



Appendices

Ordinary Council Meeting

Thursday 25 June 2020

Shire of Murray Bush Fires Act 1954
Firebreak Notice
Burning of Garden Refuse – Camp and Cooking Fires

Notice is hereby given to all owners and/or occupiers of land within the Shire of Murray that Council pursuant to the powers conferred in Section 33(1), 25(1a) and 24G(2) of the *Bush Fires Act 1954* approved the following requirements at its Ordinary Council Meeting on XX XXXX 2020 to prevent the outbreak, spread or extension of a bush fire within the district and deal with other fire related preparedness and prevention matters.

Pursuant to Section 33 of the *Bush Fires Act 1954*, all owners and/or occupiers of land are required to carry out fire prevention work in accordance with the requisitions of this Notice on or before 30 November each calendar year or within fourteen days of the date of becoming the owner or occupier of the land, should this be after 30 November. All work specified in this Notice is to be maintained up to and including 30 April the following calendar year

Definitions

For the purpose of this Notice the following definitions apply:

Authorised Officer – an employee of the Shire of Murray appointed as a Bush Fire Control Officer.

Bushfire Management Plan – a plan that has been developed and approved by the Shire of Murray to reduce and mitigate fire hazards within a particular subdivision, lot or other area of land anywhere in the district.

Driveway – means the point of access (driveway) to a habitable building that is accessible for both conventional two wheel drive vehicles and firefighting appliances that is totally clear of all vegetation, trees, bushes, shrubs and other objects or things encroaching into the vertical axis of the driveway. If a driveway to a habitable building is longer than 50 metres in length from a public road, a clear turn around area with a 10 metre radius is to be provided.

Firebreak – an area of ground, of a prescribed width, constructed to a trafficable surface that is kept and maintained totally clear of all flammable material and includes the pruning and removal of any living or dead trees, scrub or any other material encroaching into the vertical axis of the firebreak area.

Fire Management Plan – the same as 'Bushfire Management Plan'

Fuel Depot/Storage Area – an area of land, a building or structure where fuel (i.e. petrol, diesel, kerosene, liquid gas or any other fossil fuel) is kept in any container or other manner.

Flammable Material – any plant, tree, grass, vegetable, substance, object, thing or material (except living flora including live standing trees) that may or is likely to catch fire and burn or any other thing deemed by an Authorised Officer to be capable of combustion.

Habitable Building – a dwelling, work place, place of gathering or assembly and includes a building used for storage or display of goods or produce for sale by wholesale in accordance with classes 1-9 of the Building Code of Australia.

The term habitable building includes attached and adjacent structures like garages, carports, verandahs or similar roofed structure(s) that are attached to, or within 6 metres of the dwelling or primary building.

Haystack – any collection of hay including fodder rolls placed or stacked together that exceeds 100 cubic metres in size (e.g. 5m x 5m x 4m), whether in a shed, other structure or in the open air.

Hills Landscape Protection Land – land zoned or defined in the Local Planning Scheme or Rate database as Hills Landscape Protection Land.

Plantations – any area of planted pines, eucalypt, hardwood or softwood trees exceeding 3 hectares in area.

Size – the size of an individual parcel or lot of land as recorded in the Shire of Murray property Rates Register or land database.

1 hectare = 10,000m² = 2.47 acres

1 acre = 4,046.86m² = 0.4046 hectare

Trafficable – to be able to travel from one point to another in a 4x4 fire appliance on a clear surface, unhindered without any obstruction that may endanger resources. A firebreak is not to terminate in a dead end without provision for egress to a safe place or a cleared turn around area of 17.5 metre radius.

Vertical Axis – a continuous vertical uninterrupted line at a right angle to the horizontal line of the firebreak

to a minimum height of 4.5 metres from the ground.

Zoning – the land zoning description as recorded in the Shire of Murray property Rate database.

Fire Prevention Requirements

1. Rural Zoned Land – 10 Hectares or Greater

- a. A 3 metre wide firebreak is to be constructed and maintained as close as practicable, but within 50 metres of the boundaries of the land, where the land abuts all made roads or railway reserves, Crown land which is the responsibility of a State Agency, held in leasehold by a third party or otherwise unmanaged or a plantation.
- b. If the rural zoned land abuts or adjoins any other type of zoned land a 3 metre wide firebreak is to be constructed and maintained along that portion of the rural land that abuts the other zoned land and the firebreak/s are to be located immediately, where practical inside the boundary of the rural land where it abuts the above mentioned land.
- c. A 3 metre wide firebreak is to be constructed and maintained immediately surrounding all outbuildings, sheds, haystacks, groups of buildings and fuel depots/storage areas situated on the land.
- d. All flammable material within 20 metres of a habitable building is to be reduced and maintained to a height of less than 5 centimetres.
- e. A 3 metre wide driveway to be installed and maintained.

2. Special Rural, Special Residential, All Special Use, Farmlet, Hills Landscape Protection Land, Rural Townsite and Rural Zoned Land less than 10 Hectares

- a. Where the area of land in this zoning category is 10,000m² or less in size all flammable material on the entire property is to be reduced and maintained to a height of less than 5 centimetres.
- b. Where the area of land in this zoning category is between 10,001m² and 25,000m² in size all flammable material on the entire property is to be reduced and maintained to a height of less than 5 centimetres. Alternatively a firebreak is to be installed and maintained in accordance with clause 2(c).
- c. Where the area of land in this zoning category is 25,001m² or more in size, a 3 metre wide firebreak is to be installed and maintained immediately –
 - (i) inside all external boundaries of the land; and
 - (ii) around all outbuildings, sheds, haystacks, groups of buildings and fuel depots/storage areas situated on the land; and
 - (iii) all flammable material within 20 metres of a habitable building is to be reduced and maintained to a height of less than 5 centimetres.
- d. If land within this zoning category adjoins any of the land described in Clause 3, all flammable material shall be reduced and maintained to a height of less than 5 centimetres for a distance of 20 metres immediately inside the installed and maintained firebreak.
- e. All land within this zoning category, irrespective of size requires a 3 metre wide driveway to be installed and maintained.

Exception: Where there is green maintained and reticulated lawn, inclusive of any living trees, shrubs or plants immediately adjacent to an external boundary of any land within this zoning category, a firebreak is not required to be installed or maintained, immediately inside that particular land boundary.

3. Residential, Residential Development, Special Development, Industry and all Other Zoned Land Not Specified

- a. Where the area of land in this zoning category is 4,000m² or less, all flammable material on the entire property shall be reduced and maintained to a height of less than 5 centimetres.
- b. Where the area of land in this zoning category is more than 4,001m² in size, a 3 metre wide firebreak shall be installed and maintained immediately inside all external boundaries of the land and also immediately surrounding all buildings situated on the land.
- c. A 3 metre wide driveway to be installed and maintained.

4. Plantations

- a. 'Boundary Firebreaks' – all property boundaries must have a 15 metre firebreak installed. The outer 10 metres will be cleared of all flammable material while the inner 5 metres (i.e. that portion closest to the trees) may be kept in a reduced fuel state by slashing or grazing grass to a height of less than 5 centimetres. This includes the trimming back of all overhanging limbs, bushes, shrubs and any other object encroaching into the vertical axis above outer 10 metres of the firebreak area.
- b. 'Internal Firebreaks' – plantation area must be subdivided into areas not greater than 30 hectares, separated by 6 metre wide firebreaks. This includes the trimming back of all overhanging limbs, bushes, shrubs and any other object encroaching into the vertical axis of the firebreak area.
- c. 'Special Risks' –
 - (i) Public roads and railway reserves firebreaks 15 metres wide shall be maintained where the planted area adjoins public roads and railway reserves.
The specification will be as for 'boundary firebreaks' on planted areas
 - (ii) Firebreaks shall be provided along power lines where they pass through or lie adjacent to planted areas. The specification of the width and the height of clearing shall be in accordance with Western Power specifications
- d. Furthermore all plantations shall comply with requirements contained in the Department of Fire and Emergency Services (DFES) guidelines or standards for Plantation Fire Protection.

5. Storage of Cut or Stockpiled Timber Products

On all land in the district except land specified as industrial, non rateable or reserve land the owner or occupier of the land shall not keep or permit to be kept any cut, stockpiled or windrowed timber products (manufactured or natural) unless the material is in piles of less than 15 metres long, 5 metres wide and 3 metres high. Every pile of cut, stockpiled or windrowed timber product larger than 12 cubic metres is to be completely surrounded by a 10 metre wide firebreak.

6. Variations

If it is considered to be impractical for any reason to clear firebreaks or establish other arrangements as required by this Notice, the owner and/or occupier of land in the district may apply for a variation by contacting the appropriate area Fire Control Officer prior to 14 November each calendar year to arrange an onsite inspection to discuss alternate methods of fire prevention. Variations may be approved by the Shire of Murray for a 1, 3 or 5 year period, subject to the owner and/or occupier of the land remaining the same. If a request to vary this Notice is not approved, the requirements of this Notice apply.

7. Bushfire Management Plans

Where a Bushfire Management Plan (BMP) exists for a specified area or property as required by the Local Planning Scheme or subdivision approval or for an individual or group of properties, compliance with all requirements of the BMP are required in addition to any further requirements within this Notice.

8. Special Works Order

The requirements of this Notice are considered to be the minimum requirement for fire prevention work not only to protect individual properties but the district generally.

A separate Special Works Order may be issued to individual landowners pursuant to Section 33 of the *Bush Fires Act 1954* to carry out further hazard removal and/or reduction work with respect to anything upon the land, where in the opinion of an Authorised Officer it is likely to be conducive to the outbreak and/or the extension of a bushfire.

9. Dates to Remember

Restricted Burning Time - 1 October to 30 November each year (inclusive) and 1 April to 15 May each year (inclusive, and as varied pursuant to Section 18 of the *Bush Fires Act 1954*).

Prohibited Burning Time - 1 December to 31 March each year (inclusive, and as varied pursuant to Section 17 of the *Bush Fires Act 1954*).

The above dates are subject to variation and any alterations will be published in a local newspaper circulating within the district.

10. Camp or Cooking Fires (s.24G Bush Fires Act 1954)

The lighting of camp or cooking fires is prohibited on all land within the Shire of Murray during the Prohibited Burning Time. This prohibition does not apply to a gas appliance which does not consume solid fuel comprising of a fire, the flame of which is encapsulated by the appliance.

11. Burning of Garden Refuse and Rubbish (s.24G Bush Fires Act 1954)

The burning of garden refuse or rubbish is prohibited on all land under 4,000m² in size during the Limited Burning Time that would otherwise be permitted under Section 24F.

For the purposes of this Clause 'Limited Burning Time' means 1 October each calendar year through until 15 May the following calendar year (inclusive, and as varied pursuant to Sections 17 & 18 of the *Bush Fires Act 1954*).

On land larger than 4,001m² the burning of garden waste and rubbish that would otherwise be permitted under Section 24F is prohibited absolutely during the Prohibited Burning Time.

The effect of this clause is that the burning of garden refuse or rubbish in an incinerator or on the ground on land that is 4,000m² or less in size is prohibited during the Limited Burning Time and the burning of garden refuse or rubbish in an incinerator or on the ground is prohibited on all land within the district during the Prohibited Burning Time.

In addition to the above restrictions, garden refuse burnt on the ground is burnt in accordance with this clause if:

- a. there is no flammable material (other than that being burnt) within 5 metres of the fire at any time while the fire is burning;
- b. the fire is lit between 6:00pm and 11:00pm and is completely extinguished before midnight on the same day;
- c. at least one person is present at the site of the fire at all times until it is completely extinguished;
- d. one pile (up to one cubic metre in size) can only be burnt at a time;
- e. when the fire is no longer required, the person ensures that the fire is completely extinguished by the application of water or earth; and,
- f. the person intending to light the fire must telephone the Department of Fire and Emergency Services Communications Centre (COMCEN) immediately prior to igniting, on 9395 9209 or 1800 198 140.

but excluding any time when there is in force a fire danger forecast issued for that part of the district by the Bureau of Meteorology in Perth of 'catastrophic', 'extreme', 'severe' or 'very high', or a Total Fire Ban (TFB), or any other prohibition is in effect under the *Bush Fires Act 1954*.

The *Shire of Murray Health Local Law 2018* further restricts and or prohibits burning of rubbish of refuse on land in the district.

12. Penalties

The penalty for failing to comply with this Notice is a fine not exceeding \$5,000. A person in default is also liable whether prosecuted or not to pay the costs of performing the work directed by this Notice if it is not carried out by the owner and/or occupier by the date required by this Notice.



Shire of Murray

Minutes

**Bush Fire Advisory
Committee Meeting**

Wednesday 3 June 2020

**Bush Fire Advisory Committee – 3 June 2020
Table of Contents**

1. ATTENDANCES	1
2. ABSENT	1
3. CONFIRMATION OF MINUTES OF MEETING	2
3.1 Confirmation of Minutes of the Bush Fire Advisory Committee meetings – 15 May 2019	2
3.2 Confirmation of Minutes of the Bush Fire Advisory Committee meetings – 10 June 2019	2
4. BUSINESS ARISING FROM THE PREVIOUS MEETING	2
5. BUSINESS ARISING	2
5.1 Election of Presiding Member	3
5.2 Election of Officers for the 2019/2020 Fire Season	5
5.3 2020/2021 Firebreak Notice	10
6. REPORTS – EXTERNAL AGENCIES	13
6.1 Chief Bush Fire Control Officer Report	13
6.2 Shire Training Coordinator Report	13
6.3 Community Emergency Services Coordinator Report	13
6.4 Bushfire Risk Planning Coordinator Report	13
6.5 DFES Representative Report	13
6.6 DBCA Representative Report	13
6.7 Volunteer Brigade Reports	13
6.7.1 Coolup VBFB	13
6.7.2 Dwellingup VBFB	13
6.7.3 North Dandalup VBFB	13
6.7.4 South Yunderup/Ravenswood VBFB	13
6.7.5 West Murray VBFB	14
7. MOTIONS WITHOUT NOTICE FOR DISCUSSION AT THE NEXT MEETING	14
8. NEXT MEETING	14
9. CLOSE	14



Notice of Meeting

Minutes of the Bush Fire Advisory Committee meeting held at the Bushfire Centre of Excellence, 1 Fimmel Lane, Pinjarra on Wednesday 3 June 2020 commencing at 6.30pm.

Important Notes

It should be noted that decisions of this Committee are only recommendations to and not decisions of Council. Committee recommendations should therefore not be acted on or otherwise relied upon until Council has formally considered and decided on the Committee recommendations.

1. ATTENDANCES

Members

Cr. A Rogers (Presiding Member)	Councillor, Shire of Murray
Mr. G Stevens	CESC, Shire of Murray
Mr. D McLarty	FCO, Coolup VBFB
Mr. B Armstrong (Video teleconference)	DBFCO and FCO, Dwellingup VBFB
Mr. P Thurkle	FCO, North Dandalup VBFB
Mr. J Camplin	Training Coordinator/FCO, South Yunderup/Ravenswood VBFB
Mr. R Wilson	CBFCO and FCO, West Murray VBFB
Mr. K Jones	FCO, Pinjarra VFRS

Ex-Officio

Mr. B Finlay	District Officer – Wellington, DFES
Mr. R Porter	Manager Ranger and Emergency Services, Shire of Murray
Mr. S Gunn	Fire Operations Officer – Perth Hills District, PWS

Guests

Mr. K Jones	Brigade Captain, Pinjarra VFRS
Mr. R Marlborough	Manager Governance, Shire of Murray
Mr. R Mills	Area Officer, DFES

2. ABSENT

Ex-Officio

Mr. S Hurd	Fire Operations Officer – Swan Coastal District, PWS
------------	--

Guests

Ms. D Walker	BRPC, Shire of Murray
--------------	-----------------------

3. CONFIRMATION OF MINUTES OF MEETING

- 3.1 Confirmation of Minutes of the Bush Fire Advisory Committee meetings – 15 May 2019

Recommendation/Committee Decision
BFAC20/001
Moved: R Wilson

That the minutes of the Bush Fire Advisory Committee meeting held on 15 May 2019 be confirmed as a true and correct record.

CARRIED UNANIMOUSLY 8:0

PLEASE NOTE: Recommendation/Committee Decision BFAC20/001 is only a recommendation to, and not a decision of Council. The Council will consider this recommendation at the 25 June 2020 Ordinary Council Meeting.

- 3.2 Confirmation of Minutes of the Bush Fire Advisory Committee meetings – 10 June 2019

Recommendation/Committee Decision
BFAC20/002
Moved: D McLarty

That the minutes of the Special Bush Fire Advisory Committee meeting held on 10 June 2019 be confirmed as a true and correct record.

CARRIED UNANIMOUSLY 8:0

PLEASE NOTE: Recommendation/Committee Decision BFAC20/002 is only a recommendation to, and not a decision of Council. The Council will consider this recommendation at the 25 June 2020 Ordinary Council Meeting.

4. BUSINESS ARISING FROM THE PREVIOUS MEETING

Nil

5. BUSINESS ARISING

5.1 Election of Presiding Member

File Ref: 1804-10
Previous Items: Nil
Author and Title: Ron Porter, Manager Ranger and Emergency Services
Voting Requirements: Simple Majority

Appendix 1

Recommendation/Committee Decision

BFAC20/003

Moved: R Wilson

The Bush Fire Advisory Committee recommend to Council to endorse Cr. Ange Rogers as the Chairperson of the Shire of Murray Bush Fire Advisory Committee (BFAC) expiring in October 2021 to coincide with the Local Government Elections.

CARRIED UNANIMOUSLY 8:0

PLEASE NOTE: Recommendation/Committee Decision BFAC20/003 is only a recommendation to, and not a decision of Council. The Council will consider this recommendation at the 25 June 2020 Ordinary Council Meeting.

In Brief

The Shire of Murray Bush Fire Advisory Committee (BFAC) is required to elect a Presiding Member.

Background

Council Committees elect their own Presiding Member from the relevant committee membership. A Presiding Member's term of appointment is until the next Council election or the incumbent resigns.

In 2012 the Bush Fire Advisory Committee formed the view that Fire Control Officers appointments only ran for one year and new Committee members should have the right to elect an alternative Presiding Member, therefore the term of the BFAC Chairperson was amended to reflect this position.

At the Ordinary Council Meeting on Oct 2019 (OCM19/209) council endorsed the following;

That Council endorse Cr Ange Rogers as the Chairperson of the Shire of Murray Bush Fire Advisory Committee (BFAC) for a one-year term expiring in 16 October 2021 with Cr Stuart Kirkham proxy.

Report Detail

A written nomination as detailed at **Appendix 1** has been received from Cr Angela Rogers for the position of BFAC Chairperson.

Murray 2030 Strategic Community Plan

Focus Area	Places for People
Objective	Socially connected, safe and cohesive community
Strategy	Ensure the safety of our community.

Other Strategic Links

Nil

Statutory Environment

Section 67 *Bush Fires Act 1954*; and,
Shire of Murray Meeting Procedures Local Law 2012.

Sustainability & Risk Considerations

Economic - (Impact on the Economy of the Shire and Region)

Nil

Social - (Quality of life to community and/or affected landowners)

There is no impact on the quality of life of the community.

Environment – (Impact on environment's sustainability)

Not Applicable

Policy Implications

There are no policy implications and the level of risk is considered to be low if the recommendation is endorsed.

Risk Management Implications

Nil

Consultation

- *Bush Fires Act 1954,*
- *Council Records; and,*
- *Bush Fire Advisory Committee minutes.*

Resource Implications

Financial

Nil

Workforce

Nil

Options

The Committee has the option of recommending to Council to:

1. Endorse the Presiding Member; or,
2. Reject the proposal.

Conclusion

It is recommended that the Committee endorse a Chairperson expiring in October 2021 to coincide with the Local Government Elections.

5.2 Election of Officers for the 2019/2020 Fire Season

File Ref: 1809
Previous Items: Nil
Author and Title: Ron Porter, Manager Ranger and Emergency Services
Voting Requirements: Simple Majority

Appendix 2 and Appendix 3

Recommendation/Committee Decision

BFAC20/004

Moved: G Stevens

The Bush Fire Advisory Committee recommend to Council to appoint the following persons by delegated authority for the 2020/2021 Fire Season:

Chief Bush Fire Control Officer: Mr. Robert (Bluey) Wilson

Deputy Chief Bush Fire Control Officer: Mr. Benjamin (Ben) Armstrong

Fire Control Officers:

**Mr. Robert Wilson – West Murray VBFB
Mr. Ben Armstrong – Dwellingup VBFB
Mr. Douglas McLarty – Coolup VBFB
Mr. Peter Thurkle – North Dandalup VBFB
Mr. James (Jim) Camplin – South Yunderup / Ravenswood VBFB
Mr. Kevin Jones – Pinjarra VFRS**

**Fire Control Officers:
(Permit Issuing Only)**

**Mr. Chris Sattler – Coolup VBFB
Mr. Lance Pitter – Coolup VBFB
Mr. Dave Turner – Dwellingup VBFB
Mr. Michael Webster – North Dandalup VBFB
Mr. Brendan Webster – North Dandalup VBFB
Ms. Lorraine Webster – North Dandalup VBFB
Ms. Christine Thompson JP – West Murray VBFB
Mr. Brian Bird – West Murray VBFB**

Fire Weather Officer: Mr. Jim Camplin

Deputy Fire Weather Officer: Community Emergency Services Coordinator

**Shire Training Coordinator/s: Mr. Jim Camplin
Community Emergency Services Coordinator**

CARRIED UNANIMOUSLY 8:0

PLEASE NOTE: Recommendation/Committee Decision BFAC20/004 is only a recommendation to, and not a decision of Council. The Council will consider this recommendation at the 25 June 2020 Ordinary Council Meeting.

In Brief

For the Bush Fire Advisory Committee is to elect and recommend appointments required under the *Bush Fires Act 1954* and other appointments as deemed necessary.

Background

Brigade Fire Control Officers appointments at brigade level are determined by each brigade at their respective Annual General Meetings (AGM) and this supports the Council BFAC membership structure.

Each year at the BFAC meeting, nominations are received for appointment to the following positions.

- Chief Bush Fire Control Officer
- Deputy Chief Bush Fire Control Officer/s
- Fire Control Officers (Bush Fire Permit issuing only)
- Fire Weather Officer
- Deputy Fire Weather Officer
- Shire Training Coordinator

With the introduction of delegated authority in recent years the endorsement of Fire Control Officers appointments by Council is no longer required as the Chief Executive Officer has the delegated authority under Section 48 of the *Bush Fires Act 1954* to appoint Fire Control Officers, inclusive of a Chief Bush Fire Control Officer and Deputy Chief Bush Fire Control Officers and Fire Weather Officers. The appointment of Fire Weather Officers requires additional DFES endorsement.

Report Detail

Accordingly, the proposal presented is for the Committee to support the appointment of the brigade nominated Fire Control Officers from the Coolup Volunteer Bush Fire Brigade, Dwellingup Volunteer Bush Fire Brigade, North Dandalup Volunteer Bush Fire Brigade, South Yunderup/Ravenswood Volunteer Bush Fire Brigade and West Murray Volunteer Bush Fire Brigade as Fire Control Officers in the district.

Attached at **Appendix 2** for information purposes are the Shire of Murray Volunteer Bush Fire Brigades AGM minutes that detail the appointments of Brigade Officers in each of the Volunteer Bush Fire Brigades, including Fire Control Officers and Permit Issuing Officers.

Written nominations as detailed at **Appendix 3** have been received from Mr Robert Wilson for the position of Chief Bush Fire Control Officer. Mr Benjamin Armstrong & Mr Peter Thurkle AFSM have provided a nomination for the position of Deputy Chief Bush Fire Control Officer. Additionally, Mr James Camplin has forwarded a nomination for the Shire Training Coordinator and Fire Weather Officer positions.

The Committee is also required to identify a suitable member from the Pinjarra Fire and Rescue Services Brigade to be appointed as a Fire Control Officer and any other brigade representative to be appointed as Fire Control Officer/s for permit issuing only.

Shire Rangers, the Community Emergency Service Coordinator (CESC), the Bushfire Risk Planning Coordinator (BRPC), Manager Ranger and Emergency Services (MRES) and the Manager Governance are appointed as Fire Control Officers and prosecutors, as required, under the provisions of the *Bush Fire Act 1954* at the time of their employment. There is no need to appoint or amend the appointments of these officers.

Murray 2030 Strategic Community Plan

Focus Area	Places for People
Objective	Socially connected, safe and cohesive community
Strategy	Ensure the safety of our community.

Other Strategic Links

Nil

Statutory Environment

Fire Control Officers, Fire Control Officers (Permit Issuing Only) & Chief & Deputy Chief Fire Control Officers.

Section 38 (1) of the *Bush Fires Act 1954* ('Act') states that a local government may from time to time appoint such persons as it thinks necessary to be its bush fire control officers under and for the purposes of the Act, and of those officers shall subject to section 38A(2) appoint 2 as the Chief Bush Fire Control Officer and the Deputy Chief Bush Fire Control Officer who shall be first and second in seniority of those officers, and subject thereto may determine the respective seniority of the other bush fire control officers appointed by it. The appointment of Fire Control Officers may be delegated to the Chief Executive Officer under Section 48 of the Act.

A local government or a person delegated the authority shall cause notice of an appointment made under the provisions of subsection (1) to be published at least once in a newspaper circulating in its district.

Fire Weather & Deputy Fire Weather Officers

Section 38 (6) (c) An approved local government may appoint to the office of fire weather officer such number of senior bush fire control officers as it thinks necessary. The appointment of Fire Weather officers may also be delegated to the Chief Executive Officer under Section 48 of the Act.

- (ca) Where more than one fire weather officer is appointed by a local government the local government shall define a part of its district in which each fire weather officer shall have the exclusive right to exercise the power conferred by paragraph (h).
- (cb) An approved local government may appoint one or more persons, as it thinks necessary, to be the deputy or deputies, as the case may be, of a fire weather officer appointed by the local government and where 2 or more deputies are so appointed they shall have seniority in the order determined by the local government.
- (cc) Where the office of a fire weather officer is vacant or whilst the occupant is absent or unable to act in the discharge of the duties of the office, any deputy appointed in respect of that office under paragraph (cb) is, subject to paragraph (cd), entitled to act in the discharge of the duties of that office.
- (cd) A deputy who is one of 2 or more deputies of a fire weather officer is not entitled to act in the discharge of the duties of the office of that fire weather officer if a deputy who has precedence over him in the order of seniority determined under paragraph (cb) is available and able to discharge those duties.
- (d) The local government shall give notice of an appointment made under paragraph (c) or (cb) to the Authority and cause notice of the appointment to be published at

least once in a newspaper circulating in its district and the Authority shall cause notice of the appointment to be published once in the *Government Gazette*.

- (h) A fire weather officer of an approved local government, or a deputy of that fire weather officer while acting in the place of that officer, may authorise a person who has received a permit under section 18(6)(a), to burn the bush in the district of the local government notwithstanding that for any day, or any period of a day, specified in the notice the fire danger forecast issued by the Bureau of Meteorology in Perth, in respect to the locality where the bush proposed to be burnt is situated, is "extreme" or "very high", and upon the authority being given the person, if he has otherwise complied with the conditions prescribed for the purposes of section 18, may burn the bush.
- (i) This subsection does not authorise the burning of bush during the prohibited burning times.

Note: Fire Weather Officers must be appointed as Fire Control Officers pursuant to clause (6) (c).

Section 48 Delegation by local governments

- (1) A local government may, in writing, delegate to its chief executive officer the performance of any of its functions under this Act.
- (2) Performance by the chief executive officer of a local government of a function delegated under subsection (1) —
 - (a) is taken to be in accordance with the terms of a delegation under this section, unless the contrary is shown; and
 - (b) is to be treated as performance by the local government.
- (3) A delegation under this section does not include the power to sub-delegate.
- (4) Nothing in this section is to be read as limiting the ability of a local government to act through its council, members of staff or agents in the normal course of business.

The Shire Training Coordinator position is not an appointment specified within the Act. Council has traditionally recognised this position to assist the Shire in certain functions.

Sustainability & Risk Considerations

Economic - (Impact on the Economy of the Shire and Region)

There are no economic impacts on the community.

Social - (Quality of life to community and/or affected landowners)

The appointments support the community and there is no negative impact on the quality of life.

Environment – (Impact on environment's sustainability)

There is no negative impact on the natural or built environment.

Policy implications

There are no policy implications and the level of risk is considered to be low if the recommendation is endorsed. The proposed appointments under delegated authority are in accordance with the provisions of the *Bush Fires Act 1954*.

Risk Management Implications

Nil

Consultation

- *Bush Fires Act 1954*,
- Council Records,
- Council Staff,
- Chief Bush Fire Control Officer, and;
- Bush Fire Advisory Committee minutes.

Resource Implications

Financial

The cost of advertising the appointments is provided in the annual Shire of Murray budget.

Workforce

Nil

Options

The Committee has the option of recommending to Council to:

1. Endorse the Officer appointments; or,
2. Reject the proposal.

Conclusion

The Committee recommendations are to be used by the Chief Executive Officer under delegated authority to formally appoint persons in accordance with the provisions of the *Bush Fires Act 1954* to the following positions;

- Chief Bush Fire Control Officer;
- Deputy Chief Bush Fire Control Officer;
- Fire Control Officers;
- Fire Control Officers (Bush Fire Permit issuing only);
- Fire Weather Officer;
- Deputy Fire Weather Officer; and,
- Shire Training Coordinator/s.

5.3 2020/2021 Firebreak Notice

File Ref: 1804
Previous Items: Nil
Author and Title: Gavin Stevens, Community Emergency Services Coordinator
Voting Requirements: Simple Majority

Appendix 4, 5, 5A & 6

Recommendation/Committee Decision

BFAC20/005

Moved: K Jones

That Council accepts the following recommendation to;

- 1. adopt the Shire of Murray Firebreak Notice as amended, and detailed at Appendix 6; and,**
- 2. publish the Notice in the Government Gazette and a local newspaper that circulates within the district before 30 September 2020.**

CARRIED UNANIMOUSLY 8:0

PLEASE NOTE: Recommendation/Committee Decision BFAC20/005 is only a recommendation to, and not a decision of Council. The Council will consider this recommendation at the 25 June 2020 Ordinary Council Meeting.

In Brief

Amend the annual Firebreak Notice ('**Notice**') to provide clarity for enforcement by removing unattainable measures from within the notice.

Background

During 2019/2020 fire season it was identified by the Ranger and Emergency Services team the need to look at the notice for some areas of enforcement. A post fire season debrief around enforcement of the notice was conducted by the team on the 19 May 2020.

Report Detail

It was cited at the season debrief meeting that aspects particularly relating to Asset Protection Zones ('APZ') were difficult to enforce and open to interpretation or in some cases unachievable. It was noted that the APZ's were developed under the "*Planning for Bushfire Protection Guidelines*" with a 'greenfield' scenario in mind and not meant to apply retrospectively. While the notion of APZ's within the firebreak notice is a sound concept it was felt that it better fitted within the education and information environment than an enforcement environment. It was also seen as supporting the work of brigades in community education.

Further to that the clearing up of the definition of private driveways to just 'driveways' and remove the need for 17.5m turn arounds which often in special residential/rural are unachievable without the removal of established buildings and/or infrastructure.

Finally, a change of Scheme wording correctly reflects legislation has been applied. Change of Rates wording is where information is held in the Shire's digital record management system.

An initial table of summarized changes as detailed at **Appendix 4** was sent to Fire Control Officers on the 27 May 2020 feedback was then incorporated to the draft firebreak notice for consideration, as detailed at **Appendix 5**.

Murray 2030 Strategic Community Plan

Focus Area	Places for People
Objective	Socially connected, safe and cohesive community
Strategy	Ensure the safety of our community.

Other Strategic Links

Nil

Statutory Environment

Section 33 of the *Bush Fires Act 1954* provides a local government the ability to make a Notice requiring all owners or occupiers of land within the district to take measures for preventing the outbreak of a bush fire, or for preventing the spread or extension of a bush fire which may occur.

Sustainability Implications

Economic – (Impact on the Economy of the Shire and Region)

Nil

Social – (Quality of life to community and/or affected landowners)

The proposed amendments to the Notice will make it easier for landowners to achieve compliance.

