



Appendices

Ordinary Council Meeting

Thursday, 29 September 2022

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**Proposed Structure Plan - Lot 1221 Lakes Road and Lot 1400 Paterson Road, Nambeelup
Schedule of Modifications**

Section	Comment/Modification
All Documentation	
Various	Change all reference from Lot 400 Paterson Road to Lot 1400 Paterson Road
Part 1 Implementation Report	
Table 1 Land Use Summary	Replace MRS with PRS
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6.2 – Public Open Space	Modify as follows: The provision of public open space being provided generally in accordance with the Public Recreation / Conservation Local Scheme Reserve shown on the Structure Plan map.
7.1 - Local Development Plans	Modify the heading of section 7.1 to read – '7.1 Design Guidelines' and modify the text to the following: Design Guidelines are to be prepared as a precursor to development. Conditions will be applied to future planning stages (i.e. subdivision) that require the preparation of Design Guidelines that will address matters, including, but not limited to: (i) Vehicular access restrictions and parking; (ii) Interface with Lakes / Paterson Road; (iii) Site Layout and Building Orientation; (iv) Setbacks; (v) Built form, materials and articulation; (vi) Landscaping; (vii) Signage;

	<ul style="list-style-type: none"> (viii) Fencing; (ix) Site coverage; (x) Environmentally sustainable design; (xi) Lots with direct boundary frontage (primary or secondary) to an area of a Public Purpose reservation. 																					
7.2 - Bushfire Management	Delete as inconsistent with and duplicates Planning Regulations.																					
7.3 – Development Contributions	<p>Include new section titled 7.3 – Development Contributions that states as follows:</p> <p>A Development Contribution Plan or alternative mechanism for the equitable provision of shared infrastructure will be required to enable the coordinated delivery of shared infrastructure across the wider Nambeelup Industrial Area as identified in the Nambeelup Industrial Area District Structure Plan. In addition to the items identified in the District Structure Plan, a contribution will be required for the upgrade of the Paterson Road traffic bridge located to the south west of this Structure Plan area.</p>																					
8.0 – Other Requirements	<p>Include the following additional items:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">ADDITIONAL INFORMATION</th> <th style="text-align: left;">APPROVAL STAGE</th> <th style="text-align: left;">CONSULTATION REQUIRED</th> </tr> </thead> <tbody> <tr> <td>Independent Road Safety Design Audit</td> <td>Subdivision Application</td> <td>Shire of Murray</td> </tr> <tr> <td>Infrastructure Services Staging Plan</td> <td>Subdivision Application</td> <td>Shire of Murray</td> </tr> <tr> <td>Nambeelup Brook Foreshore Management Plan</td> <td>Prior to Subdivision Application</td> <td>Shire of Murray</td> </tr> <tr> <td>Design Guidelines</td> <td>Subdivision Approval Condition</td> <td>Shire of Murray</td> </tr> <tr> <td>Fauna Relocation Management Plan</td> <td>Subdivision Approval Condition</td> <td>Shire of Murray</td> </tr> <tr> <td>Mosquito Management Plan</td> <td>Subdivision Approval Condition</td> <td>Shire of Murray</td> </tr> </tbody> </table>	ADDITIONAL INFORMATION	APPROVAL STAGE	CONSULTATION REQUIRED	Independent Road Safety Design Audit	Subdivision Application	Shire of Murray	Infrastructure Services Staging Plan	Subdivision Application	Shire of Murray	Nambeelup Brook Foreshore Management Plan	Prior to Subdivision Application	Shire of Murray	Design Guidelines	Subdivision Approval Condition	Shire of Murray	Fauna Relocation Management Plan	Subdivision Approval Condition	Shire of Murray	Mosquito Management Plan	Subdivision Approval Condition	Shire of Murray
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LSP - Plan	Modify to identify a suitable site for an interim water supply consistent with the District Structure Plan.
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1.2.1 - Location	Change City of Murray to Shire of Murray
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1.3.5 – Other Policies (Shire of Murray Local Planning Policy: Water Sensitive Urban Design)	Include comment that at subdivision an UWMP will be prepared which details and models stormwater management for the catchment.
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3.5.2 - Proposed Transport Network	<p>The closing paragraph on p28 states key aspects of the road network which do not align with the Nambeelup Industrial Area District Structure Plan (DSP).</p> <p>The DSP district structure plan proposed the following road hierarchy:</p> <ul style="list-style-type: none"> • Lakes Road - Integrator A, 60 metre road reservation width/ dual divided carriageway of 10 metre pavement/ central median 10metre wide for open drain within the reserve 10metres • Paterson Road – Integrator A 39-42 metre road reservation width/ dual divided carriageway of 10 metre pavement/ open drain within the reserve 10metres • Nambeelup Road– Integrator A 39-42 metre road reservation width/ dual divided carriageway of 10 metre pavement/ open drain within the reserve 10metres <p>P28 be amended to ensure at subdivision the ultimate road reserve be created</p> <ul style="list-style-type: none"> • Lakes Road will be staged to achieve ultimate Integrator A standard in accordance with the DSP. Key intersection treatments to be constructed at stage 1 of subdivision to manage traffic circulation and safety. The ultimate road reserve is to be created at stage 1 of subdivision and fully earth worked and filled to subgrade level.

	<ul style="list-style-type: none"> Paterson Road Existing Paterson Reserve is 34.5metres wide and requires road reserve widening on western boundary to ultimate width. Paterson Road will be staged to achieve ultimate Integrator A standard in accordance with the DSP. Key intersection treatments to be constructed at stage 1 of subdivision to manage traffic circulation and safety. The ultimate road reserve is to be created at stage 1 of subdivision and fully earth worked and filled to subgrade level.
3.5.2 - Proposed Transport Network (Road Network)	P29 Amend to include text in RED: Subject to final outcomes of the independent Road Safety Design Audits, a maximum of three further left in/left out only intersections along this stretch of Paterson Road, providing for further access opportunities
3.6.1 - Stormwater management (Small Event Management)	<p>"small event Management" restricts infiltration devices to maximum depth of 600mm.</p> <p>This design criteria could lead to a very high number of soak wells on a lot scale which adds significant costs to development. The quantity required needs to be demonstrated by the applicant. Further information on;</p> <ul style="list-style-type: none"> the proposed earthworks for the site, proposed lot size provide direct lot connection to road drainage network for roof surfaces provide onsite landscape swale for first flush treatment of paved surfaces as %area of the site
3.6.1 - Stormwater management and 3.6.2 - Groundwater management	"Maintain and Improve water quality" while technically the correct wording could be misleading here as "maintain" doesn't apply where the water quality parameters are currently exceeded as is the case here. It should therefore reflect the reality of the situation and provide the requirement to "improve water quality"
3.6.3 - Monitoring	Water monitoring needs to include adjacent wetlands and waterways to ensure that they will not be adversely impacted by development.
3.7 - Servicing and Staging	A staging plan to be provided at subdivision to outline proposed and forecast infrastructure development to ensure essential infrastructure services are constructed satisfactory and safely. It is recommended to be included in Part 1 Section 8 of the Structure Plan text for understanding; Infrastructure Services Staging Plan - approval stage at "subdivision application" consulted with Shire of Murray.

3.8 - Developer Contributions	It is recommended this be included within Part 1 Section 8 of the Structure Plan text to give clarity at subdivision approval process an agreement has been reached or is planned commensurate with the proposed infrastructure Services Staging Plan. A developer contribution is required for the upgrade of the Paterson Road traffic bridge.
Appendix 1 – Environmental Assessment Report	
Executive Summary	Include the requirement of a Foreshore Management Plan to demonstrate how Nambeelup Brook will be brought back to a self-perpetuating eco-system and how they will determine the boundary to best manage drainage intervention and edge effects.
2 - Key Guidance Documents	Reference the Shire’s Biodiversity Local Planning Policy and Local Biodiversity Strategy.
3.4.1 - Groundwater	The last paragraph includes an Error Message
4.3.4 - Nambeelup Brook	A POS management plan supporting a subdivision is not considered sufficient for the appropriate future management of a key waterway within the Shire of Murray. A specific Foreshore Management Strategy should be required to inform future subdivision design, including roads, drainage and footprint.
5 - Implementation Strategy	This requires re-evaluation to demonstrate the protection of 50% of the existing Bassendean central and south vegetation, the integrity of the north-south linkage and the foreshore area of Nambeelup Brook
Appendix 2 – Bushfire Management Plan	
Figure 1	Substitute with correct LSP Plan
1.1.2 - Guidelines for Planning in Bushfire Prone Areas V1.3 (2017)	Heading should read Guidelines for Planning in Bushfire Prone Areas V1.4 (2021)
2.2 – Revegetation / Landscape Plans	Nambeelup Brook Foreshore and Central POS which will be revegetated over time.
Figure 4 Vegetation Classification Map	POS and Drainage areas should be classified on the ultimate vegetation classification. There will be no management of vegetation in these areas.
3.2 – Assessment Outputs	To be updated as a result of an updated Figure 4.

Figure 5 BAL Contour Map	To be updated as a result of an updated Figure 4 and section 3.2.
Table 4 – Compliance Table (General)	To be updated as a result of an updated Figure 4, section 3.2 and Figure 5.
Table 4 – Compliance Table A2.1 Asset Protection Zone (APZ)	The Shire cannot commit to maintaining POS in a low threat condition
Appendix 3 – Traffic Impact Assessment	
Figure 3: Proposed Local Structure Plan	Area 1 and Area 3 to be shown on Figure 3 .
	Pp3 “Area 1” potential for service commercial fronting Lakes & Paterson Road needs to be deleted because it is not supported.
2.0 - Proposed Local Structure Plan	Page 4 – Intersection spacing based on what vehicle classification ie: RAV Network and operating speed. This can be dealt within in detail with Road Safety Design Audit.
3.2 - Existing Road Network	Lakes Road links Kwinana Freeway to the west with North Dandalup to the east and is classified as a Regional Distributor road. Lakes Road is a single carriageway standard road with a speed limit of 80 km/hr – 100km/hr in the vicinity of the subject site. It intersects with Gull Road in the form of priority-controlled T-intersection and Paterson Road in the form of a roundabout intersection.
3.2 - Existing Road Network	Update Paterson Road VPD from June 2010 to present i.e.: 1100VPD
3.3 - Heavy Vehicles	Include statement - Application for RAV Network include a Road Safety Design Audit of access geometry and location as part of subdivision application.
3.6 - Changes to the Surrounding Road Network	the planning horizon from 2031/2050 will be address at subdivision considering real time transport needs and address at subdivision application via Road Safety Design Audit – approval stage at “subdivision application” consulted with Shire of Murray

3.7 - Public Transport Network Planning	Require clarity that PTA requirements will be reviewed as part of the phasing of subdivision stages and picked by the Infrastructure Services Staging Plan - approval stage at "subdivision application" consulted with Shire of Murray.
Table 2: Proposed road reservations for major roads abutting the LSP area – 2050 road network plan based on 2018 Framework	Do not support table 2 and need to amend road reserve widths to align with the NIADSP. There is no cross sections provided to demonstrate practical outcomes and compliance with RAV Network or AustRoads design standards. Outcome of the Road Safety Design Audit – approval stage at "subdivision application" consulted with Shire of Murray will result in Paterson Road being Integrator A.
4.2 - Public Transport	Need to include more clarity that PTA requirements will be reassessed when a few stages of subdivision have been developed.
5.2 - Traffic generation and distribution	traffic generation rates have been understated to 4.5VPD/100m ² (GFA) when Lot 530 Structure Plan reported 5VPD/100m ² (GFA). Given the proposed service commercial component of land development higher traffic generation rates would be more suitable. This also depends on the type of service commercial to be allowed. Again, Road Safety Design Audit will resolve this when more detailed information is provided. This variation should be made clear within TIA.
5.4 - Roads and Intersections	This section needs additional text to highlight the need for Road Safety Design Audit for roads at subdivision to address: <ul style="list-style-type: none"> • Intersection geometry • Access spacing • RAV Network Category • Operating Speed • Carriageway configuration
5.7 – Access to Public Transport	Need to include more clarity that PTA requirements will be reassessed when a few stages of subdivision have been developed.
6.0 - Conclusion	Conclusion of the Lakes and Paterson Road deliverables by 2050 are not supported. The description is not assisted by the text in the parenthesis and is suggesting: <ul style="list-style-type: none"> • Lakes Road (West) 4 lanes (dual divided carriageway) • Lakes Road (East) 2 lanes (single undivided carriageway)

	<ul style="list-style-type: none"> • Paterson Road 2 lanes (single undivided carriageway) <p>When a Road Safety Design Audit for roads at subdivision addresses; Intersection geometry, Access spacing, RAV Network Category, Operating Speed and Carriageway configuration by 2050:</p> <ul style="list-style-type: none"> • Lakes Road (West) 4 lanes (dual divided carriageway) • Lakes Road (East) 2 or 4 lanes (divided carriageway) • Paterson Road 4 lanes (dual divided carriageway)
<p>Appendix 4 – Local Water Management Strategy</p>	
<p>Table 1 – (1.1 Minimise changes to hydrology - LWMS Design Criteria)</p>	<p>"lot soak wells sized for the first 15mm of rainfall". Note Pp 23 "small event Management" restricts infiltration devices to maximum depth of 600mm.</p> <p>This design criteria could lead to a very high number of soak wells on a lot scale which adds significant costs to development. The quantity required needs to be demonstrated by the applicant. Further information on:</p> <ul style="list-style-type: none"> • the proposed earthworks for the site, • proposed lot size • provide direct lot connection to road drainage network for roof surfaces • provide onsite landscape swale for first flush treatment of paved surfaces as %area of the site
<p>Table 1 – (1.2 Maintain or improve water quality -LWMS Design Criteria)</p>	<p>At subdivision stage 1 the catchment water quality to be modelled to ensure key principal is addressed with the preparation of UWMP. Needs to be specified in Part 1 & 2 Structure Plan report as LWMS Pp33 does not specifically state.</p>
<p>2.2 - Policy Documents</p>	<p>Include reference to the Shire's Water Sensitive Urban Design Local Planning Policy and Biodiversity Local Planning Policy.</p>
<p>3.11 - Other Environmental Factors</p>	<p>Include discussion of ecological linkages which are a key function of wetlands and associated bush areas. These linkages can help with drainage and need to be accounted for when locating infrastructure and controlling groundwater levels.</p>
<p>6.5 - Monitoring</p>	<p>Monitoring program to include:</p> <ol style="list-style-type: none"> 1) the monitoring of hydrologically dependant eco-systems impacted by the development including wetlands and Nambelup Brook. Criteria being: ecological health, water quality, water levels.

	2) Water quality parameters to be monitored need to include heavy metals, hydrocarbons and other pollutants associated with major hardstand run-off and increased vehicular usage.
Appendix 5 - Engineering Servicing Report	
Title	Change Lot 221 Lakes Road to Lot 1221 Lakes Road
3.2 - Earthworks	It is stated that earthworks require minimum separation distance of 1.2 metres, however, Section 5.1 Groundwater Management Strategy stipulates fill levels with separation distance of 1.5 metres. This needs clarification at subdivision because it also impacts the LWMS disposal of first 15mm on the lots scale.
11- Conclusion	Include the need for an Infrastructure Services Staging Plan - approval stage at "subdivision application" consulted with Shire of Murray. This will inform the rollout of infrastructure at the subdivision stage and ensure the development concept is relevant and up to date.

DISTRICT STRUCTURE PLAN

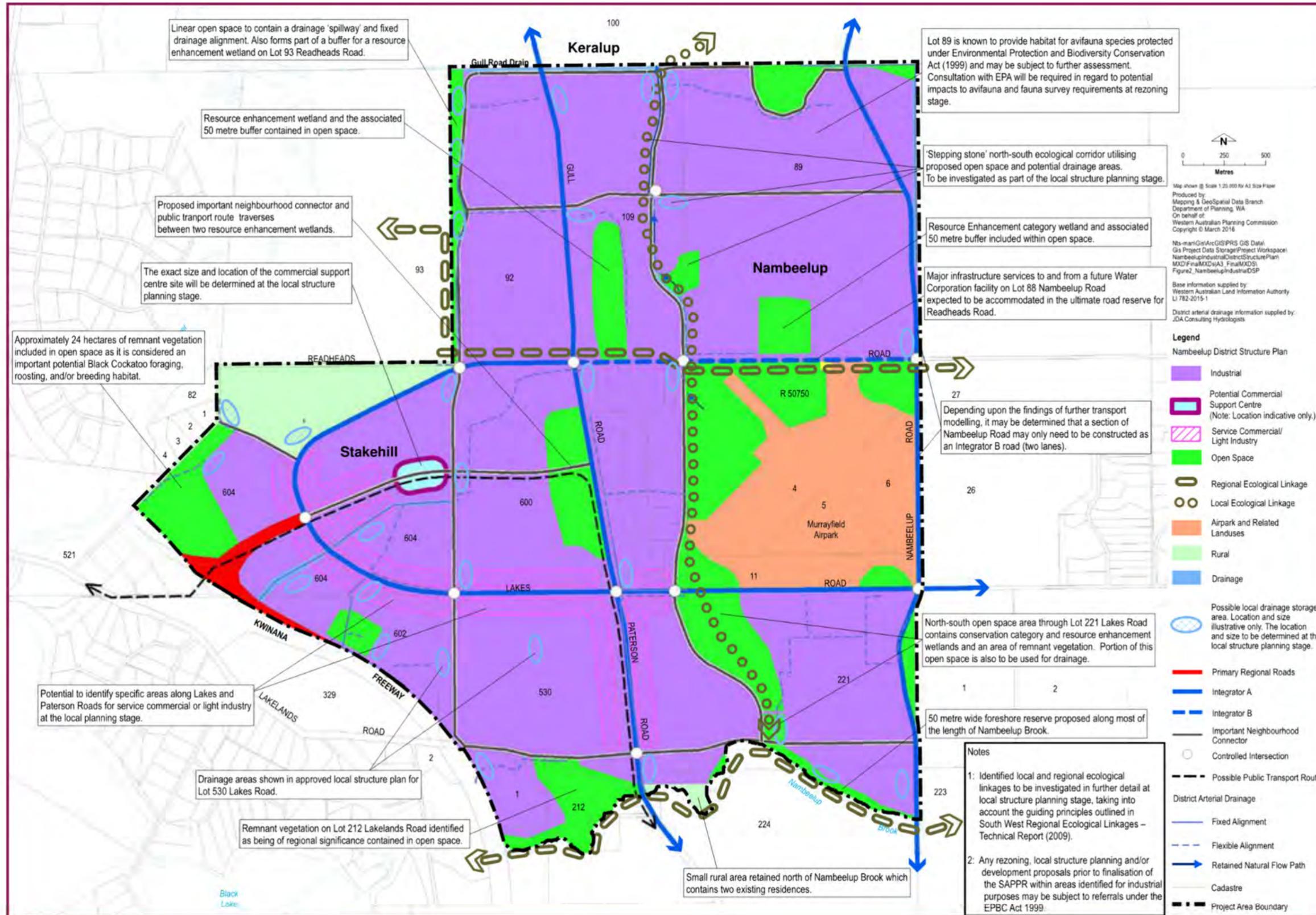


Figure 2: Nambeelup Industrial District Structure Plan

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3.5.2 - Proposed Transport Network	<p>The closing paragraph on p28 states key aspects of the road network which do not align with the Nambeelup Industrial Area District Structure Plan (DSP).</p> <p>The DSP district structure plan proposed the following road hierarchy:</p> <ul style="list-style-type: none"> • Lakes Road - Integrator A, 60 metre road reservation width/ dual divided carriageway of 10 metre pavement/ central median 10metre wide for open drain within the reserve 10metres • Paterson Road – Integrator A 39-42 metre road reservation width/ dual divided carriageway of 10 metre pavement/ open drain within the reserve 10metres • Nambeelup Road– Integrator A 39-42 metre road reservation width/ dual divided carriageway of 10 metre pavement/ open drain within the reserve 10metres <p>P28 be amended to ensure at subdivision the ultimate road reserve be created</p> <ul style="list-style-type: none"> • Lakes Road will be staged to achieve ultimate Integrator A standard in accordance with the DSP. Key intersection treatments to be constructed at stage 1 of subdivision to manage traffic circulation and safety. The ultimate road reserve is to be created at stage 1 of subdivision and fully earth worked and filled to subgrade level.

	<ul style="list-style-type: none"> Paterson Road Existing Paterson Reserve is 34.5metres wide and requires road reserve widening on western boundary to ultimate width. Paterson Road will be staged to achieve ultimate Integrator A standard in accordance with the DSP. Key intersection treatments to be constructed at stage 1 of subdivision to manage traffic circulation and safety. The ultimate road reserve is to be created at stage 1 of subdivision and fully earth worked and filled to subgrade level.
3.5.2 - Proposed Transport Network (Road Network)	P29 Amend to include text in RED: Subject to final outcomes of the independent Road Safety Design Audits, a maximum of three further left in/left out only intersections along this stretch of Paterson Road, providing for further access opportunities
3.6.1 - Stormwater management (Small Event Management)	<p>"small event Management" restricts infiltration devices to maximum depth of 600mm.</p> <p>This design criteria could lead to a very high number of soak wells on a lot scale which adds significant costs to development. The quantity required needs to be demonstrated by the applicant. Further information on;</p> <ul style="list-style-type: none"> the proposed earthworks for the site, proposed lot size provide direct lot connection to road drainage network for roof surfaces provide onsite landscape swale for first flush treatment of paved surfaces as %area of the site
3.6.1 - Stormwater management and 3.6.2 - Groundwater management	"Maintain and Improve water quality" while technically the correct wording could be misleading here as "maintain" doesn't apply where the water quality parameters are currently exceeded as is the case here. It should therefore reflect the reality of the situation and provide the requirement to "improve water quality"
3.6.3 - Monitoring	Water monitoring needs to include adjacent wetlands and waterways to ensure that they will not be adversely impacted by development.
3.7 - Servicing and Staging	A staging plan to be provided at subdivision to outline proposed and forecast infrastructure development to ensure essential infrastructure services are constructed satisfactory and safely. It is recommended to be included in Part 1 Section 8 of the Structure Plan text for understanding; Infrastructure Services Staging Plan - approval stage at "subdivision application" consulted with Shire of Murray.

3.8 - Developer Contributions	It is recommended this be included within Part 1 Section 8 of the Structure Plan text to give clarity at subdivision approval process an agreement has been reached or is planned commensurate with the proposed infrastructure Services Staging Plan. A developer contribution is required for the upgrade of the Paterson Road traffic bridge.
Appendix 1 – Environmental Assessment Report	
Executive Summary	Include the requirement of a Foreshore Management Plan to demonstrate how Nambeelup Brook will be brought back to a self-perpetuating eco-system and how they will determine the boundary to best manage drainage intervention and edge effects.
2 - Key Guidance Documents	Reference the Shire’s Biodiversity Local Planning Policy and Local Biodiversity Strategy.
3.4.1 - Groundwater	The last paragraph includes an Error Message
4.3.4 - Nambeelup Brook	A POS management plan supporting a subdivision is not considered sufficient for the appropriate future management of a key waterway within the Shire of Murray. A specific Foreshore Management Strategy should be required to inform future subdivision design, including roads, drainage and footprint.
5 - Implementation Strategy	This requires re-evaluation to demonstrate the protection of 50% of the existing Bassendean central and south vegetation, the integrity of the north-south linkage and the foreshore area of Nambeelup Brook
Appendix 2 – Bushfire Management Plan	
Figure 1	Substitute with correct LSP Plan
1.1.2 - Guidelines for Planning in Bushfire Prone Areas V1.3 (2017)	Heading should read Guidelines for Planning in Bushfire Prone Areas V1.4 (2021)
2.2 – Revegetation / Landscape Plans	Nambeelup Brook Foreshore and Central POS which will be revegetated over time.
Figure 4 Vegetation Classification Map	POS and Drainage areas should be classified on the ultimate vegetation classification. There will be no management of vegetation in these areas.
3.2 – Assessment Outputs	To be updated as a result of an updated Figure 4.

Figure 5 BAL Contour Map	To be updated as a result of an updated Figure 4 and section 3.2.
Table 4 – Compliance Table (General)	To be updated as a result of an updated Figure 4, section 3.2 and Figure 5.
Table 4 – Compliance Table A2.1 Asset Protection Zone (APZ)	The Shire cannot commit to maintaining POS in a low threat condition
Appendix 3 – Traffic Impact Assessment	
Figure 3: Proposed Local Structure Plan	Area 1 and Area 3 to be shown on Figure 3 .
	Pp3 “Area 1” potential for service commercial fronting Lakes & Paterson Road needs to be deleted because it is not supported.
2.0 - Proposed Local Structure Plan	Page 4 – Intersection spacing based on what vehicle classification ie: RAV Network and operating speed. This can be dealt within in detail with Road Safety Design Audit.
3.2 - Existing Road Network	Lakes Road links Kwinana Freeway to the west with North Dandalup to the east and is classified as a Regional Distributor road. Lakes Road is a single carriageway standard road with a speed limit of 80 km/hr – 100km/hr in the vicinity of the subject site. It intersects with Gull Road in the form of priority-controlled T-intersection and Paterson Road in the form of a roundabout intersection.
3.2 - Existing Road Network	Update Paterson Road VPD from June 2010 to present i.e.: 1100VPD
3.3 - Heavy Vehicles	Include statement - Application for RAV Network include a Road Safety Design Audit of access geometry and location as part of subdivision application.
3.6 - Changes to the Surrounding Road Network	the planning horizon from 2031/2050 will be address at subdivision considering real time transport needs and address at subdivision application via Road Safety Design Audit – approval stage at “subdivision application” consulted with Shire of Murray

3.7 - Public Transport Network Planning	Require clarity that PTA requirements will be reviewed as part of the phasing of subdivision stages and picked by the Infrastructure Services Staging Plan - approval stage at "subdivision application" consulted with Shire of Murray.
Table 2: Proposed road reservations for major roads abutting the LSP area – 2050 road network plan based on 2018 Framework	Do not support table 2 and need to amend road reserve widths to align with the NIADSP. There is no cross sections provided to demonstrate practical outcomes and compliance with RAV Network or AustRoads design standards. Outcome of the Road Safety Design Audit – approval stage at "subdivision application" consulted with Shire of Murray will result in Paterson Road being Integrator A.
4.2 - Public Transport	Need to include more clarity that PTA requirements will be reassessed when a few stages of subdivision have been developed.
5.2 - Traffic generation and distribution	traffic generation rates have been understated to 4.5VPD/100m ² (GFA) when Lot 530 Structure Plan reported 5VPD/100m ² (GFA). Given the proposed service commercial component of land development higher traffic generation rates would be more suitable. This also depends on the type of service commercial to be allowed. Again, Road Safety Design Audit will resolve this when more detailed information is provided. This variation should be made clear within TIA.
5.4 - Roads and Intersections	This section needs additional text to highlight the need for Road Safety Design Audit for roads at subdivision to address: <ul style="list-style-type: none"> • Intersection geometry • Access spacing • RAV Network Category • Operating Speed • Carriageway configuration
5.7 – Access to Public Transport	Need to include more clarity that PTA requirements will be reassessed when a few stages of subdivision have been developed.
6.0 - Conclusion	Conclusion of the Lakes and Paterson Road deliverables by 2050 are not supported. The description is not assisted by the text in the parenthesis and is suggesting: <ul style="list-style-type: none"> • Lakes Road (West) 4 lanes (dual divided carriageway) • Lakes Road (East) 2 lanes (single undivided carriageway)

	<ul style="list-style-type: none"> • Paterson Road 2 lanes (single undivided carriageway) <p>When a Road Safety Design Audit for roads at subdivision addresses; Intersection geometry, Access spacing, RAV Network Category, Operating Speed and Carriageway configuration by 2050:</p> <ul style="list-style-type: none"> • Lakes Road (West) 4 lanes (dual divided carriageway) • Lakes Road (East) 2 or 4 lanes (divided carriageway) • Paterson Road 4 lanes (dual divided carriageway)
<p>Appendix 4 – Local Water Management Strategy</p>	
<p>Table 1 – (1.1 Minimise changes to hydrology - LWMS Design Criteria)</p>	<p>“lot soak wells sized for the first 15mm of rainfall”. Note Pp 23 “small event Management” restricts infiltration devices to maximum depth of 600mm.</p> <p>This design criteria could lead to a very high number of soak wells on a lot scale which adds significant costs to development. The quantity required needs to be demonstrated by the applicant. Further information on:</p> <ul style="list-style-type: none"> • the proposed earthworks for the site, • proposed lot size • provide direct lot connection to road drainage network for roof surfaces • provide onsite landscape swale for first flush treatment of paved surfaces as %area of the site
<p>Table 1 – (1.2 Maintain or improve water quality -LWMS Design Criteria)</p>	<p>At subdivision stage 1 the catchment water quality to be modelled to ensure key principal is addressed with the preparation of UWMP. Needs to be specified in Part 1 & 2 Structure Plan report as LWMS Pp33 does not specifically state.</p>
<p>2.2 - Policy Documents</p>	<p>Include reference to the Shire’s Water Sensitive Urban Design Local Planning Policy and Biodiversity Local Planning Policy.</p>
<p>3.11 - Other Environmental Factors</p>	<p>Include discussion of ecological linkages which are a key function of wetlands and associated bush areas. These linkages can help with drainage and need to be accounted for when locating infrastructure and controlling groundwater levels.</p>
<p>6.5 - Monitoring</p>	<p>Monitoring program to include:</p> <ol style="list-style-type: none"> 1) the monitoring of hydrologically dependant eco-systems impacted by the development including wetlands and Nambelup Brook. Criteria being: ecological health, water quality, water levels.

	2) Water quality parameters to be monitored need to include heavy metals, hydrocarbons and other pollutants associated with major hardstand run-off and increased vehicular usage.
Appendix 5 - Engineering Servicing Report	
Title	Change Lot 221 Lakes Road to Lot 1221 Lakes Road
3.2 - Earthworks	It is stated that earthworks require minimum separation distance of 1.2 metres, however, Section 5.1 Groundwater Management Strategy stipulates fill levels with separation distance of 1.5 metres. This needs clarification at subdivision because it also impacts the LWMS disposal of first 15mm on the lots scale.
11- Conclusion	Include the need for an Infrastructure Services Staging Plan - approval stage at "subdivision application" consulted with Shire of Murray. This will inform the rollout of infrastructure at the subdivision stage and ensure the development concept is relevant and up to date.



Proposed Structure Plan – Lot 1221 Lakes Road and Lot 1400 Paterson Road, Nambeelup

Schedule of Submissions

No.	Submitter	Summary of Submission	Officer Comment/Recommendation
Agency Submissions			
1	OO22/15340 Department of Planning Lands, and Heritage Heritage and Property Services karen.jackson@dplh.wa.gov.au	Thanks for your email. Advising that we have no comment, as there are no heritage places affected.	Noted.
2.	D22/21274 Department of Mines, Industry Regulation and Safety David.HAMDORF@dmirs.wa.gov.au	Thank you for your email of 8 June 2022 inviting comment on the abovementioned proposed Structure Plan in the Nambeelup Industrial Area. The Department of Mines, Industry Regulation and Safety has determined that this proposal raises no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials.	Noted.
3.	D22/21530 ATCO, Gas Division, Australia chris.crowson@atco.com	Thank you for your recent e-Referral regarding the above mentioned Structure Plan – Lot 1221 Lakes Road and part Lot 1400 Paterson Road. Nambeelup ATCO Gas Australia (ATCO) has no objection to the proposed application, based on the information and plan provided.	Noted.



		<p>ATCO owns and operates a DN225PE HP 700kPa gas pipeline in the vicinity of the Structure Plan area.</p> <p>Anyone proposing to carry out construction or excavation works must contact 'Dial Before You Dig' (www.1100.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24-Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html</p>	
4.	<p>D22/22097 Department of Primary Industries and Regional Development Leon.Vanwyk@dpird.wa.gov.au</p>	<p>The Department of Primary Industries and Regional Development does not object to the proposed Structure Plan for the abovementioned lots as this area has been identified for Industrial use in the Peel Region Scheme and the Shire of Murray Town Planning Scheme No.4.</p>	Noted.
5.	<p>D22/23244 Department of Water and Environmental Regulation jane.sturgess@dwer.wa.gov.au</p>	<p>The structure plan included a Local Water Management Strategy (LWMS) that has not been previously assessed by the Department.</p> <p>Overall – updated groundwater and surface water monitoring is required as monitoring events and results are quite dated (2008-2011). This monitoring was taken during very much below average rainfall years.</p> <p>3.6.4 Modelled Groundwater Levels, District AAMaxGL and AAMinGL This section states that Nearmaps imagery indicates ponding to the west of Paterson Road during August 2021. Imagery during October 2021 illustrates substantial ponding on the subject site.</p>	<p>Noted. DWER's requested modifications are supported by the Shire and will form part of the Local Government recommendation to the WAPC.</p> <p>Supported – modification required.</p> <p>Noted.</p>



	Therefore it is identified groundwater is at surface and ponding during winter peaks.	
	<p>3.6.5 Groundwater Quality The on-site groundwater monitoring is quite dated. In addition, please include the raw data in the appendices including the maximum TN and TP levels. Also, please provide an explanation of the large exceedance of sulphate in bore NB05.</p>	Supported – modification required.
	<p>3.7.3 Measured Surface Water Levels The surface water monitoring is quite dated and over 10 years old and the report acknowledges that flows were minimal or not flowing at all. During the monitoring period, rainfall was very much below average. Updated monitoring is required to include this year's flows as 2021 brought average rainfall and this year's rainfall is so far indicating close to average. More up to date monitoring will inform this LWMS and future urban water management plan (UWMP) to ensure appropriately sized retention and detention areas as well as post-development management.</p>	Supported – modification required.
	<p>3.8.3 Study Area Wetlands As detailed above, Perth experienced very much below average rainfall 2008-2011. Will wetland water levels be higher if the model calibration data included more recent on-site monitoring? If so, CGLs should be reviewed and updated adjacent to the wetlands to protect ecological water requirements.</p>	Supported – modification required.



		<p>Tables 10, 11, 12 Small Event Management Side slopes in the small event drainage management areas are 1:4 within the tables. Please liaise with the Shire of Murray to find out if 1:4 is suitable or if 1:6 is preferred as detailed in section 5.1.3. In addition, please include the CGL within tables.</p>	<p>Supported – modification required.</p>
		<p>5.2.3 Managing Changes to Groundwater Levels It is proposed that on-lot soakwells and/or storage devices are inter-connected with a pipe connection to road drainage. Are these flows taken into consideration and included within the stormwater modelling results for the storage of minor and major events?</p>	<p>Supported – modification required.</p>
		<p>5.3.1 Nutrient Source Controls This section states that a minimum of 50% of planted areas and streetscape areas will be native. Only local endemic species to be used near wetland, drainage and foreshore areas to prevent any spread of introduced species into natural areas and the catchment. In addition, 250mm of amended soils is proposed. However, as per Chapter 4 of the Murray Drainage and Water Management Plan (DoW, 2011) 300mm of amended soil with a PRI greater than 10 is recommended within drainage areas.</p>	<p>Supported – modification required.</p>
		<p>5.4.2.1 Non-Potable Supply Bore This section states that "there is sufficient water available for development" and that licences to</p>	<p>Noted.</p>



		<p>construct a bore and the take groundwater will be applied for at the first subdivision/UWMP stage. However, there is very limited groundwater available and a licence to take groundwater is required prior to the adoption and approval of this structure plan. The available allocation will depend on any applications the Department receives on any given day.</p>	
		<p>5.4.3 Potable Water Supply The last paragraph in this section states that potable water would only be available for lots less than 15 to 16m AHD. How will lots outside of these levels be serviced with potable water? Can Water Corporation service this development? If so, please provide written confirmation from the Water Corporation.</p>	<p>Supported – modification required.</p>
		<p>5.4.4 Wastewater Management Strategy Please provide written confirmation from the Water Corporation that the site can be serviced by reticulated sewerage system.</p>	<p>Supported – modification required.</p>
		<p>6.5.1 Post-development Monitoring Please provide a separate figure that illustrates post-development monitoring site locations. In addition, as detailed in Interim: Developing a local water management strategy (DoW, 2008), please provide the post-development trigger values and contingency management actions should a trigger value be exceeded. These can be further refined at the UWMP stage. Trigger values are to be less</p>	<p>Supported – modification required.</p>



		<p>than pre-development monitoring results or compare downstream with upstream values. In addition, flows are also to be measured. Also, why isn't groundwater part of the monitoring program (groundwater levels and quality)?</p>	
		<p>The site contains native vegetation, and numerous instances of threatened ecological communities (TEC) and wetlands. Therefore advice is to be sought from the Department of Biodiversity Conservation and Attractions regarding the TECs, wetlands, the design and management of the proposed development, and suitable setback requirements.</p> <p>In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed.</p>	<p>Supported.</p>
<p>6.</p>	<p>D22/23661 Department of Fire and Emergency Services advice@dfes.wa.gov.au</p>	<p>This advice relates only to State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) and the Guidelines for Planning in Bushfire Prone Areas (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.</p>	<p>Noted.</p>



		<p>Vegetation exclusions – not demonstrated</p> <p>It is unclear from the BMP if area in the southwest corner (south of the road) will be industrial lot(s) or managed Public Open Space (POS). The BMP and planning reports suggest further investigation in relation to flooding will inform the future the use of the area.</p> <p>Should this area include future industrial lots, then the lots would be located in BAL 40 / FZ, which would not be supported and hazard separation would be required.</p> <p>If the area is to be POS then evidence is required to support management to 'low threat' as per AS3959. If unsubstantiated, the vegetation classification should be revised to consider the vegetation as per AS3959, or the resultant BAL ratings may be inaccurate.</p>	Supported – modification required.
		<p>The BMP, in figure 6, has assumed that future areas will be established and maintained as a low threat 'perimeter APZ'. However, evidence has not been provided to validate management of the future APZ within the road reserve by the responsible authority. If unsubstantiated, the vegetation classification should be revised to consider the vegetation as per AS3959, or the resultant BAL ratings may be inaccurate.</p>	Supported – modification required.
		<p>The Structure Plan identifies two areas located in the south of the site as proposed drainage reserves. Evidence to support the exclusion of proposed drainage reserves as managed to low threat in accordance with AS3959 is required. Figure 18 of the submitted Local Water Managed Strategy indicates the drainage basin as containing classifiable vegetation.</p> <p>If unsubstantiated, the vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate.</p>	Supported – modification required.
		A1.1 – not demonstrated	Supported – modification required.



		<p>The assessment at this level should inform the design and layout of subdivision, and reduce the vulnerability of people and property from the impact of bushfire.</p> <p>Good design, including provision of hazard separation such as a perimeter road around the hazard, will ensure the future subdivision meets the intent of this element by ensuring lots are located in areas with the least possible risk. This includes hazard separation from future POS areas and classified vegetation associated with the proposed POS and road reserves.</p> <p>It is unclear in the BMP whether the south west corner of the site contains areas of BAL-40/BAL-FZ within developable areas of the structure plan. It is also unclear in the BMP whether hazard separation is required / provided between future drainage reserves and developable areas.</p> <p>In addition, the BAL ratings cannot be validated, as the vegetation exclusion inputs require clarification/modification as per the above table.</p>	
		<p>Recommendation – not supported modification required The BMP does not adequately address the policy requirements of SPP 3.7 and the Guidelines.</p> <p>It is acknowledged that the land has previously been zoned industrial with an expectation of subdivision. DFES has assessed the Structure Plan and accompanying BMP. Several issues need to be addressed prior to support of the proposal (refer to the tables above).</p> <p>In addition to updates to the BMP, DFES recommends amendments to the proposed Structure Plan are consistent with any future modifications to the BMP. The proposed changes include commitments regarding the location of industrial lots in areas of BAL-29 or below to</p>	<p>Noted. The BMP will need to be updated to reflect DFES requested changes.</p>



		meet the requirements of SPP3.7 and Guidelines at all stages of the development.	
7.	D22/24061 Water Corporation Brett.Coombes@watercorporation.com.au	The Water Corporation has prepared conceptual, long-term water and wastewater planning for the Nambeelup Industrial Area.	Noted.
		The subject land is relatively remote from the current servicing front and it should not be assumed that the entire structure plan area can be readily serviced. A small portion of the land in the northwest corner fronting Lakes Rd may be graded towards the catchment of the proposed interim wastewater pump station in the Development WA subdivision north of Lakes Rd.	Noted.
		Because the balance of the land falls towards the southwest and southeast, future wastewater servicing of the rest of the land will require construction of at least two additional wastewater pump stations, one of these will be on adjoining land to the west that is outside this structure plan area. These future pump stations are not on the Corporation's capital investment program and there is currently no available discharge point for their pressure mains. It is likely that the Amarillo main transfer pump station (also referred to as Amarillo WWPS 'A') will need to be established prior to receiving any further wastewater flows from pump stations that are required to serve the balance of the subject land. The proponent should be advised to revise their development timing accordingly and to liaise with the Corporation's Headworks Delivery Team as early as possible to examine temporary options for wastewater servicing of this land.	Noted. The Shire has requested that an Infrastructure Services Staging plan be supplied prior to subdivision.



		For water servicing, the subject land is situated at the outer edge of the North Mandurah water supply zone (not the Tamworth zone referred to in the report). The recently constructed 250mm water main on Lakes Rd will need to be extended further east by the developers of this land to service their initial development stage. The Water Corporation's long term water planning, which was conducted in conjunction with the NIA district structure plan, concluded that a future 375mm water distribution main will be required from the North Mandurah Tank and extended for 7.4km along Lakes Rd up to the north-western corner of Lot 1221. This planning is referred to as 'Option 1' in the Nambeelup DSP servicing report.	Noted. The Shire has requested that an Infrastructure Services Staging plan be supplied prior to subdivision.
		Other water supply options indicated an 'Option 2' supply strategy in the event of high industrial water usage in the NIA and/or development that extends over land that is too elevated to be served from the North Mandurah tank. 'Option 2' would require headworks in the form of a local water storage tank at a suitable location and elevation on the high ground on Lot 1221, as well as an access track/road/easement to accommodate an inlet main coming off the DN1400 trunk main on Lakes Road, an outlet supply main to service the local area and a booster pump station. A suitable site of approximately 2,000m ² for the water storage tank and an access track should be identified on the local structure plan. The approximate location for the 'Option 2' storage tank is depicted on Page 61 of the Nambeelup Industrial Area District Structure Plan (2016).	Supported – modification required.
8.	D22/24075 Department of Health	Water Supply and Wastewater Disposal	Supported.



	<p>Denise.Jackson@health.wa.gov.au</p>	<p>The DOH does not support this proposal unless:</p> <ul style="list-style-type: none"> • All development is connected to reticulated sewerage; and • Assurance is provided that demonstrates that reticulated sewerage and drinking water infrastructure will not be negatively influenced by peak rainfall, flooding or severe storm weather events. 	
		<p>Medical Entomology</p> <p>The subject land is in a region that occasionally experiences significant problems with nuisance and disease carrying mosquitoes. These mosquitoes can disperse several kilometres from breeding sites and are known carriers of Ross River (RRV) and Barmah Forest (BFV) viruses. Human cases of RRV and BFV diseases occur annually in this general locality.</p>	<p>Noted</p>
		<p>The subject land is also within 3km of mosquito dispersal distance from mosquito breeding sites. Mosquitoes will disperse from these sites to the subject land under favourable environmental conditions. There may also be seasonal freshwater mosquito breeding habitat within proximity to the subject land. Additionally, there is the potential for mosquitoes to breed in on-site infrastructure and constructed water bodies if they are poorly designed.</p>	<p>Noted.</p>
		<p>Prior to development, the DOH recommends a Mosquito Management Plan (MMP) be developed and approved by both the DOH and the Shire of Murray to ensure the risk to the community of exposure to nuisance and/or disease carrying mosquitoes is considered. This MMP is to be approved by the Shire of Murray and DOH prior to any subdivision. The DOH has provided guides and</p>	<p>Supported – modification required.</p>



		templates for the development of suitable MMP's to assist land developers meet these requirements. Please see: Mosquito management (health.wa.gov.au) for additional support.	
9.	D22/24529 Royal Aero Club of Western Australia awilson@royalaeroclubwa.com.au	<p>"The Royal Aero Club of Western Australia (RACWA) is the land owner and operator of Murrayfield Aerodrome situated on Lakes Road, Nambeelup in the Shire of Murray.</p> <p>This submission is in response to the correspondence dated 13 June from the Shire of Murray seeking submissions pertaining to the proposed Structure Plan of Lot 1221 Lakes Road & part lot 1400 Paterson Road, Nambeelup.</p>	Noted.
		RACWA wishes to bring to the Shire's attention that Murrayfield Aerodrome is a gazetted and operating airport compliant to Civil Aviation Safety Authority (CASA) and its constituent Aerodrome Operations requirements. RACWA also operates flying club and training operations from Murrayfield Aerodrome compliant with CASA airworthiness directives and regulations.	Noted.
		<p>RACWA requests that any development under the proposed structure plans is consistent with and sympathetic to the Aerodrome operations and the associated safety requirements.</p> <p>In particular RACWA wishes to draw attention to the approach of aircraft into Runway 05, the centreline of which extended through the North Western corner of Lot 1221. Thus any proposed construction cranes or final building heights needs to be cognisant of this & have a height restriction stated on the title, so as not to compromise aircraft on final approach, the safety of the</p>	Noted.



		tenant, the flying public and the general population. Consideration may be required in development applications for the installation of Anti-Collision lighting on any cranes / buildings so as to avert potential collision risks.	
		It should be noted that Lot 1221 is downwind of runway 09/27 & 05/27 which means aircraft will be flying at an altitude of 1000 feet, thus future tenants and surrounding developments will need to be made aware of the aircraft noise in their lease & make any noise abatement measures/caveats as required in their development.	Noted, however, there will be no noise sensitive land uses within the precinct.
		There is also a gazetted and operational "Aerobatics' box" directly above Lot 1221 where aircraft perform aerobatics and associated manoeuvres in accordance with CASA regulations, which also should be made known to potential developers/tenants. As operators under CASA regulations, RACWA is requested/required to be consulted upon final development plans so as to mitigate potential risks to airmen and the general public."	Noted.
10.	D22/24964 Main Roads Western Australia Daniel.Naude@mainroads.wa.gov.au	It is understood that Lakes Road and Patterson Road were previously identified as Integrator 'A' roads and it was previously recommended that a minimum general road reserve width of 60 metres be provided for both in view of the low-lying nature of the land and prevailing drainage conditions in the broader locality and to accommodate road infrastructure requirements and utility services. It is recommended that the Shire ensure that sufficient road reservation widths be secured to service and cater for the various infrastructure requirements for the district structure plan area.	Supported. The Shire has requested that the Traffic Impact Assessment be updated to ensure that the ultimate road reserve be created at subdivision.



		<p>It is noted in respect to the movement network that two additional roundabout junctions are proposed on Lakes Road and Patersons Road beyond the Lakes / Patterson / Gull junction. In respect to the Lakes Road frontage of the structure plan, a roundabout junction is proposed within 300 metres (measured centre line to centre line) to the east from the Lakes / Patterson junction. Whilst this positioning appears to be consistent with the District Structure Plan, it is not desirable from a traffic engineering perspective and also a costly infrastructure to be funded at the onset by developers. Similarly, the Patterson Rd frontage of the structure plan would ultimately feature three roundabout junctions within a nominal frontage distance of 900 metres. It is recommended that opportunities be explored at the subdivision design to review and rationalise the movement network to review road linkages between the individual structure plan areas, where possible, to retain and limit roundabout junctions where there is an explicit demand for cross vehicle movements (strong four-way vehicle movement) between the individual structure plan areas.</p>	Noted.
11.	<p>D22/25428 Department of Biodiversity, Conservation and Attractions (DBCA) lyndon.mutter@dbca.wa.gov.au</p>	<p>DBCA previously provided comment to the Shire of Murray on the proposed District Amendment No 311 for the site in May 2020, and the comments provided below are consistent with that advice</p> <p>It is recognised that the Local Structure Plan is consistent with the approved Nambeelup Industrial Area District Structure Plan.</p>	Noted.
		<p>It is noted that the Local Structure Plan and the Environmental Assessment report outline that:</p>	



		A 2008 Vegetation and Flora Survey (Bioscience) and an additional study in 2020 (Focused Vision Consulting) found no threatened or priority flora in the structure plan area. One vegetation unit was determined to be representative of the Federal Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) listed Banksia woodlands of the Swan Coastal Plain Threatened Ecological Community (TEC).	Noted.
		A Central Open Space will retain the Conservation Category (CCW) and Resource Enhancement (REW) wetlands that are mapped on the Geomorphic Wetlands (Swan Coastal Plain) dataset, as well as accommodating their necessary buffers. CCW UFI 4835 will be provided a 50-metre buffer as outlined in EPA Guidance Statement No 33. The portion of UFI 14424 that is in Lot 221 has been severed by the boundary fence and the vegetation is "Degraded-Good" to "Completely Degraded" as a result of grazing and the presence of a drain, and a reduced buffer width has been proposed to this section of the wetland.	Noted.
		The open space retains 80% of the good condition Banksia woodland TEC identified in the vegetation survey, and also all of the areas that are mapped as Swan Bioplan Regionally Significant Natural Areas that occur on the site.	Noted.
		The Structure Plan provides a clear separation to the Nambeelup Brook providing an additional land interface to the Brook ensuring the flood plain is accommodated within a complete (50 metre) foreshore reserve.	Noted.
		The Public Open Space areas containing the retained vegetation and revegetation zones will be designated with a road separation to the industrial lots.	Noted.



		A POS Management Plan will be prepared at subdivision stage which will establish ongoing vegetation management and revegetation strategies, access control, dieback control, fire management and interface management, and will be approved by the Shire of Murray.	
		DBCA previously outlined that should the proponent consider that portions of the UFI 14424 on Lot 221 no longer support wetland values commensurate with Conservation category; they may wish to consider undertaking a wetland assessment and submitting a proposal to modify the wetland's boundaries or classification to DBCA's Wetland's Section prior to the local structure planning.	Noted.
		Prior to the Structure Plan being approved, the Shire of Murray should confirm that it is prepared to accept the ongoing management of the POS outlined in the Structure Plan following the completion of the Open Space Management Plan and satisfactory arrangements for its implementation and should also confirm that the proposed wetland POS buffers are acceptable to the Shire.	The Shire's approval of a POS Management Plan will ensure that it becomes a self-perpetuating eco-system with minimal management requirements.
		DBCA will defer to the Department of Water and Environmental Regulation (DWER) and the Shire of Murray to provide advice on buffer requirements for the Nambeelup Brook.	Noted.
		The Decision Process for Stormwater Management in WA (DWER, 2017), outlines that stormwater management infrastructure (including pipes, constructed drains, flood detention areas and vegetated swales) should be located outside of CCW's and REW's and their buffers.	Noted.



		<p>DBCA expects that DWER and the Shire of Murray will ensure that the Local Water Management Strategy and Urban Water Management Plans for the site maintain the predevelopment hydrology of the CCW and REW wetlands.</p>	
		<p>The planning system should ensure that adequate separation is provided between development and bushland and wetland POS areas for bush fire protection, and that all necessary bushfire protection measures are provided within the development area and do not place reliance or impositions on the management of the bushland, wetlands or wetland buffers.</p> <p>DBCA supports the provision of hard road edges between bushland and wetland open space reserves and development as shown on the Local Structure Plan for the purposes of fire protection, and to protect both the Open Space areas and people within the development area.</p>	Noted.
		<p>In the comments on the District Amendment No 311, DBCA recommended that an assessment to determine whether kangaroo management will be required on the site be undertaken during the structure planning process. If kangaroos are displaced from existing habitat, they may become concentrated on remaining areas, creating problems for other property owners in Nambeelup, and increasing the risk to road users in the area. No assessment or information regarding kangaroo management has been provided with the structure plan.</p>	Supported. It is anticipated that a fauna relocation plan will be required as part of any future subdivision
		<p><u>Matters of National Environmental Significance</u> The proponent should be advised to contact the Commonwealth Department of Climate Change, Energy, the Environment and Water to determine if there is a</p>	Supported.



		requirement for referral of the proposal under the EPBC Act in relation to the Banksia woodland TEC, and threatened black cockatoo habitat. The District Scheme Amendment Report outlined that a referral will be submitted to the Commonwealth should the development appear likely to have a significant impact on a matter listed under the Environmental Protection and Biodiversity Conservation Act (1999).	
Public Submissions			
1.	D22/20832 Serena Brncic 1370 Paterson Rd, Nambeelup WA 6207, Australia serena.b@meatmech.com.au	We have recently purchased lot 400 Paterson rd. Given our lot is included in these plans we would like to be involved in this development	Noted.
2.	D22/23857 WA Landbank PTY Ltd 11 Pacific View Drive Tinbeerwah QLD 4563 Alan@walandbank.com	The subject land is zoned industrial and we support the subdivision guide plan as presented.	Noted.



Lot 51 McLarty Road, Pinjarra Structure Plan

Prepared for
Kumar Development Pty Ltd

April 2021

Document Information

Prepared for Kumar Development Pty Ltd
 Project Name Lot 51 McLarty Road, Pinjarra Structure Plan
 Date April 2021

Document Control

Version	Date	Description of Revision	Prepared By	Prepared (Signature)	Reviewed By	Reviewed (Signature)
1	29/4/2021	Final	LVE		LVE	

ENDORSEMENT

This Structure Plan is prepared under the provision of the Shire of Murray Local Planning Scheme No. 3

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON

..... Date

Signed for and on behalf of the Western Australian Planning Commission

.....

An officer of the Commission duly authorised by the Commission pursuant to section 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:

..... Witness

..... Date

..... Date of Expiry

TABLE OF AMENDMENTS

Amendment No.	Summary of the Amendment	Amendment type	Date Approved by WAPC

TABLE OF DENSITY PLANS

Density Plan No.	Area of Density Plan Application	Date Endorsed by WAPC

Executive Summary

Lot 51 McLarty Road, Pinjarra Structure Plan is prepared to facilitate and guide the subdivision and development of the site for residential purposes. The site is currently vacant and mostly cleared. It is located approximately 2km south of the Pinjarra Town Centre. The Structure Plan has been designed to be permeable and integrate with existing urban development to the north and south of the site. The proposed development is summarised in **Table 1** below. This Structure Plan does not overlap, supersede or consolidate an approved Structure Plan.

Table 1. Structure Plan Summary Table

Item	Data	Section number referenced within the Structure Plan report (Part Two)
Total area covered by the structure plan	2.04 ha	1
Area of each land use proposed:		2 and 3
▪ Residential (including local access roads)	1.9396 ha	
▪ Drainage	0.1025 ha	
Estimated lot yield	Approximately 43 single residential lots and 1 grouped housing lot	3
Estimated number of dwellings	Approximately 50	3
Estimated residential density	R25 to R60 Approximately 25 dwellings per gross hectare (including drainage area)	3
Estimated population	125 (based on 2.5 persons per dwelling)	3
Number of high schools	None	NA
Number of primary schools	None	NA
Estimated Commercial Floor Space	None	NA
Public Open Space	None	3
Estimated Percentage of natural area	None	NA

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Appendix A	Certificate of Title
Appendix B	Bushfire Management Plan
Appendix C	Accoustic Assessment (Noise Management Plan)
Appendix D	Local Water Management Strategy
Appendix E	Flora and Vegetation Assessment
Appendix F	Basic Fauna and Targeted Black Cockatoo Assessment
Appendix G	Site Identification Heritage Assessment
Appendix H	Subdivision Concept Plan
Appendix I	Traffic Impact Statement

PART ONE – IMPLEMENTATION SECTION

Lorraine Elliott
PLANNING SERVICES

1.0 Structure Plan Area

This Structure Plan shall apply to Lot 51 on Deposited Plan 223049, 61 McLarty Road, Pinjarra, being the land contained within the inner edge of the line denoting the structure plan boundary on the Structure Plan Map.

This Structure Plan is identified as the Lot 51 McLarty Road, Pinjarra Structure Plan.

2.0 Structure Plan Content

The Structure Plan comprises:

- a. Part One – Implementation Section. This section contains the Structure Plan Map and statutory planning provisions and requirements.
- b. Part Two – Explanatory Section (Non-Statutory). This section provides the planning and environmental context and justification for the Structure Plan Map and the provisions, standards or requirements contained in Part One of the Structure Plan. Part Two is to be used as a reference to guide interpretation and implementation of Part One.
- c. Part Three – Appendices, includes all specialist technical reports and plans used in the preparation of and to support the Structure Plan.

3.0 Interpretation and Relationship with Town Planning Scheme No. 2

Unless otherwise specified in this part, the words and expressions used in this Structure Plan shall have the respective meanings given to them in the Shire of Murray Local Planning Scheme No. 4 ("the Scheme") including any amendments gazetted thereto.

The Structure Plan Map outlines land use, zones and provisions applicable within the Structure Plan area.

4.0 Operation

The Structure Plan shall come into effect on the date it is approved by the Western Australian Planning Commission ("WAPC").

5.0 Staging

The construction of the subdivision within the Structure Plan area will likely occur as one stage given the relatively small size of the subdivision.

6.0 Land Use, Subdivision and Development Requirements

Subdivision and development of the Structure Plan area shall generally be in accordance with the Structure Plan Map.

6.1 Land Use Permissibility

Land use permissibility within the Structure Plan area shall be in accordance with the corresponding zone or reserve under the Scheme.

6.2 Residential Density

The following provisions apply in relation to the application of residential densities:

- a) The Structure Plan Map defines the residential density ranges that apply to different areas within the Structure Plan. Lot specific residential densities in accordance with the defined residential density ranges, are to be assigned in accordance with a Residential Density Code Plan determined by the WAPC.
- b) A Residential Density Code Plan is to be submitted at the time of application for subdivision approval to the WAPC and shall indicate the residential density code applicable to each lot within the proposed subdivision. The Residential Density Code Plan shall be consistent with the residential density ranges identified in the Structure Plan.
- c) The Residential Density Code Plan is to include a summary of the dwelling yield of the proposed subdivision.
- d) Determination of the Residential Density Code Plan shall be undertaken at the time of determination a subdivision application by the WAPC. An approved Residential Density Code shall then form part of the Structure Plan and be used for the determination of future development applications and building permit applications.
- e) Variation to the Residential Density Code Plan will require the approval of the WAPC. A revised Residential Density Code Plan shall generally be consistent with the approved plan of subdivision issued by the WAPC. The revised Residential Density Code Plan shall be consistent with residential density range identified on the Structure Plan Map.
- f) A revised Residential Density Code Plan, consistent with Clause (e) above will replace, wholly or partially, the previously approved Residential Density Code Plan, and shall form part of the Structure Plan as outlined in Clause (d) above.
- g) In terms of the density code ranges depicted on the Structure Plan Map, the designation of R-Codes shall be in accordance with the criteria outlined below:
 - i. R25 – R30 provides the main density code range to accommodate a variety of traditional and smaller sized lots with single dwellings and front access.
 - ii. R35 – R40 provides narrow and smaller sized lots with access from the rear internal roads and single dwellings to be orientated to front McLarty Road.
 - iii. R40 – R60 provides for a grouped housing development with access to be from internal roads within the Structure Plan.

6.3 Public Open Space

In accordance with the Public Open Space (POS) Schedule, unrestricted POS is to be provided in the form of a cash-in-lieu contribution equivalent to a land area of 1590m².

6.4 Indigenous Heritage

The Structure Plan is supported by a site identification heritage assessment included in **Appendix G** with the following recommendations to be implemented as conditions of subdivision approval:

- a) The subdivider to implement a ground penetrating radar survey, which is required to be undertaken prior to any subdivisional works, to identify potential unmarked graves in the Structure Plan area.
- b) Use a Noongar name for the east-west unnamed road and laneway within the Structure Plan area.

- c) Gnaala Karla Booja monitors must be present during the clearing of the Structure Plan area and any geotechnical works, to prevent disturbance to any potential sub-surface cultural material.

6.5 Bushfire Management

The Structure Plan is supported by a Bushfire Management Plan included in **Appendix B**, which has determined that all proposed lots within the Structure Plan area are able to achieve separation for BAL-29 development, regardless of whether land to the west of the Structure Plan is developed. Once the land to the west is developed all lots should be able to achieve BAL-LOW. Ultimately, future dwellings will be constructed in accordance with the BAL rating determined at the time of building licence and construction if the Structure Plan area is still located in a bushfire prone area.

6.6 Acoustic Assessment and Noise Management Area

The Structure Plan is supported by an acoustic assessment (Noise Management Plan) included in **Appendix C**. The assessment has determined the following requirements for the Noise Management Area (as identified on the Structure Plan Map) to be implemented as conditions of subdivision approval:

- a) A rear 1.8m high Colorbond or equivalent fence is required for the grouped housing lot as shown on **Figure 4.1** in the acoustic assessment.
- b) Quiet House Design Package B and Notification on Titles for lots adjoining McLarty Road and identified as Residential R35 – R40 on the Structure Plan Map.
- c) Quiet House Design Package A and Notification on Titles for the grouped housing lot (including any subsequent strata titles) adjoining McLarty Road and identified as Residential R40 – R60 on the Structure Plan Map.

