envelope	\$300.00
Setback reduction (in addition to other fees)	\$165.00
Application for change of use or for change of a non-conforming use where no new development is occurring	\$295.00
Alfresco Dining	\$300.00
Extending conditional Development Approval/Renewal Fee	\$73.00
Extractive Industry	\$739.00
Timber Plantation - value of development based on estimated minimum costs of development of \$1,200 per planted hectare	\$600.00
Rural Use/Industry a) 'P' use in LPS No. 2	\$147.00
Rural Use/Industry b) 'AA' or 'SA' use in LPS No. 2	\$470.00
Strata Title Fees a) For a certificate under Section 5B(2)	\$121.00
Strata Title Fees b) For a certificate under Section 8A(f) or 9(3)	\$121.00
Development Assessment Panel (DAP)	
Not less than \$2m and less than \$7m	\$5,603.00
Not less than \$7m and less than \$10m	\$8,650.00
Not less than \$10m and less than \$12.5m	\$9,411.00
Not less than \$12.5m and less than \$15m	\$9,680.00
Not less than \$15m and less than \$17.5m	\$9,948.00
Not less than \$17.5m and less than \$20m	\$10,218.00
\$20m or more	\$10,486.00
An application under regulation 17 (Form 2: Amendment)	\$241.00

ATTACHMENT 8.6.3A

Town Planning Fees & Charges (as per Statute)	
Scheme Amendments/Structure Plans	2019/20
Basic Amendment	\$2,080.00
Standard Amendment	\$3,900.00
Complex Amendment	\$5,200.00
Basic Structure Plan	\$2,080.00
Standard Structure Plan	\$3,900.00
Complex Structure Plan	\$5,200.00
Revised Basic Structure Plan	\$600.00
Revised Standard Structure Plan	\$2,600.00
Revised Complex Structure Plan	\$3,900.00
Local Development Plans	\$2,390.00
Revised Local Development Plans	\$600.00
Subdivisions	
Clearance Certificates	
Up to 5 lots (per lot)	\$73.00
6 - 195 lots (per lot) first 5	\$73.00
6 - 195 lots (per lot) thereafter	\$35.00
More than 195 lots (total)	\$7,393.00
Engineering Supervision Fees % contract price	1.50%
Maintenance Bond (held for 12 months) % contract price	4.00%
Other Planning Fees	
Issue of Zoning certificate	\$73.00
Section 40 Certificate	\$80.00
Issue of property settlement questionnaire	\$73.00
Issue of written planning advice	\$73.00
Certificate of Title Search	\$83.00
Permanent Road Reserve closure	\$780.00
Cash in lieu of car parking per car park bay	\$4,265.00
Cash in lieu of car parking per car park bay - land construction and drainage costs	Allowance
Planning Documents (all on website)	
Local Planning Scheme Text & Maps	\$104.00
Local Planning Strategy	\$104.00
Boddington- Ranford Townsite Strategy	\$104.00
Municipal Heritage Inventory	\$115.00
Flood Strategy	\$125.00

ATTACHMENT 8.6.3A

Building Control							
Class	Description	Building permit		BCITF		BSL (BRB)	
		Certified Permit	Uncertified Permit	Value of works <=\$20k	Value of works >\$20k	Value of works <=\$45k	Value of works >\$45k
1a	Single dwelling (detached house)	0.19% of value with a min. fee of \$105.00	0.32% of value with a min. fee of \$105.00	\$0			
1b	Boarding/Guest house (less than 300m2 which houses no more than 12 people)	0.09% of value with a min. fee of \$105.00	N/A	\$0	0.2% of value	\$61.65	0.137% of value
2	2 or more separate dwellings						
3	Residential dwelling (other than class 1 or 2) for long term/transient living (retirement village/motel)						
4	A dwelling in a building that is not Class 5,6,7, 8 or 9						
5	An office building for commercial or professional purposes (excluding buildings of Class 7,7,8, or 9)						
6	Retail shop for the sale of goods or supply of services (hairdresser/restaurant)						
7	Car park or storage						
8	Laboratory or production building						
9	A building of a public nature (health centre)						
10	Non habitable building (garage/shed/swimming pool)						
		Building permit		BCITF		BSL (BRB)	
All	Occupancy Permit or Building Approval Certificate for approved building work under Sections 47, 49 52 or 65 of the Building Act		\$105.00			\$61.65	\$61.65
All	Occupancy Permit or Building Approval Certificate for approved building work under Section 51 of the Building Act		\$105.00	0.18% of the estimated value of the unauthorised work but not less than \$92 for a Occupancy Permit. 0.38% of the estimated value of the unauthorised work for a Building Approval Certificate	0.2% of value	\$123.30	0.274% of the value of work
1 or 10	Demolition Class 1 or 10 building		\$105.00			\$61.65	
2 - 9	Demolition Class 2 - 9 building (each storey)		\$105.00			\$61.65	
All	Application for Occupancy Permit for a completed building (S46)		\$105.00				
All	Application for modification of an occupancy permit for additional use of a building on a temporary basis (S48)		\$105.00				
NB Building fees are set by legislation and the fee applicable at the time will be charged							

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

Nil.

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

Nil.

11. CONFIDENTIAL ITEM:

Nil.

12. CLOSURE OF MEETING:

Martin Glynn, Shire President, declared the meeting closed at 6:00pm.

These minutes were confirmed by the Council as a true and accurate record at the Ordinary Council Meeting on 2019.

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Martin Glynn
(Shire President)