Environment – (Impact on environment’s sustainability)

Nil

Policy Implications

There are no policy implications

Risk Management Implications

<i>Risk Level</i>	<i>Comment</i>
Moderate	The level of negative community feedback will be low if the community are adequately informed on the rationale of the proposed changes.

Consultation

- *Bush Fires Act 1954*
- Council Records
- Council Staff – enforcement officers
- Chief Bush Fire Control Officer
- Fire Control Officers
- Other Local Government Firebreak Notices

Resource Implications

Financial

The cost of advertising the Notice is provided in the annual Ranger and Emergency Services budget.

Workforce

Nil

Options

The Committee has the option of:

1. Recommending to Council to endorse the recommendation.
2. Rejecting the proposal.

Conclusion

The proposals look to build on the existing Notice and ensure it stays contemporary and reflects current legislative requirements. It is recommended that the Committee endorse.

Discussions at the meeting

Concerns were raised about aspects of the proposed changes to the Notice. Discussion ensued about the BAL assessment process and the ongoing need for education of stakeholders. There was also argument on the need for some form of turnaround provision in the definition of 'driveway'.

Discussion progressed around the need for a measurement to make it an enforceable provision, examples such as; DBCA 6x6m turnaround from machine supervision, 17.5m or potentially using Special Works Orders to enforce the need for turnaround in instances where there wasn't one. It was agreed that a reference to a turnaround requirement should be included in the driveway definition.

Recommendation was agreed that amendments would be made relating to driveways to provide a specifiable, enforceable turnaround area and distribute it to the BFAC membership for consideration.

The changes to the definition of driveway within the Notice inclusive of a ten-metre turnaround provision and other minor amendments were subsequently distributed to the BFAC membership for consideration, as detailed at **Appendix 5A**, on Friday 5 June 2020. Feedback received was positive to the amendments made to the Notice.

6. REPORTS – EXTERNAL AGENCIES

6.1 Chief Bush Fire Control Officer Report

A report was submitted as per Appendix 7.

6.2 Shire Training Coordinator Report

Nil due to COVID-19.

6.3 Community Emergency Services Coordinator Report

A report was submitted as per Appendix 8.

6.4 Bushfire Risk Planning Coordinator Report

A report was submitted as per Appendix 9.

6.5 DFES Representative Report

A report was submitted as per Appendix 10.

6.6 DBCA Representative Report

Fire season just finished in the Perth Hills with 10-11 fires and some deployments out of the area. Between Spring Burning and the Autumn season DBCA have burnt approximately 4000 hectares near North Dandalup as well as 2500-3000 hectares out near Scarp Road. It has been a good outcome to the burning perspective. Has allowed some good areas of protection and strategic burns. Hoping for a quiet upcoming fire season.

6.7 Volunteer Brigade Reports

6.7.1 Coolup VBFB

Busy start to the season however quiet in Coolup its self. The Brigade has been developing relationships with landowners during the burning seasons which is going really well with landowners being very understanding.

COVID-19 has reduced the gatherings and call outs have been limited. Everyone is staying engaged through other methods. The Cadets have been busy with their Duke of Edinborough awards. One Cadet is almost at Gold, 4 Cadets are close to Silver and 1 Cadet is on Bronze.

Hopefully in the next month or so things will get to a semi normal arrangement with relaxed restrictions as of this Saturday. Thanks to Bluey and Ben for their work and to the supporting brigades.

6.7.2 Dwellingup VBFB

Refer to Dwellingup VBFB FCO report in the Dwellingup VBFB AGM minutes as per Appendix 2.

6.7.3 North Dandalup VBFB

A report was submitted as per Appendix 11.

6.7.4 South Yunderup/Ravenswood VBFB

South Yunderup held an online/email AGM to elect Officers with all of last year's Officers re-elected with the exception of the Permit Issuing Officer – Jamie McBride who resigned during the year.

COVID-19 brought things to a halt, training outstanding but an update to the command trailer has been completed. The motor on the Fire Boat was updated earlier in the Year. The 2.4 has had some problems but has been repaired now.

Training has been quiet with COVID-19 and it looks like once restrictions are lifted a meeting will be held soon. Thanks to West Murray VBFB particularly Bluey for their help during the year helping with all crews.

Weekly call out list has been invaluable to make sure crews are able to crew the trucks. Thanks to South Yunderup/Ravenswood VBFB members for their input and to all of the other brigades for their help throughout the year. Let's hope it is a quiet year.

In regards to the matter that came up on the 22nd and 23rd of May which was the TFB declaration by DFES. We need to have a way to tell more people about the bans. Jim recommends expanding the Shire SMS or looking at the local radio stations. Discussion followed about different thoughts and ideas including communicating to DFES about how to notify and the media broadcasting focusing on the rain/ storm event. It was tough given the time of year. Brief discussion was had about s.46 and TFB's.

6.7.5 West Murray VBFB

A report was submitted as per Appendix 12.

7. MOTIONS WITHOUT NOTICE FOR DISCUSSION AT THE NEXT MEETING

Nil.

8. NEXT MEETING

TBA.

9. CLOSE

There being no further business the Presiding Member declared the meeting closed the time being 8:15pm.



Appendices

Bush Fire Advisory Committee Meeting

Wednesday 3 June 2020

STEVENS Gavin

From: Ange Rogers <arogers@murraycouncillor.wa.gov.au>
Sent: Wednesday, 27 May 2020 4:13 PM
To: Chantelle Goff
Subject: BFAC nomination

Hi Chantelle,
Please can you accept this email as my nomination for the position of BFAC chair within my role as the Councillor appointed to BFAC.

Kind Regards

Ange

--

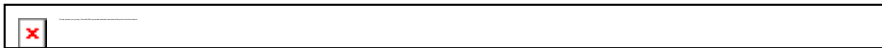
Kind Regards

Cr Ange Rogers
0422 180 584

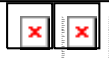
mailbag@murray.wa.gov.au

P: +61 8 9531 7777

www.murray.wa.gov.au



PO Box 21 • Pinjarra • WA • 6208 •



This e-mail message, including any attached files, is private and may contain information that is confidential. Only the intended recipient may access or use it. If you are not the intended recipient please delete this e-mail and notify the sender promptly. The views of this sender may not represent those of the Shire of Murray. The Shire uses virus-scanning software but exclude all liability for viruses or similar defects in any attachment.

Ange Rogers

STEVENS Gavin

From: Lynda Kirkham <slkirkham@iinet.net.au>
Sent: Thursday, 7 May 2020 9:28 AM
To: Chantelle Goff
Cc: jusbennett88@gmail.com
Subject: AGM Update

Good morning

Due to the Covid 19 pandemic and social distancing laws all Coolup Office Bearers and Elected Position Holders have agreed to postpone our AGM and remain as is until we can resume face to face meetings. This option was chosen as normally there is very little change in positions and less time consuming than the online option.

If needed a copy of the 2019 minutes can be sent.

Stuart Kirkham

Coolup Brigade Captain

Agenda

Dwellingup Volunteer Fire Brigade AGM

Special Voting COVID 2020

ATTENDEES Bob Webster, Derek Clitheroe, Rob Hill, Craig Rubery, Joy Halford, Renae Armstrong, Tyler Armstrong, Ben Armstrong, Jade Armstrong, Wendy Clitheroe, David, West, Roz Axelby, Duncan Stephens, Jarren VanElst, Sure Ashcroft, Emily Thomson, Anthony Cocivera, Jamie Cocivera,

Captain Report – Attached

FCO – Report - Attached

Treasurer Report – Attached

Declare all positions vacant

Election of office bearers

Captain: David Turner

Nominated: David Turner

FCO: Benjamin Armstrong

Nominated: Benjamin Armstrong

1st Lieutenant: Craig Rubery

Nominated: Craig Rubery

2nd Lieutenant: Kevin Tinker

Nominated: Kevin Tinker

Maintenance Officer: Derek Clitheroe

Nominated: Derek Clitheroe

Training Officer: Brad Warr

Nominated: Brad Warr

Secretary: Renae Armstrong

Nominated: Renae Armstrong

Treasurer: Wendy Clitheroe

Nominated: Wendy Clitheroe

Station officer: Duncan Stephens

Nominated: Duncan Stephens

Welfare Catering: Colleen Warr

Cadet Officer: Brad Warr

1. GENERAL BUSINESS

To be done at next meeting due to COVID restrictions.

2. NEXT MEETING Tuesday 16th June 2020

3. CLOSE

Hi

Not a lot to report on

For the 2019/20 Fire season

- 21 permits issued by myself and around 10 fire related discussions with landowners around better protecting their property
- 5 Min Chat held in the station for the local residence - once the Covid 19 is over we will re-open the station for further discussion and follow up on their response plans
- The brigade has conducted many hazard reduction burns for local land owners and LG/DFES to better protect our community
- Another successful year for the cadets – thanks to Brad for his coordination and Parents for trusting us with their children, for the involved members passing on their valuable skills... thanks !
- Log Chop and Community interaction another success

I would like to thank all of our members for their dedication to our brigade and beyond - from going on secondments to regional areas, branching out to the community with activity photos throughout the space of Bookface, new rear fence, water tanks plumbed up to the front of the station, cadet trailer looking awesome, station kept clean

Thanks

Ben Armstrong

DWP BFCO

DCBFCO Shire of Murray

Ben Armstrong
0437789853

Hi All

2019/2020 season has seen a few changes in the brigade as two office bearers standing down

We conducted quite a few prescribed burns in spring with using two other brigades as in West Murray and South Yunderup which I believe to there benefit in gaining experience in the hills

Over the season we had call outs

Dwellingup 6

Assist other brigades 15

Taskforce 2

Deputy 3 this could be more

I like to thank all my office bearers and brigade members for your support over the season for stepping up when needed to do that bit extra keeping our shire safe

Again thanks

Dwellingup Captain
Dave

21st April 2020

Shire of Murray
PO Box 21
PINJARRA WA 6208

ELECTION OF OFFICERS NORTH DANDALUP VBFB

In accordance with the email regarding the Murray Brigades AGM Proposal dated 24th March 2020. The brigade leadership group met and recommended to the brigade's voting membership the following "That all current brigade members in brigade officer positions remain in-situ until the 2021 AGM".

This was conveyed to all voting members in an email.

Instructions for them to reply with their objections to the recommendation by 9th April 2020 were given. Also stated, if no reply was received then it was deemed that the member was in favour of the brigade leadership's recommendation.

The brigade did not receive any objections to the recommendation and therefore the North Dandalup Volunteer Bush Fire Brigade Officer positions for the 2020/21 year stay the same and details are attached below.

The DFES VBFB Election of Officers form has been completed and is a separate attachment please forward this to South West Regional Office.

The brigade further requests that due to the different working rosters of our Captain and Lieutenants and when they are uncontactable or absent during working hours that the Fire Control Officer Peter Thurkle AFSM is to be contacted on 0427 882 201. Also, regarding admin/IT issues please contact Lorraine on 0448 135 671.

Should you have any questions please feel free to contact the relevant brigade member.

Regards



Lorraine Webster
Secretary/Treasurer

Attachments:
Office Bearers' Contact List



NORTH DANDALUP

VOLUNTEER BUSH FIRE BRIGADE

P O Box 79 North Dandalup WA 6207

ABN: 58 428 466 978

OFFICE BEARERS 2020/21 CONTACT DETAILS

North Dandalup VBFB (held by Lorraine Webster)	Email: northdandalupvbf@gmail.com Brigade Mobile: 0448 135 671
Fire Control Officer	Peter Thurkle AFSM PO Box 143 NORTH DANDALUP 6207 Mobile (Personal): 0467 085 968 FCO Mobile: 0427 882 201 Email: fcondvbf@gmail.com
Captain	Michael Webster PO Box 116 NORTH DANDALUP 6207 Mobile: 0439 920 882 Email: captainndvbf@gmail.com
1 st Lieutenant	Peter Wilkinson 122 Avoca Retreat NORTH DANDALUP WA 6207 Mobile: 0418 251 827
2 nd Lieutenant	Brendan Webster PO Box 265 NORTH DANDALUP WA 6207 Mobile: 0418 930 986
3 rd Lieutenant	Matthew Thurkle 38 Naturaliste Drive PINJARRA WA 6208 Mobile: 0437 151 103
4 th Lieutenant	Brad Heller Lot 113 Greyhound Retreat NAMBEELUP WA 6207 Mobile: 0402 138 919
Secretary/Treasurer	Lorraine Webster PO Box 116 NORTH DANDALUP WA 6207 (08) 9530 1006 Email: northdandalupvbf@gmail.com

Training Officer	Peter Wilkinson 122 Avoca Retreat NORTH DANDALUP WA 6207 Mobile: 0418 251 827 Email: trainingofficerndvfb@gmail.com
Equipment Officer	Amanda Wright PO Box 14 NORTH DANDALUP WA 6207 Mobile: 0409 887 235
Maintenance Officer	Vacant

In addition to the Fire Control Officer Mr Peter Thurkle AFSM, the following personnel are nominated as Fire Permit Issuing Officers:

Michael Webster
Brendan Webster
Lorraine Webster

Request the Brendan & Lorraine are provided with Shire of Murray identification documents.

STEVENS Gavin

From: chris.t1@bigpond.com
Sent: Saturday, 9 May 2020 2:22 PM
To: Gavin Stevens - DFES
Cc: Chantelle Goff; Robert Wilson
Subject: 2020/2021 Election Results

'afternoon Gavin, / Chantelle,

In regards to the West Murray Vol. BFB's AGM – due to the virus and conditions put on socializing, we did an electronic voting system .

Voting was conducted by a nominated committee on the 6th April with the below outcome:

FCO -	Robert Wilson	0417 916 468
CAPTAIN	Robert Wilson	0417 916 468
1 st LEUT.	Brian Bird	0417 081 781
2 nd LEUT.	Gary Kalbus	0418 265 800
3 rd LEUT.	Dallas Elliott	0400 777 082
4 th LEUT.	Mick Gavranich	0409 378 781
Secretary:	Chris Thompson	0429 447 341
Treasurer:	Leanne Slayford	0419 043 132
Training Off:	Brian Bird	0417 081 781
Equip/ Main:	Peter Plant	0408 100 586
Permit Iss. Off:	Chris Thompson: Brian Bird	
Soft Drink Off.	Gary Kalbus	

Once all restrictions are over we will meet and complete the normal procedure for the AGM.

Please contact me if you have any queries.

Take care,


Chris Thompson

Secretary / WM Vol. BFB

STEVENS Gavin

From: Robert Wilson <backburner61@yahoo.com.au>
Sent: Monday, 25 May 2020 12:39 PM
To: Shire of Murray - Ranger Support
Subject: Nomination

Please accept this as my nomination for the position of CBFCO in the shire of Murray for the 2020/21 season.

Cheers Bluey Wilson
C.B.F.C.O Shire of Murray
 0417916468

STEVENS Gavin

From: Ben Armstrong <ben.armstrong@outlook.com.au>
Sent: Friday, 22 May 2020 9:32 AM
To: Chantelle Goff; Gavin Stevens
Subject: BFAC Possition Nomination

Hi, please except this email as my written nomination for BFAC Position (s) below

I Ben Armstrong would like to nominate for the position of DCBFCO for the 2020/21 fire season

Permit Issuing offer - Dave Turner
FCO - Ben Armstrong

Ben Armstrong
0437789853

STEVENS Gavin

From: FCO NDVBFB <fcondvbf@gmail.com>
Sent: Tuesday, 26 May 2020 11:29 AM
To: Shire of Murray - Ranger Support
Subject: Re: BFAC Shire of Murray

Good morning

I, Peter Thurkle AFSM, nominate for the 2020/21 Shire of Murray BFAC position of Deputy Chief Bush Fire Control Officer.

Thank you
Yours in firefighting
Peter Thurkle AFSM
Mobile: 0427 882 201

Fire Control Officer
North Dandalup Volunteer Bush Fire Brigade
Serving community since November 1941

On Mon, May 18, 2020 at 12:35 PM STEVENS Gavin <Gavin.Stevens@dfes.wa.gov.au> wrote:

FORMAL NOTIFICATION

Captains please let your FCO's know – this is for BFAC members only

At the commencement of BFAC will be a short 10 minute update from the Bushfire Centre of Excellence.

To all Bush Fire Advisory Committee (BFAC) Members

A Bush Fire Advisory Committee (BFAC) meeting has been scheduled for Wednesday 03 June 2020 commencing at 6:30pm at Bushfire Centre of Excellence at the Old Train Station 1 Fimmel Lane, Pinjarra WA.

Written nominations are requested to be submitted for the positions of BFAC Chairperson, Chief Bush Fire Control Officer, Deputy Chief Bush Fire Control Officer, Fire Weather Officer, Deputy Fire Weather Officer and the Training Coordinator/s by **COB Tuesday 26 May 2020**.

The brigade **AGM minutes** will be used for the nomination of Fire Control Officer/s and Permit Issuing Officer/s and are required to be submitted by **COB Tuesday 26 May 2020**.

An agenda and appendices will be distributed once the AGM minutes and written nominations have been received.

The following discussion items will be presented to the Committee;

- Structure of the Bush Fire Advisory Committee,
- Election of Presiding Member,
- Election of Officers for the 2020/2021 Fire Season,
- Vehicle Identifier Sticker Procedure Wheeler Field,
- Personal Vehicle Usage, and,
- Bushfire Management Arrangements.

MEETING:

Date: Wednesday 03 June 2020

Time: 6:30pm

Location: Bushfire Centre of Excellence

Old Train Station 1 Fimmel Lane

PINJARRA WA 6208

A light supper will be provided following the meeting.

Please forward any **agenda items** (no items will be received from floor) and register your **RSVP** (including any dietary requirements) with the Ranger and Emergency Services Support Officer, Ms Chantelle Goff on 9531 7709 or email rangersupport@murray.wa.gov.au by **COB, Tuesday 26 May 2020**.

Yours sincerely

Gavin Stevens

Community Emergency Services Coordinator – Murray & Waroona

STEVENS Gavin

To: Gavin Stevens
Subject: FW: BFAC Shire of Murray

From: James Camplin <junglejim@westnet.com.au>
Sent: Thursday, 28 May 2020 10:00 AM
To: STEVENS Gavin <Gavin.Stevens@dfes.wa.gov.au>
Subject: RE: BFAC Shire of Murray

Hi Gavin

I wish to nominate for the positions I already hold namely Shire Training Coordinator, Fire Weather Officer.

Thank you
Jim Camplin

2020/21 Firebreak Notice Modifications

Following a post season debrief of the Ranger and Emergency Services team the following changes are proposed to the Firebreak notice to simplify implementation and compliance for all stakeholders.

Below are Changes to the Firebreak Notice section at the rear of the Fire Prevention Notice not the information section at the front.

Description	Change Proposed	Rational for Change
Asset Protection Zone	Remove references to Asset Protection Zone and just retain it as information in the front of the notice.	Understanding and assessment of Asset Protection Zones can be very subjective and hard to define especially in circumstances of irrigation, etc. To allow better compliance less variation notices and room for education over enforcement it is recommended the change is adopted. Information on asset Protection Zones will still be included and encouraged in the Information section of the booklet.
Private Driveway	Simplify language to make it clearer: Driveway means the point of access to a habitable building that is accessible. It is totally clear of all vegetation. Trees, bushes, shrubs and other objects or things encroaching into the vertical axis of the point of access.	Simplify language and to bring into alignment with firebreak requirements. The removal of the 17.5m turn around at the end of driveways removed as it is not practically enforceable.
Special Rural Special Residential – 2b	Amend to; “where there is green reticulated lawn, tree, shrubs or plants immediately adjacent to the boundary then a firebreak requirement on that portion is exempt.”	Amending clause 2b will allow for common sense approach to green and reticulated gardens. This will allow a flexible approach when dealing with lifestyle blocks and remove the requirement for unnecessary variations.

Shire of Murray Bush Fires Act 1954
Firebreak Notice
Burning of Garden Refuse – Camp and Cooking Fires

Notice is hereby given to all owners and/or occupiers of land within the Shire of Murray that Council pursuant to the powers conferred in Section 33(1), 25(1a) and 24G(2) of the *Bush Fires Act 1954* approved the following requirements at its Ordinary Council Meeting on **XX XXXX 2020** to prevent the outbreak, spread or extension of a bush fire within the district and deal with other fire related preparedness and prevention matters.

Pursuant to Section 33 of the *Bush Fires Act 1954*, all owners and/or occupiers of land are required to carry out fire prevention work in accordance with the requisitions of this Notice on or before 30 November each calendar year or within fourteen days of the date of becoming the owner or occupier of the land, should this be after 30 November. All work specified in this Notice is to be maintained up to and including 30 April the following calendar year

Definitions

For the purpose of this Notice the following definitions apply:

Authorised Officer – an employee of the Shire of Murray appointed as a Bush Fire Control Officer.

~~Asset Protection Zone – the area within a distance of 20 metres measured from any external wall of any habitable building. The location is within the boundaries of the lot on which the habitable building is situated. The following work is required to be completed and maintained within an asset protection zone. The fuel loading (flammable material) is to be reduced and maintained to a height of less than 5 centimetres or less than 2 tonnes per hectare. Tree crowns are to be a minimum of 10 metres apart. Low trees are to be pruned to a height of 2 metres. No tall shrubs or trees are to be located within 2 metres of a building (including windows). Fences within the asset protection zone are constructed using non-combustible materials (e.g. colorbond iron, brick, limestone). Sheds or other outbuildings within the asset protection zone should not contain flammable materials. Tall shrubs within the asset protection zone are not to be planted in clumps within 3 metres of a habitable building. Tree crowns shall not overhang a dwelling and shrubs and trees within the zone are not to have dead material within the plant.~~

~~Where an asset protection zone is required as part of an approved Bushfire Attack Level (BAL) assessment it must be maintained in accordance with the BAL report. (Shire of Murray Planning approval is exempt for the purpose of implementing an asset protection zone).~~

~~Building Protection Zone – the same as ‘Asset Protection Zone’~~

Bushfire Management Plan – a plan that has been developed and approved by the Shire of Murray to reduce and mitigate fire hazards within a particular subdivision, lot or other area of land anywhere in the district.

Private Driveway – means the point of access (driveway) to a habitable building that is accessible for both conventional two wheel drive vehicles and 3.4 firefighting appliances that is totally clear of all vegetation, trees, bushes, shrubs and other objects or things encroaching into the vertical axis of the point of access. ~~If the point of access (driveway) to a habitable building is longer than 50 metres from a public road, a turn-around area of 17.5 metres is to be available.~~

Firebreak – an area of ground, of a prescribed width, constructed to a trafficable surface that is kept and maintained totally clear of all flammable material and includes the pruning and removal of any living or dead trees, scrub or any other material encroaching into the vertical axis of the firebreak area.

Fire Management Plan – the same as ‘Bushfire Management Plan’

Fuel Depot/Storage Area – an area of land, a building or structure where fuel (i.e. petrol, diesel, kerosene, liquid gas or any other fossil fuel) is kept in any container or **other** manner.

Flammable Material – any plant, tree, grass, vegetable, substance, object, thing or material (except living flora including live standing trees) that may or is likely to catch fire and burn or any other thing deemed by an Authorised Officer to be capable of combustion.

Habitable Building – a dwelling, work place, place of gathering or assembly and includes a building used for storage or display of goods or produce for sale by wholesale in accordance with classes 1-9 of the Building Code of Australia.

The term habitable building includes attached and adjacent structures like garages, carports, verandahs or

similar roofed structure(s) that are attached to, or within 6 metres of the dwelling or primary building.

Haystack – any collection of hay including fodder rolls placed or stacked together that exceeds 100 cubic metres in size (e.g. 5m x 5m x 4m), **whether in a shed, other structure or in the open air.**

Hills Landscape Protection Land – land zoned or defined in the Local ~~Town~~ Planning Scheme or **Rate database** as Hills Landscape Protection Land.

Plantations – any area of planted pines, eucalypt, hardwood or softwood trees exceeding 3 hectares in area.

Size – the size of an individual parcel or lot of land as recorded in the Shire of Murray property Rates Register or land database.

1 hectare = 10,000m² = 2.47 acres

1 acre = 4,046.86m² = 0.4046 hectare

Trafficable – to be able to travel from one point to another in a 4x4 fire appliance on a clear surface, unhindered without any obstruction that may endanger resources. A firebreak is not to terminate in a dead end without provision for egress to a safe place or a cleared turn around area of 17.5 metre radius.

Vertical Axis – a continuous vertical uninterrupted line at a right angle to the horizontal line of the firebreak to a minimum height of 4.5 metres from the ground.

Zoning – the land zoning description as recorded in the Shire of Murray property ~~Rates Register~~ **Rate database.**

Fire Prevention Requirements

1. Rural Zoned Land – 10 Hectares or Greater

- a. A 3 metre wide firebreak is to be constructed and maintained as close as practicable, but within 50 metres of the boundaries of the land, where the land abuts all made roads or railway reserves, **Crown land which is the responsibility of a State Agency, held in leasehold by a third party or otherwise unmanaged** ~~or Department of Biodiversity, Conservation and Attractions land~~ or a plantation.
- b. If the rural **zoned** land abuts or adjoins any other type of zoned land a 3 metre wide firebreak is to be constructed and maintained along that portion of the rural land that abuts the other zoned land and the firebreak/s are to be located immediately, where practical inside the boundary of the rural land where it abuts the above mentioned land.
- c. A 3 metre wide firebreak is to be constructed and maintained immediately surrounding all outbuildings, sheds, haystacks, groups of buildings and fuel depots/storage areas situated on the land.
- d. **All flammable material within 20 metres of a habitable building is to be reduced and maintained to a height of less than 5 centimetres.**
- e. A ~~4 metre wide private~~ driveway to be installed and maintained.
- f. ~~An asset protection zone to be installed and maintained.~~

2. Special Rural, Special Residential, All Special Use, Farmlet, Hills Landscape Protection Land, Rural Townsite and Rural Zoned Land less than 10 Hectares

- a. Where the area of land **in this zoning category** is 10,000m² or less in size all flammable material on the entire property is to be reduced and maintained to a height of less than 5 centimetres.
- b. Where the area of land **in this zoning category** is between 10,001m² and 25,000m² in size all flammable material on the entire property is to be reduced and maintained to a height of less than 5 centimetres. Alternatively a firebreak is to be installed and maintained in accordance with clause 2(c). ~~A mixture of other bush fire fuel reduction work (e.g. mowing or slashing) and the installation of a firebreak are not acceptable on this sized lot, unless a variation is approved pursuant to Clause 6.~~
- c. Where the area of land **in this zoning category** is 25,001m² or more in size, a 3 metre wide firebreak is to be installed and maintained immediately –
 - (i) inside all external boundaries of the land; and
 - (ii) around all outbuildings, sheds, haystacks, groups of buildings and fuel depots/storage

areas situated on the land; and

(iii) all flammable material within 20 metres of a habitable building is to be reduced and maintained to a height of less than 5 centimetres.

d. If land within this zoning category adjoins any of the land described in Clause 3, all flammable material shall be reduced and maintained to a height of less than 5 centimetres for a distance of 20 metres immediately inside the installed and maintained firebreak.

e. All land within this zoning category, irrespective of size requires: a driveway to be installed and maintained.

~~i. A 4 metre wide private driveway to be installed and maintained~~

~~ii. An asset protection zone to be installed and maintained~~

Exception: Where there is green maintained and reticulated lawn, inclusive of any living trees, shrubs or plants immediately adjacent to an external boundary of any land within this zoning category, a firebreak is not required to be installed or maintained, immediately inside that particular land boundary.

3. Residential, Residential Development, Special Development, Industry and all Other Zoned Land Not Specified

a. Where the area of land in this zoning category is 4,000m² or less, all flammable material on the entire property shall be reduced and maintained to a height of less than 5 centimetres.

b. Where the area of land in this zoning category is more than 4,001m² in size, a 3 metre wide firebreak shall be installed and maintained immediately inside all external boundaries of the land and also immediately surrounding all buildings situated on the land.

c. A ~~4 metre wide private~~ driveway to be installed and maintained.

~~d. An asset protection zone to be installed and maintained.~~

4. Plantations

a. 'Boundary Firebreaks' – all property boundaries must have a 15 metre firebreak installed. The outer 10 metres will be cleared of all flammable material while the inner 5 metres (i.e. that portion closest to the trees) may be kept in a reduced fuel state by slashing or grazing grass to a height of less than 5 centimetres. This includes the trimming back of all overhanging limbs, bushes, shrubs and any other object encroaching into the vertical axis above outer 10 metres of the firebreak area.

b. 'Internal Firebreaks' – plantation area must be subdivided into areas not greater than 30 hectares, separated by 6 metre wide firebreaks. This includes the trimming back of all overhanging limbs, bushes, shrubs and any other object encroaching into the vertical axis of the firebreak area.

c. 'Special Risks' –

(i) Public roads and railway reserves firebreaks 15 metres wide shall be maintained where the planted area adjoins public roads and railway reserves.

The specification will be as for 'boundary firebreaks' on planted areas

(ii) Firebreaks shall be provided along power lines where they pass through or lie adjacent to planted areas. The specification of the width and the height of clearing shall be in accordance with Western Power specifications

d. Furthermore all plantations shall comply with requirements contained in the Department of Fire and Emergency Services (DFES) guidelines or standards for Plantation Fire Protection.

5. Storage of Cut or Stockpiled Timber Products

On all land in the district except land specified as industrial, non rateable or reserve land the owner or occupier of the land shall not keep or permit to be kept any cut, stockpiled or windrowed timber products (manufactured or natural) unless the material is in piles of less than 15 metres long, 5 metres wide and 3 metres high. Every pile of cut, stockpiled or windrowed timber product larger than 12 cubic metres is to be completely surrounded by a 10 metre wide firebreak.

6. Variations

If it is considered to be impractical for any reason to clear firebreaks or establish other arrangements

as required by this Notice, the owner and/or occupier of land in the district may apply for a variation by contacting the appropriate area Fire Control Officer prior to 14 November each calendar year to arrange an onsite inspection to discuss alternate methods of fire prevention. Variations may be approved by the Shire of Murray for a 1, 3 or 5 year period, subject to the owner and/or occupier of the land remaining the same. If a request to vary this Notice is not approved, the requirements of this Notice apply.

7. Bushfire Management Plans

Where a Bushfire Management Plan (BMP) exists for a specified area or property as required by the Local Planning Scheme or subdivision approval or for an individual or group of properties, compliance with all requirements of the BMP are required in addition to any further requirements within this Notice.

8. Special Works Order

The requirements of this Notice are considered to be the minimum requirement for fire prevention work not only to protect individual properties but the district generally.

A separate Special Works Order may be issued to individual landowners pursuant to Section 33 of the *Bush Fires Act 1954* to carry out further hazard removal and/or reduction work with respect to anything upon the land, where in the opinion of an Authorised Officer it is likely to be conducive to the outbreak and/or the extension of a bushfire.

9. Dates to Remember

Restricted Burning Time - 1 October to 30 November each year (inclusive) and 1 April to 15 May each year (inclusive, and as varied pursuant to Section 18 of the *Bush Fires Act 1954*).

Prohibited Burning Time - 1 December to 31 March each year (inclusive, and as varied pursuant to Section 17 of the *Bush Fires Act 1954*).

The above dates are subject to variation and any alterations will be published in a local newspaper circulating within the district.

10. Camp or Cooking Fires (s.24G Bush Fires Act 1954)

The lighting of camp or cooking fires is prohibited on all land within the Shire of Murray during the Prohibited Burning Time. This prohibition does not apply to a gas appliance which does not consume solid fuel comprising of a fire, the flame of which is encapsulated by the appliance.

11. Burning of Garden Refuse and Rubbish (s.24G Bush Fires Act 1954)

The burning of garden refuse or rubbish is prohibited on all land under 4,000m² in size during the Limited Burning Time that would otherwise be permitted under Section 24F.

For the purposes of this Clause 'Limited Burning Time' means 1 October each calendar year through until 15 May the following calendar year (inclusive, and as varied pursuant to Sections 17 & 18 of the *Bush Fires Act 1954*).