6.7 Urban Water Management Plan

An Urban Water Management Plan is to be prepared and implemented as a condition of subdivision approval. It is to be consistent with the water management approach outlined in the Local Water Management Strategy supporting this Structure Plan included in **Appendix D**.

6.8 Uniform Fencing

As a condition of subdivision approval, uniform fencing is required to be constructed at the time of subdivision for all lots fronting McLarty Road. Fencing is to comply with the requirements of the acoustic assessment for the grouped housing lot identified as Residential R40 – R60 on the Structure Plan Map and provisions in the State Planning Policy 7.3 – Residential Design Codes for the lots identified as Residential R35 – R40 on the Structure Plan Map.

6.9 Traffic Impact Management

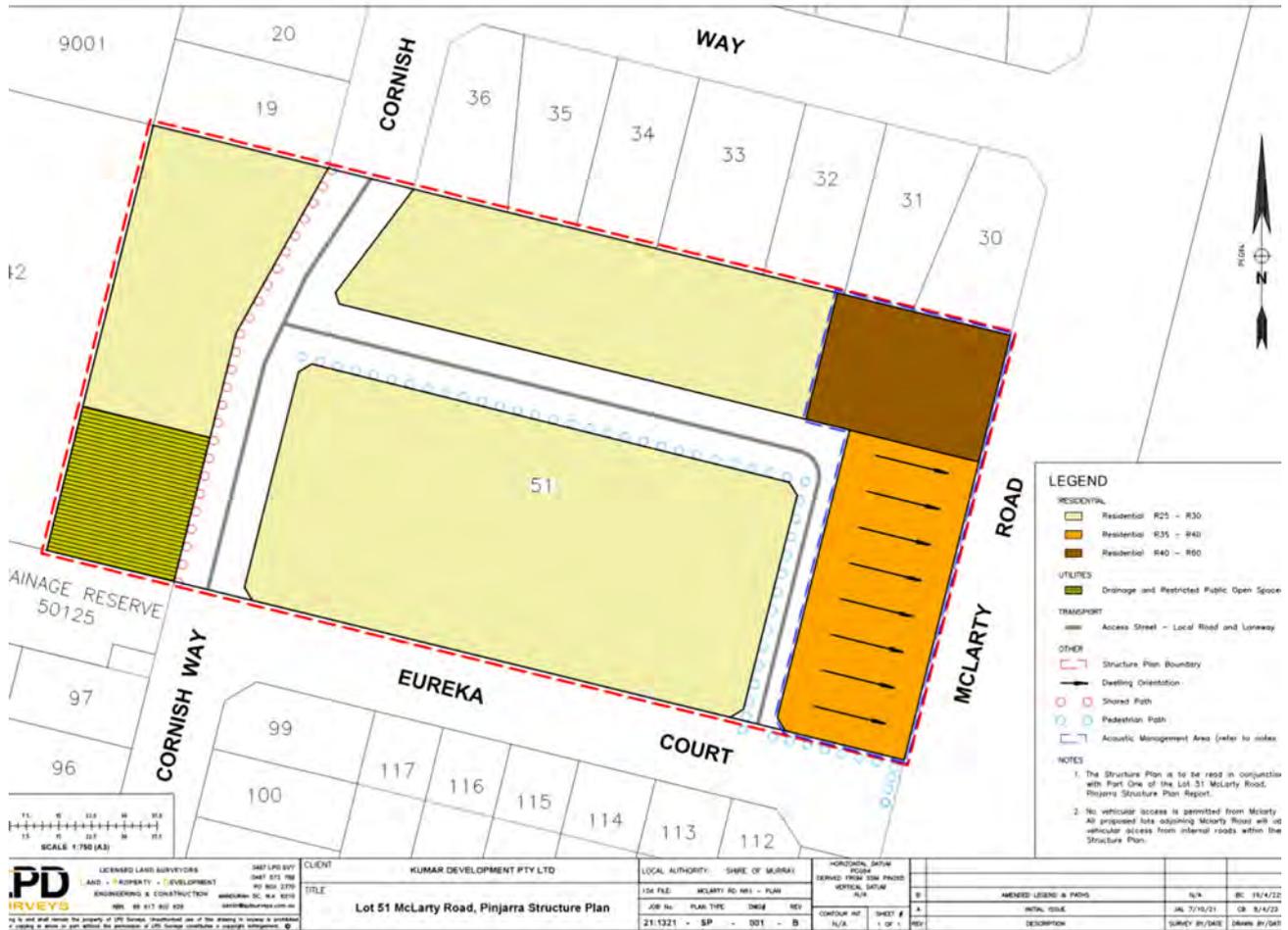
The Structure Plan is supported by a Traffic Impact Statement (TIS) included in **Appendix I**. The subdivision is to be undertaken generally in accordance with the TIS, particularly with regard to road reserve widths.

7.0 Local Development Plan

A Local Development Plan (LDP) is to be prepared and implemented for the grouped housing lot identified as Residential R40 – R60 on the Structure Plan Map. The LDP is to address a range of design principles, including (but not limited to) building setbacks, dwelling orientation, vehicular access restrictions (as per Note no. 2 on the Structure Plan Map) and acoustic requirements as per Clause 6.5.

8.0 Other Requirements

In accordance with the recommendation from the Site Identification Heritage Assessment, the Shire of Murray is to consider using the POS cash-in-lieu contribution paid by the subdivider to upgrade the existing local park to the north-west of the Structure Plan area on Cornish Way (Reserve no. 31942).



PART TWO – EXPLANATORY SECTION

Lorraine Elliott
P L A N N I N G S E R V I C E S

1 Planning Background

1.1 Introduction and Purpose

This following report provides justification for a Structure Plan (SP) for land described as Lot 51 (61) McLarty Road, Pinjarra (referred to as the site). It is lodged in accordance with Clause 6.5 of the Shire of Murray Town Planning Scheme No. 4 (referred to as the Scheme) and provides the guidance for the future subdivision and development of the site. The Structure Plan has been prepared in accordance with the WAPC Structure Plan Framework and the Planning and Development (Town Planning Scheme) Regulations.

The Structure Plan Map and planning requirements are included in Part One of the Structure Plan documentation (ie. Implementation Section).

The Explanatory Section (Part Two) supports the Structure Plan by providing the background and explanatory information used to prepare the Structure Plan. The following report includes a review of the current planning framework, environmental investigations, bushfire management, servicing analysis and design rationale for the SP.

The technical reports in the Appendices Section (ie. Part 3) demonstrate that the site is suitable for residential subdivision and compatible with adjoining urban development and provide technical guidance for the future subdivision.

1.2 Land Description

1.2.1 Location

The Structure Plan area (also referred to as the site) is located approximately 2kms south of Pinjarra Town Centre. The site is bounded by 85 Hampton Road (a future subdivision) to the west, Cornish Way and existing residential lots to the north, Eureka Court and residential lots to the south and McLarty Road to the east. The site is situated wholly within the Shire of Murray (refer to **Figure 1**).

Figure 1 – Site Location Plan



1.2.2 Area and Land Use

The site has a total land area of 2.04 hectares and is rectangular in shape. The site is currently vacant and mostly cleared other than a few remaining native and non native trees and other vegetation (refer to **Figure 2**). The site has historically been used for rural residential purposes and was cleared of most vegetation prior to aerial photography being available (before 1979). A single residential dwelling fronting McLarty Road was present between 1979 and 2015. The building was demolished in 2015.

Figure 2 – Aerial Plan



1.2.3 Legal Description and Ownership

The site comprises Lot 51 on Deposited Plan 223049, Volume 54 and Folio 185A. The site is owned by Kumar Development Pty Ltd. A copy of the certificate of title for the site is included in Error! Reference source not found..

1.3 Planning Framework

1.3.1 Zoning and Reservations

1.3.1.1 Peel Region Scheme

The site is zoned Urban under the Peel Region Scheme (PRS) and McLarty Road is reserved as Primary Regional Roads, which restricts access (refer to **Figure 3**). Surrounding land is also zoned Urban and land directly opposite McLarty Road is reserved for Public Purposes – Hospital.

There is no road widening along McLarty Road according to the zoning map and Main Roads WA advice.

Under the PRS, the site is not located in any special control areas. The site is not located in the floodway or fringe on the PRS Floodplain Management Policy Map.

Figure 3 – Peel Region Scheme Zoning Map



Reserved roads

- Primary regional roads
- Other regional roads

Zones

- Regional centre
- Industrial
- Private recreation
- Rural
- Urban
- Urban deferred

1.3.1.2 Shire of Murray Town Planning Scheme (TPS) No. 4

Under TPS No. 4, the site is zoned Residential Development (refer to **Figure 4**). All surrounding land is zoned Residential Development except for land to the north on Cornish Way, which is zoned Residential R15. There is no adopted Local Planning Strategy for the Shire.

According to the zoning map, the site is not located in a floodprone area (100 year flood). Also, the site is not included in any special categories or special control areas on the zoning map, such as the Peel-Harvey Coastal Plan Catchment Area, Development Contribution Area or Development Areas. Council advice confirms the site is not affected by any draft or existing development contributions.

Under the Scheme, the Residential Development Zone requires the preparation and approval of a structure plan prior to subdivision and development.

Figure 4 – Shire of Murray Town Planning Scheme No. 4 Zoning Map



LOCAL SCHEME ZONES

- Canal Development
- Commercial
- Farmlet
- Hills Landscape Protection
- Hotel / Motel
- Industry
- Ocean
- Private Clubs and Institutions
- Residential
- Residential Development
- Rural
- Service Commercial
- Special Residential

1.3.2 Regional and Sub-Regional Planning Frameworks

1.3.2.1 Southern Metropolitan Peel Sub-regional Planning Framework

As part of the Perth and Peel @ 3.5 Million, the South Metropolitan Peel Sub-regional Planning Framework was released. It designates the site as Urban. The Sub-regional Planning Framework was adopted in March 2018 with the aim to establish an integrated planning framework for land use and infrastructure to guide future urban growth. More specifically, the framework aims to achieve a more consolidated urban form and limit greenfield areas with a focus on urban infill, meeting long-term housing requirements (dwelling targets) and strengthening key activity centres such as Pinjarra (identified as a Secondary Centre). The framework also focuses on other elements such as employment, transport and service infrastructure and the environment.

The Framework recognises that infill development within established urban areas has the potential to contribute to housing diversity and respond to ongoing changing demographics and community aspirations. It is expected that infill development will also contribute to maximising the use of existing infrastructure and economies of scale for the provision of transport and service infrastructure. These objectives are achieved with the subdivision of the site by linking to existing road infrastructure and connecting to existing services (ie. water and sewer etc).

The Framework identifies 10 principles for urban consolidation, including housing by providing well-designed higher-density housing that considers local context, siting, form, amenity and the natural environment, with diverse dwelling types to meet the needs of changing demographics. Residential density, consideration of the local area and integration with the surrounding urban area are further analysed in Section 3.1 of the report.

The implementation of the Framework for existing urban land includes undertaking structure planning, which is now being progressed for the site. This will enable the site to be subdivided and developed with more housing within the existing Pinjarra townsite.

1.3.3 Planning Strategies

There is no adopted Local Planning Strategy for the Shire, although the Shire has just commenced preparation of a draft Local Planning Strategy and Town Planning Scheme Review.

The Shire of Murray prepared the Pinjarra Revitalisation Strategy and associated Activity Centre Plan in 2017, which has been advertised but timing for endorsement of a final strategy is unknown. The site is located in the Residential Precinct with a density of R60 and is located opposite the Health Precinct. The site is not affected by the greenspace network. In December 2018, the WAPC deferred the Revitalisation Strategy and Activity Centre Plan and determined that the activity centre should only relate to more central areas of Pinjarra and resolved to prepare a District Structure Plan (DSP) for the broader area of Pinjarra. The site is located in the DSP area. The WAPC determined that mandatory minimum densities should be identified in the DSP and it should give regard to relevant WAPC policies, the local context and implementation issues. The DSP has not yet been prepared or advertised, although technical studies are in the process of being prepared.

The draft R60 density for the site was based on Pinjarra's identification as a Secondary Centre and the dwelling targets for sites within an 800m walkable catchment of such centres identified in the draft State Planning Policy (SPP) 4.2 - Activity Centres. The draft policy sets a target of 40 dwellings per gross hectare within 800m of a secondary centre. However, the dwelling targets in draft SPP4.2 are a guide and Pinjarra is a relatively small Secondary Centre, although future growth is expected.

Whilst the objectives of draft SPP 4.2 and the Revitalisation Strategy for higher densities to support secondary centres and to achieve better utilisation of existing and future services, compact urban form and proximity to future public transport and the health precinct are acknowledged, the density needs to be balanced with the local context. The site is located on the outer edge of the Pinjarra townsite and R60 is too high for the site. Instead, R25 - R30 would be a more appropriate density as well as a R40-R60 grouped dwelling site (to provide density and built form diversity) and some R35-R40 lots, as it would be more consistent with the density of surrounding properties and the density (dwelling) targets set by Liveable Neighbourhoods and South Metropolitan Peel Sub-regional Planning Framework. The proposed density range would still be higher than adjoining properties but not incompatible, which are R15-R20. DPLH's advice on the appropriate density (dwelling) targets for the site are included in Section 3 of the report.

1.3.4 **State Planning Policies**

The Structure Plan needs to consider all relevant state planning policies. The 3 key state planning policies and guidelines relevant to the site are SPP 3.7 – Planning in Bushfire Prone Areas, SPP 5.4 – Road and Rail Noise and Liveable Neighbourhoods.

The bushfire prone map shows approximately half of the site (even though it is cleared) in a bushfire prone area. This is mostly due to the bushfire hazard created by vegetation to the west. In accordance with SPP 3.7- Planning in Bushfire Prone Areas and associated Guidelines, a Bushfire Management Plan has been prepared (refer to **Appendix B**). The recommendations from the BMP are considered in Section 2 of the report.

SPP 5.4 shows McLarty Road as Other Significant Freight/Traffic Route, triggering the need for an acoustic assessment for the site given the proposed dwellings are noise sensitive land uses. The acoustic assessment is included in **Appendix C** and the findings and recommendations are considered in Section 2 of the report.

Liveable Neighbourhoods is considered in the next section of the report.

There are also development control (DC) policies that are relevant to the subdivision of the site (as detailed below).

DC Policy 1.1 – Subdivision of Land - General Principles guides the subdivision of land and requires the integration of the site with surrounding development/subdivisions, which is achieved through the Structure Plan design (refer to Section 3). The policy requires avoidance of major earthworks, a responsive site design and a detailed assessment of the site and immediate surrounds (ie. physical characteristics, vegetation, drainage etc), which is achieved through the technical reports in Part 3 and Sections 2 and 3 of this report. Also, the policy requires that subdivision and subsequent development should not compromise the safety and function of existing regional roads like McLarty Road (refer to DC Policy 5.1 below).

DC Policy 2.2 – Residential Subdivision provides general guidance for residential subdivisions, including adherence to minimum and average site areas for different densities as per the WAPC Residential Design Codes (R-Codes) (refer to Section 3.1 for further discussion on density). Under this policy, the WAPC requires a subdivision design to consider the potential retention of significant trees and mature vegetation, which is further addressed in Sections 2 and 3 of the report. The creation of lots having dual street access and frontage is generally not favoured, although traffic requirements of abutting streets like McLarty Road are considered (refer to Section 3.1).

According to the current and draft DC Policy 5.1 – Regional Roads (Vehicular Access), regional roads like McLarty Road (South Western Highway) are required mainly for through traffic movement and as such there should be no direct vehicular access to or from abutting lots. Direct access is not compatible with the requirements of safe vehicular movement. The capacity of regional roads to carry traffic, traffic safety and traffic flow are all related to access - the fewer the number of driveways and intersections, the smoother the traffic flow and safer the road.

Therefore, the Policy seeks to rationalise existing access arrangements and minimise the creation of new driveways on regional roads. Instead, vehicular access is to be obtained from side or rear streets. Initial advice from Main Roads WA is consistent with this policy and as such the Structure Plan does not propose any direct vehicular access to McLarty Road and all proposed roads will link to existing roads to the north and south of the site (refer to Section 3).

1.3.4.1 **Liveable Neighbourhoods**

The Structure Plan has been designed generally in accordance with the provisions and principles of Liveable Neighbourhoods (where applicable), particularly the road design and residential density. Liveable Neighbourhoods encourages street networks that have a high level of internal connectivity and good external linkages (ie. interconnectivity). Given the small nature of the Structure Plan, only residential and drainage uses are proposed on the site. However, the site is located in proximity to a variety of commercial and health land uses to the north and east, respectively.

Liveable Neighbourhoods require structure plans to specify residential densities and encourages diversity in residential densities and dwelling types, thereby providing more choice for changing household structures.

Residential densities proposed for the site and Liveable Neighbourhoods density (dwelling) targets are addressed in Section 3.1 of the report.

According to Liveable Neighbourhoods it is important for the Structure Plan design to respond to the site context and local characteristics, such as drainage, McLarty Road (noise and access implications) and existing local road connections. This is also important in terms of achieving the Liveable Neighbourhoods objective of an urban structure that achieves a balanced outcome between urban and environmental sustainability. Environmental considerations are addressed in Section 2 of the report.

1.3.5 Local Planning Policies

There are a number of local planning policies, which have been considered in the preparation of the Structure Plan.

The Natural Landscape in Urban Areas Local Planning Policy addresses existing trees on sites with a general presumption against the clearing of significant native trees and vegetation where reasonably avoidable. Where land contains significant tree(s), preparation of the structure plan should be informed by a survey. As detailed in Section 2 and **Appendices E and F**, flora and vegetation and fauna surveys have been carried out, confirming there are no environmental requirements to retain any of the trees. Due to the site's relatively small size, the location of the drainage area in the south-west corner and the proposed residential densities (ie. small sized lots), it is not feasible to retain the trees. The policy also proposes street tree planting at the subdivision stage, which will be addressed through a subdivision condition and it's considered important for the site to provide shade and a cooling treatment given the relatively small size of proposed lots. Also, the drainage will be landscaped.

Under the Footpath/Shared Use Paths Policy, footpaths are required to be constructed to a minimum of 1.5m wide in access streets with a 2m wide path on higher order roads. Where a footpath is placed adjacent to a kerb an additional width of 0.5 m is to be added. The location of pedestrian and shared paths is shown on the Structure Plan and discussed in the traffic impact statement (refer to **Appendix I**) and the movement network in Section 3.

According to Council's Guidelines for Subdivisional Development, road standards included in the Guidelines are taken from Liveable Neighbourhoods (refer to the previous section and the movement network in Section 3).

The Water Sensitive Urban Design Policy outlines various principles and strategies for the management of water throughout the site, which is consistent with numerous overarching documents such as Stormwater Management Manual for WA, WAPC Better Urban Water Management, SPP 2.1 - Peel-Harvey Coastal Plain Catchment Policy and SPP 2.9 - Water Resources. The water planning policies are addressed through the preparation of the Local Water Management Strategy (LWMS) for the site (refer to **Appendix D**).

1.3.6 Other Approvals and Decisions

At the date of lodgement of the Structure Plan, no other approvals or decisions have been identified, which are considered relevant to the proposed Structure Plan.

1.3.7 Pre Lodgement Consultation

Pre-lodgement consultation has been undertaken with a range of relevant stakeholders, including officers from the Shire of Murray and the Department of Planning, Lands and Heritage (DPLH). In particular, a meeting was held with Shire planning officers to discuss the proposed Structure Plan design, density and other planning issues. As part of the preparation of technical reports, consultation by phone and emails was undertaken with DPLH's Aboriginal Heritage section, Council engineers regarding approved drainage plans on the adjacent site and drainage objectives and assumptions for the area, DWER regarding groundwater information and Main Roads WA for traffic volumes along McLarty Road/South Western Highway. Consultation with Traditional Owners was also undertaken as part of the preparation of the Site Identification Heritage Assessment (refer to **Appendix G**).

2 Site Conditions and Constraints

Emerge Associates has undertaken an investigation of the site to determine the environmental values of the site. This included, but was not restricted to, a review of regional environmental investigations and federal, state and local-level databases and mapping.

2.1 Biodiversity and Natural Area Assets

2.1.1 Flora and Vegetation

The site has been subject to disturbance and has been mostly cleared of native vegetation, likely for agricultural or grazing purposes. Non-native grasses occur across most of the site, with some scattered native and non-native trees and shrubs in the central and eastern portions. Emerge Associates (2022c) conducted a flora and vegetation assessment and identified three native and 17 non-native (weed) species within the site (refer to **Appendix E**). No threatened or priority plants were recorded and none are considered likely to occur due to lack of suitable habitat.

Two broad plant communities were identified (refer to **Figure 5** for plant communities), namely:

- CcEm (scattered trees and shrubs *Agonis flexuosa*, *Corymbia calophylla*, *Eucalyptus marginata*, and non-native trees over *Ehrharta calycina*); and
- non-native (cleared area - heavily disturbed comprising predominantly *Ehrharta calycina*).

The small patches of CcEm vegetation on the site (0.1ha in total) consists of scattered native trees over non-native grass. This vegetation condition was classified as 'degraded' as it lacks understorey structure and has very low native species diversity, likely due to past disturbance such as clearing.

The vegetation condition of the remaining 1.94ha of the site was classified as 'completely degraded' since it consists of non-native species such as pasture grasses, planted trees and shrubs. Sandy tracks within the site were also classified as 'completely degraded' (refer to **Figure 5**).

There are no specific spatial considerations on the Structure Plan as a result of the flora and vegetation assessment. Also, there are no specific approval or management considerations required for flora and vegetation.

2.1.2 Wetlands

Wetlands of national or international significance may be afforded special protection under Commonwealth or international agreements. The Ramsar List of Wetlands of International Importance (DBCA 2017) and a Directory of Important Wetlands in Australia (DBCA 2018) were investigated. No Ramsar or listed 'important wetlands' are located within or near the site. Also, examination of the Department of Water and Environmental Regulation (DWER) hydrography dataset (DWER 2018) shows no water related features within the site.

The Department of Biodiversity, Conservation and Attractions (DBCA) has developed the Geomorphic Wetlands of the Swan Coastal Plain dataset (DBCA 2021) that maps geomorphic wetland features and classifies them based on their landform shape and water permanence. This dataset indicates that multiple use wetland (MUW) (palusplain wetland feature with unique feature identifier 15802) occurs within the eastern portion of the site and extends to the north and south (refer to **Figure 6**). The portion of the site mapped as MUW was historically cleared of standing vegetation and is now characterised by regrowth and introduced grasses, which do not represent significant wetland values. MUWs are not required to be accommodated spatially within the Structure Plan and as such no specific setback/buffer is required from the MUWs.

Also, the presence of a MUW does not preclude development within the site. These wetlands do not require any specific protection. Areas identified as a MUW are likely to have groundwater close to the surface, particularly during winter/spring. This will be a relevant consideration when determining (but not limited to) the requirement for fill and/or sub-soil drainage.

2.1.3 **Fauna**

Emerge Associates (2022a) conducted a basic fauna and targeted Black Cockatoo assessment and found that the majority of the site (approximately 87%) supports highly disturbed cleared area habitat, which provides limited value to fauna species of conservation significance and is likely to be primarily used by common and widespread native and non-native fauna with non-specific habitat requirements (refer to **Appendix F**).

The highest fauna habitat values are associated with the scattered trees and shrubs habitat, which occurs over the remaining 13% of the site. A total of eight native fauna species were recorded within the site, including one species of conservation significance, the forest red-tailed black cockatoo. Forest red-tailed black cockatoo is listed as vulnerable under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) and the Biodiversity Conservation Act 2016. While not recorded during the field survey, Carnaby's cockatoo and Baudin's cockatoo (listed as endangered under the EPBC Act) are likely to occur within the site. No conservation significant fauna species were directly observed within the site. However, evidence of foraging (chewed marri fruits) attributed to the forest red-tailed black cockatoo was recorded within the eastern portion of the site.

Also, five other species of conservation significance may possibly occur in the site: Australian masked owl, pacific swift, peregrine falcon and south-western brush-tailed phascogale. Any occurrence of pacific swift would likely be independent from terrestrial habitat and be in the air space above the site.

The site is located within the distribution range and modelled breeding range of Carnaby's cockatoo and Baudin's cockatoo and is within the distribution range of forest red-tailed black cockatoo. During a site visit, a total of 0.13ha of foraging habitat for Carnaby's cockatoo, 0.11ha for Baudin's cockatoo and 0.11ha for forest red-tailed black cockatoo were recorded (Emerge Associates 2022a) as shown in **Figure 7**. Eight black cockatoo habitat trees were recorded within the site. An internal hollow inspection was undertaken for two habitat trees that were determined to potentially contain suitable hollows based on the initial inspection from ground level. Neither of these trees contain hollows suitable for breeding by black cockatoos. The remaining trees contained no suitable hollows for breeding by black cockatoos (Emerge Associates 2022a). Also, no roosts or evidence of roosting were observed within the site (Emerge Associates 2022a) (refer to **Appendix F**).

Based on the above investigations, no specific spatial considerations are required for the Structure Plan and no specific approval is needed.

2.2 **Landform, Soils and Topography**

2.2.1 **Topography**

Topography across the site is flat with an elevation of 11m Australian height datum (mAHD) on the eastern side and remains relatively flat across the remainder of the site (refer to **Figure 8**).

2.2.2 **Landform and Soil**

Environmental geology for the site has been mapped as Bassendean Sand (Gozzard 2011). The Bassendean sands are typically very light grey at the surface, yellow at depth, fine to medium-grained, sub-rounded quartz, and moderately well sorted of eolian origin (Purdie *et al.* 2004). Regional geology is shown in **Figure 9**.

A site-specific geotechnical investigation was undertaken by Brown Geotechnical (2022) and confirms that the site is underlain by medium grained, grey sand to at least 2m (refer to **Appendix B** in the LWMS). The sand is covered by a thin layer of silty sand topsoil up to a depth of 0.15m to 0.2m.

Soils are free draining with good drainage characteristics. Permeability testing found the permeability approximately 43.2m per day. Therefore, the site is suitable for on-site infiltration in soakwells and basins.

2.3 **Acid Sulfate Soils**

Regional acid sulfate soil (ASS) risk mapping identifies the entire site as having a 'moderate to low' risk of ASS occurring within 3m of the natural soil surface (DWER 2021). Regional ASS mapping is shown in **Figure 10**. No soils indicative of high risk ASS (such as organic soils) were noted on the surface or in the test holes during

the geotechnical investigation (Brown Geotechnical 2022). Therefore, no specific spatial considerations are required for the Structure Plan.

2.4 Groundwater and Surface Water

2.4.1 Groundwater

The Water Register (DWER 2021b) indicates that groundwater beneath the site is a multi-layered system comprised of the following:

- Superficial Swan unconfined aquifer;
- Lower Leederville confined aquifer;
- Upper Leederville confined aquifer; and
- Cattamarra Coal confined aquifer.

Groundwater contours have been provided by DWER and show that groundwater levels across the site range from approximately 9.5m AHD to 8m AHD and flow in a south-easterly direction. Depth to groundwater across the site is therefore approximately from 1.5 to 3m BGL (refer to **Figure 11**). The geotechnical investigation (Brown Geotechnical 2022) found depth to groundwater to be >2m for most of the site (refer to **Appendix B** in the LWMS). Depth to groundwater for two locations (in the south-eastern corner of the site and in the west of the site) were 1.9m BGL, confirming the groundwater levels supplied by DWER.

In terms of groundwater, there is no specific spatial considerations for the Structure Plan, however it may influence inverts of drainage infrastructure.

Advice from DWER indicates that site specific groundwater level or quality monitoring will not be required (J Sturgess [DWER] 2021, pers. comm., 28 September).

Management of nutrients as part of the future use of the site can be addressed through the preparation of the relevant water management planning documents and by implementing water sensitive urban design principles (refer to LWMS in **Appendix D**).

Appropriate separation between habitable floor levels and groundwater will need to be achieved and will need to be based on requirements of DWER and the Shire. This is a detailed design consideration and can be addressed through water and engineering planning for the site as part of the typical subdivision process.

2.4.2 Surface Water

Hydrological characteristics of the site are dominated by the flat topography and high infiltration capacity of the in-situ soils, which leads to local infiltration and little to no surface runoff except following extreme rainfall events.

Therefore, the site is suitable for on-site infiltration via soakwells and basins.

2.4.3 Stormwater Management

An existing drainage basin to the south-west of the site (west of Eureka Court) treats and retains runoff from surrounding developments. The basin will be upgraded to accommodate runoff from the adjacent development on Lots 42 and 9001 Hampton Road and from the site. Engineering designs for this upgrade have been approved by the Shire. The Shire proposed that the approved basin designs be upgraded to also treat and retain stormwater runoff from the site. Ultimately, the basin will be shaped into a single drainage basin.

Stormwater from the site needs to be routed and treated within the south-western corner of the site. The basin will need to be developed to a size to accommodate stormwater runoff. Management of surface water features and stormwater can be addressed through the preparation of relevant water management documentation, such as the Local Water Management Strategy (LWMS) prepared to support the Structure Plan (refer to **Appendix D**). The LWMS details the water management approach to support the development of the site and complies with the requirements of the Murray Drainage and Water Management Plan (Shire of Murray 2018b), Better Urban Water Management (WAPC 2008), and addresses the expectations of DWER and the Shire.

The design objectives for the LWMS seek to deliver best practice outcomes using a water sensitive urban design (WSUD) approach, including detailed management approaches for:

- water supply and conservation;
- surface water management; and
- groundwater management.

The approach to water management at the site takes an 'at-source' management approach, which seeks to address water management as high in the catchment as possible by retaining runoff within the site and mimicking the existing hydrological regime. The design criteria and the manner in which the detailed designs achieve compliance with these are provided in Table E1 in the LWMS. A modelling assumption report outlining the drainage basin land area and other specifications is also included in the LWMS. The required drainage area of 1025m² is reflected on the Structure Plan.

A detailed review of the proposed drainage network, specifically relating to the drainage basin augmentation will need to be completed by the proponent and approved by the Shire. An UWMP will be required at the subdivision stage, which will be guided by the LWMS.

2.5 Bushfire Hazard

Approximately half of the site is located within a 'bushfire prone area' under the state-wide Map of Bush Fire Prone Areas prepared by the Office of Bushfire Risk Management (OBRM 2021). The identification of a site within an area declared as bushfire prone necessitates further assessment of the determined bushfire risk affecting the site in accordance with the Australian Standard 3959:2018 Construction of Buildings in Bushfire Prone Areas (AS 3959) and the satisfactory compliance of the Structure Plan with policy measures described in SPP 3.7 - Planning in Bushfire Prone Areas (WAPC 2015) and the Guidelines for Planning in Bushfire Prone Areas Version 1.4 (the Guidelines) (DPLH & WAPC 2021).

Based on the above, a Bushfire Management Plan (BMP) was completed for the site (Emerge Associates 2022b) (refer to **Appendix B**). The BMP assessed the bushfire hazards, both within and near to the site and identified the management strategies required to ensure the site's subdivision and development is consistent with the intent of SPP 3.7 which is "to preserve life and reduce the impact of bushfire on property and infrastructure". **Figure 12** shows a spatial representation of the bushfire management strategies.

As part of assessing the long-term bushfire risk to the site, vegetation classifications have been detailed for the post-development scenario (in accordance with AS 3959), in order to inform a bushfire attack level (BAL) assessment. The long-term bushfire risk to the site should be negligible if the subdivisions to the west are completed. Once the land to the west is converted to a low threat/non-vegetated condition, there will be no classified vegetation within 100m of the site. The timing of this development is not known, although based on advice from consultants for the subdivision, vegetation clearance is expected to commence in April, 2022. However, a conservative approach has been adopted that identifies the following temporary hazards increasing the BAL ratings within the site:

- forest vegetation to the west associated with small areas of dense vegetation including trees of 5-10m;
- scrub vegetation to the west including large areas of native shrubby vegetation with an average height of 4m;
- shrubland vegetation to the west including areas of shrubs between 1-2m in height; and
- grassland vegetation to the west associated with previously cleared land that has revegetated and not been maintained.

The outcomes of the BMP demonstrated that as development progresses, it will be possible for an acceptable solution to be adopted for each of the applicable bushfire protection criteria outlined in the Guidelines, including:

- Location: All lots are able to achieve separation for BAL-29 development, regardless of whether the land to the west is developed. Once the land to the west is developed all lots should be able to achieve BAL-LOW.
- Siting and Design: all future habitable buildings can be sited within the proposed development so that BAL-29 or less can be achieved based on the subdivision concept plan, which is consistent with the Structure Plan. Asset Protection Zones are achieved for all lots through management of residential lots, non-vegetated areas and low threat vegetation in the subdivision design, including roadways and the drainage area.

- Vehicular Access: the subdivision concept plan and Structure Plan layout provides for a road network within the site that will connect to the existing public road network, specifically Cornish Way to the north and south, providing egress to McLarty Road to the east and Hampton Road to the west via Padbury Road. The proposed roads have a minimum road reserve width of 8m and can achieve the minimum technical requirements to be provided in detailed design.
- Water: the development will be provided with a permanent and reticulated water supply to support on-site firefighting requirements.

Based on the above outcomes, there are no specific bushfire spatial considerations for the Structure Plan.

No future habitable buildings are proposed in areas likely to exceed BAL-29 and therefore no additional planning or development approvals will be required to address bushfire considerations. Following BAL certification, the ratings determined can be used to support future building applications.

2.6 Heritage

2.6.1 Indigenous Heritage

A site identification heritage assessment was completed to identify Aboriginal sites as defined under Section 5 of the Aboriginal Heritage Act 1972 (WA), and document heritage values to determine the site's importance and significance under Section 5 and Section 39 of the Act (Terra Rosa Consulting 2022) (refer to **Appendix G**). The assessment found:

- two DPLH registered sites (DPLH IDs 3684 and 3786) affect the site;
- no lodged or stored DPLH other heritage places located within the site; and
- no heritage places or isolated artefacts were identified.

The following recommendations were made based on the survey and consultation with Traditional Owners:

- undertake ground penetrating radar survey (as a condition of subdivision approval) to identify potential unmarked graves;
- request integration of the larger, mature trees in the final design, where possible (refer to Section 3.1 for further discussion);
- consider a Noongar name for the proposed road and laneway;
- monitors to be present during clearing and geotechnical works (this has already occurred when the preliminary geotechnical work was undertaken on-site);
- remove rubbish from the eastern end of the site from a previous dwelling;
- request the public open space cash-in-lieu contribution be invested in the nearby local park; and
- ongoing liaison with DPLH regarding requirements for any Section 18 consent prior to ground disturbing works.

The recommendations for ground penetrating radar survey, Noongar road and laneway names, the presence of monitors and the use of POS cash-in-lieu contribution have been included in Part One. However, the request to retain trees and removal of rubbish from the eastern end of the site have not been included in Part one as the former cannot be satisfied for the reasons discussed in Section 3.1 and the latter will be satisfied as part of standard subdivisional site works. The last recommendation regarding ongoing liaison with DPLH regarding any potential Section 18 consent will occur as part of the structure plan and subdivision approval processes and therefore has not been included in Part One.

2.6.2 Non-Indigenous Heritage

No registered non-indigenous heritage sites were identified within or nearby to the site.

2.7 Context and Other Land Use Constraints and Opportunities

No land uses have been identified within at least 1000m of the site that are likely to impact on future residential land uses or require separation distances to be accommodated in order to mitigate potential impacts on health and/or amenity (such as any industrial land uses identified in Environmental Protection Authority Guidance Statement No. 3 – Separation Distances between Industrial and Sensitive Land Uses) (EPA 2005).

Therefore, there are no specific spatial considerations on the Structure Plan.

2.8 Potential Site Contamination

A review of the DWER Contaminated Sites database (DWER 2021a) did not identify any registered contaminated sites within or in close proximity to the site. It is unlikely that current or historical land uses within the site would have the potential for contamination.

Therefore, there are no specific spatial considerations for the Structure Plan.

No specific approval considerations are likely to apply, and if contamination is present, it is likely to be small scale in nature and can be managed through the typical subdivision process.

2.9 Acoustic

2.9.1 McLarty Road

McLarty Road is located directly adjacent to the eastern boundary of the site. The potential noise impacts from McLarty Road have been considered in the context of the State Planning Policy 5.4 Road and Rail Noise with the preparation of an acoustic assessment (Noise Management Plan) (refer to **Appendix C**).

The results of the acoustic assessment indicate that noise received at the ground floor level of residences located adjacent to McLarty Road could exceed the Policy's Noise Target levels. In the worst-case location, the level of exceedance would be approximately 1 dB(A).

To comply with the Policy, the following requirements has been recommended, which have been included in Part One:

- rear 1.8m high fence (Colorbond or equivalent) for Lot 44 (grouped housing site – R40-R60 lot) as shown on Figure 4.1 in the acoustic assessment; and
- Quiet House Design Package B and Notification on Titles for Lots 1 to 8 (R35 – R40 lots) and Package A and Notification on Titles for Lot 44 (and any subsequent titles).

Any future lots exceeding the 55 dB(A) day target criteria would require Notification on Titles.

2.10 Conclusion

In summary, potential impacts on environmental features identified within or near to the site can be managed through the design and the typical subdivision and development processes.

Key management considerations include:

- A more detailed review of the proposed drainage network, specifically relating to the basin augmentation will need to be completed by the proponent. At the subdivision stage and prior to construction, a drainage basin design will need to be submitted and approved by the Shire.
- Indigenous heritage management actions (recommendations) are required to be carried out at the subdivision stage.
- Managing bushfire risk, and in particular providing separation between habitable buildings and areas of unmanaged vegetation (bushfire hazards) to ensure a BAL rating of BAL-29 or less can be achieved for future habitable buildings and providing appropriate vehicular access to at least two different destinations.

3 Structure Plan and Subdivision Requirements

The Structure Plan will enable the subdivision and development of the site for residential purposes, based on a design that will integrate and be compatible with surrounding residential areas. The summary table for the Structure Plan is provided in the executive summary. Critical components of the Structure Plan are discussed in the following sections.

3.1 Residential and Structure Plan Design Principles

Lot 51 represents an important infill site in the Pinjarra townsite and as such the Structure Plan performs the function of consolidating the existing urban area. The Structure Plan supports Pinjarra as a Secondary Centre, maximises utilisation of existing services and achieves a compact urban form that balances the proposed residential density with the surrounding local context. The Structure Plan Map is provided in Part One. Also, the Explanatory Section is supported by a subdivision concept plan that shows a potential lot layout, which is subject to refinement at the subdivision application stage (refer to **Appendix H**).

The SP design responds to the site context and local characteristics, such as an integrated drainage design with adjoining land, McLarty Road (noise and access implications), integration with the surrounding residential area and the existing local road connections. Given the small nature of the SP, only residential and drainage uses are proposed. The Structure Plan design is consistent with pre-lodgement consultation with the Shire of Murray (refer to Section 1.3.7) and a previous Structure Plan lodged over the site, although there is no existing Structure Plan approval.

Liveable Neighbourhoods encourages street networks that have a high level of internal connectivity and good external linkages (ie. interconnectivity). The SP design proposes a road layout that integrates with surrounding residential development to the north and south by providing an important link for Cornish Way, leading to good legibility throughout the development. No road connection is proposed to the west due to previous structure plan and subdivision approvals but it will be connected through a consolidated drainage area.

In accordance with the South Metropolitan Peel Sub-regional Planning Framework, infill development within established urban areas contributes to housing diversity and maximises the use of existing services. On this basis and for flexibility, the Structure Plan proposes 3 different density ranges; R25-R30, R35-R40 and R40-R60. Higher density in the form of a grouped housing site and small rear loaded lots are located near McLarty Road, closer to the health precinct. However, it should also be recognised that the site is located on the outer edge of the Pinjarra townsite. The proposed density ranges are higher than the adjoining properties, which are R15-R20 but given it's a gradual increase with a predominantly single dwelling built form, it is still compatible.

In terms of density (dwelling) targets, DPLH advised that in the absence of a WAPC endorsed strategic plan for the Shire of Murray (the District Structure Plan has not yet been approved) and having regard to the location of the site which is approximately 2kms from the current Pinjarra Town Centre, it is appropriate to refer to dwelling targets outlined in Liveable Neighbourhoods (where urban densities of at least 15 dwellings per urban hectare and an average of 22 dwellings per site hectare should be achieved) and the South Metropolitan Peel Sub-regional Planning Framework (where a target of 15 dwelling units per gross hectare of Urban zoned land and a residential site density target of 26 dwellings per residential site hectare should be achieved). Based on 26 dwelling per residential site hectare and a site area of 1.94ha (ie. 2.04ha minus drainage area of 0.1025ha), 51 dwellings are required. Generally, this can be achieved with the proposed density ranges. The subdivision concept plan shows 43 residential lots plus a grouped housing site, which could achieve 6 to 7 grouped dwellings. Therefore, the density target under the Sub-Regional Planning Framework is generally achieved and exceeds the Liveable Neighbourhood dwelling targets. Part One includes a requirement for a residential density code plan to be lodged as part of the subdivision application to ensure the dwelling targets are satisfied.

McLarty Road is reserved as a Primary Regional Road, which restricts access. This forms the basis of the design the design rationale for proposed lots adjoining McLarty Road on the subdivision concept plan and Structure Plan. The restriction is consistent with DC Policy 5.1 Regional Roads (Vehicular Access) and advice from Main Roads stating that if a subdivision application is submitted for the site, Main Roads would typically not support a direct access point from this property to South Western Highway (McLarty Road). Instead, access to the site can be facilitated through adjacent local roads, which is consistent with the Structure Plan design.

Also, the Structure Plan requires R35-R40 lots to address McLarty Road by orientating future houses to front the road and a local development plan for the grouped housing site to address built form design in greater detail (refer to Part One). Also, Part One includes a requirement for uniform fencing along McLarty Road at the subdivision stage to ensure consistency and compatibility with the Residential Design Codes and the acoustic assessment.

Flora and vegetation and fauna surveys have been carried out, confirming there is no environmental requirement to retain any of the trees. Due to the relatively small size of the site and proposed lots (with a density range of R25-R60) and the drainage area being restricted to the south-west corner, the retention of the trees is not feasible. Whilst Traditional Owners identified the retention of trees (where possible), it was a request rather than a requirement. This issue has also been discussed with Council officers as part of pre-lodgement consultation, who were understanding of the situation. However, street tree planting and the landscaping of the drainage area will be undertaken at the subdivision stage.

3.2 Public Open Space

Given the small size of the site and the proximity of other existing and proposed public open space (POS) area, it is not practical to provide the full 10% public open space (POS) as a land contribution. However, in accordance with Liveable Neighbourhoods (2009) part of the 10% POS provision in the form of restricted POS will be provided in the drainage area and the balance unrestricted POS will be provided as a cash-in-lieu contribution

The following POS schedule (refer to Table 1) is based on the following drainage calculations:

- The BRA (bio-retention area) (inundated during the 1EY (1year 1hour) event) does not count towards POS credits. This area is 255m².
- The area between the 1EY area and 20% AEP (annual exceedance probability) (5 year ARI) (average recurrence interval) area, is restricted use. This area is 505m² and will be inundated for events larger than the 1EY (1 year event) up to the 20% event (5 year ARI).
The remainder of the area 265m² will be inundated for events larger than the 20% AEP (5 year ARI), up to the 1% AEP (100 year ARI).

Whilst some of the drainage area could be calculated as unrestricted POS (265m²), it has only been included as a deduction given the small area of land. However, Liveable Neighbourhoods (2009) allows some of the drainage area to be included as restricted POS as the detention of stormwater is for a greater than one year average recurrence interval (refer to Table 1 and the above second bullet point). The drainage area (whilst not specifically reserved for POS) will have some POS values for passive recreation as it will be required to be landscaped, contoured and accessible to the public (it is unlikely to be fenced given the depth will only be 1.2m with side slopes of 1:6). If this land was included in a large POS area it would be given some credit towards the 10% POS contribution, similar to other existing and proposed POS areas in the surrounding locality, which have drainage functions.

Table 1: Public Open Space Schedule

Public Open Space Schedule			
Total Site Area			2.04ha
Deductions			
Drainage Area (not included as POS contribution)	0.052ha	0.052ha	
Gross Subdividable Area			1.988ha
Public Open Space @ 10 per cent			0.1988ha
Public Open Space Contribution			
May comprise:			
– minimum 80 per cent unrestricted public open space		0.1590ha	
– minimum 20 per cent restricted use public open space (ie. one-fifth of 0.1988 ha)		0.0398ha	

Unrestricted public open space (cash-in-lieu contribution)		0.1590ha
Restricted Public Open Space		
- 0.0501 ha (based on the above drainage calculations) but only 0.0398 is the maximum allowance for restricted POS		0.0398ha
Public Open Space Provision		0.1988ha

3.3 Movement Network

The Traffic Impact Statement (TIS) was prepared by Cardno for the site (refer to **Appendix I**).

The report focused on the following key transport issues:

- road hierarchy including appropriate road widths in terms of Liveable Neighbourhoods;
- existing road network including traffic volumes for McLarty Road and access arrangements;
- public transport;
- pedestrian and share paths;
- intersection truncation requirements; and
- traffic generation.

The recommendations particularly in relation to road widths and intersection truncations have been incorporated into the Structure Plan design. Liveable Neighbourhoods (2009 and draft 2015) have been considered in the context of the proposed road network, particularly roads widths and truncations. For the Cornish Way extension, it is concluded that Access Street C with a width of 15.4m exceeds the requirements for this road and as such the minimum width of 16m (6m carriageway and 5m verges) as proposed in the Structure Plan is more than sufficient. In terms of the proposed east-west road (Road B in the TIS), a 15 road width (6m carriageway and 4.5m verges) is considered to be adequate. Finally, the proposed laneway at 8m wide exceeds the 6m minimum requirement in Liveable Neighbourhoods. This additional space will be used for a pedestrian connection to Eureka Court and waste collection and vehicular access. Given the relatively small nature of the proposed subdivision with less than 100 trips per hour to be generated and no direct access to McLarty Road, it was concluded that the Structure Plan would have no material impact on traffic operations and safety on the surrounding road network and residential amenity.

3.4 Infrastructure Co-ordination, Servicing and Staging

As demonstrated in the following sections, all infrastructure services are available to service the proposed subdivision.

3.4.1 Sewerage

According to Water Corporation plans, there is an existing 150mm diameter uPVC sewer main at an approximate depth of 1.3m along the northern boundary of the site. The sewer is currently diverted between two existing properties on Cornish Road and flows north towards the Pinjarra Town Centre. The gravity sewer discharge point is located at a sewer pump station near Birmingham Way.

There are no capacity constraints or potential issues with Water Corporation's existing sewer catchment based on the subdivision concept plan. The existing sewer at the rear of proposed lots along the northern boundary will require a 3m easement, located centrally over the existing service for future Water Corporation access, when required.

3.4.2 Water Supply

There are no existing water mains within the site, however the site is bounded by existing water mains on the northern, eastern and southern boundaries. In terms of capacity, Water Corporation has modelled the subdivision concept plan into their existing scheme and concluded that there are no capacity issues and no requirements for upgrades.

3.4.3 Gas

There is an existing medium pressure gas main at the north boundary of the site within the Cornish Way road reserve. Gas is typically supplied at no cost by the supplier if common trenching is provided with the water main.

3.4.4 Power

There is an existing high voltage (HV) substation located to the south-east of the site. The site is clear of existing power infrastructure. Due to the number of proposed lots, it is likely that one transformer may be required, although this is subject to detailed design at the subdivision stage. Initial engineering investigations indicate there is adequate capacity for future power connection to the site. There are existing overhead power services along McLarty Road and a separation distance of 3m will be required from this service to any building. No undergrounding of this service is proposed given there is no vehicular access to the lots from McLarty Road.

3.4.5 Telecommunications

The site is clear of communication infrastructure. There are existing in-ground communication services to the north and south of the site for servicing the proposed subdivision.

3.4.6 Staging and Earthwork Strategy

It is anticipated that the subdivision will be constructed within one stage due to the small size of the subdivision. In terms of the general earthworks strategy, due to sandy clay ground conditions within the site and to match in with the residential development to the south, it is proposed that an average of 1m of fill across the site will be imported to lift lot levels slightly above existing road levels (Eureka Court). A low-level retaining wall (0.5m-1m in height) will be required along the northern and eastern boundaries to tie into existing ground levels. Also, minor clearing works involving the removal of some existing trees is required to prepare the site for works. Limestone steps from McLarty Road into proposed lots 1-8 (refer to the subdivision concept plan in **Appendix H**) will be constructed to allow for pedestrian access.

4 Conclusion

As demonstrated throughout this report, the environmental, bushfire management, Indigenous heritage, acoustic, planning (planning framework, residential density and POS assessment), servicing and transport assessments and the LWMS all support the Structure Plan. There are no constraints restricting the subdivision of the site.

The Structure Plan design is consistent with the previous designs for the site and integrates with existing residential areas to the north and south.

The statutory provisions guiding the subdivision of the site are included in Part One of the Structure Plan documentation.

In summary, it is considered that the Structure Plan document (Parts 1, 2 and 3) and the Structure Plan Map provide an appropriate framework to guide the future subdivision and development of the site.

5 References

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Lot 51 McLarty Road, Pinjarra Structure Plan

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April 2021

30



FIGURES



Figure 5: Plant Communities and Vegetation Condition

Project: Environmental Review
61 McLarty Road, Pinjarra
Kumar Development Pty Ltd

Plan Number: EP21-109(011)-E27
Drawn: GAR
Date: 04/04/2022
Checked: JB
Approved: DPC
Date: 07/04/2022



0 10 20 30
Metres
Scale: 1:1,000@A4
GDA 1994 MGA Zone 50



Emerge Associates makes every attempt to ensure the accuracy and completeness of data. Emerge accepts no responsibility for externally sourced data used and/or (523) Nearmap Imagery date: 07/05/2021

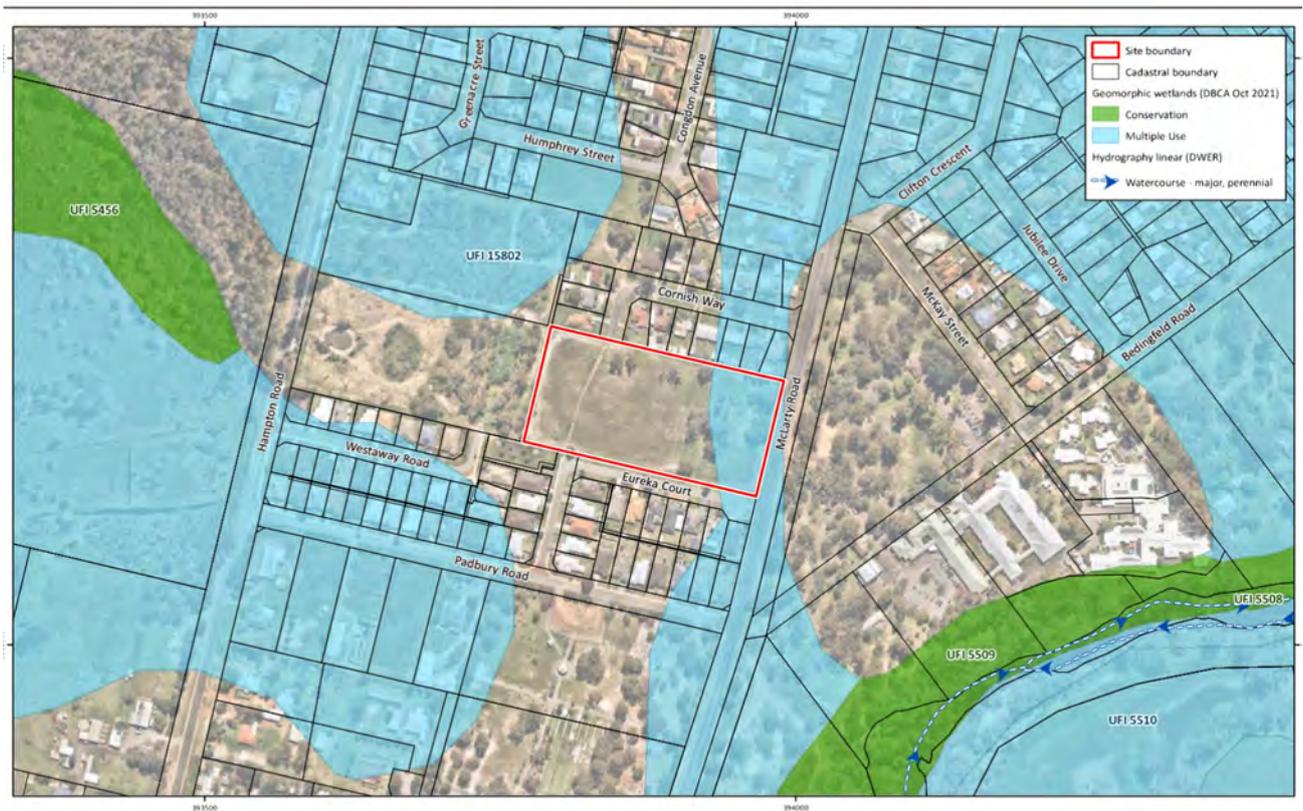


Figure 6: Geomorphic Wetlands and Existing Hydrological Features

Project: Environmental Review
 61 McLarty Road, Pinjarra
 Client: Kumar Development Pty Ltd

Plan Number: EP21-109(011)-F26
 Drawn: GAR
 Date: 04/04/2022
 Checked: JB
 Approved: DPC
 Date: 07/04/2022



Emerge Associates makes every attempt to ensure the accuracy and completeness of data. Emerge accepts no responsibility for externally sourced data used in this report. Imagery date: 07/09/2021



Figure 7: Cockatoo Foraging Habitat

Project: Environmental Review
 61 McLarty Road, Pinjarra
 Client: Kumar Development Pty Ltd

Emerge Associates makes every attempt to ensure the accuracy and completeness of data. Emerge accepts no responsibility for externally sourced data used and/or data (D521). Aerialmap Imagery date: 07/05/2021

Plan Number: EP21-109(011)-F29
 Drawn: GAR
 Date: 04/04/2022
 Checked: JB
 Approved: DPC
 Date: 07/04/2022

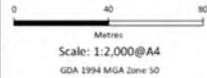




Figure 8: Topographic Contours

Project: Environmental Review
 61 McLarty Road, Pinjarra
 Client: Kumar Development Pty Ltd

Plan Number: EP21-108(01)-F24
 Drawn: GAR
 Date: 04/04/2022
 Checked: JB
 Approved: DPC
 Date: 07/04/2022



Emerge Associates makes every attempt to ensure the accuracy and completeness of data. Emerge accepts no responsibility for externally sourced data used in figure 0521. Aerialmap Imagery date: 07/05/2021

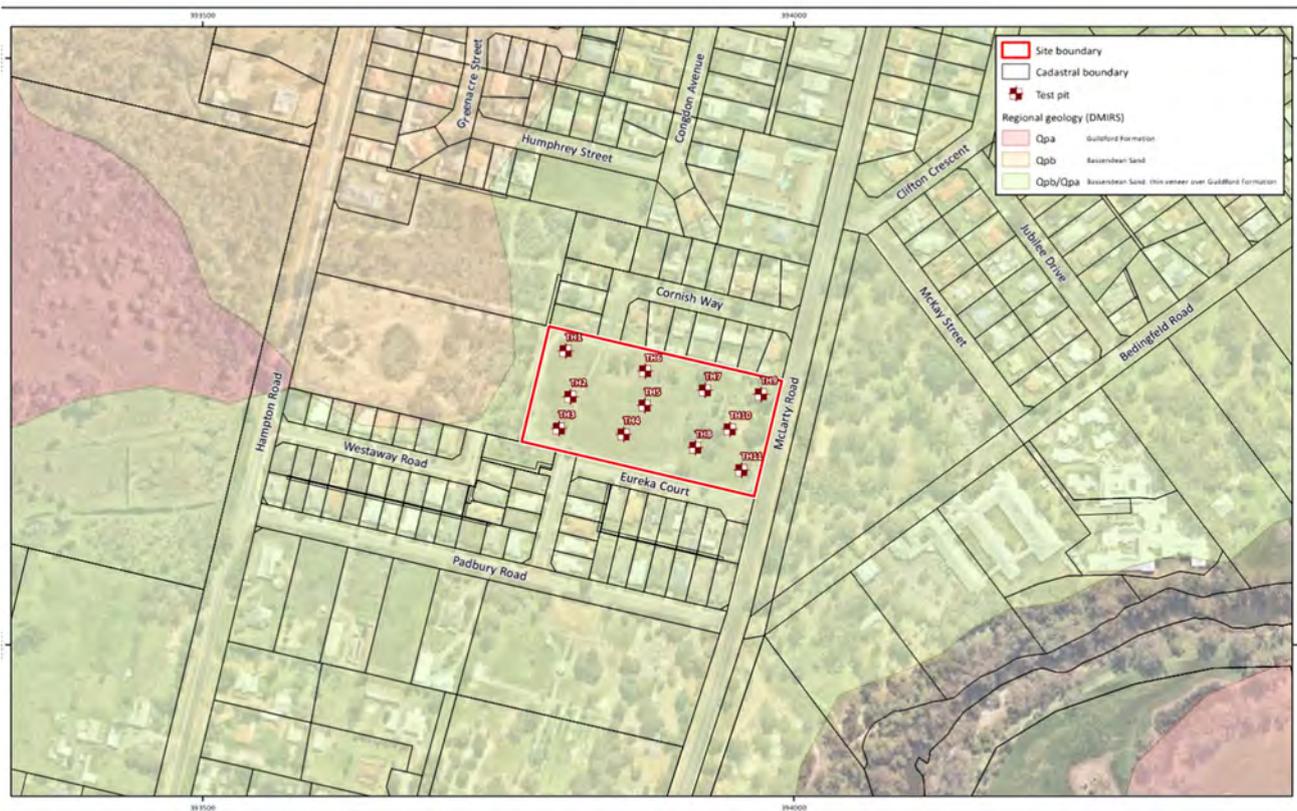


Figure 9: Landforms and Soils

Project: Environmental Review
61 McLarty Road, Pinjarra
Client: Kumar Development Pty Ltd

Emerge Associates makes every attempt to ensure the accuracy and completeness of data. Emerge accepts no responsibility for externally sourced data used and/or (D521) Aerialmap Imagery date: 07/05/2021

Plan Number:
EP21-109(01)-F25
Drawn: GAR
Date: 04/04/2022
Checked: JB
Approved: DPC
Date: 07/04/2022

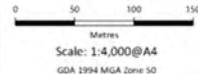




Figure 10: Acid Sulfate Soils

Project: Environmental Review
 61 McLarty Road, Pinjarra
 Client: Kumar Development Pty Ltd

Plan Number: EP21-109(011)-F28
 Drawn: GAR
 Date: 04/04/2022
 Checked: JB
 Approved: DPC
 Date: 07/04/2022



Emerge Associates makes every attempt to ensure the accuracy and completeness of data. Emerge accepts no responsibility for externally sourced data used and/or (521) Natural Imagery date: 07/05/2021

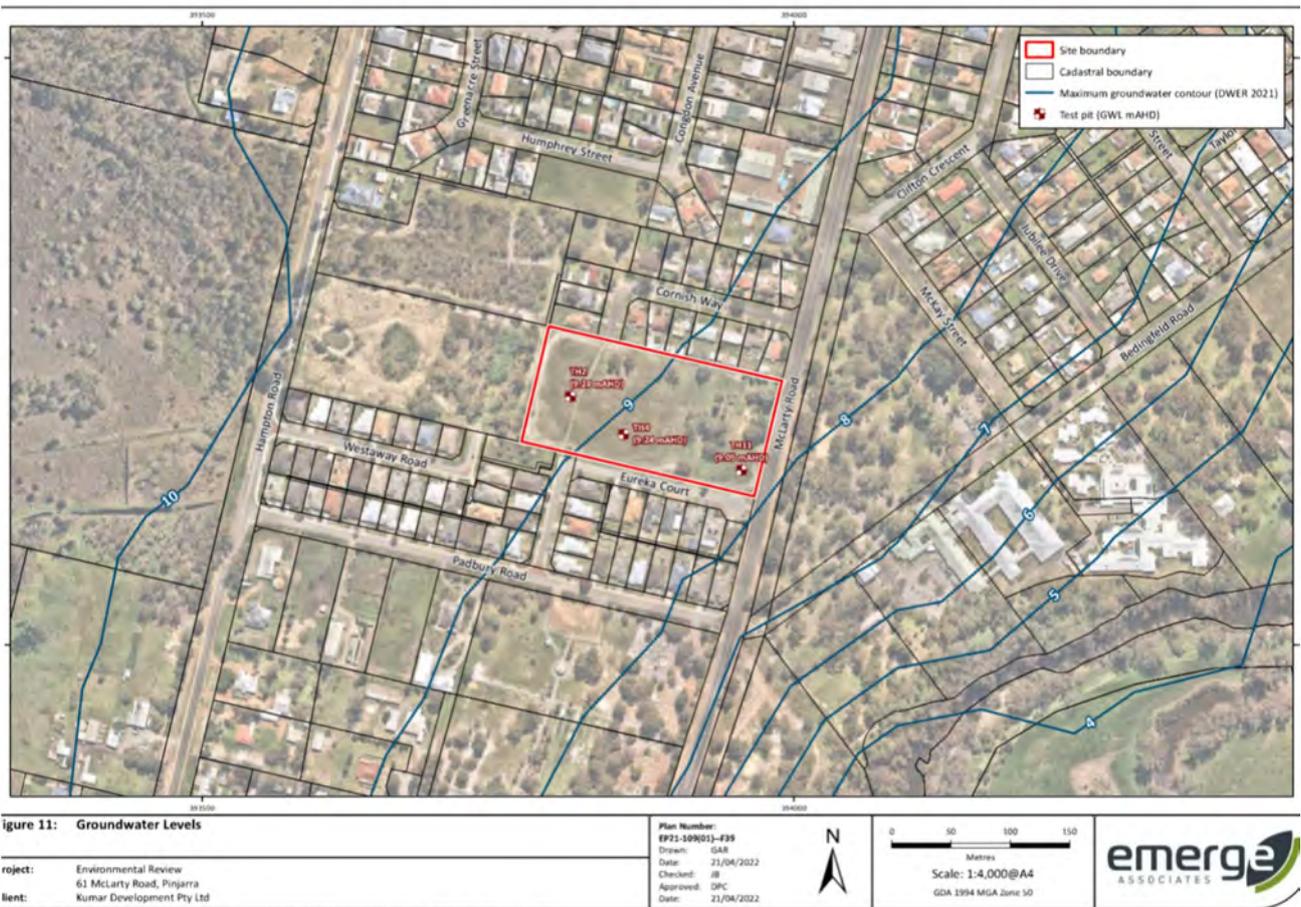


Figure 11: Groundwater Levels

Project: Environmental Review
 61 McLarty Road, Pinjarra
 Client: Kumar Development Pty Ltd

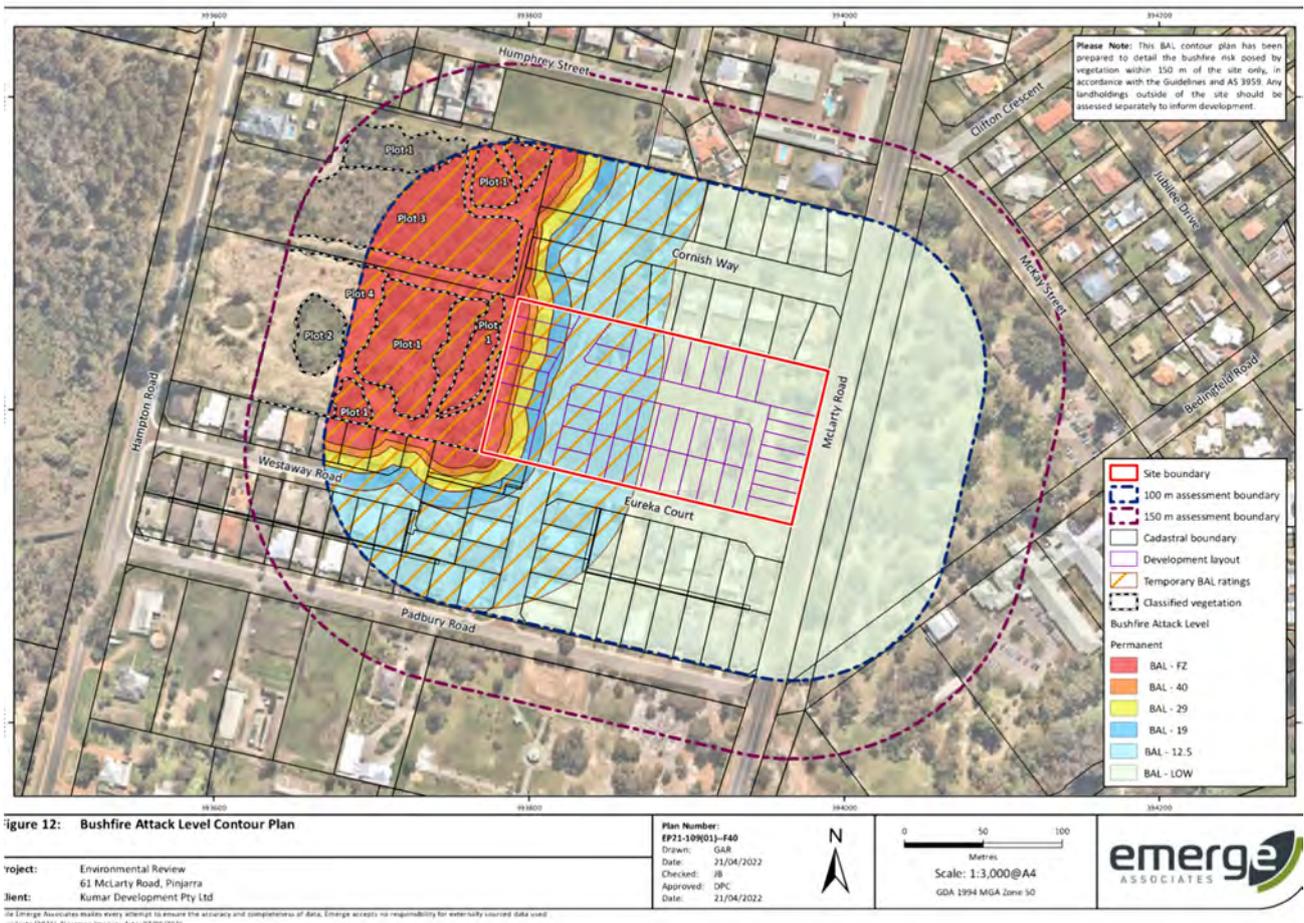
Plan Number: EP11-1090011-F39
 Drawn: SAR
 Date: 21/04/2022
 Checked: JB
 Approved: DPC
 Date: 21/04/2022



0 50 100 150
 Metres
 Scale: 1:4,000@A4
 GDA 1994 MGA Zone 50



Emerga Associates makes every attempt to ensure the accuracy and completeness of data. Emerga accepts no responsibility for water table data used and/or (2021). Nourmap imagery date: 07/05/2021





Structure Plan
Summary of Submissions
Proposed Structure Plan
Lot 51 (61) McLarty Street, Pinjarra

Submissions Close: 27th July 2022

No.	Submitter	Summary of Submission	Comment	Council Recommendation
State Agencies				
1.	ATCO Gas D22/19217	ATCO Gas Australia (ATCO) has no objection to the proposed application, based on the information and plan provided. Anyone proposing to carry out construction or excavation works must contact 'Dial Before You Dig' (www.1100.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html	Accepted. No further comment.	Noted
2	Transperth D22/20883	On behalf of the Public Transport Authority I have reviewed the Structure Plan report for Lot 51 (61) McLarty Road Pinjarra and present no comments.	Accepted. No further comment.	Noted
3	Water Corporation D22/21019	The Corporation offers the following comments. <u>Water Supply</u>	Accepted. Any subdivision approval for the site will be subject to standard conditions, which will include connection to reticulated water	Noted



	<p>Reticulated water is currently available to the subject area. All water main extensions and upgrades, if required for the development site, must be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.</p> <p><u>Wastewater</u> Reticulated sewerage is currently available to the subject area. All sewer main extensions and upgrades, if required for the development site, should be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.</p> <p><u>Protection of Services</u> It should be noted that existing sewerage mains are located within the subject land as per the attached plan. An easement may be required along the affected boundary. Due consideration will be required when developing in this area. The developer is required to fund the full cost of protecting or modifying any of the existing infrastructure which may be affected by the proposed development.</p> <p><u>General</u> The developer is expected to provide all water and sewerage reticulation if</p>	<p>and sewer and for services to be protected by easements. Comments from Water Corporation confirm suitability of land for urban development.</p>	
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		<p>required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition, the developer may be required to fund new works or the upgrading of existing works and protection of all works. Water Corporation may also require land being provided for works.</p> <p>The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid. Please provide the above comments to the landowner, developer and/or their representative.</p>		
4	Department Primary Industries D22/22098	The Department of Primary Industries and Regional Development does not object to the proposal as this area has been identified for Residential use in the Peel Region Scheme and the Shire of Murray Town Planning Scheme No.4.	Accepted. No further comment.	Noted
5	Department Biodiversity Conservation and Attractions D22/22985	The Department of Biodiversity Conservation and Attractions - Swan Region Office has no comments on the proposed Structure Plan.	Accepted. No comments or objection to the Structure Plan indicates DBCA supports the flora and vegetation and fauna assessments and the removal of the trees.	It is acknowledged DBCA made no comment on the vegetation on the lot. Whilst acknowledging that between 500mm and 1m of fill is to be introduced to the site, the flora and vegetation and Structure Plan should fully investigate whether there are any opportunities for the very old jarrah trees along the northern boundary to be retained within the subdivision area.