On land larger than 4,001m² the burning of garden waste and rubbish that would otherwise be permitted under Section 24F is prohibited absolutely during the Prohibited Burning Time.

The effect of this clause is that the burning of garden refuse or rubbish in an incinerator or on the ground on land that is 4,000m² or less in size is prohibited during the Limited Burning Time and the burning of garden refuse or rubbish in an incinerator or on the ground is prohibited on all land within the district during the Prohibited Burning Time.

In addition to the above restrictions, garden refuse burnt on the ground is burnt in accordance with this clause if:

- a. There is no flammable material (other than that being burnt) within 5 metres of the fire at any time while the fire is burning;
- b. The fire is lit between 6:00pm and 11:00pm and is completely extinguished before midnight on the same day;
- c. At least one person is present at the site of the fire at all times until it is completely extinguished;
- d. One pile (up to one cubic metre in size) can only be burnt at a time;
- e. When the fire is no longer required, the person ensures that the fire is completely extinguished

by the application of water or earth, but excluding any time when there is in force a fire danger forecast issued for that place by the Bureau of Meteorology in Perth of 'catastrophic', 'extreme', 'severe' or 'very high';

f. The person intending to light the fire must telephone the Department of Fire and Emergency Services Communications Centre (COMCEN) immediately prior to igniting, on 1800 198 140.

The *Shire of Murray Health Local Law 2018* further restricts and or prohibits burning of rubbish of refuse on land in the district.

12. Penalties

The penalty for failing to comply with this Notice is a fine not exceeding \$5,000. A person in default is also liable whether prosecuted or not to pay the costs of performing the work directed by this Notice if it is not carried out by the owner and/or occupier by the date required by this Notice.

Shire of Murray Bush Fires Act 1954
Firebreak Notice
Burning of Garden Refuse – Camp and Cooking Fires

Notice is hereby given to all owners and/or occupiers of land within the Shire of Murray that Council pursuant to the powers conferred in Section 33(1), 25(1a) and 24G(2) of the *Bush Fires Act 1954* approved the following requirements at its Ordinary Council Meeting on **XX XXXX 2020** to prevent the outbreak, spread or extension of a bush fire within the district and deal with other fire related preparedness and prevention matters.

Pursuant to Section 33 of the *Bush Fires Act 1954*, all owners and/or occupiers of land are required to carry out fire prevention work in accordance with the requisitions of this Notice on or before 30 November each calendar year or within fourteen days of the date of becoming the owner or occupier of the land, should this be after 30 November. All work specified in this Notice is to be maintained up to and including 30 April the following calendar year

Definitions

For the purpose of this Notice the following definitions apply:

Authorised Officer – an employee of the Shire of Murray appointed as a Bush Fire Control Officer.

Bushfire Management Plan – a plan that has been developed and approved by the Shire of Murray to reduce and mitigate fire hazards within a particular subdivision, lot or other area of land anywhere in the district.

Driveway – means the point of access (driveway) to a habitable building that is accessible for both conventional two wheel drive vehicles and firefighting appliances that is totally clear of all vegetation, trees, bushes, shrubs and other objects or things encroaching into the vertical axis of the driveway. If a driveway to a habitable building is longer than 50 metres in length from a public road, a clear turn around area with a 10 metre radius is to be provided.

Firebreak – an area of ground, of a prescribed width, constructed to a trafficable surface that is kept and maintained totally clear of all flammable material and includes the pruning and removal of any living or dead trees, scrub or any other material encroaching into the vertical axis of the firebreak area.

Fire Management Plan – the same as 'Bushfire Management Plan'

Fuel Depot/Storage Area – an area of land, a building or structure where fuel (i.e. petrol, diesel, kerosene, liquid gas or any other fossil fuel) is kept in any container or other manner.

Flammable Material – any plant, tree, grass, vegetable, substance, object, thing or material (except living flora including live standing trees) that may or is likely to catch fire and burn or any other thing deemed by an Authorised Officer to be capable of combustion.

Habitable Building – a dwelling, work place, place of gathering or assembly and includes a building used for storage or display of goods or produce for sale by wholesale in accordance with classes 1-9 of the Building Code of Australia.

The term habitable building includes attached and adjacent structures like garages, carports, verandahs or similar roofed structure(s) that are attached to, or within 6 metres of the dwelling or primary building.

Haystack – any collection of hay including fodder rolls placed or stacked together that exceeds 100 cubic metres in size (e.g. 5m x 5m x 4m), whether in a shed, other structure or in the open air.

Hills Landscape Protection Land – land zoned or defined in the Local Planning Scheme or Rate database as Hills Landscape Protection Land.

Plantations – any area of planted pines, eucalypt, hardwood or softwood trees exceeding 3 hectares in area.

Size – the size of an individual parcel or lot of land as recorded in the Shire of Murray property Rates Register or land database.

1 hectare = 10,000m² = 2.47 acres

1 acre = 4,046.86m² = 0.4046 hectare

Trafficable – to be able to travel from one point to another in a 4x4 fire appliance on a clear surface, unhindered without any obstruction that may endanger resources. A firebreak is not to terminate in a dead end without provision for egress to a safe place or a cleared turn around area of 17.5 metre radius.

Vertical Axis – a continuous vertical uninterrupted line at a right angle to the horizontal line of the firebreak to a minimum height of 4.5 metres from the ground.

Zoning – the land zoning description as recorded in the Shire of Murray property Rate database.

Fire Prevention Requirements

1. Rural Zoned Land – 10 Hectares or Greater

- a. A 3 metre wide firebreak is to be constructed and maintained as close as practicable, but within 50 metres of the boundaries of the land, where the land abuts all made roads or railway reserves, Crown land which is the responsibility of a State Agency, held in leasehold by a third party or otherwise unmanaged or a plantation.
- b. If the rural zoned land abuts or adjoins any other type of zoned land a 3 metre wide firebreak is to be constructed and maintained along that portion of the rural land that abuts the other zoned land and the firebreak/s are to be located immediately, where practical inside the boundary of the rural land where it abuts the above mentioned land.
- c. A 3 metre wide firebreak is to be constructed and maintained immediately surrounding all outbuildings, sheds, haystacks, groups of buildings and fuel depots/storage areas situated on the land.
- d. All flammable material within 20 metres of a habitable building is to be reduced and maintained to a height of less than 5 centimetres.
- e. A 3 metre wide driveway to be installed and maintained.

2. Special Rural, Special Residential, All Special Use, Farmlet, Hills Landscape Protection Land, Rural Townsite and Rural Zoned Land less than 10 Hectares

- a. Where the area of land in this zoning category is 10,000m² or less in size all flammable material on the entire property is to be reduced and maintained to a height of less than 5 centimetres.
- b. Where the area of land in this zoning category is between 10,001m² and 25,000m² in size all flammable material on the entire property is to be reduced and maintained to a height of less than 5 centimetres. Alternatively a firebreak is to be installed and maintained in accordance with clause 2(c).
- c. Where the area of land in this zoning category is 25,001m² or more in size, a 3 metre wide firebreak is to be installed and maintained immediately –
 - (i) inside all external boundaries of the land; and
 - (ii) around all outbuildings, sheds, haystacks, groups of buildings and fuel depots/storage areas situated on the land; and
 - (iii) all flammable material within 20 metres of a habitable building is to be reduced and maintained to a height of less than 5 centimetres.
- d. If land within this zoning category adjoins any of the land described in Clause 3, all flammable material shall be reduced and maintained to a height of less than 5 centimetres for a distance of 20 metres immediately inside the installed and maintained firebreak.
- e. All land within this zoning category, irrespective of size requires a 3 metre wide driveway to be installed and maintained.

Exception: Where there is green maintained and reticulated lawn, inclusive of any living trees, shrubs or plants immediately adjacent to an external boundary of any land within this zoning category, a firebreak is not required to be installed or maintained, immediately inside that particular land boundary.

3. Residential, Residential Development, Special Development, Industry and all Other Zoned Land Not Specified

- a. Where the area of land in this zoning category is 4,000m² or less, all flammable material on the entire property shall be reduced and maintained to a height of less than 5 centimetres.
- b. Where the area of land in this zoning category is more than 4,001m² in size, a 3 metre wide firebreak shall be installed and maintained immediately inside all external boundaries of the land and also immediately surrounding all buildings situated on the land.
- c. A 3 metre wide driveway to be installed and maintained.

4. Plantations

- a. 'Boundary Firebreaks' – all property boundaries must have a 15 metre firebreak installed. The outer 10 metres will be cleared of all flammable material while the inner 5 metres (i.e. that portion closest to the trees) may be kept in a reduced fuel state by slashing or grazing grass to a height of less than 5 centimetres. This includes the trimming back of all overhanging limbs, bushes, shrubs and any other object encroaching into the vertical axis above outer 10 metres of the firebreak area.
- b. 'Internal Firebreaks' – plantation area must be subdivided into areas not greater than 30 hectares, separated by 6 metre wide firebreaks. This includes the trimming back of all overhanging limbs, bushes, shrubs and any other object encroaching into the vertical axis of the firebreak area.
- c. 'Special Risks' –
 - (i) Public roads and railway reserves firebreaks 15 metres wide shall be maintained where the planted area adjoins public roads and railway reserves.
The specification will be as for 'boundary firebreaks' on planted areas
 - (ii) Firebreaks shall be provided along power lines where they pass through or lie adjacent to planted areas. The specification of the width and the height of clearing shall be in accordance with Western Power specifications.
- d. Furthermore all plantations shall comply with requirements contained in the Department of Fire and Emergency Services (DFES) guidelines or standards for Plantation Fire Protection.

5. Storage of Cut or Stockpiled Timber Products

On all land in the district except land specified as industrial, non rateable or reserve land the owner or occupier of the land shall not keep or permit to be kept any cut, stockpiled or windrowed timber products (manufactured or natural) unless the material is in piles of less than 15 metres long, 5 metres wide and 3 metres high. Every pile of cut, stockpiled or windrowed timber product larger than 12 cubic metres is to be completely surrounded by a 10 metre wide firebreak.

6. Variations

If it is considered to be impractical for any reason to clear firebreaks or establish other arrangements as required by this Notice, the owner and/or occupier of land in the district may apply for a variation by contacting the appropriate area Fire Control Officer prior to 14 November each calendar year to arrange an onsite inspection to discuss alternate methods of fire prevention. Variations may be approved by the Shire of Murray for a 1, 3 or 5 year period, subject to the owner and/or occupier of the land remaining the same. If a request to vary this Notice is not approved, the requirements of this Notice apply.

7. Bushfire Management Plans

Where a Bushfire Management Plan (BMP) exists for a specified area or property as required by the Local Planning Scheme or subdivision approval or for an individual or group of properties, compliance with all requirements of the BMP are required in addition to any further requirements within this Notice.

8. Special Works Order

The requirements of this Notice are considered to be the minimum requirement for fire prevention work not only to protect individual properties but the district generally.

A separate Special Works Order may be issued to individual landowners pursuant to Section 33 of the *Bush Fires Act 1954* to carry out further hazard removal and/or reduction work with respect to anything upon the land, where in the opinion of an Authorised Officer it is likely to be conducive to the outbreak and/or the extension of a bushfire.

9. Dates to Remember

Restricted Burning Time - 1 October to 30 November each year (inclusive) and 1 April to 15 May each year (inclusive, and as varied pursuant to Section 18 of the *Bush Fires Act 1954*).

Prohibited Burning Time - 1 December to 31 March each year (inclusive, and as varied pursuant to Section 17 of the *Bush Fires Act 1954*).

The above dates are subject to variation and any alterations will be published in a local newspaper circulating within the district.

10. Camp or Cooking Fires (s.24G Bush Fires Act 1954)

The lighting of camp or cooking fires is prohibited on all land within the Shire of Murray during the Prohibited Burning Time. This prohibition does not apply to a gas appliance which does not consume solid fuel comprising of a fire, the flame of which is encapsulated by the appliance.

11. Burning of Garden Refuse and Rubbish (s.24G Bush Fires Act 1954)

The burning of garden refuse or rubbish is prohibited on all land under 4,000m² in size during the Limited Burning Time that would otherwise be permitted under Section 24F.

For the purposes of this Clause 'Limited Burning Time' means 1 October each calendar year through until 15 May the following calendar year (inclusive, and as varied pursuant to Sections 17 & 18 of the *Bush Fires Act 1954*).

On land larger than 4,001m² the burning of garden waste and rubbish that would otherwise be permitted under Section 24F is prohibited absolutely during the Prohibited Burning Time.

The effect of this clause is that the burning of garden refuse or rubbish in an incinerator or on the ground on land that is 4,000m² or less in size is prohibited during the Limited Burning Time and the burning of garden refuse or rubbish in an incinerator or on the ground is prohibited on all land within the district during the Prohibited Burning Time.

In addition to the above restrictions, garden refuse burnt on the ground is burnt in accordance with this clause if:

- a. there is no flammable material (other than that being burnt) within 5 metres of the fire at any time while the fire is burning;
- b. the fire is lit between 6:00pm and 11:00pm and is completely extinguished before midnight on the same day;
- c. at least one person is present at the site of the fire at all times until it is completely extinguished;
- d. one pile (up to one cubic metre in size) can only be burnt at a time;
- e. when the fire is no longer required, the person ensures that the fire is completely extinguished by the application of water or earth; and,
- f. the person intending to light the fire must telephone the Department of Fire and Emergency Services Communications Centre (COMCEN) immediately prior to igniting, on 9395 9209 or 1800 198 140.

but excluding any time when there is in force a fire danger forecast issued for that part of the district by the Bureau of Meteorology in Perth of 'catastrophic', 'extreme', 'severe' or 'very high', or a Total Fire Ban (TFB), or any other prohibition is in effect under the *Bush Fires Act 1954*.

The *Shire of Murray Health Local Law 2018* further restricts and or prohibits burning of rubbish of refuse on land in the district.

12. Penalties

The penalty for failing to comply with this Notice is a fine not exceeding \$5,000. A person in default is also liable whether prosecuted or not to pay the costs of performing the work directed by this Notice if it is not carried out by the owner and/or occupier by the date required by this Notice.

Shire of Murray Bush Fires Act 1954
Firebreak Notice
Burning of Garden Refuse – Camp and Cooking Fires

Notice is hereby given to all owners and/or occupiers of land within the Shire of Murray that Council pursuant to the powers conferred in Section 33(1), 25(1a) and 24G(2) of the *Bush Fires Act 1954* approved the following requirements at its Ordinary Council Meeting on **XX XXXX 2020** to prevent the outbreak, spread or extension of a bush fire within the district and deal with other fire related preparedness and prevention matters.

Pursuant to Section 33 of the *Bush Fires Act 1954*, all owners and/or occupiers of land are required to carry out fire prevention work in accordance with the requisitions of this Notice on or before 30 November each calendar year or within fourteen days of the date of becoming the owner or occupier of the land, should this be after 30 November. All work specified in this Notice is to be maintained up to and including 30 April the following calendar year

Definitions

For the purpose of this Notice the following definitions apply:

Authorised Officer – an employee of the Shire of Murray appointed as a Bush Fire Control Officer.

Bushfire Management Plan – a plan that has been developed and approved by the Shire of Murray to reduce and mitigate fire hazards within a particular subdivision, lot or other area of land anywhere in the district.

Driveway – means the point of access (driveway) to a habitable building that is accessible for both conventional two wheel drive vehicles and firefighting appliances that is totally clear of all vegetation, trees, bushes, shrubs and other objects or things encroaching into the vertical axis of the driveway. If a driveway to a habitable building is longer than 50 metres in length from a public road, a clear turn around area with a 10 metre radius is to be provided.

Firebreak – an area of ground, of a prescribed width, constructed to a trafficable surface that is kept and maintained totally clear of all flammable material and includes the pruning and removal of any living or dead trees, scrub or any other material encroaching into the vertical axis of the firebreak area.

Fire Management Plan – the same as 'Bushfire Management Plan'

Fuel Depot/Storage Area – an area of land, a building or structure where fuel (i.e. petrol, diesel, kerosene, liquid gas or any other fossil fuel) is kept in any container or other manner.

Flammable Material – any plant, tree, grass, vegetable, substance, object, thing or material (except living flora including live standing trees) that may or is likely to catch fire and burn or any other thing deemed by an Authorised Officer to be capable of combustion.

Habitable Building – a dwelling, work place, place of gathering or assembly and includes a building used for storage or display of goods or produce for sale by wholesale in accordance with classes 1-9 of the Building Code of Australia.

The term habitable building includes attached and adjacent structures like garages, carports, verandahs or similar roofed structure(s) that are attached to, or within 6 metres of the dwelling or primary building.

Haystack – any collection of hay including fodder rolls placed or stacked together that exceeds 100 cubic metres in size (e.g. 5m x 5m x 4m), whether in a shed, other structure or in the open air.

Hills Landscape Protection Land – land zoned or defined in the Local Planning Scheme or Rate database as Hills Landscape Protection Land.

Plantations – any area of planted pines, eucalypt, hardwood or softwood trees exceeding 3 hectares in area.

Size – the size of an individual parcel or lot of land as recorded in the Shire of Murray property Rates Register or land database.

1 hectare = 10,000m² = 2.47 acres

1 acre = 4,046.86m² = 0.4046 hectare

Trafficable – to be able to travel from one point to another in a 4x4 fire appliance on a clear surface, unhindered without any obstruction that may endanger resources. A firebreak is not to terminate in a dead end without provision for egress to a safe place or a cleared turn around area of 17.5 metre radius.

Vertical Axis – a continuous vertical uninterrupted line at a right angle to the horizontal line of the firebreak

to a minimum height of 4.5 metres from the ground.

Zoning – the land zoning description as recorded in the Shire of Murray property Rate database.

Fire Prevention Requirements

1. Rural Zoned Land – 10 Hectares or Greater

- a. A 3 metre wide firebreak is to be constructed and maintained as close as practicable, but within 50 metres of the boundaries of the land, where the land abuts all made roads or railway reserves, Crown land which is the responsibility of a State Agency, held in leasehold by a third party or otherwise unmanaged or a plantation.
- b. If the rural zoned land abuts or adjoins any other type of zoned land a 3 metre wide firebreak is to be constructed and maintained along that portion of the rural land that abuts the other zoned land and the firebreak/s are to be located immediately, where practical inside the boundary of the rural land where it abuts the above mentioned land.
- c. A 3 metre wide firebreak is to be constructed and maintained immediately surrounding all outbuildings, sheds, haystacks, groups of buildings and fuel depots/storage areas situated on the land.
- d. All flammable material within 20 metres of a habitable building is to be reduced and maintained to a height of less than 5 centimetres.
- e. A 3 metre wide driveway to be installed and maintained.

2. Special Rural, Special Residential, All Special Use, Farmlet, Hills Landscape Protection Land, Rural Townsite and Rural Zoned Land less than 10 Hectares

- a. Where the area of land in this zoning category is 10,000m² or less in size all flammable material on the entire property is to be reduced and maintained to a height of less than 5 centimetres.
- b. Where the area of land in this zoning category is between 10,001m² and 25,000m² in size all flammable material on the entire property is to be reduced and maintained to a height of less than 5 centimetres. Alternatively a firebreak is to be installed and maintained in accordance with clause 2(c).
- c. Where the area of land in this zoning category is 25,001m² or more in size, a 3 metre wide firebreak is to be installed and maintained immediately –
 - (i) inside all external boundaries of the land; and
 - (ii) around all outbuildings, sheds, haystacks, groups of buildings and fuel depots/storage areas situated on the land; and
 - (iii) all flammable material within 20 metres of a habitable building is to be reduced and maintained to a height of less than 5 centimetres.
- d. If land within this zoning category adjoins any of the land described in Clause 3, all flammable material shall be reduced and maintained to a height of less than 5 centimetres for a distance of 20 metres immediately inside the installed and maintained firebreak.
- e. All land within this zoning category, irrespective of size requires a 3 metre wide driveway to be installed and maintained.

Exception: Where there is green maintained and reticulated lawn, inclusive of any living trees, shrubs or plants immediately adjacent to an external boundary of any land within this zoning category, a firebreak is not required to be installed or maintained, immediately inside that particular land boundary.

3. Residential, Residential Development, Special Development, Industry and all Other Zoned Land Not Specified

- a. Where the area of land in this zoning category is 4,000m² or less, all flammable material on the entire property shall be reduced and maintained to a height of less than 5 centimetres.
- b. Where the area of land in this zoning category is more than 4,001m² in size, a 3 metre wide firebreak shall be installed and maintained immediately inside all external boundaries of the land and also immediately surrounding all buildings situated on the land.
- c. A 3 metre wide driveway to be installed and maintained.

4. Plantations

- a. 'Boundary Firebreaks' – all property boundaries must have a 15 metre firebreak installed. The outer 10 metres will be cleared of all flammable material while the inner 5 metres (i.e. that portion closest to the trees) may be kept in a reduced fuel state by slashing or grazing grass to a height of less than 5 centimetres. This includes the trimming back of all overhanging limbs, bushes, shrubs and any other object encroaching into the vertical axis above outer 10 metres of the firebreak area.
- b. 'Internal Firebreaks' – plantation area must be subdivided into areas not greater than 30 hectares, separated by 6 metre wide firebreaks. This includes the trimming back of all overhanging limbs, bushes, shrubs and any other object encroaching into the vertical axis of the firebreak area.
- c. 'Special Risks' –
 - (i) Public roads and railway reserves firebreaks 15 metres wide shall be maintained where the planted area adjoins public roads and railway reserves.
The specification will be as for 'boundary firebreaks' on planted areas
 - (ii) Firebreaks shall be provided along power lines where they pass through or lie adjacent to planted areas. The specification of the width and the height of clearing shall be in accordance with Western Power specifications
- d. Furthermore all plantations shall comply with requirements contained in the Department of Fire and Emergency Services (DFES) guidelines or standards for Plantation Fire Protection.

5. Storage of Cut or Stockpiled Timber Products

On all land in the district except land specified as industrial, non rateable or reserve land the owner or occupier of the land shall not keep or permit to be kept any cut, stockpiled or windrowed timber products (manufactured or natural) unless the material is in piles of less than 15 metres long, 5 metres wide and 3 metres high. Every pile of cut, stockpiled or windrowed timber product larger than 12 cubic metres is to be completely surrounded by a 10 metre wide firebreak.

6. Variations

If it is considered to be impractical for any reason to clear firebreaks or establish other arrangements as required by this Notice, the owner and/or occupier of land in the district may apply for a variation by contacting the appropriate area Fire Control Officer prior to 14 November each calendar year to arrange an onsite inspection to discuss alternate methods of fire prevention. Variations may be approved by the Shire of Murray for a 1, 3 or 5 year period, subject to the owner and/or occupier of the land remaining the same. If a request to vary this Notice is not approved, the requirements of this Notice apply.

7. Bushfire Management Plans

Where a Bushfire Management Plan (BMP) exists for a specified area or property as required by the Local Planning Scheme or subdivision approval or for an individual or group of properties, compliance with all requirements of the BMP are required in addition to any further requirements within this Notice.

8. Special Works Order

The requirements of this Notice are considered to be the minimum requirement for fire prevention work not only to protect individual properties but the district generally.

A separate Special Works Order may be issued to individual landowners pursuant to Section 33 of the *Bush Fires Act 1954* to carry out further hazard removal and/or reduction work with respect to anything upon the land, where in the opinion of an Authorised Officer it is likely to be conducive to the outbreak and/or the extension of a bushfire.

9. Dates to Remember

Restricted Burning Time - 1 October to 30 November each year (inclusive) and 1 April to 15 May each year (inclusive, and as varied pursuant to Section 18 of the *Bush Fires Act 1954*).

Prohibited Burning Time - 1 December to 31 March each year (inclusive, and as varied pursuant to Section 17 of the *Bush Fires Act 1954*).

The above dates are subject to variation and any alterations will be published in a local newspaper circulating within the district.

10. Camp or Cooking Fires (s.24G Bush Fires Act 1954)

The lighting of camp or cooking fires is prohibited on all land within the Shire of Murray during the Prohibited Burning Time. This prohibition does not apply to a gas appliance which does not consume solid fuel comprising of a fire, the flame of which is encapsulated by the appliance.

11. Burning of Garden Refuse and Rubbish (s.24G Bush Fires Act 1954)

The burning of garden refuse or rubbish is prohibited on all land under 4,000m² in size during the Limited Burning Time that would otherwise be permitted under Section 24F.

For the purposes of this Clause 'Limited Burning Time' means 1 October each calendar year through until 15 May the following calendar year (inclusive, and as varied pursuant to Sections 17 & 18 of the *Bush Fires Act 1954*).

On land larger than 4,001m² the burning of garden waste and rubbish that would otherwise be permitted under Section 24F is prohibited absolutely during the Prohibited Burning Time.

The effect of this clause is that the burning of garden refuse or rubbish in an incinerator or on the ground on land that is 4,000m² or less in size is prohibited during the Limited Burning Time and the burning of garden refuse or rubbish in an incinerator or on the ground is prohibited on all land within the district during the Prohibited Burning Time.

In addition to the above restrictions, garden refuse burnt on the ground is burnt in accordance with this clause if:

- a. there is no flammable material (other than that being burnt) within 5 metres of the fire at any time while the fire is burning;
- b. the fire is lit between 6:00pm and 11:00pm and is completely extinguished before midnight on the same day;
- c. at least one person is present at the site of the fire at all times until it is completely extinguished;
- d. one pile (up to one cubic metre in size) can only be burnt at a time;
- e. when the fire is no longer required, the person ensures that the fire is completely extinguished by the application of water or earth; and,
- f. the person intending to light the fire must telephone the Department of Fire and Emergency Services Communications Centre (COMCEN) immediately prior to igniting, on 9395 9209 or 1800 198 140.

but excluding any time when there is in force a fire danger forecast issued for that part of the district by the Bureau of Meteorology in Perth of 'catastrophic', 'extreme', 'severe' or 'very high', or a Total Fire Ban (TFB), or any other prohibition is in effect under the *Bush Fires Act 1954*.

The *Shire of Murray Health Local Law 2018* further restricts and or prohibits burning of rubbish of refuse on land in the district.

12. Penalties

The penalty for failing to comply with this Notice is a fine not exceeding \$5,000. A person in default is also liable whether prosecuted or not to pay the costs of performing the work directed by this Notice if it is not carried out by the owner and/or occupier by the date required by this Notice.

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

From: Robert Wilson <backburner61@yahoo.com.au>
Sent: Wednesday, 3 June 2020 7:48 PM
To: Emergency Services <EmergencyServices@murray.wa.gov.au>
Subject: Chiefs Report 2019/20

Chiefs Report 2019/20

Well what a year its been.

It all started on the 6th of June with unseasonal weather. In the shire we had winds that blew a couple of control burns to reignite and blew them out of control lines we also had the odd person that thought it was a good time to light fires. All brigades were kept busy for the day and even the following day checking up on the previous days work.

Wednesday the 27th November @ 2008hrs was the beginning of a busy couple of weeks with the Nambeelup fires started by a stolen car set alight. These few fires burnt out a total of 179.66 hectares with the loss no structures and only loss to a couple of vehicles.

On a sad note we had a serious injury to one of our fire fighters when a tree snapped of half way up the trunk and hit him on the head on its way down. I can report that the injured person is making good recovery and once we have concluded the investigation into the accident we will then have a debrief of those fires. So please if you or you're members have anything to bring up about these fires write them down and bring them long to the debrief.

Towards the end of last year our CESC decided to have a career change and that left us without one for a few months. To Donna thanks heaps for all you're assistance to not only myself but for what you have done for all our brigades.

With the new year we were joined by a new CESC, so to Gavin welcome and for what we have seen so far you should fit in nicely.

Some of our fire fighters weren't happy with fighting fires locally they wanted more so they were sent down to Hyden/Ravensthorpe with the CESC to assist with their fire for five days. Thanks guys for putting your hand up to go down and help out.

Just to try everyone out along come this thing called COVID 19 and didn't it try us out. We had just finished training 30 newbies in Intro to Firefighting and getting ready to train them in Bush Firefighting when we had to put everything on hold. This also changed the way we went to fire calls and done in house training. The good news is it looks like we are nearing the end of it all and we are slowly getting back to normality if that still exists.

Back home things seemed to have settled down a bit with just the standard type of fires then low and behold we have a fire bug in the Furnissdale area who thought we needed some extra work.

To everyone at all brigades from firefighters to auxiliary members and cadets thanks for your ongoing support to the community and surrounding areas you are a major asset to us, keep up the good work.

To everyone in the shire please except this as my thanks for all the assistance you have given us all in the last twelve months. And a special thanks to the depot workers especially Robbie and Chris for taking my calls at all strange times both day and night and for supplying a loader or two when requested.

To all at DFES thanks also for your assistance over the last twelve months.

To Ben and all the FCO's thanks heaps guys keep up the good work.

Thanks to FRS for their assistance over the last twelve months, cheers guys.

Cheers Bluey Wilson
C.B.F.C.O Shire of Murray
0417916468

Community Emergency Services Co-ordinator Murray & Waroona BFAC Report

3rd June 2020

Thank you for the friendly welcome as I started in the role 6th Jan 2020. This role now covers the Shires of Murray and Waroona. Since commencing some of the projects I have been involved in are:

- At Murray SES purchased and installed at 25 Kva Genset under LGGS to develop as an Incident Control Centre
- Developing and rolling out an IT refresh which was commenced in 2019 involving Lease of Computers cross over to NBN and new printers to stations – this often has also meant cabling and power point upgrades.
- COVID-19 roll out of processes and resources
- Operational Deployment Leading South West and Lower Southwest Strike Team
- Supporting larger scale incidents at Furnissdale and Lake Clifton
- Communication protocol for Murray and Waroona brigades to capitalise on resource sharing and standardise procedures
- Led South West Strike Team to Forrestania complex fire in Hyden
- Vehicle maintenance, insurance claims, EAcademy approvals, member updates, station repairs.
- West Murray 2.4 major repair and replacement as well as high season fleet liaison
- Level 3 Pre formed Team Exercise preparations until postponed due to COVID

Some of the projects that are currently being worked on include;

- Policy Development – FCO Vehicle, Wheeler Field VIS applications,
- Pre-season forum
- Continue IT roll out as we trouble shoot issues that arise and develop new uses for the technology
- 2019/2020 LGGS acquittal

Thank you to all the brigades for a busy 12 months with Nambellup fires at home and deployments a plenty plus your patience while the CESC role was vacant. Thank you to Bluey, for all your assistance and dedication to your role as Chief. Thank you to the FCO's (Ben, Doug, Peter, Jim and Kevin) and also to the staff at both shires and the SW Regional Office. Thank you to Ron, Rob and Brett for your support as I have transitioned into the role. Finally I would like to thank Chantelle and Sam for their tireless work

Shire of Murray - Bushfire Risk Planning Coordinator Report – June 2020

Bushfire Risk Management Plan

- Draft completed and forwarded to Department of Fire and Emergency Services (DFES) for quality assurance review of the Plan.
- Plan amended following QA review from DFES
- Once mapping has completed, the Plan will be forwarded to Office of Bushfire Risk Management (OBRM) for endorsement.

Asset Identification

Percentage of identified and mapped as of 3 June 2020:

Risk Rating	Human Settlement	Economic	Environmental	Cultural
Extreme	40	7	0	3
Very High	45	18	0	2
High	75	36	0	1
Medium	37	24	0	1
Low	22	15	0	8
	65.57%	29.94	0%	4.49%

Please note: some risk assessments were conducted by desktop and may be amended once ground proofing has been done.

- Risk Assessments have been completed on all mapped assets.
- Mapping completed in Dwellingup, Inglehope, North Dandalyp, Nambeelup, Whittaker, Fabiridge and Meelon. Commenced mapping in Stake Hill.

Stakeholder

- DFES – Traditional fire Coordinator – Arranging connecting with Bindjareb community for mitigation/traditional burning options.

Treatments

- Local Government works program – liaising with Ranger Adrian (ongoing).
- Inputting of hazard reduction burning conducted by brigades

Murray CESM

- CESM to undertake BRMS training once training is resumed post COVID-19.

DFES Southwest Region / Bushfire Risk Management Officer

- UCL / UMR within Shire of Harvey discussed with DFES officer. (ongoing)

Administration

- Once mapping completed and endorsed by both OBRM and Council, funding can be

Department of Fire and Emergency Services Shire of Murray BFAC

Wednesday 3 June 2020
District Officer Murray
Brett Finlay

Seasonal Outlook

- Overview of the BOM seasonal outlook. Access to this forecast is available via this link - <http://www.bom.gov.au/climate/outlooks/#/overview/video>
- BOM are forecasting below average rainfall for Autumn but above average for Winter, and slightly warmer temperatures than average temperatures for this period especially.

Training

- Training Calendar is coming back out very soon, whilst we will have some training on the calendar would hope Murray brigades could update DFES with Murray training planned. Due to social distancing some changes to numbers allowable on courses and venues may happen.
- DO Murray, CESM Murray & Murray CBFCA to look at a preseason training info session. Suggested by DO Murray to run it in September to early Oct 2020 unless otherwise suggested by CBFCA & CESM.

Grassland Curing Value & Recent Weather

- Most of the SW region LG's are around 20-30% cured at present.
- Recent weather events have resulted in some warmer days, low humidity coupled with stronger NE – NW winds which affect private burns offs in the SW Region, particularly those left unattended by absentee land owners.
- The South West region experienced two severe weather events during the month of May.
- The first occurred during the 5th and 6th May resulted in DFES (SES) receiving 160 Requests for Assistance (RFA) within the SW region alone, the majority of these were in Bunbury and surrounding areas.
- The second event which was determined as a One in Ten year event occurred over the 24th and 25th May. Although this was extremely wide spread along the west coast, the SW region received around 56 RFAs.
- Thanks must be given to the Murray SES, unit members turned out from Murray to Waroona which not only managed their RFAs but also assisted the units in Bunbury.

Title/Name Changes

The doubling up of DFES manger title/names has in some instances caused confusion, for example CESH Murray & DO Murray, DO Bunbury & AO Bunbury and AO Harvey Hills which has little relevance to that AO role.

To resolve this issue the following three changes will be implemented as 1 July 2020.

As per below all substantive positions remain unchanged only the position title/name will change to the following:

1. DO Murray renamed DO Wellington current substantive DO Brett Finlay.
2. AO Bunbury renamed AO Forrest current substantive AO Ian Joseph.
3. AO Harvey Hills renamed AO Preston current substantive AO John Carter.

Kind Regards

Brett

Brett Finlay
District Officer Murray

Lot 719 South Western Highway Bunbury WA 6230
T: 9780 1904 / M: 0427 011 386 / E: Brett.Finlay@dfes.wa.gov.au dfes.wa.gov.au

Shire of Murray Bush Fire Advisory Committee

North Dandalup Fire Control Officers Report 2019 /2020

First and foremost, I wish to thank the Brigade members for their dedication and commitment, over the past twelve months.

Too other Murray brigades, Shire staff,FRS,DFES and my brigade officers, your assistance, cooperation, and support are how we stay together as a team.

Thank You!

Welcome to Gavin Stevens CESC.

The North Dandalup Brigade has been active with numerous turnouts but the Nambeelup and Furnisdale fires being the major ones.

Still awaiting a PIA for Nambeelup and the brigade completed survey for Furnisdale but no feedback.

Between Brigade members, DFES- 5 Min Chat and BRAG, we organised the community of St David's Estate & Nambeelup debrief day which was hugely attended, with some good feedback provided and received.

Thanks to DFES Rep and CBFCO for attendance and input.

From the above activities, 18 new members application were received and are progressing with their training, (partially completed) COVID 19 interrupted), and is being followed up for completion.

Thanks to the CBFCO, Shire Trainers for your commitment and training.

Our Brigade Training will commence after this coming weekend and normal brigade activities shall follow closely.

The brigade will receive a new placement of a Hydrant in the vicinity of the parking area and oval SW Highway, once completed this will be a good achievement from Governance Officer and Premiers Department. Thanks Rob and Jay appreciated.

The brigade awaits completing of installation and upgrades of communications & IT items to the station

The brigade has some appliance seasonal repairs to be completed which will be taken up with LG asap.

Once again Thanks all and be safe

NDVBFB Fire Control Officer

Peter Thurkle A.F.S.M

0427882201 / 0467085968

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

From: Robert Wilson <backburner61@yahoo.com.au>

Sent: Wednesday, 3 June 2020 8:00 PM

To: Emergency Services <EmergencyServices@murray.wa.gov.au>

Subject: West Murray FCO's Report

West Murray FCO's Report

It's been a very busy time at West Murray.

We had an influx of new members towards the end of the fire season which kept us busy with in house training then along came COVID 19 and that basically put a stop to training.

In total we had 12 new members for the year and all of them are as keen as and that is keeping our training officer on his toes trying to come up with new things at each training night.

Like all brigades we are waiting to recommence module training so we we can get our newbies onto the fire ground.

Block burns are still happening within the brigade and we are assisting other brigades with some of there burns.

Fire calls have kept the brigade busy, we ended up with a total of 112 calls for the year (that total includes back up calls to other brigades). We had a little incident where a couple of oversized loads under escort took out power lines going across Pinjarra Rd during peek hour traffic and another little fire in Furnissdale. We would like to thank all brigades for their assistance at these and other fire calls.

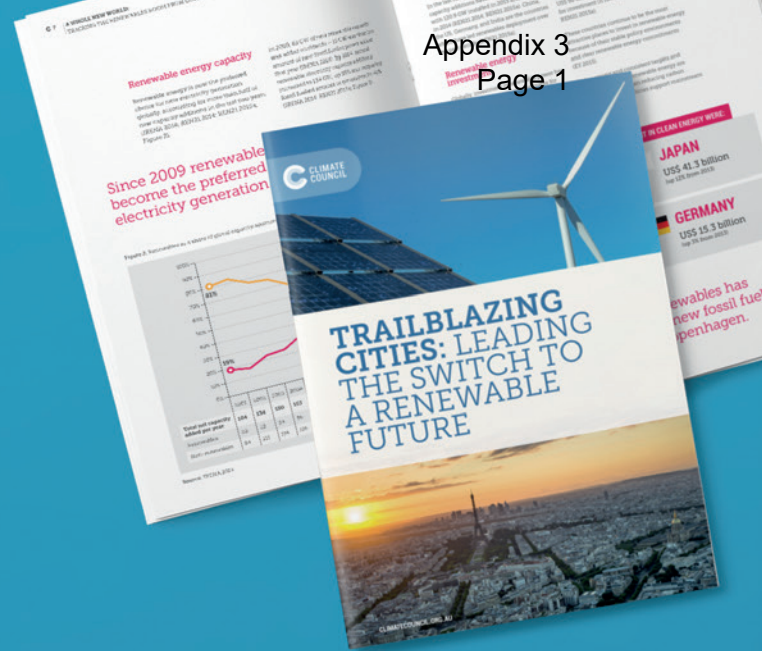
Thanks everyone for all your help.

Cheers

Cheers Bluey Wilson

C.B.F.C.O Shire of Murray

0417916468



CITIES POWER PARTNERSHIP

2019 Information for councils



Cities Power Partnership

cpp@climatecouncil.org.au
citiespowerpartnership.org.au



A National Program for 2019

Contents

1
Executive Summary

7
Power Up

2
The Climate Council

7
Power On

3
The Challenge

8
What Does Success Look Like?

3
Local Champions

9
Frequently Asked Questions

5
A Snapshot of the
Cities Power Partnership

10
Appendix A

6
**How the Cities Power
Partnership works**

13
Appendix B

6
Become a Power Partner

15
References

Executive Summary

Australia is on the frontline of climate change and its impacts.

We continue to swelter through record breaking heat, lengthening bushfire seasons, worsening coastal flooding and supercharged storms. Meanwhile, the national energy debate is reaching fever pitch, with renewable energy lambasted by our nation's political and industry leaders as unreliable and unaffordable, whilst "clean coal" technology and gas expansion is being promoted as Australia's future energy solution. As climate impacts worsen and government action stagnates, the window of opportunity to limit the warming of the planet is rapidly closing.

Throughout all of these challenges, local heroes have quietly been getting on with the job. Cities and towns across Australia are surging ahead with emissions reduction plans, switching to cleaner energy and building greener, efficient and more resilient communities. The Cities Power Partnership (CPP) elevates and accelerates this action across the country. We know that transforming the way cities use and generate energy alone has the potential to deliver 70% of the total emissions reductions needed to stay on track for the 2 degrees limit set under the Paris Agreement.

The CPP engages with towns and cities, via local councils, throughout Australia and incentivises councils to increase renewable energy and energy efficiency, improve transport and engage in advocacy. Members are also given access to a national knowledge hub and a project assessment and tracking tool. They are buddied with other cities to knowledge share, visited by domestic and international experts, connected with community energy groups and celebrated at events with other local leaders. We also showcase the incredible achievements of cities in national, local and social media to millions and share their successes with our community of over 200,000 members and supporters.

**"Cities and towns across
Australia are surging ahead
with emissions reduction plans"**

\$102m

**worth of
media.**

448m

**cumulative
audience.**

112

reports.

The Climate Council

The Climate Council is Australia's leading climate communications organisation. To date the Climate Council has produced 112 reports on climate impacts and solutions and was the number one organisation communicating on climate change nationally in 2018.

The Climate Council brings a unique set of skills that enable us to build and deliver the Cities Power Partnership program and ensure that it differs from existing programs for local councils. The Climate Council has significant media reach, generating nearly \$102 million worth of media, reaching a cumulative audience of 448 million. This media reach is a key incentive for cities to join the program as well as working to strengthen public support across the country for climate action at the local level.

In addition, the Climate Council hosts a wealth of leading experts in climate impacts and renewable energy solutions whose technical knowledge is key to helping local councils to implement emissions reduction measures.

The Climate Council also uses its national status and the credibility of its Climate Councillors to connect councils across the country with community energy groups and local organisations who can help councils to implement energy efficiency and renewable energy measures quickly and effectively, as well as assist with accessing funding and incentives for councils to act.

The Challenge

Global heat records have been broken again, with the past four years being the hottest years on record. In Australia, 2018 was the third hottest year on record, and nine of the ten hottest years on record have occurred since 2005. Australians continues to swelter through record breaking heat, lengthening bushfire seasons, worsening coastal flooding and supercharged storms.

The emission of greenhouse gases from the burning of fossil fuels like coal, oil and gas, are driving these dramatic changes of the climate system and need to be drastically reduced. However, the window of opportunity to limit the warming of the planet and its catastrophic impacts is rapidly closing and governments are struggling to meet this challenge at the pace required.

Local Champions

In the face of these challenges local champions have emerged.

Around the world and across Australia, towns and cities of all shapes and sizes are getting on with the job. They are surging ahead with emissions reduction plans, switching to cleaner energy and building greener, efficient and more resilient communities. From booming urban centres to small rural townships, local governments and groups of determined residents have been energy and climate trailblazers in many ways. Towns and cities can shape how land is used, investments are made and millions of dollars worth of renewable energy is rolled out. They can influence how new homes and businesses are built, determine the ways in which hundreds of thousands of residents will travel each day and band together to lobby for much needed state and federal policy change. Transforming the way cities use and generate energy alone has the potential to deliver 70% of the total emissions reductions needed to stay on track for the 2 degrees limit set under the Paris Agreement (IEA 2016).

"Local governments and groups of determined residents have been energy and climate trailblazers in many ways."



A Snapshot of the Cities Power Partnership

100

Member councils & growing.

300+

Towns and cities represented.

10m

Australians represented.

The Climate Council's Cities Power Partnership (CPP) seeks to celebrate and accelerate the emission reduction and clean energy successes of Australian towns and cities to date. We are calling on Mayors, Councilors and communities to take the next step towards a sustainable, non-polluting energy future by joining the CPP.

The CPP launched mid 2017, along with a Climate Council cities report authored by some of Australia's leading experts, a brand new CPP website and a media campaign featuring the 35 trailblazing councils who joined the partnership in round 1.

A round 2 launch in January 2018 saw us grow to 70 members, representing 8 million Australians and making us the largest climate action program for local government in the country. Round 3 launched in late 2018 and brought the CPP up to 100 local government areas. We now represent more than 300 towns and cities and rural shires across all Australian states and territories. See Appendix C for member list.

The CPP launch broke Climate Council media coverage records

The CPP media launch was held at the Mt Majura Solar Farm in the ACT and featured Climate Councilor Professor Tim Flannery, Climate Council CEO Amanda McKenzie, ACT Environment Minister Shane Rattenbury MLC and Lane Crockett, Head of Renewable Infrastructure, Impact Investment Group.

A record breaking coverage of 8 front pages, 250+ broadcast media items and 210+ print & online items. Each of the attending Mayors and Councilors and council communications teams received a comprehensive media kit including:

- › Tailored media hits report,
- › Certificate ceremony photos with Professor Tim Flannery,
- › Mayoral test drive photos of the CPP branded Tesla electric cars,
- › Individual interviews to camera explaining reasons for joining the Cities Power Partnership and what Council hopes to achieve,
- › Drone footage of the Mt Majura solar farm tour,
- › Parliament house media stop video footage

Participating councils who join the partnership have 6 months to select 5 key actions from the partnership pledge ranging from renewable energy, efficiency, transport and advocacy (see Appendix A for full pledge list and Appendix B for pledge examples).

Future applications

Please contact us at cpp@climatecouncil.org.au to find out how your council can join the program

How the Cities Power Partnership Works



Become a Power Partner

Act:

Councils sign up to be a Power Partner.

Knowledge:

Partners get exclusive access to the extensive online knowledge hub, webinars and Power Analytics tool.

Connect:

Each Power Partner is buddied with other local councils to knowledge share throughout the year.

Profile:

Power partners are profiled in national and local media, online and to our 200,000 members and supporters.

2

Power Up

Act:

Partners have 6 months to select 5 key actions from the partnership pledges ranging from renewable energy, efficiency, transport and advocacy. They must identify a point of contact within council who will liaise with the Climate Council and work to implement their actions. Pledges are submitted by each partner and profiled online.

Knowledge:

Partners will have ongoing access to the knowledge hub, reporting tool, webinars with domestic and international experts as well as communications and advocacy training where required.

Connect:

Power Partners will be buddied within & across state borders to deepen knowledge sharing across joint project areas of interest. Councils can also be connected with their local community energy group and relevant local organisations who can help with implementation of emission reduction actions. Councils who are already leading will play an important knowledge sharing role with other partners.

Incentives:

Power Partners will be assisted with applications for project funding, third party grants and renewable energy incentives as they become available.

Profile:

Power partners and their local success stories will be profiled in the media by our dedicated CPP team Media Advisors working with Council communications teams. Climate Councillors will travel to a range of communities across Australia to engage in community events and talk to councils.

3

Power On

Act:

Partners report on progress against key actions in a 6 monthly survey, following the submission of their 5 pledge items.

Knowledge:

Partners access local and international knowledge and inspiration at various Roundtables.

Connect:

Partners are brought together to celebrate the high achieving towns and cities at the Power Partners Summit.

Profile:

Success stories are continually celebrated in the media. The CPP annual awards, recognise & celebrate best practice project outcomes, collaborations and individual contributions. Climate Councillors travel to a range of Australian communities, as more towns and cities become Power Partners and lead the switch to non-polluting energy across the country.

What Does Success Look Like?

By the end of 2018, the Cities Power Partnership generated more than 2100 media items and at 100 members and growing, is now the largest climate action program for local government in the country.

The Power Partners are supported to implement their pledge items through webinars with topic experts, access to shared project data via the knowledge hub and networking with their peers through the CPP buddying program.



Frequently Asked Questions

When did the Cities Power Partnership launch?

It launched in July 2017. This launch included the launch of the CPP website, the Local Government Action research report, a media and stakeholder launch which showcased the 35 towns and cities who had already pledged and a national media campaign.

A round 2 launch was held in January 2018 to welcome a further 30 councils joining in the latter half of 2018, bringing the total to 100 councils in every state and territory.

Can the broader community nominate their town or city to be part of the Cities Power Partnership?

Yes. Nominations can easily be made through the website at citiespowerpartnership.org.au/nominate/. Tell us why you think your council or any other would be a good fit and if you have recommended points of contact within councils, either staff or elected representatives, we're all ears.

How do community energy organisations get involved?

We are actively reaching out to community energy organisations across the country to get involved. The Cities Power Partnership wants to profile and connect community energy groups with councils involved in the partnership. There is an action pledge under "Work Together and Influence" for councils to strive to "support community energy groups with their community energy initiatives". This connection is vital to help councils achieve success as community energy groups and the community more broadly can provide on the ground support, including workshops and modelling, to help councils achieve their energy and sustainability commitments.

What if a town or city is already leading in renewable energy and sustainability, what does their city get out of joining the partnership?

Cities leading the way play an essential role in the partnership. They share their knowledge with other cities, their successes are celebrated to an audience of millions to inspire others and they will have access to resources and incentives to help them to continue to lead.

Many trailblazing cities who are already leading will have some of their existing initiatives counted towards their power partnership pledge.

Appendix

Appendix A: The Partnership Action Pledges

Participating councils who join the partnership will have 6 months to select 5 key actions from the options below.

Renewable Energy



1. Develop supportive planning laws to encourage residents and industry to adopt renewable energy.



2. Use council resources to support the uptake of renewable energy



3. Install renewable energy (solar PV and battery storage) on council buildings.



4. Support community facilities to access renewable energy through incentives, support or grants.



5. Power council operations by renewable energy, and set targets to increase the level of renewable power for council operations over time.



6. Provide incentives and/or remove barriers to encourage local businesses to take up solar power and battery storage.



7. Support local community renewable energy projects, and encourage investment in community energy.



8. Opening up unused council managed land for renewable energy.



9. Facilitate large energy users collectively tendering and purchasing renewable energy at a low cost.



10. Set minimum renewable energy benchmarks for new developments.



11. Electrify public transport systems and fleet vehicles and power these by 100% renewable energy.



12. Lobby electricity providers and state government to address barriers to local renewable energy uptake.



13. Identify opportunities to turn organic waste into electricity.



14. Implement landfill gas methane flaring or capture for electricity generation.



15. Create a revolving green energy fund to finance renewable energy projects.

Energy Efficiency



1. Set minimum energy efficiency benchmarks for all planning applications.



2. Adopt best practice energy efficiency measures across all council buildings, and support community facilities to adopt these measures.



3. Roll out energy efficient lighting across the municipality.



4. Provide incentives for energy efficient developments and upgrades to existing buildings.



5. Incentivise use of energy efficient heating and cooling technologies.



6. Create a green revolving energy fund to finance energy efficiency projects

Sustainable Transport

1.  Ensure Council fleet purchases meet strict greenhouse gas emissions requirements and support the uptake of electric vehicles.
2.  Provide fast-charging infrastructure throughout the city at key locations for electric vehicles.
3.  Encourage sustainable transport use such as public transport, walking and cycling through council transport planning and design.
4.  Ensure that new developments are designed to maximize public and active transport use, and support electric vehicle uptake.
5.  Support cycling through provision of adequate cycle lanes, bike parking and end-of-ride facilities.
6.  Reduce or remove minimum car parking requirements for new housing and commercial developments where suitable public transport alternatives exist.
7.  Lobby state and federal governments to increase sustainable transport options
8.  Create disincentives for driving high emitting vehicles.
9.  Convert council waste collection fleet to hydrogen or electric power.

Work Together and Influence

1.  Set city-level renewable energy or emissions reduction targets.
2.  Lobby state and federal government to address barriers to the take up of renewable energy, energy efficiency and/or sustainable transport.
3.  Set up meetings and attend events to work with other cities on tackling climate change.
4.  Develop education and behaviour-change programs to support local residents and businesses to tackle climate change through clean energy, energy efficiency and sustainable transport.
5.  Lobby for state and federal support for a just transition away from coal-driven industry for local workers and the community.
6.  Develop procurement policy to ensure that the practices of contractors and financiers align with council's renewable energy, energy efficiency and sustainable transport goals.
7.  Support the local community to develop capacity and skills to tackle climate change.
8.  Support local community energy groups with their community energy initiatives.
9.  Achieve 100% divestment from fossil fuel aligned investments at the earliest possible date.

Appendix

Appendix B: Pledge Examples

Renewable energy

Action	Examples	Link
Install renewable energy (solar PV and battery storage) on council buildings	Bathurst Council installed solar systems across nine council buildings	https://www.bathurst.nsw.gov.au/environment/energy-sustainability/solar-power-on-council-buildings.html
Facilitate large energy users collectively tendering and purchasing renewable energy at a low cost.	The Melbourne Renewable Energy Project involves bringing together a number of large energy users to collectively tender for renewable energy.	https://www.melbourne.vic.gov.au/business/sustainable-business/mrep/Pages/melbourne-renewable-energy-project.aspx

Energy efficiency

Action	Examples	Link
Roll out energy efficient lighting across the municipality.	Wingecarribee Shire Council - participation in Lighting the Way Streetlighting upgrade	http://media.wsc.nsw.gov.au/council-and-endeavour-energy-roll-out-street-light-upgrade/
Create a green revolving energy fund to finance energy efficiency projects	Penrith City Council Sustainability Revolving fund has supported 42 projects to the value of more than \$1.5 million. Combined these projects result in savings of almost \$600,000 each year, along with abatement of more than 3,100 tonnes of CO ₂ e.	https://www.penrithcity.nsw.gov.au/Documents/Waste-and-Environment/Sustainability-Revolving-Fund-Guidelines/

Sustainable transport

Action	Examples	Link
Ensure Council fleet purchases meet strict greenhouse gas emissions requirements and support the uptake of electric vehicles.	Charge Together initiative	https://www.chargetogether.com/about-the-program
Provide fast-charging infrastructure throughout the city at key locations for electric vehicles.	Regional 3 Council Program Waverley, Woollahra & Randwick Councils	http://www.waverley.nsw.gov.au/top_link_pages/news_and_media/council_news/news/a_nsw_first_for_electric_vehicle_owners

Work together and influence

Action	Examples	Link
Set city-level renewable energy or emissions reduction targets.	Darebin has set a target of zero net carbon emissions across Darebin by 2020 and released the first ever Climate Emergency Plan.	https://www.bathurst.nsw.gov.au/environment/energy-sustainability/solar-power-on-council-buildings.html
Support the local community to develop capacity and skills to tackle climate change	Hepburn Shire and ZNet Hepburn Shire created the 10 year Community Transition Plan	https://z-net.org.au/hepburn/

References

- Alinta Energy (2014) Port Augusta Solar Thermal Generation Feasibility Study Stage 1 - Pre-feasibility Study Options Study Report. Accessed at <https://alintaenergy.com.au/Alinta/media/Documents/2263503A-POW-RPT-001-RevD-Options-Study-Report.pdf>
- Bathurst Regional Council (2016) Solar Power on Council Buildings. Accessed at <https://www.bathurst.nsw.gov.au/environment/energy-sustainability/solar-power-on-council-buildings.html>
- City of Adelaide (2014) Tindo - The World's First Solar Electric Bus. Accessed at http://www.cityofadelaide.com.au/assets/acc/Environment/energy/docs/tindo_fact_sheet.pdf
- City of Adelaide (2017) Sustainability Incentives Scheme. Accessed at <http://www.cityofadelaide.com.au/your-council/funding/sustainable-city-incentives-scheme/>
- City of Greater Geelong (2016) Sustainable Council Buildings. Accessed at <http://www.geelongaustralia.com.au/environment/article/item/8ce78d636c74b86.aspx>
- City of Moonee Valley (2017) Solar Bulk Buy. Accessed at <http://www.mvcc.vic.gov.au/for-residents/environment-programs/my-home/solar-bulk-buy.aspx>
- Cockburn (2017) Renewable Energy in Cockburn. Accessed at http://www.cockburn.wa.gov.au/Council_Services/Environment/Renewable_Energy/
- Energy Matters (2014) Solar Saver Program. Accessed at <http://www.energymatters.com.au/images/news/2014/solar-saver-bulkbuy.pdf>
- Farming the Sun (2017) Solar Farm Business Model. Accessed at <http://farmingthesun.net/lismore/business-model/>
- IEA (2016) Energy Technology Perspectives 2016. Towards Sustainable Urban Energy Systems. Accessed at https://www.iea.org/publications/freepublications/publication/EnergyTechnologyPerspectives2016_ExecutiveSummary_EnglishVersion.pdf
- Inner West Council - Leichhardt (2016) Council Solar Panels. Accessed at <http://www.leichhardt.nsw.gov.au/Environment--Sustainability/Projects-and-Programs/Council-Solar-Panels>
- IPWEA (2016) Case study: North Sydney Council electric bike fleet. Accessed at <http://www.ipwea.org/victoria/communities/communityblogs/blogviewer?BlogKey=ad5a330e-17df-4eec-a55b-a4a7b25c98ac>
- IRENA (2016) Renewable Energy in Cities. Accessed at http://www.irena.org/DocumentDownloads/Publications/IRENA_Renewable_Energy_in_Cities_2016.pdf
- Jay Weatherill (2016) ZEN Energy to install \$1m battery storage on Government-owned buildings. Accessed at <http://www.premier.sa.gov.au/index.php/tom-koutsantonis-news-releases/896-zen-energy-to-install-1m-battery-storage-on-government-owned-buildings>
- KMH Environmental (2014) Project: Bathurst Regional Council Energy Audits. Accessed at <http://www.kmh.com.au/projects/bathurst-energy-audits/>
- Moreland City Council (2017) Electric vehicles. Accessed at <http://www.moreland.vic.gov.au/parking-roads/transport/electric-vehicles/>
- Wangaratta Chronicle (2016) \$40M farm a goer. Accessed at <http://wangarattachronicle.com.au/2016/11/23/40m-farm-a-goer/>

Cities Power Partnership

cpp@climatecouncil.org.au
citiespowerpartnership.org.au

Amendment No 315 to Town Planning Scheme No. 4 - Significant Tree Protection

1. Add the words “*or Clause 6.17 (Significant Tree Protection)*” after the words “*(Places of Heritage and Landscape Value)*,” in the first sentence of clause 3.5.
2. Insert a new clause 6.17 as follows:

6.17 SIGNIFICANT TREE PROTECTION

6.17.1 Terms used

In this Part —

properly maintained, in relation to a significant tree, means maintained in a way that ensures that there is no actual or imminent loss or deterioration of —

- (a) the health or longevity of the significant tree; or
- (b) an element of the significant tree that is integral to —
 - (i) the reason set out in the significant tree list for the entry of the tree on the significant tree list; or
 - (ii) the significance of the area in which the significant tree is located, as set out in a statement in the local planning policy for the area adopted in accordance with clause 6.17.3.

significant tree means a tree or trees that is in the significant tree list or located in a significant tree area;

significant tree area means an area designated as a significant tree area under clause 6.17.3;

significant tree list means a significant tree list established under clause 2(1);

significant tree protection notice means a notice given under clause 6.17.2;

tree protection zone means the active root zone of a tree.

6.17.2 Significant Tree list

- (1) The local government must establish and maintain a significant tree list to identify trees within the Scheme area that are of significance and worthy of protection, for reasons including:
 - a) Outstanding visual/aesthetic significance
 - b) Historical, Commemorative, Cultural or Social Significance
 - c) Significant ecological value, or
 - d) Botanical or scientific significance.
- (2) The significant tree list —
 - (a) must set out a description of each tree and the reason for its entry in the significant tree list; and

- (b) must be available, with the Scheme documents, for public inspection during business hours at the offices of the local government; and
 - (c) may be published on the website of the local government.
 - (3) The local government must not enter a tree in, or remove a tree from, the significant tree list or modify the entry of a tree in the significant tree list unless the local government —
 - (a) notifies in writing each owner and occupier of the land containing the tree and provides each of them with a description of the tree and the reasons for the proposed entry; and
 - (b) invites each owner and occupier to make submissions on the proposal within 21 days of the day on which the notice is served or within a longer period specified in the notice; and
 - (c) carries out any other consultation the local government considers appropriate; and
 - (d) following any consultation and consideration of the submissions made on the proposal, resolves that the tree be entered in the significant tree list, with or without modification, or that the tree be removed from the significant tree list.
 - (4) If the local government enters a tree in the significant tree list or modifies an entry of a tree in the significant tree list the local government must give notice of the entry or modification to each owner and occupier of the land containing the tree.

6.17.3. Designation of significant tree areas

- (1) If, in the opinion of the local government, special planning control is needed to protect and enhance the health or longevity of a significant tree, or the landscape setting of a significant tree, the local government may, by resolution, designate that area as a significant tree area.
- (2) If the local government designates an area as a significant tree area the local government must adopt for the area a local planning policy that sets out the following —
 - (a) a map showing the boundaries of the significant tree area;
 - (b) a statement about the significance of the area;
 - (c) a record of the significant trees in the significant tree area;
 - (d) the measures to be applied to protect and enhance the health or longevity of a significant tree, or the landscape setting of a significant tree within the significant tree area.
- (3) The local government must not designate an area as a significant tree area unless the local government —
 - (a) notifies in writing each owner of land affected by the proposed designation and provides the owner with a copy

- of the proposed local planning policy for the significant tree area; and
- (b) advertises the proposed designation by —
 - (i) publishing a notice of the proposed designation in a newspaper circulating in the Scheme area; and
 - (ii) erecting a sign giving notice of the proposed designation in a prominent location in the area that would be affected by the designation; and
 - (iii) publishing a copy of the notice of the proposed designation on the website of the local government;
- and
- (c) carries out any other consultation the local government considers appropriate.
- (4) Notice of a proposed designation under subclause (3)(b) must specify —
 - (a) the area that is the subject of the proposed designation; and
 - (b) where the proposed local planning policy for the proposed significant tree area may be inspected; and
 - (c) to whom, in what form and in what period submissions may be made.
 - (5) The period for making submissions in relation to the designation of an area as a significant tree area must not be less than a period of 21 days commencing on the day on which the notice of the proposed designation is published under subclause (3)(b)(i).
 - (6) After the expiry of the period within which submissions may be made, the local government must —
 - (a) review the proposed designation in the light of any submissions made; and
 - (b) resolve —
 - (i) to adopt the designation without modification; or
 - (ii) to adopt the designation with modification; or
 - (iii) not to proceed with the designation.
 - (7) If the local government designates an area as a significant tree area the local government must give notice of the designation to each owner of land affected by the designation.
 - (8) The local government may modify or revoke a designation of a significant tree area.
 - (9) Subclauses (3) to (7) apply, with any necessary changes, to the amendment to a designation of a significant tree area or the revocation of a designation of a significant tree area.

6.17.4. Protection of significant trees

- (1) A significant tree is to be properly maintained by the owners and occupiers of the land containing the significant tree.

- (2) A person shall not, other than with the development approval of the local government under this Scheme, commence or carry out any works to a significant tree or within the tree protection zone of a significant tree, including:
 - (a) the ring-barking, cutting down, topping, lopping, removing, pruning, transplanting, filling or excavating around, injuring (whether by injecting anything or otherwise) or wilfully destroying any significant tree, or
 - (b) any other works that would adversely impact the significance, health or longevity of a significant tree.

6.17.5. Matters to be considered for development approval

- (1) In considering an application for development approval to undertake works to a significant tree or for works within the tree protection zone of a significant tree, the local government is to have regard for the following:
 - a) the likely effect of the proposed works on the significance of the tree as set out in the significant tree list;
 - b) the likely effect of the proposed works on the health and longevity of the significant tree;
 - c) the health and structural soundness of the significant tree;
 - d) the risk if any that the significant tree poses to personal injury and/or damage to buildings, structures or services;
 - e) any means that are proposed to protect or to mitigate impacts on the significance, health and longevity of the significant tree.
- (2) The matters referred to in subclause (1) are in addition to any other matters that the local government is to have regard to in considering the application in accordance with this Scheme.

6.17.6. Arboriculturalist assessment

- (1) the local government may require an arboriculturalist assessment to be carried out prior to the approval of any works to or within the tree protection zone of a significant tree in order to assess the impacts of proposed works, recommend mitigation actions to reduce impacts of the significant tree, identify construction guidelines to be followed during all phases of proposed works to or within the tree protection zone of the significant tree and to recommend ongoing tree management and maintenance requirements.
- (2) an arboriculturalist assessment must be in a form approved by the local government.