				<p>Shire's Natural Landscape in Urban Areas local planning policy requires the preparation of Planning documents to consider whether there is any vegetation on the site deemed worthy of retention. The flora and vegetation assessment fails to consider the Policy.</p> <p>Recommendation: require the flora and vegetation assessment to investigate whether the very old jarrah trees should be considered significant trees as defined under the Natural Landscape in Urban Areas local planning policy and if so further investigate the opportunities to retain the trees.</p>
6	Department Fire and Emergency Services D22/23045	<p>This advice relates only to State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) and the Guidelines for Planning in Bushfire Prone Areas (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.</p> <p><u>Assessment</u></p>	<p>Comments are generally accepted and the BMP will be updated as part of the preparation and lodgement of the subdivision application.</p> <p>Management of land to the east of McLarty Road can be addressed in the updated BMP.</p>	<p>Acknowledge DFES comments and support proponents comment for an updated bushfire management plan to be submitted at subdivision stage.</p> <p>Recommendation: an updated bushfire management plan, that addresses the issues raised by DFES to be provided at subdivision stage.</p>



	<p><u>1. Policy Measure 6.3 a) (ii) Results of a BAL Contour Map</u></p> <p>Issue: Vegetation Exclusion Vegetation located east McLarty Road, within Plot 7 has been excluded low threat under AS3959. It is unclear how this area is to be managed to low threat in perpetuity.</p> <p>The decision maker to be satisfied with the vegetation exclusions and vegetation management proposed. Alternatively, the vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate.</p> <p>Action: Modification to the BMP is required at subsequent planning layers.</p> <p>Issue: Vegetation exclusion Vegetation located west of the subject site, within an area subject to WAPC subdivision approval (reference 153284 & 155249) has been partially excluded low threat. It is not clear in the BMP regarding subdivision development timeframes. Any vegetation assumptions, including retained vegetation, or vegetation managed to a low threat state within the area require an enforceable mechanism to provide certainty that the proposed management measures / vegetation exclusions can be achieved in perpetuity and are enforceable.</p>	<p>Accepted.</p> <p>Vegetation to the west of the site has now been cleared and management of the land will be addressed in the updated BMP.</p> <p>Accepted.</p> <p>Clarification on the management of the drainage reserve will be sought from Council when the BMP is updated.</p>	
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	<p>The decision maker to be satisfied with the vegetation exclusions and vegetation management proposed.</p> <p>Action: Modification to the BMP is required at subsequent planning layers.</p> <p>Issue: Vegetation exclusions The BMP has excluded a drainage reserve, located within plot 9 as managed low threat under AS3959. Photographic ID's 19 and 20 do not support vegetation managed to a low threat state. It is unclear in the BMP how this area is to be managed to low threat in perpetuity. DFES notes the BMP states "...The Shire advised that this grass was slashed after our site visit and is slashed an average of eight times per year, as required. This vegetation is considered low threat."</p> <p>The decision maker to be satisfied with the vegetation exclusions and vegetation management proposed. Alternatively, the vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate.</p> <p>Action: Clarification required.</p> <p>Issue: Vegetation exclusions The BMP has excluded a drainage reserve / restricted POS area (as depicted in the submitted structure plan),</p>	<p>Accepted.</p> <p>The management of the site's drainage area and restricted POS area will be further addressed as part of the updated BMP.</p> <p>Accepted.</p> <p>The vegetation to the west of the site has been cleared since the preparation of the BMP. The BMP will be updated to reflect the cleared vegetation and address the management of the land to the west. It is anticipated that subdivision of the land to the west will commence shortly.</p>	
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	<p>located within plot 6 as managed low threat under AS3959. It is unclear in the BMP how this area is to be managed to low threat in perpetuity. The decision maker to be satisfied with the vegetation exclusions and vegetation management proposed. Alternatively, the vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate. Action: Clarification required</p> <p><u>1. Policy Measure 6.3 c) Compliance with the Bushfire Protection Criteria</u> Element: Location, and Siting & Design A1.1 & A2.1 – not demonstrated The BAL ratings cannot be validated for the reason(s) outlined in the above table. In addition, the BAL Contour Map recognises remnant vegetation as having an extreme bushfire hazard. The subdivision concept depicts several lots subject to BAL40/FZ. The BMP states "...Once the land to the west is cleared and developed to a low threat/non-vegetated condition, all lots will be able to achieve BAL-LOW." The decision maker should be satisfied development within BAL29 or below can be achieved. DFES notes several proposed lots adjoining a 'temporary hazard'. DFES recommends future lots</p>	<p>Accepted.</p> <p>Accepted.</p> <p>An updated BMP will be undertaken and lodged as part of the subdivision application.</p>	
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		<p>are withheld until the hazard can be managed or removed. Action: Modification of the BMP required.</p> <p>Recommendation – supported subject to modifications At the structure planning stage, consideration should be given to the intensification of land use and how this relates to identified bushfire hazards. DFES is satisfied the BMP has adequately identified the bushfire risk and considered how compliance with the bushfire protection criteria can be achieved at subsequent planning stages. However, modifications to the BMP are required prior to subsequent planning stages to ensure compliance with the bushfire protection criteria. As these modifications are minor in nature and will not affect the Structure Plan, these modifications should be undertaken to support subsequent stages of the planning process (subdivision and development applications).</p>		
7	Department Education D22/23090	Department have not in principle objections to the proposal as its not expected to have any adverse impacts on the student enrolment demand at Pinjarra Primary School	Accepted. No further comment.	Noted



		Notwithstanding this, if there are any proposed changes to the zoning, residential density coding and / or dwelling lot numbers on the subject site which may result in an increase to the student yield, prior consultation will be required with the Department.		
8	Department Planning Lands and Heritage Aboriginal Heritage D22/23246	<p>I note Appendix G to the Lorraine Elliott Planning Services document attached to your email, which consists of a heritage survey by Terra Rosa with Gnaala Karla Booja Traditional Owners. A review of the Aboriginal Register of Places and Objects as well as the Department of Planning, Lands and Heritage's Aboriginal Heritage Database confirms that Lot 51 intersects with the public, but not actual (restricted) boundary of Aboriginal Heritage place ID 3786 (Pinjarra Massacre), as well as the actual boundary of ID 3684 (Pinjarra Cemetery).</p> <p>Based on the information held by DPLH, approval will be required under the Aboriginal Heritage Act 1972 for groundworks associated with future development of the place where there is any intersection and/or impact with registered site ID 3684 (Pinjarra Cemetery). I understand that consultation has already occurred on the proposed subdivision and the Gnaala Karla Booja representatives have</p>	<p>Accepted.</p> <p>The proponent will liaise further with DPLH Aboriginal Heritage Section regarding lodgement of a Section 18 application for the site. However, heritage work undertaken to date including consultation with the Gnaala Karla Booja Traditional Owners and the recommendations indicate that the subdivision of the site is acceptable. On-site consultation with the Traditional Owners included discussions about the actual subdivision of the land and a review of the subdivision concept plan. A phone discussion with the DPLH Aboriginal heritage officer who reviewed the Structure Plan confirmed his satisfaction with the Terra Rosa report.</p>	Noted



		already recommended that the proponent communicate with DPLH regarding a section 18 application. We will happy to assist when this occurs.		
9	Department Planning Lands and Heritage - Heritage - D22/23505	The proposed Structure Plan does not affect any State Heritage Places; therefore, we have no comment. Please note that this comment is made on behalf of Historic Heritage, Heritage Services, DPLH.	Accepted. No further comment.	Noted
10	Department Health D22/24073	<p><u>1. Water Supply and Wastewater Disposal</u> The development is required to connect to scheme water and reticulated sewerage and be in accordance with the Government Sewerage Policy 2019. Potable water must be of the quality as specified under the Australian Drinking Water Quality Guidelines 2011.</p> <p><u>2. Public Health Impacts</u> DOH has a document on 'Evidence supporting the creation of environments that encourage healthy active living' which may assist you with planning elements related to this structure plan. A copy is attached or may be downloaded from: https://ww2.health.wa.gov.au/Articles/F/Health-risk-assessment</p>	<p>Accepted.</p> <p>The subdivision will be connected to reticulated sewer and water and will involve the construction of footpaths and shared paths to encourage walking and cycling etc. Dwellings constructed along McLarty Road will be undertaken in accordance with the recommendations in the acoustic report.</p>	<p>1. Support Dept Health comments on wastewater</p> <p>2. The document link advises a health risk assessment is used to help demonstrate whether a proposal or activity will adversely affect the health of the surrounding community and is usually based on the effect on a particular group of people rather than on individual impacts.</p> <p>Dwellings on the lots fronting McLarty Road will be required to be protected from road noise from McLarty Road with</p>



	<p>The Shire of Murray should use this opportunity to minimise potential negative impacts of the increased density development such as noise, odour, light and other lifestyle activities.</p> <p>To minimise adverse impacts on the residential component, the Shire of Murray could consider incorporation of additional sound proofing / insulation, double glazing on windows or design aspects related to location of air conditioning units and other appropriate building/construction measures such as ensuring adequate ventilation requirements for wet areas.</p> <p><u>3. Medical Entomology</u> The subject land is in a region that may experience significant problems with nuisance and disease carrying mosquitoes or other insects, under certain environmental conditions. However, the location of the subdivision is outside the currently known 'high risk' area associated with the Peel Inlet and related waterways. There may be other waterbodies near the development that may support mosquito breeding, however it is the responsibility of the Shire of Murray to ensure these are managed effectively. In addition, there may be mosquito breeding habitat that is created or exacerbated on the</p>	<p>Refer to comments against Submission 13 for housing construction issues.</p> <p>3. comments regarding mosquitos are noted, including that the site is currently low risk and the matter has been addressed by the proponent.</p>	<p>required Quiet House Design requirements would meet the Dept Health requirements.</p> <p>The existing 8-10 lots top the north lots area over 700m2 are the most likely to be affected by the activities of new dwellings, however the homes on these lots front Cornish Way and have separation due to the 700m2 lots.</p> <p>The location of air conditioners on the new lots would be difficult to manage as to locate the systems to the rear of the property may impact the rear adjoining properties, however to locate the air conditioners at the front of the property is likely impact the amenity of the streetscape. Whilst the location of an air conditioner on an individual lot could be managed under the local development plan in this situation it seems an excessive measure.</p> <p>Also, a proposal to require all new dwellings in this estate to be sound proofed / insulated, double glazed so as not to impact the surrounding area would add considerable cost the construction of a dwelling.</p> <p>In relation to light and odour, no odour is expected from new housing development and light from an individual dwelling that</p>
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		<p>development land, however this has been addressed by the proponent and is the responsibility of the proponent to ensure does not create or exacerbate the existing low risk from mosquitoes to humans onsite.</p> <p>As currently assessed, the DOH does not oppose the current land use planning proposal.</p>	<p>Accepted. No further comment.</p>	<p>impacts an adjoining property is controlled under the Health Regulations.</p> <p>Generally, the issues raised by the Department of Health can be managed through the subdivision process, the development approval and building permit process.</p> <p>No recommended change</p>
11	Main Roads WA D22/24673	<p>1. Main Roads has no objection in principle to the planning proposal, subject to the comments and recommended modification below.</p> <p>2. Current network planning, which is reflected in the WAPC's overarching strategic planning framework for the Murray location, includes planning and provision of an Eastern Bypass ('the Bypass') to the Pinjarra townsite. As you would be aware the State and Federal governments have recently announced funding for the project, however, the State has acknowledged local aboriginal heritage matters of significance which requires further consultation and resolution as part of the project development and delivery.</p> <p>3. Delivery of the Bypass may impact traffic volumes/forecasts in the longer term, used for acoustic modelling purposes and also the recommended</p>	<p>1. The proposed modifications are not accepted for the reasons discussed below.</p> <p>2. Comments on proposed Bypass are noted.</p> <p>3. MRWA's comments that <i>"the current approach and requirement for traffic noise amelioration is considered appropriate"</i> is supported.</p>	<p>1. Support proponent's comments.</p> <p>2. Notes</p> <p>3. Support the need for noise amelioration for lots affected by traffic noise on McLarty Road</p> <p>No recommended change</p>



		<p>Quiet House design packages. However, until such time as the Bypass is delivered the current approach and requirement for traffic noise amelioration is considered appropriate.</p> <p>4. In this regard, it is noted that the suggested traffic noise amelioration measures include a 1.8m high Colorbond fencing and Quiet House design package 'A' for the grouped dwelling site and Quiet House design package 'B' for the remaining lots adjoining McLarty Road. Main Roads does not generally support the use of Quiet House design packages for greenfields development, which places a financial impost on the first home owner to upgrade construction specifications for their dwelling – especially where Quiet House design packages 'B' and 'C' are applicable, and where appropriate traffic noise amelioration can otherwise be achieved through a suitable boundary noise barrier and associated landscaping in a local reserve strip.</p> <p>A review of the structure plan design suggests that with a reduction in lot yield (deletion of proposed Lots 28 and 9 – refer image below) would yield a sufficient landscape buffer of approximately 10 metres in width along</p>	<p>4. The proposed 10m landscaping strip, removal of lots and reorientation of lots to be internal facing within the subdivision is strongly opposed. Quiet house design provisions are regularly imposed on greenfields subdivisions along busy roads, including the Kwinana Freeway. Whilst quiet house design packages may have financial implications so does building requirements to address bush fire management. There are numerous subdivisions and building requirements that increase the cost of housing. There will be a notification on title to alert potential buyers to the proposed quiet house design, which only affects the lots directly facing McLarty Road. Not all purchasers will necessarily be first home owners. The creation of a 10m wide strip and lots backing onto McLarty Road will create a poor interface with McLarty Road and initial discussions with Council planning officers confirmed that this design outcome would not be supported. Rear loaded lots and laneways are common in urban areas and no lots are fronting onto the laneway. Most importantly, recommendations in the acoustic report confirms compliance with State Planning Policy 5.4 – Road and Rail</p>	<p>4. Support proponent's comments. Development a 10m landscaping strip between the proposed dwellings McLarty Road and orientating the dwelling to face into the lot rather than fronting McLarty Road would provide a very poor interface to McLarty Road.</p> <p>No recommended change</p>
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		<p>McLarty Road which may be sufficient to provide a suitable noise barrier and screening for lots fronting McLarty Road. This potential modification could allow for dwellings to be internally orientated to improve the local street scape/amenity for the subdivisional development and provide additional space for stormwater discharge and detention. It may potentially avoid the need for Quiet House design package requirements to be introduced for the dwellings along McLarty Road when considered against any potential uncertainties regarding the time frame for delivery of the Bypass.</p> <p>5. Given the restricted available time frame to review the proposal, Main Roads has not been able to review the traffic noise assessment in detail and it is recommended that a provision be included in Part A to allow for this matter to be reviewed at the subdivision stage.</p> <p>6. Should the structure plan be progressed in its current form, then it is recommended that the proposed lots with dual frontage to McLarty Road be included under the provisions/requirement for a Local Development Plan to be prepared, to introduce a statutory mechanism to restrict vehicle access to McLarty Road</p>	<p>Noise and therefore the Structure Plan design should be supported on this basis.</p> <p>5. There is no need to amend Part A (One) as the acoustic report is required to be submitted as part of the subdivision application due to the road and rail noise question in Form 1A. It is expected that the subdivision application will be referred to MRWA by DPLH.</p> <p>6. Requirements for a Local Development Plan and access restriction to McLarty Road are already included in Part One and on the Structure Plan Map.</p> <p>7. Stormwater drainage comments are accepted.</p>	<p>5. Supports proponent's comments subdivision condition requirements will ensure an acoustic report is submitted at subdivision stage</p> <p>No recommended change</p> <p>6. Support Main Roads and proponent comments.</p> <p>No recommended change</p>
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		<p>and to require the lots to be accessed from the internal road.</p> <p>7. Main Roads notes the principles behind the proposed stormwater management framework are to maintain the existing hydrology by retaining and treating the small rainfall event (first 15 mm) as close to source as possible, and retaining the major event (1% AEP) on site within the drainage basin in the south western corner of the site.</p>		<p>7. The Shire does not support the comments on stormwater drainage by either Main Roads nor the proponent. Approximately 1m of fill is proposed for the site and generally stormwater would freely be filtered through the introduced material. Concern is raised that any stormwater will also be filtered through to the lower laying properties and have the potential to impact the lots to the north. The stormwater from development on an individual lot should directly drain to a piped stormwater system and ultimately to the drainage swale in the south western are of the lot. The use of soak wells and basin on individual lots is not supported.</p> <p>A recommendation for to require the local water management strategy, the Staging and Earth Works Strategy and the Geotechnical report to be modified has been outlined in the Structure Plan report, therefore no further recommendation is required.</p>
12	Department Water Environmental Regulation	<p>The Department reviewed the report provided. and wishes to advise that it does not object to the proposal. However, recommendations and advice are provided below.</p> <p>Issue Urban Water Management</p> <p>Recommendation</p>	<p>No objection to the proposal indicates DWER supports the flora and vegetation and fauna assessments and the removal of the trees.</p> <p>It is proposed that the small event runoff (first 15mm) be treated on-site within soak wells and pervious garden areas. The</p>	<p>Do not support proponent's assumption that DWER supports the flora and vegetation and fauna assessment and removal of trees as DWER does not state this.</p> <p>Support DWERs comments in relation to the LWMS considering whether the use of soak wells is appropriate. The Shire does</p>



		<p>The structure plan included the 61 McLarty Road Local Water Management Strategy (Emerge, 2022), as required in accordance with Better Urban Water Management (WAPC, 2008).</p> <p>This report has been considered relevant to the smaller scale of the proposed development, connection to exiting Shire of Murray drainage infrastructure and the intent not to have irrigated public open space.</p> <p>It is recommended the local water management strategy (LWMS) commit to the need to investigate soak wells with lot connections to the street drainage system given the limited size of lots and proximity to neighbouring lower areas of land, with the final design approach to be confirmed in the future urban water management plan.</p> <p>As such the Department would not object to the progression of the local structure plan, however recommends a condition be applied that the local water management strategy be revised consistent with the above, and any other advice from the Shire of Murray.</p>	<p>LWMS can be updated to commit to investigating the need to connect soak wells to the road drainage infrastructure with lot connection pits. Details on lot connection points, including civil designs, will be completed as part of the future UWMP. Also, lot connection pits will not impact on the volume of storage required in the basin. It will allow runoff from lots to be directed to the basin via the pipe network instead of sheet flow from the driveways.</p>	<p>not support the use of soak wells as stormwater freely filtered through introduced fill may find its way to the lower laying land to the north.</p> <p>A recommendation for the Local Water Management Strategy, Staging and Earth Works Strategy and the Geotechnical report to be modified to not support the use of soak wells has been included in the Structure Plan report.</p> <p>No further recommendation.</p>
Landowners				
13	Landowner Jeffery Jensen D22/21948 &	1. Further to the attached opposition, higher density causes lower morale, high catastrophic fire risk if	1. The planning and density comments are strongly opposed based on the current zoning of the site (ie.	1. Support proponent's comments in relation:



	<p>D22/24586</p>	<p>buildings are butted together, Eureka Court should connect through to McLarty to require reduce Cornish Way traffic, such greed by developers in having so many lots, there is not extra Recreation allowance proposed.</p> <p>Submission and response to: Lot 51 McLarty Road Structure Plan</p> <p>1. The Executive Summary claims that the Structure Plan has 'been designed to be permeable and integrate with existing urban development to the north and south of the site'. All owners and/or occupiers bordering or in close proximity to the proposed subdivision at Lot 51 McLarty Road do not consider this to be case.</p>	<p>Residential Development) and the existing planning framework controlling the subdivision of the site (refer to discussion below).</p> <ul style="list-style-type: none"> Based on advice received from Main Roads WA, Main Roads would not support the connection of Eureka Court to McLarty Road. A BMP has been prepared to address bushfire management and all housing would need to have fire rated walls and comply with BCA requirements. The developer is not greedy as density is based on the existing planning framework and advice from Council planning officers (refer to discussion below). Open space (recreation) is addressed below. <p>1. In terms of road design, the Structure Plan is both permeable and integrated with existing residential areas to the north and south. No road connections are possible to the east or west.</p>	<ul style="list-style-type: none"> This structure plan proposes low to low-medium density not high density; access from Eureka Street to McLarty Road to reduce the traffic on Cornish Way is not supported by either the Shire nor Main Roads. the risk of bushfire is mitigated with the provision of a bushfire management plan which outlines measures required for bushfire safety. Improved public open space will be provided as a result of the developer contribution towards upgrade of neighbourhood parks in the area. <p>No recommended change</p> <p>1. Support proponent's comments</p> <p>No recommended change</p>
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		<p>2. With the average Lot size proposed to be 329m², 'ALL RESIDENTS' that are in close proximity to the proposed subdivision are opposed to it on the basis that it DOES NOT integrate with the existing development that has taken place to date.</p> <p>3. This does not include the development, that is currently underway on lots 401 and 9001 Hampton Road. This has been recognised by owners and/or occupiers bordering or in close proximity to Hampton Road development as a step in an undesirable direction and has been enlightening to local residents to now recognise the type of development taking place.</p> <p>4. The residents of Padbury Road, Eureka Westaway and Cornish Way are in favour of no major development taking place.</p> <p>5. While the process of development of Lots 401 and 9001 Hampton Road are in no doubt approved by way of proper processes, a less for current residents in proximity of any</p>	<p>2. The integration of the proposed density is discussed below.</p> <p>3. The subdivision of Lots 401 and 9001, Hampton Road is a separate subdivision to the Structure Plan on Lot 51 (the site). The current Structure Plan should be assessed on its individual merits and in accordance with the planning framework.</p> <p>4. Proposing no development of the site is not reasonable given the zoning of the site and the planning framework that identifies this site for residential development, the site's proximity to existing urban infrastructure (ie. water, sewer etc) and dwelling targets for the Pinjarra townsite.</p> <p>5. Whilst residents are concerned by the clearance of vegetation over Lots 401 and 9001, this is a separate subdivision to the Structure Plan on Lot 51, which needs to be assessed and determined based on the individual merits of the proposal.</p>	<p>2. Noted</p> <p>3. Support proponent's comments No recommended change.</p> <p>4. Support proponent's comments No recommended change</p> <p>5. Support proponent's comments No recommended change</p>
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		<p>future development has become apparent.</p> <p>6. By not fully understanding the process involved for land developers, and how our neighbourhood is being developed without full consultation, residents now wish to voice their concerns going forward.</p> <p>"Blue Collar" workers do not have the propensity to download PDF's or understand the full process of 'Structure Plans' as presented by the Shire. Going forward we the ratepayers, owners and occupiers, request in person consultation though public meetings, before any decisions are made.</p> <p>Residents that are in close proximity to the proposed subdivision at Lot 51 McLarty Road, wish to voice that we are opposed to the current Structure Plan on the basis that:</p> <p>7. 329m2 as an average lot size is unacceptable for this area. An estimated population increase of 125 people (probably 150 people) within a 2.02ha area is a high density that is not comparable to the surrounding Lots.</p>	<p>6. The Structure Plan has been advertised in accordance with Planning and Development (Local Planning Schemes) Regulations 2015. Also, Council planning staff advised that the Pinjarra Revitalisation Strategy and associated Activity Centre Plan was widely advertised and consulted, which proposed R60 over the entire site (refer to discussion below). The site has been zoned Residential Development for a number of years.</p> <p>Hard copies of the entire Structure Plan document including technical reports were provided to Council for the advertising period. The Structure Plan process is outlined in Planning and Development (Local Planning Schemes) Regulations 2015.</p> <p>7. The land is zoned Urban and Residential Development under the Peel Region Scheme and the Shire of Murray Town Planning Scheme No. 4 (the Local Planning Scheme). The site is an important infill site within the Pinjarra townsite. Whilst the proposed density ranges are higher than the adjoining properties, the Structure Plan is not high</p>	<p>6. Support proponent's comments. No recommended change</p> <p>7. Support proponent's comments in part. The proposed structure plan shows the majority of the lots as low density with the lots fronting McLarty Road on the lower end of medium density, R40. The South Metropolitan and Peel Sub-regional planning framework provides that homes will be required to accommodate a projected population for Murray of 164,000</p>
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		<ul style="list-style-type: none"> • A 329m2 average lot size is less than half of the average of the lot sizes surrounding Lot 51; • With some of the lots being proposed at 250m2 all occupiers surrounding lot 51 consider to be totally in appropriate for the area; • 3.1 of the proposed structure plan claims – <i>“The proposed density ranges are higher than the adjoining properties, which are R150R20 but give its gradual increase with predominantly single dwellings building from it is still compatible.”</i> This statement is a claim based on opinion. The residents of the adjoining properties do not consider this to be ‘gradual’ or ‘compatible’ • A 329m2 average does not suit and is not desired for our rural town and is not in keeping with lots surrounding Lot 51. • A 329m2 average has the potential to create slum area in years to come as it promotes cheaper housing with owners and tenants that do not fit the current socio-economic climate currently in place; 	<p>density or incompatible as it is only one density range above R15-R20 with a density of R25-R30 for the majority of the site. The density is higher along McLarty Road given it is a busier road and this portion of the site is closer to the health precinct. Council previously supported and advertised the Pinjarra Revitalisation Strategy to support Pinjarra as a Secondary Centre, which proposed R60 (ie. minimum lot size of 120m² and average lot size of 150m²) over the entire site. The Structure Plan is now proposing a lower density than the previously advertised plan.</p> <p>The proposed density (dwelling numbers) only achieves the <u>minimum</u> density (dwelling) targets required under the South Metropolitan Peel Sub-Regional Planning Framework where a target of 26 dwellings per residential site hectare should be achieved, which is approximately 51 dwellings for the site. To encourage efficient urban development, particularly where there are existing services, the proposed density is appropriate. The built form will still be predominantly single houses. A meeting with Council’s planning officers confirmed the need to achieve a density of at least R25 and one grouped dwelling site with a higher density.</p>	<p>people by 2051 or an increase in accommodation of 63,208 by 2051. Hence Lot 51 was identified under the Pinjarra Town Centre Revitalisation Strategy and Activity Centre plan to provide a medium density of R60 ie around 129 lots. Since that time, the Shire and its partners ID Forecasts using Census data, have calculated that it is more likely that a population of around 70,913 people will need to be accommodation in the Shire by 2051. At present the population of Murray is around 18,621 people, therefore accommodation will be required for 52, 292 people for by 2051. At 2.5 persons per dwelling, this equates to approximately 209167 lots/homes at a rate of 721 new homes per year. The development of available zoned land for low density development is unlikely to achieve the accommodation needs of the future and is not an efficient use of residential zoned land.</p> <p>A recommendation for higher-end medium density to be provided under the Structure Plan is made in the Structure Plan Report.</p> <p>No recommended change</p>
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		<p>8. The residential structure plan design principles (3.1) makes assumptions that have no input from local residents. There is not adopted Local Planning Strategy for the Shire and the Structure Plan for Lot 51 makes assumptions that are guided by WAPC Liveable Neighbourhoods only.</p> <p>9. We request that the density of Lot 51 should at least be guided with</p>	<p>The site is not located in a rural town. The site and surrounding land are zoned Urban under the Peel Region Scheme.</p> <p>The subdivision will not lead to the creation of a "slum" area and will not exclude certain owners and tenants. The subdivision will be undertaken in accordance with subdivision approval conditions and the housing will be constructed in accordance with the R-Codes (WAPC Residential Design Codes), Local Planning Scheme, local planning policies, building requirements (BCA), BMP, acoustic report and local development plan for land fronting McLarty Road. The controls will be similar (if not more) than those used for existing housing in the area (refer below for further discussion on housing).</p> <p>8. Section 3.1 of the Structure Plan is not based on assumptions but rather it is guided by both Regional and Local Planning Schemes, Liveable Neighbourhoods and the South Metropolitan Peel Sub-regional Planning Framework, which all apply to the site.</p> <p>9. The density is guided by Liveable Neighbourhoods and South Metropolitan Peel Sub-regional Planning Framework.</p>	<p>8. Support proponent's comments however the advice of the Council adopted Pinjarra Town Centre Revitalisation Strategy and Activity Centre Plan and State Planning Policies 4.2 Activity Centres should also be considered.</p> <p>No recommended change</p> <p>9. Support submission in part. Consideration of density for new developments should also be guided by State Planning Policy 4.2 Activity Centre</p>
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		<p>weight by the residents in proximity of Lot 51.</p> <p>10. The 'financial' and quality of life' decisions are investments made by families in proximity to Lot 51 and are heavily affected by the outcome.</p> <p>11. The water management strategy makes no mention of the potential impact on the landowners that are situated on the southern side of Cornish Way adjoining to Lot 51.</p> <ul style="list-style-type: none"> • While it is reported that all surface water will be directed to the south western corner of the site, there is no mention or consideration of the impact that may occur from raising the height of Lot 51. 3.4.6 states that a 0.5m-1.0m retaining wall will be installed on the north east side of Lot 51 to accommodate 1 metre of fill. This a 1m increase above the lot of the landowners situated on the south side of Cornish Way, and this is over a large 	<p>10. Financial investments are not a planning issue relevant to the assessment of the Structure Plan.</p> <p>11. The stormwater management strategy for the development of the site has been designed to maintain the existing hydrological regime and will achieve this by treating the small event (first 15mm) within soak wells on lots and retaining runoff from the 1% AEP event on site within the drainage basin. In addition, connecting soak wells to the road drainage infrastructure using lot connection pits, will be investigated as part of the future UWMP to ensure that additional runoff is accommodated within the drainage infrastructure on the site. No impact on the landowners situated on the southern side of Cornish Way or any of the adjoining properties is expected.</p> <p>Section 3.4.6 in the Local Water Management Strategy states that "to</p>	<p>and draft, draft Liveable Neighbourhoods 2015 and the Council adopted Pinjarra Town Centre Revitalisation Strategy and Activity Centre Plan.</p> <p>A recommendation for higher-end medium density to be provided under the Structure Plan is made in the Structure Plan Report.</p> <p>10. Support proponent's comments.</p> <p>No recommended change.</p> <p>11. Support submitter's comment in part, in that the Shire is also concerned in relation to the impact a filled lot would have on the adjoining lower laying properties. The Shire will require the Local Water Management Strategy, the Staging and Earthworks Strategy and the Geotechnical report to remove references for soak wells and basins for individual lots and to require each lot to be directly connected to a piped stormwater system to ultimately drain to the drainage swale on south western corner of Lot 51. This measure will prevent the accumulation of stormwater on site and lessen the likelihood of stormwater draining to lower level lots.</p> <p>A recommendation to require the Local Water Management Strategy, the Staging and Earthworks Strategy and the</p>
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		<p>area. They will be impacted as water permeates from the higher ground to the lower ground through the imported pervious material used to increase the height of the site.</p> <ul style="list-style-type: none"> Infiltration through to the landowners on the south side of Cornish Way from soak wells, (suggested for stormwater installed by the new lot owners) has also not be explained or considered. No accountability has been attributed to the landowners on the south side of Cornish Way should water find its way through to what is already a low-lying land mass. <p>12. Anyone can plant a new tree, but no one as the ability to plant a 100year old tree.</p> <ul style="list-style-type: none"> The Gnaala Karla Booja traditional owners requested to integrate the larger mature trees and have identified them as needing to be protected. This is also of concern to the residents surrounding Lot 51. Residents consider these trees are irreplaceable. 	<p><i>match in with the residential development to the south, it is proposed that an average of 1m of fill across the site will be imported to lift lot levels slightly above existing road levels (Eureka Court). A low-level retaining wall (0.5m-1m in height) will be required along the northern and eastern boundaries to tie into existing ground levels.”</i> Therefore, levels proposed for the site will match in with land to the south of the site. Detailed engineering drawings for earthworks and an Urban Water Management Plan will be a condition of subdivision approval which will need to be approved by Council. The LWMS and geotechnical report confirm that on-site soils (Bassendean Sand) have a high infiltration capacity.</p> <p>12. Whilst Traditional Owners identified the retention of trees (where possible), it was a request rather than a requirement. Flora and vegetation and fauna surveys have been carried out, confirming there is no environmental requirement to retain any of the trees and no specific environmental approvals are required. 87% of the site supports highly disturbed cleared area habitat providing limited value to fauna species of conservation significance. This position is supported by DWER and DBCA who have not raised any concerns or objections to</p>	<p>Geotechnical report to be modified to requires each individual lot to be directly connected to a piped stormwater system to ultimately drain to the drainage swale on south western corner of Lot 51 is made in the Structure Plan report.</p> <p>No change recommended.</p> <p>12. Support the submission in part. The flora and vegetation survey has not assessed the vegetation on the site required by the Shire’s Natural Landscape in Urban Areas Local Planning Policy. This policy aims to identify and protect significant trees in the Shire.</p> <p>A Recommendation to require the Flora and Vegetation survey to reassess the vegetation on the lot in accordance with the Shire’s Natural Landscape in Urban Areas Local Planning Policy, with a particular emphasis on the old jarrah trees along the</p>
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		<p>While the financial consideration for the developer is appreciated, there is an overwhelming concern that these trees cannot be replaced. Suggestions are that they be incorporated into the provision of 10% public open space instead of cash in lieu contribution.</p> <ul style="list-style-type: none"> 3.2 claims that, "<i>it is not practical to provide full 10% public open space</i>". By what practicality is this statement made? The suspicion is that it is "<i>not financially practical to provide the full 10% open space</i>." Provision of the 10% (or more) public open space will allow the mature trees in question to stay. The trees in question have not been properly inspected for hollows for breeding by black cockatoos. A group only inspection appears to be the only inspection that has occurred? In the event that hollows are not found, it is stated that hollow may form in the future'. This is even more reason to leave the trees in place. 	<p>the removal of the trees. Due to the relatively small size of the site (2ha), the proposed density and the drainage area being restricted to the south-west corner, the retention of the trees is not feasible. This issue was discussed with Council officers as part of pre-lodgement consultation. However, street tree planting and the landscaping of the drainage area will be undertaken at the subdivision stage.</p> <p>Given the small size of the site, it is not appropriate to provide a small land area of open space. Instead, the equivalent based on land value will be paid at the time of subdivision. Whilst Council control the use of the monetary funds, it is envisaged that it will be used to upgrade nearby parks as requested by the Traditional Owners, which is included in Part One of the Structure Plan.</p> <p>Two qualified ecologists undertook a second site inspection and further inspected the hollows using a pole-mounted camera. Emerge Consultants who are highly experienced in this work followed a strict methodology and categorised each tree in terms of identified hollows as per Table 2 in Section 3.2.2.1 of the fauna report. None of the trees contained hollows suitable for use by black cockatoos.</p>	<p>northern boundary of the lot and provide alternatives to clearing the trees from the lots should any tree be identified as significant is made within the Report to Council.</p> <p>No further recommendation is required.</p>
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		<ul style="list-style-type: none"> Cockatoos have been seen in the trees, by residents of the area as have many other types of birdlife. The birds favour the mature trees as can be witnessed at dawn and dusk. The report of 'Basic Fauna and Targeted Black Cockatoo Assessment' states that: targeted surveys would need to be undertaken to confirm whether these species occur within the site." It appears from the assessment that this is not an assessment that is exhaustive and it makes assumptions with more focus on desktop assessment, rather than an assessment that has a physical presence that would take time. Even with the assumptions made, it is more prudent to keep the mature trees for potential benefit of the future – for wildlife and the future generations. 	<p>The adequacy of the fauna and targeted black cockatoo assessment is demonstrated by the fact DWER and DBCA have not raised any concerns or objections to the methodologies followed and the removal of the trees.</p> <p>The report acknowledges that the site occurs within the modelled distribution area of various cockatoo species and a forest red-tailed black cockatoo was recorded during the fauna survey. However, the site does not provide a suitable breeding habitat for any species of black cockatoo. The trees within the site may provide suitable roosting habitat for black cockatoos but there was also no evidence of roosting by any species of black cockatoo.</p> <p>Whilst desktop review of background information was completed (which is a standard process), field surveys were undertaken on 24 November and 13 December, 2021. A targeted black cockatoo survey was undertaken and the results are presented in Section 4 of the report. The report's conclusions are based on previous evidence from background technical reports and field survey results of what is actually on the site rather than what may occur in the future. It is noted that the site may provide</p>	
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		<p>13. concern with increased traffic</p> <ul style="list-style-type: none"> • Regardless of the WAPC Transport Impact Assessment Guidelines, the potential exists for an increase in a total of 100 cars + to be introduced into the proposed subdivision, based on a 2 car family. • School runs alone, could see a loading on the intersection of Padbury Road, McLarty Road, and Cornish Way and McLarty Road are at unreasonable levels. • Padbury Road residents already have concern for their families with a road that is busy at times and lends itself to traffic that travels fast. Increased volumes from Hampton Road development that is yet to be completed will first contribute to Padbury Road increase in volumes. With a further 50 houses proposed at Lot 51, this will compound the effect of 	<p>habitat for other conservation significant fauna species but it would not comprise core habitat due to its small size, particularly in comparison to habitat available in the local region.</p> <p>13. Any subdivision of land will result in additional traffic, however this would have been envisaged when the land was zoned Urban under the Peel Region Scheme and Residential Development under the Local Planning Scheme. The development of the site will finally allow the 2 sections of Cornish Way to be linked.</p> <p>The traffic report confirms that overall the site is anticipated to have no material impact on traffic operations and safety on the surrounding road network. This is based on a traffic generation analysis (ie. Section 4.4 in the traffic report), which states that <i>“the development is expected to generate approximately 31 trips during the AM Peak hour and 41 trips in the PM Peak hour. According to WAPC Transport Impact Assessment Guidelines, developments generating between 10 and 100 trips during the peak hour fall under the ‘moderate impact’ category and are not considered to have a significant impact on the surrounding road network.”</i> Proposed road widths are consistent with Liveable Neighbourhoods.</p>	<p>13. Support proponent’s comments</p> <p>No recommendation required</p>
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		<p>congestion with extra traffic movements that are undesirable.</p> <p>14. no mention is made with regard to the type of houses to be constructed.</p> <ul style="list-style-type: none"> Residents directly affected are those on the south side of Cornish Way. Some of these residents have been living there for decades and are rightfully concerned with the potential of 2 storey houses building on a 1m lift of fill. This would invade privacy that has been purchased years ago. 2 storey houses will also not be in keeping with the surrounding lots; 2 storey houses will further promote higher density on very small area. <p>15. Conclusion: The Structure Plan for Lot 51 McLarty Road concludes and claims 'That there are no constraints restricting the subdivision of the site, and' it is considered that the Structure Plan document (parts 1, 2 & 3) and the Structure Plan Map provide an appropriate framework to guide the</p>	<p>14. The majority of the homes will be detached houses. Housing along McLarty Road could be attached dwellings. Housing will be built by future owners (not the current owner) and the construction will be controlled by the R-Codes, Local Planning Scheme, local planning policies, building requirements (BCA), BMP, acoustic report and local development plan (LDP) for land fronting McLarty Road. The controls will be similar (if not more) than those used for existing housing in the area. The Structure Plan deals with higher level built form issues like acoustic, bushfire management and the requirement for the LDP along McLarty Road.</p> <p>15. The Structure Plan is consistent with the zoning of the land. Adjacent owners were considered as Council's previously advertised plan for R60 (minimum lot size of 120m² and average lot size of 150m²) for the whole site was not proposed by the Structure Plan as it was considered incompatible with surrounding densities. Instead, only R25-30 is proposed for most of the site, which</p>	<p>14. Support proponent's comments. No recommendation required</p> <p>15. Support proponent's comment in part. The Shire requires the low-density proposal to accommodate more medium density housing. A recommendation for higher density has been recommended in the report to Council. No further recommendation is required.</p>
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		<p>future subdivision and development of the site.</p> <p>It fails to make the most important assessment – the opinions and objections from the people that live in proximity of the proposed subdivision. Those in proximity of Lot 51 McLarty Road are opposed to a subdivision. The proposed subdivision density has a very real potential for:</p> <ul style="list-style-type: none"> • 200 people • 50 dogs • 50 cats • 150 cars • Increased noise; • Future slim conditions; • Increased traffic <p>Please find included with this response an objection letter, those that are in support of the response and objection that is being presented We look forward to a response and further information.</p>	<p>is only one density range higher than the surrounding area. As advised, the proposed density only achieves the minimum required dwelling targets under the Sub-regional Planning Framework. The Structure Plan is supported by an extensive range of technical reports.</p>	
14	Landowner Requested name be withheld for privacy D22/22393	<p>1. I always knew you would allow development of this land eventually but did not think you would impact our lives so severely. I fully support the submission produced by Tim Newick but want to make a few personal comments.</p>	<p>1. Refer to comments against Submission 13 for zoning and density issues.</p>	<p>1. As per the above comments for submission 13 relation to the community template submission.</p>



		<p>2. Firstly. As a recent widow I worry about my safety and request my name and address not be made public.</p> <p>3. The traffic is going to be horrendous, especially for the school run times.</p> <p>4. I also hate the loss of my privacy in my back yard and the days my husband and I watched the birds in both our garden and the trees beyond. For years we have seen so many. I started listing them but when I got to thirty I decided most people would know them all. I will especially miss the black cockatoos both red and white tail, also the kookaburra who frequently sits on the fence and clothes line. I guess having chooks for many years encourage some birds to come just to see what they could steal.</p> <p>5. The other main problem to me is water. Cornish Way has been flooding for years and I suspect my back yard will be the same. I have seen water seeping through the retaining wall on McLarty Road from the Padbury Road development both from sprinklers and storms.</p>	<p>2. Name withheld by Council officers as requested.</p> <p>3. Refer to comments against Submission 13 for traffic issues.</p> <p>4. Standard Colourbond fencing above a low-level retaining wall will be constructed along the common boundary with existing lots to the north. The R-Codes also controls potential overlooking from new dwellings into existing houses. The site was planned for residential development as per the Peel Region Scheme and Local Planning Scheme. Refer to comments against Submissions 13 and 56 for environmental issues.</p> <p>5. The development on the site will maintain the existing hydrological regime. Refer to comments against Submissions 12 and 13 for stormwater drainage issues.</p>	<p>2. Noted.</p> <p>3. As per the above comments for submission 13 relation to the community template submission</p> <p>4. Support proponents' comments in that it is unlikely there will be a loss of privacy. A 500mm-1m high retaining wall is proposed along the northern boundary and on top the retaining wall a colorbond fence will be constructed. Once the subdivision ground levels have been established these levels are then considered to be the ground level. Any proposal to raise the floor level 500mm above this new ground level or proposal for a second storey dwelling will be required to comply with the requirements of the Residential Design Codes for the protection of privacy for the adjoining property.</p> <p>No recommendation required</p> <p>5. The Shire will require the structure plan documents to be updated to not permit soak wells or drainage basins on individual lots so that stormwater will not drain to lower laying adjoining properties. The stormwater for each lot will be directly connected to stormwater pipes which are</p>
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		I hope you will consider all the comments coming from myself and my neighbours as we are all very worried if this proposal goes ahead.	All comments from neighbours have been considered.	directed to the sites drainage system and ultimately the drainage swale in the south west of the site. No recommendation required.
15	Landowner Ada Mildred Mol D22/22394 & D22/24539	Having been in the past had burglaries I am worried!! About high density occupation families. Therefore, request the south fence (asbestos) when removed have a 2.7m stone/brick fence erected for safety and privacy Signed community template submission as per Submission 13.	Standard Colourbond fencing above a low-level retaining wall will be constructed along the common boundary with existing lots to the north. Any potential overlooking will also be controlled by the R-Codes. Refer to comments against Submission 13.	More people and traffic on the street will provide more passive surveillance of the area and may result in less undesirable behaviour. A colorbond fence on a wall to retain 500mm to 1m of introduced fill to the site will also provide some privacy. Refer to Shire's comments against submission 13.
16	Landowner Name withheld D22/23768	My house is at the end of Cornish way before it goes around the bend. I will get so much traffic noise and light constantly shining into my home. We get flooding on our street. I already have more than enough undesirables walking and hanging about in the park next to me. I live along and this is frightening. Signed community template submission as per Submission 13.	Refer to comments against Submission 13 for traffic and stormwater drainage issues. Existing flooding issues should be addressed by Council. The park is already existing and anti-social behaviour should be reported to WA Police. The Structure Plan is proposing residential development in accordance with the zoning of the site. Also, refer to other comments against Submission 13.	Support submission comment in relation to more traffic at night will further impact the homes on the corner in relation to vehicle head lights will. There are provisions with the Residential RCodes that allow consideration of higher front fences to reduce the impact of vehicle head lights. The development is unlikely to impact the lots on Cornish Way in relation to street flooding. It is more likely that the development in preparation of controlling drainage for the continuation of Cornish Way will improve the drainage.



				Also refer to the comments against submission 13. No change recommended
17	Landowner Rhonda Millichamp D22/24397	<p>We are not in favour of the proposed development at lot 51 McLarty Road Pinjarra.</p> <p>1. We are concerned that with the size of the blocks it would seem to not be consistent with the other already developed areas, it seems to be more like a high-density development.</p> <p>2. We are also concerned with the proposed amount of land fill, that this may cause flooding around the already developed properties, why is it necessary to fill to what seems to be almost 1 metre above existing properties, were these existing dwellings built on not approved levels?</p> <p>3. Would the developers be required to make good the McLarty Road footpath adjoining the property, or will us as rate payers have to foot the bill?</p> <p>(The existing footpath for the entirety of McLarty road needs to be upgraded, as</p>	<p>1. Refer to comments against Submission 13 for zoning and density issues. It is not a high-density development.</p> <p>2. Refer to comments against Submission 13 regarding fill over the site.</p> <p>3. All nearby residential development benefits from the McLarty Road footpath. Any upgrade (if warranted) is the responsibility of government agencies when planning their works programme.</p>	<p>1. Support proponent's comments that this development is not high density.</p> <p>No change recommended</p> <p>2. As stated above, the Shire recommends the new lots within this estate be serviced by a direct stormwater drainage system where stormwater is drained directly to the site stormwater system and no stormwater is dispersed over the lot via soak wells.</p> <p>A recommendation to require a piped stormwater system and no support the use of soak wells is made in the report to Council. No change recommended.</p> <p>3. The Shire will require the footpath directly abutting Lot 51 to be upgraded, to be fill and integrated with the footpath either side of Lot 51.</p> <p>Recommendation: To require the Traffic Impact Assessment, the staging and earthworks strategy to include the</p>



		<p>it no longer suitable todays type commuting with the use of shared pathways.) The need for public transport would need to be considered, as I am sure not all these people will have cars.</p> <p>4. Will there be enough open space/parkland provided by the developers as clearly by the size of the proposed lots will not be adequate for recreational purposes. At present we have a lot of foot traffic use Congdon Avenue to do their grocery shopping, leaving their shopping trolleys at the park on Humphrey Street, I feel sure that this will be another added increase to the number of trolleys left.</p>	<p>In their submission, MRWA has not required the path to be upgraded. However, shared and pedestrian paths within the subdivision will be constructed by the owner and all existing residents will benefit from these additional connections. Existing public transport (bus service) was considered in the traffic report. Also, the Public Transport Authority (PTA) was contacted, who advised there are no changes planned for bus services in Pinjarra. Transperth lodged a submission on behalf of PTA and they confirmed they reviewed the Structure Plan report and have no comments.</p> <p>4. Refer to comments against Submission 13 and 56 for open space.</p> <p>Trolleys being discarded is not a planning issue relevant to the Structure Plan.</p>	<p>requirement for the upgrade of the footpath on McLarty Road.</p> <p>4. This development proposes to provide a cash-in-lieu contribution to new or existing public parks in the area. For example, Humphrey Park (to the north west of Cornish Way is currently undergoing a transformation to bring this park to a standard commensurate with a neighbourhood park and will provide many more facilities for the whole community to enjoy and be proud.</p> <p>In relation to shopping trolleys being left in the park, the Shopping Centre should be contacted and made aware shopping trolleys are left at this park.</p>
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		5. We strongly urge that we the community have the opportunity to attend a meeting to discuss these and I am sure many other issues.	5. The Ordinary Council Meeting is open to the public.	5. Support proponent's comments the Ordinary Meeting of Council is a public meeting.
18	Landowner Diane Dinsdale & Gavin Harrison D22/24506	Signed community template submission as per submission 13	Refer to comments against Submission 13.	Refer to comments against Submission 13.
19	Resident Joanne Cataldo D22/24521	Signed community template submission as per submission 13	Refer to comments against Submission 13.	Refer to comments against Submission 13.
20	Land owner Deepak Kumar D22/24522	Signed community template submission as per submission 13	Refer to comments against Submission 13.	Refer to comments against Submission 13.
21	Landowner Roger Millichamp D22/24524	Signed community template submission as per submission 13. (includes feature survey and subdivision concept plan)	Refer to comments against Submission 13.	Refer to comments against Submission 13.
22	Landowner in close proximity Troy Schmidt D22/24531	Concern of increased traffic – adding 100 plus cars & people to the area leads to a business intersection, especially at school times. Also, people walking onto my front property, no footpaths on Cornish Way.	Refer to comments against Submission 13 for traffic comments. The existing situation on Cornish Way is not relevant to the Structure Plan. A shared path will be constructed along Cornish Way within the proposed subdivision.	The Shire is progressing a footpath construction program where roads and streets without a footpath on either side of the street/road will over time be provided with a footpath.
23	Resident in close proximity	1. Great concern with increased traffic – already has concerns for my family & (child) with a road that is busy at	1. Refer to comments against Submission 13 for traffic issues.	1. The Shire is progressing a footpath construction program where roads and streets without a footpath on either side of



	Shannon Barton D22/24533	times. Add 100 plus cars to the area is an accident waiting to happen. 2. Signed community template submission as per submission 13	1. Refer to comments against Submission 13.	the street/road will over time be provided with a footpath. Refer to Shire's comments for submission 13.
24	Resident Kathleen Norton D22/24534	Community template submission as per submission 13	Refer to comments against Submission 13.	Refer to Shire's comments for submission 13.
25	Landowner Debbie Brown D22/24536	Since the destruction of habitat at the Pinjarra Hampton Road development, the mature trees at Lot 51 are now an even more valuable resource for the local flora and fauna. The proposal of developing Lot 51 as a Nature Reserve would be in keeping with the current climate change crisis, and support a reasonable and sustainable future. the planting of indigenous trees to add to the existing mature trees which would involve schools and TAFE students this would add to Pinjarra's natural beauty. Pinjarra would become known as the 'Nature Gateway to the Peel Region' attracting ECO tourism, school groups, research groups and be an educational facility for TAFE and University students. I support the attached submission. Signed community template submission as per submission 13	The recent removal of vegetation on land to the west is acknowledged. However, the Structure Plan should be assessed based on the individual merits of the proposal. A flora and vegetation and fauna assessments have been carried out specifically for the site, confirming there is no environmental requirement to retain the trees and no requirement for specific environmental approvals. 87% of the site supports highly disturbed cleared area habitat providing limited value to fauna species of conservation significance and limited value for a Nature Reserve. This position is supported by DWER and DBCA who have not raised any concerns or objections to the removal of the trees. Also, refer to comments against Submission 13.	Do not support submission's proposal to development Lot 51 as a nature reserve for use for studies by students. However as stated above more consideration should be given to how the very old jarrah trees on the site can be retained within this site, through the further assessment of flora and vegetation plan and consideration of the Shire's Natural Landscape in Urban Areas – Local Planning Policy. A recommendation for the flora and vegetation survey to be reviewed to consider the significance of the old Jarrah trees on the site and provide alternatives for their retention within the Council report. No further recommendation is required. Refer to the Shire's comments against Submission 13.



26	Land owner Junjiraporn Ngernkao D22/24537	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
27	Resident Rebecca Alcock D22/24538	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
28	Resident Mikaela & Matthew Whithers D22/24541	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
29	Resident Stephania Romeo D22/24542	Increase in noise, more cars going in and out the street. Is good the way it is now. Signed community template submission as per submission 13 attached to signed submission form	The site is zoned for Residential Development and a traffic impact assessment has been prepared to address traffic issues. Refer to comments against Submission 13.	Support proponent's comments No change is recommended. Refer to the Shire's comments against Submission 13.
30	Resident Fiona Lamb D22/24543	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
31	Resident Lisa Corteen D22/24544	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
32	Landowner Gavin Harrison & Diane Dinsdale	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.



	D22/24548			
	Same as (6)			
33	Resident Troy Hancock D22/24549	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
34	Resident Tamara Harrington D22/24550	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
35	Resident Sarah Nancarrow D22/24551	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
36	Resident Nicolette Alchin D22/24552	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
37	Resident Jason Williams D22/24553	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
38	Landowner Kristine Bell D22/24556	As I own 3 properties on Cornish Way I will request a meeting in regards to this submission. Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	No meeting has been requested at this time. Refer to the Shire's comments against Submission 13.
39	Resident Jessica Dawson D22/24557	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.