6.17.7. Notification

- (1) the local government may impose a condition of development approval requiring the registration of a notification under section 70A of the Transfer of Land Act 1893 on the title to the land containing a significant tree giving notice of any limitations or constraints associated with the protection of the significant tree at the applicant's cost.

6.17.8. Variations to local planning scheme provisions for significant tree purposes

- (1) The local government may vary any site or development requirement specified in this Scheme to —
 - (a) facilitate the protection of a significant tree; or
 - (b) enhance or preserve values of a significant tree in a significant tree area.
- (2) A variation under subclause (1) may be unconditional or subject to any conditions the local government considers appropriate.
- (3) If the local government is of the opinion that the variation of site or development requirements is likely to affect any owners or occupiers in the general locality of the significant tree or the significant tree area the local government must —
 - (a) consult the affected parties by following one or more of the provisions for advertising uses under this Scheme; and
 - (b) have regard to any views expressed prior to making its determination to vary the site or development requirements under this clause.

6.17.9. Significant tree protection notice

- (1) If the local government forms the view that a significant tree is not being properly maintained or works are needed to maintain or enhance the health or longevity of a significant tree, the local government may give to a person who is the owner or occupier of the land containing the significant tree a written notice requiring the person to carry out specified works to the significant tree or land or buildings within the tree protection zone of a significant tree by a specified time after the day on which the notice is given.
- (2) If a person fails to comply with a significant tree protection notice, the local government may enter the land and carry out the works specified in the notice.
- (4) The expenses incurred by the local government in carrying out the works under subclause (2) may be recovered as a debt due from the person to whom the notice was given in a court of competent jurisdiction.
- (5) The local government may —
 - (a) vary a significant tree protection notice to extend the time for carrying out the specified works; or
 - (b) revoke a significant tree protection notice.
- (6) A person who is given a significant tree protection notice may apply to the State Administrative Tribunal for a review, in accordance with Part 14 of the Act, of a decision —
 - (a) to give the notice; or
 - (b) to require works specified in the notice to be carried out; or

- (c) to require works specified in the notice to be carried out by the time specified in the notice.

- 3. Change the words in the second sentence of paragraph 7.5.4.1 from “*Heritage List or within a heritage precinct*” to “*Heritage List, Significant Tree List or within a heritage precinct or significant tree area*”.

PEEL HARVEY BIOSECURITY GROUP



2019

ANNUAL
REPORT



PHBG

All contents copyright © Peel Harvey Biosecurity Group, 2020.

Copying this document, in whole or part, must be approved by the Peel Harvey Biosecurity Group. All requests are to be submitted in writing, to admin@phbg.org.

Peel Harvey Biosecurity Group

**Waroona Office
93 South Western Highway, Waroona WA 6215**

**Telephone & email
Governance queries, 0409 079 156, admin@phbg.org
Media queries, 0474 242 223, media@phbg.org
Feral animal queries 0438 741 875, feralanimals@phbg.org
Weed queries 0474 242 223, weeds@phbg.org**

**Website
www.phbg.org**

**Facebook
www.facebook.com/PeelHarveyBG/**

**Twitter
twitter.com/PH_Biosecurity**

HIGHLIGHTS FROM 2019

85%

of rate notices paid for 2019 period.

Average of 5 calls per day from landholders

increasing to 13 calls per day after rate notices issued.

40 weed reports

validated with landholder follow-up including managers of the public estate.

140+

landholders involved in calicivirus release, up from 77 in the previous year.

Strategic blueprint

with a seven year outlook prepared by the PHBG committee. *Open for public input.*

Governance health check

signed off for financial controls; authorities and delegations; disclosure and transparency; record keeping and security; induction and performance.

Outreach campaigns

through site visits, locally delivered workshops, info stands at community events, seasonal newsletters, mailouts, media releases and social media posts.

Capital assets

acquired throughout the year and loaned to landholders (e.g. weed levers, fox traps). Cape tulip weed wiper being trialled, with intention to be on loan in 2020.

CHAIRMAN'S REPORT

2019 has been a great time for the team at the Peel Harvey Biosecurity Group (PHBG) achieving many things to help sustain the group into the future and ensure that people in the community are aware of their pest control obligations.

The team have been working very cohesively ensuring the biggest bang for every dollar is achieved. The community as a whole is understanding that the group is not the one to do the work, or be the compliance enforcer, but rather is the educator supplying guidance and resources to landholders. These resources form an asset base that belongs to the community, and it is being expanded on a regular basis.

When reading the *PHBG Annual Report* people will gather a greater understanding of the achievements across both weeds and feral animals during 2019. The initial focus of the PHBG was predominantly around the control of cotton bush. It has become more evident from landholders across the five local government areas that there needs to be a greater focus on a number of other declared plant species and also on feral animals. It has been very refreshing to have the feral animal sub-committee come together, who have particular expertise in the best practice control of "wild pigs". Along with this, is the focus on rabbits and foxes, including the educational and control mechanisms we can now provide to the landholder.

Weeds such as apple of Sodom, Cape tulip, Paterson's curse and blackberry - just to name a few - have gained a great deal of focus, and I am pleased to say we can now assist the community by providing access to a weed wiper and potentially a second in the near future. As we all know we will not eradicate every last declared pest, including cotton bush; however, congratulations go out to the growing number of success stories, where key outbreaks now have a significantly greater control program in place.

We have now gained support and engagement from major landholders in our operational area, including Government Departments and corporate entities, many of which have begun making some excellent inroads to control. Engagement by these groups, the highest to date, has been very pleasing with a future focus on supporting them in achieving the correct timing and control measures to ensure maximum impact from their efforts.

A key to the future success of the Peel Harvey Biosecurity Group is long term planning with strategies to support it. I would like to express a personal thank you to the staff and volunteers that have assisted in developing the *PHBG Blueprint* and supporting plans in 2019. The five local governments under our coverage have been supportive and represented in all aspects of our planning, which will ensure a collaborative approach is maintained. As we are all aware, the Department of Primary Industries and Regional Development has been going through a transitional phase creating many challenges; however, we all have a common goal which is to support the community.

In closing I would like to thank the staff and volunteers for their never tiring support. A very special thank you to our community members who have embraced their responsibilities in controlling declared pests, and are reaching out to neighbours and the PHBG to get the most out of control efforts.



Vaughn Byrd
Chairperson, PHBG

TABLE OF CONTENTS

1. OVERVIEW	6
About the PHBG	7
About the PHBG	8
2. PERFORMANCE	10
Managing expectations	11
Alignment with perceived needs	12
Delivering on the strategic blueprint	13
Success outcome 1	14
People know where to go to report pests and are motivated to do so.	
Success outcome 2	16
Best practices for pest control are endorsed, readily accessible and widely promoted.	
Success outcome 3	19
Pest control activities are coordinated and sustained across property and management boundaries.	
Success outcome 4	20
Local champions, organisations and businesses are recognised for doing the right thing.	
Success outcome 5	22
Compliance is forthcoming where engagement is not successful.	
Success outcome 6	24
People know that the PHBG is focused on implementing behaviour change at both a community and institutional level.	
Success outcome 7	29
Children are given the opportunity to learn about pest impacts and management options.	
3. FINANCIAL REPORT	30
Declared Pest Rate accounting and reporting timeline	31
Treasurer's report	32
Audited statements	34



The PHBG accepts keen helpers of all ages. Photo supplied by committee member, Anthony Snell, who kindly volunteered to assemble the weed wiper to be loaned to landholders for cape tulip control.

1. OVERVIEW

ABOUT THE PHBG

Vision and mission

The PHBG exists to see the impacts of priority pests reduced to a minimal or acceptable level.

To make this vision a reality, the PHBG is using the tools at its disposal to get priority pests on the day-to-day agenda of people who live, work or operate in our patch.

Tools can most certainly be physical. However, to achieve lasting change the PHBG has realised that most our tools need to be instruments that create behaviour change.



Drivers and membership

The Peel Harvey Biosecurity Group is a not for profit organisation run by community representatives from the local government areas of Serpentine-Jarrahdale, Murray, Mandurah, Waroona and Harvey.

Landholders within the PHBG operational boundary are eligible to apply for membership. Membership applications are assessed in accordance with the *Associations Incorporation Act 2015* with the main consideration being whether the applicant supports the constitutional objectives of the organisation.

Constitutional purpose

The PHBG was incorporated in 2017. The following items comprise the PHBG's objective, as lodged with the Department of Mines, Industry Regulation and Safety;

- To provide leadership and direction for biosecurity within the Peel Harvey Biosecurity Group (PHBG) operational area.
- To seek opportunities to collaborate on strategies, plans and actions concerned with biosecurity in the PHBG operational area.
- To facilitate the involvement of government departments, businesses, industry groups, community organisations and individuals in biosecurity matters within the PHBG operational area.
- To assist landholders to control declared and non-declared pests identified as a priority in the PHBG operational area by advising them on available treatment options, and encouraging them to coordinate remedial action with their neighbours.
- To build good governance structures and funding mechanisms for the long-term management of biosecurity in the PHBG operational area.

KEY EVENTS SHAPING THE PHBG'S DEVELOPMENT

Formed in 2014 on the initiative of locals, the PHBG set about raising the profile of priority pests in the region to encourage greater investment in control efforts, and to improve communication and coordination between stakeholders. Banners to control cotton bush popped up across the region, and the PHBG became a regular at agricultural shows.

From the outset, the PHBG had support from the local governments operating in its area. To get the PHBG up and running, in-kind and financial contributions were made by the local government authorities of Serpentine-Jarrahdale, Mandurah, Murray and Harvey. In recognition of the long standing and strong partnership with local government, each authority maintains an independent vote on the PHBG management committee (see adjacent diagram).

In the early years, short term injections of funds also came from the WA State Government. At the same time, the Department of Primary Industries and Regional Development (DPIRD) provided guidance on a long-term, sustainable funding model available to recognised biosecurity groups operating in WA. Indeed, the PHBG was open to a proposition that is not dependent on political cycles. This often plays out as boom-bust funding or stop-start grants.

The funding model that was proposed is set out under the *Biosecurity and Agriculture Management Act 2007*. It works on the basis that funds are collected from landholders (who receive a declared pest rate) which are matched dollar-for-dollar by the WA State. The funding model is place-based: it accommodates the fact that communities and landscapes align in different ways and it provides scope for self-determination. However, it is important to point out that biosecurity groups can only receive funds from the declared pest account to; (i) promote public awareness of the measures being taken, or required to be taken to control *declared pests*; (ii) carry out measures to control *declared pests*; and (iii) purchase capital assets required in connection with the above activities.

Funding from the declared pest account came online for the PHBG in 2019 with \$30 collected from landholders with freehold land one hectare and above. Invoices were sent from the Office of State Revenue, with the collection process beginning in the last quarter of 2018. The collected funds were transferred to the Declared Pest Account, administered by the DPIRD. Landholder rates, and government matching funds were disbursed to the PHBG upon approval of paperwork submitted to DPIRD (page 31).

Another important point is that a declared pest rate is only raised after consultation with key stakeholders and impacted landholders, with due consideration given to various points of view. When the rate was first proposed for the Peel Harvey in 2018, landholders who formally objected comprised 2.6% of the total impacted landholders, representing 149 negative submissions. Formal submissions were again called in 2019. This time the percentage was less than 1%, representing 56 negative submissions (information provided by DPIRD). Whilst it was a risk for the PHBG to adopt the funding model, with the potential for the small number of objectors to air their concerns widely through the likes of social media, the risk was seen to be outweighed by the level of community frustration with the status quo.

Governance structure

The PHBG is governed by the *Associations Incorporation Act 2015*. Its management committee is responsible for the stewardship of the organisation. The committee sets the strategic direction for the PHBG, which has now been formally set out in its blueprint document. Each committee member has a fiduciary duty to act honestly, in good faith and to the best of their ability in the interest of the organisation.

Two sub-committees report to the PHBG management committee, that being the executive and feral animal. Both assist with day to day operations of the organisation.

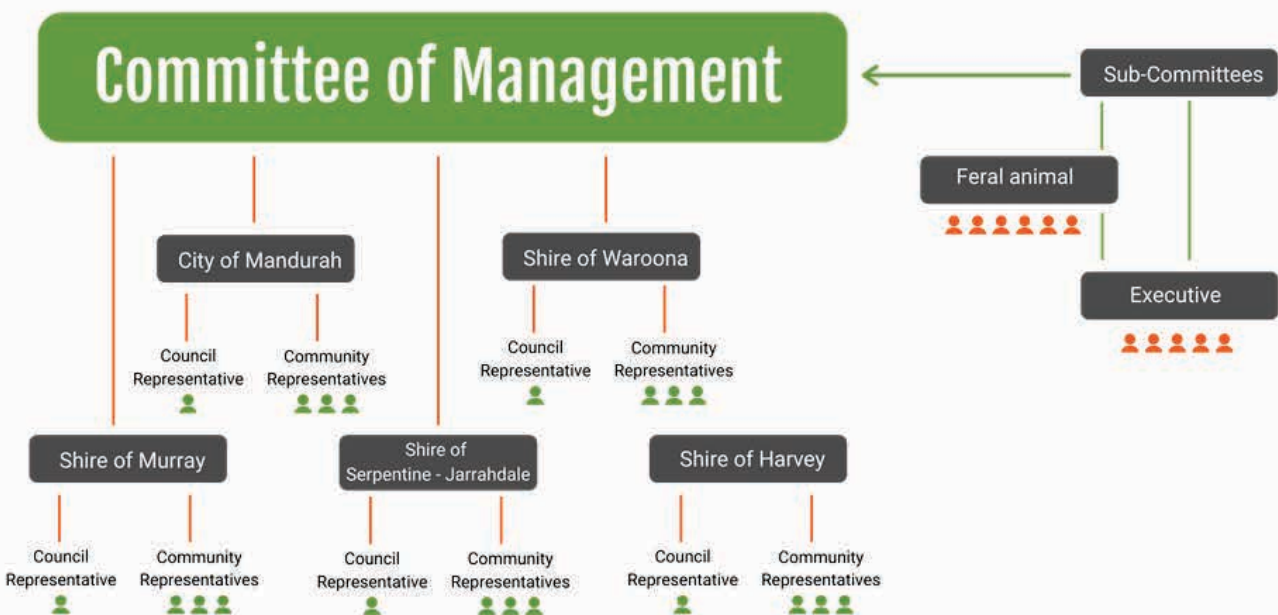
A sub-committee structure has been shown to improve efficiencies in not-for-profit governance, so long as reporting lines and delegations are made clear. The PHBG has set out terms of reference for both its sub-committees. Notably, the executive is comprised of the office bearers of the management committee, with the addition of the executive officer.

Planning and reporting

The PHBG is guided by two documents for prioritisation and allocation decisions, the *PHBG Blueprint* and the budgeting rationale (accessed via the PHBG website).

The PHBG prepares an annual budget which is reviewed and ratified by the management committee. Budgeted expenditure is executed in accordance with the PHBG's financial policies and procedures. Monthly financials are signed off by the management committee.

As a tier 2 incorporated association, the PHBG must have an independent review of its yearly financials. With receipt of funds from the Declared Pest Account, an additional level of financial reporting is now required. As such, the PHBG submitted its 2019 financials to be independently audited (see section 3). The Department of Primary Industries and Regional Development also requires a yearly operational plan, 12 months in advance, for the use of funds from the Declared Pest Account.



Governance structure as at December 31, 2019. Whilst there are three community representative positions available, per local government area, not all will necessarily be filled. Ideally, there should be at least one representative per local government area, which was the case for 2019.



2. PERFORMANCE

MANAGING EXPECTATIONS

"Will you come and do my pest control work now I have paid the \$30 pest rate?"

No.

The PHBG cannot assume the legal responsibility that lies with individual landholders to control declared pests on their property.

If the PHBG were to control declared pests on everyone's property, the rate would need to be around 100 times more to cover the average expense (factoring in government matching funds).

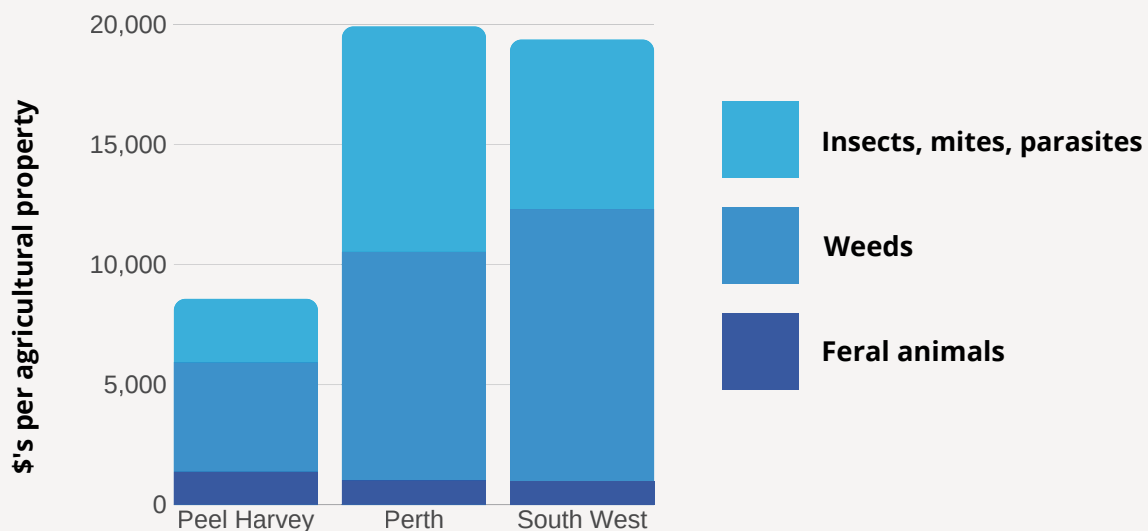
We arrived at this conclusion using evidence from an ABARES landholder survey. From the graph below it can be seen that the average annual spend in the Peel Harvey, per agricultural property, is \$1 370 for feral animals and \$4 540 for weeds.

"I don't expect to see any pests now – or if I do, you guys aren't doing your job."

No.

Eradication is the elimination of every single individual of a species from an area. Eradication can only be achieved with suitable levels of technology, finances and a willingness to accept any side-effects (e.g. non-target impacts). Having eradication as the goal of commonly found pests, particularly in heterogeneous landscapes such as the Peel Harvey, will create false expectations.

It has been found that education and area-wide suppression fits more comfortably into a sustainable paradigm for pest control (Myers et al. 1998). Suppression - to what point - is something that needs to be negotiated with the community. Consensus on this point would clarify expectations and help to unite efforts.



ABARES pest animal and weed survey results 2016, data accessed via [public portal](#). Expenditure includes costs of traps, baits, pesticides/insecticides, fuel, fencing materials and labour including costs of contractors in the last 12 months.

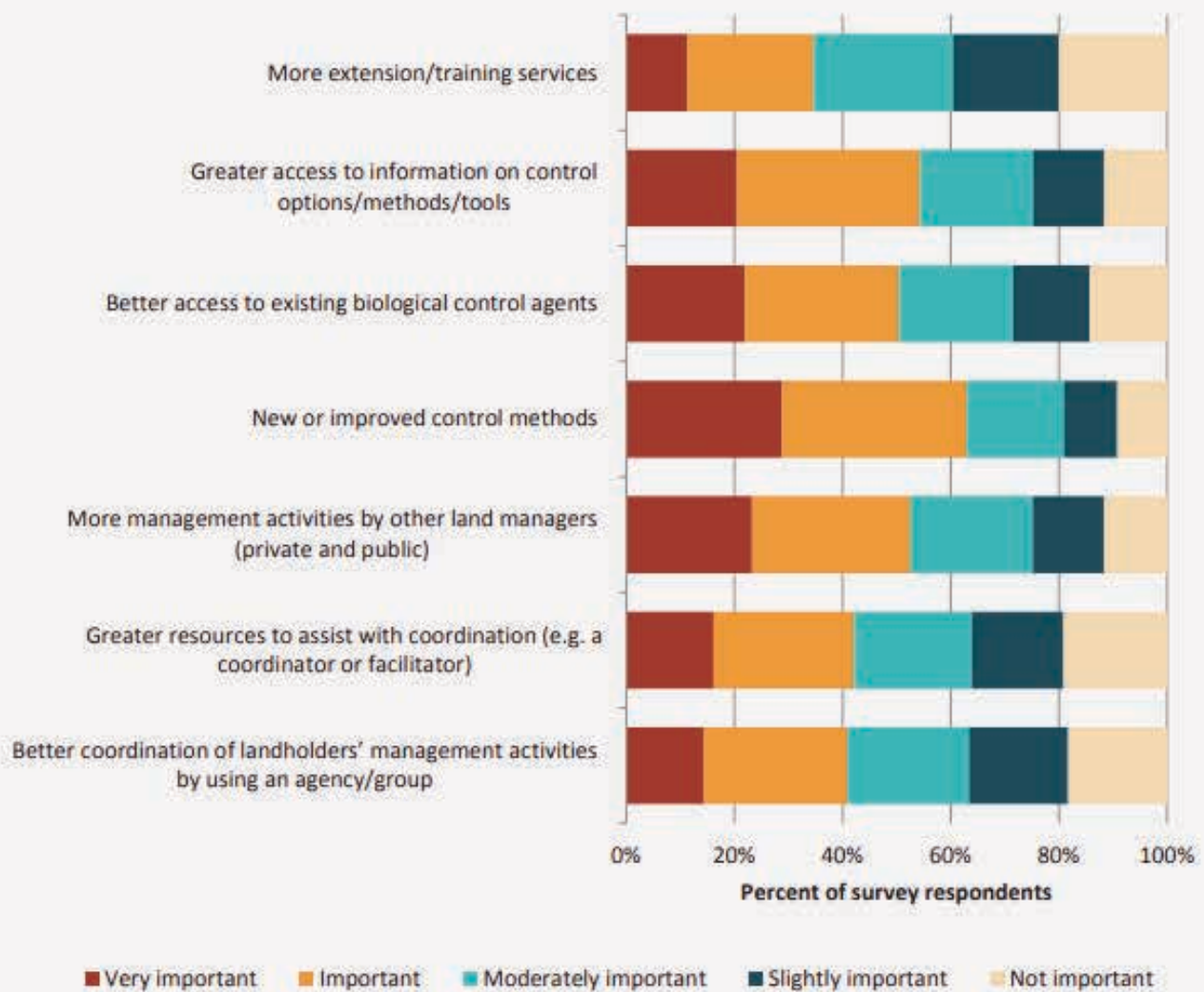
ALIGNMENT WITH NEEDS

Again, the PHBG drew on an ABARES landholder survey to determine what pest management services landholders generally wanted to see initiated, expanded or improved. These are captured in the graphic below.

From the increasing number of conversations with landholders, it is our feeling that the proportions assigned to each service are likely to be close to the mark for the the Peel Harvey operational area. For example, there are many landholders, particularly those new to the region that are seeking information and looking for

opportunities to increase their individual capacity to undertake control programs. Longer term residents and those with commercial interests appear to have a higher motivation (or frustration) to get pest control activities undertaken by other land managers, particularly on the public estate.

One service not captured, but often raised by landholders is the advocacy role of the PHBG. To date the focus of landholders has been for the PHBG to get government to utilise their legislated powers and take action on non-cooperative and non-compliant landholders.



Stenekes, N, Kancans, R & Binks, B, 2017, *Pest animal and weed management survey: National landholder survey results*, ABARES research report, page 38.

DELIVERING ON THE STRATEGIC BLUEPRINT

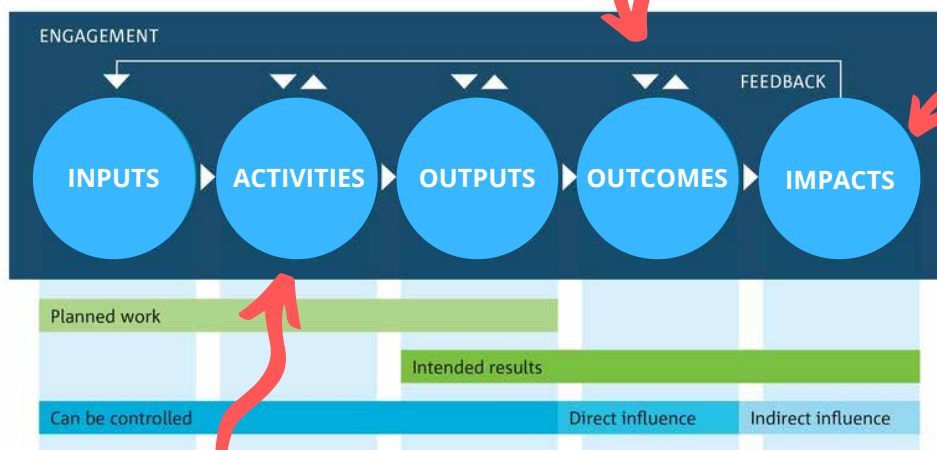
With a secure funding source the PHBG could look and plan ahead. In 2019, this saw the PHBG develop and adopt a strategic blueprint (accessible on the PHBG website).

A 'pathways to impact' approach is used in the *PHBG Blueprint*, modelled on CSIRO's guide to program development and evaluation. Importantly, the PHBG is aiming to successfully achieve seven outcomes that will give the system a big nudge toward the vision of reducing the impact of pests to a minimal or acceptable level.

Seven success outcomes have been detailed in the PHBG Blueprint

*Our vision
i.e. see the impact of
priority pests reduced to
a minimal or acceptable
level.*

CSIRO's Impact Framework



50+

activities have been detailed in the PHBG Blueprint that will deliver on **7 success outcomes**.

Pages 14 - 29 of this report are dedicated to showcasing achievements within the framework of the PHBG Blueprint.

The PHBG will continue to invest in the development and execution of timely, consistent and robust evaluations over the coming years.

**Targeted Output:
Magnet provided to landholders as a handy reference.**

Barriers overcome

"I don't know what declared weeds are found in my area."

"Can you tell me what weeds your biosecurity group is focusing on?"

"I'm a bit unsure what this plant is, but I think it is one of those bad weeds".

"I'm having a problem with an infestation next door to my property, who do I report it to?"

"I've already contacted the Shire, but they said to call my local biosecurity group."

"Do you have a phone number I can call you on?"

The PHBG listened to feedback from landholders which indicated that there was a degree of frustration on who was the best contact for commonly found declared pests. For weeds, people wanted help with identification and control options, whilst others wanted to report infestations in their local area.

PHBG staff developed a visually appealing and informative magnet. After testing landholder reactions, the magnet was produced in a large print run so the cost per magnet was very small (i.e. less than 40 cents). The magnet was mailed to all landholders that had received a declared pest rate. Extras were printed to be made available to government officers and new landholders.

SEEN THESE DECLARED WEEDS?

APPLE OF SODOM CAPE TULIP

ARUM LILY COTTON BUSH

BLACKBERRY PATERSON'S CURSE

CHECKLIST FOR REPORTING DECLARED WEEDS

- ✓ Include GPS or property address.
- ✓ Estimate the size and density of the infestation.
- ✓ Note impacts on surrounding area.

Send to Peel Harvey Biosecurity Group
 ✉ weeds@phbg.org ☎ 0474 242 223

SEEN FERAL ANIMALS?

FERALSCAN .ORG.AU

Record sightings, damage & control with FeralScan.

Want to be shown how? ☎ 0438 741 875
 ✉ feralanimals@phbg.org

"I saw your magnet and rang to get help with weed identification."

"I didn't realise that I had cotton bush until I saw this magnet. How do I control it going forward?"

"Got your number from the magnet in the mail. Can you help me with feral animal baiting?"

Value add:

Saving time for busy landholders who can now contact PHBG staff to report declared weeds or seek assistance with weed identification and control options.

Success Outcome 1 People know where to go to report pests and are motivated to do so.

Targeted Output: FeralScan workshops delivered at various locations.

It was surprising to discover that the uptake of FeralScan is low in Western Australia, compared to other states. In the Peel Harvey landholders hadn't been exposed to the reporting resource; didn't know how to get started; or weren't sure how their data would be used.

PHBG staff liaised with federal and state government departments to get the FeralScan coordinator over to Western Australia. Making the most of the opportunity and understanding that people have different schedules, PHBG staff ran consecutive workshops (morning, midday and evening) at three different locations.

Barriers overcome

"What can I use to record my feral animal control efforts?"

"What is FeralScan?"

"I heard about the reporting app, but I don't really get how it works."

"I'm sure how secure FeralScan is, so haven't started using it."

"As a local government, can we record our control activities in a private group?"

"Is it only for over east landholders?"

"Can pig trappers record locations of without it being public, we don't want our gear damaged or stolen."

"The PHBG gave us an opportunity to connect face to face with landholders in the Peel-Harvey region and demonstrate how useful the FeralScan app can be in recording feral animal data. In response, use of the app in that area has increased."

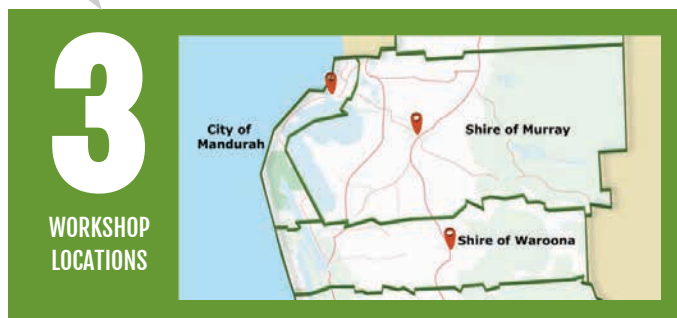
Peter West
NSW Department of
Primary Industries

"Very well organised and run, great work."

"Very informative, will use when ever I see pests."

"Great set up, very good presentation. excellent networking opportunity."

"Will use it whenever I go out hunting."



Value add:

Attracting interstate expertise to deliver FeralScan workshops, with local capacity built to deliver further training opportunities.

SUCCESS OUTCOME 2

Best practices for pest control are endorsed, readily accessible and widely promoted.

Targeted Output: Trade stands designed, piloted and fabricated.

Barriers overcome

"There's too much information out there to know where to start."

"One person swears by one thing, another person says something completely different. I just want to do what is best."

"Can I get what I need locally?"

"I feel like I've tried everything and it's not working."

"What's the latest technology available?"

"I'm a new landholder and I want to learn how to control pests properly."

Landholders in the Peel Harvey have a wide range of experiences in pest control. It is becoming increasingly clear that, in many cases, landholders use outdated methods; are frustrated with the results of their current control program; or are overwhelmed by the multitude of sources and streams of information. A set of accessible and reputable control options would go a long way to alleviating these problems.



PHBG staff got creative and designed a novel and cost-effective trade stand system. The pest panel is interchangeable (i.e. whilst a fox is shown here, there are other panels such as rabbits). This means that the PHBG can change the focus of the stand depending on the season, as well as planned campaigns or events in the local area.

A surprising response from one rural trader was that he would love to have the stand in store AND was prepared to pay for it. The PHBG won't be charging any business, because getting the word out is a service that they are providing free of charge.

Value add:

Promoting best practice at the point of purchase of rural and hardware supplies to increase investment in pest control activities and local businesses.

SUCCESS OUTCOME 2

Best practices for pest control are endorsed, readily accessible and widely promoted.

Targeted Output:

Safe use of 1080 products encouraged and demonstrated.

There is now an online training component and fee associated with obtaining a restricted chemical permit for 1080 products. The PHBG suspects that this may be acting as a deterrent for people to get accredited. In order to overcome this barrier, particularly to ensure people are using restricted products legally, the PHBG is offering one on one support for permit applications. If landholders take up this option, the fee will be fully covered by the PHBG.

With the assistance of the Department of Primary Industries and Regional Development, during the year the PHBG also offered hands-on demonstrations for the use of 1080 products.

2019 312 x 1080 oats
Permits 420 x 1080 baits
12kg x ready to lay 1080 rabbit baits



DPIRD Officer James Sheehan explaining the safety requirements needed for 1080 baiting at the Fox Control Workshop, Oakford 2019

Barriers overcome

"Do I need a permit?"

"I was going to apply but it just seemed so complicated."

"I would like to know more about 1080 products."

"It would be handy to have another control option in the toolbox."

Targeted Output:

Easy access to qualified professionals, including shooters.

A contractor listing is provided on the PHBG website and to landholders on upon request. Relationships are being built with local shooting groups, so prior arrangements can be made to support trapping efforts where no gun licence is held by the landholder.

"The Rockingham CWM is available to help landholders euthanise trapped foxes. Landholders can organise with the Group before trapping takes place and we can have a member ready in case one is caught. We are also on hand to do site visits and provide additional tips and hints for landholders to increase their chances of trapping a fox."

"I'm comfortable with giving trapping a go, but I have no means of shooting the fox."

"I'm FIFO, so I would prefer to pay someone to come spray my weeds."

Value add:

Increasing local training opportunities and building local capacity to control pests using safe and humane practices.

SUCCESS OUTCOME 2

Best practices for pest control are endorsed, readily accessible and widely promoted.

Targeted Output: Fit for purpose equipment purchased - provided to landholders on a loan basis.



Tree poppers

Hand pulling cotton bush can be hard going, particularly for established plants. Tree poppers use a leverage system to pull out cotton bush with roots attached, preventing reshooting.

21 Tree Poppers purchased for landholders



Fox traps

PHBG staff have become proficient at assembling fox traps and demonstrating their use. 15 were loaned to landholders over the last quarter of 2019.

15 Fox cage traps purchased for landholders



Weed Wiper

The PHBG reviewed equipment options for the safe and easy control of Cape tulip. The weed wiper is rated highly because it doesn't damage pastures.

A trailer is being manufactured so the weed wiper can be easily moved between properties.

8 Expressions of interests collected for loaning the weed wiper.

SUCCESS OUTCOME 3

Pest control activities are coordinated and sustained across property and management boundaries.

Targeted Output:

PHBG initiative to get private landholders involved in feral animal control on reserves managed by local government.

A number of landholder complaints of foxes in the Marlee Reserve area led to a general discussion regarding ways the PHBG could support the City of Mandurah's fox control program in the Reserve. The PHBG engaged surrounding neighbours, with the assistance of delivered fox traps, so that control efforts were conducted at the same time. The experience was very positive. Going forward, the PHBG will extend this support to all local governments working to protect environmental assets.

"Marlee is one of the most important conservation reserves in Mandurah and prized by our community. Coordination between the City of Mandurah, the Peel Harvey Biosecurity Group and landholders, enabled a broader reach and a greater outcome; it's something we hope to replicate in other key areas."

Deputy Mayor, Caroline Knight
City of Mandurah

Targeted Output:

PHBG initiated conversations and negotiations with managers of the public estate to support control efforts being undertaken by private landholders.

How do I get in touch with my neighbour if its public land?

"I don't know who is doing what and when."

"Who is controlling cotton bush around the Harvey Dam?"

The PHBG has started getting the right people to the table, and is having productive meetings with managers of the public estate which are leading to action on the ground.

"Great that this stakeholder meeting was championed by the PHBG. I found the discussion fruitful and can see a way forward. I look forward to the next stage which is building traction with other stakeholders."

Tim Stevens, Department of Primary Industries and Regional Development, speaking at the conclusion of a recent meeting regarding landholder concerns about cotton bush around the Harvey and Beela dams.

Value add:

Bringing in skilled communicators, who represent the interest of different parties fairly, who are able to find common ground and help people solve problems together.

SUCCESS OUTCOME 4

Local champions, organisations and businesses are recognised for doing the right thing.

WA Poultry Equipment & Coast To Coast Vermin Traps

For providing great service, equipment and advice to landholders.



Cheidys Aquaponics

For support in the development of fruit fly traps.



Conservation and Wildlife Management, Rockingham Branch

For supporting the FeralScan workshops and making themselves available to help landholder's euthanise trapped foxes.



DPIRD Biosecurity Officer, James Sheehan.

For supporting landholders and the PHBG.

SUCCESS OUTCOME 4

Local champions, organisations and businesses are recognised for doing the right thing.

City of Rockingham

For meeting community expectations outside of their legal responsibility in cotton bush control.



Cotton bush is not a declared weed in metropolitan areas. This means that landholders within the bordering localities of Rockingham, Kwinana and Armadale are not legally bound to control cotton bush. This is of particular concern along pathways of spread, such as road verges, that promote spread into the Shire of Serpentine Jarrahdale.

The PHBG started a dialogue with the City of Rockingham, concerning a number of cotton bush hotspots. Understanding has been built and the City of Rockingham has made a commitment to the control of cotton bush on its lands.

“The City is focused on the control of cotton bush to reduce impacts on environmentally sensitive areas. We are targeting City-managed reserves and verges and will be working with private landholders to reduce occurrences of this invasive plant.”

Mayor Barry Sammels
City of Rockingham.



"Not only did the City of Rockingham respond very quickly to reports of cotton bush in their area, they followed best practice by removing any mature pods before spraying and removal commenced. This actions prevents seed spill and further spread of the weed. The City has also surveyed rural areas in Baldivis and Karnup, with the the population of cotton bush along Mundijong Road and other verges mapped. This will be very helpful for the City to monitor the effectiveness of treatments, and will give them a head start on any new germination."

Teele Hooper-Worrell,
Weed education officer, PHBG

Compliance is forthcoming where engagement is not successful.

Targeted Output:

Weed reports made by community members validated (i.e. checked with a field inspection) - landholder issued an initial letter offering assistance to get them started on a control program.

Barriers overcome

"I'm doing something but my neighbours aren't. It's so frustrating."

"You used to have the APB come round and tell you off if you had weeds, now what happens?"

"Will the PHBG fine or prosecute offending landholders?"

"Who do I report an infestation to, and what will be done?"

"Will the PHBG come in a do the control work?"

The Department of Primary Industries and Regional Development (DPIRD) prioritises its limited resources toward preventing and rapidly responding to new incursions of declared pests, with early intervention having the most favourable cost-benefit ratio.

Landholder confusion regarding the government's present commitment to compliance comes about from previous policy positions that saw strict enforcement for all declared pests. Over the past 20 plus years, compliance for commonly found declared pests has waned to negligible levels. However, landholders are still reporting weeds to government with the expectation that swift action will be taken under the provisions of the *Biosecurity and Agriculture Management Act 2007*.

To the PHBG's knowledge, the only compliance program for declared pests on its priority listing is for cotton bush. This represents a misalignment between what is being delivered and what some sectors of the community expect in terms of enforcement.

Recognised Biosecurity Groups do not have any enforcement powers. Biosecurity groups aim to create community stewardship, with appeals to landholders to do the right thing by their neighbours. The PHBG can assist landholders to fulfil their legal responsibilities by making pest control easier (i.e. working with others and providing access to information, training and resources).

The PHBG follows a set procedure when a community member reports one of its priority declared weeds. It (i) validates the report; (ii) clarifies land tenure and contact details, with the assistance of local government officers; (iii) contacts the landholder alerting them to the infestation, and (iv) offers assistance to help get them started on a control program. This applies equally to private and public landholders. If no contact is made with the PHBG or action is taken, the PHBG argues that this is a sufficient precursor for DPIRD to pursue compliance.

Value add:

Surveillance and reporting carried out by the community, not only presents a valuable dataset, it can offer a cost-saving for government if they re-initiate a compliance program to support the efforts of biosecurity groups.

Compliance is forthcoming where engagement is not successful..

Targeted Output:

Ministerial briefing seeking clarity on compliance for declared pests with recommendations for moving forward.

Detailed submission to the Auditor General on pest management in Western Australia, highlighting current issues around compliance.

During the early promotion of the biosecurity group model in the South West, there was an understanding that if a biosecurity group worked hard to engage landholders, the Department of Agriculture and Food WA (now the Department of Primary Industries and Regional Development) would provide compliance support for those landholders who remained outside the reach of the group (e.g. absentee owners, inter-state and overseas investors) or who had no intention of fulfilling their legal duties to control declared pests.

Behavioural economics shows that in any setting coercion will only go so far, and there will always be a percentage of non-compliant individuals. Under a pest scenario, these non-compliant individuals can significantly undermine the efforts of the vast majority. The incentive to free-ride becomes higher if there is a perception that you can get away with not contributing your share (for the overall benefit of the community). This is why pest management is a public policy issue.

Biosecurity groups have sought clarification from DPIRD on the respective roles and responsibilities of all parties. Specific and formal requests have been made to clarify DPIRD's policy position on compliance for declared pests falling in the C3 and unassigned management categories. Clarification has been sought on what a biosecurity group exactly has to do to have compliance initiated (i.e. what checkboxes need to be ticked in terms of a reasonable level of engagement).

In 2019, the South West Biosecurity Group Alliance issued a briefing paper to the Minister on compliance matters. The raised items were deferred back to DPIRD. Due to ongoing departmental restructuring, no clarity has been provided to date. The matter was raised with the Auditor General at the end of 2019, when biosecurity groups were invited to make submissions.

Sustained Barriers

"I don't see the government committing to compliance."

"What is the Dept of Ag doing now?"

"Why isn't compliance getting done?"

"I've reported the same property for five years and it is still the same."

"The worst properties aren't being policed. What is the point if you can't make the worst ones comply?"

Value add:

Consolidated and rational voice, capturing community sentiment, to feed into political and policy deliberations.

SUCCESS OUTCOME 6

People know that the PHBG is focused on implementing behaviour change at both a community and institutional level..

Targeted Output:

A range of communication channels built and strengthened to capture diverse preferences for receiving information from the PHBG (see following pages for details on website, newsletter, face-to-face contact and social media).



PHBG staff member, Teele Hooper-Worrell demonstrates how the information trailer can be easily set up for community events.

Barriers overcome

"How do I find out about the PHBG?"

"Do you have a website?"

"I want to know the history of the PHBG."

"Where can I chat to you?"

"Do you have a newsletter?"

"How do I know what events are on?"

"Do you do training sessions for ops teams?"

"How do I register for an event?"

"Are you a legit organisation?"

"Can we borrow any of your communication resources?"

"What would we need to do to get you to come and speak to our community group?"

People know that the PHBG is focused on implementing behaviour change at both a community and institutional level..

Targeted Output: PHBG website designed, piloted and functional.

"We decided to develop the website in house. This would give us the chance to trial the layout and content, without a big outlay on a website developer. It means that, in response to landholder feedback, we can easily add any information they think is missing. It also allows the PHBG to keep content up to date, with upcoming events and recent activities highlighted in a timely fashion.

We tried to keep the website simple and clear, but with all the information our landholders would want at their finger tips."

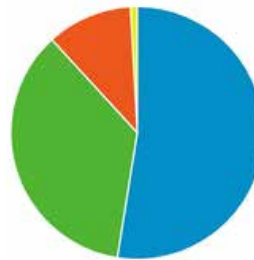
Teele Hooper-Worrell,
Communications officer, PHBG



Online from July 2019



1,621 page views



Website traffic

- Social
- Direct
- Organic Search
- Referral

Targeted Output: PHBG e-newsletter designed and issued on a seasonal basis.

182
Subscribers



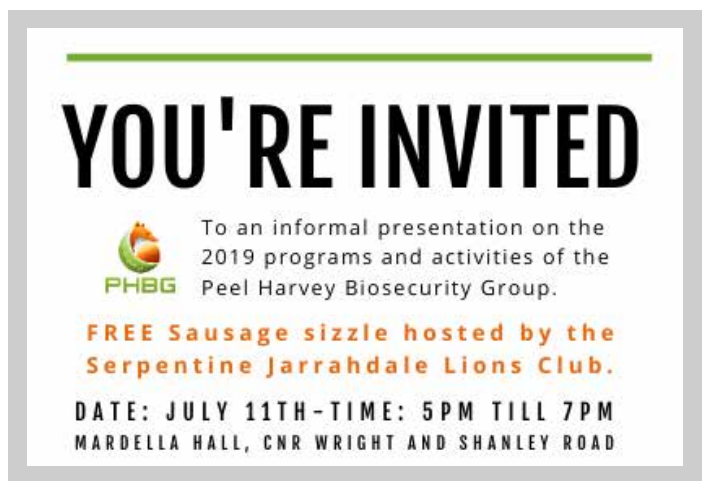
Value add:
Local capacity built to maintain PHBG website and e-newsletter into the future. PHBG can share experiences with adopting low-cost/user-friendly tech options with other community organisations.

People know that the PHBG is focused on implementing behaviour change at both a community and institutional level..

Targeted Output: Multiple points for face-to-face contact offered across the PHBG operational area.

During 2019 the PHBG continued to give its information trailer a workout, setting up at community events throughout the region. It attended the Brunswick show for the first time, invited by the Brunswick River Restoration Action Group to share a stall space.

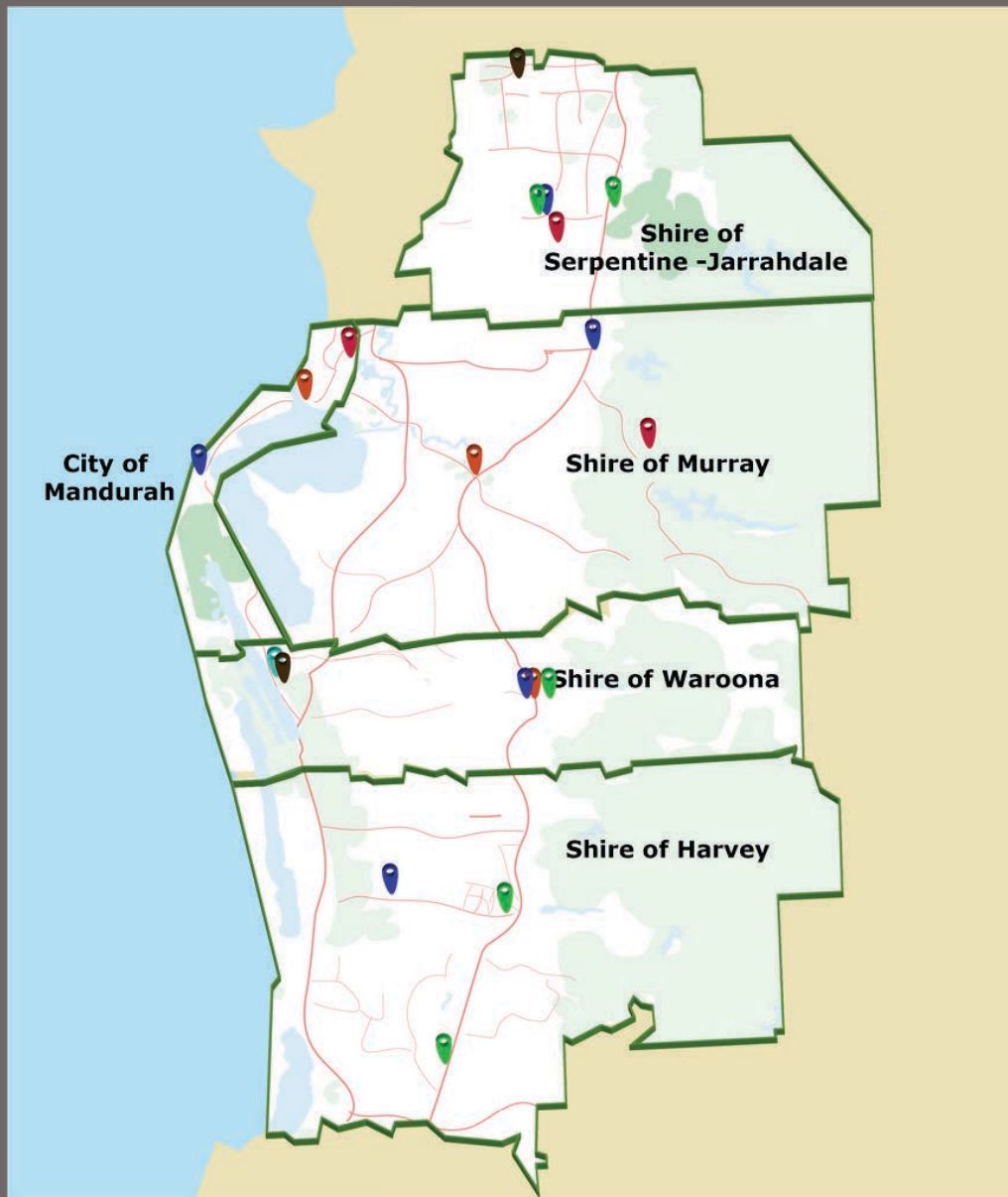
The PHBG also responded to calls from local communities when they indicated that they don't know enough about what the PHBG does. This saw information sessions delivered at the Dwellingup and Mardella halls. Being hosted by a local community group, such as a Lions Club, guarantees the attendance of landholders. The PHBG has found that without this endorsement, it can be left delivering to a near empty venue. This happens despite a call for more information seemingly having traction on a local social media feed, and marketing of the event.



Value add:

Investment in local fairs and shows through space hire, entry fees and purchases on the day. Building of information exchange networks to improve accesses to community services.

2019 PHBG Events




-  FeralScan Workshops
-  Calicivirus Information Sessions
-  Community Fairs and Agricultural Shows
-  PHBG Informations Sessions
-  PHCC Community Event
-  Fox Control Workshops

SUCCESS OUTCOMES

People know that the PHBG is focused on implementing behaviour change at both a community and institutional level..

**Targeted Output:
Facebook content regularly updated with information on PHBG contact information and activities.**

Landholders contacted the PHBG 68 times via messenger during 2019



Followers
592
Likes
570

#1 Post
Reach
5,714
people



Peel Harvey Biosecurity Group

May 3rd 2019

Last year at the Harvey Show a local landholder popped by and asked for control information on cotton bush. How fantastic to see him again this year with the news that he has successfully removed the declared weed from his property.

At the Food and Farm Fest this Sunday the PHBG stall will have control information on our six priority declared weeds as well as pest animals like foxes and feral rabbits and pigs. You can also sign up for our upcoming events and programs including fox control workshops and the Rabbit Control Program.

Open from 10am to 4pm in Whitby.

5,714 People reached 845 Engagements Boost Post



#2 Post
Reach
4,924
people



Peel Harvey Biosecurity Group

November 14th 2019

The PHBG are receiving reports of calicivirus. Rabbits that succumb to this virus are found in the characteristic 'reindeer pose'. The PHBG can take a sample from these rabbits to test which strain is active in certain areas. Rabbit carcasses can be relocated to help spread the virus. If you find a rabbit carcass exhibiting the 'reindeer pose' get in touch with the PHBG to move it or take a sample, alternatively relocate it to an area you know has active rabbits.

Rabbits that have died in this pose could have succumbed to the calicivirus.

The PHBG can test rabbits and moved them to spread the virus.

Report rabbits to feralanimals@phbg.org



4,924 People reached

550 Engagements

Boost Post

5

4 comments 13 shares

**Value add:
On-line community engaging in constructive conversations about biosecurity, in a general sense and within a local context.**

Children are given the opportunity to learn about pest impacts and management options.

**Targeted Output:
Marketing of school resources initiated.**

During 2019 the PHBG steadily progressed its school program, with seed funding from a successful State NRM grant providing the initial stimulus. Teachers have come forward to trial the pest curriculum and supporting resources in their classroom, with highly beneficial feedback provided. At this point in time, the PHBG does not have the resources for staff to go into schools to run class sessions, so it must recruit educators to engage with, and deliver the program. COVID-19 has been enlightening as to how educational materials can be packaged, and the PHBG will take this learning forward.

How do you become a biosecurity champion?

LOOK DOWN FOR SCATS AND TRACKS
Fox Rabbit

LOOK HIGH FOR PEST BIRDS
Rainbow lorikeet

LOOK ACROSS THE PADDOCK FOR TOXIC WEEDS
Paterson's curse Cape tulip Cotton bush

Want more information? Visit www.phbg.org

PEEL HARVEY BIOSECURITY GROUP
93 South Western Highway
Waroona, WA, 6215

We encourage primary and secondary teachers to loan a biosecurity box. They are filled with great teaching resources.
Email: schools@phbg.org

Dear teacher,
Today I had a really fun time at the Show. I got to identify scats - that's the proper scientific word for POO!
The helpers from the Peel Harvey Biosecurity Group said they have lots of fun activities for the classroom. You are welcome to drop them a line to find out what is on offer for 2020.
Your best, most curious student

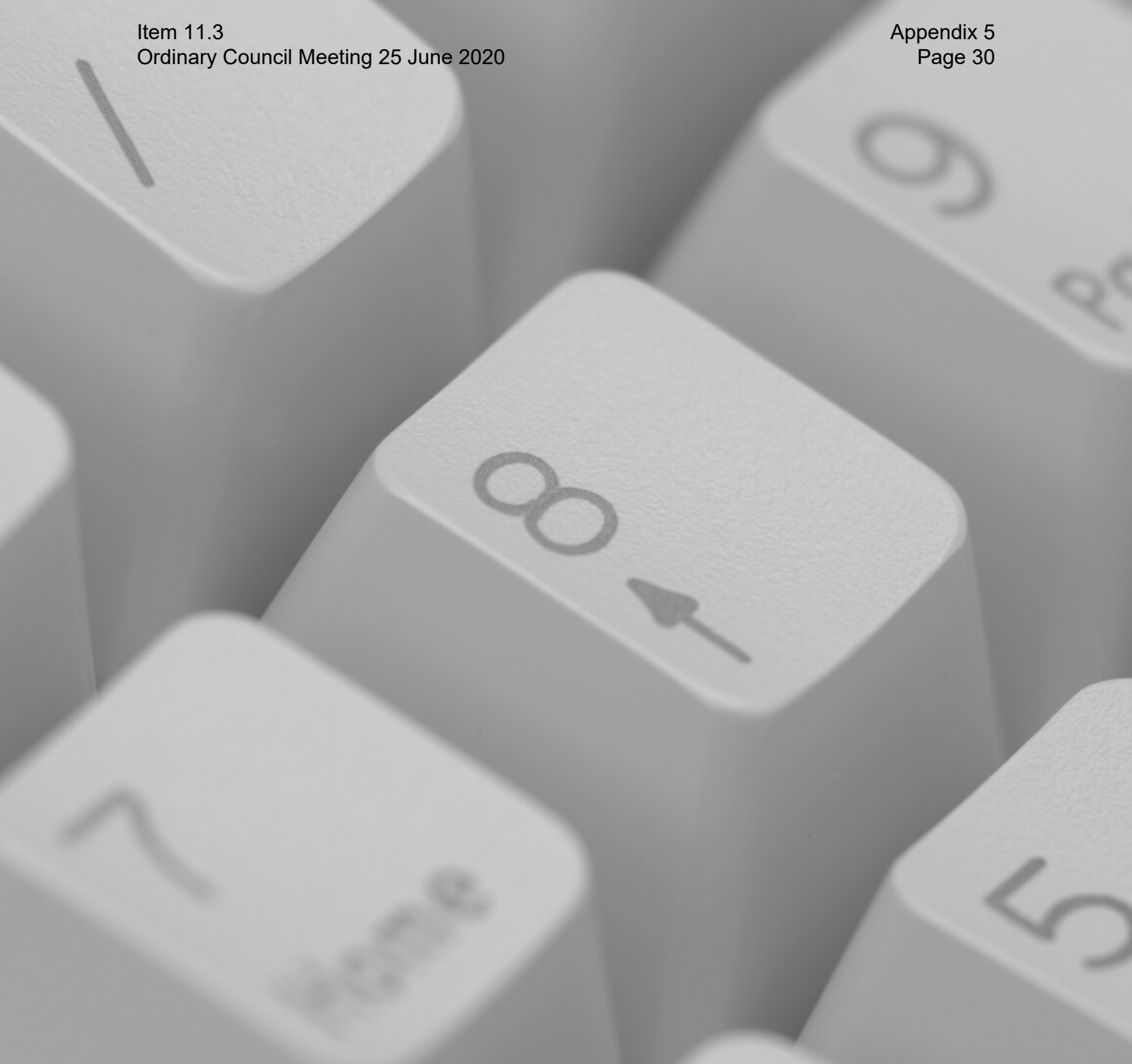
PHBG staff designed a postcard (left, showing front and back of postcard) that was given to children after they completed biosecurity challenges, run at agricultural shows across the region.

It was hoped that the postcard would make its way back to their teacher.



The Poo Champion sticker (above) was developed to attract children (and their parents) to PHBG stalls. The children use a set of scat boards (made by the SJ Men's Shed) to identify feral, native and pet animal poo. Scat identification is a handy skill to use around the home, in the paddock and in local bushland.

**Value add:
STEM resources freely available to local educators.**



3. FINANCIAL REPORT

Declared Pest Rate accounting and reporting timeline

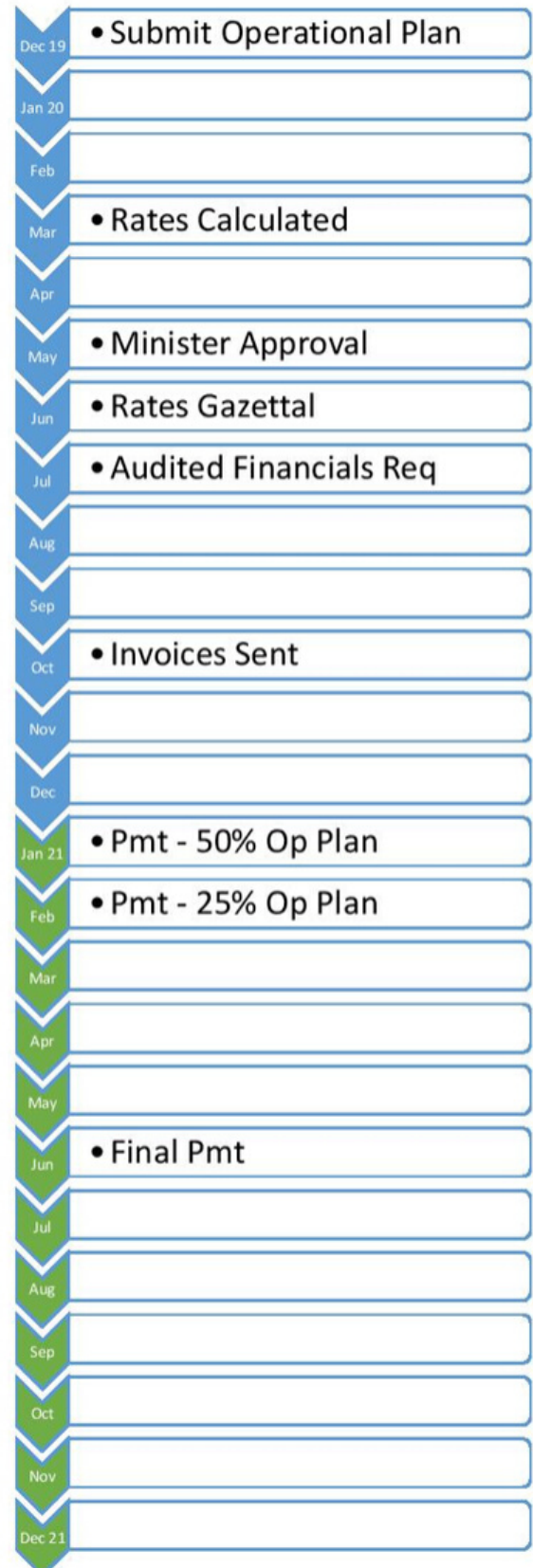


Department of
**Primary Industries and
 Regional Development**

Calendar Year Timeline

The Operational Plan Period is highlighted in Green

- Funds disbursed to Recognised Biosecurity Groups (RBGs) as follows
 - January - 50% of the Operational Plan Required Amount
 - February – 25% of the Operational Plan Required Amount adjusted for any surplus from the prior calendar year
 - April-June - 25% of the Operational Plan Required Amount adjusted for any rate payments not received in the billing year + any prior year rates paid in the current billing year





2019 Treasurer's Report

AGM 3/6/2020

I would like to present the review of the financials for the six months to December 31, 2018 and the audited financials for the 12 months to December 31, 2019. These reports have been completed by Ward and Ilsley Partners, Business Accountants, Mandurah.

Background Information

The Declared Pest Rate (DPR) is set at \$30 per rate notice for properties 1ha and above in the Peel Harvey operational area which includes the local government authorities of Serpentine Jarrahdale, Murray, Waroona, Harvey and Mandurah. Prior to the DPR, the Peel Harvey Biosecurity Group was dependent on short term funding from State and Local government.

The rate is collected by the Office of State Revenue (OSR) and is matched dollar for dollar by the State Government. The funds are held by the Department of Primary Industry and Regional Development (DPIRD) in a Declared Pest Account.

The first Peel Harvey rate notices were sent out by OSR in September 2018. As the payments are received over several months, the bulk of the funds are not available from DPIRD until after January.

To better suit this funding timeline PHBG decided to change their financial period to a calendar year. This was done at our last AGM held in February 2019.

Our first DPR Budget was \$401,050. The first instalment for \$178,866 was received from DPIRD on the 22/11/2018

As of the 1/1/2019 we started a new financial period. A review was done for the six months 1/7/2018 to 31/12/2018.

As of the 31/12/2018 we had \$196,701 in unspent funds.

\$40,000 was journalled to Reserves Non DPR. These funds were received from other sources and are not part of the DPR.

\$156,701 was journalled to Unspent Grants State.

These funds were carried through to the new financial year.

We received the remainder of the DPR funds (total \$401,050) at the following times;

8/5/19 \$150,000

9/10/19 \$ 72,184

As of the 31/12/2019 we had unspent funds of \$98,517.

Note 3: 2-1240 Grants in Advance

The organisation receives grant funding from the Department of Primary Industries. Any unspent funding is able to be carried forward to be used in following years. The below table provides a summary:

	31-Dec-19	31-Dec-18	30-Jun-18
Brought Forward Balance	156,701	31,045	0
Grant Received during Period	222,184	209,966	31,045
Grant Expended During Period	(280,368)	(84,310)	0
Carry Forward Balance	98,517	156,701	31,045

Break Down of Funds Carried over to 2020

DPR Funds	\$79,167
Prof Pest State NRM	<u>\$19,350</u>
	\$98,517

General funds \$18,701 was added to Reserves Non DPR (Total \$58,701)

Additional Notes

The main areas of underspend were the Fruit Fly Program, Travel, and Research.

PHBG have 2.4 FTE employees committed to the main focus areas of education, community support and the provision of equipment to assist landholders to control declared pests and weeds.

On the advice of Gavin Shearing, Management Accountant for DPIRD, the funds held by DPIRD in the Declared Pest Account are to be listed in the Balance Sheet of the PHBG. As of December 31, 2019 this amount was \$385,947.

Assets

Major purchases through 2019

Portable PA System
 Samsung Galaxy A50 Black Phone
 Fox Traps x 15
 Pig Traps x 4
 Rubber jaw traps x 6
 Jansen Rabbit Smoker
 Tree Poppers x 20
 A Frame Stands x 2
 Weed Wiper
 Motion Cameras x 7
 Display Counters x 6
 Books - Southern Weeds x 300

Previous purchases include the display trailer, gazebo, knapsack sprayers, projector and screen.

Total Asset value is approximately \$32,000

I would like to move that the Financial Reports for 2018 and 2019 be accepted by the PHBG Members.

Colleen Archibald
 Hon. Treasurer

PEEL HARVEY BIOSECURITY GROUP INCORPORATED

STATEMENT BY THE COMMITTEE

In The opinion of the Committee: -

1. The accompanying Income & Expenditure Statements of the organisation are drawn up so as to give a true and fair view of the results of the organisation for the year ending 31 December 2019.
2. The accompanying Balance Sheet of the organisation is drawn up so as to give a true and fair view of the state of affairs of the Organisation as at the end of that period.
3. At the date of this statement there are reasonable grounds to believe that the organisation will be able to pay its debts as and when they fall due.
4. The accompanying financial statements have not necessarily been prepared in accordance with Australian Accounting Standards and Applicable Approved Accounting Standards, but do comply with the Organisation's constitution.