40	Resident Senga Bell D22/24558	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
41	Resident Kayleen Bennell D22/24559	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
42	Landowner Wayne Cowcher D22/24562	<p>1. Flooding/Drainage – we flood front of 1, 3a, 3b (?) Humphrey Street when it rains already. Not enough drainage as water comes from Congdon, Humphrey Street into our corner.</p> <p>2. More foot traffic in front of our house and road traffic. Insufficient police. No hospital. Lack of Doctors. Schools are full. Coles our only shop nearly always has a shortage of food and products. Bringing low- or no-income families may cause more crime here, Pinjarra already has 1 known gang in Town. We don't feel safe anymore. Street lighting poor. We have the foot path in front of our house.</p>	<p>Refer to comments against Submission 13 for comments relating to stormwater drainage, traffic, footpaths.</p> <p>2. Lack of health and police services is a state government matter. Department of Education has responded to the Structure Plan, advising they have no in principle objections to the proposal as its not expected to have any adverse impacts on the student enrolment demand at Pinjarra Primary School. The site has been planned for residential development and more housing is required in existing urban areas.</p> <p>Existing anti-social behaviour and crime are not planning matters. Proposed new roads within the subdivision will have required street lighting.</p> <p>Refer to comments against Submission 13.</p>	<p>1. Drainage from this development is unlikely to impact the properties in Humphrey Street, however the matter will be raised with the relevant department within the Shire.</p> <p>2. Support proponent's comments</p> <p>Support proponent's comments</p> <p>No recommendation is required.</p> <p>Refer to the Shire's comments against Submission 13.</p>



		Signed community template submission as per submission 13 attached to signed submission form		
43	Resident Janine Egan D22/24564	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
45	Resident Robert Scown D22/24565	1. Flood zone issue Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13 for stormwater drainage issues. Refer to comments against Submission 13.	1. 500mm to 1m of fill may direct stormwater to lower laying properties. A recommendation has been made that the new properties have a direct pipe drainage system and that soak wells are not used, to prevent stormwater from flowing to the lower laying properties. No change recommended. Refer to the Shire's comments against Submission 13.
46	Resident Phyllis Ugle D22/24566	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
47	Landowner Kelvin & Lynette Stewart D22/24568	As owners of Lot 117 12 Eureka Court Pinjarra we are opposed to the current structure plan. 1. We have owned our property for about eleven years our property value has not gone up a lot in the time that we have owned it. We first owned it as NRAS owners along with most of the neighbourhood. Through this we experienced a very undesirable tenant	1. Property valuations and previous bad tenants are not planning issues and are therefore not relevant to the Structure Plan.	Noted 1. Support proponent's comments No change recommended.



		<p>who severely damaged our house to the value of \$45,000 along with unpaid rent and other costs. The area has a very bad stigma with it hence why the valuations have not gone up a lot in the area.</p> <p>2. We have concerns of the type of houses to be constructed and the effect it will have on the value of our property even more with the proposed subdivision of very small block sizes and group housing, that is a very real potential for an undesirable neighbourhood in a country town once again.</p> <p>Signed community template submission as per submission 13 attached to signed submission form</p>	<p>2. The area is zoned and planned for residential development and the design of all houses will be in accordance with the R-Codes, Local Planning Scheme and relevant Local Planning Policies. Refer to comments against Submission 13 for housing construction issues.</p> <p>Refer to comments against Submission 13.</p>	<p>2.Support proponent's comments</p> <p>No change recommended.</p> <p>Refer to Shire's comments in submission 13.</p>
48	Landowner Tim Newick D22/24572	<p>I want to know if all ratepayers have been notified as some houses are rentals.</p> <p>Signed community template submission as per submission 13 attached to signed submission form</p>	<p>This is a Council matter.</p> <p>Refer to comments against Submission 13.</p>	<p>All landowners and occupiers of the homes on Cornish Way and Eureka Street and the land owners of lots on Hampton Road abutting the development area were notified by mail on the Structure plan. The Structure Plan was also publicly advertised in the new paper, a sign located on site and advise on the Shire's website. The Structure Plan was widely advertised.</p> <p>Refer to the Shire's comments against Submission 13.</p>



49	Resident Kurt Schlenner D22/24574	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
50	Resident Janine Moody D22/24575	<p>1. Padbury Road is already a busy street with people driving too fast as it is. I imagine that would only get much worse with this development.</p> <p>Concern for wildlife (birds).</p> <p>Signed community template submission as per submission 13 attached to signed submission form</p>	<p>1. Refer to comments against Submission 13 and 56 for traffic and fauna issues.</p> <p>Refer to comments against Submission 13.</p> <p>Refer to comments against Submission 13.</p>	<p>1. Excessive speeds on local roads should be reported to the Policy whether they are new roads or old roads.</p> <p>Refer to the Shire's comments against Submission 13.</p> <p>Refer to the Shire's comments against Submission 13.</p>
51	Resident Erin Fisher D22/24576	<p>1. Pinjarra Junction does not have the capacity to hold so many people. There are very few car bays as it is and has quite high volume of customers all day.</p> <p>Community template submission as per submission 13 attached to signed submission form</p>	<p>1. The lack of parking at an existing shopping centre is a separate matter and not relevant to the assessment of the Structure Plan.</p> <p>Refer to comments against Submission 13.</p>	<p>1. Support proponent's comments. Also there is available parking on the northern side of James Street and more parking north of Murray Street behind Community House.</p> <p>Refer to the Shire's comments against Submission 13.</p>
52	Resident Desma Edmunds D22/24579	Community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
53	Landowner Alison Carpenter	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.



	D22/24584			
54	Resident Sharni Stokes D22/24751	<p>1. As a local in the area I feel 50 new blocks to the specified area is completely excessive. If we could make the blocks larger it be better for all that surround.</p> <p>Signed community template submission as per submission 13 attached to signed submission form</p>	<p>Refer to comments against Submission 13 for density issues.</p> <p>Refer to comments against Submission 13.</p>	<p>1. require larger lots, or very low density lots is an inefficient use of residential land and does not assist in achieving housing requirements for future population growth. They Shire has recommend within the report to Council that the Structure Plan provide medium density ie smaller lots.</p> <p>Refer to the Shire's comments against Submission 13.</p>
55	Resident Margaret Dodd D22/24761	Signed community template submission as per submission 13 attached to signed submission form	Refer to comments against Submission 13.	Refer to the Shire's comments against Submission 13.
56	Resident Jannah Cooper D22/24794	<p>1. I am vehemently opposed to the proposed development as it stands. As someone with a background in Anthropology, Sociology, and Sustainable Development, with an interest in issues around homelessness, I understand that we are currently in the middle of a housing crisis, and that increased housing is a key need for the Shire of Murray. As a renter, I myself have felt the pressure of lack of access to housing in the area when I have been required to relocate.</p> <p>2. However, these housing pressures must be balanced against the need to</p>	<p>1. The subdivision of the site will help to address the housing crisis.</p>	<p>1. Support proponent's comment</p> <p>2. Refer to the Shire's comments against Submission 13.</p>



		<p>preserve the environment, appeal, lifestyle, and needs of current residents.</p> <p>As such, I believe the proposed development must be adapted prior to approval. Below, I have outlined some of my key concerns with the proposed development, as well as some suggestions. Please note that this is not an exhaustive list, and</p> <p>3. I also suggest that there be a time of open, face-to-face consultation with residents prior to approval. The majority of residents I have spoken to in the surrounding area are opposed to the proposed development.</p>	<p>2. Refer to comments against Submissions 13 for zoning, density and environmental issues.</p> <p>3. Consultation has already been undertaken in accordance with the requirements in the Planning and Development (Local Planning Schemes) Regulations 2015.</p>	<p>3. Lot 51 McLarty Road has been identified for residential development for a very long time. In preparation of the Pinjarra Town Centre Revitalisation Strategy and Activity Centre Plan substantial community consultation was undertaken and at this time Lot 51 was identified for a medium density of R60.</p> <p>Consultation for this structure plan was undertaken in accordance with the requirements of the Planning and Development (Local Planning Schemes) Regulations 2015.</p> <p>With the approval of the Council, there is an opportunity for the public to attend the Ordinary meeting of Council to either present a deputation to the Council or to ask the Council a question in relation to the development.</p>
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		<p>Key Concerns:</p> <p>1. <u>Safety for children and local residents</u> On any given day, you will find many children playing in the street, particularly along the section of Cornish way coming off Padbury, and on Eureka Court. However, there are also often children playing along Padbury way, on the other section of Cornish, as well as in the proposed development lot. The proposed development, including extending Cornish Way through, and adding an extra road, will greatly increase the traffic flow in the area. With more than 43 new dwellings, it can be expected that there will be an increase of anywhere up to, or over, 86 additional cars in the area. This would endanger the current resident, especially the children who are playing outdoors.</p> <p>2a. Lack of play space for children should it become unsafe to play in the streets/verges As you can see from Figure 1, (see attached submission) there is no public open space for the children in the area to play in (as it would be insensitive and inappropriate to suggest children play in either the cemetery grounds or around the site of the Pinjarra Massacre memorial). Figure 2 (taken from the</p>	<p>1. Refer to comments against Submission 13 that address traffic issues, including additional cars and traffic generated by the proposed subdivision.</p> <p>2a There are various open space areas in the locality, including an existing park on Cornish Way extending through to Humphrey Street, just north of the site (Reserve no. 31942) as well as future parks to the west. As required in Part One of the Structure Plan Implementation, a cash-in-lieu contribution (equivalent to the land value for POS) will be paid by the</p>	<p>1. The Traffic Impact Assessment has outlined that the existing and proposed road system can operate safely.</p> <p>No recommended change as a result of this submission</p> <p>2a. This development proposes to contribute to the improvement of public parks in the area by providing a cash-in-lieu contribution to new or existing public parks. For example, Humphrey Park (to the north west of Cornish Way is currently undergoing a transformation to bring this park up to a standard commensurate with a neighbourhood park and is to provide many facilities for the whole community to enjoy and be proud. Facilities such as soft fall play areas, picnic tables, benches,</p>
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	<p>Shire of Murray website) shows the closest playgrounds to the proposed development site, Rotary Park, and Osborne Place Park. Neither of these are easily accessible by the young children living within this neighbourhood. With the development of Lot 51, where will these children play? 33Where is the safe place for them to be outdoors? There is much research linking access to green space to improved health and wellbeing for children, yet no such space is provided for the children and families in this neighbourhood.</p> <p>3. Environmental factors There are a number of environmental factors that need to be taken into consideration with this proposed development.</p> <p>3a. Local birds roosting in trees located along the boundaries of properties on Cornish way and the McLarty lot There are a number of mature trees within the proposed development site, which are used by the local birds. In my time in this neighbourhood, I have seen Red-tailed black Cockatoos, Carnaby Cockatoos, Sulphur Crested Cockatoos, and Galah's regularly roost in those trees. Some of these species are considered endangered, and therefore</p>	<p>owner as a condition of subdivision approval. It is proposed in Part One that the funds be directed to the upgrading of the park on Cornish Way in accordance with the recommendation from the Traditional Owners.</p> <p>3. Refer to comments against Submission 13 for fauna issues.</p> <p>The fauna and targeted black cockatoo assessment acknowledged that the trees within the site support bird species including black cockatoos.</p>	<p>barbecues and footpaths through the area and be re-turfed and irrigated.</p> <p>No recommended change as a result of this submission</p> <p>3a. the trees along the boundaries of the properties on Cornish Way are very old jarrah trees. As stated above the Flora and Vegetation Assessment has given no consideration as to whether these trees can be retained, despite the need to introduce fill to the area. The Shire has recommended that further consideration be given to whether these trees can be considered significant and be retained in accordance with the Natural Landscape in Urban Areas – Local Planning Policy.</p>
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		<p>great care should be taken when destroying areas used for food and shelter.</p> <p>3b. Nankeen Kestrel hunting ground During the warmer summer months, there is regularly a Nankeen Kestrel hunting in the proposed development lot. Again, care needs to be taken to ensure that these birds are able to access their regular food source, keeping in mind that many birds of prey are territorial, and simply relocating to a new area is not feasible.</p> <p>3c. Local Quenda population already disturbed by developments on Hampden road There are quenda's in the area, which have become more frequently sighted since the development of the Hampden road block (see Figure 3 – Quenda sighted at 12 Eureka Court). Further development in this area could create greater pressures on the quenda populations. Quenda's are considered endangered, with one of the key pressures being ongoing loss of habitat. One of the key suggestions from the Department of Environment and Conservation WA is to support Quenda populations by protecting remnant</p>	<p>3b Nankeen kestrel forage within disturbed areas but are not a species of conservation significance. Other cleared areas within the region would likely provide a similar habitat.</p> <p>3c. The fauna and targeted black cockatoo assessment determined that quenda is unlikely to occur in the site. Quenda are listed as a priority 4 species by DBCA (not endangered). The vegetation to the west of Hampton Road is more likely to support quenda as it is larger and provides more suitable habitat with dense vegetation cover.</p> <p>In relation to both the above items, DWER and DBCA have not raised any concerns or objections to the removal of the vegetation within the site, indicating they</p>	<p>No recommended change as a result of this submission</p> <p>3b. Support the concern of the submission in part. The flora and vegetation assessment identified the lot is in a degraded condition. Although there may be up to 10 mature native trees dispersed across the site and some evidence of foraging on site, not habitat areas have been identified for these trees. It is unlikely that Lot 51 is the sole foraging area for the Nankeen Kestrel.</p> <p>No recommended change as a result of this submission</p> <p>3c Support submission concern for the Quenda in part, however if the Quenda has moved into this area since the clearing of Lot 42, they haven't been in situ for a very long time.</p> <p>The Shire may however recommend that the developer organise a fauna relocater to visit the site and have all fauna relocated to another more suitable site.</p> <p>Recommendation: Include within Part 1 Implementation part 8 – Other Requirements that a condition to be included at subdivision stage for a Fauna Relocator be engaged to identify and</p>
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		<p>bushland (see link below). Continuing to develop open space such as the proposed lot will further this loss of habitat. https://www.dpaw.wa.gov.au/images/documents/conservation-management/pests-diseases/quenda_2012.pdf</p> <p>3d. Increased heat due to lack of airflow with higher density housing There is sufficient research to prove that increased density housing can lead to an increase in heat in urban areas. As it currently stands, during the warmer summer months, we are able to avoid using the air conditioning for a significant portion of the day, as we receive strong cross winds which keep the house cool. With the development of this lot, given the density of housing being proposed, I would expect these winds to cease, resulting in the need to use the air conditioning more frequently. This will also place pressure on the electricity grid, with the sheer number of houses in the area also increasing.</p> <p>One of the key suggestions from the most recent Intergovernmental Panel on Climate Change (IPCC) was that "...planning decisions needed to keep more space between houses, result in more trees being planted..."</p>	<p>do not consider it will have any or a large impact on fauna species.</p> <p>3d. Refer to comments against Submission 13 for housing construction issues, which include requirements for landscaping. There is no evidence that incoming cooler winds from the coast will cease as a result of the development. It is not a high-density development and most housing will be detached houses allowing for natural ventilation, depending on individual dwelling design. The availability of power to service the proposed subdivision was confirmed by the civil engineer for the project (refer to Section 3.4.4 in the Structure Plan report). Also, street trees will be planted as part of the subdivision and each lot will be required to be landscaped including at least one tree (refer to R-Codes).</p>	<p>relocate native fauna on Lot 51 McLarty Road prior to the commencement of earth works.</p> <p>3d. Support proponent's comments. In addition to the proponent's comments, the Western Australian Planning Commission's Residential Design Codes WA requires each new dwelling on each lot to provide a 2m x 2mx area within the boundaries and to plant a tree. This means that in addition to the required street trees, at least 50 additional trees will be planted within this estate, thereby reducing any increased heat caused by this development.</p> <p>No recommended change</p>
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		<p>(https://www.abc.net.au/news/2022-02-28/ipcc-adaption-report-australia-not-ready-for-climate-change/100866968) For further information on the impact of increasing urban heat (including the increase in illness, death, and mental health), please see the following links. https://www.unisa.edu.au/media-centre/Releases/2022/neighbourhoods-feeling-the-heat-as-medium-density-housing-robs-suburbs-of-street-and-garden-trees/ https://theconversation.com/out-in-the-heat-why-poorer-suburbs-are-more-at-risk-in-warming-cities-66213</p> <p>4. Increase of volume of cars and traffic, concerns of increase in hooning As mentioned above, the number of cars in the area will increase rapidly. Many residents chose this area due to its quiet nature, and particularly on Eureka, because it is a cul-de-sac and has very little traffic. This will change drastically with this new development. As we know, hooning can be a real issue within Pinjarra, and the street design for the new development may encourage hooning behaviour within this area.</p>	<p>4. Refer to comments against Submission 13 for traffic issues. Also, Eureka Court will remain a cul-de-sac and development on the northern side of the road was always intended as evidenced by the zoning of the land.</p> <p>The street design is logical and connects the northern and southern sections of Cornish Way. Speeding cars (hooning) are controlled by WA Police.</p>	<p>4. Whilst there will be some increase in traffic using Eureka Street, the bulk of the traffic will likely use the east west internal road to Cornish Way. As Eureka Street is a cul-de-sac is likely that only residents within the subdivision area in close proximity to Eureka Street would use Eureka Street.</p> <p>In relation to hoons using Eureka Street, this is a Police matter and should be referred to the Police.</p> <p>No recommended change 5. Support the proponent's comments.</p>
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		<p>5. Proposed development does not fit with recent information shared by the Shire of Murray stating that people chose to live in Pinjarra for the rural amenity and lifestyle</p> <p>Recently, the Shire of Murray shared on their Facebook page the following image, (Figure 4 – Screenshot) stating that people chose to live in the area because of the natural landscape and rural character of the Shire. This is true, and the majority of newer residents to this neighbourhood have shared with me that they chose this specific location because of the rural feel and closeness to nature. If the Shire would like to continue to market this rural lifestyle to new residents, then thought needs to be given to the <u>manner</u> in which new developments are undertaken, in order to preserve that which attracts people to the area. There is a concept that has been developed by a Geographer (Mitchell) called Creative Destruction. In some academic work, this has been applied to rural towns within the South-West of Western Australia, to show how often the process of development destroys that which entices people to a particular area, and how local governments need to ensure they are balancing development needs with retaining the specific local “feel” which</p>	<p>5. The site is located within the Pinjarra townsite and is located within an existing urban area as evidenced by the area’s Urban zoning under the Peel Region Scheme. This is not a rural locality. However, there are natural Parks and Recreation Reserves nearby, including to the west of Hampton Road. The site has been subject to disturbance and has been mostly cleared of native vegetation, likely for agricultural purposes. Non-native grasses occur across most of the site, with some scattered native and non-native trees and shrubs in the central and eastern portions.</p> <p>The Structure Plan has been prepared in accordance with the existing zoning of the site, which is Residential Development.</p>	<p>No recommended change</p>
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	<p>attracts people. This is very relevant to Pinjarra, and needs to be taken into consideration. (See – Mitchell, 1998, Entrepreneurialism, commodification and creative destruction: a model of post-modern community development, Journal of Rural Studies, Volume 14, Issue 3, July 1998, Pages 273-286. See also - Matthew Tonts, and Shane Grieve, 2002, Commodification and Creative Destruction in the Australian Rural Landscape: The Case of Bridgetown, Western Australia, Australian Geographical Studies, Volume40, Issue1, March 2002, Pages 58-70)</p> <p>6. Impact on housing prices for current landowners in the area with higher density housing As a renter, and not a landowner, this is not specifically applicable to me, however I know many other owners (my owners included) are concerned about the effect this development will have on their house prices, being in such close proximity to higher density housing than is seen in the rest of Pinjarra, alongside a lack of amenity and functional play space for children.</p> <p>7. <u>Disparity in development</u></p>	<p>6. Property valuations and house prices are not a planning issue.</p>	<p>6. Support proponent's comments No recommended change</p> <p>7. Support proponent's comments No recommended change</p>
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		<p>I would also like to make note that I find it doubtful that a development such as this would be approved in an area such as the Murray Country Estate. Providing disparity in development within Pinjarra is not acceptable, and ensuring that those with higher incomes are able to live in areas with large amounts of green space, open space, larger block sizes, whilst those in lower income areas are not afforded the same quality of life, is not something that should be okay with the Shire. Every Pinjarra resident has the right to experience Pinjarra in the same way – as a place with amazing bushland, access to nature, and the sense of freedom that comes with living in a country town. We chose to live here because we wish to escape the urban feel of areas such as Mandurah, and we have as much right to retain that as residents who live in higher income areas.</p> <p>Suggestions: Here are a few suggestions to deal with the concerns above.</p> <p>8. Reduction of number of dwellings on the lot, increasing block sizes to be more consistent with existing housing (approximately 450-650sqm lots).</p>	<p>7. The Structure Plan is required to be assessed on its individual merits and in accordance with relevant planning schemes and policies and legislation affecting the site. Similar planning controls would apply to the Murray Country Estate. Residential densities will vary between different localities.</p> <p>Residential development, regardless of location, is undertaken and assessed by government agencies in accordance with the same state and local planning regulations, schemes and policies and other legislation, in particular environmental. As stated, the site is in an urban locality.</p> <p>8. The existing planning framework, namely South Metropolitan Peel Sub-regional Planning Framework and consultation with Council planning officers</p>	<p>8 Do not support the suggestion. The R25 density proposed by this development is considered by the Shire to be too low as provision needs to be made for an increased population that is identified in South Metropolitan and Peel Sub-regional Planning Framework for Shire Murray to have a population of 164, 000 or so people by 2050. Population figures obtained from Shire’s partners ID Forecasts using</p>
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		<p>9. Requesting the developer to reduce the number of dwellings, providing an allocation for open green space or play area for local children. I know the argument will be that this is financially unviable, however I argue that the concerns above must take priority over profit.</p> <p>10. Requiring developer to keep existing mature trees to reduce the impact on the local environment. Again, the argument may be that this is financially unviable, but again, I argue that environmental concerns must be taken seriously.</p>	<p>required a minimum density of R25. This is now a common density in urban areas to minimise urban sprawl and achieve required dwelling targets.</p> <p>9. The required 10% POS will be in the form of land and cash-in-lieu contribution towards nearby parks (refer to above discussion).</p> <p>10. Refer to comments against Submission 13 addressing the removal of trees.</p>	<p>Census data, anticipate a population of around 70,000 people for the Shire in 2050. The Shire is therefore concerned that land being developed at low density, R25 or even lower at 450m²-650m² is not an efficient use of zoned residential land.</p> <p>No recommended change</p> <p>9. Support proponent's comments</p> <p>No recommended change</p> <p>10. Support submission suggestion in part, as stated above the flora and vegetation survey should further investigate whether the old jarrah trees are signification and should retained with alternatives to clearing provided.</p> <p>No further recommendation proposed.</p>
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		<p>11. Consultation with local Indigenous people, as the site is close to Pinjarra Massacre site. All developments in this area should include consultation with the local Bindjareb people.</p> <p>12. Environmental survey given the recent sightings of Quenda's in the area, the nesting of local cockatoo populations, and the presence of birds of prey during the warmer summer months. This should be done by an independent environmental reviewer, and not merely a box-ticking process by the developer.</p> <p>13. Further consultation with the surrounding community. The majority of residents I have spoken to are in disagreement with the development. However, not all the residents have the ability to respond to the consultation in the way it has been presented. I know of some families who do not have access to the internet, and have limited literacy skills, so although in opposition to the proposal, are unlikely to be able to submit a response. All residents should have the right to respond. There are also community members who use the lot who do not live within the immediate vicinity who may wish to be consulted</p>	<p>11. Traditional owners were consulted as part of the preparation of the Structure Plan (refer to the Site Identification Heritage Assessment included in Appendix G of the Structure Plan report).</p> <p>12. Required fauna field surveys have already been carried out by qualified ecologists and reported in the flora and vegetation assessment and fauna assessment (refer to Appendices E and F in the Structure Plan report). These assessments are supported by DWER and DBCA who have not raised any concerns or objections to the removal of the trees.</p> <p>13 Consultation of the Structure Plan has already been undertaken in accordance with the requirements specified in the Regulations (refer above). Also, the Structure Plan will be reported to an Ordinary Council Meeting, which will be opened to the public. Also, Council previously advertised R60 over the site as part of the Pinjarra Revitalisation Strategy.</p>	<p>11. support proponent's comments. No further recommendation proposed.</p> <p>12. The fauna survey did not identify any habitat trees. As mentioned above a fauna relocation should be engaged by the developer to ensure all fauna is removed from the site prior to works commencing. No further recommendation proposed.</p> <p>13. Support proponent's comments No recommended change</p>
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		<p>(there are regularly people walking dogs within the area for example).</p> <p>14. Also – note that despite the fact that the submissions are open until 4:30pm on the 27th of July, the online submission form was unavailable at 2:38pm. This may limit access to the submissions for local residents.</p>		<p>14. The Council was unaware that the submission facility on the website was not available.</p>
			<p>14. This is a Council matter.</p>	



Attachment 2 - Submission 56 - Attachments



Figure 1: Aerial view showing lack of play space

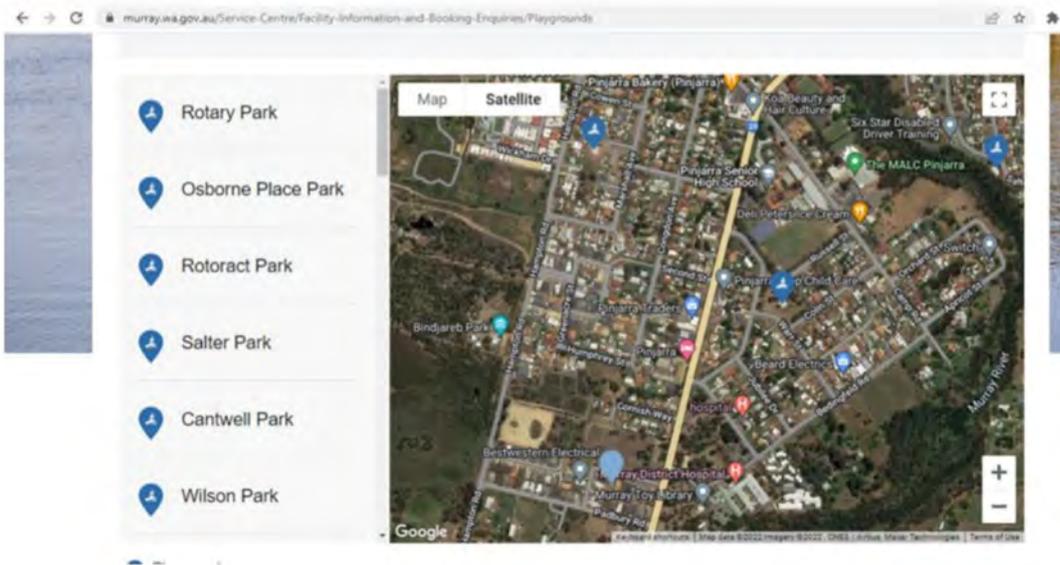


Figure 2: Location of existing playgrounds near to the proposed development



Figure 3: Recent Quenda sighting at 12 Eureka Court



Figure 4: Screenshot of the Shire of Murray Facebook page



To the Chief Executive Officer
Shire of Murray

Submission and response to:

Lot 51 McLarty Road, Pinjarra
Structure Plan

The Executive Summary claims that the Structure Plan has '*been designed to be permeable and integrate with existing urban development to the north and south of the site*'. All owners and/or occupiers bordering or in close proximity to the proposed subdivision at Lot 51 McLarty Road do not consider this to be the case.

With the average lot size proposed to be 329m², 'ALL RESIDENTS' that are in close proximity to the proposed subdivision are opposed to it, on the basis that it DOES NOT integrate with the existing development that has taken place to date.

This does not include the development, that is currently underway, of lots 401 and 9001 Hampton Road. This has been recognised by owners and/or occupiers bordering or in close proximity to the Hampton Road development as a step in an undesirable direction, and has been enlightening to local residents to now recognise the type of development taking place.

The residents of Padbury Road, Eureka Court, Westaway Road and Cornish Way, are in favour of ***no major development taking place.***

While the process of the development of lots 401 and 9001 Hampton Road are in no doubt approved by way of proper processes, a lesson for current residents in proximity of any future development has become apparent.

By not fully understanding the process involved for land developments, and how our neighbourhood is being developed without real world consultation, residents now wish to voice their concerns going forward.

'Blue collar' workers do not have the propensity to download PDFs, or understand the full process of 'Structure Plans' as presented by the Shire. Going forward we the ratepayers, owners and occupiers, ***request in person consultation through public meetings, before any further decisions are made.***



RESIDENTS that are in close proximity to the proposed subdivision at Lot 51, McLarty Road, wish to voice that we are opposed to the current Structure Plan on the basis that:

1.

329m2 as an average lot size is unacceptable for this area. An estimated population increase of 125 people (probably 150 people) within a 2.02 ha area is a high density that is not comparable with the surrounding lots.

- A 329m2 average Lot size, is less than half, of the average of the lot sizes surrounding Lot 51.
- With some of the Lots being proposed at 260m2, all occupiers surrounding Lot 51 consider this to be totally inappropriate for the area.
- 3.1 of the proposed structure plan claims - *"The proposed density ranges are higher than the adjoining properties, which are R15-R20 but given it's a gradual increase with predominantly single dwelling built form, it is still compatible."* This statement is a claim based on opinion. The residents of the adjoining properties do not consider this to be 'gradual' or 'compatible'.
- A 329m2 average does not suit and is not desired on the fringe of our rural town, and is not in keeping with Lots surrounding Lot 51.
- A 329m2 average has the potential to create a slum area in the future as it promotes cheaper housing with owners and tenants that do not fit the current socio-economic climate currently in place.
- The residential and structure plan design principles (3.1) makes assumptions that have no input from local residents. There is no adopted Local Planning Strategy for the Shire, and the Structure Plan for Lot 51 makes assumptions that are guided by the WAPC Liveable Neighbourhoods only. The WAPC Liveable Neighbourhoods is based on a macro view that does not include input from local residents.
- We request that the density of Lot 51 should at least be guided, **with weight**, by the residents in proximity of Lot 51. The 'financial' and the 'quality of life' decisions are investments made by the families in proximity of Lot 51 and are heavily affected by the outcome.



2.

The water management strategy makes no mention of the potential impact on the landowners that are situated on the south side of Cornish Way, adjoining to Lot 51, .

- While it is reported that all surface water will be directed to the south western corner of the site, there is no mention or consideration of the potential impact that may occur from raising the height of Lot 51. 3.4.6 states that a 0.5m-1.0m retaining wall will be installed on the north and east side of Lot 51 to accommodate 1 metre of fill. This is a 1 metre increase above the level of the landowners situated on the south side of Cornish Way, and this is over a large area. They will be impacted as water permeates from the higher ground to the lower ground through the imported pervious material used to increase the height of the site.
- Infiltration through to the landowners on the south side of Cornish Way from soakwells, (suggested for stormwater, and to be installed by the new lot owners), has also not been explained or considered for the properties on the south side of Cornish Way.
- No accountability has been attributed to the landowners on the south side of Cornish Way should water find its way through to what is already a low lying land mass.

3.

Anyone can plant a new tree, but no one has the ability to plant a 100 year old tree.

- The Gnaala Karla Booja traditional owners requested to integrate the larger mature trees and have identified them as needing to be protected. This is also of concern to the residents surrounding Lot 51. Residents consider these trees to be irreplaceable. While the financial consideration for the developer is appreciated, there is an overwhelming concern that these trees can't be replaced. Suggestions are that they be incorporated into the provision of the 10% public open space instead of the cash-in-lieu contribution
- 3.2 claims that; *"it is not practical to provide the full 10% public open space"*. By what practicality is this statement made? The suspicion is that it is *'not financially practical to provide the full 10% public open*



space'. Provision of the 10% (or more) public open space will allow the mature trees in question to stay.

- The trees in question have not been properly inspected for hollows for breeding by black cockatoos. A ground only inspection appears to be the only inspection that has occurred?
- In the event that hollows are not found, it is stated that 'hollows may form in the future'. This is even more reason to leave the trees in place.
- Cockatoos have been seen in the trees, by residents of the area, as have many other types of birdlife. The birds favour the mature trees and can be witnessed at dawn and dusk.
- The report of 'Basic Fauna and Targeted Black Cockatoo Assessment' states that: *'targeted surveys would need to be undertaken to confirm whether these species occur within the site.'*
It appears from the assessment that this is not an assessment that is exhaustive and it makes assumptions with more focus on desktop assessment, rather than an assessment that has a physical presence that would take time.
Even with the assumptions made, it is more prudent to keep the mature trees for the potential benefit of the future - for the wildlife, and the future generation.

4.

Concern with increased traffic.

- Regardless of the WAPC Transport Impact Assessment Guidelines, a very real potential exists for an increase of a total of 100 cars+ to be introduced into the proposed subdivision, based on a 2 car family.
- School runs alone, will see a loading on the intersections at Padbury Road and McLarty, and, Cornish Way and McLarty at unreasonable levels.
- Padbury Road residents already have concern for their families with a road that is busy at times and lends itself to traffic that travels fast. Increased volume from the Hampton Road development that is yet to be defined, and will in the first instance, contribute to Padbury Road traffic increasing in volume. With a further 50 houses proposed at Lot 51, this will compound the effect of congestion, with extra traffic movements that are undesirable for family housing in the area.



5.

No mention is made with regard to the type of houses to be constructed?

- Residents directly affected are those on the south side of Cornish Way. Some of these residents have been living there for decades and are rightfully concerned with the potential of 2 story houses built on a *one metre lift of fill*. This would invade privacy that has been purchased decades ago.
- 2 story houses will also not be in keeping with the surrounding Lots.
- 2 story houses will further promote higher density in a very small area.
- 2 story houses will be out of place for the area as a whole.

Conclusion

The Structure Plan for Lot 51 McLarty Road concludes and claims "that there are no constraints restricting the subdivision of the site", and..... "It is considered that the Structure Plan document (parts 1, 2 and 3) and the Structure Plan Map provide an appropriate framework to guide the future subdivision and development of the site."

It fails to make the most important assessment - the opinions and objections from the people that live in proximity of the proposed subdivision.
Those in proximity of Lot 51 McLarty Road are opposed to the subdivision.

The proposed subdivision density has a very real potential for:
200 people - 50 dogs - 50 cats - 150 cars
Increased noise
Very real potential for future slum conditions
Increased traffic

With this response and objection letter, those that are in support of the response and objection that is being presented articulates their objection and is an extension to the submission form made available by the shire.

We are opposed to Council supporting the structure plan at Lot 51 (61) McLarty Road, Pinjarra.

We look forward to a response and further information.

Signed  Signed _____

Name Tim Newick Name _____

Address 16 EUREKA COURT, PINJARRA
LOT 115,

Section	Modification
All Documentation	
Various	Update references to approved densities to all relevant documents including Table 1.
Part 1 Implementation Report	
Section 3.0	Heading change reference from 'Town Planning Scheme No. 2' to 'Local Planning Scheme No.4'.
Section 6.2 – Residential Densities and consequential amendments throughout.	Section 6.2a) to 6.2.g) being removed and replaced with a map and text outlining <ul style="list-style-type: none"> • base density of R20 • a range of R35-R40 on the cottage lots fronting McLarty Road • a range of R40-R60 for the group housing site.
Section 6.3 - Public Open Space	Modification required to the public open space calculation. Clause 6.3 should be modified to read to: '10% of the gross subdivisible area is to be given up as public open space to be provided in the form of a cash-in-lieu payment.'
Section 6.6 – Acoustic Assessment and Management Area	a) to be deleted in view of the streetscape and amenity impacts. b) to be modifies to read 'Quiet House Design Package B and notification on Titles for lots adjoining McLarty Road. c) to be deleted.
Section 6.8 - Uniform Fencing	To be modified to read: "As a condition of subdivision approval, uniform fencing is required to be constructed at the time of subdivision for all lots fronting McLarty Road. All fencing fronting McLarty Road to have maximum solid height of 750mm with the balance fence being visually permeable fencing and accordance with the Acoustic Assessment"
Section 6.9 Traffic Impact Management	Delete.
Section 7.0 Local development Plan	Replace text with the following: 'A Local Development plan is to be prepared and implemented for lots abutting McLarty Road. The LDP is to address a range of design principles including (but not limited to) building setbacks,

	dwelling orientation, façade design and verandahs, vehicle access restrictions, waste management, permeable fencing and acoustic requirements.'																														
Section 8	<p>Other Requirements - Subdivision Delete the existing paragraph regarding use of funds from cash in lieu of public open space and include the following items:</p> <table border="1"> <thead> <tr> <th>Additional Information</th> <th>Approval Stage</th> <th>Consultation Required</th> </tr> </thead> <tbody> <tr> <td>Local Development Plan</td> <td>Subdivision Approval Condition</td> <td>Shire of Murray</td> </tr> <tr> <td>Urban Water Management Plan</td> <td>Subdivision Approval Condition</td> <td>Department Water and Shire of Murray</td> </tr> <tr> <td>Bushfire Management Plan</td> <td>Subdivision Application</td> <td>DFES and Shire of Murray</td> </tr> <tr> <td>Cash-in-lieu Contribution for Public Open Space</td> <td>Subdivision Approval Condition</td> <td>Shire of Murray</td> </tr> <tr> <td>Waste Management Plan for grouped dwelling site</td> <td>Development Approval Condition</td> <td>Shire of Murray</td> </tr> <tr> <td>Fauna Relocation Management Plan</td> <td>Subdivision Approval Condition</td> <td>Shire of Murray</td> </tr> <tr> <td>Crossovers for Grouped Housing site shall be constructed at subdivision stage</td> <td>Subdivision Approval Condition</td> <td>Shire of Murray</td> </tr> <tr> <td>Acoustic Assessment report</td> <td>Subdivision Application</td> <td>Shire of Murray</td> </tr> <tr> <td>Street Tree landscaping Plan</td> <td>Subdivision Approval Condition</td> <td>Shire of Murray</td> </tr> </tbody> </table>	Additional Information	Approval Stage	Consultation Required	Local Development Plan	Subdivision Approval Condition	Shire of Murray	Urban Water Management Plan	Subdivision Approval Condition	Department Water and Shire of Murray	Bushfire Management Plan	Subdivision Application	DFES and Shire of Murray	Cash-in-lieu Contribution for Public Open Space	Subdivision Approval Condition	Shire of Murray	Waste Management Plan for grouped dwelling site	Development Approval Condition	Shire of Murray	Fauna Relocation Management Plan	Subdivision Approval Condition	Shire of Murray	Crossovers for Grouped Housing site shall be constructed at subdivision stage	Subdivision Approval Condition	Shire of Murray	Acoustic Assessment report	Subdivision Application	Shire of Murray	Street Tree landscaping Plan	Subdivision Approval Condition	Shire of Murray
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Street Tree landscaping Plan	Subdivision Approval Condition	Shire of Murray																													
LSP - Plan																															
	<p>Modify the Structure Plan to show:</p> <ul style="list-style-type: none"> • base density of R20 • a range of R35-R40 on the cottage lots fronting McLarty Road 																														

	<ul style="list-style-type: none"> a range of R40-R60 for the group housing site.
	Modify the grouped dwelling site in the north east corner of the site to have dwelling orientation toward McLarty Road.
	Modify the Structure Plan to increase the width of the Cornish Way road reserve from 18m wide in the south to 20 metres wide in the north to integrate with existing road reserve widths.
	Modify the Structure Plan to show a Pedestrian path on Eureka Court.
	Modify the Structure Plan to delete the pedestrian paths from the east west road and the right of way.
	Modify the Structure Plan to show a new Shared Path within the McLarty Road road reserve constructed at a level that coordinates with the McLarty Road pavement.
	Modify the Structure Plan to show drainage reserve as 'Drainage Reserve'.
	Modify the Legend on the Structure Plan - Utilities - remove '...and restricted public open space'.
Part 2 Explanatory Report	
Section 1.2.3 – Legal Description and Ownership	Modify to remove <i>Error! Reference source not found</i> and replace with the Appendix A
Section 1.3.1.2 - Shire of Murray Town Planning Scheme (TPS) No. 4	Modify second sentence to reflect the site is shown on zoning maps to be within the Peel Harvey Coastal Catchment Area.
Section 3.1 Residential and Structure Plan Principles	Section to be modified to reflect the densities supported by the local government.
Section 3.2 Public Open Space Table 1 Open Space	Schedule to be modified to accurately reflect the drainage area of 1025m ² is exclusive drainage and may be deducted from the gross subdivisible area. This equates to a subdivisible area of 1.9375ha, thereby making a 10% public open space contribution area of 1937.5m ² .
Section 3.4 - Infrastructure Coordination, Servicing and staging	To be modified to include provisions for a waste management plan to be provided the group housing Site for kerbside waste collection services and how this is to be managed. Provision should also be included in Part 1 Other.
Part 3 - Structure Plan and Subdivision Requirements	
	Written text to be included within Part 2 Explanatory section

Appendix B – Bushfire Management Plan	
	The bushfire management plan being updated in accordance with Department Fire Emergency Services requirements.
Appendix C – Acoustic Assessment (Noise Management Plan)	
	The Acoustic Assessment to be modified to consider the impact of traffic noise on a second storey of a dwelling.
Appendix D – Local Water Management Strategy	
Section 6.1	Lot drainage – to be modified to advise due to the site being filled approximately 1 metre higher than the adjoining properties, those lots are to be serviced by direct lot connection to the stormwater system to prevent seepage of stormwater by disposal on the lot. Sub-surface drainage also being provided. This applies to lot 29 to 36, 38 and 44. This subsurface drainage should investigate how to pick up any excess drainage from the lots abutting the structure plan area on its northern boundary. Direct lot stormwater connections for the cottage lots should also be provided.
	Include a commitment to investigate reducing the amount of fill and how it impacts on the lots to the northern boundary
Appendix E – Flora and Vegetation Assessment	
	The Flora and Vegetation Survey to be modified to consider the requirements of the Shire's Natural Landscape Policy requirements. Particular consideration should be given to how the old Jarrah trees along the northern boundary can be retained. Consideration should also be given as to whether the Marri trees on the site can be located within a road reserve to be retained on site.
Appendix H – Subdivision Concept Plan	
	To be updated in accordance with recommended modifications
Appendix I – Traffic Impact Statement	
	The Traffic Impact Statement to be modified to adequately address access to the Group Housing Site and Waste Management Services.
	The Traffic Impact Statement to be modified to adequately address the footpath upgrade for the section of the development abutting McLarty Road. The footpath will need to be filled, raised, and integrated with the footpath either side of the development area.



Local Planning Policy

Patios

Prepared by Planning and Sustainability Services
May 2018

Background

Patios are a popular addition to residential dwellings. They enhance the use and enjoyment of properties, provide weather protection to outdoor living areas and can also assist in achieving beneficial passive solar design outcomes.

The Residential Design Codes of Western Australia (R-Codes) generally do not provide specific development criteria for patios, with little distinction compared to criteria for the main dwelling. Given that patios tend to be single storey, light weight, open sided structures and are typically built on a similar level as the main dwelling, they are generally less likely to result in amenity impacts on adjacent properties. It is therefore considered that there is scope to provide a more tailored and flexible set of acceptable development criteria for patios.

This policy establishes a set of acceptable development criteria applicable to patios and clarifies when planning approval for patios is required.

Definitions

The R-Codes provide for the relevant definitions of patios and open space as follows:

'Patio' means a water impermeable roofed open-sided area which may or may not be attached to a dwelling.

'Open space' means that area of a lot which is not occupied by any building and includes:

- open areas of accessible and useable flat roofs and outdoor living areas above natural ground level;
- areas beneath eaves overhangs, verandahs or patios not more than 0.5 m above natural ground level, unenclosed on at least two sides and covering no more than 10 per cent of the site area or 50 sq m whichever is the lesser;
- pergolas;
- uncovered driveways (including access aisles in parking areas) and uncovered car bays; but excludes:
 - non-accessible roofs, verandahs and balconies over 0.5 m above natural ground level;
 - covered car parking bays and walkways, areas for rubbish disposal.

Planning Approval Requirements

Patios associated with single houses that are otherwise exempt under the Shire's Town Planning Scheme from the need to obtain planning approval and meet all of the requirements of this policy do not require planning approval.

In all other circumstances, planning approval must be obtained prior to the development commencing.

Applicants will need to clearly demonstrate that their proposal meets all of the objectives and requirements of this policy. Applications must also meet any other requirement of the Shire's planning framework that may be applicable for a particular site under a Town Planning Scheme or any applicable Outline Development Plan, Structure Plan, Local Planning Policy or Detailed Area Plan.

Where there is an inconsistency between this policy and a requirement under a more specific planning framework document for a particular site, the more specific requirement prevails to the extent of any inconsistency.

Objectives

- To provide a more tailored and flexible set of acceptable development criteria for patios.
- To provide reasonable opportunity to enhance the use and enjoyment of outdoor living areas.
- To ensure that patios do not have any significant adverse impact on the amenity of the adjoining property or the streetscape.

Requirements

The following acceptable development criteria illustrate a way of meeting the performance criteria for patios:

1. The proposed patio has a minimum post height of 2.1 metres and a maximum post height of 2.8 metres.
2. The proposed patio has a maximum ridge height of 4.2 metres.
3. The proposed patio is open on at least two sides.
4. The proposed patio does not reduce the amount of open space required in accordance with the provisions of the R-Codes.
5. The proposed patio is not located within a primary street setback area.
6. The finished floor level of the proposed patio is not elevated more than 0.5 metres above natural ground level.
7. The proposed patio meets all setback requirements of the Building Code of Australia and is not attached to the boundary wall or fence.
8. All stormwater runoff from the patio is contained on site.
9. The proposed patio should enhance passive solar design of the associated dwelling.
10. The design, colour and materials of the proposed patio should compliment those of the associated dwelling.

Administration

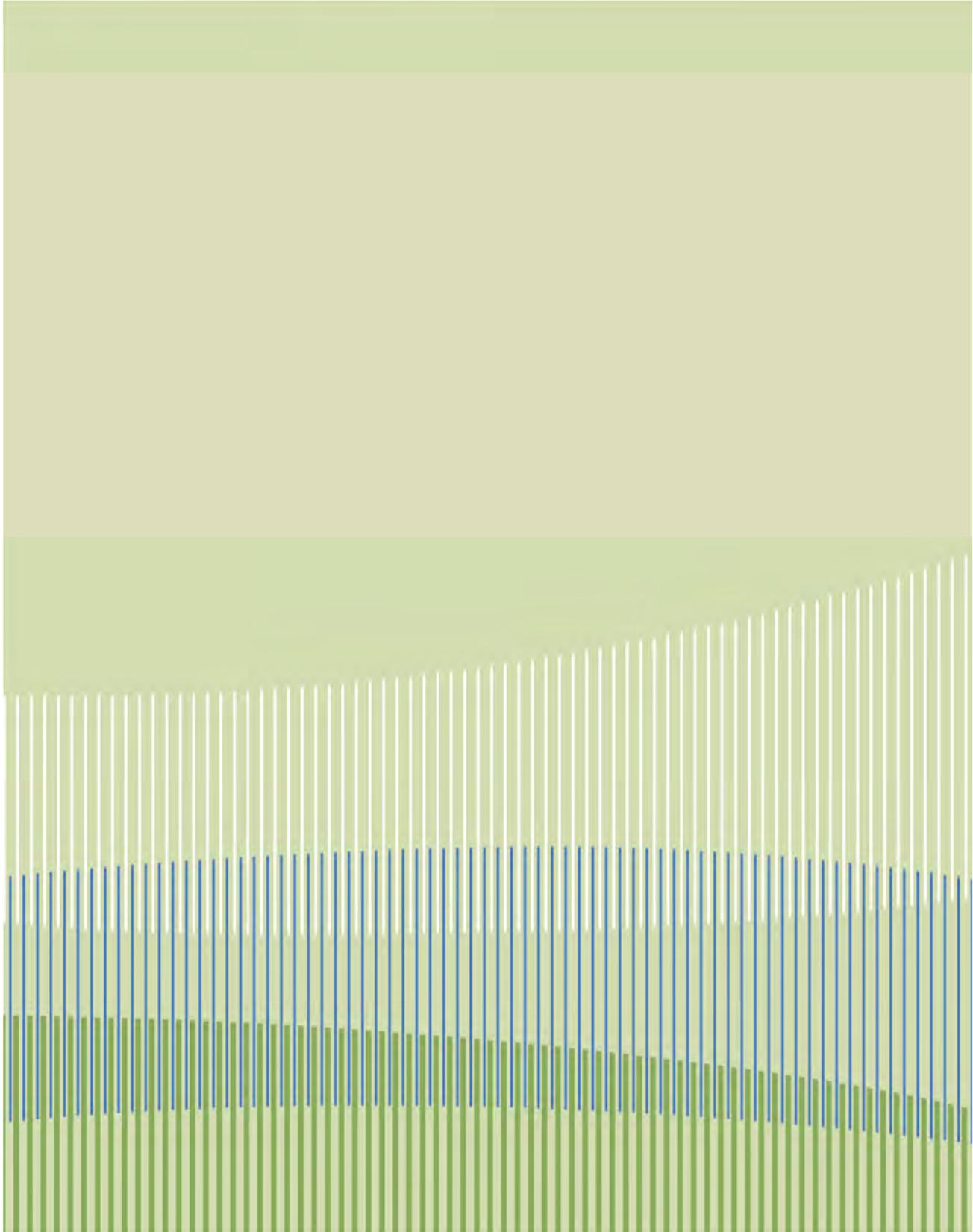
Directorate		Officer Title	
Planning and Sustainability		Director Planning and Sustainability	
Version	Decision to Advertise	Decision to Adopt/Amend	Current Status
1	OCM11/041 – 31/3/2011	OCM11/076 – 26/5/2011	Adopted



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Local Planning Policy

Commercial Vehicle Parking

Prepared by Planning and Sustainability Services
September 2022

1.0 Background

People who drive commercial vehicles as part of their business or occupation often park vehicles at their residences. This provides a high level of convenience for the driver and saves costs for local business. Commercial vehicle parking does, however, have the potential to detrimentally impact on amenity, particularly in the case of larger vehicles, where vehicles are parked in an obtrusive manner, or where activities such as loading, onsite storage, vehicle manoeuvring or maintenance are undertaken.

This policy therefore seeks to strike an appropriate balance between amenity considerations and the legitimate needs of commercial vehicle drivers to park their vehicles at their place of residence.

2.0 Application/Definition

The policy only relates to the parking of commercial vehicles in association with the residential use of land. The policy does not apply to the parking of commercial vehicles associated with an approved non-residential use or a use that is otherwise lawfully being undertaken on the land, such as the parking of vehicles associated with farming on a rural property.

A commercial vehicle means a vehicle, whether licensed or not, which is used or designed for use for business, trade or commercial purposes or in conjunction with a business, trade or profession and, without limiting the generality of the foregoing, includes any utility, van, truck, trailer, tractor and any wheeled attachment to any of them or any wheeled article designed to be an attachment to any of them, and any bus or omnibus or any earthmoving machine whether self-propelled or not. If a truck, prime mover or other vehicle is attached to a trailer, semi-trailer or any other attachment, each trailer, semi-trailer or other attachment is to be regarded as a separate commercial vehicle. A loaded combination, such as a bobcat, forklift or other vehicle or attachment loaded on a truck, trailer or other attachment is to be regarded as one commercial vehicle. The term shall not include a vehicle designed for use as a passenger car or any trailer or other thing most commonly used as an attachment to a passenger car, or a van, utility or light truck which is rated by the manufacturer as being suitable to carry loads of not more than 1.5 tonnes.

3.0 Development Approval Requirements

All proposals for commercial vehicle parking require the Development Approval of the Shire prior to the commencement of the use.

Applicants will need to clearly demonstrate that their proposal meets the objective and requirements of this policy. Applications must also meet any other requirement of the Shire's planning framework that may be applicable for a particular site under a Local Planning Scheme or any applicable Structure Plan, Local Planning Policy or Local Development Plan.

4.0 Objective

To provide opportunities for the parking of commercial vehicles on private property in a manner that does not detrimentally impact the character or amenity of the surrounding area.

5.0 Requirements

The parking of commercial vehicles is to be undertaken in accordance with the following provisions:

5.1 General

- 5.1.1 One commercial vehicle may generally be parked on a lot within the Shire, however, where it can be demonstrated that the parking activity will not detrimentally affect the amenity of the surrounding area additional vehicles may be parked on a lot in accordance with the following table:

Zone	Minimum Lot Size	Maximum Number of Commercial vehicles
All	N/A	1
Special Rural, Farmlet, Hills Landscape Protection, Rural or similar	2 Hectare	2
Special Rural, Farmlet, Hills Landscape Protection, Rural or similar	4 Hectare	4

- 5.1.2 All commercial vehicles parked in accordance with this policy are to be an essential part of the main occupation of a permanent resident of a dwelling on the lot.
- 5.1.3 The vehicle is not to exceed 3 metres in height (including any load), 2.5 metres in width, or 8 metres in length, except in the case of a lot in the Special Rural, Farmlet, Hills Landscape Protection, Rural or other similar zones where the height and width are not controlled except that the maximum vehicle combination length is not to exceed 19 metres.
- 5.1.4 The vehicle is to be parked entirely on the subject lot and is to be located on a hard stand area which is located behind the front of the dwelling, or alternatively within a garage. In the case of a lot in the Special Rural, Farmlet, Hills Landscape Protection, Rural or other similar zones, the vehicle is to be parked in a location that is not readily visible from beyond the property boundaries and be located within the building envelope (if applicable) or behind the building setbacks, with adequate screening or alternatively parked within a garage.

5.2 Amenity

- 5.2.1 The vehicle is not to be started or manoeuvred or serviced or cleaned on site between the hours of 7.00pm and 7.00am the following day with the exception of Sunday when the vehicle is not to be started before 9.00am.
- 5.2.2 While on the lot, the vehicle's motor is not to be left running while the vehicle is unattended or in any event for any period in excess of five minutes.
- 5.2.3 The vehicle is not to be used or designed for use for the transportation of livestock or the transportation or disposal of liquid or solid wastes or other use so as to cause nuisance or pollution as defined in the Public Health Act 2016 and/or the Environmental Protection Act 1986
- 5.2.4 The vehicle is not to carry a refrigeration unit which is operated on a continuous or intermittent basis whilst on the lot.
- 5.2.5 There is to be no transfer of goods or passengers from one vehicle to another vehicle, unloading or loading of the vehicle, or storage of goods or equipment associated with the use of the vehicle.
- 5.2.6 Only minor servicing, including minor mechanical repairs and adjustments, and/or cleaning that generates easily contained liquid waste may be carried out on the lot. Liquid waste shall be as defined in the Health (Liquid Waste) Regulations 1993 and shall be disposed of in accordance with the same. All cleaning and servicing shall be conducted behind the front of the dwelling.

5.3 Access

- 5.3.1 Where the crossover and/or driveway is unsealed, the Shire may require them to be upgraded to a sealed standard (incorporating appropriate drainage) so as to protect the road pavement surface, limit the impact of dust nuisance and to limit materials being carried onto the adjoining road surface. The



upgrade works are to be undertaken prior to the site first being used for the parking of commercial vehicles and are to thereafter be maintained to a good standard of repair.

5.3.2 The Shire may require the landowners/occupiers of premises where the parking of commercial vehicles is being undertaken to pay to the Shire the estimated cost associated with any repairs that become necessary to the adjacent portion of road surface as a result of access and manoeuvring associated with the parking of commercial vehicles.

5.3.2 The parking and manoeuvring of the vehicle is not to cause damage to or removal of vegetation on the lot.

6.0 Compliance

The Shire may revoke the approval where, upon investigation, it is satisfied that:

- a. any of the terms or conditions of approval are not being complied with; or
- b. the commercial vehicle parking is causing a nuisance or annoyance to residents in the neighbourhood and the nature of the nuisance or annoyance has been verified; and
- c. the compliance or the source of the nuisance or annoyance has not been rectified within seven days of the Shire's written request.

A development approval granted in respect to commercial vehicle parking will be personal to the person to whom it is granted. It is not transferable to any other person and will not run with the land in respect of which it is granted.

Administration

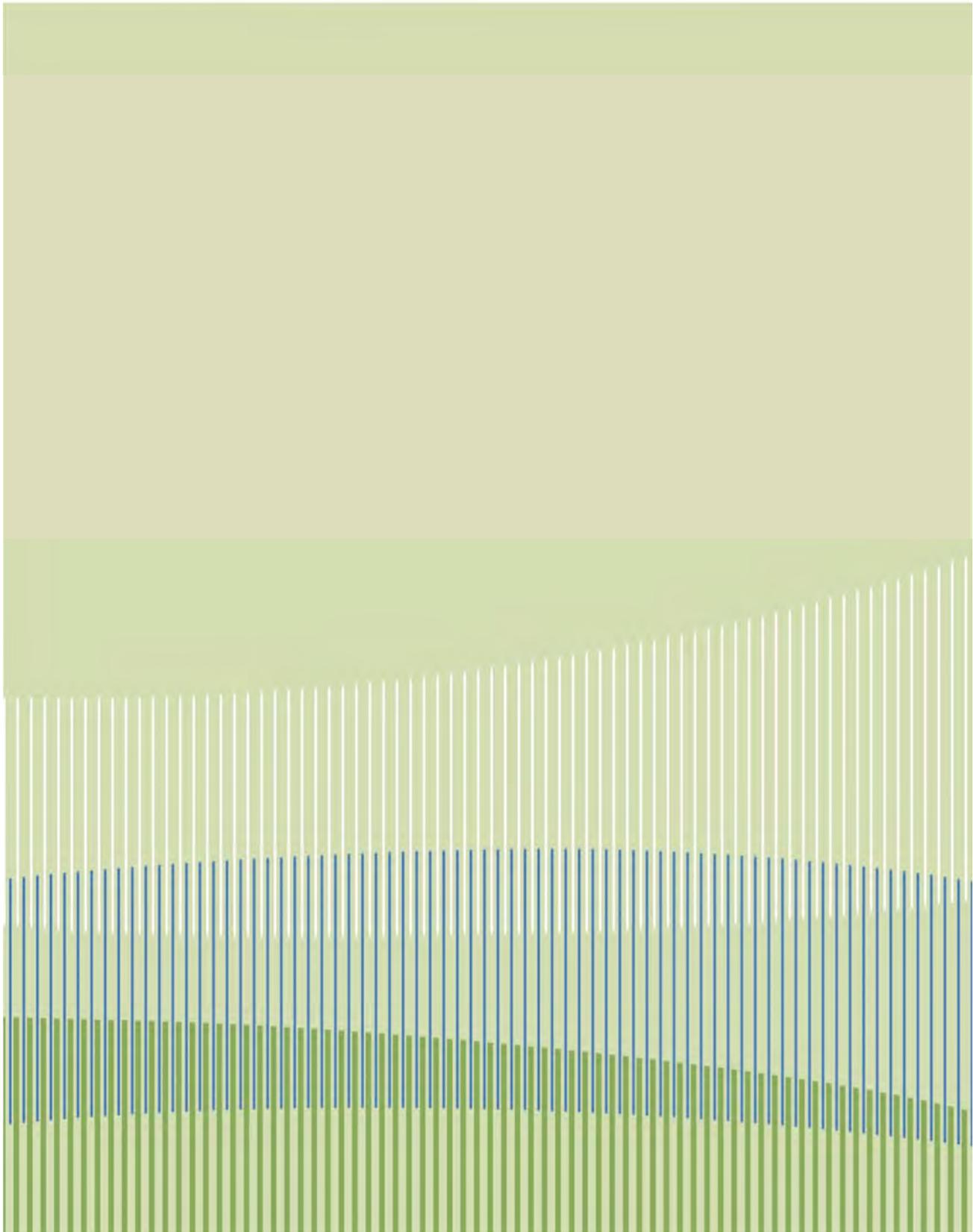
Directorate		Officer Title	
Planning and Sustainability		Director Planning and Sustainability	
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Local Planning Policy

Pinjarra Activity Centre

Planning & Sustainability Services
September 2022

1. Introduction

Pinjarra has traditionally been a small contained town, servicing regional agricultural activities and has acted as the administrative hub for the Shire of Murray and its rural hinterland. Until relatively recently growth pressures in Pinjarra have been low, reflecting the declining prominence of the agricultural industry, and the high attraction of coastal towns with greater amenity.

Whilst population pressures are already driving the expansion of the town, in 2015 the Western Australian Planning Commission released the draft South Metropolitan Peel Sub Regional Planning Framework. This plan projected significant population growth within the Peel Region and the Shire by 2050.

Development within Pinjarra is currently quite dispersed resulting in a relatively poor level of intensity compared to other Secondary centres. Pinjarra is also facing pressure like many towns and centres for commercial development to grow along the line of major roads, in a suburban format with a low development intensity, which is well set back from the street and visually dominated by car parking areas.