This statement is made in accordance with the resolution of the Committee and is signed for and on behalf of the Committee by:

Name Vaughn W Byrd

Position: Chair Person

Colleen Archibald

Name Colleen Archibald

Position: Treasurer

Dated: 3rd May 2020

Peel Harvey Biosecurity Group
Balance Sheet
As of December 31, 2019

	2019	2018
Assets		
Current Assets		
1-1110 PHBG Chq Acc	188,052	234,930
1-1120 PHBG Debit Card	1,990	978
Accounts Receivable (A/R) - DPR Grant	385,947	-
Total Current Assets	575,989	235,908
Total Assets	575,989	235,908
Liabilities and shareholder's equity		
Current liabilities:		
2-1170 Employee Provisions		
2-1171 Annual Leave Provision	7,363	5,460
2-1172 Long Serve Provisions	6,613	3,678
Total 2-1170 Employee Provisions	13,976	9,138
2-1190 Superannuation payable	5,610	3,599
2-1240 Grants in Advance	98,517	156,701
2-1250 Grants in Advance DPA	385,947	-
ATO Clearing Account	13,218	26,449
Total current liabilities	517,268	195,888
Shareholders' equity:		
Net Income	0	-
3-0500 Opening balance equity	20	20
3-4000 Reserves Non DPR	58,701	40,000
3-4002 Contingency Reserves DPR	-	-
Total shareholders' equity	58,721	40,020
Total liabilities and equity	575,989	235,908

**Peel Harvey Biosecurity Group
 Income & Expenditure Statement
 As of 31 December 2019**

	<u>2019</u>	<u>2018</u>
Income		
4-1050 Grants State	378,885	209,966
4-1051 State Grants DPA	385,947	-
4-1061 Unspent Grant State	(98,517)	(125,656)
4-1062 Unspent Grant State DPA	(385,947)	-
4-1080 Grants Local	-	40,000
4-1081 Unspent Grant Local	-	(40,000)
4-1100 Grants Other	1,500	-
4-4010 Sales of Goods Income	-	55
4-5020 Interest Income	981	213
4-5035 Recoupments	-	-
Project Costs Recouped	21	-
Total 4-5035 Recoupments	<u>21</u>	<u>-</u>
4-5050 Sundry Income	214	-
Services	630	-
Total Income	<u>283,713</u>	<u>84,578</u>
Gross Profit	<u>283,713</u>	<u>84,578</u>

Peel Harvey Biosecurity Group
Income & Expenditure Statement
As of 31 December 2019

	2019	2018
Expenses		
6-0010 Accounting and bookkeeping	1,060	245
6-0020 Advertising and marketing	803	20
6-0040 Asset Purchased	23,902	963
6-0050 Audit Fees	800	900
6-0070 Bank charges and fees	117	18
6-0100 Cleaning	400	-
6-0110 Client or Event Support		
6-0111 Catering	940	365
6-0112 Workshops	1,310	105
Total 6-0110 Client or Event Support	2,250	470
6-0210 Client or Event Consumables	4,795	1,512
6-0220 Computer and IT	7,998	35
6-0230 Consultancy Expenses	14,505	3,000
6-0300 Gifts and donations	388	34
6-0330 Fees and Permits	172	47
6-0400 Insurance	4,182	-
6-0480 Meeting Expenses	1,464	257
6-0490 Membership Fees paid	189	-
6-0500 Vehicle Expenses	77	-
6-0510 Postage & shipping	9,382	46
6-0520 Printing, stationery & supplies	1,971	730
6-0540 Publications and Resources	9,003	-
6-0590 Repair and maintenance	227	304
6-0600 Salary and wages - staff	144,050	58,244
6-0607 Superannuation Expense	14,881	5,450
6-0608 Annual Leave Provision	1,903	5,460
6-0609 LSL Provision	2,935	3,678
6-0612 Honorarium and fees	2,750	-
6-0660 Staff Amenities	206	-
6-0670 Sundry Expenses	21	-
6-0680 Telephone & internet	1,659	218
6-0700 Training and Development (Staff)	5,206	793
6-0710 Travel expenses	6,104	1,512
6-0730 Volunteer Costs	-	485
6-0731 Travel	319	156
6-0732 Volunteer Training	1,292	-
Total 6-0730 Volunteer Costs	1,611	641
Reserves Non DPR	18,701	-
Total Expenses	283,711	84,578

**Peel Harvey Biosecurity Group
 Income & Expenditure Statement
 As of 31 December 2019**

	<u>2019</u>	<u>2018</u>
Other Expenses		
BAS Roundoff Gain or Loss	2	-
Total Other Expenses	<u>2</u>	<u>-</u>
Net Surplus \ (Deficit)	<u><u>0</u></u>	<u><u>-</u></u>

Peel Harvey Biosecurity Group Incorporated

NOTES TO THE SPECIAL PURPOSE FINANCIAL REPORT

Note 1: Accounting Policies

These financial statements are a special purpose financial report prepared in order to satisfy the requirements of the organisation to prepare financial accounts. The Committee has determined that the organisation is not a reporting entity.

- (a) The financial report was prepared on a cash basis of accounting, including the historical cost convention.
- (b) The requirements of accounting standards and other professional reporting requirements in Australia do not have mandatory applicability to Peel Harvey Biosecurity Group Incorporated because it is not a 'reporting entity'. Therefore, the organisation has not prepared the financial report in accordance with any Australian accounting standards.

Note 2: Presentation of Comparative Information

The comparative information within the income and expenditure statement represents audited figures for the 6-months ended 31 December 2018, it is therefore, difficult to compare the year ended 31 December 2019 to the 6-months ended 31 December 2018.

Note 3: 2-1240 Grants in Advance

The organisation receives grant funding from the Department of Primary Industries. Any unspent funding is able to be carried forward to be used in following years. The below table provides a summary:

	31-Dec-19	31-Dec-18	30-Jun-18
Brought Forward Balance	156,701	31,045	0
Grant Received during Period	222,184	209,966	31,045
Grant Expended During Period	(280,368)	(84,310)	0
Carry Forward Balance	98,517	156,701	31,045

**AUDITORS' REPORT
TO THE MEMBERS OF
PEEL HARVEY BIOSECURITY GROUP INCORPORATED**

Opinion

We have audited the accompanying financial report of Peel Harvey Biosecurity Group Incorporated (the Organisation) which comprises the statement of financial position as at 31 December 2019, statement of comprehensive income, notes to and forming part of the accounts and statement by the committee of management.

In our opinion, the financial report of Peel Harvey Biosecurity Group Incorporated, presents fairly, in all material respects the financial position as at 31 December 2019 and its financial performance and its cash flows for the year then ended in accordance with Australian Accounting Standards and in accordance with the provisions of the Constitution.

Basis of opinion

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Report* section of our report. We are independent of the Peel Harvey Biosecurity Group Incorporated in accordance with the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants* (the Code) that are relevant to our audit of the financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with the Code. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Emphasis of matter

We draw attention to Note 1 to the financial report which describes the revenue recognition policy of Peel Harvey Biosecurity Group Incorporated, including the limitations that exist in relation to the recording of cash receipts from various revenue sources. As is common for organisations of this type, it is not practicable to maintain an effective control over income and expenses prior to their initial entry into the accounting records, and therefore, no opinion is expressed on the accuracy of these amounts. However, all amounts recorded as deposits and payments have been properly reflected in the financial report. Accordingly, our audit procedures were limited to the amounts recorded in the books of accounts. We have not verified the existence or value of the fixed assets and the closing stock figures as shown on the balance sheet but have relied upon information provided to us by the finance officer. Our opinion is unmodified in respect of this matter.

Responsibilities of management and those charged with governance for the financial report

Management is responsible for the preparation and fair presentation of the financial report in accordance with the financial reporting requirements of the applicable legislation and for such internal control as management determines is necessary to enable the preparation and fair presentation of a financial report that is free from material misstatement, whether due to fraud or error.

In preparing the financial report, management is responsible for assessing the Entity's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless management either intends to liquidate the Entity or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Entity's financial reporting process.

Auditor's responsibilities for the audit of the financial report

Our objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with the Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

A further description of our responsibilities for the audit of the financial report is located at the Auditing and Assurance Standards Board website at: <http://www.auasb.gov.au/Home.aspx>. This description forms part of our auditor's report.

WARD & ILSLEY PARTNERS PTY LTD
Certified Practising Accountants
55C Mandurah Terrace, Mandurah, WA



I J A ILSLEY CPA
On 28th April 2020

Public Notice

The Department of Primary Industries and Regional Development invites submissions on the proposed declared pest rates for the financial year commencing on 1 July 2020 which are to be determined under section 130 of the *Biosecurity and Agriculture Management Act 2007*.

The Honourable Alannah MacTiernan, Minister for Agriculture and Food proposes that the rates listed below be determined on land in certain prescribed Local Government Districts of Western Australia.

Rates are collected for the control of declared pests and funds are transferred to Recognised Biosecurity Groups operating in the rated areas to fund the Groups' work. An opportunity to provide comment on the proposed rates is open from Saturday 30 May 2020 until 4pm Monday 29 June 2020. Submissions can be sent by email; dpr@dpiird.wa.gov.au or post to:

Declared Pest Rate Department of Primary Industries & Regional Development PO Box 1231 BUNBURY WA 6230
--

Information on Recognised Biosecurity Groups is available at www.dpiird.wa.gov.au

The proposed rates are:

- a) 3.573 cents in the dollar on the unimproved value of land held under pastoral leasehold in the local government districts of Carnarvon, Exmouth, Greater Geraldton, Murchison, Upper Gascoyne, Northampton and Shark Bay;
- b) 4.804 cents in the dollar on the unimproved value of land held under pastoral leasehold in the local government districts of Coolgardie, Dundas, Kalgoorlie-Boulder, Laverton, Leonora, Menzies, Ngaanyatjaraku, Sandstone, Wiluna and Yilgarn;
- c) 0.251 cents in the dollar on the unimproved value of the land held under pastoral leasehold in the local government districts of Broome, Derby-West Kimberley, Wyndham-East Kimberley and Halls Creek;
- d) 4.591 cents in the dollar on the unimproved value of the land held under pastoral leasehold in the local government districts of Cue, Meekatharra, Mount Magnet, Mount Marshall, Perenjori and Yalgoo;
- e) 1.211 cents in the dollar on the unimproved value of land held under pastoral leasehold in the local government districts of Ashburton, East Pilbara, Karratha and Port Hedland;
- f) 0.0384 cents in the dollar on the unimproved value of freehold land in the local government districts of Dalwallinu, Koorda, Morawa and Perenjori, that is no less than 100 hectares in area with a minimum rates payable amount of \$80;
- g) 0.0089 cents in the dollar on the unimproved value of freehold land in the local government districts of Carnamah, Coorow, Dandaragan, Mingenew, Moora, Irwin and

Three Springs, that is no less than 100 hectares in area with a minimum rates payable amount of \$100;

- h) 0.025 cents in the dollar on the unimproved value of freehold land in the local government districts of Chapman Valley, Greater Geraldton and Northampton, that is no less than 100 hectares in area with a minimum rates payable amount of \$80;
- i) a flat rate (fixed sum) on freehold land in the local government districts of Boyup Brook, Bridgetown-Greenbushes, Donnybrook-Balingup (*in the localities of Balingup, Mullalyup, Grimwade, Southampton and Wilga west*) and West Arthur, that is:
 - a. \$50 on freehold land that is not within a town-site; or
 - b. \$40 on freehold land within a town-site described as urban residential or urban farming or urban vacant or urban miscellaneous on the non-rural valuation roll maintained under the *Valuation of Land Act 1978*.
- j) a flat rate (fixed sum) on freehold land in the local government district of Esperance that is no less than 100 hectares in size as follows –

Hectare ranges	Flat rate (fixed sum) \$
100 – 5000	50
>5000 – 10 000	200
>10 000	500

- k) a flat rate (fixed sum) of \$30 on freehold land on the rural, urban and/or metropolitan valuation rolls maintained under the *Valuation of Land Act 1978* in the local government districts of Harvey, Mandurah, Murray, Serpentine-Jarrahdale and Waroona, that is no less than one (1) hectare in area;
- l) a flat rate (fixed sum) on freehold land in the local government district of Ravensthorpe that is described as urban farming or urban or urban residential or urban vacant or urban miscellaneous on the non-rural and on the rural valuation rolls maintained under the *Valuation of Land Act 1978* as follows –

Hectare ranges	Flat rate (fixed sum) \$
50ha or less	24
>50 - 200	39
>200 – 500	75
>500 – 1000	141
>1000 – 2000	200
>2000 – 3500	377
>3500 – 5000	528
>5000 – 7500	698
>7500 – 9000	848
>9000	1107

- m) a flat rate (fixed sum) on freehold land in the local government districts of Bunbury, Capel, Dardanup and Donnybrook-Balingup (*in the localities of Argyle, Beelerup, Brazier, Brookhampton, Charley Creek, Cundinup, Donnybrook, Glen Mervyn, Kirup, Lowden, Mumballup, Newlands, Noggerup, Paynedale, Queenwood, Thomson Brook, Upper Capel and Yabberup*), described as urban farming on the non-rural valuation roll and freehold land on the rural valuation roll maintained under the *Valuation of Land Act 1978* as follows –

Hectare ranges	Flat rate (fixed sum) \$
1 - 10	45
>10	60

- n) a flat rate (fixed sum) on freehold land in the local government districts of Kondinin, Kulin, Lake Grace, Merredin, Mount Marshall, Mukinbudin, Narembeen, Nungarin, Trayning, Westonia and Yilgarn, that is no less than 20 hectares in area as follows –

Hectare ranges	Flat rate (fixed sum) \$
20 – 1000	30
>1,000 – 2,000	45
>2,000 – 5,000	140
>5,000 – 10,000	250
>10,000 – 15,000	400
>15,000	600

Extract from Schedule 7 of Shire of Murray Town Planning Scheme No. 4

Portion of Lots 137, 138, 139, 672, 738, 1132 and 1133 Point Grey

1 Planning Requirements

1.1 Subdivision and development shall generally be in accordance with an approved Outline Development Plan (ODP) or any variations as approved by the Shire of Murray and the Western Australian Planning Commission.

1.2 An ODP shall be prepared pursuant to clause 6.8 of the Scheme and shall be sufficient in its detail to establish the urban form, and the proposals in general terms for land use dispositions and densities, movement system, and services, and other matters which in the opinion of the Council are relevant to the orderly and proper planning of the land, and where appropriate the ODP should contain policy statements on the general aims and objectives to be achieved in the various components of the land.

1.3 Notwithstanding the provisions of Clause 5.2.1 of the Scheme the following land use permissibilities apply within this Special Development Zone:

a) the following uses are classified as 'AA' uses:

- Chalet Park
- Bed & Breakfast Accommodation
- ~~Marina shall be classified as a discretionary 'AA' use subject to all required environmental approvals being granted.~~
- Educational Establishment

b) the following use is classified as 'X' not permitted:

- Marina.

1.4 The proponent shall prepare a Detailed Area Plan (DAP) for lots with an area less than 350 square metres and for any additional lots as identified in the Development Principles notes on the ODP. The DAPs shall be generally processed in accordance with the procedures outlined in Clause 6.14.2.15 of the Scheme.

1.5 Council may waive the requirement to advertise a Detailed Area Plan pursuant to Clause 6.14.2.15.3 where the land subject of the Detailed Area Plan is in single ownership and the adjoining land is in the same ownership.

1.6 An ODP may to the extent that it does not conflict with a scheme impose a classification on the land included in it by reference to reserves, zones or the Residential Design Codes and the Local Government is to have due regard to such reserves, zones or Residential Design Codes when recommending subdivision or approving development of land within the ODP area.

Subdivision plans approved by the Commission which identify residential codings consistent with the principles outlined on the ODP shall be deemed to be an approved modification to the ODP.

1.7 The Shire of Murray shall maintain an up to date plan identifying R - Codings within the ODP area.

1.8 The ODP shall incorporate the density targets of -

15 dwelling units per site hectare; and

25 to 30 dwelling units per site hectare within 400 metres of the ~~Marina~~ village centre

Relevant information is to be provided with subdivision applications to demonstrate that the density targets have been addressed.

1.9 Landowners within the Point Grey ODP area are required to have made arrangements to the satisfaction of the Shire of Murray that provides for identification and equitable sharing of infrastructure costs between landowners for the provision of the necessary urban services to the site.

~~1.10 Prior to final subdivision approval (issue of clearances) for the first stage of any marina precinct as shown on the ODP, a legal agreement shall be prepared to the satisfaction of the Shire of Murray to address the long term funding arrangements by the proponent for the ongoing maintenance and asset replacement within any marina precinct, including the maintenance of any marina entrance channel or navigation channel should environmental approval for any marina be granted.~~

1.1~~0~~ Prior to the adoption of the ODP, an Economic Development Strategy shall be prepared to the satisfaction of the Shire of Murray to address the economic potential of the site and shall be subject to 3 yearly reviews undertaken by the proponent. The implementation of the recommendations of the approved Strategy and subsequent revisions shall be to the satisfaction of the Shire of Murray.

1.1~~2~~ Prior to the submission of the first application for subdivision, a Community Assessment and Infrastructure study shall be prepared to the satisfaction of the Shire of Murray to measure and monitor the provision of community infrastructure (including the identification of responsibilities and financial contributions where applicable) and shall be subject to 3 yearly reviews by the proponent. The implementation of the recommendations of the approved Strategy and subsequent revisions shall be to the satisfaction of the Shire of Murray and in accordance with State Planning Policy 36—Developer Contributions for Infrastructure including the establishment of a Development Control Area or voluntary arrangement secured by legal agreement with and to the satisfaction of the Shire of Murray.

1.1~~2~~~~3~~ Prior to the adoption of the ODP, an Environmental Sustainability report shall be prepared to the satisfaction of the Shire of Murray to provide a framework for the implementation of environmental sustainability initiatives and shall be subject to 3 yearly reviews by the proponent. The implementation of the recommendations of the approved Strategy and subsequent revisions shall be to the satisfaction of the Shire of Murray.

1.1~~3~~~~4~~ Prior to the commencement of subdivision works the proponent is to confirm with Main Roads WA the extent of any funding contributions, upgrading requirements and timing of works if applicable for the Greenlands Road and Forrest Highway Interchange.

1.1~~4~~~~5~~ The implementation of the approved ODP will be facilitated though the development and subdivision approvals process which under the provisions of TPS 4 will be required to generally conform with the ODP. Future applications will be required to demonstrate compliance with the key principles and performance criteria as listed on the ODP.

1.1~~4~~~~5~~.1 Community Design Principles

- The ODP is intended as a guide for future urban development with the objective of generally identifying appropriate locations for housing types and densities whilst permitting flexibility to ensure the delivery of a diverse range of lot sizes throughout all transects;
- The urban framework should facilitate sustainable urban and environmental outcomes to ensure social sustainability and improved diversity, equity and choice of housing;
- The neighbourhood structure should be sufficiently robust to facilitate diversity of land use (mix use development) which is flexible to change.

1.1~~45~~.2 Movement Network Principles

- The street network should be highly interconnected, legible and provide a structure that facilitates the requirements of all users;
- The street network should also facilitate view corridors to maximize vistas from the project area;
- The street network to be designed to reflect the principles of Liveable Neighbourhoods.

1.1~~45~~.3 Activity Centre Principles

~~A The Marina~~-Village precinct is the identified activity centre and is envisaged to be a highly functional mixed use precinct comprising transit facilities, local retailing, tourist support facilities and mixed use development (including residential), in a high quality public domain;

The ~~Marina~~-Village precinct will be subject to the preparation of an Activity Centre Plan to determine design content including allocation of uses, final design layout, retail floor space and general development standards;

~~The final configuration and size of any marina is subject to the environmental assessment outcome under Section 38 of the Environmental Protection Act. In the event that a marina is not granted environmental approval, the Marina Village Precinct shall be subject to a redesign to facilitate alternative 'water focused' development.~~

1.1~~45~~.4 Housing Diversity (Lot Layout) Principles

Final residential densities will be determined at subdivision application stage, however will generally comply with the densities as identified on the ODP.

1.1~~45~~.5 Parkland Principles

Public Open Space to be provided as 10% of the residential development area and to be configured as a series of linear vegetation corridors.

A key principle for the location of public open space is to ensure the retention of significant areas of vegetation providing parkland linear corridors to facilitate pedestrian and cyclist movement.

2 Environmental Management Plans

2.1 General

The proponent shall prepare Environmental Management Plans detailed in this Section to meet the following objectives –

- To maintain and enhance the integrity, functions and values of the environment and water dependent ecosystems;

- Maintain and enhance the quality of surface water and groundwater so that existing and potential uses, including ecosystem maintenance, are protected;
- To ensure environmental values of the Peel-Harvey Estuary are not adversely impacted by development and that development is consistent with the provisions of the Statement of Planning Policy No. 2.1: The Peel-Harvey Coastal Plain Catchment and the Environmental Protection (Peel Inlet-Harvey Estuary) Policy 1992.

The Environmental Management Plans shall be prepared to the satisfaction of the appropriate regulatory authority as detailed below. Satisfactory implementation of the management plans by the proponent shall be administered through the subdivision approval process.

2.2 Local Water Management Strategy

Prior to adoption of the Outline Development Plan, a Local Water Management Strategy (LWMS) shall be prepared to the satisfaction of the Department of Water.

2.3 Foreshore Management Plan

Prior to final subdivision approval (issue of clearances) a Foreshore Management Plan for the estuary foreshore area adjoining the subject Lots shall be prepared to the satisfaction of the Shire of Murray on advice from the Department of Environment and Conservation to adequately demonstrate protection of the estuary foreshore area.

The Foreshore Management Plan will meet the following objectives –

- To maintain and enhance the integrity, functions and values of the Point Grey foreshore;
- To minimise and mitigate disturbance of the remnant vegetation;
- To prevent adverse impacts on estuarine processes.

The Foreshore Management Plan shall address –

- Management of public access, vehicle access, parking, fencing, public facilities, signage, rubbish dumping, and weeds;
- Retention of remnant vegetation and the re-vegetation of foreshore buffers with naturally occurring local species; and
- Control of mosquito breeding habitat.

2.4 Waterbird Management Plan

Prior to final subdivision approval (issue of clearances) a Waterbird Management Plan shall be prepared for important waterbird habitat and adjacent areas, to the requirements of the Department of Environment and Conservation and the Shire of Murray.

This plan shall address –

1. identification of waterbird utilisation of areas of important waterbird habitat, including patterns of roosting, nesting, feeding and mating;
2. general management measures relating to the management of the impacts on waterbirds after the construction phase, resulting from pedestrians, vehicles and boats, including the following measures –

- Limitation of human access to sensitive portions of the foreshore;

- Control of vehicles by physical barriers;
- Public education to increase awareness of the sensitivity of the conservation area;
- Adequate sign posting to define exercise areas for dogs; and
- Control of feral animals where practicable.

2.5 Mosquito Management Plan

Prior to final subdivision approval (issue of clearances), a Mosquito Management Plan shall be prepared and implemented to the satisfaction of the Shire of Murray, on advice from the Department of Environment and Conservation to adequately identify mosquito nuisance, public health risks and management strategies.

2.6 Construction Management Plan

Prior to commencement of subdivision works a Construction Management Plan shall be prepared to the satisfaction of the Shire of Murray on advice from the Department of Environment and Conservation to adequately demonstrate protection of remnant vegetation to be retained within the Regional Open Space and Public Open Space reservations, fauna and their associated habitat during construction.

2.7 Access Road Management Plan

Prior to the adoption of the Outline Development Plan an Access Road Construction Management Plan shall be prepared to the satisfaction of the Shire of Murray to address the alignment, upgrading, staging and speed limit signposting of the access road to the ODP area. Prior to the approval of a Development Application for the portion of the access road alignment through the Robert Bay wetland, an Access Road Management Plan will be finalised to the satisfaction of the Shire of Murray on advice from the Department of Water. The Access Road Management Plan for the portion of the road alignment through the Robert Bay wetland will address the following –

- Maintenance of the existing drainage functions of the Robert Bay wetland (where the road transects with the wetland).
- Road design, construction and engineering.
- Surface water management.

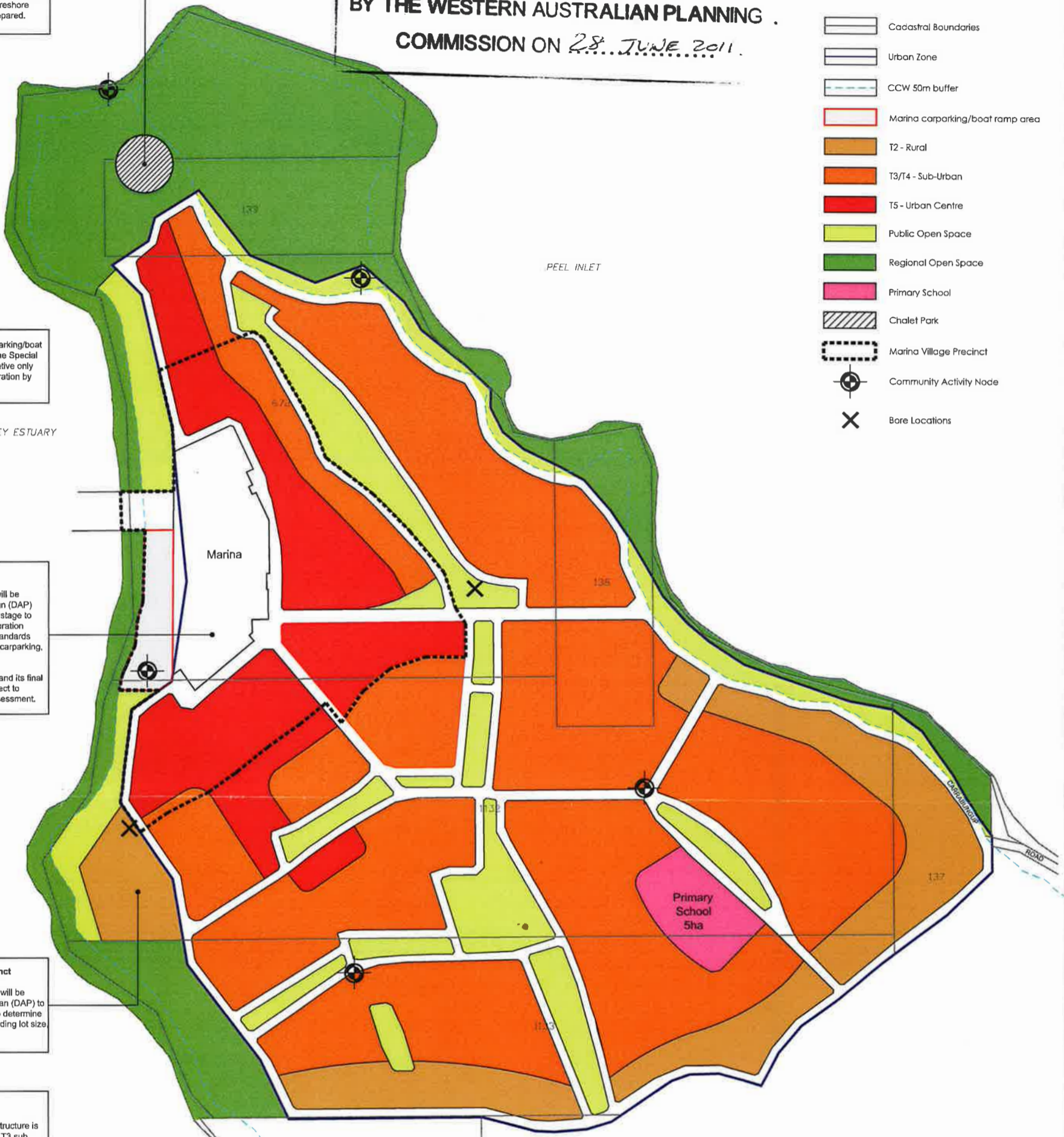
2.8 Fire Management

Prior to adoption of the Outline Development Plan, a Fire Management Plan shall be prepared for the subject land to the satisfaction of the Shire of Murray, on advice from the Fire and Emergency Services Authority to demonstrate reduction of the threat to residents and fire fighters in the event of bush fire within or near the site.

APPROVED / ENDORSED
BY THE WESTERN AUSTRALIAN PLANNING
COMMISSION ON 28 JUNE 2011.

LEGEND

- Cadastral Boundaries
- Urban Zone
- CCW 50m buffer
- Marina carparking/boat ramp area
- T2 - Rural
- T3/T4 - Sub-Urban
- T5 - Urban Centre
- Public Open Space
- Regional Open Space
- Primary School
- Chalet Park
- Marina Village Precinct
- Community Activity Node
- Bore Locations



Chalet Park
Prior to the development of the chalet park site a Detailed Area Plan (DAP) and Regional Open Space and Foreshore Management Plan is to be prepared.

The chalet park and marina parking/boat ramp facilities fall outside of the Special Development Zone, are indicative only and require separate consideration by the WAPC.

Marina Village Precinct
The Marina Village Precinct will be subject to a Detailed Area Plan (DAP) to be prepared at subdivision stage to determine final design configuration, densities and development standards including land use, setbacks, carparking, height etc.
The Marina is indicative only and its final configuration and size is subject to Section 38 environmental assessment.

T2 Rural South West Precinct
The T2 South West Precinct will be subject to a Detailed Area Plan (DAP) to be prepared at subdivision to determine development standards including lot size densities, setbacks etc.

Water Treatment Facility
Water and wastewater infrastructure is intended to be located in the T3 sub urban precinct and will employ technologies that do not require odour and noise buffers. This infrastructure shall not be located within Public Open Space.

DEVELOPMENT PRINCIPLES

Community Design Principles

- The ODP is intended as a guide for future urban development with the objective of generally identifying appropriate locations for housing types and densities whilst permitting flexibility to ensure the delivery of a diverse range of lot sizes throughout all tracts;
- The urban framework should facilitate sustainable urban and environmental outcomes to ensure social sustainability and improved diversity, equity and choice of housing;
- The neighbourhood structure should be sufficiently robust to facilitate diversity of land use (mix use development) which is flexible and adaptable to change;
- Two launch sites for non-powered water craft are required to be provided to the satisfaction of the Shire of Murray;
- The proponent is to provide interpretive signage to recognise the European heritage significance of the site within the design of public places within the ODP area to the satisfaction of the Shire of Murray;
- Development within the ODP area is required to have a minimum finished floor level of 2.8m AHD.

Movement Network Principles

- The street network should be highly interconnected, legible and provide a structure that facilitates the requirements of all users;
- The street network should also facilitate view corridors to maximize vistas from the project area;
- The street network to be designed to reflect the principles of Liveable Neighbourhoods;

- Upgrading requirements for the access road are to be in accordance with the Access Road Construction Management Plan approved by the Shire of Murray. The implementation of this plan will be subject to an agreement between the proponent and the Shire of Murray including traffic volume triggers for the upgrading as a condition of subdivision approval for the first subdivision application over the ODP area;
- Emergency road access to the site is required to be investigated by the proponent to the satisfaction of the Shire of Murray. The proponent is responsible for the implementation of emergency access as a condition of subdivision approval.

Activity Centre Principles

- The Marina Village Precinct is the identified activity centre and is envisaged to be a highly functional mixed use precinct comprising transit facilities, local retailing, tourist support facilities and mixed use development (including residential), in a high quality public domain;
- The Marina Village Precinct will be subject to the preparation of a Detailed Area Plan to determine design content including allocation of uses, final design layout, retail floor space and general development standards;
- The final configuration and size of any marina is subject to the environmental assessment outcome under Section 38 of the Environmental Protection Act;
- Should a marina not be granted environmental approval, the 'Marina Village Precinct' is required to be redesigned to provide a mixed use activity centre that addresses and interacts with the Harvey Estuary to an environmentally acceptable level.

Housing Diversity (Lot Layout) Principles

- Final residential densities will be determined at subdivision application stage, however, will generally comply with the ODP transects.

Rural (General)

- Residential Codes: R5/R10
- Indicative lot sizes 1200m² - 2000m²
- Larger lifestyle lots to retain existing trees
- Located at perimeter of project area

Rural (SW Precinct)

- Residential Code: R5
- Minimum lot size - 2000m²
- Average lot size - 3000m²
- As an alternative to R5, a survey strata rural cluster development is permitted subject to the preparation of a Detailed Area Plan
- Detailed Area Plan required to address building envelopes, setbacks, tree retention.