Without a comprehensive plan in place, the level of growth anticipated is likely to compound the town's existing economic and social challenges. Following widespread community consultation, on 8 June 2017, Council adopted the Pinjarra Revitalisation Strategy and draft Activity Centre Plan. This comprehensive document establishes a vision, a range of objectives, design principles, development guidelines and an implementation plan that will collectively contribute to a robust planning framework and strategic plan that will ensure the heritage character and environmental features of Pinjarra are celebrated and development undertaken in a way that will result in a compact, diverse, walkable, efficient and highly liveable town centre.

The Shire continues to receive enquiries and applications for development in the town centre. This Policy provides a clear planning framework for such proposals until such time as the comprehensive Activity Centre Plan has been approved by the Western Australian Planning Commission. The Policy objectives and requirements are generally consistent with that outlined in the draft Activity Centre Plan.

2. Application of Policy

This policy applies to all applications for development approval within the Core, Mixed Use, and Heritage & Arts precincts of the Pinjarra Town Centre as set out in the plan attached to this policy.

3. Development Approval Requirements

All proposals for development will require the Development Approval of the Shire prior to the commencement of construction. Applicants will need to clearly demonstrate that their proposal meets the objectives and requirements of this policy. Applications must also meet any other requirement of the Shire's planning framework that may be applicable for a particular property under the Scheme or any applicable Structure Plan, Local Planning Policy or Local Development Plan.

4. Planning Objectives

The objectives of this policy are:

- a) To support the development of the Pinjarra Town Centre commensurate with its designation as a Secondary Activity Centre by providing for a comprehensive range of services, facilities, housing options and employment opportunities, structured around a compact town core with sufficient development intensity and distribution of key retail and other attractor land uses to maximise pedestrian flows along streets, encourage walkability and enable efficient high frequency public transit.
- b) To concentrate activities, particularly those that generate high numbers of trips within the traditional central portion of the town centre to reduce the need for multiple vehicle trips, activate secondary businesses adjacent to major attractors, activate the centre beyond traditional retail hours and create a critical mass which would encourage walkability and contribute to the town's sense of place.
- c) To strengthen the rural heritage town character and landscape setting of the centre through sensitive urban design, built form and landscaping.

- d) Support the existing function of George Street and other streets within the town core as the retail and commercial 'main streets' of Pinjarra and discourage uses that have the potential to compromise the level of activity along these streets, particularly within the early stages of development and land use.
- e) Provide pedestrian friendly streetscapes which maximise pedestrian and cycle access to and through the Town Centre and between key destinations including the Murray River foreshore, the Murray River Square and other key nodes of activity.
- f) Enhance vehicle connectivity, movement and parking through interconnected street networks, opportunities for freight and through traffic to bypass the town and on-street and reciprocal parking opportunities.
- g) Provide for a generous network of vibrant, inclusive, accessible and intergenerational public places that reflect high quality landscaping, street art, seating, signage and end of trip facilities that meet the needs of a diverse community.
- h) Enhance the sense of place and arrival into the Town Centre at Pinjarra Road, South-West Highway / McLarty Street and Pinjarra-Williams Rd.
- i) Protect and enhance sensitive environmental features and contribute towards reduced water, energy and material resource use.
- j) Protect, promote and enhance the health of the community by implementing strategies that improve opportunities for healthy living.

5. Urban Form Principles

The following 10 Urban Form Principles have formed the basis for the preparation of this Policy.

- a) **Concentrate activity within a compact and well defined town core**
 The most efficient and appealing town centres are the ones that are compact and diverse, where all of the activities that a town centre has to offer are within walking distance of each other. Achieving the necessary level of intensity and activity within the Town Centre has the potential to be undermined by leakage of retail and commercial activities to outer-lying, peripheral locations.

 Where nodes of activity already exist outside the core they will be dependent on achieving a critical mass to be successful and sustainable. Activities tend to be more successful where they are co-located in a precinct with similar activities or activities with which there is a synergetic relationship. This should not however occur at the expense of the town core.
- b) **Facilitate opportunities for economic growth and employment creation**
 A thriving economy is fundamental to the sustainability of an area. It leads to higher incomes and living standards for the community. As the largest town in the Shire, Pinjarra has a major economic role to play. The current economic profile is however narrowly focused toward mining and manufacturing. The Pinjarra community currently ranks amongst the most socio-economically disadvantaged within the country and consistently records an unemployment rate greater than State averages. A sustained effort is needed to diversify the economy and create an environment to invest.
- c) **Celebrate Pinjarra's distinctive character and identity**
 Pinjarra's character is closely linked to its heritage buildings and its relaxed riverine locality on the banks of the Murray River. Growth and increased activity should strengthen rather than compromise the town's highly valued character, identity and 'sense of place'.
- d) **Encourage a high quality built form at a scale that encourages walkability and is appropriate for its location**
 People respond to a built form environment that is attractive, comfortable, interesting, safe and unique to a locality and where buildings are at a 'human' scale. The design, scale and quality of buildings are important contributors to the legibility and 'feel' of a town, reflecting the importance that business and the community collectively place on the street level pedestrian experience.

- e) **Create a network of vibrant, accessible and inclusive public spaces**
 The level of activation of public spaces is an indicator of a cohesive, accessible and inclusive town centre. Spaces that encourage multiple user groups to adapt the space to accommodate a diverse mix of activities provides increased opportunities for the community to interact, strengthen social bonds, break down social and cultural barriers and develop a collective sense of ownership and belonging.
- f) **Create attractive and pedestrian friendly streetscapes**
 Attractive streetscapes are essential to a vibrant and sustainable centre as they enhance the pedestrian experience and encourage walkability, social interaction and increased foot traffic. Pedestrian activation contributes to the health and wellbeing of the community, passive surveillance and results in a movement economy which benefits local business and enhances the 'visitor' experience.
- g) **Support the health and wellbeing of the community**
 A vibrant and inclusive town centre is dependent upon a healthy, educated and active community. Adequate facilities, services and infrastructure enable the community to achieve a level of health and wellbeing that empowers individuals to reach their potential and actively participate, support and steward the development of an evolving activity centre.
- h) **Establish an integrated green space network**
 Greenspace linkages within urbanised areas facilitate the protection of natural environmental features, contribute to the character and 'feel' of an area, increased passive surveillance, an active lifestyle and the health and wellbeing of the community.
- i) **Make Pinjarra accessible by a variety of transport modes**
 Activity centres must be accessible by a diverse mix of transport options. Ensuring an integrated network of streets and movement corridors that facilitate vehicle access movement whilst encouraging other modes of transport is a fundamental function of a sustainable and connected activity centre.
- j) **Minimise environmental impact**
 Built form designs that are responsive to the local environment, reflect solar passive design principles and embrace alternative sources of energy which conserve resources, reduce heating and cooling costs and minimise the potential 'heat island' effects often associated with activity centres.

6. Policy Requirements

- 6.1 The Policy identifies three distinct Precincts which will contribute toward recognising and consolidating established nodes of activity within Pinjarra. Whilst the intended focus of each Precinct differs, collectively all will contribute to the critical mass of activity necessary for a sustainable Town Centre. The Precincts are intended to provide for a transition of intensity in activity and built form from the primary business and employment centre of the 'Core' Precinct to the less intensive 'Mixed Use' and 'Heritage & Arts' Precincts. The spatial boundary of each precinct is shown on the attachment to this policy. The vision of each precinct of the defined Precincts are summarised below.

Core Precinct

The Core precinct is the beating heart of Pinjarra and the focal point for business, employment and civic activity. The vision for the Town Centre core is for a network of appealing, tree-lined, lively and walkable streets framed by mixed-use buildings of a scale and character that complements the materials and forms of Pinjarra's heritage buildings.

Mixed Use

The Mixed-Use precinct establishes a frame to the Core Precinct that provides for a transition in activity between the Town Centre and the broader residential areas of Pinjarra. The vision for the mixed-use precinct is for streets with a diverse range of complementary uses that enable people to work and reside in the same location or live affordably within a five to ten minute walk from the primary business and employment centre.

Heritage and Arts

The Heritage & Arts precinct is the cultural heart of Pinjarra where the town's history and landscape fuse together. The vision for the heritage and arts precinct is for a relaxing and contemplative place on the banks of the Murray River with a strong landscape theme that provides a setting for Pinjarra's heritage assets and sensitively designed cultural facilities.

Land use and development within the Policy area is to be consistent with the Precinct specific land use and development guidelines tables below.



Core Precinct Planning, Land Use and Development Guidelines

Preferred Land Uses	
Principle	Acceptable outcome
Land uses at ground level shall optimise activation of the frontage to adjacent streets and other public spaces.	Preferred land uses at ground level include: shop, restaurant/cafe, small bar, art gallery, convenience store, civic use, community purpose, exhibition centre, hotel, place of public worship.
Land uses at upper levels shall optimise resident and worker densities and enable passive surveillance of adjacent streets and other public spaces.	Preferred land uses at upper levels include: office, consulting rooms, serviced apartment, multiple dwelling, cinema/theatre, and educational establishment.
Development Scale and Intensity	
Principle	Acceptable outcome
Development shall be of a scale and intensity appropriate to a town centre location sufficient to encourage walkability and public transport.	R-Code Density : R-AC0(b) / Minimum of R100
Residential and mixed-use development shall contribute to a lively town centre community.	Nil setback to side boundaries with the exception of setbacks which accommodate access to sleeved parking behind development and to heritage buildings that have not been built to the common boundary which are provided a 2 m side setback. Storeys above ground level are to be setback to allow for permeable balconies which contribute to the level of activity and facilitates passive surveillance of street
Building Height	
Principle	Acceptable outcome
Buildings shall be of a height that reflects the hierarchy of the street network and provides for a sense of enclosure.	Minimum building height of two storeys or equivalent. Maximum height limits as per the Development Height Plan (refer Part 1, Figure 6).
Buildings shall enable sufficient solar access to adjacent streets and where relevant, other adjacent public spaces.	Buildings enabling sun on the footpath on the opposite side of the street at 12pm Jun 21st.
Street Interface	
Principle	Acceptable outcome
Buildings shall provide an active and transparent frontage at ground floor level.	Ground floor tenancies adjacent to a street or other public space with the primary pedestrian access from that street or public space. Minimum of 75% of ground floor commercial street frontage with a maximum sill height of 900mm and a minimum head height of 2400 mm above the adjacent footpath. Obscure or reflective glazing on ground floor is avoided



Buildings shall contribute to a generally cohesive and continuous streetscape.	Mandatory street setback of 0 m, with dedicated al-fresco areas, covered arcades, building lobbies and corner architectural articulation excepted. Building frontages constructed to both side boundaries at the frontage to streets or other public spaces.
Buildings shall provide shade and shelter to the adjacent footpath.	Canopy, awning or arcade cover of at least 2.8m depth over the adjacent footpath for the full length of building frontages.
Buildings shall present a fine-grained rhythm of structure and tenancies to the street, with large tenancies 'sleeved' by smaller tenancies.	Maximum 7.5m of glazed shop front between piers.
Buildings shall present a welcoming entrance from the street.	Entrance doors recessed by at least 1m from the street boundary. Entrances at-grade with adjacent footpath, unless flood protection measures require otherwise. Flood protection measures including ramped or stepped pedestrian access is accommodated within the development site.
Buildings shall provide sufficient ground floor heights to accommodate a range of commercial uses.	Minimum floor-to-floor height of 3.6m for the ground floor.
Service areas, mechanical equipment and bin storage areas shall be located to reduce the visual impact on the public domain.	Service areas, mechanical equipment, services and bin storage areas located at the rear of a building, within a basement or where necessary screened from view from the street or other public space, other than a right-of-way.
Car-parking areas shall be located to reduce the visual impact on the public domain.	Car parking located at the rear of a building, within a basement, within a parking structure sleeved from the street by active land uses, on a rooftop, or otherwise screened from view from the street or other public space other than a right-of-way.
Neighbour Interface	
Principle	Acceptable outcome
Buildings shall respect the curtilage of heritage buildings.	Minimum setback of 2m to boundaries shared with heritage buildings unless the heritage building is built to the common boundary.
Buildings shall provide a reasonable degree of amenity for town centre residents.	Minimum setback of 4m from the side boundary to any major opening or balcony of a dwelling facing the boundary.
Side and rear boundary fencing shall reflect the wall materials of the associated building.	Fencing material as per the major wall material of the associated building.



Character and Identity	
Principle	Acceptable outcome
Buildings shall reflect or interpret the forms, colours, and materials of Pinjarra's historic buildings.	<p>Preferred building forms and architectural features include: verandahs and balconies, towers, vertically proportioned windows or glazing panels, horizontal banding, and a clear delineation between the base, middle and top sections of a building elevation.</p> <p>Preferred materials include: red brick, natural stone, painted render, timber, custom orb sheeting or similar, or a combination thereof.</p> <p>Preferred colours include muted natural tones, rather than primary colours.</p>
Buildings shall integrate public art or other decorative detail to provide visual richness.	1% of the construction cost invested in public art or other architectural detail integrated into the development to the satisfaction of the decision maker.
Building roofs shall reflect traditional roof forms and materials.	Preferred roof forms include: pitched roofs of at least 25 degrees, unless hidden from view from the adjacent street by a parapet.
Access and Parking	
Principle	Acceptable outcome
Vehicle crossovers shall be minimised to reduce pedestrian conflict points and reduce the visual impact on the streetscape	<p>Maximum of one crossover per street for any development.</p> <p>Where possible crossovers for new development are to be avoided on Pinjarra Road, George Street and James Street. To achieve this where no other option exists, a temporary crossover until adjoining development enables an alternative access to the site. In such cases the development is to be designed to enable future access way integration with adjacent sites and the Shire may include conditions of approval aimed at achieving this objective including requiring easements over accessways, works to be undertaken when alternative access is available to remove crossovers and accessways.</p> <p>Shared crossovers are encouraged between adjacent developments via an easement arrangement.</p> <p>Maximum crossover width is 6m.</p>
Visitor parking shall be located where it is convenient and available for reciprocal use.	<p>Visitor parking located with direct pedestrian access to the building entrance(s).</p> <p>Visitor parking may be located between the building and the front boundary only where it can be demonstrated that on street parking is not safe or not permitted.</p>
Onsite parking is to be sleeved behind development.	Parking in garages are suitably screen from the street.
The amount of car parking for town centre residents shall reflect a town centre lifestyle with proximity to services and employment.	Maximum car-parking provision of 2 bays per dwelling unless dwelling is less than 80 m ² , wherein a maximum of 1 bay per dwelling applies.



	<p>No on-site parking for residential visitors.</p> <p>Cash in lieu of onsite parking is encouraged where opportunities for consolidated car parking areas are available.</p>
<p>The amount of car parking for town centre residents shall reflect a town centre lifestyle with proximity to services and employment.</p>	<p>Maximum car-parking provision of 2 bays per dwelling unless dwelling is less than 80 m², wherein a maximum of 1 bay per dwelling applies.</p> <p>No on-site parking for residential visitors.</p> <p>Cash in lieu of onsite parking is encouraged where opportunities for consolidated car parking areas are available.</p>
<p>The amount of car parking for retail and commercial uses shall be commensurate with an urban centre rather than a suburban shopping centre.</p>	<p>Non-residential uses at 3 bays per 100 m².</p> <p>Cash in lieu of onsite parking is encouraged where opportunities for consolidated car parking areas are available.</p>
<p>Signage</p>	
<p>Principle</p>	<p>Acceptable outcome</p>
<p>Signage shall be integrated into the design of the associated building, rather than on stand-alone pylons.</p>	<p>Signage integrated into building elevation features such as panels or towers, or integrated with canopies and awnings designed in a manner which does not extend the building height or visually dominate the building.</p> <p>Under verandah signs which provide a minimum ground clearance of 2.4 metres.</p>
<p>Signage shall be of a pedestrian scale.</p>	<p>Maximum sign area of 10sqm.</p> <p>Maximum sign area of 2.5 m² within 5m of the adjacent footpath and in any case where located on a window or door not exceed 30% of the glazed area of the each window or door.</p>

Mixed Use Precinct Planning, Land Use and Development Guidelines

<p>Preferred Land Uses</p>	
<p>Principle</p>	<p>Acceptable outcome</p>
<p>Land uses at ground level shall provide activation of the frontage to adjacent streets and other public spaces and enable changes of use over time.</p>	<p>Preferred land uses at ground level include: shop, restaurant/cafe, small bar, art gallery, convenience store, grouped dwellings and multiple dwellings designed in a manner that accommodates for adaptive change of use over time.</p>
<p>Land uses at upper levels shall complement and support the uses within the adjacent town centre core precinct.</p>	<p>Preferred land uses at upper levels include: office, home office, consulting rooms, serviced apartments, grouped or multiple dwellings, holiday accommodation and educational establishment.</p>



Land uses at upper levels shall enable passive surveillance of adjacent streets and other public spaces.	Major openings to habitable rooms, office space or other commercial activities that are predominantly occupied during business hours.
Development scale and intensity	
Principle	Acceptable outcome
Development shall be of a scale and intensity appropriate to a location, provides for a transition between the town centre and the broader residential precincts, encourages walkability and supports public transport.	Minimum density of R80. Maximum height limits as per the Development Height Plan (refer Part 1, Figure 6).
Development shall provide for affordable residential opportunities within a convenient walk of the town centre at medium residential densities.	A range of dwelling sizes and types are provided as part of a mixed use development.
Development shall incorporate sufficient landscaping to transition between the urban environment of the town centre and the suburban environment of the residential hinterland.	Minimum of 15% site coverage for water sensitive landscaping. Where achievable green walls or roof top gardens may contribute towards landscaping site coverage.
Building height	
Principle	Acceptable outcome
Buildings shall be of a height that reflects the hierarchy of the street network and provide a sense of enclosure.	Minimum building height of two storeys or equivalent. Maximum height limits as indicated on the Development Height Plan (refer Part 1, Fig 6), unless otherwise prescribed within the Precinct Guidelines.
Building heights shall provide an amenable transition to adjacent residential precincts.	Maximum of 2 storeys for buildings within 6 m of an adjacent residential precinct. Maximum of 3 storeys within 10m of an adjacent residential precinct.
Buildings shall enable sufficient solar access to adjacent streets and other adjacent public spaces.	Buildings enabling sun on the footpath on the opposite side of the street at 12pm Jun 21 st .
Street interface	
Principle	Acceptable outcome
Non-residential buildings shall provide an active and transparent frontage at ground floor level	Ground floor tenancies adjacent to a street or other public space with the primary pedestrian access from that street or public space. Minimum of 75% of the ground floor street frontage with a maximum sill height of 900mm and a minimum head height of 2400mm above the adjacent footpath.
Residential uses at the ground floor shall provide for passive surveillance of the adjacent footpath.	A clear line of sight to pedestrians on an adjacent footpath from at least one ground floor major opening to a habitable room for each dwelling adjacent to the footpath. Ground floor residential uses no more than 1.2m above an adjacent footpath.



<p>Buildings shall contribute to a cohesive and continuous streetscape.</p>	<p>Street setback of between 0m and 2.5m for buildings with commercial uses at the ground floor level with the exception of Pinjarra Road where a setback of 4.5m is provided.</p> <p>Street setbacks of between 2.5m and 4m for buildings with residential uses at the ground floor level.</p> <p>Entrances at-grade with adjacent footpath, unless flood protection measures require otherwise. Flood protection measures including ramped or stepped pedestrian access is accommodated within the development site.</p>
<p>Buildings shall provide shade and shelter to the adjacent footpath where there is a direct interface between non-residential uses and the street.</p>	<p>Canopy, awning or arcade cover of at least 2.8m depth over the adjacent footpath for the full length of ground floor commercial building frontages with a 0m setback.</p>
<p>Buildings shall present a fine-grained rhythm of structure and tenancies to the street, with large tenancies 'sleeved' by smaller tenancies.</p>	<p>Maximum 7.5m of glazed shop front between structural piers.</p>
<p>Buildings shall present a welcoming entrance from the street.</p>	<p>Entrance doors recessed by at least 1m from the street boundary.</p> <p>Verandahs are provided to the front elevation with a minimum depth of 2.4m and a length of at least 50% of the width of the front of the dwelling, or a minimum of 4m (whichever is the lesser)</p>
<p>Buildings shall provide sufficient ground floor heights to accommodate a range of commercial uses and to enable conversion from residential uses to commercial uses in the longer term.</p>	<p>Minimum floor-to-floor height of 3.6m for the ground floor.</p>
<p>Service areas, mechanical equipment and bin storage areas shall be located to reduce the visual impact on the public domain.</p>	<p>Service areas, mechanical equipment and bin stores located at the rear of a building, within a basement or screened from view from the street or other public space other than a right-of-way.</p>
<p>Resident, staff and long-term car parking areas shall be located to reduce the visual impact on the public domain.</p>	<p>Car parking located at the rear of a building, within a basement, within a parking structure sleeved from the street by active land uses, on a rooftop, or otherwise screened from view from the street or other public space other than a right-of-way.</p>
<p>Front fencing shall balance the competing demands of privacy and passive surveillance.</p>	<p>Permeable fencing (excluding piers) to primary street to no more than 750 mm above the adjacent footpath.</p> <p>Fencing is to be of a style, material and colour that is in keeping or complements the character of the town centre.</p>



Neighbour interface	
Principle	Acceptable outcome
Buildings shall respect the curtilage of heritage buildings.	Minimum setback of 2m to boundaries shared with heritage buildings unless the heritage building is built to the common boundary.
Buildings shall provide a reasonable degree of amenity for residents.	Residential development as per the R-Codes. Non-residential development with a minimum 3m setback to a side boundary. Non-residential development with a minimum 6 m setback to a rear boundary. Minimum 50% of solar access to an existing adjacent outdoor living area at 12pm June 21 st .
Side and rear boundary fencing for non-residential buildings shall reflect the wall materials of the associated building.	Fencing material as per the major wall material of the associated building.
Character and Identity	
Principle	Acceptable outcome
Buildings shall interpret the colours, and materials of Pinjarra’s historic buildings.	Preferred materials include: red brick, natural stone, painted render, timber, custom-orb sheeting or similar, or a combination thereof. Preferred colours include muted natural tones, rather than primary colours.
Non-residential buildings shall integrate public art or other decorative detail to provide visual richness.	1% of the construction cost invested in public art or other architectural detail integrated into the development to the satisfaction of the decision maker.
Residential buildings shall present a human scale and building forms that are recognisably residential in character.	Preferred features of residential buildings include: Verandahs and balconies, vertically proportioned window and traditional pitched roofs.
Building roofs for mixed-use and non-residential buildings shall reflect traditional roof forms and materials.	Preferred roof forms include: pitched roofs of at least 25 degrees, unless hidden from view from the adjacent street by a parapet.
Access and Parking	
Principle	Acceptable outcome



<p>Vehicle crossovers shall be minimised to reduce pedestrian conflict points and reduce the visual impact on the streetscape.</p> <p>Visitor parking shall be located where it is convenient and available for reciprocal use.</p> <p>Onsite parking is to be sleeved behind development.</p>	<p>Maximum of one crossover per street for any development.</p> <p>Shared crossovers or reciprocal access between adjacent developments.</p> <p>Maximum crossover width of 6m.</p> <p>Visitor parking located with direct pedestrian access to the building entrances.</p> <p>Visitor parking may be located between the building and the front boundary only where it can be demonstrated that on street parking is not safe or not permitted.</p> <p>Parking and garages are suitably screened from the street.</p>
<p>The amount of car parking for residents shall reflect an inner suburban lifestyle with proximity to services and employment.</p> <p>The amount of car parking for commercial uses shall be commensurate with an urban centre rather than a suburban shopping centre.</p>	<p>Car-parking is consistent with deemed to comply provisions of R-Codes.</p> <p>No on-site parking for residential visitors. Provision of on-street parking bays is encouraged where safe to do so.</p> <p>Cash in lieu where justified to the satisfaction of the decision maker.</p> <p>Reciprocal parking between residential and commercial visitors is encouraged in the case of mixed-use buildings.</p> <p>Non-residential uses at 3 bays per 100m².</p> <p>Cash-in-lieu or reciprocal parking arrangements may be supported where justified to the satisfaction of the decision maker.</p>
<p>Commercial visitor parking shall be located where it is convenient and available for reciprocal use.</p>	<p>Commercial visitor parking located with direct pedestrian access to the main building entrance(s).</p>
<p>Signage</p>	
<p>Principle</p>	<p>Acceptable outcome</p>
<p>Signage shall be integrated into the design of the associated building, rather than on stand-alone pylons.</p> <p>Signage shall be of a pedestrian scale and not significantly obscure building openings.</p>	<p>Signage integrated into building elevation features such as panels or towers, or integrated with canopies and awnings designed in a height or visually dominate the building.</p> <p>Under verandah signs which provide a minimum ground clearance of 2.4 metres.</p> <p>Maximum sign area of 10sqm.</p> <p>Maximum sign area of 2.5m² within 5m of the adjacent footpath and in any case where located on a window or door not exceed 30% of the glazed area of each window or door.</p>



Heritage and Arts Precinct Planning, Land Use and Development Guidelines

Preferred land uses	
Principle	Acceptable outcome
Land uses at ground level shall provide activation of the frontage to adjacent streets and other public spaces and enable changes of use over time.	Preferred land uses at ground level include: place of worship, public assembly for the community (eg meetings, playgroups etc), educational, recreational, cultural and community purposes.
Land uses at upper levels shall complement and support the intended vision for the precinct.	Preferred land uses at upper levels include: office, dwelling.
Land uses at upper levels shall enable passive surveillance of adjacent streets and other public spaces.	Major openings to habitable rooms, office space or other commercial activities that are predominantly occupied during business hours.
Development scale and intensity	
Principle	Acceptable outcome
Development shall be of a scale and intensity appropriate to a precinct with a strong emphasis on landscape qualities.	Density of R60 Minimum open space provision of 50% in lieu of any plot ratio control.
Building height	
Principle	Acceptable outcome
Building shall be of a height that reflects the landscaped setting along the Murray River.	Minimum building height of two storeys or equivalent. Maximum height limits as indicated on the Development Height Plan (refer Part 1, Fig 6).
Building heights shall provide an amenable transition to adjacent residential precincts.	Maximum of 2 storeys for buildings within 6m of the adjacent residential precinct.
Buildings shall enable sufficient solar access to adjacent public spaces.	Buildings enabling sun on at least 50% of any adjacent landscaped public spaces.
Street interface	
Principle	Acceptable outcome
Buildings shall address adjacent streets or other public spaces.	Main entrances to buildings (or tenancies) with a direct line of sight and access from a street or public space. Minimum of 60% of the ground floor street frontage with a maximum sill height of 900mm and a minimum head height of 2400mm above the adjacent footpath.
Buildings shall contribute to a streetscape with a strong civic and landscape character.	Minimum street setback of 4m.



<p>Buildings shall present a welcoming entrance from the street.</p>	<p>Any fencing to a street or other public space no more than 900mm in height above the adjacent street reserve.</p> <p>Entrance doors with a clear line of sight from an adjacent street or public space.</p> <p>Entrances associated with a forecourt or other landscaped space.</p>
<p>Buildings shall provide sufficient ground floor heights to accommodate a range of non-residential uses.</p> <p>Service areas, mechanical equipment and bin storage areas shall be located to reduce the visual impact on the public domain.</p> <p>Long-term car parking areas shall be located or designed to maintain a landscaped interface between buildings and the street.</p>	<p>Minimum floor-to-floor height of 3.6m for the ground floor.</p> <p>Service areas, mechanical equipment and bin stores located at the rear of a building, within a basement or screened from view from the street or other public space other than a right-of-way.</p> <p>Long-term car parking located at the rear of a building, within a basement, within a parking structure sleeved from the street by active land uses, on a rooftop, or otherwise screened from view from the street or other public space other than a right-of-way.</p> <p>Car-parking areas within a street setback area limited to 6 bays and for short-term use only.</p> <p>Minimum vegetated landscaping provision of 50% for all street setback areas.</p>
<p>Neighbour interface</p>	
<p>Principle</p>	<p>Acceptable outcome</p>
<p>Buildings shall respect the curtilage of heritage buildings.</p>	<p>Minimum setback of 3m to all side boundaries. Minimum setback of 6m to rear boundaries.</p>
<p>Side and rear boundary fencing for non-residential buildings shall reflect the wall materials of the associated building.</p>	<p>Solid fencing material as per the major wall material of the associated building.</p> <p>Other fencing with at least 50% visual permeability.</p>
<p>Character and Identity</p>	
<p>Principle</p>	<p>Acceptable outcome</p>
<p>Buildings shall interpret the colours, and materials of Pinjarra’s historic buildings.</p>	<p>Preferred building forms and architectural features include: verandahs and balconies, towers, vertically proportioned windows or glazing panels, horizontal banding, and a clear delineation between the base, middle and top sections of a building elevation.</p>



<p>Buildings shall integrate public art or other decorative detail to provide visual richness.</p> <p>Building roofs shall reflect traditional roof forms and materials.</p> <p>Development shall integrate buildings into a landscape environment.</p>	<p>Preferred materials include: red brick, natural stone, painted render, timber, custom-orn sheeting or similar, or a combination thereof.</p> <p>Preferred colours include muted natural tones, rather than primary colours.</p> <p>1% of the construction cost invested in public art or other architectural detail integrated into the development to the satisfaction of the decision maker.</p> <p>Preferred roof forms include: pitched roofs of at least 25 degrees, unless hidden from view from the adjacent street by a parapet.</p> <p>Deep-soil provision for tree planting at the rear of the building or within a courtyard space.</p> <p>Shade tree provision at the rate of 1 tree per 4 bays for car-parking areas of 4 bays or more.</p> <p>Buildings with a direct line of sight form major spaces to the Murray River reserve wherever possible.</p>
<p>Access and Parking</p>	
<p>Principle</p>	<p>Acceptable outcome</p>
<p>Vehicle crossovers shall be minimised to reduce pedestrian conflict points and reduce the visual impact on the streetscape.</p> <p>The amount of car parking shall be commensurate with the expected typical daily demand rather than peak demand.</p> <p>Visitor parking shall be located where it is convenient and available for reciprocal use.</p> <p>Onsite parking is to be sleeved behind development.</p>	<p>Maximum of one crossover per street for any development.</p> <p>Shared crossovers or reciprocal access between adjacent developments.</p> <p>Maximum crossover width of 6m.</p> <p>Residential car parking is consistent with deemed to comply provisions of R-Codes.</p> <p>Cash-in-lieu or reciprocal parking arrangements may be considered where justified to the satisfaction of the decision maker.</p> <p>Visitor parking located with direct pedestrian access to the building entrance(s).</p> <p>Visitor parking may be located between the building and the front boundary only where it can be demonstrated that on-street parking is not safe or not permitted.</p> <p>Parking and garages are suitably screened from the street.</p>



Signage	
Principle	Acceptable outcome
Signage shall be integrated into the design of the associated building, rather than on stand-alone pylons.	Signage integrated into building elevation features such as panels or towers, or integrated with canopies and awnings designed in a manner which does not extend the building height or visually dominate the building. Under verandah signs which provide a minimum ground clearance of 2.4 metres.
Signage shall be of a pedestrian scale and not significantly obscure building openings.	Maximum sign area of 10sqm. Maximum sign area of 2.5 m2 within 5m of the adjacent footpath and in any case where located on a window or door not exceed 30% of the glazed area of the each window or door.

- 6.2 There is a general presumption against the subdivision of land within the Policy area unless it can be adequately demonstrated that subdivision will not prejudice the orderly and proper planning of the area or compromise the objectives, urban form principles, achievement of the densities and the built form outcomes defined under the Policy.
- 6.3 Department stores and supermarkets over 300m² are not permitted outside of the Core Precinct. Drive through facilities attached to uses such as takeaway food outlets and liquor stores are not permitted within the core precinct. Such facilities will only be permitted within the mixed use precinct where they are designed in a way that cannot be easily viewed from the street and do not adversely impact pedestrian safety or comfort.
- 6.4 Applications for development approval that do not meet the requirements of the Policy should not be supported unless it can be adequately demonstrated that the proposal will not compromise the Objectives of the Policy and the urban form principles and the guiding principles in the Precinct Guidelines tables.
- 6.5 Development within the Policy area is to be connected to the reticulated sewerage network.
- 6.6 Development on a site or building of heritage significance identified under the State or Local Heritage Register or List and/or located within a designated Heritage Area under the Shire's Town Planning Scheme is to be designed and constructed in a manner consistent with the Shire's Heritage Places Local Planning Policy to ensure retention and protection of the heritage significance of the place.
- 6.7 Cash-in-lieu of car parking may be considered for development applications in circumstances where it has been sufficiently demonstrated that development will result in a significant built form outcome or benefit to the community and adequate on-street or reciprocal parking can be achieved in the short to medium term.
- 6.8 With the exclusion of development with a construction cost of less than \$100,000, a 1% contribution of the cost of development proposed within the Policy area is to be provided by each development as a cash in lieu payment for investment in public art or by public art provided onsite in accordance with the Shire's Pinjarra Town Centre Public Art Local Planning Policy.
- 6.9 Discretionary land use permissibility is to be guided by the Precinct Guideline tables or other land use provisions under this Policy. Where a particular use is specifically mentioned under these sources, then the decision to approve the use is to be guided by the objectives, urban form principles and precinct principles.
- 6.10 Notwithstanding the clause 6.9 a shop should not be approved outside of the Core precinct, except under the following circumstances:



- a) The floor space does not exceed 300m² net lettable area
 - b) The parcel of land is on a separate lot of not less than 1000m²
 - c) The aggregate shop net lettable area on any group of adjoining lots with a single street block does not exceed 1000m², and
 - d) The direct street frontage of any lot containing a shop is at least 20 metres in width.
- 6.11 The decision maker is to require a subdivider and/or developer to set aside and cede land for road reserves/road widening for the following roads:
- Pinjarra Road - Murray Street to Roe Avenue - 4.5 metre widening on north side
 - Pinjarra Road - Roundabouts at intersections with Murray Street, Forrest Street and Roe Avenue – Widening of intersection
- 6.12 The decision maker is to require the developer to provide a proportional contribution toward the upgrade of roads within the Policy area to an urban main street standard, including road pavement, on street parking, roundabouts and intersection treatments, dual use paths or full width paved verges, street trees and street furniture.
- 6.13 Where applicable, subdivision or development approval should be subject to the landowner / developer funding the undergrounding of powerlines within road reserves adjoining the site.
- 6.14 All development and land use applications for sites identified as bushfire prone are required to include a Bushfire Management Plan, prepared by an accredited assessor in accordance with the provisions of the Guidelines for Planning in Bushfire Prone Areas.
- 6.15 All development within areas identified as Bushfire Prone area is to be undertaken in accordance with State Planning Policy 3.7 and the associated Guidelines for Planning in Bushfire Prone Areas.
- 6.16 All development for sites located within the Murray River Flood Fringe are to be constructed at a finished floor level of at least 150mm above the 1:100 ARI flood level.
- 6.17 To the extent necessary to improve pedestrian interaction between the building and street footpaths, the finished floor level of non-residential buildings may be reduced to the 1:100 ARI flood level.

7. Administration

Directorate		Officer Title	
Planning and Sustainability		Director Planning and Sustainability	
Version	Decision to Advertise	Decision to Adopt/Amend	Current Status
1	OCM18/056 22 March, 2018	OCM18/108 24 May 2018	Adopted
2	OCMXX/XX 29 September 2022	OCMXX/XX	

Proposed Modifications to advertised Precinct Areas

Application of Policy

Core Precinct



Mixed Use Precinct
(Existing)

(Proposed)



Heritage and Arts Precinct



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Local Planning Policy

Domestic Outbuildings

Prepared by Planning and Sustainability Services
September 2022

1.0 Background

Domestic outbuildings are a necessary and desirable form of incidental development to dwellings.

As lifestyle patterns and domestic storage needs have changed there is a trend toward the construction of larger outbuildings within the Shire. If not sensitively located and designed, or where they are used for inappropriate purposes, outbuildings can impact on the amenity of nearby residents, the streetscape, character and environmental attributes of the area.

This policy therefore seeks to ensure that outbuildings are constructed to a high quality and design, are suitably sized for their context, appropriately located and used so they do not adversely impact on the surrounding area.

2.0 Application / Definition

This policy applies to all outbuildings within residential and rural residential areas of the Shire.

Residential areas include land located within the Residential, Residential Development, Canal Development, Special Development and similar zones.

Rural Residential areas include land that is zoned Special Residential, Special Rural, Farmlet, Hills Landscape Protection and similar zones.

The term 'outbuilding' has the same meaning as that given in *State Planning Policy 7.1 Residential Design Codes Volume 1 (R-Codes)*, which means an enclosed non-habitable structure that is detached from any dwelling. This includes sheds, workshops, games rooms, green houses and similar structures. For clarity it should be noted that the term includes any attachment including lean-tos or similar structures. It should also be noted that 'garages and carports, designed and used for the parking of motor vehicles are separately defined under the R-Codes and are therefore excluded from the definition of outbuilding.

3.0 Development Approval Requirements

All proposals for domestic outbuildings associated with a single house where they meet all of the objectives and requirements of this policy and any requirement of the Shire's planning framework that may be applicable for a particular site under a Local Planning Scheme, Structure Plan, Local Planning Policy or Local Development Plan are exempt from the need to obtain development approval. The development approval of the Shire will otherwise be required prior to the commencement of construction.

Where approval is required applicants will need to clearly demonstrate that their proposal meets the objectives and requirements of this policy and any other requirement of the Shire's planning framework.

Where there is an inconsistency between this policy and a requirement under a more specific planning framework document for a particular site, the more specific requirement prevails to the extent of any inconsistency.

4.0 Objectives

- 1) To make reasonable provision for the development of domestic outbuildings to serve residents needs in a manner that does not detract from the streetscape, character, amenity or environmental attributes of the surrounding area.
- 2) To ensure that domestic outbuildings are not used for human habitation, commercial or industrial purposes.

5.0 Requirements

5.1 Use

- 5.1.1 Outbuildings are to be designed to be non-habitable and are not to be used for commercial or industrial purposes or human habitation.
- 5.1.2 In Residential areas outbuildings are only to be used for domestic storage or other domestic purposes associated with the dwelling on the same property. In Rural Residential areas outbuildings may be permitted where no dwelling exists on the property, however the outbuilding is only to be used to store equipment associated with the maintenance or other use of the lot and the land owner's domestic storage.

5.2 Siting and Design

- 5.2.1 Outbuildings are not to be located closer to the street than the dwelling on the lot, or within the primary or secondary street setback areas.
- 5.2.2 In Residential areas outbuildings are to be setback a minimum of 0.5 metres from the side or rear boundaries.
- 5.2.3 In Rural Residential areas outbuildings are to be located entirely within any approved building envelope. Where no building envelope exists, outbuildings are to be designed and located in manner that:
 - a) is in accordance with the setbacks applicable to the particular area as stipulated in Local Planning Scheme No 4.
 - b) is not visually obtrusive from neighbouring properties or the street and does not adversely impact on the landscape character of the surrounding area;
 - c) does not impact on any native vegetation and other areas of environmental sensitivity.
- 5.2.4 The applicant may be required to plant landscaping or other screening, use certain materials, colours or architectural treatments to assist in reducing the visual impact of the outbuilding.
- 5.2.5 Where the Shire does approve an outbuilding in a location that requires the clearing of native vegetation, only the minimum amount of vegetation necessary for the construction of the outbuilding, associated firebreaks and access is to be cleared and the Shire may require the revegetation of at least an equivalent area of land on the lot.

5.3 Size

5.3.1 The height and aggregate area of outbuildings on a lot are not to exceed the following:

Site Area (m ²)	Aggregate Floor Area (m ²)	Maximum Wall Height (metres above natural ground level)	Maximum Ridge Height (metres above natural ground level)
Up to 600	10% of the site area	2.7	4.2
601 – 1,000	75	3.0	4.2
1,001 – 2,000	100	3.0	4.2
2,001 – 5,000	125	3.0	4.2
5,001 – 10,000	150	3.0	4.2
10,001 – 40,000	200	3.6	5.0
Greater than 40,000	300	3.6	5.0



5.4 General

- 5.4.1 A single house must have already been established on the land or be intended to be established on the land concurrent with the construction of the outbuilding, except in rural residential areas.
- 5.4.2 In residential areas an outbuilding may at the discretion of the Shire be constructed on a vacant lot where the owner also owns the abutting lot and where the abutting lot contains a single house, provided the lots are amalgamated or the owner enters into an agreement with the Shire supported by absolute caveat over both lots precluding the sale of either lot unless the outbuilding is removed or a dwelling is constructed on the lot with the outbuilding.
- 5.4.3 Outbuildings are not to reduce the minimum area of open space required for the associated dwelling as specified by the R-Codes.

6.0 Administration

Directorate		Officer Title	
Planning and Sustainability		Director Planning and Sustainability	

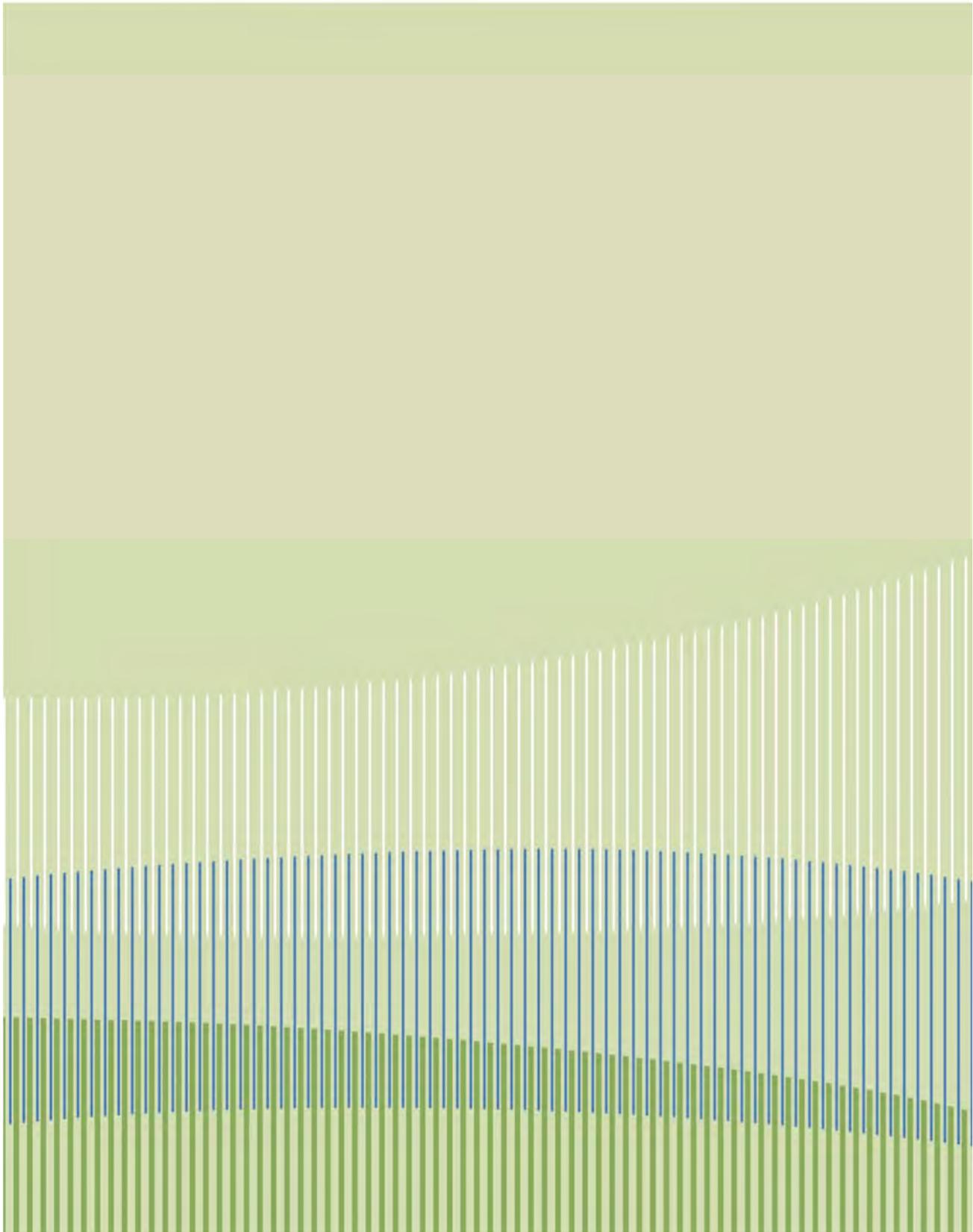
Version	Decision to Advise	Decision to Adopt/Amend	Current Status
1	OCM11/107 – 28/7/2011	OCM11/142 – 29/9/2011	Adopted
2	OCMxx/xx – x/x/2022	OCMxx/xx – x/x/2022	



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Local Planning Policy

Sea Containers

Prepared by Planning and Sustainability Services
September 2022

1.0 Background

Sea containers can offer a sturdy, secure method of storage. They are readily available and often a less expensive option than an outbuilding. Sea containers have therefore become a popular form of storage facility. Because of their industrial, utilitarian nature however, they can detract from the character and amenity of an area.

This policy therefore seeks to ensure that sea containers are appropriately located, screened and upgraded to ensure that they do not adversely impact on the amenity, streetscape, character and environmental attributes of an area.

2.0 Application / Definition

This policy applies to all proposals for sea containers within the Shire except those which are proposed to be used for habitable purposes. Where used for habitable purposes, sea containers are required to comply with all relevant legislation.

The term 'sea container' means a metal transportable structure designed for storage and transport of goods by road, rail and sea.

Residential areas include land located within the Residential, Residential Development, Canal Development, Special Development and similar zones.

Commercial areas include land located within the Commercial, Town Centre, Service Commercial and similar zones.

Industrial areas include land located within the Industrial, Industrial Development and similar zones.

Rural Residential areas include land that is zoned Special Residential, Special Rural, Farmlet, Hills Landscape Protection and similar zones.

A sea container is not considered an outbuilding or minor structure exempted from Development Approval in the Rural zone under Clause 3.5 of the Local Planning Scheme No. 4 unless specifically provided under this policy.

3.0 Development Approval Requirements

All proposals for the placement of sea containers require the Development Approval of the Shire prior to being placed on a lot, except where the sea container is:

- Placed within a fully enclosed building;
- Associated with the temporary storage of building materials and/or equipment during construction in accordance with the requirements of this policy;
- Being used for temporary storage purposes for a maximum period of seven days for the purpose of relocating personal goods to/from a property;
- Being loaded or unloaded from an approved service yard within a commercial or industrial area, provided it is not readily visible from a road or other public area and does not remain on the site for more than five days; or
- Is associated with a rural use on a property in the Rural zone, provided it is located at least 200 metres from any road, does not require the removal of any native vegetation and the lot is not located within a Place of Heritage or Landscape Value or within a Floodway.

Applicants will need to clearly demonstrate that their proposal meets all of the objectives and requirements of this policy. Applications must also meet any other requirements of the Shire's planning framework that may be applicable for a particular site under a Local Planning Scheme or any applicable, Structure Plan, Local Planning Policy or Local Development Plan.

4.0 Objectives

The objectives of this policy are to:

1. Make reasonable provision for the placement of sea containers as an option for storage of goods and equipment, provided they do not detract from the streetscape, character, amenity or environmental attributes of the surrounding area.
2. Ensure that sea containers are only used in association with an authorised use of the property and not for human habitation.

5.0 Requirements

5.1 General

Sea containers are not to be placed on any street verge or within the front setback of any property.

No more than one sea container may be approved for any site, except in the industrial areas.

Sea containers are only used in association with the approved or otherwise lawful use of the property and not for human habitation.

5.2 Construction storage

Notwithstanding other requirements of this policy, a sea container may be placed on a lot for the temporary storage of building materials and/or equipment during construction works, where:

- Building approval for the construction works has been issued and remains valid.
- The sea container is not placed on site more than two weeks prior to the commencement of construction or associated preparatory works.
- The sea container is removed from site within four weeks of the conclusion of construction works and prior to occupation of the building.

5.3 Residential areas

Sea containers are not permitted within residential areas, except in the circumstances outlined in section 3 of this Policy, as they are not considered appropriate given the overriding objective to maintain a high standard of amenity in such areas.

5.4 Commercial areas

Sea containers are not considered appropriate in commercial areas given the public nature of such areas and the overriding objective to maintain a high standard of amenity. The only exceptions are where the sea container:

- Is located within an approved service area.
- Is screened from view from outside the property or publically accessible areas within the property by established or proposed landscaping, buildings, or other screening.
- Is painted in a colour that will minimise visibility against the prevailing landscape or in a colour which complements the existing development on site.
- Does not have any advertising on the external faces.

5.5 Industrial areas

Sea containers may be used for the storage of goods and/or equipment in industrial areas where they are:

- Located within approved storage areas, which do not compromise car parking, access or landscape areas required for the development.
- Not located within the street setback area, or where a building exists on the property, closer to the street than the building.
- Substantially screened from the street, other public places and adjacent properties by walls, fencing, landscaping or other means approved by the Shire.
- Stored in neat rows and not stacked.
- Not used to display any advertising on the external faces.

5.6 Rural Residential areas

A sea container may be placed on a lot within a rural residential area where it:

- Is not located closer to the street than the dwelling, or within the primary or secondary street setback areas.
- Is located entirely within any approved building envelope or in accordance with the setbacks applicable to the particular area as stipulated in a town planning scheme or relevant local planning policy.
- Is not clearly visible from the street, neighbouring properties or public vantage points.
- Does not adversely impact on the landscape character of the surrounding area and is preferably nestled adjacent to an existing building.
- Does not impact on any native vegetation and other areas of environmental sensitivity.
- Is to be used for domestic storage purposes.

The applicant may be required to plant landscaping or other screening, or paint the sea container to assist in reducing its visual impact.

Where the Shire does approve a sea container in a location that requires the clearing of native vegetation, only the minimum amount of vegetation necessary for the placement of the sea container, associated firebreaks and access is to be cleared and the Shire may require the revegetation of at least an equivalent area of land on the lot.

5.7 Rural areas

Where located within 200 metres of a boundary of a lot in the Rural zone, a sea container is to be:

- Substantially screened from the street, neighbouring properties or public vantage points.
- Located so that it does not adversely impact on the landscape character of the surrounding area, native vegetation and other areas of environmental sensitivity.

The applicant may be required to plant landscaping or other screening, or paint the sea container to assist in reducing its visual impact.

Where the Shire does approve a sea container in a location that requires the clearing of native vegetation, only the minimum amount of vegetation necessary for the placement of the sea container, associated firebreaks and access is to be cleared and the Shire may require the revegetation of at least an equivalent area of land on the lot.



6.0 Administration

Directorate	Officer Title
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Planning and Sustainability Director Planning and Sustainability

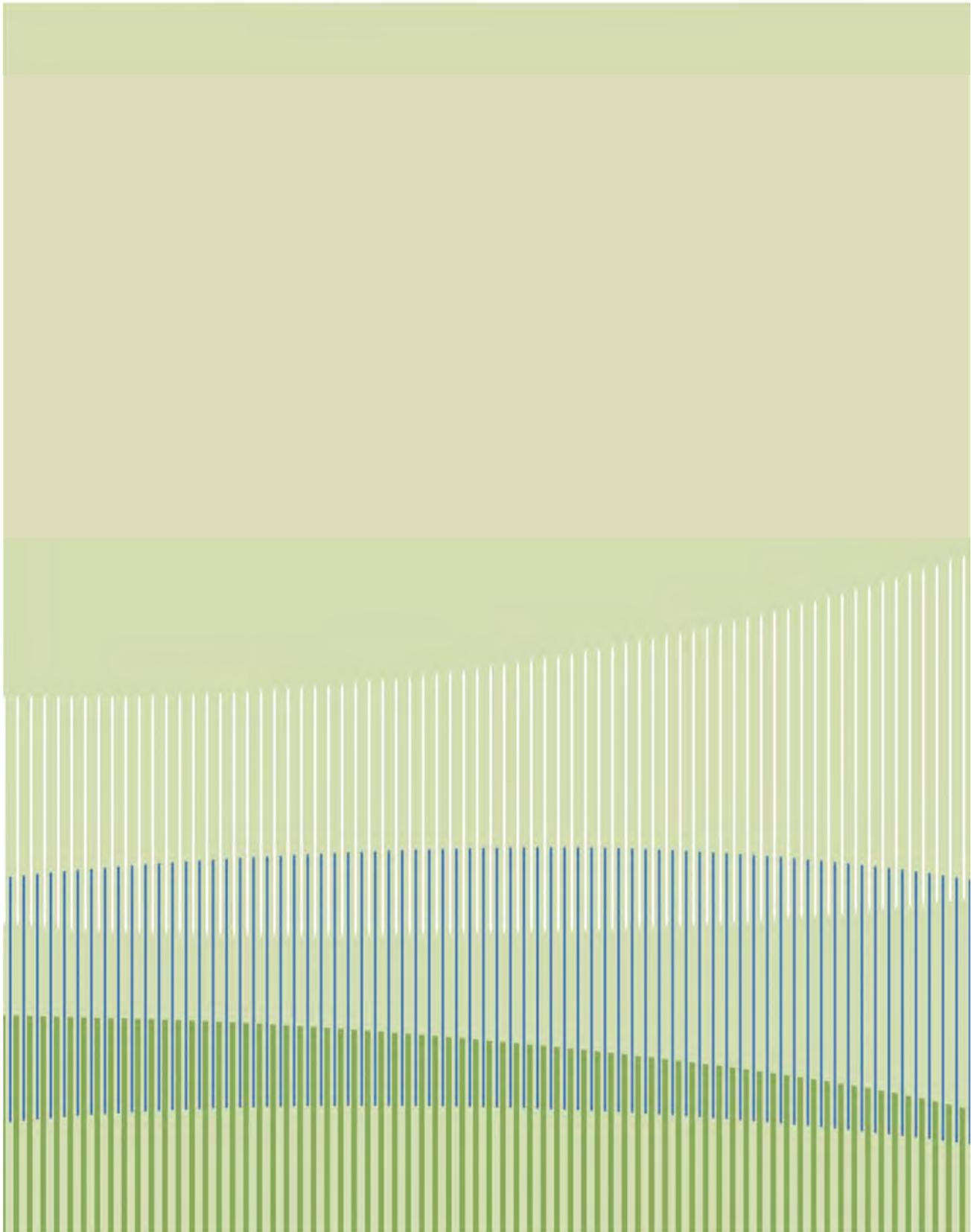
Version	Decision to Advertise	Decision to Adopt/Amend	Current Status
1	OCM11/240 – 20/12/2011	OCM12/014 – 23/2/2012	Adopted
2	OCMXX/XXX – XX/XX/XXX	OCMXX/XXX – XX/XX/XXX	



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Local Planning Policy

Ancillary Dwellings within Rural Residential Zones

Prepared by Planning and Sustainability Services
September 2022

Local Planning Policy

Ancillary Dwellings within Rural Residential Zones

1.0 Background

Ancillary dwellings, commonly referred to as granny flats, are self-contained, independent or semi-independent dwellings on the same lot as a single house.

Ancillary dwellings provide an opportunity for people with or without special needs to live in proximity to other people but with autonomy, supporting social cohesion adding to the diversity of housing types available within the Shire and providing an affordable housing option.

Ancillary dwellings can be developed in a range of forms including a studio above a garage (Fonzie Flats), separate rear studios, and self-contained quarters within a single house, for example a second storey or separate ground floor wing that may have a shared lobby/entry or separate external access.

Criteria for the design of ancillary dwellings in residential areas is adequately dealt with by *State Planning Policy 7.3 - Residential Design Codes Volume 1*. In the Shire's rural areas however, there is a need to adjust the criteria to recognise the larger lot sizes and rural environment.

In rural areas, whilst there is room to allow flexibility for larger ancillary dwellings there is still a need to ensure that they remain related and subordinate to the main dwelling, do not detract from the productive use of rural land and do not adversely impact on the landscape character, amenity and environmental values of the Shire's rural areas.

This policy therefore seeks to set out the objectives and criteria under which the Shire will support ancillary dwellings in rural areas.

2.0 Application/Definitions

This policy applies to proposals for ancillary dwellings within Rural Residential Zones.

For the purpose of this Policy, **Rural Residential Zones** include land zoned 'Special Rural', 'Farmlet' and 'Rural' under *Local Planning Scheme No.4 (LPS4)*. It also includes land zoned 'Special Use' under LPS4 where ancillary accommodation is listed as a discretionary land use and the land is also zoned Rural under the Peel Region Scheme.

The terms '**ancillary dwelling**', '**plot ratio**' and '**plot ratio area**' have the same meaning as that given in *State Planning Policy 7.3 - Residential Design Codes Volume 1*.

3.0 Development Approval Requirements

All proposals for ancillary dwellings within Rural Residential zones require the Development Approval of the Shire prior to the commencement of construction.

Applicants will need to clearly demonstrate that their proposal meets the objectives and requirements of this policy. Applications must also meet any other requirement of the Shire's planning framework that may be applicable for a particular property under the Local Planning Scheme or any applicable Local Development Plan, Structure Plan or Local Planning Policy.

4.0 Objectives

The objectives of this policy are:

- 1) To provide for an affordable housing type that accommodates the needs of both large or extended families as well as smaller family units not related to the family occupying the main dwelling without compromising the productive capacity of rural land, landscape character, environmental attributes and amenity of the area.
- 2) To allow greater flexibility in the size of ancillary dwellings in rural areas whilst ensuring that they remain related to and subordinate to the main dwelling.
- 3) To ensure the development of ancillary dwellings does not encourage the future subdivision of land.

5.0 Requirements

5.1 General

- 5.1.1 A single house must have already been established on the land or be intended to be established on the land concurrent with the construction of the ancillary dwellings.
- 5.1.2 No more than one ancillary dwelling is to be constructed on a lot.
- 5.1.3 The ancillary dwelling may be attached to, integrated with or detached from the main dwelling.
- 5.1.4 If the Shire approves an ancillary dwelling that approval is not to be taken to be support in any way the future subdivision or strata subdivision of the lot or provision of separate certificates of title in respect of the two dwellings on the lot.

5.2 Size

- 5.2.1 Ancillary dwellings may have a plot ratio area of up to 70m² or up to 50% of the plot ratio area of main dwelling, to a maximum of 100m² whichever is the larger.
- 5.2.2 The ancillary dwellings is to be self-contained including a kitchen, bathroom, toilet and laundry, with no more than one living room and two bedrooms.

5.3 Location

- 5.3.1 The ancillary dwelling is to be sited to minimise impact on the landscape, environment and streetscape and be located no further than 20 metres from the main dwelling. Isolated or visually prominent locations should be avoided. Special consideration should be given for the relationship between the ancillary dwellings and existing buildings, trees and other landscape features.
- 5.3.2 Where a building envelope exists for a property, the ancillary dwelling is to be located entirely within the building envelope. If no building envelope exists, the setbacks stipulated in the Shire's Local Planning Scheme or relevant local planning policy for the particular area are to be met.
- 5.3.3 In the Rural Zone, the ancillary dwelling is to be sited in a manner that minimises the impact on the use of the land for rural purposes and so that it is separated from potentially conflicting land uses, such as stables, intensive livestock operations or livestock yards, either on the subject land or adjacent land.

5.4 Access and Carparking

- 5.4.1 The ancillary dwelling is to share the same driveway access as the main dwelling.
- 5.4.2 One additional car parking space is to be provided for the ancillary dwelling, whether in the form of a garage, carport or uncovered space.

5.5 Servicing

- 5.5.1 If a reticulated water service is available, the ancillary dwelling must be connected to the same service point/metre as the main dwelling. If a reticulated water service is not available, provision is to be made for a supply of potable water separate to the main dwelling from either an underground bore or a rainwater storage system with a minimum capacity of 90,000 litres, or a combination of these methods.
- 5.5.2 The on-site effluent disposal system for the main dwelling is to be upgraded to cater for the ancillary dwelling. Where a new system is to be installed it is to be in the form of an alternative nutrient attenuating effluent disposal system, unless it can be established that this is impractical in a particular instance.
- 5.5.3 Gas and electricity for the ancillary dwelling must be connected to the same supply/metre as the main dwelling.
- 5.5.4 The ancillary dwelling is to share the same mailing address and post box as the main dwelling.

Administration

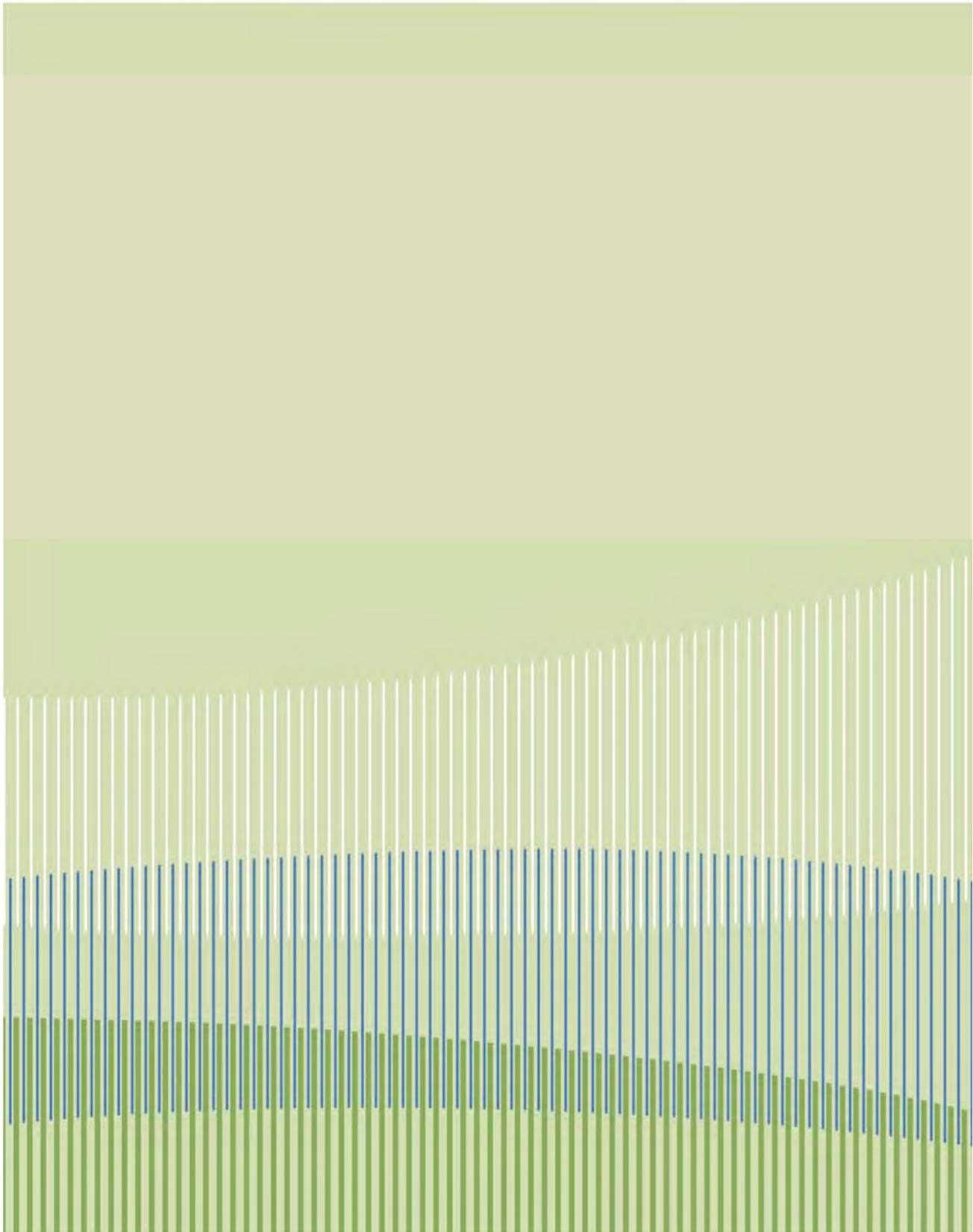
Directorate		Officer Title	
Planning and Sustainability		Director Planning and Sustainability	
Version	Decision to Advertise	Decision to Approve/Amend	Current Status
1	OCM11/103 – 30/6/2011	OCM11/132 – 25/8/2011	Revised
2	OCM13/096 – 27/6/2013	OCM13/147 – 29/8/2013	Adopted
3	OCMXX/XX –	OCMXX/XX –	



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List of Accounts Paid in August 2022 to be Received			
Payment No	Posting Date	Description	Amount
4 Signs Pty Ltd			\$ 3,663.00
EFT000311	25/08/2022	Update of north and southbound billboards	\$ 3,663.00
A1 Locksmiths WA Pty Ltd			\$ 1,587.20
EFT000305	04/08/2022	Keys	\$ 111.00
EFT000305	04/08/2022	Keys for McLarty Pavilion	\$ 49.50
EFT000311	25/08/2022	General locks with keys	\$ 837.00
EFT000311	25/08/2022	Repair main front door lock at North Dandalup Fire Station	\$ 190.00
EFT000311	25/08/2022	Padlock for main door North Pinjarra Hall	\$ 195.35
EFT000311	25/08/2022	Padlock for gas cage at Coolup Hall	\$ 82.85
EFT000311	25/08/2022	Lock for security door North Dandalup Hall	\$ 121.50
Accidental Health & Safety Country WA			\$ 1,725.70
EFT000307	11/08/2022	First Aid Kit servicing at Coolup Fire Station	\$ 1,725.70
Acromat Pty Ltd			\$ 2,301.66
EFT000305	04/08/2022	Badminton Net A16-24	\$ 2,301.66
Advanced Autologic Pty Ltd			\$ 1,500.00
EFT000311	25/08/2022	1000L Exchange degreasers	\$ 1,500.00
Air Liquide WA Pty Ltd			\$ 77.69
EFT000309	18/08/2022	Gas bottle rent - July 2022	\$ 77.69
Alinta Electricity			\$ 9,458.43
EFT000305	04/08/2022	Electricity - Library	\$ 727.80
EFT000305	04/08/2022	Electricity - Edenvale Arts and Crafts	\$ 1,343.08
EFT000307	11/08/2022	Electricity - Leisure Centre	\$ 3,053.11
EFT000307	11/08/2022	Electricity - Administration Building	\$ 1,864.81
EFT000307	11/08/2022	Electricity - Sir Ross McLarty Oval Precinct	\$ 2,469.63
Aus Clean WA			\$ 201.30
EFT000307	11/08/2022	Cleaning Railway Building	\$ 201.30
Austin Cove Baptist College			\$ 367.20
EFT000309	18/08/2022	Duplicate payment Invoice SI03096	\$ 367.20
Australia Post			\$ 631.95
EFT000307	11/08/2022	Postage for period ending 31/07/2022	\$ 631.95
Australian Services Union			\$ 103.60
EFT000305	04/08/2022	Payroll deductions	\$ 51.80
EFT000309	18/08/2022	Payroll deductions	\$ 51.80
Australian Taxation Office			\$ 206,868.00
EFT000305	04/08/2022	PAYG deductions	\$ 6,674.00
EFT000305	04/08/2022	PAYG deductions	\$ 98,423.00
EFT000309	18/08/2022	PAYG deductions	\$ 6,780.00
EFT000309	18/08/2022	PAYG deductions	\$ 94,991.00
Auto One Pinjarra			\$ 953.65
EFT000305	04/08/2022	Wiper blades	\$ 38.95
EFT000305	04/08/2022	UHF Aerial kit for 6 wheel tipper	\$ 34.10
EFT000305	04/08/2022	7 Pin flat trailer plug	\$ 33.90
EFT000305	04/08/2022	MFU1 Battery	\$ 378.40
EFT000305	04/08/2022	Golden yellow safety paint	\$ 51.25
EFT000311	25/08/2022	Dash protection mat	\$ 75.00
EFT000311	25/08/2022	LED Trailer light set	\$ 118.90
EFT000311	25/08/2022	WZ386 Engine oil filter	\$ 146.70
EFT000311	25/08/2022	Narva 56507 crimping tool	\$ 76.45
Bibbulmun Track Foundation			\$ 719.02
EFT000305	04/08/2022	Visitor centre stock	\$ 719.02
Black, Geoff			\$ 1,702.18
EFT000311	25/08/2022	Meeting, IT & Communications Allowance	\$ 1,702.18
Boc Gases Australia Limited			\$ 45.49
EFT000309	18/08/2022	Oxygen cylinders monthly hire fee August 2022	\$ 45.49
Bolinda Publishing P/L			\$ 478.26
EFT000305	04/08/2022	Library book stock	\$ 98.65
EFT000305	04/08/2022	Library book stock	\$ 108.46
EFT000309	18/08/2022	Library book stock	\$ 271.15
Bolt, Cr David			\$ 5,007.53
EFT000309	18/08/2022	Site visits Exchange Hotel	\$ 120.18
EFT000311	25/08/2022	Meeting, IT & Communications Allowance	\$ 4,887.35
Brownes Food Operations Pty Ltd			\$ 379.10
EFT000305	04/08/2022	Administration Office milk supply	\$ 29.73
EFT000305	04/08/2022	Operations Centre milk supply	\$ 29.28
EFT000305	04/08/2022	Administration Office milk supply	\$ 29.73
EFT000305	04/08/2022	Administration Office milk supply	\$ 34.00
EFT000305	04/08/2022	Operations Centre milk supply	\$ 29.28
EFT000305	04/08/2022	Operations Centre milk supply	\$ 33.40
EFT000309	18/08/2022	Administration Office milk supply	\$ 32.56
EFT000309	18/08/2022	Operations Centre milk supply	\$ 32.00
EFT000309	18/08/2022	Administration Office milk supply	\$ 32.56
EFT000309	18/08/2022	Operations Centre milk supply	\$ 32.00

List of Accounts Paid in August 2022 to be Received				
EFT000311	25/08/2022	Operations Centre milk supply	\$	32.00
EFT000311	25/08/2022	Administration Office milk supply	\$	32.56
Bunbury Machinery			\$	363.57
EFT000309	18/08/2022	Engine oil filter	\$	363.57
Bunnings Building Supplies (Halls Head)			\$	26.16
EFT000305	04/08/2022	Shower hooks	\$	26.16
Bunnings Building Supplies (Mandurah)			\$	2,003.66
EFT000305	04/08/2022	Kitchen bench tops and cabinet	\$	1,591.30
EFT000305	04/08/2022	Polycarb sheeting for gable end	\$	186.00
EFT000311	25/08/2022	Door lock	\$	26.46
EFT000311	25/08/2022	Telescopic pole, broom, multi function guns	\$	93.18
EFT000311	25/08/2022	Screws and nuts for benches in hydro pool area	\$	106.72
Ampol Australia Petroleum(Caltex Australia Petrol)			\$	73,109.33
EFT000309	18/08/2022	Diesel	\$	34,390.04
EFT000309	18/08/2022	Diesel	\$	38,719.29
Ampol (Caltex Australia Starcard)			\$	2,957.36
EFT000307	11/08/2022	Fuel usage	\$	2,957.36
Cannon Hygiene Australia Pty Ltd			\$	5,952.29
EFT000311	25/08/2022	Sanitary bin service	\$	22.63
EFT000311	25/08/2022	Sanitary bin service	\$	85.75
EFT000311	25/08/2022	Sanitary bin service	\$	198.89
EFT000311	25/08/2022	Sanitary bin service	\$	5,645.02
CJD Equipment Pty Ltd			\$	800.31
EFT000311	25/08/2022	Engine oil filter	\$	800.31
Cleaning Supplies WA			\$	2,490.07
EFT000305	04/08/2022	MALC anti bacterial wipes	\$	509.00
EFT000309	18/08/2022	MALC cleaning supplies	\$	238.69
EFT000309	18/08/2022	MALC cleaning supplies	\$	210.71
EFT000309	18/08/2022	Tersano water filter cartridge	\$	627.00
EFT000311	25/08/2022	MALC cleaning supplies	\$	904.67
Coca-Cola Amatil (Aust) Pty Ltd			\$	979.46
EFT000307	11/08/2022	MALC Kiosk supplies	\$	792.76
EFT000311	25/08/2022	MALC Kiosk supplies	\$	186.70
Coles Online			\$	1,644.13
EFT000305	04/08/2022	MALC Kiosk supplies	\$	269.37
EFT000305	04/08/2022	MALC Creche items for holiday activity	\$	172.35
EFT000305	04/08/2022	MALC Kiosk supplies	\$	143.63
EFT000305	04/08/2022	MALC Kiosk supplies	\$	376.59
EFT000309	18/08/2022	MALC Kiosk supplies	\$	189.15
EFT000309	18/08/2022	MALC Kiosk supplies	\$	255.29
EFT000311	25/08/2022	MALC Kiosk supplies	\$	237.75
Coles Supermarkets Australia			\$	1,102.52
EFT000307	11/08/2022	Catering for end of financial year function	\$	123.84
EFT000307	11/08/2022	Catering for CEO Directorate catchup	\$	10.00
EFT000307	11/08/2022	Catering for training course	\$	8.80
EFT000307	11/08/2022	MALC Kiosk supplies	\$	14.30
EFT000307	11/08/2022	MALC Kiosk supplies	\$	12.50
EFT000307	11/08/2022	Catering for Citizenship Ceremony	\$	34.25
EFT000307	11/08/2022	Gift card for presenter NAIDOC week	\$	80.65
EFT000307	11/08/2022	Catering for FIPWA Business breakfast	\$	30.40
EFT000307	11/08/2022	Stationary	\$	34.00
EFT000307	11/08/2022	MALC Kiosk supplies	\$	58.00
EFT000307	11/08/2022	MALC Kiosk supplies	\$	26.95
EFT000307	11/08/2022	Catering Operations Centre	\$	159.00
EFT000307	11/08/2022	MALC Kiosk supplies	\$	14.50
EFT000307	11/08/2022	Catering for Wayne Davis Farewell	\$	65.00
EFT000307	11/08/2022	Library milk supply	\$	14.40
EFT000307	11/08/2022	Catering for Council meeting	\$	68.00
EFT000307	11/08/2022	Catering for BFAC meeting	\$	59.00
EFT000307	11/08/2022	Catering for Council meeting	\$	12.00
EFT000307	11/08/2022	Employee farewell card	\$	4.99
EFT000307	11/08/2022	Catering for School holiday activities	\$	43.00
EFT000307	11/08/2022	Catering for Library	\$	8.00
EFT000307	11/08/2022	Administration Office milk supply	\$	7.60
EFT000307	11/08/2022	Cleaning supplies for operation centre	\$	66.00
EFT000307	11/08/2022	MALC Kiosk supplies	\$	35.23
EFT000307	11/08/2022	MALC Kiosk supplies	\$	81.49
EFT000307	11/08/2022	MALC Kiosk supplies	\$	30.62
Connect Call Centre Services			\$	915.20
EFT000309	18/08/2022	Overcalls - July 2022	\$	915.20
Coolup Progress Association (Inc)			\$	1,500.00
EFT000309	18/08/2022	Community Assistance Funding	\$	1,500.00
Corsign WA Pty Ltd			\$	1,982.20
EFT000311	25/08/2022	Signs	\$	1,284.80
EFT000311	25/08/2022	Street signs	\$	697.40

List of Accounts Paid in August 2022 to be Received			
Cut Out Plastics			\$ 437.80
EFT000305	04/08/2022	Effluent disposal field signs	\$ 437.80
C-Wise			\$ 3,007.62
EFT000307	11/08/2022	Green waste from Corio Road Transfer Station	\$ 3,007.62
DATA#3 Limited			\$ 22,552.78
EFT000305	04/08/2022	1 Year renewal for all Sophos licenses and Firewalls	\$ 22,552.78
Dep of Biodiversity, Conservation & Attractions			\$ 2,910.60
EFT000307	11/08/2022	Annual sales of Dwellingup Adventure Trails	\$ 2,277.00
EFT000307	11/08/2022	Firewood Permits - July 2022	\$ 633.60
Department of Fire and Emergency Services			\$ 88,099.80
EFT000307	11/08/2022	ESL fourth quarter 2021/2022	\$ 88,099.80
Dep of Mines, Industry Regulation & Safety			\$ 9,718.40
EFT000307	11/08/2022	Building Levies - July 2022	\$ 9,718.40
Dep of Water and Environmental Regulation			\$ 869.00
EFT000305	04/08/2022	Annual licence fee Dwellingup Transfer Station	\$ 869.00
Downer EDI Works			\$ 1,353.00
EFT000311	25/08/2022	Supply 1000L of emulsion	\$ 1,353.00
Dunlop Electrics			\$ 19,341.30
EFT000305	04/08/2022	Renew fluoro lights in presidents office	\$ 585.20
EFT000305	04/08/2022	Repair fault on power circuit	\$ 173.25
EFT000305	04/08/2022	Install power supply for shower timers	\$ 1,861.20
EFT000305	04/08/2022	Repair faulty hand drier	\$ 115.50
EFT000305	04/08/2022	Relocate switchboard and run conduit for toilet	\$ 5,874.00
EFT000305	04/08/2022	Install power outlet for new septic tank pump	\$ 563.20
EFT000305	04/08/2022	Renew lights in hall and kiosk add security floods	\$ 3,868.15
EFT000305	04/08/2022	Repairs to pool fixtures earthing cabling	\$ 2,571.80
EFT000309	18/08/2022	Wire in new electric oven	\$ 313.50
EFT000309	18/08/2022	Relocate power point to office at Coolup Fire Station	\$ 689.70
EFT000309	18/08/2022	Remove damaged street light and make safe	\$ 730.95
EFT000309	18/08/2022	Replace damaged power point	\$ 131.45
EFT000309	18/08/2022	Repair pathway lights at Town Square	\$ 1,202.30
EFT000309	18/08/2022	Check electrical fault at parks shed	\$ 115.50
EFT000311	25/08/2022	Seal earth joints in pools return channels	\$ 314.60
EFT000311	25/08/2022	Repairs to court scoreboard outlet	\$ 231.00
Dwellingup Primary School P & C			\$ 1,500.00
EFT000307	11/08/2022	Community Assistance Funding	\$ 1,500.00
Micro Focus Australia (Entco Australia Pty Ltd)			\$ 19,820.29
EFT000311	25/08/2022	Annual content manager licensing 2022-2023	\$ 19,820.29
Falcon Shade			\$ 359.00
EFT000309	18/08/2022	Repairs to shade sails Grove Park	\$ 359.00
Fitz Gerald Strategies			\$ 226.57
EFT000311	25/08/2022	Meeting with management	\$ 226.57
Forpark Australia			\$ 1,078.00
EFT000311	25/08/2022	Group swing bearing maintenance at Cantwell Park	\$ 1,078.00
Fulton Hogan Industries Pty Ltd			\$ 2,484.74
EFT000307	11/08/2022	Supply and deliver 12t of coldmix	\$ 2,484.74
Galvins Plumbing Supplies			\$ 76.34
EFT000311	25/08/2022	Non potable water signs	\$ 35.20
EFT000311	25/08/2022	Disabled toilet seat	\$ 41.14
GDM Farm Contracting Services			\$ 858.00
EFT000307	11/08/2022	Slashing and ripping of George Brook Reserve	\$ 858.00
Go Doors			\$ 18,277.39
EFT000307	11/08/2022	Replacement doors DTVC vandalism insurance claim	\$ 17,854.99
EFT000311	25/08/2022	Service aquatic auto door	\$ 422.40
High Standard Systems			\$ 2,301.15
EFT000305	04/08/2022	Alarm service	\$ 56.10
EFT000305	04/08/2022	Alarm service	\$ 56.10
EFT000305	04/08/2022	Alarm service	\$ 375.00
EFT000305	04/08/2022	Alarm service	\$ 56.10
EFT000305	04/08/2022	Alarm service	\$ 282.15
EFT000305	04/08/2022	Alarm service	\$ 670.80
EFT000305	04/08/2022	Alarm service	\$ 623.40
EFT000305	04/08/2022	Alarm service	\$ 56.10
EFT000305	04/08/2022	Alarm service	\$ 16.50
EFT000305	04/08/2022	Alarm service	\$ 108.90
Holcim (Australia) Pty Ltd - Humes			\$ 11,694.10
EFT000311	25/08/2022	Supply of class 2 x 2.44 long pipes	\$ 5,643.00
EFT000311	25/08/2022	Supply of class 2 x 2.45 long pipes	\$ 6,051.10
Hot Klobba			\$ 1,162.00
EFT000305	04/08/2022	PPE clothing	\$ 245.05
EFT000305	04/08/2022	Staff uniforms	\$ 378.30
EFT000309	18/08/2022	PPE clothing	\$ 207.95
EFT000309	18/08/2022	Staff uniforms	\$ 77.36
EFT000309	18/08/2022	Staff uniforms	\$ 253.34
I Sweep			\$ 5,280.00
EFT000309	18/08/2022	Sweeping	\$ 5,280.00

List of Accounts Paid in August 2022 to be Received			
ID Consulting Pty Ltd			\$ 13,915.00
EFT000311	25/08/2022	12 Month subscription profile id	\$ 10,890.00
EFT000311	25/08/2022	12 Month subscription atlas.id	\$ 3,025.00
Infiniti Group			\$ 1,396.96
EFT000311	25/08/2022	MALC Kiosk supplies	\$ 588.22
EFT000311	25/08/2022	MALC Kiosk supplies	\$ 242.33
EFT000311	25/08/2022	DTVC Stock	\$ 162.25
EFT000311	25/08/2022	MALC Kiosk supplies	\$ 31.00
EFT000311	25/08/2022	MALC Kiosk supplies	\$ 373.16
Intelife Group			\$ 6,518.73
EFT000309	18/08/2022	Roadside litter picks	\$ 2,750.00
EFT000309	18/08/2022	Cleaning of barbeques	\$ 2,078.34
EFT000311	25/08/2022	Cleaning of barbeques	\$ 1,690.39
Ivey's Industrial Cleaners			\$ 234.30
EFT000305	04/08/2022	Filter cleaning	\$ 234.30
Ixom Operations Pty Ltd			\$ 211.42
EFT000311	25/08/2022	Chlorine cylinders monthly hire - July 2022	\$ 211.42
JB Hi-Fi Mandurah			\$ 750.00
EFT000305	04/08/2022	Safety dashcam	\$ 217.00
EFT000307	11/08/2022	Items for vehicle repairs	\$ 233.00
EFT000309	18/08/2022	Gift cards for prizes	\$ 300.00
Cr Stuart Kirkham			\$ 1,702.18
EFT000311	25/08/2022	Meeting, IT & Communications Allowance	\$ 1,702.18
Kmart - Head Office			\$ 465.50
EFT000307	11/08/2022	DTVC Shop stock	\$ 465.50
Lake Preston Lime			\$ 11,135.84
EFT000307	11/08/2022	Supply 2000T of limestone	\$ 4,980.05
EFT000311	25/08/2022	Supply 2000T of limestone	\$ 6,155.79
Landcare Serpentine-Jarrahdale			\$ 738.10
EFT000309	18/08/2022	Tree guard removal - Jeegarnyeejip	\$ 738.10
Landgate			\$ 3,679.98
EFT000305	04/08/2022	Valuation roll and mining tenements	\$ 235.45
EFT000305	04/08/2022	GRV Valuations	\$ 916.84
EFT000305	04/08/2022	Country urban revaluation	\$ 188.81
EFT000305	04/08/2022	Rural valuations	\$ 177.40
EFT000305	04/08/2022	Certificate of title	\$ 28.20
EFT000311	25/08/2022	GRV Interim valuations	\$ 2,133.28
Lee Stephen Donald			\$ 1,702.18
EFT000311	25/08/2022	Meeting, IT & Communications Allowance	\$ 1,702.18
Leisure Institute of WA (Aquatics) Inc			\$ 3,270.00
EFT000307	11/08/2022	LIWA Conference - Ben Jordan	\$ 585.00
EFT000307	11/08/2022	LIWA Conference - Roy Ward	\$ 585.00
EFT000309	18/08/2022	Swim teacher school multiple staff	\$ 2,100.00
Les Mills Body Training Systems			\$ 788.55
EFT000305	04/08/2022	Les Mills Monthly License fee August 2022	\$ 788.55
LGISWA			\$ 351,733.81
EFT000307	11/08/2022	LGIS Liability instalment 2022/2023	\$ 350,759.67
EFT000307	11/08/2022	LGIS Property adjustment 2021/2022	\$ 674.14
EFT000311	25/08/2022	Excess for insurance claim MO0058228	\$ 300.00
LGRCEU			\$ 154.00
EFT000305	04/08/2022	Payroll deductions	\$ 77.00
EFT000309	18/08/2022	Payroll deductions	\$ 77.00
Lingard, John			\$ 100.00
EFT000309	18/08/2022	Electricity - Coopers Mill	\$ 100.00
Acumentis			\$ 1,750.00
EFT000309	18/08/2022	Market rental valuation communications tower	\$ 1,750.00
Local Government Professionals Australia WA			\$ 100.00
EFT000311	25/08/2022	Better Practice Forum - Emergency Management	\$ 100.00
Local Health Authorities Analytical Committee			\$ 4,454.18
EFT000309	18/08/2022	Annual laboratory testing fees	\$ 4,454.18
Lucky Charm Pinjarra			\$ 495.66
EFT000305	04/08/2022	The West Australian	\$ 58.90
EFT000309	18/08/2022	Corporate stationery	\$ 436.76
Luff Susan			\$ 497.70
EFT000311	25/08/2022	DTVC Shop stock	\$ 497.70
Mandurah PA Hire			\$ 2,495.00
EFT000311	25/08/2022	Mental health month - Movie night	\$ 2,495.00
Mandurah Tree Lopping & Stump Grinding			\$ 61,604.40
EFT000305	04/08/2022	Tree works at Readheads Road	\$ 9,939.60
EFT000305	04/08/2022	Tree works for the Month of July 2022	\$ 3,313.20
EFT000305	04/08/2022	Tree pruning at Hines Road	\$ 3,313.20
EFT000305	04/08/2022	Tree works for the month of July 2022	\$ 3,313.20
EFT000309	18/08/2022	Tree pruning for the month of August 2022	\$ 3,313.20
EFT000309	18/08/2022	Tree works for storm cleanup	\$ 9,939.60
EFT000311	25/08/2022	Tree pruning for the month of August 2022	\$ 3,313.20
EFT000311	25/08/2022	Tree pruning for the month of August 2022	\$ 550.00

List of Accounts Paid in August 2022 to be Received				
EFT000311	25/08/2022	Tree pruning for the month of August 2022	\$	1,540.00
EFT000311	25/08/2022	Tree pruning at Del Park Road	\$	16,566.00
EFT000311	25/08/2022	Tree works at West Murray fire station	\$	1,540.00
EFT000311	25/08/2022	Remove tree at rose garden including crane	\$	4,963.20
FLXIWEAR Pty Ltd			\$	918.50
EFT000311	25/08/2022	Restock Headsox	\$	918.50
Marketforce Productions			\$	786.99
EFT000305	04/08/2022	Mandurah mail advertising	\$	259.82
EFT000305	04/08/2022	Death notice for Wally Barrett	\$	297.51
EFT000305	04/08/2022	Advertising Coastal Times - child care centre	\$	229.66
McCall Bros			\$	1,072.50
EFT000311	25/08/2022	Fabricate and install handrail	\$	1,072.50
McGrath Pest Management			\$	440.00
EFT000307	11/08/2022	Rodent and cockroach quarterly service	\$	440.00
Cr Douglas McLarty			\$	2,498.43
EFT000311	25/08/2022	Meeting, IT & Communications Allowance	\$	2,498.43
MM Electrical			\$	605.00
EFT000311	25/08/2022	Delivery of light poles Sandy Cove	\$	275.00
EFT000311	25/08/2022	Emergency lighting	\$	330.00
Moore Australia (WA) Pty Ltd			\$	968.00
EFT000311	25/08/2022	Webinars	\$	968.00
Muddy Creek			\$	514.80
EFT000307	11/08/2022	DTVC shop stock	\$	514.80
Murray Districts Arts & Crafts Society			\$	225.00
EFT000309	18/08/2022	Youth art workshop for July school holidays	\$	225.00
Murray Districts Glass			\$	943.00
EFT000309	18/08/2022	Supply and fit stainless steel security door	\$	943.00
Murray Engineering			\$	716.50
EFT000309	18/08/2022	Wheel alignment and balance on Dwellingup VBFB 1.4	\$	716.50
Murray River Auto Repairs			\$	1,361.45
EFT000305	04/08/2022	156,000km service 107WR Holden Colorado	\$	444.50
EFT000309	18/08/2022	Replace headlight globe 107WR Holden Colorado	\$	47.65
EFT000309	18/08/2022	Repair water leak in cabin 4047MY Holden Colorado	\$	124.50
EFT000309	18/08/2022	25,000km service 4049MY Subaru XV	\$	448.50
EFT000309	18/08/2022	12,500km service 4044MY Subaru XV	\$	296.30
Murray Shire Social Club			\$	450.00
EFT000305	04/08/2022	Payroll deductions	\$	10.00
EFT000305	04/08/2022	Payroll deductions	\$	215.00
EFT000309	18/08/2022	Payroll deductions	\$	10.00
EFT000309	18/08/2022	Payroll deductions	\$	215.00
Nanga Music Festival			\$	2,500.00
EFT000307	11/08/2022	Community Assistance Funding	\$	2,500.00
Nature Calls			\$	2,460.00
EFT000305	04/08/2022	Site toilet hire - July 2022	\$	2,460.00
Neverfail (WA) Pty Limited			\$	18.26
EFT000311	25/08/2022	Rental of water cooler	\$	18.26
Nilfisk Pty Ltd			\$	475.35
EFT000311	25/08/2022	Parts for Nilfisk scrubber	\$	475.35
Open Office Pty Ltd			\$	82,909.20
EFT000305	04/08/2022	Community Hub Licensing fee - July 2022	\$	11,601.70
EFT000305	04/08/2022	NAV Licensing costs - July 2022	\$	5,102.90
EFT000311	25/08/2022	Community Hub Licensing fee - August 2022	\$	11,601.70
EFT000311	25/08/2022	NAV Licensing costs - August 2022	\$	5,102.90
EFT000311	25/08/2022	Annual Open Office support agreement fee 2022-2023	\$	49,500.00
Peel Bus Hire & Charters			\$	385.00
EFT000307	11/08/2022	Bus hire for Peel Development Commission	\$	385.00
Peel H2O Solutions			\$	132.05
EFT000307	11/08/2022	Valve boxes	\$	132.05
Peel Mini Earthmovers			\$	32,634.25
EFT000307	11/08/2022	Turf reinstatement works at Pedestrian Bridge	\$	4,610.00
EFT000307	11/08/2022	Preparation works for Cantwell Park block works	\$	3,814.25
EFT000307	11/08/2022	Cantwell park playground block works	\$	23,749.00
EFT000307	11/08/2022	Turf reinstatement works at Pedestrian Bridge	\$	461.00
PFD Food Services Pty Ltd			\$	1,950.30
EFT000307	11/08/2022	MALC Kiosk supplies	\$	232.55
EFT000307	11/08/2022	MALC Kiosk supplies	\$	245.95
EFT000311	25/08/2022	MALC Kiosk supplies	\$	628.30
EFT000311	25/08/2022	MALC Kiosk supplies	\$	306.50
EFT000311	25/08/2022	MALC Kiosk supplies	\$	305.90
EFT000311	25/08/2022	MALC Kiosk supplies	\$	231.10
Phoenix Foundry			\$	1,499.30
EFT000311	25/08/2022	Plaque - Pinjarra Public Cemetery	\$	1,255.10
EFT000311	25/08/2022	Plaque - Pinjarra Public Cemetery	\$	244.20
Pinjarra Traders			\$	139.60
EFT000305	04/08/2022	20kg Dog food for animal control	\$	130.35
EFT000305	04/08/2022	Lead nylon double 120 cm blue	\$	9.25

List of Accounts Paid in August 2022 to be Received			
Planning Institute Australia			\$ 660.00
EFT000311	25/08/2022	Corporate Membership	\$ 660.00
PSI Audio (WA) Pty Ltd			\$ 700.00
EFT000307	11/08/2022	Audio visual for Barrett memorial service	\$ 700.00
Puma Energy			\$ 141.97
EFT000305	04/08/2022	Fuel usage	\$ 141.97
QTM Pty Ltd			\$ 40,025.28
EFT000311	25/08/2022	Traffic management Readheads Road	\$ 10,532.93
EFT000311	25/08/2022	Traffic management Nanga Road	\$ 968.93
EFT000311	25/08/2022	Traffic management Readheads Road	\$ 9,703.84
EFT000311	25/08/2022	Traffic management for tree works	\$ 1,285.08
EFT000311	25/08/2022	Traffic management Nanga Road	\$ 2,324.36
EFT000311	25/08/2022	Traffic management Readheads Road	\$ 2,904.00
EFT000311	25/08/2022	Traffic management Readheads Road	\$ 7,818.36
EFT000311	25/08/2022	Traffic management Readheads Road	\$ 1,041.56
EFT000311	25/08/2022	Traffic management Nanga Road	\$ 518.72
EFT000311	25/08/2022	Traffic management Del Park Road	\$ 1,574.46
EFT000311	25/08/2022	Traffic management Hopelands and Lakes Road	\$ 1,353.04
Reece Pty Ltd			\$ 57.64
EFT000311	25/08/2022	PVC fitting	\$ 57.64
Rogers, Cr Angela			\$ 1,702.18
EFT000311	25/08/2022	Meeting, IT & Communications Allowance	\$ 1,702.18
Rose, Casey			\$ 1,702.18
EFT000311	25/08/2022	Meeting, IT & Communications Allowance	\$ 1,702.18
Science And Nature Pty Ltd			\$ 803.77
EFT000307	11/08/2022	DTVC Shop stock	\$ 803.77
Scope Business Imaging			\$ 2,810.50
EFT000305	04/08/2022	Annual papercut maintenance embedded	\$ 1,518.00
EFT000305	04/08/2022	Copier charges Tech Services - July 2022	\$ 178.76
EFT000305	04/08/2022	Copier charges Accounts - July 2022	\$ 72.83
EFT000305	04/08/2022	Copier charges Binding Room - July 2022	\$ 158.93
EFT000305	04/08/2022	Copier charges Depot - July 2022	\$ 97.43
EFT000305	04/08/2022	Copier charges DTVIC - July 2022	\$ 213.55
EFT000305	04/08/2022	Copier charges Fax Room - July 2022	\$ 101.62
EFT000305	04/08/2022	Copier charges Library - July 2022	\$ 52.68
EFT000305	04/08/2022	Copier charges MALC - July 2022	\$ 161.90
EFT000305	04/08/2022	Copier charges Planners - July 2022	\$ 84.96
EFT000305	04/08/2022	Copier charges Rangers - July 2022	\$ 103.08
EFT000305	04/08/2022	Copier charges Reception - July 2022	\$ 53.60
EFT000305	04/08/2022	Copier charges Records - July 2022	\$ 13.16
SDJ Plumbing & Gas			\$ 13,921.39
EFT000311	25/08/2022	Re-lay drains for kennels	\$ 13,921.39
Seek Limited			\$ 3,103.65
EFT000309	18/08/2022	Recruitment Advert SEEK - Emergency Services Coordinator	\$ 2,082.30
EFT000309	18/08/2022	Recruitment Advert SEEK - Manager Community and Library	\$ 1,021.35
Serena Easton Leadership			\$ 3,666.65
EFT000311	25/08/2022	Corporate Executive development 2022/23	\$ 3,666.65
Shire of Waroona			\$ 10,560.00
EFT000309	18/08/2022	2021/22 Corio Road Transfer Station waste disposal	\$ 10,560.00
Anne Sinclair			\$ 160.00
EFT000311	25/08/2022	Restock cards and postcards	\$ 160.00
Snap Mandurah			\$ 7,668.53
EFT000307	11/08/2022	Shire of Murray Firebreak Notice and Bushfire information	\$ 7,668.53
Soft Landing			\$ 4,207.50
EFT000307	11/08/2022	Transport and recycle mattresses from Corio Road	\$ 4,207.50
South West Fire Solutions			\$ 316.80
EFT000311	25/08/2022	Fire Detection Test - July 2022	\$ 165.00
EFT000311	25/08/2022	Repairs to smoke detectors	\$ 151.80
Technology One Ltd			\$ 2,860.00
EFT000309	18/08/2022	AMS Program - July 2022	\$ 2,860.00
Telstra Corporation Limited			\$ 1,061.50
EFT000309	18/08/2022	Phone usage	\$ 140.28
EFT000309	18/08/2022	Phone usage	\$ 844.21
EFT000309	18/08/2022	Phone usage	\$ 77.01
The Good Guys			\$ 2,699.00
EFT000307	11/08/2022	Freestanding ceramic cooker	\$ 2,699.00
Total Packaging			\$ 3,374.80
EFT000309	18/08/2022	Cartons of dog waste bags	\$ 3,374.80
TPG Network Pty Ltd			\$ 3,216.97
EFT000311	25/08/2022	Ethernet Access - July 2022	\$ 3,216.97
Truck Centre (WA) Pty Ltd			\$ 1,055.88
EFT000311	25/08/2022	Engine oil and service filter kit	\$ 1,055.88
Tuckey's Hardware			\$ 3,030.05
EFT000305	04/08/2022	Various hardware items	\$ 768.59
EFT000309	18/08/2022	Building materials	\$ 21.80
EFT000309	18/08/2022	Items for Sir Ross McLarty Oval	\$ 44.48

List of Accounts Paid in August 2022 to be Received				
EFT000309	18/08/2022	Maintenance items for pool seats	\$	125.68
EFT000309	18/08/2022	Various hardware items	\$	475.60
EFT000309	18/08/2022	Items for South Yunderup Foreshore	\$	82.08
EFT000309	18/08/2022	Items for Dwellingup public open space	\$	34.20
EFT000309	18/08/2022	Pallet of postcrete	\$	465.00
EFT000311	25/08/2022	Kelso heavy grade steel tray wheelbarrow 100L	\$	189.99
EFT000311	25/08/2022	Various hardware items	\$	822.63
Tyrecycle Pty Ltd			\$	4,427.15
EFT000309	18/08/2022	Tyre collection from Corio Road Transfer Station	\$	2,033.62
EFT000311	25/08/2022	Tyre collection from Corio Road Transfer Station	\$	2,393.53
Tyrepower Pinjarra			\$	1,564.00
EFT000311	25/08/2022	Tyre valve caps	\$	19.00
EFT000311	25/08/2022	Replace four tyres 4047MY Holden Colorado	\$	1,275.00
EFT000311	25/08/2022	Call out, repair Grader tyre, "O" ring	\$	270.00
Vorgee Pty Ltd			\$	1,657.70
EFT000311	25/08/2022	MALC Pro shop supplies	\$	1,657.70
WA Rangers Association			\$	339.00
EFT000307	11/08/2022	WA Rangers Association uniforms	\$	339.00
WALGA			\$	25,846.24
EFT000307	11/08/2022	2022/23 Annual Membership	\$	24,570.24
EFT000307	11/08/2022	Training - Local Government Act Essentials	\$	638.00
EFT000311	25/08/2022	Training - Presenting with confidence	\$	638.00
Waterlogic Australia Pty Ltd			\$	628.21
EFT000305	04/08/2022	Water cooler hire - August 2022	\$	628.21
Westbooks			\$	487.75
EFT000305	04/08/2022	Library stock	\$	487.75
Westcoast Power Equipment			\$	280.00
EFT000311	25/08/2022	Lower steering shaft 717P06007	\$	280.00
Western Rural Fencing			\$	3,740.00
EFT000307	11/08/2022	Tree planting Corio Road transfer station	\$	1,515.00
EFT000309	18/08/2022	Tree planting and initial watering	\$	1,020.00
EFT000309	18/08/2022	Tree planting and initial watering	\$	600.00
EFT000309	18/08/2022	Repair damaged pine post and rail fencing	\$	605.00
Westrac Equipment Pty Ltd			\$	4,419.03
EFT000311	25/08/2022	Service parts, filters, sample kits, oils	\$	4,419.03
Work Clobber			\$	673.05
EFT000305	04/08/2022	PPE clothing	\$	159.95
EFT000311	25/08/2022	PPE clothing	\$	513.10
Wren Oil			\$	16.50
EFT000309	18/08/2022	Waste oil collection Corio Road Transfer Station	\$	16.50
Yunderup Sport & Recreation Club Inc			\$	210.00
EFT000311	25/08/2022	Hire of Yunderup Sport and Recreation Club	\$	210.00
Stikit Solutions			\$	66.00
EFT000311	25/08/2022	Non potable water signs	\$	66.00
Mandurah Psychological Services Pty Ltd			\$	643.50
EFT000311	25/08/2022	EAP Counselling Sessions	\$	214.50
EFT000311	25/08/2022	EAP Counselling Sessions	\$	214.50
EFT000311	25/08/2022	EAP Counselling Sessions	\$	214.50
Easi Packaging Pty Ltd			\$	5,455.82
EFT000305	04/08/2022	Payroll deductions	\$	2,727.91
EFT000309	18/08/2022	Payroll deductions	\$	2,727.91
Monday.com Ltd			\$	30,312.00
EFT000310	19/08/2022	Monday.com subscription for 100 users	\$	30,312.00
Telair Pty Ltd			\$	1,461.55
EFT000307	11/08/2022	Service charge - August 2022	\$	1,461.55
Toll Transport Pty Ltd			\$	22.41
EFT000309	18/08/2022	Courier charges	\$	10.16
EFT000309	18/08/2022	Courier charges	\$	12.25
Wayne Rogers			\$	1,200.00
EFT000305	04/08/2022	Overpayment rates - A11371	\$	1,200.00
CipherTel Pty Ltd			\$	5,768.40
EFT000311	25/08/2022	12 Months site access Mt William communications tower rental	\$	5,768.40
Forms Express			\$	3,056.46
EFT000309	18/08/2022	Envelopes rates billing	\$	1,320.00
EFT000311	25/08/2022	Rates notice changes to base stock	\$	247.50
EFT000311	25/08/2022	Rates project and incentive scheme flyer	\$	1,488.96
Construction Training Fund			\$	3,636.56
EFT000309	18/08/2022	BCITF Collection Fees - July 2022	\$	3,636.56
Travelwest Publications WA Pty Ltd			\$	1,848.00
EFT000311	25/08/2022	Destination book year display at airport terminals	\$	1,848.00
Patricia Hines Designs			\$	99.00
EFT000307	11/08/2022	Restock books	\$	99.00
Waroona Rural Services			\$	1,057.73
EFT000305	04/08/2022	Fence dropper for Redheads Road	\$	1,057.73
Mandurah Bolt Supplies			\$	89.76
EFT000307	11/08/2022	Items for servicing MY16079	\$	89.76

List of Accounts Paid in August 2022 to be Received			
Cr David Pike			\$ 1,702.18
EFT000311	25/08/2022	Meeting, IT & Communications Allowance	\$ 1,702.18
Daimler Trucks Perth			\$ 169.39
EFT000311	25/08/2022	Supply turn signal indicator	\$ 169.39
Brikmakers			\$ 3,645.97
EFT000311	25/08/2022	Natural earth blocks 500x350x350 (18 per pallet)	\$ 3,645.97
Jarra Infusion			\$ 262.50
EFT000307	11/08/2022	Catering for council meeting	\$ 262.50
i2C Design & Management Pty Ltd			\$ 20,710.80
EFT000309	18/08/2022	I2C Design Costs-Agri-Innovation Project	\$ 8,643.80
EFT000309	18/08/2022	I2C Design Costs-Agri-Innovation Project	\$ 4,180.00
EFT000311	25/08/2022	I2C Variation V08 Spinifex Brewery	\$ 2,200.00
EFT000311	25/08/2022	I2C Variation V09 Signage and Wayfinding	\$ 5,687.00
AMPAC Debt Recovery Pty Ltd			\$ 1,298.00
EFT000305	04/08/2022	Debt Collection - period ending 30/06/2022	\$ 1,298.00
Ben Jordan			\$ 408.43
EFT000307	11/08/2022	Distribution for flyer delivery, reimbursment for purchase.	\$ 408.43
The West Australian			\$ 647.68
EFT000305	04/08/2022	Advertising	\$ 647.68
Donald Cant Watts Corke (WA) Pty Ltd			\$ 17,226.00
EFT000309	18/08/2022	Quantity Surveyor Services	\$ 8,250.00
EFT000309	18/08/2022	Variation V03 - WAFIP Forecast Budgeted Fee	\$ 4,488.00
EFT000309	18/08/2022	Variation V03 - WAFIP Forecast Budgeted Fee	\$ 4,488.00
Dwellingup Silver			\$ 275.00
EFT000307	11/08/2022	DTVC Stock for June 2022	\$ 275.00
South West Isuzu			\$ 160.90
EFT000309	18/08/2022	Fuel filter 92956471	\$ 160.90
MyMedia			\$ 838.20
EFT000309	18/08/2022	Media monitoring monthly subscription	\$ 838.20
Equipped Earthworks			\$ 1,133.00
EFT000311	25/08/2022	Path repairs Longo Avenue	\$ 1,133.00
Armsec WA			\$ 385.00
EFT000309	18/08/2022	Alarm call out 2/08/2022	\$ 110.00
EFT000311	25/08/2022	Alarm call out 13/08/2022	\$ 55.00
EFT000311	25/08/2022	Alarm call out 10/08/2022	\$ 55.00
EFT000311	25/08/2022	Alarm call out 17/08/2022	\$ 165.00
Essential Aircor Services Pty Ltd			\$ 26,235.00
EFT000305	04/08/2022	Renew air-con tech services building	\$ 2,255.00
EFT000305	04/08/2022	Replace air-con in Council Chambers and Lounge	\$ 23,980.00
Lockdown Security Solutions			\$ 650.00
EFT000305	04/08/2022	Annual alarm monitoring for Historical Society	\$ 650.00
The Fitting Bay			\$ 2,715.00
EFT000309	18/08/2022	Transfer IT equipment to new vehicle 4029MY	\$ 2,715.00
Creative Spaces			\$ 2,673.00
EFT000311	25/08/2022	Design of Heritage Building Illustration	\$ 511.50
EFT000311	25/08/2022	Design of Heritage Building Illustration	\$ 2,161.50
Vergone's Fruit Stall Dwellingup			\$ 117.00
EFT000307	11/08/2022	DTVC Shop stock	\$ 117.00
Caraholly Orchard			\$ 360.00
EFT000307	11/08/2022	DTVC Shop stock	\$ 360.00
WA Tool and Trade Supply			\$ 271.47
EFT000309	18/08/2022	Workshop consumables	\$ 271.47
Josie Dorling			\$ 100.00
EFT000311	25/08/2022	Community Sponsorship	\$ 100.00
Mandurah Plein Air Artists Inc			\$ 1,500.00
EFT000305	04/08/2022	Plein Air Down Under - Pinjarra Acquisitional Award	\$ 1,500.00
Brother of Mine Coffee Roasters			\$ 135.00
EFT000309	18/08/2022	MALC Kiosk supplies	\$ 135.00
Fairbridge WA Inc			\$ 1,800.00
EFT000311	25/08/2022	Catering for strategic community forum	\$ 1,800.00
Howard J Kirk			\$ 600.00
EFT000306	05/08/2022	Herron Point Caretaker	\$ 300.00
EFT000309	18/08/2022	Herron Point Caretaker	\$ 300.00
Pisconeri Family Trust			\$ 45,734.48
EFT000307	11/08/2022	Dwellingup Transfer Station Management	\$ 3,912.92
EFT000307	11/08/2022	Corio Road Transfer Station Management	\$ 38,464.91
EFT000307	11/08/2022	Transport green waste Corio Road to C-Wise	\$ 3,136.65
EFT000307	11/08/2022	Asbestos removal Goodooga Road Barragup	\$ 220.00
Lynne Gardiner			\$ 80.00
EFT000311	25/08/2022	Fitness challenge funded by shire for staff	\$ 80.00
Tunnel Vision (WA) Pty Ltd			\$ 10,986.25
EFT000309	18/08/2022	Drain cleaning Delta Drive	\$ 7,260.00
EFT000311	25/08/2022	Combination unit and root cutter	\$ 3,726.25
Geoffrey Armstrong			\$ 75.96
EFT000307	11/08/2022	DTVC Shop stock	\$ 75.96
Choose Digital Pty Ltd			\$ 383.90

List of Accounts Paid in August 2022 to be Received			
EFT000309	18/08/2022	Aftercare plan for Tourism websites	\$ 383.90
Cooper & Oxley Group Pty Ltd			\$ 687,870.93
EFT000311	25/08/2022	WA Food Innovation Precinct - progress claim 16	\$ 687,870.93
RDF Plumbing			\$ 4,396.65
EFT000305	04/08/2022	Install shower timers	\$ 550.00
EFT000305	04/08/2022	Repair 40mm water main	\$ 986.26
EFT000309	18/08/2022	Investigate blocked toilet	\$ 374.00
EFT000309	18/08/2022	Investigate blocked drain arrange jetting	\$ 1,045.00
EFT000311	25/08/2022	Install accumulator tank	\$ 836.36
EFT000311	25/08/2022	Fire hydrant repair	\$ 195.80
EFT000311	25/08/2022	Replace leaking tap	\$ 80.01
EFT000311	25/08/2022	Replace timer tap	\$ 329.22
Devlyn Construction			\$ 40,076.81
EFT000307	11/08/2022	Design and Construction of South Yunderup Oval Changerooms	\$ 40,076.81
Waroona Swimming Club Inc			\$ 500.00
EFT000305	04/08/2022	Pinjarra Festival 2022 donation for plant stand	\$ 500.00
Waroona Septics			\$ 110.00
EFT000311	25/08/2022	Pump out liquid waste Pinjarra RV dump	\$ 110.00
Coastline Lawn Services (FPM Landscapes)			\$ 16,606.03
EFT000305	04/08/2022	Monthly garden maintenance at McMahan Road	\$ 198.00
EFT000305	04/08/2022	Fortnightly mow of WeeWar Circuit	\$ 198.00
EFT000305	04/08/2022	Fortnightly mow of Administration grounds	\$ 3,690.57
EFT000305	04/08/2022	Mowing of Shire parks and reserves	\$ 7,747.10
EFT000305	04/08/2022	Fortnightly mows of WeeWar Circuit	\$ 271.70
EFT000305	04/08/2022	Mowing of Cantwell Park and Edenvale Gardens	\$ 4,500.66
Squire Patton Boggs (AU)			\$ 2,200.00
EFT000309	18/08/2022	Exchange Hotel legal services	\$ 2,200.00
Barbara Curtis			\$ 150.78
EFT000305	04/08/2022	Overpayment rates - A5729	\$ 150.78
Bodybuilding Oz			\$ 628.00
EFT000305	04/08/2022	MALC Pro shop supplies	\$ 115.00
EFT000307	11/08/2022	MALC Pro shop supplies	\$ 20.00
EFT000309	18/08/2022	MALC Pro shop supplies	\$ 82.00
EFT000311	25/08/2022	MALC Pro shop supplies	\$ 55.00
EFT000311	25/08/2022	MALC Pro shop supplies	\$ 110.00
EFT000311	25/08/2022	MALC Pro shop supplies	\$ 82.00
EFT000311	25/08/2022	MALC Pro shop supplies	\$ 82.00
EFT000311	25/08/2022	MALC Pro shop supplies	\$ 82.00
EFT000311	25/08/2022	MALC Pro shop supplies	\$ 82.00
Furtastic Friends by Bocchetta			\$ 850.00
EFT000307	11/08/2022	DTVC Shop stock	\$ 850.00
Destination Perth			\$ 825.00
EFT000311	25/08/2022	Awe Inspiring Campaign	\$ 825.00
Rocktape Australia			\$ 375.21
EFT000311	25/08/2022	Restock rocktape	\$ 375.21
Austin Lakes IGA			\$ 435.00
EFT000309	18/08/2022	Wally Barrett Memorial Service	\$ 435.00
Amazon Web Services Australia Pty Ltd			\$ 1,149.34
EFT000307	11/08/2022	Service charge - July 2022	\$ 1,149.34
Oztrology Pty Ltd			\$ 323.40
EFT000309	18/08/2022	DTVC Shop stock	\$ 323.40
Cr Stewart Carter			\$ 1,845.18
EFT000309	18/08/2022	Reimbursement for tenants for the Exchange Hotel	\$ 143.00
EFT000311	25/08/2022	Meeting, IT & Communications Allowance	\$ 1,702.18
Lighting Specialists Australia			\$ 4,171.20
EFT000307	11/08/2022	Dwellingup skate park and pump track lighting	\$ 4,171.20
Aboriginal Six Seasons & Djarliny Designs			\$ 254.00
EFT000307	11/08/2022	DTVC Shop stock	\$ 254.00
Kerry's Flowers			\$ 215.00
EFT000307	11/08/2022	Flowers for Wally Barrett Memorial Service	\$ 115.00
EFT000311	25/08/2022	Flowers for wreath Veterans Day	\$ 100.00
Archae-aus			\$ 3,954.50
EFT000311	25/08/2022	Murray River Foreshore Aboriginal Heritage assessment	\$ 3,954.50
Managed Recharge			\$ 12,426.65
EFT000309	18/08/2022	Project management managed aquifer recharge	\$ 12,426.65
West Coast Car Transport			\$ 240.00
EFT000305	04/08/2022	Transport of vehicle	\$ 120.00
EFT000311	25/08/2022	Transport from Lansdale to Mandurah 4029MY Triton	\$ 120.00
Welltech Total Water Management			\$ 2,097.87
EFT000309	18/08/2022	Welltech portable water tower hire	\$ 2,097.87
Hunt Architects			\$ 41,132.58
EFT000309	18/08/2022	Architectural Consultancy	\$ 41,132.58
Paragon Construction Solutions Pty Ltd			\$ 147,657.31
EFT000305	04/08/2022	Additional works	\$ 3,731.11
EFT000307	11/08/2022	Waterproof membrane replacement	\$ 143,926.20
Pr1me Softwash Pressure Cleaning and Sealing			\$ 1,100.00

List of Accounts Paid in August 2022 to be Received				
EFT000311	25/08/2022	Pressure clean tennis courts	\$	1,100.00
Elite Business Performance Pty Ltd			\$	1,980.00
EFT000311	25/08/2022	Facility management seminars	\$	1,980.00
Chicken Pants Studio			\$	320.50
EFT000307	11/08/2022	DTVC Shop stock	\$	320.50
H & H Architects			\$	319.00
EFT000309	18/08/2022	Architectural services McLarty South Pavilion	\$	319.00
Aquatic Services WA Pty Ltd			\$	41,701.00
EFT000305	04/08/2022	Filter media replacement	\$	41,701.00
Sapio Pty Ltd			\$	29,310.61
EFT000309	18/08/2022	Milestone XProtect licensing	\$	4,604.60
EFT000309	18/08/2022	CCTV maintenance year 2 of 3	\$	24,706.01
NBD Marketing			\$	1,224.00
EFT000309	18/08/2022	Trails Friendly Business Support Program	\$	1,224.00
Bill Bunbury Productions			\$	360.00
EFT000309	18/08/2022	History Workshop at Pinjarra Library	\$	360.00
Industrallight			\$	457.03
EFT000309	18/08/2022	LED Lighting	\$	457.03
Delta Echo Pty Ltd T/A e.d Copilot			\$	1,100.00
EFT000307	11/08/2022	Preparation of EDA submission	\$	1,100.00
ComplyWest Building Surveyors			\$	2,640.00
EFT000311	25/08/2022	Building Surveyor Services McLarty South Pavilion	\$	2,640.00
Redfish Technologies Pty Ltd			\$	54,972.41
EFT000309	18/08/2022	CCTV for FIPWA	\$	54,972.41
Alto Cibum Pty Ltd			\$	3,300.00
EFT000311	25/08/2022	Specialist review of EOI submissions	\$	3,300.00
Kreations by Kerry			\$	500.00
EFT000309	18/08/2022	Makers Workshop - Fabric Feather Canvas	\$	500.00
Honey Creme			\$	250.00
EFT000307	11/08/2022	Reimbursement for damaged equipment	\$	250.00
The Lolly Bus			\$	105.00
EFT000305	04/08/2022	Reimbursement for damaged equipment	\$	105.00
Lovers of Lollies			\$	120.00
EFT000305	04/08/2022	Cooking workshop	\$	120.00
Granicus Australia Pty Ltd			\$	43,106.25
EFT000309	18/08/2022	OpenCities CMS licence 2022/2023	\$	43,106.25
Pinjarra Physiotherapy			\$	230.00
EFT000305	04/08/2022	Overpayment invoice SI03111	\$	230.00
David Sherar			\$	413.40
EFT000305	04/08/2022	Overpayment planning application - BP2022429	\$	413.40
Saturday House Studios Pty Ltd			\$	2,950.00
EFT000307	11/08/2022	FIPWA website deposit	\$	2,950.00
Business Base (Officeasy Pty Ltd)			\$	878.00
EFT000305	04/08/2022	Enduro garage cabinet white	\$	878.00
Graham Lamont			\$	29.68
EFT000305	04/08/2022	Overpayment rates - A4441	\$	29.68
Anthony & Hilda Whittles			\$	580.00
EFT000305	04/08/2022	Overpayment rates - A8861	\$	580.00
Fruitico Pty Ltd			\$	132.00
EFT000307	11/08/2022	Plumbing repairs	\$	132.00
Amy Rossi			\$	502.65
EFT000307	11/08/2022	Overpayment rates - A4976	\$	502.65
Robyn Olive			\$	5,000.00
EFT000307	11/08/2022	Overpayment rates - A7040	\$	5,000.00
Justine McAlinden			\$	452.40
EFT000307	11/08/2022	LIWA Conference expenses	\$	452.40
Pinjarra Plants			\$	712.00
EFT000307	11/08/2022	Plant potting activity	\$	712.00
C Mandurah Resort Pty Ltd			\$	11,496.00
EFT000309	18/08/2022	Malaysian Delegates Tour	\$	11,496.00
Kelly Canby			\$	862.40
EFT000311	25/08/2022	Full day author talk and travel Childrens Book Week	\$	862.40
Warren Schofield			\$	90.90
EFT000309	18/08/2022	Copies of house plans unavailable - rec 144025	\$	90.90
Lilian Ewing			\$	333.00
EFT000309	18/08/2022	Business not operating 2022/23 refund fee	\$	333.00
ATU Wastewater Systems			\$	236.00
EFT000309	18/08/2022	Duplicate payment WW2022046	\$	236.00
Rebecca Johansen			\$	121.32
EFT000309	18/08/2022	LIWA Conference	\$	121.32
Chantelle Black			\$	45.00
EFT000309	18/08/2022	Rural street number sign - rec 130845	\$	45.00
Adele Caporn			\$	27.50
EFT000309	18/08/2022	Training requalification	\$	27.50
B Marshall and CJ Lamont			\$	29.68
EFT000311	25/08/2022	Overpayment rates - A4441	\$	29.68

List of Accounts Paid in August 2022 to be Received			
Jessica Spargo			\$ 80.00
EFT000311	25/08/2022	Fitness Challenge funded by shire for staff	\$ 80.00
		EFT Total	\$ 2,683,853.41
Department of Transport			\$ 131.10
065599	18/08/2022	Jetty renewal LM1300 - Corner North Yunderup Road	\$ 43.70
065599	18/08/2022	Jetty renewal LM1298 - Culeenup Road North Yunderup	\$ 43.70
065599	18/08/2022	Jetty renewal LM1680 - Henry Street	\$ 43.70
Shire of Murray			\$ 5,167.96
065585	11/08/2022	Firewood Commission - July 2022	\$ 70.40
065585	11/08/2022	Payroll deductions	\$ 150.00
065585	11/08/2022	BSL Commission - July 22	\$ 275.00
065585	11/08/2022	Payroll deductions	\$ 2,203.53
065600	18/08/2022	BCITF Commission - July 22	\$ 115.50
065606	25/08/2022	Payroll deductions	\$ 150.00
065606	25/08/2022	Payroll deductions	\$ 2,203.53
Synergy			\$ 52,404.50
065582	04/08/2022	Electricity - Cantwell Park bore	\$ 118.15
065582	04/08/2022	Electricity - Fire tank	\$ 113.83
065582	04/08/2022	Electricity - Don Spark Reserve	\$ 116.63
065587	11/08/2022	Electricity - 28 George Street	\$ 1,682.90
065587	11/08/2022	Electricity - Depot	\$ 1,025.40
065587	11/08/2022	Electricity - Streetlights	\$ 33,514.23
065587	11/08/2022	Electricity - Pinjarra Heritage Railway Station	\$ 225.81
065587	11/08/2022	Electricity - South Yunderup Pavilion	\$ 300.32
065587	11/08/2022	Electricity - CCTV Town Square	\$ 117.61
065587	11/08/2022	Electricity - Cemetery	\$ 118.15
065587	11/08/2022	Electricity - Lions Park BBQ's	\$ 112.32
065587	11/08/2022	Electricity - DHVIC	\$ 947.53
065597	18/08/2022	Electricity - Civic Centre	\$ 1,310.54
065597	18/08/2022	Electricity - Pinjarra Equestrian Association	\$ 95.61
065597	18/08/2022	Electricity - Records Building	\$ 1,416.68
065597	18/08/2022	Electricity - Dwellingup Oval Bore	\$ 113.43
065597	18/08/2022	Electricity - Pinjarra Meadows - Bore	\$ 574.57
065597	18/08/2022	Electricity - MRCE Grove Park	\$ 146.13
065597	18/08/2022	Electricity - Old DTVIC Building	\$ 112.83
065597	18/08/2022	Electricity - Trails Shop	\$ 258.73
065597	18/08/2022	Electricity - McLarty Precinct	\$ 132.74
065597	18/08/2022	Electricity - Carpark	\$ 389.23
065597	18/08/2022	Electricity - Dwellingup Fire Station	\$ 752.41
065597	18/08/2022	Electricity - Cantwell Park BBQ Lights	\$ 159.38
065597	18/08/2022	Electricity - Old SES Building	\$ 118.72
065597	18/08/2022	Electricity - North Pinjarra Hall	\$ 230.16
065597	18/08/2022	Electricity - SES Building	\$ 628.17
065598	18/08/2022	Electricity - Cafe	\$ 1,992.30
065598	18/08/2022	Electricity - Fire tank	\$ 113.82
065598	18/08/2022	Electricity - Pinjarra Industrial Estate bore	\$ 124.27
065598	18/08/2022	Electricity - Animal Pound	\$ 300.22
065598	18/08/2022	Electricity - Dwellingup Oval bore	\$ 210.45
065598	18/08/2022	Electricity - Administration Gardens	\$ 119.95
065598	18/08/2022	Electricity - Dwellingup Hall	\$ 214.40
065598	18/08/2022	Electricity - St Johns Church	\$ 245.13
065598	18/08/2022	Electricity - Fire tank	\$ 118.43
065598	18/08/2022	Electricity - Edenvale Liveringa	\$ 463.56
065598	18/08/2022	Electricity - Gentlemen's Park	\$ 571.77
065598	18/08/2022	Electricity - Lions Park river pump	\$ 134.08
065598	18/08/2022	Electricity - Dwellingup Rose Garden	\$ 213.37
065598	18/08/2022	Electricity - Edenvale Old School Hall	\$ 441.61
065598	18/08/2022	Electricity - Marinup Park Playground	\$ 114.04
065607	25/08/2022	Electricity - South Yunderup Pavilion	\$ 242.14
065607	25/08/2022	Electricity - Fire tank	\$ 116.97
065607	25/08/2022	Electricity - Fire tank	\$ 122.87
065607	25/08/2022	Electricity - Fire tank	\$ 118.90
065607	25/08/2022	Electricity - Fire tank	\$ 118.90
065607	25/08/2022	Electricity - Corio Rd Transfer Station	\$ 825.13
065607	25/08/2022	Electricity - Cantwell Park bore	\$ 174.43
065607	25/08/2022	Electricity - North Dandalup Hall	\$ 475.55
Alinta Gas			\$ 10,798.80
065583	04/08/2022	Gas usage - Leisure Centre	\$ 4,819.80
065608	25/08/2022	Gas usage - Leisure Centre Aquatic	\$ 5,979.00
Water Corporation			\$ 468.62
065601	18/08/2022	Water waste - South Yunderup Pavilion	\$ 105.09
065609	25/08/2022	Water waste - Dollyup Street Stake Hill	\$ 5.39
065609	25/08/2022	Water waste - WA Food Innovation Precinct	\$ 358.14
Department of Transport			\$ 227.10
065584	04/08/2022	Special Series Plate - 4563MY	\$ 200.00
065602	18/08/2022	Registration of vehicle	\$ 27.10

List of Accounts Paid in August 2022 to be Received			
Optus			\$ 2,489.99
065586	11/08/2022	Phone usage 06/07/2022 - 05/08/2022	\$ 2,489.99
Please Pay Cash			\$ 1,200.00
065610	25/08/2022	Umpire fee recoup for period ending 19/08/22	\$ 1,200.00
The West Australian Newspapers Ltd			\$ 144.00
065611	25/08/2022	The West Australian and Weekend West	\$ 144.00
Please Pay Cash - Admin			\$ 350.05
065612	25/08/2022	Petty Cash - detail in attachment	\$ 350.05
Illario Pantaleo			\$ 133.68
065603	18/08/2022	Electricity Contribution - Lot 101 Peel Street	\$ 133.68
John Tuckey			\$ 133.68
065604	18/08/2022	Electricity Contribution - 38 George Street	\$ 133.68
Australian Electoral Commission			\$ 527.50
065605	18/08/2022	Key Bond - North Dandalup Hall	\$ 527.50
		Cheque Total	\$ 74,176.98
Commonwealth Bank Direct Debit	07/08/2022	Corporate Credit Cards - detail in attachment	\$ 13,606.76
		Credit Card Total	\$ 13,606.76
		Payment Total	\$2,771,637.15

This schedule of accounts paid for the Municipal Fund totalling **\$2,771,637.15** which was submitted to each member of the Council on **29 September 2022** has been duly certified as to the receipt of goods and the rendition of services and as to prices, computations and costings.

Total creditor accounts outstanding as at 31 August 2022 is **\$838,674.33**
 The accompanying attachment forms part of this report, which details the expenses paid by Cash and Corporate Credit Card for the month of August 2022.

Dean Unsworth Digitally signed by Dean Unsworth
 Date: 2022.09.13 12:36:27 +08'00'

 CHIEF EXECUTIVE OFFICER

Attachment List of Accounts Paid in August 2022 to be Received				
Cheque	Date	Name	Description	Amount
065612	25/08/2022	Please Pay Cash - Admin		\$ 350.05
		The Reject Shop	Scribblers Festival	\$ 27.25
		Coles	Scribblers Festival	\$ 12.70
		Wilson Parking	Court attendance	\$ 31.30
		Department of Transport	Registration plate swap	\$ 30.50
		Tuckeys	Tape measure	\$ 15.00
		Coles	School Tree Day	\$ 4.00
		Coles	School Tree Day	\$ 28.55
		Dominos	Catering for Youth Activity	\$ 28.00
		Dominos	Catering for Youth Activity	\$ 50.00
		Kim's Bakery	Catering for School Tree Day	\$ 20.60
		Coles	Directorate morning tea	\$ 18.80
		Coles	Directorate morning tea	\$ 17.35
		Dominos	Catering for Youth Activity	\$ 42.00
		Secure Parking	Parking for WALGA	\$ 12.00
		TransPerth	Train and parking	\$ 12.00
Direct Debit	7/04/2022	Card Account Numbers / Vendors	Corporate Credit Card Usage	\$ 13,606.76
		5550 6207		\$ 328.48
		Soundtrack Your Brand	Music streaming services DTVC August 2022	\$ 35.99
		Rezdy	Online booking system Tourism August 2022	\$ 292.49
		5550....7496		\$ 757.42
		Western Power	Power application Wilghi Way Ravenswood	\$ 497.92
		Winc	Hand sanitiser stand	\$ 259.50
		5550 6131		\$ 560.40
		Kmart	Surge protector	\$ 6.50
		Council on the Ageing	Training	\$ 300.00
		My Zone	Monthly gym licence August 2022	\$ 218.90
		Shutterstock	Monthly image charges August 2022	\$ 35.00
		5550 4071		\$ 641.78
		Mandurah Library	Book club set	\$ 25.00
		JB Hifi	Library DVD stock	\$ 497.58
		Dominos Pinjarra	PJ and movie night	\$ 57.95
		Kmart	Craft supplies for makers event	\$ 61.25
		5550 7504		\$ 1,864.04
		Twilio Sendgrid	Mail server monthly fee August 2022	\$ 136.38
		Officeworks	HDMI cable	\$ 80.94
		RSLWA	Swim school	\$ 82.50
		Council on the Ageing	Strength for life course	\$ 200.00
		Pinjarra Post Office	Padded mail bag	\$ 13.55
		Vistaprint	Swim school flyers	\$ 730.19
		Metz	Depth marker tiles	\$ 299.97
		WWC Communities	Working with children check	\$ 87.00
		Booking.com	LIWA Conference	\$ 123.51
		Facebook	Group fitness promotion	\$ 110.00
		5550....9933		\$ 260.98
		Dome Pinjarra	Economic development meeting	\$ 79.60
		Ampol	Fuel usage	\$ 110.53
		Hyatt Regency	Meal expenses during business trip	\$ 34.14
		Mailchimp	Monthly subscription tourism contacts	\$ 36.71
		5550....6715		\$ 1,471.28
		Pinjarra Roadhouse	Fuel 4003MY	\$ 146.70
		Coles Express	Fuel 4003MY	\$ 153.38
		Planning Institute of WA	Membership charges	\$ 660.00
		Planning Institute of WA	Uncertain futures planning	\$ 225.00
		LGPA	Mid-Tier Transport Project	\$ 170.00
		Local Government Management Australia	Age Friendly Communities Forum	\$ 65.00
		Kims Bakery	Tree planting day	\$ 51.20
		5550 5433		\$ 654.57
		Dominos Pinjarra	Catering school holiday program	\$ 70.00
		Dominos Pinjarra	Catering youth meeting	\$ 42.00
		Australian Fundraising Place	Equipment Colour Run	\$ 462.00
		Wiley	CCTV Surveillance for Crime Prevention Study	\$ 80.57
		5550 2020		\$ 3,391.50
		Dilate Digital	Monthly subscription August 2022	\$ 53.90
		Dome Pinjarra	Catering for meeting	\$ 14.10
		Perth Airport	Airport parking for business trip	\$ 130.51
		The Australian	Newspaper subscription	\$ 40.00
		Cafe Vue	Meal expenses during business trip	\$ 22.03
		Melbourne Airport	Phone charger adaptor	\$ 36.32
		Comfort/CityCab	Taxi fare Singapore	\$ 8.50
		Comfort/CityCab	Taxi fare Singapore	\$ 10.95
		Paul Singapore	Meal expenses during business trip	\$ 49.49
		Comfort/CityCab	Taxi fare Singapore	\$ 12.74
		Stickies Bar	Meal expenses during business trip	\$ 29.42

Attachment List of Accounts Paid in August 2022 to be Received			
	Scout	Meal expenses during business trip	\$ 16.05
	Superloop	Broadband subscription	\$ 89.95
	Holiday Inn	Accommodation Singapore	\$ 1,142.12
	Holiday Inn	Accommodation Singapore	\$ 66.84
	Shell-Jalan Sulaman	Meal expenses during business trip	\$ 5.00
	Hyatt Regency	Accommodation Sabah	\$ 771.29
	Changi Airport	Meal expenses during business trip	\$ 26.20
	Pinjarra Diner	Meal expenses	\$ 9.40
	Padburys Café	Meal expenses	\$ 26.50
	Qantas	Airfares NEDC Conference	\$ 744.60
	Sydney Airport	Airport parking NEDC Conference	\$ 85.59
	5550 3250		\$ 1,760.17
	Shelter Brewing	Future food network	\$ 128.00
	Hummingbird Café	PDC meeting	\$ 70.50
	NIB	Travel Insurance	\$ 150.00
	HK BBQ House	Wheatbelt development commission	\$ 179.66
	Holiday Inn	Hotel for business trip	\$ 303.74
	Transcab	Taxi in Malaysia	\$ 33.20
	Uber	Taxi to airport	\$ 28.27
	Singapore Cab	Taxi for business meeting	\$ 15.14
	City Cab Singapore	Taxi for business meeting	\$ 43.99
	Upperstar Cafe	Meal expenses during business trip	\$ 22.01
	Holiday Inn	Hotel for business trip	\$ 607.49
	Hyatt Regency	Meal expenses during business trip	\$ 101.41
	Squarespace	FIPWA website subscription	\$ 22.00
	Kota Kinabalu	Meal expenses during business trip	\$ 8.33
	Burger King	Meal expenses during business trip	\$ 13.68
	Uber	Taxi from airport	\$ 32.75
	5550 6199		\$ 210.18
	Perth Airport Parking	Parking for business trip	\$ 176.04
	Hyatt Regency	Meal expenses during business trip	\$ 34.14
	5550 7384		\$ 729.35
	Internode	NBN for DTVC and MALC	\$ 241.11
	Zettanet	VOIP line August 2022	\$ 90.88
	Officeworks	Ergonomic mouse and mat	\$ 34.95
	ClickSend	Rangers incoming SMS	\$ 40.00
	Google	Gsuite Councillors August 2022	\$ 322.41
	5550 2652		\$ 15.95
	Jaycar	12 Volt switch Herron Point camping ground	\$ 15.95
	5550 6290		\$ 111.94
	Dominos Pinjarra	Catering bushfire brigades working group	\$ 111.94
	5550 6181		\$ 85.00
	LGPA	Training seminar	\$ 85.00
	5550 2962		\$ 94.00
	BWS Liquor	Catering for Councillors lounge	\$ 52.00
	Ebay	In use / occupied sign	\$ 42.00
	5550 3585		\$ 14.06
	Commonwealth Bank of Australia	Adjustment for incorrect charge	\$ 14.06
	5550 2573		\$ 655.66
	Sprout Social	Sprout social licence	\$ 249.41
	Adobe	Adobe creative cloud licence	\$ 83.23
	Fiverr	Redesign of logo	\$ 209.61
	Facebook	Advertising	\$ 113.41

MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
FOR THE PERIOD ENDED 31 AUGUST 2022



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LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

**STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022**

BY NATURE OR TYPE

	Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var.
Operating Revenues	\$	\$	\$	\$	
Specified area rates	193,059	193,059	193,058	(1)	
Operating grants, subsidies and contributions	2,436,894	487,577	597,000	109,423	▲
Non-operating grants, subsidies and contributions	14,300,391	2,274,638	1,071,999	(1,202,639)	▼
Fees and charges	8,725,640	3,705,498	3,737,211	31,713	
Interest earnings	301,655	36,194	29,997	(6,197)	
Other revenue	819,359	160,986	382,995	222,009	▲
Profit on asset disposals	44,734	0	0	0	
	26,821,732	6,857,952	6,012,260	(845,692)	
Operating Expense					
Employee costs	(14,104,316)	(2,351,263)	(1,907,671)	443,592	▼
Materials and contracts	(13,649,610)	(1,943,782)	(1,208,338)	735,444	▼
Utility charges	(978,985)	(163,182)	(79,858)	83,324	▼
Depreciation on non-current assets	(6,875,768)	0	0	0	
Interest expenses	(107,909)	(248)	(1,320)	(1,072)	
Insurance expenses	(547,889)	(307,071)	(325,518)	(18,447)	
Other expenditure	(943,046)	(97,479)	(74,806)	22,673	
Loss on asset disposals	(147,995)	0	0	0	
	(37,355,518)	(4,863,025)	(3,597,511)	1,265,514	
Non-cash amounts excluded from operating activities					
Add back Depreciation	6,875,768	0	0	0	
Adjust (Profit)/Loss on Asset Disposal	103,261	0	0	0	
Movement between current & non-current	65,000	26,006	26,006	0	
Net Operating (Excluding Rates)	(3,489,757)	2,020,933	2,440,755	419,822	
Capital Revenues					
Proceeds from Disposal of Assets	432,377	0	0	0	
Proceeds from Loan Borrowings	1,700,000	0	0	0	
Repayment of Self Supporting Loan	23,876	11,923	11,923	0	
Transfer from Reserves	5,355,919	0	0	0	
	7,512,172	11,923	11,923	0	
Capital Expenses					
Land and Buildings	(12,815,476)	(1,998,609)	(501,645)	1,496,964	▼
Furniture and Equipment	(285,115)	0	(37,910)	(37,910)	
Plant and Equipment	(1,456,465)	(195,460)	(37,073)	158,387	▼
Infrastructure Assets - Roads	(5,821,275)	(239,000)	(298,518)	(59,518)	
Infrastructure Assets - Other	(3,641,752)	(112,598)	(84,848)	27,750	
Repayment of Debentures	(387,856)	(11,923)	(11,923)	0	
Repayment of Leases	(78,704)	(19,676)	(28,843)	(9,167)	
Transfer to Reserves	(4,827,174)	0	0	0	
	(29,313,817)	(2,577,266)	(1,000,760)	1,576,506	
Net Capital	(21,801,645)	(2,565,343)	(988,837)	1,576,506	
Total Net Operating + Capital	(25,291,402)	(544,410)	1,451,918	1,996,328	
Add: Net Current Assets July 1 B/Fwd	7,991,884	7,991,884	8,381,563	389,679	
Less: Net Current Assets Year to Date	1,565,927	25,908,358	28,294,366	2,386,007	
Amount Raised From General Rates	(18,865,445)	(18,460,884)	(18,460,884)	0	

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.

Refer to Variance Note for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 AUGUST 2022**

SHIRE OF MURRAY | 2
**MONTHLY SUMMARY
INFORMATION**

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 13 September 2022

Prepared by: Finance Coordinator

Reviewed by: Director Corporate Services

BASIS OF PREPARATION

REPORT PURPOSE

This report is prepared to meet the requirements of Local Government (Financial Management) Regulations 1996, Regulation 34. Note: The Statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

BASIS OF ACCOUNTING

This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities), Australian Accounting Interpretations, other authoritative pronouncements of the Australian Accounting Standards Board, the Local Government Act 1995 and accompanying regulations. Material accounting policies which have been adopted in the preparation of this statement are presented below and have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the report has also been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

THE LOCAL GOVERNMENT REPORTING ENTITY

All Funds through which the Council controls resources to carry on its functions have been included in this statement. In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between Funds) have been eliminated. All monies held in the Trust Fund are excluded from the statement.

SIGNIFICANT ACCOUNTING POLICIES

GOODS AND SERVICES TAX

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

CRITICAL ACCOUNTING ESTIMATES

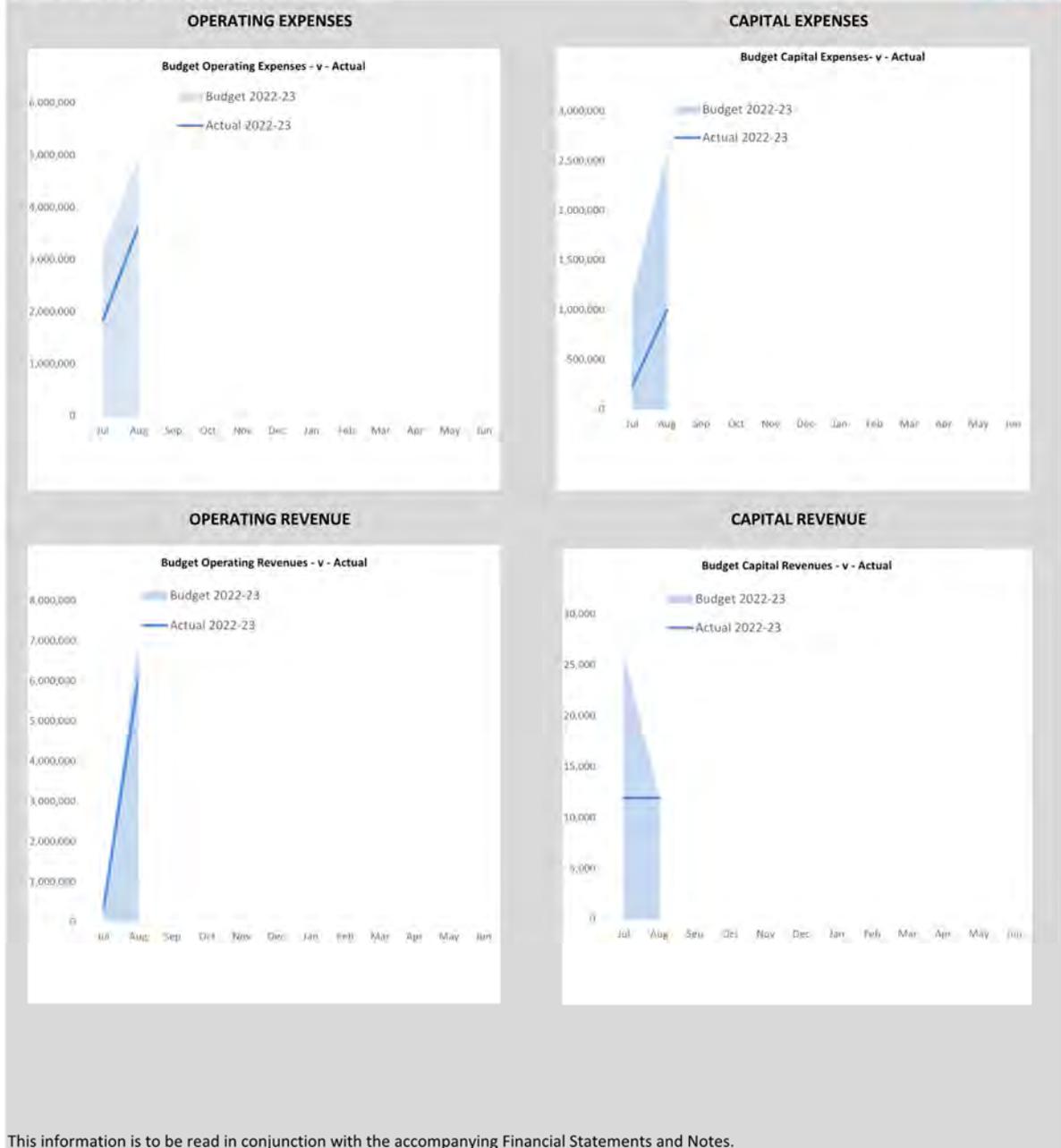
The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

ROUNDING OFF FIGURES

All figures shown in this statement are rounded to the nearest dollar.

**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 AUGUST 2022**

**MONTHLY SUMMARY INFORMATION
GRAPHS**



NET CURRENT ASSETS

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022**

SIGNIFICANT ACCOUNTING POLICIES

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Council's operational cycle. In the case of liabilities where Council does not have the unconditional right to defer settlement

liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for resale where it is held as non current based on Council's intentions to release for sale.

EMPLOYEE BENEFITS

The provisions for employee benefits relates to amounts expected to be paid for long service leave, annual leave, wages and salaries and are calculated as follows:

- (i) Wages, Salaries, Annual Leave and Long Service Leave (*Short-term Benefits*)

The provision for employees' benefits to wages, salaries, annual leave and long service leave expected to be settled within 12 months represents the amount the Shire has a present obligation to pay resulting from employees services provided to balance date. The provision has been calculated at nominal amounts based on remuneration rates the Shire expects to pay and includes related on-costs.

- (ii) *Annual Leave and Long Service Leave (Long-term Benefits)*

The liability for long service leave is recognised in the provision for employee benefits and measured as the present value of expected future payments to be made in respect of services provided by employees up to the reporting date using the project unit credit method. Consideration is given to expected future wage and salary levels, experience of employee departures and periods of service. Expected future payments are discounted using market yields at the reporting date on national government bonds with terms to maturity and currency that match as closely as possible, the estimated future cash outflows. Where the Shire does not have the unconditional right to defer settlement beyond 12 months, the liability is recognised as a current liability.

PROVISIONS

Provisions are recognised when: The council has a present legal or constructive obligation as a result of past events; it is more likely than not that an outflow of resources will be required to settle the obligation; and the amount has been reliably estimated. Provisions are not recognised for future operating losses. Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. A provision is recognised even if the likelihood of an outflow with respect to any individual item included in the same class of obligations may be small.

INVENTORIES

Inventories are measured at the lower of cost and net realisable value. Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022**

**OPERATING ACTIVITIES
NET CURRENT FUNDING POSITION**

	2022-23		
	This Period	Last Period	Same Period Last Year
	\$	\$	\$
Current Assets			
Cash Unrestricted	13,387,638	12,325,128	20,586,750
Cash Restricted	15,267,207	14,749,270	11,731,691
Receivables - Rates and Rubbish	23,653,210	2,105,303	23,038,020
Receivables - Other	894,452	1,452,935	1,619,423
Inventories	30,755	35,801	19,839
	53,233,262	30,668,437	56,995,722
Less: Current Liabilities			
Payables	(7,552,201)	(10,354,350)	(12,289,525)
Provisions	(2,716,490)	(2,716,490)	(2,492,849)
	(10,268,691)	(13,070,839)	(14,782,374)
Less: Cash Restricted	(15,267,207)	(14,749,270)	(11,731,691)
Add: Cash Restricted - Matching Liability	597,002	597,002	597,002
Net Current Funding Position	28,294,366	3,445,329	31,078,659

KEY INFORMATION



YTD Actual
Surplus(Deficit)
\$28.29 M
Last Period Actual
Surplus(Deficit)
\$3.45 M

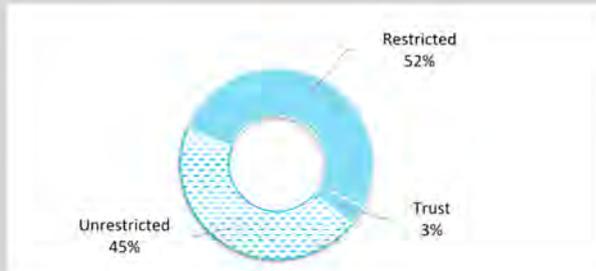
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022**

**OPERATING ACTIVITIES
CASH AND FINANCIAL ASSETS**

	Municipal	Reserves	Total Cash	Trust	Institution	Interest Rate	Maturity Date
	\$	\$	\$	\$			
Cash Deposits							
Operating Account	4,324,652		4,324,652		Commbank		On Call
Operating Account	6,057,046	5,267,207	11,324,253	974,183	Bendigo		On Call
Cash on Hand	5,940		5,940				On Call
Municipal	2,000,000		2,000,000		CBA	2.26%	27/09/2022
Municipal Reserve	1,000,000	10,000,000	1,000,000		Bendigo	2.00%	4/10/2022
			10,000,000		Bendigo	2.75%	25/10/2022
Total	13,387,638	15,267,207	28,654,845	974,183			

KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of net current assets.

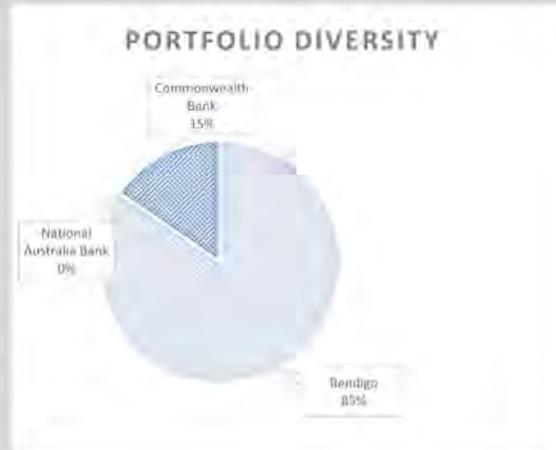


Total Cash	Unrestricted
\$28.65 M	\$13.39 M

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022

Deposit Date	Institution	Term (Days)	Invested Interest rates	Expected Interest	Amount Invested (Days)					Interest Budget v Actual			
					Up to 30	31-60	61-90	91-100	Total	Annual Budget	Year to Date Actual	Variance \$	
General Municipal													
27/07/2022	CBA	62	2.26%	7,678			2,000,000		2,000,000				
30/08/2022	Bendigo	35	2.00%	1,918		1,000,000			1,000,000				
				Subtotal	9,596	-	1,000,000	2,000,000	-	3,000,000	18,360	10,955	7,405
Restricted													
27/07/2022	Bendigo	90	2.75%	67,808			10,000,000		10,000,000				
				Subtotal	67,808	-	-	10,000,000	-	10,000,000	30,600	-	30,600
				Total Funds Invested	77,404	-	1,000,000	12,000,000	-	13,000,000	48,960	10,955	38,005

Deposit Date	Term (Days)	Invested Interest rates	Amount Invested	Percentage of Portfolio
Bendigo Bank				
30/08/2022	35	2.00%	1,000,000	
27/07/2022	90	2.75%	10,000,000	
			Subtotal	11,000,000
				84.6%
National Australia Bank				
	0		-	
			Subtotal	0.0%
Commonwealth Bank				
27/07/2022	62	2.26%	2,000,000	
			Subtotal	2,000,000
				15.4%
			Total Funds Invested	13,000,000
				100.0%



**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022**

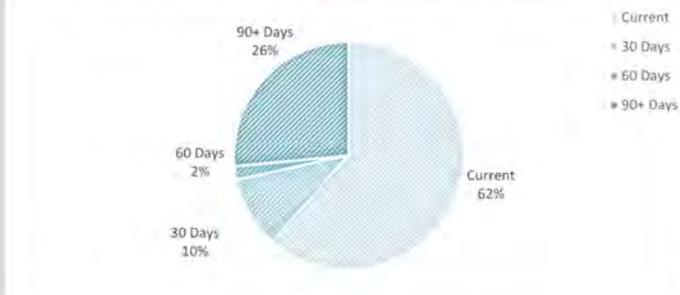
**OPERATING ACTIVITIES
RECEIVABLES**

	Current	30 Days	60 Days	90+ Days	Total
Receivables - General	\$ 91,113	\$ 14,905	\$ 2,862	\$ 39,189	\$ 148,068
Percentage	62%	10%	2%	26%	
Accounts Above \$5,000 Over 30 Days	\$				
Nil	-				

KEY INFORMATION

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current. Collectability of trade and other receivables are reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.

NOTE 4 - ACCOUNTS RECEIVABLE (NON-RATES)



Debtors Due
\$148,068
Over 30 Days
38%
Over 90 Days
26%

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022**

**INVESTING ACTIVITIES
CAPITAL ACQUISITIONS**

	Adopted Budget	YTD Budget	YTD Actual Total	YTD Budget Variance
	\$	\$	\$	\$
Land and Buildings	12,815,476	1,998,609	501,645	1,496,964
Furniture & Equipment	285,115	0	37,910	(37,910)
Plant & Equipment	1,456,465	195,460	37,073	158,387
Roads	5,821,275	239,000	298,518	(59,518)
Other Infrastructure	3,641,752	112,598	84,848	27,750
Capital Expenditure Totals	24,020,083	2,545,667	959,995	1,585,672

SIGNIFICANT ACCOUNTING POLICIES

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

KEY INFORMATION



Acquisitions	Adopted Budget	YTD Budget	YTD Actual	% Spent
	\$24.02 M	\$2.55 M	\$.96 M	4%

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022

INVESTING ACTIVITIES
CAPITAL ACQUISITIONS (CONTINUED)

% of Completion		Adopted Budget	YTD Budget	YTD Actual	Variance Under(Over)	Comments
Project Number		\$	\$	\$	\$	
Capital Expenditure						
Land and Buildings						
BU0014	Cooper's Mill Toilets	8,000	0	0	0	
BU0018	Dwellingup Hall	5,000	0	0	0	
BU0027	Edenvale Old Schoolmaster's House	0	0	6,424	(6,424)	
BU0033	Hotham Valley Railway Buildings	35,000	0	0	0	
BU0038	Manilup Street Toilets	0	0	1,692	(1,692)	
BU0042	Murray Aquatic and Leisure Centre	65,000	0	1,026	(1,026)	
BU0042	MALC Pool & Floor Refurbishment	210,000	210,000	7,468	202,532	Project funds unexpended to date.
BU0045	Murray Library	40,000	0	91	(91)	
BU0046	Murray Playgroup	12,376	0	0	0	
CP2005	North Dandalup Public Open Space	0	0	12,214	(12,214)	
CP3004	Mclarty South Pavilion	4,016,774	0	11,318	(11,318)	
CP4001	Herron Point Camping Facilities	0	0	5,178	(5,178)	
ED0115	The Exchange	4,262,055	300,000	66,265	233,735	Project funds unexpended to date.
HE1000	Edenvale Building Conservation Works	20,000	0	0	0	
LC1250	PAW Redevelopment - MALC	54,000	0	0	0	
LC2500	Aquatic Turnstiles MALC	75,000	0	0	0	
BU0016	Court House	19,995	0	0	0	
BU0063	Roads Board Office	11,500	0	0	0	
BU0067	Shire Administration Office	0	0	24,291	(24,291)	
CP3002	Ravenswood Community Centre	1,466,498	0	0	0	
CP3005	South Yunderup Oval Pavilion	39,493	39,493	42,729	(3,236)	
ED0105	WA Food Innovation Precinct	2,173,748	1,449,116	322,313	1,126,803	Project funds unexpended to date.
ED0122	Dwellingup Gap Project	150,000	0	0	0	
HE0101	Exchange Hotel	51,766	0	0	0	
HE1200	Edenvale Basement Conservation Works	85,000	0	0	0	
OC0002	Operations Centre Upgrade	14,271	0	638	(638)	
		12,815,476	1,998,609	501,645	1,496,964	
Plant and Equipment						
PV4003	4003MY Utility - Director P&S	37,450	0	0	0	
PV4007	4007MY Light Vehicle - Mgr Engineering	29,960	0	0	0	
PV4018	4018MY Light Vehicle - Mgr Environmental Health	29,960	29,960	0	29,960	
PV4029	4029MY Utility - Ranger	50,000	50,000	37,073	12,927	
PV4033	4033MY Light Vehicle - Coordinator Environment	37,450	0	0	0	
PV4038	4038MY Tipper tray (Mowing)	124,500	0	0	0	
PV4062	4062MY Zero Turn Mower	25,000	25,000	0	25,000	
PV4064	4064MY Zero Turn Mower	25,000	25,000	0	25,000	
PV4071	4071MY Tractor Mowing	70,000	0	0	0	
PV4073	4073MY Tractor	65,500	65,500	0	65,500	
PV4089	4089MY Trailer - Tipper	135,485	0	0	0	
PV4000	Miscellaneous Plant	15,360	0	0	0	
PV4004	4004MY Light Vehicle - Director TS	44,200	0	0	0	
PV4008	4008MY Light Vehicle - Pool Car	33,150	0	0	0	
PV4010	4010MY Light Vehicle - Parks & Waterways	27,625	0	0	0	
PV4019	4019MY Light Vehicle - Mgr Tourism & Customer Serv	33,150	0	0	0	
PV4030	4030MY Utility - Workshop Supervisor	38,675	0	0	0	
PV4035	4035MY Works Flat Top	85,000	0	0	0	
PV4037	4037MY 7t Patching Truck	125,000	0	0	0	
PV4037	4037MY 7t Patching Truck	45,000	0	0	0	
PV4043	4043MY 6 Wheel Rigid Tipper	315,000	0	0	0	
PV4066	4066MY Zero Turn Mower	32,000	0	0	0	
PV4069	4069MY Zero Turn Mower	32,000	0	0	0	
		1,456,465	195,460	37,073	158,387	
Furniture and Equipment						
BU0042	Murray Aquatic and Leisure Centre	87,909	0	37,910	(49,999)	
CP0004	Website Content Hub	25,000	0	0	0	
CP1000	Corporate Business System - Open Office	172,206	0	0	0	
		285,115	0	37,910	(37,910)	

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022

INVESTING ACTIVITIES
CAPITAL ACQUISITIONS (CONTINUED)

% of Completion		Project Number	Adopted Budget	YTD Budget	YTD Actual	Variance Under(Over)	Comments
Infrastructure - Roads							
Municipal Funded							
		IK0001 Kerbing Renewal	51,807	0	0	0	
		RD9003 Reseals - Rural	172,667	0	0	0	
		RD9006 Traffic Management	35,000	0	0	0	
		RD0019 Readheads Road	557,070	0	258,251	(258,251)	Timing variation
Regional Road Group							
		RD0003 Burnside Road	119,539	0	910	(910)	
		RD0009 Lakes Road	375,000	0	0	0	
		RD0012 Hopeland Road	223,262	0	0	0	
		RD0013 Paterson Road	15,000	0	0	0	
		RD0533 Dell Park Road	210,000	0	22,756	(22,756)	
State Blackspot							
		RD0009 Lakes Road	276,000	0	0	0	
		RD0019 Readheads Road	477,999	239,000	13,943	225,057	Timing variation
		RD0020 Carrabungup Road	0	0	978	(978)	
		RD0214 Corio Road	0	0	495	(495)	
		RD0398 Murray River Drive	678,000	0	0	0	
Roads to Recovery							
		RD9004 Reseals - Urban/Industrial	300,000	0	0	0	
		RD9005 Resheeting	251,606	0	0	0	
Other Funded							
		RD0130 Gull Road	194,112	0	1,185	(1,185)	
		RD0214 Corio Road	390,697	0	0	0	
		RDD660 Munday Avenue	1,493,516	0	0	0	
			5,821,275	239,000	298,518	(59,518)	
Infrastructure - Other							
		IP0001 Concrete Paths	244,427	0	0	0	
		IP9010 Regional Path Network	239,344	0	103	(103)	
		ID0001 Drainage Renewal	109,786	0	0	0	
		IB3558 Nicholson Road Traffic Bridge - 3558	140,029	0	0	0	
		IB9001 Regional Road Bridge Program	100,013	0	0	0	
		CM1000 Cemetery Upgrades	3,978	0	0	0	
		CM1000 Cemetery Upgrades	10,150	0	0	0	
		CP2000 Murray River Foreshore Project	326,672	0	11,124	(11,124)	
		CP2005 North Dandalup Public Open Space	355,809	0	3,885	(3,885)	
		CP3011 Ravenswood Canoe Launch Facility	79,000	0	0	0	
		ED0122 Dwellingup Gap Project	274,679	0	31,156	(31,156)	
		HE2000 Edenvale Landscape Works	21,848	0	0	0	
		HE2200 Edenvale Signage & Wayfinding	40,000	0	0	0	
		IC9225 James Street Pedestrian Bridge	78,449	52,300	11,176	41,124	
		TO0500 Visitor Signage & Wayfinding	15,000	15,000	0	15,000	
		TR5000 Lot 1261 Willowdale Road Gravel Pit	271,790	45,298	28	45,270	
		CM1000 Cemetery Upgrades	20,000	0	0	0	
		CP3010 Sandy Cove Park Upgrade	65,835	0	1,247	(1,247)	
		PG0013 Sir Ross McLarty Recreation Complex	30,000	0	0	0	
		PG0020 Pinjarra Foreshore	270,236	0	26,130	(26,130)	
		PG9002 Minor Parks Development	37,500	0	0	0	
		PG9003 Annual Parks Renewal	298,159	0	0	0	
		WW1002 Batavia Quays Boating Facility	609,048	0	0	0	
			3,641,752	112,598	84,848	27,750	
Grand Total			24,020,083	2,545,667	959,395	1,585,672	

Capital Expenditure Total

Level of Completion Indicators



Percentage YTD Actual to Annual Budget
Expenditure over budget highlighted in red.

Variance is calculated on:
Annual Budget vs YTD Actual

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022

OPERATING GRANTS AND CONTRIBUTIONS

	Adopted Budget	Budget Variations	Expected	YTD Revenue Actual
	\$	\$	\$	\$
Operating Grants and Subsidies				
General purpose funding				
Grants Commission - General Purpose Grant	216,988	0	216,988	93,245
Grants Commission - Untied Roads Grant	163,303	0	163,303	58,235
Law, order, public safety				
Bushfire Brigade Grants - Operating	264,200	0	264,200	67,992
Bushfire Brigade Grants - New Equipment	20,651	0	20,651	2,380
Fire Control Administration - Volunteering	1,000	0	1,000	0
Bushfire Mitigation Activity Fund	118,178	0	118,178	59,089
Murray State Emergency Service	42,238	0	42,238	10,672
Murray State Emergency Service - Overspend	73,062	0	73,062	0
LEMA Review	6,124	0	6,124	0
Education and welfare				
Seniors Week	1,000	0	1,000	0
Community amenities				
WAHPA Project	58,018	0	58,018	40,000
North Dandalup Community Hall	35,345	0	35,345	0
Sustainable Agriculture Tool	5,564	0	5,564	0
Community Infrastructure Plan	3,388	0	3,388	0
Boat Wake Erosion Assessment	14,000	0	14,000	0
Dwellingup Structure Plan	25,000	0	25,000	0
Recreation and culture				
Grant Funded Programs	500	0	500	3,298
Club Development	7,500	0	7,500	0
Library Programs	2,150	0	2,150	6,371
Volunteering	1,030	0	1,030	0
Pinjarra Festival	38,380	0	38,380	0
Christmas Carnival	5,000	0	5,000	0
Short Stay Accommodation Dwellingup Research	30,000	0	30,000	0
Queen's Jubilee Tree Planting			0	6,500
Transport				
Main Roads WA Direct Grant	240,642	0	240,642	245,819
Newton Street	7,096	0	7,096	0
Economic services				
Business Capability Support Program	5,000	0	5,000	0
Enterprise Support Program (ESP)	343,321	0	343,321	0
Peel Integrated Water Initiative	1,213	0	1,213	0
Expert in Residence Program	4,474	0	4,474	0
WAFIP Revenue	10,000	0	10,000	0
BBRF Trails Project (DBCA)	282,348	0	282,348	0
	2,026,713	0	2,026,713	593,599
Operating Contributions				
General purpose funding				
Alcoa Community Partnership Funding	276,848	0	276,848	0
Community amenities				
Bus Shelter Maintenance	2,525	0	2,525	0
Recreation and culture				
Sir Ross McLarty Recreation Complex	13,978	0	13,978	0
McLarty South Pavilion - WA Cricket Association Contribution	0	0	0	0
Dwellingup Multi-Purpose Facility Feasibility	25,000	0	25,000	0
Alcoa Community Grants	17,550	0	17,550	0
Pinjarra Festival	5,000	0	5,000	0
Christmas Carnival	5,000	0	5,000	0
Transport				
Pinjarra Road	33,000	0	33,000	0
Heavy Haulage	30,240	0	30,240	0
Other property and services				
DETRCWS Boosting Apprenticeships	0	0	0	3,396
	409,141	0	409,141	3,396
Sponsorships				
Donations	1,040	0	1,040	0
Total Operating grants, subsidies and contributions	2,436,894	0	2,436,894	596,999

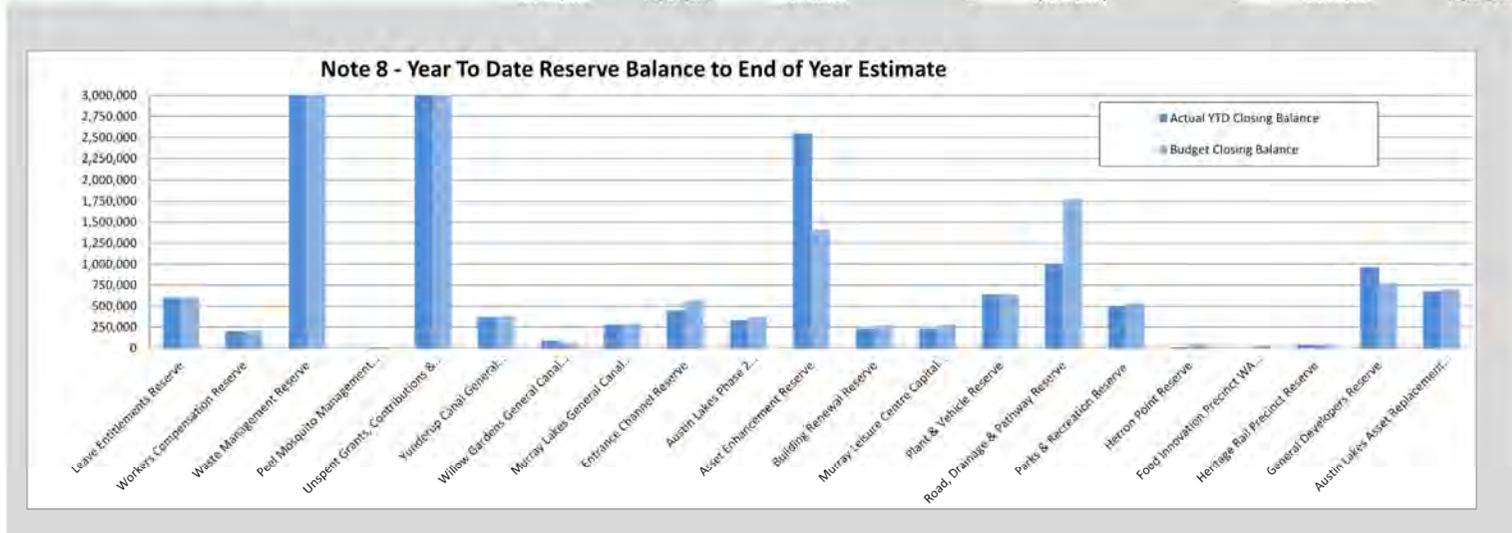
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022

NON-OPERATING GRANTS AND CONTRIBUTIONS

	Adopted Budget	Budget Variations	Expected	YTD Revenue Actual (b)
	\$	\$	\$	\$
Non-Operating Grants and Subsidies				
Recreation and culture				
Ravenswood Community Centre	1,316,498	0	1,316,498	0
Sir Ross McLarty Changerooms & Oval	30,000	0	30,000	0
Sir Ross McLarty Changerooms & Oval - CSRFF	750,000	0	750,000	0
Sir Ross McLarty Changerooms & Oval - Lotterywest	524,000	0	524,000	0
Ravenswood Canoe Launch Facility	50,000	0	50,000	0
James Street Pedestrian Bridge	58,842	0	58,842	0
Herron Point Reserve - Lotterywest	175,000	0	175,000	0
Batavia Quays Boating Facility	456,786	0	456,786	0
<i>Local Roads and Community Infrastructure Program</i>				
Batavia Quays Boating Facility	152,262	0	152,262	0
Sir Ross McLarty Changerooms & Oval	1,176,844	0	1,176,844	0
Transport				
Nicholson Road Traffic Bridge - 3558	140,029	0	140,029	0
Regional Path Network	100,000	0	100,000	0
Gull Road - Main Roads	194,112	0	194,112	0
Corio Road - Election Commitment	390,697	0	390,697	0
Munday Avenue - Election Commitment	1,493,516	0	1,493,516	0
Readheads Road - Election Commitment	557,070	0	557,070	0
FAGS Special Projects - Lakes Road Traffic Bridge (4514)	0	0	0	250,000
FAGS Special Projects - Del Park Road Traffic Bridge (4501)	0	0	0	216,500
<i>Local Roads and Community Infrastructure Program</i>				
Footpaths - Concrete	100,000	0	100,000	0
Regional Path Network	112,500	0	112,500	0
Reseals - Rural	136,160	0	136,160	0
<i>Regional Road Group</i>				
Burnside Road	79,926	0	79,926	8,000
Lakes Road	250,000	0	250,000	100,000
Hopeland Road	126,978	0	126,978	51,419
Paterson Road	10,000	0	10,000	4,000
Del Park Road	140,000	0	140,000	56,000
<i>State Blackspot</i>				
Lakes Road	184,000	0	184,000	73,600
Readheads Road	318,666	0	318,666	127,466
Murray River Drive	452,000	0	452,000	180,800
<i>Roads to Recovery</i>				
Reseals - Urban/Industrial	300,000	0	300,000	0
Resheeting	251,606	0	251,606	0
Economic services				
WA Food Innovation Precinct	2,173,748	0	2,173,748	0
The Exchange - COVID-19 Recovery Project	1,594,472	0	1,594,472	0
Dwellingup Trails Gap - Lotterywest	88,788	0	88,788	0
Dwellingup Trails Gap	335,891	0	335,891	0
	14,220,391	0	14,220,391	1,067,785
Non-Operating Contributions				
Community amenities				
Austin Lakes Asset Replacement Contributions	10,000	0	10,000	0
Recreation and culture				
Murray River Foreshore Project	0	0	0	4,214
Sir Ross McLarty Cricket Wicket	0	0	0	0
Transport				
Del Park Road	70,000	0	70,000	0
	80,000	0	80,000	4,214
Total Non-operating grants, subsidies and contributions	14,300,391	0	14,300,391	1,071,999

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
 FOR THE PERIOD ENDED 31 AUGUST 2022

Reserve	Budget Opening Balance	Actual Opening Balance	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$
Leave Entitlements Reserve	597,002	597,002	0	0	0	0	597,002	597,002
Workers Compensation Reserve	198,003	198,003	0	0	0	0	198,003	198,003
Waste Management Reserve	3,269,869	3,166,852	3,282,540	3,282,540	(3,473,054)	0	3,079,355	3,166,852
Peel Mosquito Management Reserve	0	0	4,500	4,500	0	0	4,500	0
Unspent Grants, Contributions & Loans Reserve	3,017,579	3,017,579	0	0	0	0	3,017,579	3,017,579
Yunderup Canal General Maintenance Reserve	360,625	363,162	53,041	53,041	(39,297)	0	374,369	363,162
Willow Gardens General Canal Maintenance Reserve	84,345	84,327	6,625	6,625	(24,585)	0	66,385	84,327
Murray Lakes General Canal Maintenance Reserve	271,115	271,030	33,088	33,088	(21,613)	0	282,590	271,030
Entrance Channel Reserve	444,433	444,433	120,312	120,312	0	0	564,745	444,433
Austin Lakes Phase 2 Maintenance Reserve	325,985	325,985	40,149	40,149	0	0	366,134	325,985
Asset Enhancement Reserve	2,545,964	2,543,252	100,000	100,000	(1,242,699)	0	1,403,265	2,543,252
Building Renewal Reserve	226,395	226,395	41,417	41,417	0	0	267,812	226,395
Murray Leisure Centre Capital Reserve	227,594	227,594	49,099	49,099	0	0	276,693	227,594
Plant & Vehicle Reserve	634,514	634,514	0	0	0	0	634,514	634,514
Road, Drainage & Pathway Reserve	1,126,206	1,000,693	912,416	912,416	(272,621)	0	1,766,001	1,000,693
Parks & Recreation Reserve	491,948	491,948	82,487	82,487	(49,191)	0	525,244	491,948
Heron Point Reserve	-48,719	6,088	50,000	50,000	(50,000)	0	48,719	6,088
Food Innovation Precinct WA Reserve	0	0	30,000	0	0	0	30,000	0
Heritage Rail Precinct Reserve	39,794	39,794	0	0	0	0	39,794	39,794
General Developers Reserve	957,879	957,879	0	0	(182,859)	0	775,020	957,879
Austin Lakes Asset Replacement Reserve	670,549	670,676	21,500	21,500	0	0	692,049	670,676
	15,538,518	15,267,207	4,827,174	4,827,174	(5,355,919)	0	15,009,773	15,267,207



**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022**

SHIRE OF MURRAY | 18
BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

There are no amendments to the original budget as of 31 August 2022.

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022**

**EXPLANATION OF
MATERIAL VARIANCES**

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date budget materially.

The material variance adopted by Council for the 2022/23 year is an Actual Variance exceeding a value greater than \$75,000.

Reporting Program	Var. \$	Var. %	Var.	Timing/ Permanent	Explanation of Variance
	\$	%			
Operating Revenues					
Operating grants, subsidies and contributions	109,423	(18%)	▲	Permanent	\$56k - General Purpose funding funds received \$40k - WAHPA Mental Health Initiatives funds received
Non-operating grants, subsidies and contributions	(1,202,639)	112%	▼	Timing	\$466k - General Purpose Special Project funds received Awaiting funding: \$408k Sir Ross McLarty Oval & Changerooms \$362k FIPWA \$291k Local Roads & Community Infrastructure Program \$265k Exchange Hotel COVID 19 Recovery \$221k Munday Avenue - Election Commitment \$97k Roads to Recovery \$72k Readheads Road - Election Commitment
Other revenue	222,009	(58%)	▲	Permanent	\$296k Main Roads - North Yunderup Pedestrian Bridge funds received
Operating Expense					
Employee costs	443,592	23%	▼	Permanent	\$329k Salary underspend due to vacant positions; recruitment in progress \$107k Workers Compensation Insurance due (Timing Variance) \$10k Training & Conferences unexpended (Timing Variance)
Materials and contracts	735,444	61%	▼	Timing	Major projects unexpended to date: \$112k - Consultants \$364k - Infrastructure Maintenance \$266k - Various Other Materials & Contracts
Capital Expenses					
Land and Buildings	1,496,964	298%	▼		Refer Capital Acquisition Note
Plant and Equipment	158,387	427%	▼		Refer Capital Acquisition Note



Policy A6 – Closed Circuit Television (CCTV)

Shire of Murray

1. Policy Intention

To outline a position on the operation of Shire of Murray (Shire) owned Closed Circuit Television (CCTV) systems and equipment.

2. Application

This Policy applies to any Shire owned fixed CCTV systems and any mobile CCTV trailers. It does not apply to the operation and use of Body Worn Cameras and/or any vehicle dash mounted camera systems.

This Policy should be read in conjunction with any associated internal CCTV Procedures and/or Guidelines, approved by the Chief Executive Officer.

2. Policy

2.1 Objectives

The general objective of CCTV systems is to:

- enhance safety by assisting in the prevention of crime by acting as a deterrent to potential offenders;
- assist with the identification of crime and/or inappropriate behaviour and support evidence gathering for prosecuting authorities;
- support security at remote locations or sites that are not staffed outside of normal business hours; and,
- to contribute to an integrated multi-agency approach to crime prevention and community safety.

2.2 Partnership Approach

A partnership approach with the Western Australia Police Force (WAPF) is supported to consider future fixed CCTV system needs within the district and to support monitoring of existing and new fixed CCTV systems within local Police stations.

WAPF are involved in the broad decision-making process for future fixed CCTV system in the district.

WAPF also contribute to the decision-making process for the deployment of mobile CCTV trailers, where required in the local Police district, subject to the Shire's own operational needs not being compromised.

Formal arrangements to document the partnership approach with WAPF will be through Memorandums of Understandings (MOU).

2.3 Assessment of Fixed CCTV System Requests

New fixed CCTV systems on Shire or private land in the district will be considered where community need is formal identified and substantiated or for operational purposes, where funding is available through budget or via grants for equipment and installation, and through budget for ongoing operational costs.

All requests for the installation of fixed CCTV systems will be assessed via a formal Needs Assessment Matrix.

Where fixed Shire CCTV is to be installed on private land documented arrangements, by MOU will be applied.

2.4 Assessment of Mobile CCTV Trailer Requests

New mobile CCTV trailers will be also be considered where community need is formal identified and substantiated or for operational purposes, where funding is available through budget or via grants for equipment and installation, and through budget for ongoing operational costs.

Requests are also assessed via a formal Needs Assessment Matrix.

2.5 General Principles

Fixed CCTV systems and any mobile CCTV will not be used to intentionally monitor adjacent or nearby premises or buildings, although it is acknowledged that data captured may generally include some exterior vision of other land.

Reasonable advisory signage is to be displayed in the vicinity of fixed CCTV systems to ensure public awareness. Advisory signage is not required where covert or mobile CCTV are in use.

2.6 Registering Fixed CCTV Systems

Registering fixed CCTV systems located in the public domain through the Office of Crime Prevention is supported, as location information is automatically provided to the WAFP to assist in investigations. [Registering CCTV systems](#)

2.7 Release of CCTV

CCTV recordings or images captured by fixed CCTV systems or mobile CCTV trailers will be released to WAFP or the Australian Federal Police on written request or as otherwise required by written law.

The release of CCTV recordings or images captured on any fixed CCTV system or mobile CCTV trailer to any other person or entity is generally not supported and is at the absolute discretion of the CEO or delegate and in accordance with Privacy Principles outlined in Schedule 1 of the *Privacy Act 1988*.

All supported requests for CCTV recordings or images will be provided in a digital format via the capture software's embedded smart client application to ensure the data is exactly as recorded with no way of interference to support evidentiary requirements.

Copies of any released recording and images will be retained for record keeping purposes as required by the *State Records Act 2000*.

The request to release CCTV recordings and images is dependent on time frames for retaining captured data.

2.8 Retention of CCTV Data

CCTV recordings or images (recorded data) is retained for a maximum of 30 days. This period may be reduced, based on the capacity of the either onsite or external data storage.

The exception to the above is where:

- the recorded data contains images relevant to an incident in respect of which a WAFP or other law enforcement agency investigation has commenced and the Shire are made aware by written request for specific data;
- the recorded data contains images relevant to a breach of Western Australian statute law or local laws enforced or administered by the Shire that requires further investigation,
- a valid application has been received for disclosure of data that is still within the applicable retention period and additional time is required to process the application and/or having processed the application, it is deemed appropriate to disclose the requested data to the applicant.

Previous Policy Reference	CA22	
Related Legislation	<i>Privacy Act 1988, Surveillance Devices Act 1998</i>	
Related Policies	N/A	
Related Documents	CCTV Needs and Assessment Matrix CCTV Technical Advice and Western Australian CCTV Guidelines - Office of Crime Prevention (D22/14723 & D22/14724)	
Last Reviewed	May 2022	
Initial Adoption Date	30 September 2010	
Initial Adoption Resolution	OCM10/200	
Amendment Record	OCM12/149	26 July 2012
	OCM22/070	23 June 2022



Closed Circuit Television (CCTV) Guidelines and Operational Plan

2022 - 2026

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Version	Date	TRIM	Document Name	Reviewed By
1	Feb 2020	D20/8246	CCTV Management and Operations Manual	Chris Dunlop, Place and Community Officer
2	Sept 2022	D22/30294	CCTV Guidelines & Operation Manual	Trick Cole, Place and Community Officer



Introduction

The purpose of the 'CCTV Guidelines and Operational Plan' is to define the Shire's position in relation to CCTV associated with public facilities and ensure relevant legislation, policy and procedure is consolidated into one reference point for the effective management of Closed-Circuit Television (CCTV) systems and equipment operated within the Shire of Murray (the Shire).

The Guidelines define the roles, responsibilities and operational requirements for effective management of CCTV systems, including the storage, disposal and accessing of images and other recording requirements, and the procedure for assessing and determining the need and priority for new CCTV cameras.

These guidelines are to be read in conjunction with the WA CCTV Guidelines and related publications.

References

The Shire's CCTV Strategy, guidelines and operations will be conducted in accordance with:

Commonwealth

- *Privacy Act 1988*
- *Surveillance Devices Act 2004*

Western Australia

- *State Records Act 2000*
- *Surveillance Devices Act 1998*
- *Freedom of Information Act 1982*
- *Privacy Act 1988*

Shire of Murray

- *Shire of Murray Policy A6 – Closed Circuit Television (CCTV)*

Background

The Shire of Murray (the Shire) has a comprehensive Internet Protocol Enabled Closed Circuit Television Surveillance System (or IP CCTV System) to help protect people, property and assets within the Shire. The IP CCTV System covers public spaces within the Shire.

The IP CCTV System aligns with the Murray 2021 – 2031 Strategic Community Plan 'Places for People – Facilitate Safe Neighbourhoods and Communities.'

The Guidelines and associated operational framework aim to:

- Prevent or discourage criminal activity and anti-social behavior including illegal dumping and illegal off-road vehicle use;
- Improve community perception of safety and security;

- Protect Shire and community assets;
- Enable Council to manage security at remote locations or sites that are unmanned outside of normal business hours;
- Promote safety and protection of residents, visitors and staff whilst in the Shire;
- Assist with the identification of crime and/or inappropriate behaviour and support evidence gathering for prosecuting authorities; and
- Support the Shire's Business Units to view public areas for the review, monitoring or verifying of Shire maintenance services and public works.

Operation and Management

1. Responsibilities

Shire of Murray

The Shire is responsible for the following key functions:

- assuring compliance and best practice;
- assessment process including analysis of ongoing costs of CCTV utilizing a combination of Shire and external funding;
- monitoring and auditing equipment and procedures related to CCTV;
- monitoring the effectiveness of CCTV infrastructure; and
- placement of mobile CCTV infrastructure based on guidance from WA Police.

Western Australian Police

The Western Australian Police (**WA Police**) is responsible for the following key functions:

providing information for and advice on crime assessment;
determining the appropriate level and priority of responses required to incidents identified by the CCTV cameras; and
guiding the placement of deployable CCTV infrastructure.

2. Ownership and Control of CCTV Operations

The CCTV operations is owned by and is the sole property of the Shire.

The Shire will conduct CCTV operations in accordance with the Shire's endorsed Policy A6 – Closed Circuit Television (CCTV) and the WA CCTV Guidelines.

3. Definitions

CCTV - Closed Circuit Television

CCTV Facility Supervisors – the facility manager or a facility with a CCTV system installed or a representative nominated by the Business Unit Manager to be responsible for the use and operational management of the Shire CCTV system.

CCTV Maintenance Company – the contractor engaged by the Shire to provide maintenance services to the CCTV system.

Field Deployable Technologies – includes mobile CCTV trailers and other alerting security systems that are field deployable.

Nominated Delegate – a person appointed in writing by the Chief Executive Officer or Manager Governance under a fixed date and/or task delegation, or an enduring delegation.

4. Access and Confidentiality

Access to the Shire's CCTV system will be restricted to authorised officers and will be protected from unauthorised access.

The Shire expects its authorised officers to ensure confidentiality of information gathered by or from CCTV operations by not disclosing or discussing any events with unauthorised officers or associates who have no direct responsibility relating to CCTV operations.

Additionally, authorised officers will explicitly not identify any involved person or party with family, friends or acquaintances and will not disclose any information to third parties, including the media without prior written approval in accordance with Policy A6 – Closed Circuit Television (CCTV) and this document.

5. Operating Procedures

5.1 Recorded Material

Recorded material will be retained for 30 days with exception to the following:

- the recorded data contains images relevant to an incident in respect of which a Police investigation has been, or is to be, undertaken and the surveillance data is, or may be, required for evidentiary purposes in a Court proceeding;
- the recorded data contains images relevant to a breach of Council's local laws, or any other incident that requires further investigation;
- a valid application has been received for disclosure of data that is still within the applicable retention period and additional time is required to process the application and/or having processed the application, it is deemed appropriate to disclose the requested data to the applicant;
- Council or the WA Police has made the decision to disclose data to an external entity, such as the media.

5.2 Requests for CCTV Material

WA Police may request to obtain recorded material relating to an incident or investigation. Requests must be made in writing and specify the officer making the request and the date, time and location of the incident which the officer wishes to obtain footage of.

Requests made by any other party in relation to an incident must be made via a Freedom of Information (FOI) request or by legal instrument to determine whether footage can be released.

5.3 Release of Original CCTV Material

Original recordings and still photographs shall not be released unless required by legal instrument.

5.4 Copying of CCTV Material

Authorised officers may authorise the copy of original material where a recorded incident is the subject of Police investigation, prosecution, legal proceedings or as otherwise required by written law.

Recorded material may be released to the WA Police in relation to a recorded incident.

In the case of an FOI request, certified copies will only be released to the parties named in the written request, or their legal representative, and on completion of the appropriate documentation.

5.5 Planning and Implementation of CCTV

To assist in the planning and implementation of CCTV camera installation the Shire has developed the 'CCTV Needs and Assessment Matrix (CCTV NAM)'.

The purpose of the CCTV NAM is to provide a consistent and transparent methodology for the assessment of external and internal requests for CCTV, and to provide an evidence-based approach to determine the need and priority of the request.

The CCTV NAM is to be implemented in conjunction with 'Policy A6 – CCTV'.

6.6 Technical Considerations for CCTV Installation

Type of camera

There are different types of cameras that can be installed:

- Pan, Tilt, Zoom (PTZ) camera: The camera may be controlled along the horizontal and vertical planes, having the ability to rotate 360 degrees and may zoom in or out on an object. These cameras can be placed on either be set-up to track motion or as a "guard tour", which rotates between selected locations within the camera's capacity of rotation.
- Fixed camera: The camera is designed to capture a fixed point and does not allow for control of movement.

Light Levels and Placement

- An area that is well-lit will enhance a camera's overall vision, especially during night-time. Please take into consideration the lighting levels in a location prior to camera installation.
- Lights should be located behind the camera to avoid backlighting of the target and should not be placed within the camera's field of view to avoid glare.
- For external cameras, light levels should be at a minimum of 20- 30 lux from the floor level measured vertically and should allow for an even spread of light. For internal facilities, at a minimum. Camera should avoid sharp bright spots or dark areas to uphold even spread of light. In low light location, consider the install of day/ night cameras.

Field of View

- Field of View is defined as the maximum angle of view that is visible through the lens of the camera.
- A camera location should be chosen in coordination with the rest of the CCTV System. A CCTV Needs and Assessment Matrix process must be conducted to outline the purpose and objectives of the system and the field of view should be determined based on this information in consultation with CCTV experts and internal staff.
- Internal Facilities camera installation may consider the following field of views:
 - Entrances to building;
 - Cash register or point of sale;
 - High value stock.
- Field of Views should avoid "top of heads" shots, distances or angles of view that make detection or identification of a person difficult.

Camera Placement

- Cameras are either mounted on their own pole or onto a fixed structure. Cameras are to be mounted onto Shire owned property where practicable.
- Please consider the following when mounting cameras onto a pole:
 - Pole height – majority of poles are 4 metres high;
 - Pole are required to be CCTV designed to avoid the vision being compromised. For example, wind can create vibration through the camera and affect the vision;
 - If cameras are located in a high-risk location, consider the need for tampering and vandalism prevention.

Signage

- It is recommended that signage is displayed near the placement of cameras, such as entrances and exits of the location.
- These signs are usually mounted onto the CCTV pole or on a nearby Shire building.

6.7 Engaging a Licensed CCTV Contractor

The Shire has a CCTV Maintenance and Installation Services agreement with a local contractor. This contractor installs CCTV, conducts maintenance for the Shire's CCTV System and provides expert advice on the installation and placement of cameras where appropriate.

Only Licensed contractors in possession of an Agent Security License (sourced through Vendor Panel) are contracted by the Shire.

6.8 Image Retention

In line with State Records Act (2000) The minimum retention for recorded footage is:

- Public Area CCTV – 28 Day.
- Internal Facilities CCTV – 7 Days

6.9 Management Spreadsheet

The Shire of Murray shall record all:

- requests for recorded materials; and
- material copied and provided.

6.10 Maintenance Report and Audits

All fixed CCTV systems under control of the Shire of Murray are subject to audits, by the Manager Information Technology or delegate. The Shire of Murray's contractor sends regular maintenance reports to the Manager Information Technology at the Shire of Murray and staff regularly check the cameras operational status.

6. WA Police – Memorandum of Understanding

The Memorandum of Understanding between the WA Police and the Shire of Murray permits Police officers to have access to the Shire's CCTV Systems to assist with intelligence and investigation purposes. The MOU aligns with best practice, policies and procedures regarding the provisions of Shire owned CCTV camera and monitoring equipment available to police officers.

This partnership enables the two stakeholders to collaborate to maximise community safety benefit, such as:

- Mutual sharing of information regarding crime trends and suspicious activities in local areas.
- Ability for WA Police to directly access the IP CCTV System (public area cameras only) and download incidents independently. Alternatively, the WA Police can request for footage through the Shire's Freedom of Information (FOI) process.
- Utilisation of information and local data to recognise "hot spot" locations for future camera installations.
- To support Shire event coordination through providing provisions for Pinjarra Police to view cameras onsite.

Under the MOU, the WA Police Force have the ability to request for CCTV through the Shire's FOI Team for both external public area and internal facility cameras. WA Police Force have the capability to directly access the Shire's Public Area CCTV System through two separate Milestone Software types of the 'Smart Client' and 'Web Client'.

A standalone computer is situated at the Pinjarra Police Station. This computer allows Police officers to directly access the public area cameras at their office site through the Milestone Smart Client software. The Milestone Web Client is a web browser which allows Police officers to access the system through any device with internet access. This web browser is used by various WA Police Units such as Mandurah Water Police, Liquor Enforcement Unit and the State CCTV Operation Office.

Shire officers have developed a comprehensive guide for officers at the Pinjarra Police Station to ensure efficient use of the system to view, download and export footage.

7. CCTV Needs Assessment

Assessment of requests by external parties for the installation of CCTV systems will be undertaken by the CCTV Needs Assessment Team (CCTV NAT) which includes Officers representing the Shire's Governance, Information Technology, Building and Community Development Departments and through liaison with WA Police.

The flowchart on the following page reflects the CCTV assessment process undertaken.

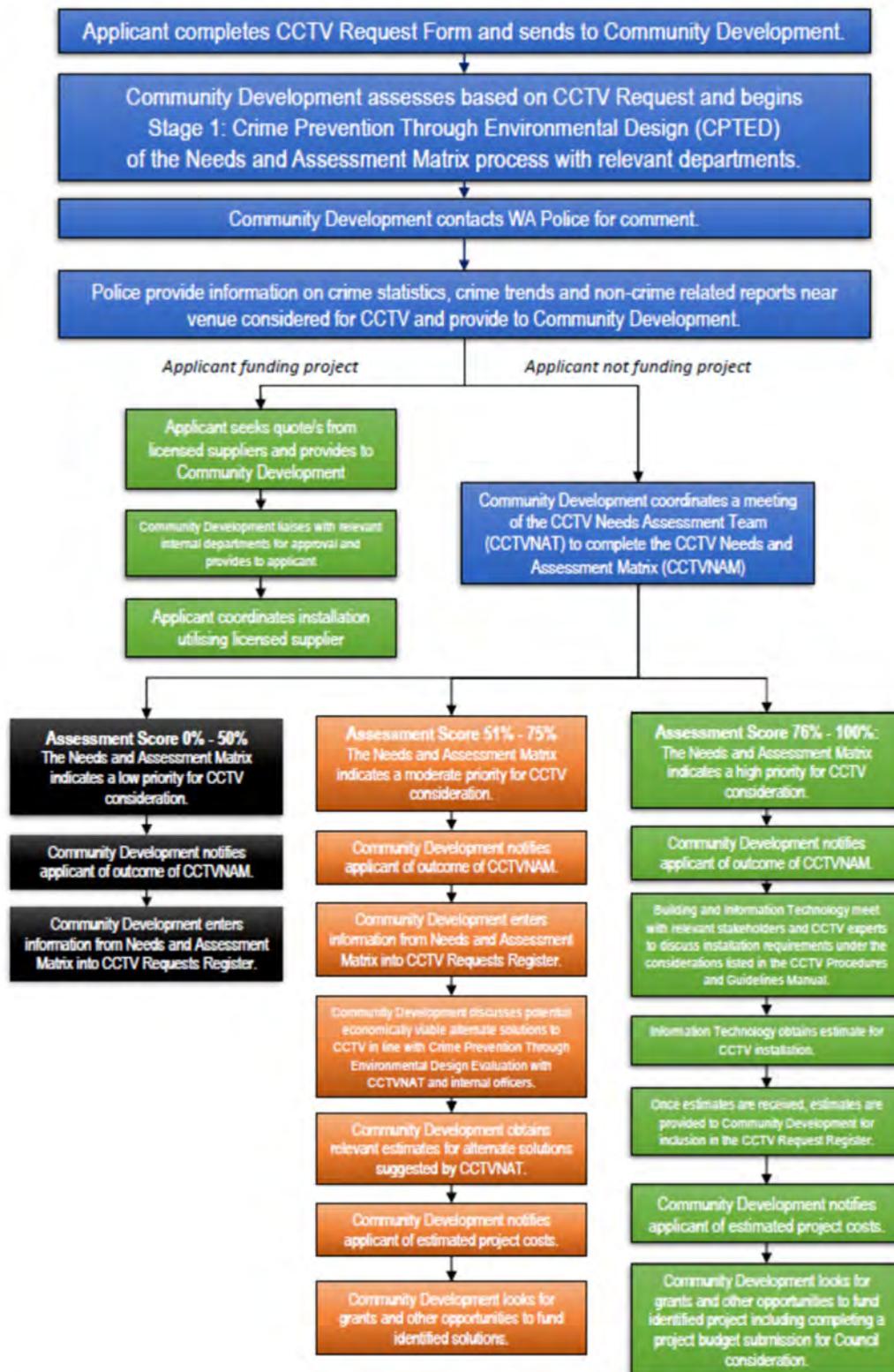
Application

The application form for lodgment of a request for CCTV is located within **Appendix 1**.

The CCTV Needs Assessment Criteria is located within **Appendix 2**.

Stage 1 of the Needs Assessment Evaluation includes consideration of Crime Prevention through Environmental Design (CPTED) principles that may address crime and surveillance issues instead of, or in combination with proposed CCTV cameras.

The assessment process also involves gathering information on crime statistics from WA Police.



Evaluation

Should Stage 1 of the assessment be favourable, the application will progress to Stage 2 which involves costing and final prioritisation of the request.

Consultation with CCTV experts and relevant stakeholders will be undertaken to determine the technical and operational requirements needed to ensure (where relevant) integration with the Shire's existing network and system. A summary of the process is outlined below:

- a) Consultation with relevant Shire departments and key stakeholders to determine CCTV requirements;
- b) Quote for capital cost including installation and consideration of heritage impact (where applicable);
- c) Estimate of ongoing costs including maintenance and asset renewal; and
- d) Estimate of additional staff workload to monitor and manage.

If the assessment score is between **0% and 50%** the request is considered a 'Low' priority. The request is listed into the CCTV Requests Register for future consideration.

If the assessment score is between **51% and 75%** the request is considered a 'Moderate' priority. Moderate priority requests are entered into the CCTV Requests Register and officers will liaise with internal and external stakeholders to seek funding and other opportunities to fund identified solutions that may address crime and surveillance issues instead of, or in combination with proposed CCTV cameras.

If the assessment score is between **76% and 100%** the request is considered 'High' priority. High priority requests are entered into the CCTV Requests Register. Building and Information Technology will liaise with stakeholders and CCTV experts to discuss installation requirements and obtain costings. Community Development will work with stakeholders to seek funding opportunities and alternative solutions including the request as a budget submission for Council consideration.

8. Requests for Lessee funded CCTV on Public Buildings

Requests / application by a **Lessee to fund and install** CCTV on Public Buildings will be evaluated against the assessment criteria provided in **Appendix 2** of these Guidelines.

Should the application be supported, it is likely to be subject to the following conditions and advice notes:

- Where applicable lease arrangements are to be updated to reflect inclusion of the infrastructure; including:
 - acknowledgement that all costs associated with the installation and ongoing maintenance are to remain the responsibility of the Lessee;
 - at the 'end of life' and/or replacement of the CCTV the Lessee will be required to 'make good' any part of the building and/or associated infrastructure impacted by the installation of CCTV at their cost to the satisfaction of the Shire; and
 - Installation of CCTV and associated infrastructure is to be undertaken by a licensed operator/contractor.
- Renewal of any approved CCTV at 'end of life' will be subject to a new application.
- Lessees advised that CCTV systems can only be viewed and distributed in accordance with the [Privacy Act 1988](#).

APPENDIX 1 - CCTV Request Form (Applicant to complete)

This form is for the purpose of requesting formal consideration of Closed Circuit Television (CCTV) systems at public open spaces or Shire of Murray venues and should be read in conjunction with the CCTV Needs Assessment Matrix and with 'Policy A6 – CCTV'.

The assessment has been designed to determine the need and priority for a camera installation request by gathering information on crime statistics, community support, the cost for cameras and related CCTV infrastructure (both at time of installation and ongoing costs) and the technical aspects required by the Shire of Murray systems.

Objectives of CCTV

The objectives of the CCTV systems and equipment is to:

- Enhance safety by assisting in the prevention of crime by acting as a deterrent to potential offenders;
- Assist with the identification of crime and/or inappropriate behaviour and support evidence gathering for prosecuting authorities;
- Enable Council to manage security at remote locations or sites that are unmanned outside of normal business hours; and
- Contribute to an integrated multi-agency approach to crime prevention and community safety.

Disclosure of Footage / Images

CCTV footage or screen captures (photographs) from fixed or field deployable CCTV systems can only be viewed and distributed in accordance with the [Privacy Act 1988, Schedule 1, Privacy Principles](#). CCTV recordings or images captured on local government installed and operated equipment (whether or not on private or other land) may be released to Western Australian Police Force (WAPF) or the Australian Federal Police on written request or as otherwise required by written law.

The release of recordings or images captured by local government installed and operated CCTV to any other person or entity is generally not supported and must be in accordance with Privacy Principles outlined in Schedule 1 of the *Privacy Act 1988*.

Application / Request Details

Proposed Location	
Requested By	
Applicant Contact Details (phone, email)	
Date of Request	



<p>Has this request been initiated due to a recent incident/s or trend? If so, please provide further details.</p>	
<p>What is the purpose of installing CCTV at the proposed location? (e.g. deterrent only, cover entry and exit points of a venue, capturing facial features of people entering or exiting a building, traffic surveillance)</p>	
<p>Please list any major roads and/or intersections that are near the proposed location.</p>	
<p>Please provide information as to the level of community support for the installation of CCTV in this area. Include supporting documentation where possible (eg. committee meeting minutes, letters of support etc).</p>	

Please send this request to mailbag@murray.wa.gov.au or lodge at the Shire of Murray Administration Office, 1915 Pinjarra Rd Pinjarra.

Your request will be considered by the CCTV Needs and Assessment Team and an update will be provided to you at the completion of Stage 1 of the assessment process. Due to the need to refer this application to internal department and external agencies, please allow 4 weeks for the assessment process to be completed.



APPENDIX 2 - CCTV Assessment Criteria and Checklist

Request

Location:	
Requested by:	
Assessment Team:	
Request Date:	
Assessment Date:	
Applicant Contact Details:	
Overall Assessment Score:	
Comments and Summary:	

CPTED Evaluation

Has this request been initiated due to a recent incident or trend?	
What is the purpose of installing CCTV at the proposed location?	
Please list any major roads and/or intersections that are near the proposed location.	
Please provide information as to the level of community support for the installation of CCTV in this area.	



Assessment Criteria

Frequency of Crime / Emergency Situations	High - 5 Medium - 3 Low - 1	Comment
Incidents of Crime Against Persons		
Incidents of Crime Against Property		
Level of Recorded Anti-Social Behaviour		
Incidents of Emergency Management Situation		
<u>Level of Activity</u>		
Proximity to main thoroughfares		
Level of pedestrian activity		
Level of vehicle activity		
Level of Evening Activation		
Proximity to major landmarks / strategic locations / critical infrastructure		
Proximity to other CCTV cameras in immediate and local area		
<u>Value to the Network</u>		
Contributes to Shire's existing integrated CCTV network		
Supported by other CPTED interventions		
Enables Council to manage security at remote locations or sites that are unmanned outside of normal business hours		
Recorded material will be remotely accessible by authorised Shire Officers and WA Police and retained for 30 days (consistent with Shire network)		
<u>Logistical and Operational Requirements</u>		
Ease of access to power		
Ease of civil infrastructure installation		
Ease of installation due to limited physical restrictions/constraints		
Ease of Shire maintaining and servicing system (ie. life of system)		
Installation and ongoing asset management and renewal has been budgeted and forms part of Shire's Asset Management Plan		
Estimated lux level of existing lights (if any)		
Total Score / Percentage		



APPENDIX 3 - CCTV Trailer Set Up & Shut Down Procedure

Set Up Procedure

Skill/Training/Experience required	PPE required in addition to standard mandatory PPE	Other Safety Equipment
<ul style="list-style-type: none"> • Competent employee • Physical ability • Manual handling 	<ul style="list-style-type: none"> • Reflective vest • Gloves 	<ul style="list-style-type: none"> • Reflective vest
<p>Step 1 – Inspect Area</p>	<p>Inspect area to ensure trailer will be at least six metres from any overhead cables, surfaces are level and the trailer can be parked facing north for best solar efficiency.</p> 	
<p>Step 2 – Secure Trailer</p>	<p>Ensure trailer is secure by placing stabiliser-blocks under the jacks, lower the rear / front jacks and place blocks behind wheels. Unhook the trailer and lower all jacks / level the trailer.</p> 	



<p>Step 3 – Mounting the Camera and Deploy Mast</p>	<p>Use the ladder to mount the camera in an appropriate location and raise the mast. Ensure cables are not restricting camera view and that when raising the mast that each section is locked before loosening / extending next section.</p> 
<p>Step 4 – Connection and Completion</p>	<p>Connect to the cameras, store the tow bar / ladder inside trailer ensuring nothing is placed on top of the batteries. Deploy wheel clamps, lock and arm and set Geofence and alerts on Viper app.</p> 

Set Up Procedure – Minimising & Assessing Risks and Hazards

	Actions / Steps	Risks and Hazards	Controls to Minimise Risks and Hazards
	Retrieve trailer from storage location and transport to site	<ul style="list-style-type: none"> • Manual Handling • Injury to employee / damage to equipment 	<ul style="list-style-type: none"> • Extend jockey wheel on trailer to height that allows tow ball to reverse under • Remove wheel clamps



			<ul style="list-style-type: none"> • Use secondary spotter to assist with reversing up to trailer and set-up process • Lower jockey wheel and secure trailer to tow ball, ensuring chains are crossed and secured • Store tow bar and ladder inside trailer, do not place anything on top of batteries • Secure trailer and perform secondary checks prior to moving the trailer to surveillance location.
1	Inspect surveillance site/area	<ul style="list-style-type: none"> • Traffic and Road Users • Overhead Cables • Visibility • Weather Conditions 	<ul style="list-style-type: none"> • Survey the area, ensuring trailer is at least six metres from overhead cables or wires and that the surface is flat • Park the trailer at suitable location and place stabiliser blocks under the jacks / wheel • Lower rear jacks prior to front to prevent trailer from tipping.
2	Secure trailer	<ul style="list-style-type: none"> • Manual Handling • Visibility • Weather Conditions • Injury to employee / damage to equipment 	<ul style="list-style-type: none"> • Place blocks behind wheels to prevent movement and ensure the rear feet are down, unhook trailer from vehicle • Lower all jacks and level the trailer, be conscious of uneven weight distribution • Deploy the earth wire • Ensure when securing the trailer that any loose-fitting clothing or jewellery is removed and PPE is worn.
3	Set up tower and mount the Camera	<ul style="list-style-type: none"> • Manual Handling • Injury to employee / damage to equipment 	<ul style="list-style-type: none"> • Use the ladder to mount the camera in an appropriate location, ensure cables are not restricting the view or tangled around the spikes • When using ladder ensure three points of contact are maintained and the ladder is in a secure location • Use the compressor to raise the mast, lock each section before loosening and extending the next section, working from the top down.



4	Connection and Completion	<ul style="list-style-type: none"> • Manual Handling • Injury to employee / damage to equipment 	<ul style="list-style-type: none"> • Connect to the camera and set desired view, test the connect app over 4G connection • Store tow bar and ladder inside trailer, do not place anything on top of batteries • Deploy wheel clamps • Lock and arm, set geofence and other alerts using application
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Shut Down Procedure

Skill/Training/Experience required	PPE required in addition to standard mandatory PPE	Other Safety Equipment
<ul style="list-style-type: none"> • Competent employee • Physical ability • Manual handling 	<ul style="list-style-type: none"> • Reflective vest • Gloves 	<ul style="list-style-type: none"> • Reflective vest
<p>Step 1 – Deflate Mast</p>	<p>Disarm trailer alarm and lower the mast from bottom upwards, place ladder at a safe distance. Do not stay on the ladder while deflating the mast. Handle security spikes with caution.</p> 	
<p>Step 2 – Secure Mast</p>	<p>After deflation, lightly lock security screws for transport. Fit dust caps and stow away camera and ladder.</p>	



	
<p>Step 3 – Secure Trailer</p>	<p>Remove wheel clamps and begin to balance trailer, lifting rear jacks / front jacks till stable and balanced. Secure trailer to car ready for transport.</p> 
<p>Step 4 – Storage</p>	<p>Once secured, transport trailer to storage location. When arrived disconnect trailer from vehicle and remove / store tow bar inside trailer. Deploy wheel clamps and arm the alarm system.</p> 



Shut Down Procedure – Minimising & Assessing Risks and Hazards

	Actions / Steps	Risks and Hazards	Controls to Minimise Risks and Hazards
1	Deflate Mast	<ul style="list-style-type: none"> • Traffic and Road Users • Visibility • Weather Conditions 	<ul style="list-style-type: none"> • Disarm trailer alarm • Lower the mast from bottom upwards, placing ladder at a safe distance from security spikes • When using ladder ensure three points of contact are maintained and the ladder is in a secure location • Undo first security screw slowly to be able to lock it if the mast comes down fast. • Get off the ladder, stand at a safe distance and use compressor to deflate mast, repeat for each section of mast.
2	Secure Mast	<ul style="list-style-type: none"> • Manual Handling • Visibility • Weather Conditions • Injury to employee / damage to equipment 	<ul style="list-style-type: none"> • Once mast is lowered all the way, lightly lock the security screws for safe transport and storage • Fit dust caps after removing cables and stow camera in provided case, ensure it is not left on • Stow ladder in trailer for transport and storage
3	Secure Trailer	<ul style="list-style-type: none"> • Manual Handling • Injury to employee / damage to equipment 	<ul style="list-style-type: none"> • Remove wheel clamps • Lower all jacks and level the trailer, be conscious of uneven weight distribution • Use secondary spotter to assist with reversing up to trailer and set-up process • Lower jockey wheel and secure trailer to tow ball, ensuring chains are crossed and secured • Store towbar and ladder inside trailer, do not place anything on top of batteries • Secure trailer and perform secondary checks prior to moving the trailer to storage location
4	Storage	<ul style="list-style-type: none"> • Manual Handling • Injury to employee / damage to equipment 	<ul style="list-style-type: none"> • Transport to storage location • Place blocks behind wheels to prevent movement and ensure the rear feet are down, unhook trailer from vehicle • Lower all jacks and level the trailer, be conscious of uneven weight



			distribution <ul style="list-style-type: none"> • Deploy the earth wire
			<ul style="list-style-type: none"> • Ensure when securing the trailer that any loose-fitting clothing or jewellery is removed and PPE is worn





Policy A6 – Closed Circuit Television (CCTV)

Shire of Murray

1. Policy Intention

To outline a position on the operation of Shire of Murray (Shire) owned Closed Circuit Television (CCTV) systems and equipment.

2. Application

This Policy applies to any Shire owned fixed CCTV systems and any mobile CCTV trailers. It does not apply to the operation and use of Body Worn Cameras and/or any vehicle dash mounted camera systems.

This Policy should be read in conjunction with any associated internal CCTV Procedures and/or Guidelines, approved by the Chief Executive Officer.

2. Policy

2.1 Objectives

The general objective of CCTV systems is to:

- enhance safety by assisting in the prevention of crime by acting as a deterrent to potential offenders;
- assist with the identification of crime and/or inappropriate behaviour and support evidence gathering for prosecuting authorities;
- support security at remote locations or sites that are not staffed outside of normal business hours; and,
- to contribute to an integrated multi-agency approach to crime prevention and community safety.

2.2 Partnership Approach

A partnership approach with the Western Australia Police Force (WAPF) is supported to consider future fixed CCTV system needs within the district and to support monitoring of existing and new fixed CCTV systems within local Police stations.

WAPF are involved in the broad decision-making process for future fixed CCTV system in the district.

WAPF also contribute to the decision-making process for the deployment of mobile CCTV trailers, where required in the local Police district, subject to the Shire's own operational needs not being compromised.

Formal arrangements to document the partnership approach with WAPF will be through Memorandums of Understandings (MOU).

2.3 Assessment of Fixed CCTV System Requests

New fixed CCTV systems on Shire or private land in the district will be considered where community need is formal identified and substantiated or for operational purposes, where funding is available through budget or via grants for equipment and installation, and through budget for ongoing operational costs.

All requests for the installation of fixed CCTV systems will be assessed via a formal Needs Assessment Matrix.

Where fixed Shire CCTV is to be installed on private land documented arrangements, by MOU will be applied.

2.4 Assessment of Mobile CCTV Trailer Requests

New mobile CCTV trailers will be also be considered where community need is formal identified and substantiated or for operational purposes, where funding is available through budget or via grants for equipment and installation, and through budget for ongoing operational costs.

Requests are also assessed via a formal Needs Assessment Matrix.

2.5 General Principles

Fixed CCTV systems and any mobile CCTV will not be used to intentionally monitor adjacent or nearby premises or buildings, although it is acknowledged that data captured may generally include some exterior vision of other land.

Reasonable advisory signage is to be displayed in the vicinity of fixed CCTV systems to ensure public awareness. Advisory signage is not required where covert or mobile CCTV are in use.

2.6 Registering Fixed CCTV Systems

Registering fixed CCTV systems located in the public domain through the Office of Crime Prevention is supported, as location information is automatically provided to the WAFP to assist in investigations. [Registering CCTV systems](#)

2.7 Release of CCTV

CCTV recordings or images captured by fixed CCTV systems or mobile CCTV trailers will be released to WAFP or the Australian Federal Police on written request or as otherwise required by written law.

The release of CCTV recordings or images captured on any fixed CCTV system or mobile CCTV trailer to any other person or entity is generally not supported and is at the absolute discretion of the CEO or delegate and in accordance with Privacy Principles outlined in Schedule 1 of the *Privacy Act 1988*.

All supported requests for CCTV recordings or images will be provided in a digital format via the capture software's embedded smart client application to ensure the data is exactly as recorded with no way of interference to support evidentiary requirements.

Copies of any released recording and images will be retained for record keeping purposes as required by the *State Records Act 2000*.

The request to release CCTV recordings and images is dependent on time frames for retaining captured data.

2.8 Retention of CCTV Data

CCTV recordings or images (recorded data) is retained for a maximum of 30 days. This period may be reduced, based on the capacity of the either onsite or external data storage.

The exception to the above is where:

- the recorded data contains images relevant to an incident in respect of which a WAFP or other law enforcement agency investigation has commenced and the Shire are made aware by written request for specific data;
- the recorded data contains images relevant to a breach of Western Australian statute law or local laws enforced or administered by the Shire that requires further investigation,
- a valid application has been received for disclosure of data that is still within the applicable retention period and additional time is required to process the application and/or having processed the application, it is deemed appropriate to disclose the requested data to the applicant.

Previous Policy Reference	CA22	
Related Legislation	<i>Privacy Act 1988, Surveillance Devices Act 1998</i>	
Related Policies	N/A	
Related Documents	CCTV Needs and Assessment Matrix CCTV Technical Advice and Western Australian CCTV Guidelines - Office of Crime Prevention (D22/14723 & D22/14724)	
Last Reviewed	May 2022	
Initial Adoption Date	30 September 2010	
Initial Adoption Resolution	OCM10/200	
Amendment Record	OCM12/149	26 July 2012
	OCM22/070	23 June 2022



CCTV Assessment Criteria and Checklist

Coolup Hall

Prepared by Shire of Murray

Request

Location:	Coolup Hall
Requested by:	Coolup Progress Association
Assessment Team:	Manager Building Services, Manager Governance, Manager Information Services, Place & Community Officer
Request Date:	Tuesday 12 July, 2022
Assessment Date:	Monday 8 August, 2022
Applicant Contact Details:	Secretary and President (Coolup Progress Association)
Overall Assessment Score:	42%
Comments and Summary:	<p>The Coolup Progress Association have advised they are prepared to fund the project. The overall assessment score was low due to a range of factors, primarily the generally low frequency of crime (noting however a recent spate of issues), potential to implement other CPTED solutions that are likely to address some of the issues experienced, that the system sought by the Association is not capable of integrating with the Shire's existing CCTV network and is unable to be accessed remotely.</p> <p>Note: It was determined at a meeting with Coolup Progress Association Tuesday 9th August that the Shire will coordinate the installation of physical deterrents around the gas bottles to prevent vehicle access.</p>



CPTED Evaluation

	CPTED Evaluation		Comment
Planning:	Passive surveillance.	Y	On a fairly well-patronised road.
Community Development:	Effective lighting.	N	One motion sensor light over front entrance, many unlit areas.
Planning:	Clear sightlines.	Y	Site is very open.
Planning:	Boundary definitions (private and public zones clearly defined).	Y	Fenced on three sides, road on the other.
Planning:	Wayfinding (pathways, signs).	Y	Two entry signs.
Planning:	Access control (e.g. gate, bollards, security doors/windows).	N	Site has no access control, building doesn't seem to have any additional measures.
Planning:	Landscape deterrents (hard and soft).	Partial	The fencing provides a somewhat hard physical deterrent. Shire to explore bollards and other physical deterrents.
Community Development:	Well maintained and high use area.	N	The site is visited sporadically.
Has this request been initiated due to a recent incident or trend?		Three recent incidents - 1. Gas bottle cage completely destroyed and 1 gas bottle stolen 2. Break in at Hall where numerous items stolen including PA System and Boom Box (cost around \$3000 of community money), microwave, food items, toilet paper etc.) 3. Community Can Storage Cage - bottles were pulled out and smashed all over the car park. Shire road sweeper was required to clean up the area.	
What is the purpose of installing CCTV at the proposed location?		Deterrent covering entry and exit points and approaching areas outside hall. Capturing facial features of people entering or exiting and traffic surveillance.	
Please list any major roads and/or intersections that are near the proposed location.		Murray Street Southwest Highway / Murray Street Dallas Road / Fawcett Street Fawcett Street / Murray Street	



<p>Please provide information as to the level of community support for the installation of CCTV in this area.</p>	<p>Coolup Progress Association, following incident with broken bottles over carpark, moved Shire source quote to install CCTV at the Hall. The first quote received via the Shire (through existing CCTV network provider) was \$10,711.02 which the Association members felt couldn't be justified by its members. The second quote (sourced by the Association) was for \$3472, which was considered acceptable and achievable for funding by the Association.</p>
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Assessment Criteria

Frequency of Crime / Emergency Situations (High - 5; Medium 3; Low 1)	High	
Incidents of Crime Against Persons.	Low	
Incidents of Crime Against Property.	Low	Though has increased over last 12 months.
Level of Recorded Anti-Social Behaviour.	Low	
Incidents of Emergency Management Situation.	Low	
Level of Activity (High - 5; Medium 3; Low 1)	High	
Proximity to main thoroughfares.	High	Hall is near main entry to Coolup.
Level of pedestrian activity.	Low to Medium	Minimal pedestrian activity would be captured by proposed CCTV.
Level of vehicle activity.	Low to Medium	Minimal activity however vehicle activity has been noted in request as an issue.
Level of Evening Activation.	Low to Medium	Coolup Hall is one of few venues in Coolup that would experience late-night activities and consequently, some level of passive surveillance.
Proximity to major landmarks / strategic locations / critical infrastructure.	Low	
Proximity to other CCTV cameras in immediate and local area.	Low	No public CCTV in vicinity.
Value to the Network (High - 5; Medium 3; Low 1)	High	
Contributes to Shire's existing integrated CCTV network.	Low	Significant difficulties in adding CCTV to existing network due to lack of internet coverage at the hall and the type of system proposed.

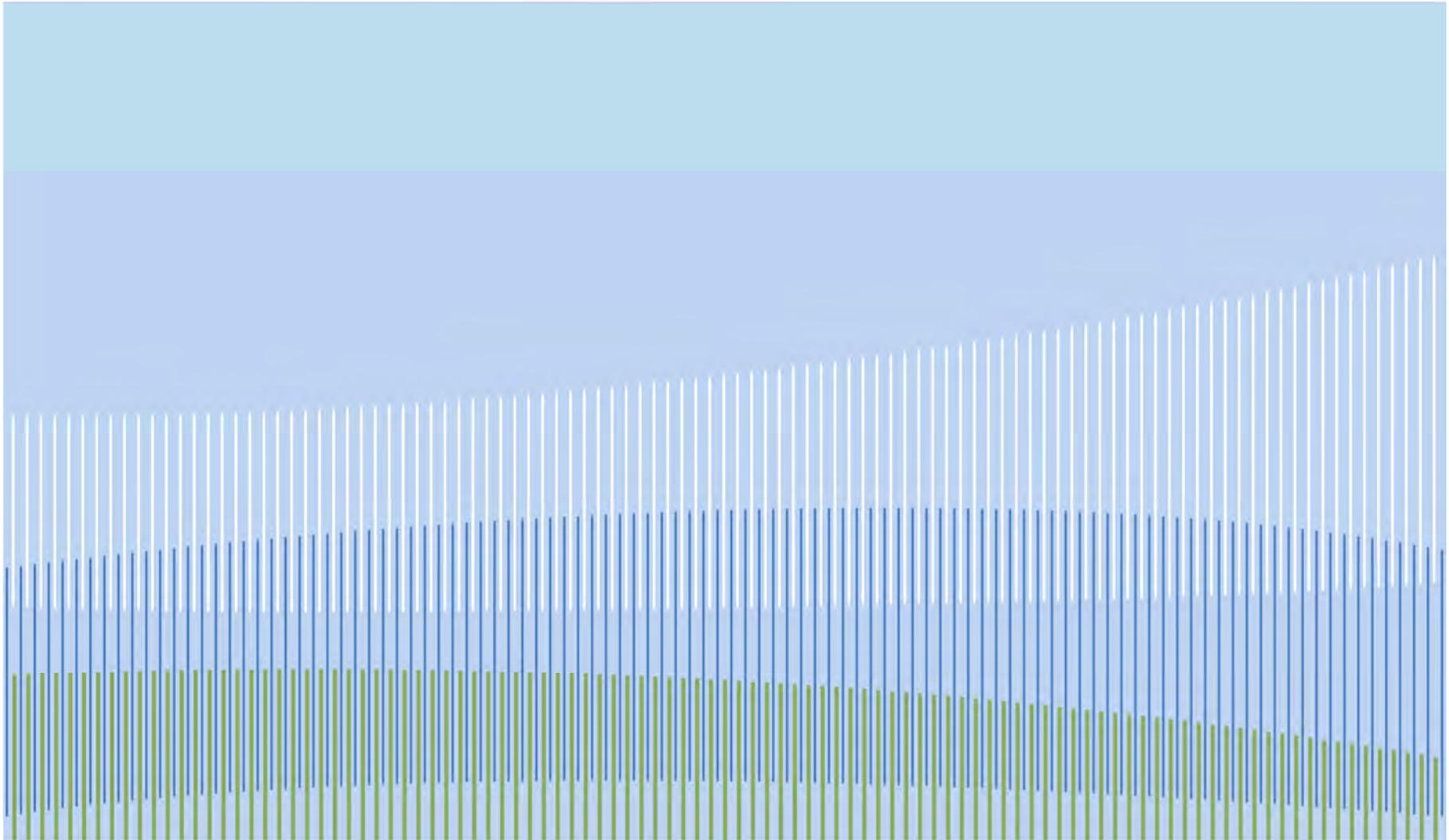
Supported by other CPTED interventions.	Medium	Alternative or additional measures to CCTV have been identified for implementation that is expected to discourage some undesirable activity/ies.
Enables Council to manage security at remote locations or sites that are unmanned outside of normal business hours.	Low	Refer comments above.
Recorded material will be remotely accessible by authorised Shire Officers and WA Police and retained for 30 days (consistent with Shire network).	Low	Not achievable with system proposed by Association.
Logistical and Operational Requirements (High - 5; Medium 3; Low 1)	High	
Ease of access to power.	High	
Ease of civil infrastructure installation.	High	
Ease of installation due to limited physical restrictions/constraints.	High	
Ease of Shire maintaining and servicing system (ie. life of system).	Low	Will create additional resourcing impacts for Shire should it be responsible for ongoing maintenance/management.
Installation and ongoing asset management and renewal has been budgeted and forms part of Shire's Asset Management Plan.	Low	Association has confirmed they are prepared to fund CCTV infrastructure. Should Council support request, consideration will need to be given to responsibility of ongoing maintenance, asset management and renewal.
Estimated lux level of existing lights (if any).	Low	Additional lighting may be required to maximise effectiveness.
Total Score / Percentage	41%	



1915 Pinjarra Road,
Pinjarra WA 6208
PO Box 21 Pinjarra WA 6208

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 /ShireofMurray
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E: murrayartslink@gmail.com
F: Pinjarra Arts Hub

25 August 2022

Shire of Murray
1915 Pinjarra Road
Pinjarra WA 6208

Attention Rob Marlborough

Reference: Sublet of Liveringa Art Gallery

Dear Rob,

As Chairperson of Murray Districts Arts & Crafts Society WA Inc, I confirm that by majority vote at the General Meeting on 24 August 2022, the Members of our organisation voted in favour of Liveringa Gallery to be sublet to the privatised venture of Nu Arts Collective as per Clause 24 of Deed of Lease Extension between the Shire of Murray and Murray Districts Arts & Crafts Society WA Inc until the lease expiry on 30 June 2024.

Kind Regards

A handwritten signature in black ink, appearing to read "Sue Semple", written in a cursive style.

Sue Semple
Chairperson
Murray Districts Arts & Crafts Society

WESTERN AUSTRALIA
TRANSFER OF LAND ACT 1893 AS AMENDED

BLANK INSTRUMENT FORM

RESTRICTIVE COVENANT

(Note 1)

THIS AGREEMENT is made on the date in Part 1 of the Schedule:-

STATE OF WESTERN AUSTRALIA acting through the Minister for Lands, a body corporate under the Land Administration Act 1997, care of Department of Planning, Lands and Heritage, Level 2, 140 William Street, Perth, Western Australia, 6000 ("the Grantor", which expression includes its successors in title) of the one part;

and

ELECTRICITY NETWORKS CORPORATION of 363-365 Wellington Street, Perth, Western Australia, trading as Western Power, a statutory corporation established pursuant to the Electricity Corporations Act 2005, and a Public Authority for the purposes of section 129BA of the Transfer of Land Act 1893 ("the Grantee" which expression includes its successors and assigns) of the other part;

RECITALS:

- A. The Grantor is the registered proprietor, in all the Crown land being Lot 218 on Deposited Plan 421159 free from encumbrances, except those described in Part 2 of the Schedule ("the Burdened Land")
- B. The Grantee owns and operates (or will construct, own and operate) an electricity distribution substation that may include a transformer or switchgear or both ("the Substation") on the road reserve adjacent to the area marked 'A' on Deposited Plan 421159 ("the Location").
- C. The Grantor covenants with the Grantee that the covenant set out in this Deed will burden the Burdened Land while the Grantee continues to own, operate or both own and operate, the Substation from the Location.

OPERATIVE PART:

- 1. Recitals Included

All the recitals are included in the Operative Part as if each of them was repeated there in full.

- 2. Grantor's Covenants

The Grantor covenants with the Grantee not to construct, place or maintain or permit anyone else to construct, place or maintain a building or structure on the Burdened Land in the area marked 'A' on Deposited Plan 421159 unless the prior written consent of the Grantee is obtained to permit an appropriately fire rated building or structure on each occasion.

THE SCHEDULE

Part 1 – Date of Agreement:

Dated this _____ day of _____ 2022

Part 2 – Encumbrances (Burdened Land):

Nil

INTERESTED PARTIES CONSENT

I/WE, **SHIRE OF MURRAY** having an interest in the land as Management Authority by virtue of Management Order to be registered DO HEREBY CONSENT to the within Restrictive Covenant.

The Common Seal of the Shire of Murray was hereunto affixed by the authority of a resolution of the Council in the presence of:

Mayor

Chief Executive Officer

Print Full Name

Print Full Name

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SIGNED as Deed by the parties.
(DPLH TO INERT SIGNING CLAUSE & SIGN HERE)

Signed for and on behalf of the Electricity Networks Corporation by persons authorised by its Board in accordance with Section 135(4) of the Electricity Corporations Act 2005:

Signature of Authorised Person

Signature of Authorised Person

Print Full Name

Print Full Name

Print Position Title

Print Position Title

In the Presence of:

In the Presence of:

Signature of Witness

Signature of Witness

Witness Full Name (please print)

Witness Full Name (please print)

Witness Address

Witness Address

Witness Occupation

Witness Occupation

INSTRUCTIONS

1. This form may be used only when a "Box Type" form is not provided or is unsuitable. It may be completed in narrative style.
2. If insufficient space hereon Additional Sheet Form B1 should be used.
3. Additional Sheets shall be numbered consecutively and bound to this document by staples along the left margin prior to execution by the parties.
4. No alteration should be made by erasure. The words rejected should be scored through and those substituted typed or written above them, the alteration being initialled by the persons signing this document and their witnesses.

NOTES

1. Insert document type.
2. A separate attestation is required for every person signing this document. Each signature should be separately witnessed by an Adult Person. The full name, address and occupation of the witness must be stated.




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LODGED BY WESTERN POWER

ADDRESS 363-365 WELLINGTON STREET
PERTH WA 6000

PHONE No. 9326 6308

FAX No. 9225 2057

REFERENCE No. VOLUME 74 – EDM 61120027

ISSUING BOX No. **BOX 184K (PERTH)**

PREPARED BY AS ABOVE

ADDRESS

PHONE No.

FAX No.

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY

TITLES, LEASES, DECLARATIONS ETC LODGED HEREWITH

1. _____	Received Items
2. _____	Nos.
3. _____	
4. _____	
5. _____	Receiving Clerk
6. _____	

Registered pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.

EXAMINED

Delegated Development Application Decisions – August 2022

Application Number	Development Proposal	Address	Decision	Lodged Date	Decision Date
P137/2022	Kennels	4 Fishhawk Road, Stake Hill WA 6181	Issued	10/06/2022	25/08/2022
P156/2022	Outbuilding	15 Phillips Way, North Yunderup WA 6208	Issued	29/06/2022	3/08/2022
P162/2022	Ancillary Accommodation	147 Caponi Road, Barragup WA 6209	Issued	8/07/2022	1/08/2022
P172/2022	Warehouses	9 Cox Street, Pinjarra WA 6208	Issued	15/07/2022	11/08/2022
P173/2022	Carport	40 Goldseeker Loop, Ravenswood WA 6208	Issued	19/07/2022	8/08/2022
P174/2022	Carport	61 Rodoreda Crescent, Ravenswood WA 6208	Issued	18/07/2022	10/08/2022
P176/2022	Variation to Building Envelope & ext to dog kennel	20 Bush Retreat, Nambeelup WA 6207	Issued	19/07/2022	23/08/2022
P177/2022	Extension to Food Innovation Precinct Western Australia	Lot 38 Dollyup Street, Stake Hill WA 6181	Issued	20/07/2022	10/08/2022
P182/2022	Outbuilding	4248 South Western Highway, North Dandalup WA 6207	Issued	26/07/2022	23/08/2022
P184/2022	Outbuilding	11 Ravenswood Road, Ravenswood WA 6208	Issued	26/07/2022	25/08/2022
P185/2022	Outbuilding	46 Batavia Quays, South Yunderup WA 6208	Issued	25/07/2022	11/08/2022
P187/2022	Garage	6 Egret Place, South Yunderup WA 6208	Issued	28/07/2022	19/08/2022
P189/2022	Variation to Building Envelope	Lot 50 Hasluck Circuit, North Dandalup	Issued	28/07/2022	3/08/2022
P194/2022	Carport & patio extension	11 Hamlet Pass, Pinjarra WA 6208	Issued	2/08/2022	23/08/2022
P196/2022	Patio	9 Bremer Way, South Yunderup WA 6208	Issued	4/08/2022	24/08/2022
P199/2022	Ancillary Accommodation	517 Readheads Road, Nambeelup WA 6207	Issued	18/08/2022	24/08/2022
P200/2022	Variation to Building Envelope	30 Paperbark Place, West Pinjarra WA 6208	Issued	15/08/2022	24/08/2022
P201/2022	Variation to Building Envelope	248 Hasluck Circuit, North Dandalup WA 6207	Issued	19/08/2022	25/08/2022
P202/2022	Variation to Building Envelope	Lot 103 Gilbert Road, North Dandalup WA 6207	Issued	16/08/2022	30/08/2022
P208/2022	Outbuilding and Variation to Building Envelope	Lot 5 Hillman Road, North Dandalup 6207	Issued	23/08/2022	24/08/2022
P209/2022	Shade Sails	Lot 358 George Street, Pinjarra WA 6208	Issued	18/08/2022	19/08/2022
P210/2022	Outbuilding and Variation to Building Envelope	9 Hillman Road, North Dandalup WA 6207	Issued	19/08/2022	24/08/2022
P215/2022	Outbuilding	Lot 44 Hasluck Circuit, North Dandalup WA 6207	Issued	26/08/2022	29/08/2022
P216/2022	Variation to Building Envelope	125 Lymon Road, Stake Hill WA 6181	Issued	26/08/2022	30/08/2022
P183/2022	Building Envelope	Lot 55 Hasluck Circuit, North Dandalup WA 6207	Withdrawn	N/A	11/08/2022
P197/2022	Outbuilding	9 Beau Sovereign Court, North Dandalup WA 6207	Withdrawn	10/08/2022	25/08/2022
P203/2022	Outbuilding	3 Kingia Place, Pinjarra WA 6208	Withdrawn	15/08/2022	31/08/2022

Outstanding Council Resolutions									
 Open Resolutions/Items									
Name	Owner	Start Date	End Date	Status	Complete %	Recommendation/Council Decision	Progress Comment	Last Updated	
OCM 25 August 2022 Item 14.1 Amendment to the Dedication of Second Street, Pinjarra	Sarah Garbin	25/08/2022		In Progress	70	That Council: 1. Requests the Minister of Planning, Lands and Heritage to dedicate Second Street as a road pursuant to Section 52 (Acquisition) and Section 56 of the Land Administration Act 1997. 2. Indemnifies the Minister of Planning, Lands and Heritage against any claim for compensation arising from this dedication.	Copy of OCM minutes as approved 30/8 along with communication from relevant agencies.	Sarah Garbin Sep 12, 2022 04:20 PM	
OCM 25 November 2021 Item 11.12 In-Principle Support: WAFIP (Stage 2)	Christopher Vas	25/11/2021	30/06/2022	In Progress	10	That Council supports the Chief Executive Officer to canvass public interest in developing and/or leasing Stage 2 of the Western Australian Food Innovation Precinct (WAFIP) through an Expression of Interest (Eoi) process, pending formal lease agreements being progressed pursuant to section 3.58 (3) of the Local Government Act 1995.	20 Sep: Discussions are being held a number of potential operators. Will become clearer once FIPWA is fully operational. A very likely focus with Stage 2 could be plant based protein production facility combined with a shared packaging facility. A feasibility study will need to be undertaken for which a funding source will need to be identified.	Christopher Vas Sep 20, 2022 11:03 AM	
OCM 23 June 2022 - Item 11.3 Proposed Amendment 318 to TPS No 4 to rezone various lots in Nth Yunderup	Gregory Delahunty	23/06/2022		In Progress	90	That Council: 1. pursuant to Section 75 of the Planning and Development Act 2005 resolves to prepare Amendment No 318 to the Shire of Murray Town Planning Scheme No. 4 to: a) rezone portion of Lots 19-23 Pinjarra Road, Lots 122, 124, 2521 and portion of Lot 127 Tonkin Drive, Lots 125, 126 and 128-130 Walter Road and Lot 120 North Yunderup Road, the road reserve of Walter Road and portion of the road reserve of Towera Road from Special Rural, Public Recreation/Conservation Reserve, Major Highway Reserve and no zone to Special Development, and b) add Special Provisions relating to the above land and Lot 123 Tonkin Drive, Portions of Lot 185 North Yunderup Road, portion of Lot 205 Walter Road, Lot 304 and portion of Lot 650 Towera Road, North Yunderup in Schedule 7 of the Scheme text to address specific matters relevant to the planning and development of the land, generally in accordance with that set out in Appendix 1. 2. specifies, pursuant to Regulation 35(2) of the Planning and Development (Local Planning Schemes) Regulations 2015 this Amendment is a standard amendment as it is consistent with the Peel Region Scheme and does not comfortably fall within either the complex or basic amendment categories; 3. authorises the Shire President and Chief Executive Officer to sign and seal the scheme amendment documents once prepared to the satisfaction of the Director Planning and Sustainability; 4. authorises the amendment to be forwarded to the Environmental Protection Authority for consideration of environmental assessment in accordance with section 81 of the Planning and Development Act; and 5. following compliance with sections 81 and 82 of the Act, proceed to advertise the amendment for at least 42 days.	Advertising until 12 October	Gregory Delahunty Sep 7, 2022 09:48 AM	
OCM 25 November 2021 Item 11.14 Pinjarra Town Centre Revitalisation Concept Plan	Krystal Dawe	25/11/2021		In Progress	15	That Council allocates \$50,000 excl. GST to engage an architect and design team to develop a Pinjarra Town Centre Revitalisation Vision and Concept Plan, outlining a strategic vision, encompassing site feasibility and conceptual sketches of identified key sites and an animated fly through video that will inform Federal and State funding opportunities / applications and encourage new investment in the Town Centre.	The investment attraction project has been placed on hold pending the outcome of the Pinjarra strategic site review as this project will inform investment attraction.	Leanne McGuirk Sep 11, 2022 04:19 PM	
OCM 28 April 2022 - Item 20.3 Stage 1 - EOI for Dwellingup Trails and Visitor Centre (Western Portion) - Consideration of Submissions	Krystal Dawe	28/04/2022		In Progress	25	That Council supports the Evaluation Panel's recommendation to defer making a recommendation to Council on progressing the applicant to Stage 2 of the Expression of Interest process to provide opportunity to clarify aspects of the submission and gain a better understanding of the proposal, and for the CEO to have discussions on what commercial agreements could be considered.	Council endorsed proponent progressing to Stage 2 at briefing / OCM May 22. Stage 2 process was deferred awaiting the outcome of the Exchange Hotel EOI process. A report is expected to be considered by Council at the Oct 22 OCM.	Leanne McGuirk Sep 11, 2022 04:21 PM	

OCM 25 February 2021 - 11.8 Housing and Accommodation Feasibility & Investment Report and Investment Prospectus	Leanne McGuirk	25/02/2021		In Progress	80	That Council endorse: 1. the findings of the 'Housing and Accommodation: Feasibility and Investment Report' prepared by Syme Marmion and Co. 2. the investment prospectus prepared by Syme Marmion and Co. for the purposes of attracting short stay accommodation investment in Dwellingup. 3. the CEO working with relevant landowners, agencies and key stakeholders to identify a preferred development site and to develop and implement a strategy that will facilitate investment and development of a high quality, short stay accommodation offering within the Dwellingup townsite; and 4. a further review, particularly around Pinjarra's opportunities be undertaken, and a report be provided to Council for consideration within twelve months.	Consultant engaged to undertake final stages of due diligence investigations, which is expected to be completed by Dec 22.	Leanne McGuirk Sep 11, 2022 04:21 PM
OCM 22 November 2018 - Item 11.9 Pinjarra Massacre Memorial Project	Leanne McGuirk	22/11/2018	30/06/2021	Deferred	30	That Council supports: 1. the Pinjarra Massacre Memorial Project in principle, including the development of a concept plan; 2. allocation of in kind workforce resources to assist in the development of a concept plan; 3. further consideration of the provision of financial and/or in kind support, following the completion of a concept plan; and 4. investigation into the opportunities of a Joint Management Agreement over Crown Reserve 31032.	Project deferred until community seeks to re-initiate project with support from Department of Planning, Lands and Heritage	Leanne McGuirk Sep 11, 2022 04:21 PM
OCM 24 March 2022 Item 13.2 Pinjarra Railway Heritage Precinct Master Plan (draft) - Endorsement to Advertise	Leanne McGuirk	24/03/2022		In Progress		That Council: 1. Acknowledge and support the Pinjarra Railway Heritage Precinct Report, draft Master Plan and Business Case located in Appendices 1, 2 and 3. 2. Acknowledge outcomes of the following projects may influence the draft Master Plan and associated Business Case and consequently postpone advertising of the draft Master Plan and associated documents until completion of the following: a) Finalisation of the detailed design for the Pinjarra Deviation, specifically the Paterson Rd / Pinjarra-Williams Rd / South-West Highway intersection upgrade. b) Confirmation from all relevant agencies regarding support for the Pinjarra-Dwellingup Rail Link Project. 3. Acknowledge the work undertaken by the Pinjarra Railway Heritage Precinct Working Group in informing preparation of the draft Master Plan and successfully achieving the Working Group's purpose. 4. Support Officers investigating funding sources to action urgent restoration works to protect the heritage value of historic barracks and sheds within the Precinct.	Advertising has been deferred until finalisation of detailed design of the deviation route / intersection treatments and stakeholder support in relation to the proposed Pinjarra - Dwellingup rail link project. Working with consultant to finalise draft scope of works for rail link project after discussion with Ian Willis.	Leanne McGuirk Sep 11, 2022 04:22 PM
OCM 28 July 2022 - Item 12.8 Lease Proposal - The Peel and Districts Gun Club Inc - Reserve 6038	Robert Marlborough	28/07/2022		In Progress	20	That Council, subject to the prior written consent of the Minister for Lands being obtained: 1. Approves for a lease agreement to be entered into between the Shire of Murray and the Peel and Districts Gun Club Inc for a period of five (5) years, with a five (5) year option period for portions of Reserve 6038, being Lot 62 Old Bunbury Rd, West Coolup. 2. with the annual rent payable continuing from the current lease agreement, to be reviewed annually in accordance with the June Perth, All Groups Consumer Price Index, and including an annual Lease Administration Fee, all outgoings, maintenance and repairs, as per the current lease agreement; and 3. authorises the Shire President and Chief Executive Officer to sign and seal the Lease Agreement.	Lease document being prepared. Will be completed by Rob upon his return from A/L mid September.	Denise Garner Sep 8, 2022 11:27 AM
OCM 28 July 2022 - Item 12.7 Lease Proposal - Murray Districts Pistol Club Inc - Reserve 6038	Robert Marlborough	28/07/2022		In Progress	20	That Council, subject to the prior written consent of the Minister for Lands being obtained: 1. Approves for a lease agreement to be entered into between the Shire of Murray and the Murray Districts Pistol Club Inc for a period of five (5) years, with a five (5) year option period for portions of Reserve 6038, being Lots 224 and 251 Old Bunbury Rd, West Coolup; 2. with the annual rent payable continuing from the current lease agreement, to be reviewed annually in accordance with the June Perth, All Groups Consumer Price Index, and including an annual Lease Administration Fee, all outgoings, maintenance and repairs, as per the current lease agreement; and 3. authorises the Shire President and Chief Executive Officer to sign and seal the Lease Agreement.	Lease document being prepared. Will be completed upon Rob's return from A/L mid September.	Denise Garner Sep 8, 2022 11:28 AM
OCM 23 June 2022 - Item 10.1.2 Shire of Murray Firebreak Notice 2022/2023	Robert Marlborough	23/06/2022		In Progress		That Council adopts Bush Fire Advisory Committee recommendation BFAC22/006 to: 1. adopt the Shire of Murray Firebreak Notice, as attached at Appendix 2; 2. adopt the limitations relating to Camp and Cooking Fires within the district during the prohibited burning time, as attached at Appendix 2; 3. adopt the limitations relating to the Burning of Garden Refuse and Rubbish within the district, as attached at Appendix 2; and 4. approve the publication of the Firebreak Notice, Camp and Cooking Fire Notice and Burning of Garden Refuse and Rubbish Notices in accordance with the provisions of the Bush Fires Act 1954, before 30 September 2022.	Shire of Murray 2022/23 Firebreak Notice and other Notices to be published in the Government Gazette and Local Paper in September 2022 - Mandurah Mail on 15 September	Denise Garner Sep 8, 2022 10:01 AM
OCM 23 June 2022 - Item 10.1.1 - Shire of Murray CBFCO	Robert Marlborough	23/06/2022		In Progress		That Council formally appoints Mr Robert Wilson as a Shire of Murray Bush Fire Control Officer immediately until all positions are again considered in approximately May 2023.	Appointment of Chief Bush Fire Control Officer to be published in a local newspaper in September 2022	Robert Marlborough Aug 9, 2022 10:45 AM

OCM 23 June 2022 - Item 10.1.3 Minutes of the BFAC meeting held on 25 May 2022	Robert Marlborough	23/06/2022		In Progress		That Council adopts Bush Fire Advisory Committee recommendation BFAC22/003, BFAC22/004 and BFAC22/005 to appoint the following persons by delegated authority for the 2022/2023 Fire Season: Chief Bush Fire Control Officer: Mr. Robert (Bluey) Wilson Deputy Chief Bush Fire Control Officer: Mr. Peter Thurkle – North Dandalup VFBF Officer: Fire Control Officers: Mr. Douglas McLarty – Coolup VFBF, Mr. Anthony Cocivera – Dwellingup VFBF Mr. Peter Thurkle – North Dandalup VFBF Mr. James (Jim) Camplin – South Yunderup/ Ravenswood VFBF, Mr. Brian Bird – West Murray VFBF Mr. Kevin Jones – Pinjarra VFRS Fire Control Officers: Mr. Chris Sattler – Coolup VFBF (Permit Issuing Only) Mr. Stuart Kirkinham – Coolup VFBF Mrs. Lorraine Webster – North Dandalup VFBF Ms. Christine Thompson JP – West Murray VFBF Mr. Andrew Taylor – West Murray VFBF Mr. Michael (Mick) Gavranich – West Murray VFBF, Fire Weather Officer: Mr. James (Jim) Camplin – South Yunderup/Ravenswood VFBF Deputy Fire Weather Officer: Community Emergency Services Coordinator Shire Training Coordinator: Mr. James (Jim) Camplin – South Yunderup/Ravenswood VFBF	Appointment of Fire Control Officers to be published in a local newspaper in September 2022 in conjunction with 2022/23 Firebreak Notice	Robert Marlborough Aug 9, 2022 10:46 AM
OCM 23 August 2018 - Item 11.6 Land Encroachments & Other Structures – Closure of Unmade Road – Ballees Island, South Yunderup	Robert Marlborough	23/08/2018	30/06/2021	In Progress	66	That Council: 1. approves for the Chief Executive Officer to formally progress with the Minister for Lands, through the Department of Planning, Lands and Heritage the closure of the unmade road reserve and the creation of a new Crown Reserve for the purposes of "foreshore" on Ballees Island, South Yunderup, with the following outcomes to be achieved: (a) the Crown Reserve land is to be managed by the Shire under a management order; (b) the new Crown Reserve boundaries are to be established in such a way to ensure 3 metre setbacks are provided to accommodate the patio encroachment from Lot 87 Ballees Island and the existing dwelling encroachment from Lot 83 Ballees Island; (c) a 5 metre wide easement being established within the new Crown Reserve to provide ongoing protection to existing Water Corporation infrastructure; (d) define the areas proposed in point 2; 2. pending the closure of the unmade road reserve and the creation of the new Crown Reserve actively encourage the Department of Planning, Lands and Heritage to facilitate suitable formal lease arrangements and the appropriate Peel Region Scheme consents, for an initial period of 10 years; (a) with the owner of Lot 82 Ballees Island for existing cottage (dwelling) adjacent to this property; (b) with the owner of Lot 83 for Gazebo and other structure adjacent to this property; 3. after receiving confirmation from the Department of Planning, Lands and Heritage that points 1 and 2 are supported and being actioned a further report be prepared for Council to consider the full cost breakdown of survey and other associated costs; and 4. authorises the Chief Executive Officer to continue engaging with the landowners of Lots 82, 83 and 87 Ballees Island to determine equitable contributions towards the cost of the survey works.	Funding is in current budget. Have quotes and authorisation from Department of Lands. Further research required before progressing land investigations and survey.	Robert Marlborough Aug 9, 2022 10:54 AM
OCM 23 June 2022 - Item 11.2 Child Day Care Centre: Early Learning Centre - Lot 1100 California Cres, South Yunderup	Susan Cowling	23/06/2022		In Progress		Please refer to attached recommendation in conversation	Amendment documents received from applicant. Require further amendments and payment of administration fee.	Rod Peake Sep 15, 2022 08:18 AM
OCM 21 January 2021 - 11.7 Renewal of Air Conditioning at Sir Ross McLarty Sports Pavilion	Robert Marlborough	21/01/2021		In Progress	66	That Council instruct staff to undertake a review of all leases to ensure that Council funding requirements are included in the Shire's Asset Management Plan.	The contractor has been appointed and the air conditioning system has been ordered. Installation booked for 14, 15, 16 April A meeting was held on 10 March to discuss asset renewal responsibilities in leases. A template outlining the Lessee and Lessor responsibilities will be drafted. This will then enable the renewal of assets that are the Lessors responsibility to be factored into the Asset Management Plan.	Denise Garner Sep 15, 2022 11:43 AM