Sub Urban

- Residential Code - R15 - R25
- Indicative lot sizes 300m² - 1000m²

Urban Centre

- Residential Code - R50 - R100 +
- Indicative lot sizes 70m² - 300m²

Parkland Principles

- Public Open Space to be provided as 10% of the residential development area and to be configured as a series of linear vegetation corridors;
- A key principle for the location of public open space is to ensure the retention of significant areas of vegetation providing parkland linear corridors to facilitate pedestrian and cyclist movement;
- A public open space schedule is to be provided with each subdivision application. This schedule is required to identify the percentage and area of open space being provided within the area subject to the application and within areas subject to previous subdivision approvals.

OUR REF: TAA PTG

15 June 2020

Chief Executive Officer
Shire of Murray
PO Box 21
PINJARRA WA 6208

Attention: Mr Rod Peake

RobertsDay
planning.design.place

Dear Rod

RE: POINT GREY – RESPONSE TO COUNCIL RESOLUTIONS

Further to the Shire of Murray's Council resolution of 26 March 2020, the following is advised.

On behalf of the Point Grey land owner, Tian An Australia (TAA), we object in the strongest possible terms to the proposed revocation of the Point Grey Outline Development Plan (ODP) and the proposed Complex Amendment to the Shire's Town Planning Scheme No. 4 (TPS4) to amend Schedule 7 by removing any reference to Marina being a discretionary 'AA' use and any associated provisions, thereby resulting in the use of marina being not permitted on the subject site.

Neither Tian An Australia, the project team or the other affected landowner, Western Stud Farms Pty Ltd (Plunkett family) were advised that the aforementioned items were being presented to Council, which is considered highly unreasonable.

Tian An Australia remains fully committed to the development of the Point Grey project and is keen to work with all stakeholders in a collaborative manner to deliver a project that is worthy of this unique and special site, delivering much needed jobs, social amenity and housing choice in this growing area of Western Australia. TAA has been committed to the Point Grey project, which is anchored by the proposed marina and marina village, for over a decade, and not only have they demonstrated their dedication, but have the capability and track record to deliver a world class sustainable and commercially viable precinct as it has done elsewhere in Australia. The project respects the surrounding natural environment which is a key aspect of the project, whilst providing enormous economic and social benefits to the Shire of Murray and its community for years to come.

Project Background

The Point Grey site has been identified as having potential for urban development and tourism uses through a number of strategic planning studies over the last 40 years, including:

- Peel Inlet Management Program 1992;
- Peel Regional Strategy 1994;
- State Planning Strategy 1997;
- Inner Peel Region Structure Plan 1997;
- Network City 2004; and
- South Metropolitan and Peel Sub – Regional Structure Plan 2009.

Investigations into the area's suitability for urban development commenced in 1994 with the preparation of a Concept Plan that integrated tourist, residential, rural-residential and recreational activities over a larger 1200 hectares site at Point Grey. The Concept Plan objectives gained general support from the Shire of Murray and a detailed Outline Development Plan (ODP) and Town Planning Scheme Amendment No. 104 to rezone the land from 'Rural' to 'Special Development' zone were lodged in August 1996. The amendment included a marina, residential and rural-residential lots to support a population of around 6,500 people.

Following environmental assessment, Amendment No.104 was granted environmental approval by the Minister for the Environment subject to Ministerial Conditions (Ministerial Statement 519), relating to the requirement for management plans. The approval excluded the marina area, which was identified as requiring separate referral to the EPA under Section 38 of the *Environmental Protection Act* to ensure a separate formal assessment.

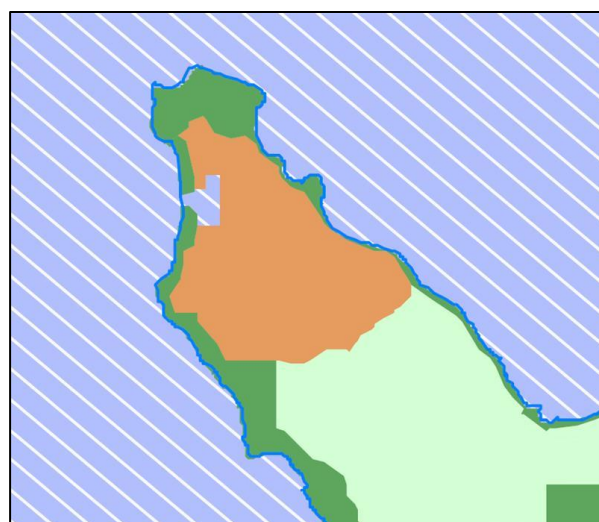
Concurrently during this time, the Western Australian Planning Commission (WAPC) commenced work on the Inner Peel Region Structure Plan (IPRSP) to provide the framework for the preparation of the Peel Region Scheme (PRS). The IPRSP was compiled in 1997 and identified Point Grey as a future major 'Tourist' area, with a population of approximately 4000 people. When the PRS came into effect in 2003 it delineated the northern portion of the site as 'Urban Deferred' (approximately 270 hectares) and the balance of the land originally identified in the ODP and Amendment No. 104 was zoned 'Rural' or reserved as 'Regional Open Space'.

Application was made to the WAPC in 2008 seeking the lifting of the Urban Deferred zone and this was concluded in April 2009 with the land's transfer to the Urban Zone in the PRS. The subject site was rezoned to 'Special Development' zone in the Shire of Murray Town Planning Scheme No 4 (TPS 4) in August 2011.

The Point Grey Outline Development Plan (ODP) was endorsed by the WAPC in November 2011. In accordance with Clause 28 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the ODP remains in effect until August 2025. The ODP provides the framework for the future development of the site. The overall design is configured around a 300-boat berth regional marina facility incorporating a village centre and boat ramps supported by approximately 3000 dwellings with an ultimate population of approximately 6500 and a range of facilities and services to meet the needs of residents and visitors to Point Grey.

The State and Commonwealth Governments have each assessed and provided environmental approval for the development of a marina on the subject site as well as an entrance and navigation channel within the adjacent Harvey Estuary. The channel will provide a navigation link to the Dawesville Chanel on the western side of the Estuary, a distance of approximately 2.5 kilometres.

More recently, the marina is identified on the WAPC's South-Metropolitan Sub-regional Planning Framework (2018).



Extract from South-Metropolitan Sub-regional Planning Framework Plan 1 : The planning framework

In accordance with the Provision 1.15.3 of Schedule 7 of TPS4 we are currently preparing an Activity Centre Plan (ACP) for the Marina Village Precinct. The ACP will facilitate the delivery of the marina and boat ramp, which is considered to be major regional tourism attractor, with supporting retail, short-stay accommodation, commercial and residential development.

We requested that the Shire and DPLH advise on what reports and studies were required to support the Marina Village Precinct Activity Centre Plan (ACP). The Shire provided their advice via email on 3 March 2020 and the WAPC provided their advice via letter on 8 April 2020.

Based on the advice from the Shire and WAPC, the following studies and reports are currently being prepared to support the ACP:

- Engineering report – Water Quality Management Plan
- Engineering report – Servicing
- Updated Coastal Vulnerability Study in accordance with SPP 2.6
- Local Water Management Strategy Update
- Aboriginal Heritage Report
- Visual Landscape Assessment
- Transport Assessment
- Economic Development Plan
- Retail Needs Assessment
- Community Assessment and Infrastructure Study
- Bushfire Management Plan + Strategy
- Architectural Statement/Design Guidelines
- Environmental Sustainability Report
- Environmental Impact Report
- Draft Marina + Navigation Channel Maintenance and Asset Management Plan, including potential funding models

We are proposing to lodge the ACP with the Shire by early July 2020.

In addition to the above reports/studies, the project team have commenced the preparation of the various reports/studies required by the State and Federal environmental approvals and associated conditions. These reports/studies are listed on the attached Marina Delivery Process flowchart, including their current status. It is proposed that these will be finalised and lodged with the approval agencies prior any marina development application being lodged.

Shire of Murray Council Resolutions

The following is a response to the Shire's recent resolutions of 26 March 2020 and 23 April 2020

Revocation of Point Grey Outline Development Plan

The Council reports identifies four (4) 'changing circumstances' that they consider relevant to revoking the Structure Plan (ODP), being:

- a) Ecological Health of the Peel Harvey Estuary;
- b) Coastal Planning;
- c) Bushfire Planning; and
- d) Asset Management (marina and navigation channels).

It is noted that the Shire have not provided any technical evidence or advice to support the four 'changing circumstances' for revocation. It is considered unreasonable for the Shire to request revocation without providing adequate technical justification. Notwithstanding, please find below our response on each of these items:

a) *Ecological Health of the Peel Harvey Estuary*

The Point Grey development has been through a rigorous, open and transparent public environmental review process that culminated in State and Commonwealth Government approval for the development of a marina on the subject site as well as an entrance and navigation channel within the adjacent Harvey Estuary.

The State environmental approval (Ministerial Statement No. 906) initially required substantial commencement of the marina construction by 1 August 2017. In April 2017 the Environmental Protection Authority undertook an extensive review of the approval and reaffirmed that there were no 'new' environmental issues, and the potential environmental impacts could be managed under the existing environmental conditions and the substantial commencement date was extended until 28 June 2019. In September 2018, a further extension to the substantial commencement date was granted until 1 August 2022.

The Commonwealth environmental approval was initially granted in June 2014 with a condition requiring substantial commencement by June 2019. In March 2019, an amended approval was granted with a substantial commencement date of March 2029.

Upon substantial commencement, the sunset clauses within the environmental approvals are removed, and the approval for the Marina will remain in place in perpetuity. Should substantial commencement not be achieved by the specified dates, re-approval of the Marina will need to be undertaken.

Please find attached a memo from RPS environmental consultants, which provides a summary of the Point Grey project from an environmental perspective, including commentary on the perceived impact of the marina and navigation channel and the other factors impacting the health of the estuary and a summary of the environmental benefits required as part of the approvals.

b) *Coastal Planning*

A Climate Change Vulnerability Assessment was prepared to support the ODP in 2010. In light of the amendments to *State Planning Policy 2.6 Coastal Planning Policy*, coastal engineer MP Rogers have been engaged to revise the Coastal Vulnerability Assessment, including coastal erosion hazard mapping. This type of revision is a common occurrence for any coastal development, with the vast majority of current coastal developments that are now underway having required one, two, or in some cases three revisions to coastal vulnerability/hazard assessments to address changes to SPP2.6 or interpretation (as noted through release of formal position statements).

In recognition of this fact, a revised coastal hazard assessment for the site is already underway and finalisation is imminent. The draft erosion hazard mapping concludes that, whilst some of the land identified for residential development is impacted by the coastal erosion hazard, the majority of the land is not impacted and the ODP can still be appropriately implemented. Attached is a plan of the endorsed ODP with the most recent 100 year coastal erosion hazard lines annotated that demonstrates the manageable impact that can be addressed at the detailed subdivision design stage.

In addition to the coastal hazard assessment, the requirements for an additional foreshore reserve allowance within the ACP area are also being considered and a plan is being developed to show how this additional allowance will accommodate future social and environmental values. The requirement for an additional foreshore allowance is not disputed. Additionally, a project specific CHRMAP document will be prepared to outline the proposed adaptation requirements for elements identified within the coastal hazard risk area, including the boat ramps and associated parking area. The location of these infrastructure items have previously been approved in the State and Federal environmental approvals.

We do not see any reason why the proposed development, subject to the required modifications to meet the current requirements of SPP2.6 (which are being completed as a matter of course) cannot be progressed. As outlined above, the requirement for modifications to the foreshore reserve width as a result of changes to SPP2.6 is not uncommon. Likewise, there is no reason why planning the development should be stalled to wait for the Shire to complete their own CHRMAP. Experience shows us that a regional scale CHRMAP is unlikely to contain the detail that will be necessary at a project scale – particularly for an area that is not yet developed.

c) *Bushfire Planning*

A Bushfire Management Plan was prepared and approved as part of the endorsed ODP. In light of the amendments to *State Planning Policy No. 3.7: Planning in Bushfire Prone Areas* (SPP 3.7) and the associated Guidelines for Planning in Bushfire Prone Areas (the Guidelines), bushfire consultants Strategen JBS&G have been engaged to undertake a review of the bushfire requirements for the ODP area and to prepare a Bushfire Management Plan to support the Marina Village Precinct ACP.

The location of the ODP and the ACP presents a non-compliance with SPP 3.7 and the Guidelines, in that only a single vehicular access route can be provided between the site and the broader public road network to Forrest Highway. This is a deviation from the Acceptable Solution A3.1 of the Guidelines which requires two vehicular access routes to proposed development, and as such, compliance will need to be addressed via a Performance-Principle Based Solution developed as part of a Bushfire Management Plan (BMP) in collaboration with the relevant stakeholders.

Strategen-JBS&G is proposing the utilisation of the bushfire risk assessment framework to develop a holistic, risk-based bushfire safety strategy that can be applied over both the ACP and ODP areas, to address and manage the vehicular access non-compliance and demonstrate bushfire risk can be reduced to acceptable levels. The bushfire safety strategy will be required to address overall resilience of the development (for both the ACP and ODP), and will likely include focus on the following:

- land-use planning;
- building practices and construction;
- land management and hazard reduction;
- community awareness and preparation;
- disaster and emergency management; and
- essential infrastructure.

Strategen JBS&G have been liaising with the DPLH bushfire policy team to discuss the proposed strategy to ensure that the bushfire risk can be mitigated through Performance-Principle Based Solutions.

d) *Asset Management (marina and navigation channels).*

The Shire's concern in respect to the ongoing management and maintenance of the marina and navigation channel is noted, however there are existing provisions within Schedule 7 of TPS4 in respect to this matter, being:

Schedule 7 – Point Grey

- 1.10 *Prior to final subdivision approval (issue of clearances) for the first stage of any marina precinct as shown on the ODP, a legal agreement shall be prepared to the satisfaction of the Shire of Murray to address the long term funding arrangements by the proponent for the ongoing maintenance and asset replacement within any marina precinct, including the maintenance of any marina entrance channel or navigation channel should environmental approval for any marina be granted.*

Notwithstanding that the legal agreement is not required until final subdivision approval (issue of

clearances) for the first stage of any marina precinct, we have commenced the preparation of a Marina + Navigation Channel Maintenance and Asset Management Plan, including potential funding models, which includes research into the ongoing cost requirements for the maintenance and management of the marina and the navigation channel and the funding options for these ongoing costs. These will provide inputs into the preparation of the financial model that will be presented to the Shire and relevant State Government agencies, which will then be ratified in the aforementioned legal agreement.

To assist in the preparation of the management plan and to prepare a sustainable management and maintenance model, we have commenced discussions with the Department of Transport Maritime Planning section. They will assist by advising on their management and maintenance standards for marinas under their ownership/control.

The management plan research will be finalised in the next three weeks. We will then initiate further discussions with the relevant State Government agencies and the Shire of Murray.

Scheme Amendment to Remove Marina as a Discretionary Use

The subject site was rezoned to 'Special Development' zone with specific provisions inserted in Schedule 7 in the Shire of Murray TPS 4 in August 2011. Provision 1.3 of Schedule 7 states that *'Marina shall be classified as a discretionary 'AA' use subject to all required environmental approvals being granted'*. It also includes a number of provisions that are required to be addressed prior to the construction of the marina.

The Shire of Murray Council resolved at their Ordinary Meeting of 26 March 2020 to modify the Special Provisions for the Point Grey Special Development zone set out in Schedule 7 of the Scheme to remove discretion for a marina, to amend or remove other provisions relating to a marina and making consequential changes to reflect this. This was followed by another resolution at their Ordinary Meeting of 23 April 2020 resolving to proceed to advertising for Amendment No. 313 and that it be treated as a complex amendment.

The reason provided in the 23 April 2020 agenda report for the proposed amendment was:

'Recent scientific research has demonstrated that ecological health and water quality in the Estuary are at concerning levels, with further degradation likely in the future due to the drying climate. It shows that without a transformational approach to management, further reduction in rainfall and streamflow will see further degradation of the waterway system.

Despite requests for confirmation made with a range of State Ministers that the State will take responsibility for ongoing management of the channel, this has not been forthcoming and this is well beyond the Shire's financial and workforce capacity to accept, even with agreement with the landowner.

These two factors raise serious questions over the merit of the marina proceeding and at its meeting on 26 March 2020, Council resolved to prepare Amendment No. 313 to TPS4, to modify the Special Provisions for the Point Grey Special Development zone as set out in Schedule 7 of the Scheme to remove discretion for a marina, to amend or remove other provisions relating to a marina and making consequential changes to reflect this.'

In respect to the ecological health of the Peel Harvey Estuary and the ongoing management and maintenance of the marina and associated works, please refer to the comments above, under the heading Ecological Health of the Peel Harvey Estuary.

In respect to proposed removal of the marina use as a discretionary use, this is completely at odds with proper and orderly planning. The site has been identified in numerous State and Local Government strategic planning documents over long period of time, the subject site is appropriately zoned under the PRS and TPS4, there is a Shire of Murray approved and WAPC endorsed Outline Development Plan (Structure Plan) and the proposed terrestrial development and marina have all necessary State and Federal environmental approvals. As a result, we request that the Shire does not proceed with requesting the advertising of Amendment No. 313.

Importantly, Provision 1.3 of Schedule 7 of TPS4 states that *'Marina shall be classified as a discretionary 'AA' use subject to all required environmental approvals being granted'*. As the required environmental approvals being granted there are no planning reasons that the marina use should be refused subject to the appropriate information being provided at the development application stage and adherence to all conditions associated with the State and Federal Environmental Approvals.

Thank you for the consideration of the above and should you require and clarification of the above or further information, please do not hesitate to contact the undersigned.

Yours sincerely
ROBERTS DAY

A handwritten signature in black ink, appearing to read 'RD', with a long diagonal stroke extending upwards and to the right.

RYAN DARBY
PARTNER

Enc: RPS Environmental Summary Memo
Marina Delivery Process Flowchart
ODP overlay with the forecast coastal 100 year erosion hazard lines



MEMO

Date: 25 May 2020
To: Ryan Darby, Adrian Cagnana
From: John Halleen, Steve Rolls
Pages: 18 inc. this page
Regarding: Point Grey ACP

As requested, please find below:

- A summary of the environmental aspects of the Point Grey Project and a project description
- a response to issues proposed in the Shire of Murrays Council report regarding the ecological health of the Peel-Harvey Estuary;
- the environmental approvals that are currently in place; and
- a summary of what the project may provide in terms of environmental benefits.

Point Grey Project Summary

Over the past 19 years the northern portion of the Point Grey peninsular has been identified for urban development (including a marina) in all strategic planning studies undertaken for both the Peel and Metropolitan regions. The site's setting and location has been recognised and considered foremost in the decision to nominate Point Grey as an urban development area, with various positive references to the site's urban potential including:

- support for a regional initiative for dredging works to sustain boating facilities as part of proposals for residential development (Peel Inlet Management Authority 1992)
- the site's depiction as a major tourist related development within an urban context (WAPC 1997)
- the site's depiction as a significant urban centre based upon a residential marina design (WAPC 2004)
- the site's suitability for urban development being confirmed through its zoning in the Peel Region Scheme (PRS) as Urban.

The Proponent is committed to delivering a tourism based urban settlement at Point Grey incorporating a marina village centre which will become the core activity node for residents and visitors. In designing the marina several options were considered including a marina on the eastern side of the Point Grey peninsula, and a significantly larger external marina development on the western side as outlined below.

In its assessment of 1997 TPS Amendment No. 104, the EPA expressed a preference for an onshore marina, rather than that proposed (see below). Furthermore, the EPA advised the only breach of the western foreshore should be for an entrance channel into the marina of a maximum width of 100 m, and that the entrance to the onshore marina should be to the south of the currently proposed entrance, where the foreshore vegetation is disturbed. However, this location is not suitable due to its topography (rising from sea level to an elevation of 10 m within 200 m of the shoreline), karstic outcropping, and the engineering constraints associated with this topography.

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP



Previous design

The current and approved marina design (State and Federal) reflects the EPA's preference for the marina to be onshore. The current marina and navigation channel, which was subject to the environmental impact assessment was designed to significantly minimise the dredge requirements and impacts to benthic habitat, and maximise the water exchange or flushing rates.

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP

Point Grey Marina Project Description

Onshore Component

Marina Water Body

The marina will be located inland from the Harvey Estuary shoreline on the western side of Point Grey, in an area of predominantly cleared pastoral land. The water body will occupy 9.8 ha, and will be excavated to a maximum depth of -3 m AHD. Excavation of the marina is expected to result in the generation of approximately 660,000 m³ of spoil which will be used as fill within the Point Grey development and in the construction of two protective groynes adjacent to the entrance channel. The marina will accommodate up to approximately 300 boat pens through the installation of finger jetties and floating pontoons. Additional short stay berthing alongside the marina edges adjacent to retail areas will also be provided. The marina will be designed to accommodate boats of maximum length 15 m and draft 1.5 m.

Entrance Channel

Access to the marina water body from the Harvey Estuary will be via a 100 m long and 120 m wide entry channel through the foreshore. The channel will be excavated to a depth of -3.5 m AHD, and in doing so will generate approximately 25,000 m³ of fill removed via land based excavation in the area closest to shore.

Car Parks, Boat Ramps and Public Infrastructure

Approximately 5.1 ha of foreshore will accommodate car parking requirements for 200 cars and four boat ramps (based upon consultation with the DoT and consistent with Australian Standards which recommends the provision of a minimum 50 car / trailer parking bays per boat ramp). This area will include a portion of landscaped foreshore between the car park and the shoreline which will contain paths and public toilets, allowing the public to access and utilise the beach to the west of the marina.

The Proponent has throughout the State and Commonwealth environmental assessment and approvals sought to minimise the impacts of the onshore marina on the surrounding vegetation. The proposed marina car park area has been reduced by 0.69 ha. This has reduced the maximum vegetation loss from the onshore marina and car park from 7.74 ha to 7.34 ha

Offshore Component

Groynes

Groynes will be constructed on either side of the entry channel to protect it from the effects of wave action, erosion / accretion and sedimentation, and to provide safe navigability for boats entering and departing the marina. The groynes will be approximately 50 m in length, and will be constructed from rock, possibly from limestone excavated from the marina water body. The total area of estuary bed which will be covered by the groynes will be 0.34 ha.

Navigation Channel

Due to the shallow depths of some areas of the Harvey Estuary (illustrates bathymetry of the estuary), a channel will be dredged to create navigable access for boats between the marina and the Dawesville Channel which in turn provides access to the Indian Ocean. The channel will be approximately 2.5 km in length and 50 m in width (channel width is calculated by allowing for twice the maximum vessel length i.e. 2 m x 15 m, and 10 m battered sides). The maximum depth of the channel will be -3.5 m AHD, to address design vessel requirements and ensure the requirement for maintenance dredging is minimised.

As approximately 80% of the proposed channel alignment through the Harvey Estuary is greater than 1.9 m deep, only a relatively small amount of sediment will need to be dredged. It is calculated that approximately 95,000 m³ of dredge spoil will be created from the dredging of the navigation channel and the entrance

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP

channel. Navigation markers will be located along the channel in accordance with the requirements of the DoT.

The total area of the Harvey Estuary bed to be used for the two groynes and navigation channel will be approximately 13.5 ha. This area represents approximately 0.28 % of the Harvey Estuary.

Staging and Timing of Proposal - Onshore Marina

It is proposed that excavation of the onshore marina will occur over two stages. The first stage involves the excavation of the northern part of the marina water body and the entrance channel, and covers an area of approximately 5.8 ha. Excavation of the first stage is scheduled to be completed over an 8–10 month period. The dewatering programs will only occurring for a maximum five months during April to October (autumn to spring) period. Stage two covers an area of approximately 4 ha, and comprises the southern portion of the water body. The second stage is programmed will take a further 8–10 months. Consistent with the stage one excavation works program, the stage two dewatering program will only occur during April to October. The excavated material will be used predominately as construction fill for the Point Grey urban development (surrounding the marina) and for the protective groynes (where suitable limestone is excavated).

Rock Groynes

A bund will be constructed across the western ends of the groynes, allowing excavation of the entrance channel to occur without flooding from the Harvey Estuary.

Marina Infrastructure

Water Body Infrastructure

The construction of the marina infrastructure (including edge treatment / walling, the installation of piled finger jetties and floating pontoons) will occur in conjunction with the excavation works of the water body. The jetties and floating pens will be supported and/or anchored using piles into the ground.

Car Park and Boat Ramps

The car park and boat ramps will be built in stages in line with the construction of the marina. The land area and existing vegetation within the proposed car park area is an integral component of the dewatering and associated turbidity mitigation measures. The final build out of the car park and associated boat ramps will not be finalised until stage two of the marina has been completed.

Dredging

Dredging of the navigation channel across the Harvey Estuary is proposed to commence in May, and be completed by the end of September. The timing of the groyne construction and dredging of the channel is intended to coincide with autumn to late winter period, when the turbidity level within the estuary is elevated due to storm activity, winter rainfall, catchment run-off and river discharge.

Construction Methodology – General

Marina Water Body

Construction of the marina will involve a two staged excavation program, with limited dewatering. It is proposed to construct the majority of the onshore marina as a “wet” excavation (i.e. without dewatering).

Geotechnical investigations have concluded the significant geological component is sand. The extent of the limestone component is estimated to be less than 8% and is limited to the eastern edge of the onshore marina footprint. It is proposed the marina will be constructed using an excavator with the sand material being used as compacted fill subject to it being geotechnically suitable.

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP

Dewatering will be limited to the construction of the marina wall treatments e.g. vertical block walls (as required) or to facilitate a “dry” removal of a large limestone rock. The wall treatments are likely to be a combination of wall blocks (in particular around the key public nodes i.e. the eastern and southern boundary) and rock armour / rip-rap revetment walls. The marina water body will not be opened to the Harvey Estuary until construction of the two groynes, the entrance channel and Stage 1 of the marina has been completed.

Rock Groynes

The groynes are likely to consist of a limestone core product, typically well graded rock of up to two tonnes, and an armour rock of up to five tonnes. The rock material will be tipped from trucks into the water with the groynes progressively lengthened. The works will continue incrementally from the shore to the end point in the estuary.

Navigation Channel

The majority of the navigation channel will be constructed using a small cutter suction dredge (generating approximately 95,000 m³ of spoil), with the shallow nearshore environment adjacent to Point Grey being excavated using a long-arm excavator (generating approximately 25,000 m³). The dredging program will commence from the eastern end of the Dawesville Channel and progress in 100 m sections towards the marina site. The dredge is proposed to operate seven days a week, working 12 hours each day during daylight hours.

The average depth of dredging required along the channel ranges between 0.7 m and 2.0 m. Geotechnical investigations have indicated that the material to be dredged consists predominantly of soft estuarine/marine sands and silts.

Key Characteristics of Marina Proposal

The below table describes the key characteristics of the proposal.

Point Grey Marina Proposal – Key Characteristics

Onshore Marina	
Marina water body area	9.8 ha
Excavation works	Approximately 660,000 m ³ of spoil. The maximum depth of marina will be -3 m AHD. Excavation works will occur over two stages.
Internal jetties	4–6
Boat pens	Approximately 300.
Area of potential terrestrial disturbance from construction dewatering (reduction in groundwater by 25 cm or greater)	112 ha (of which the majority is cleared farming land)
Marina Entrance Channel	
Channel dimensions	Approximately 100 m long and 120 m wide.
Excavation works	Approximately 15,000 m ³ of spoil. The maximum depth of the marina entrance channel will be -3.5 m AHD.

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP

Onshore Marina	
Public Beach, Public Car Parking and Boat Ramps	
Area of foreshore disturbance for 200 car parks and public infrastructure	4.22 ha
Number of public boat ramps (inside the marina)	4
Navigation Channel and Groynes	
Navigation channel dimensions	Approximately 2.5 km long (Point Grey to Dawesville Channel) and 50 m wide (approximately 10 m wide sloping batters and a 30 m base).
Volume of material to be dredged	120,000 m ³ of dredge spoil will be removed (95,000 m ³ removed via dredging and 25,000 m ³ via a land-based excavator). The navigation channel will be dredged to a maximum depth of -3.5 m AHD.
Area of disturbance to Harvey Estuary bed (including groynes)	Approximately 13.5 ha.

Point 1 - Ecological Health of the Peel-Harvey Estuary

Water quality within the Peel Inlet–Harvey Estuary is primarily driven by land use within the catchment and freshwater flows from the catchment with seasonal trends of physicochemical and nutrient parameters fluctuation showing a strong correlation with rainfall (Hale and Butcher 2007).

It is important to acknowledge all the significant investigation on the Peel-Harvey estuary, including the Australian Research Council (ARC) Linkage Program report cited in Shire of Murray Previously Confidential Item 6.1 (6 March 2020), has identified catchment wide issues which include:

1. historical clearing of native vegetation for agricultural purposes in the catchments adjacent to the Serpentine, Murray and Harvey rivers
2. the high use of fertilisers / nutrients in the agricultural land which during the winter storm events leach into adjacent wetlands, streams and the estuary
3. the seasonal influx of nutrients (from the catchment) underpinned the historical severe eutrophication of the Peel Inlet and Harvey Estuary, manifesting as macroalgae and phytoplankton blooms

Acknowledging these catchment wide issues, the EPA and the State Government led to catchment management plans aimed at reducing nutrient inflows, and to the construction of the Dawesville Channel to promote flushing with seawater. It is important to understand the size (or area of the Peel-Harvey Estuary) and the ecological issues identified by the Shire of Murray. The circulation and exchange processes in the estuary are driven primarily by the tide, with wind and density driven flows also contributing, but to a lesser degree. Typically in the south-west of Western Australia, the low tidal range leads to the wind driven circulation dominating over the tidal dynamics. However due to the Dawesville Channel's influence on tidal exchange between the Peel Inlet–Harvey Estuary and the Indian Ocean, tidally driven flows dominate the northern Harvey Estuary circulation. Spatially, the Point Grey marina and boating channel is located directly opposite the Dawesville Cut. This alignment maximises the tidal exchange along its length which facilitates

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP – Correspondence to WAPC

the mixing cycle. Hence it is the more dynamic environment of the Point Grey channel, being proximate to the Dawesville Channel. The issues pertaining to reduced water quality in the rivers relate to areas of the Peel-Harvey Estuary distant to the Dawesville Channel and are subject to reduced tidal movement and therefore water exchange. The underlying driver for the reduced water quality remains with the agricultural land uses in the broader catchment. These land uses (i.e. cattle farms) are a known and measured source of nutrients contributing to reduced water quality. This catchment wide nutrient source issue and reduced water quality within the Serpentine, Murray and Harvey rivers **is not** the related to the Point Grey marina.

The Point Grey marina was subject to significant hydrodynamic modelling this included a detailed assessment of the marina flushing rates and water quality modelling. The water quality of the proposed onshore marina will be determined by the groundwater inputs and the general water quality of the Peel Inlet–Harvey Estuary ‘source water’. The Point Grey proposal investigated a range of different marina configurations using hydrodynamic modelling techniques, with the objective of optimising the flushing and water quality of the marina. The modelled layouts included marina shapes that had a range of volumes and different entrance configurations. It was found that a reduced volume marina shape with a wide, short entrance area gave optimal water quality results. A flushing analysis was conducted for the Point Grey marina concept for four seasonal conditions (winter, winter–spring (calibration), summer and autumn).

The predicted flushing times for the Point Grey marina is on average 5.7 days. In regards to nutrient inputs into the estuary the modelling confirm that concentrations of nitrogen (as DIN) immediately outside the marina is predicted to be consistent with seasonal background DIN conditions within the estuary. This identifies that waters released from the marina have no significant measurable effect on the DIN concentrations measured in the Harvey Estuary outside of the marina.

Lastly, in 2017 RPS undertook an analysis of the DWER estuarine monitoring sites data in proximity to Point Grey. The conclusion was, there is no statistically significant medium or long-term change in water quality, for the determinants (pH, dissolved oxygen, nitrogen, phosphorus), from the 2012 Point Grey EPA approval and April 2017.

The Point Grey marina concept has several important features that support a good water quality outcome.

Source Water Quality: The site’s proximity to the Dawesville Channel ensures that marine conditions are now established in this area of the Harvey Estuary, and this provides low nutrient source water for flushing the marina.

Groundwater: Groundwater is a common source of elevated nutrient inputs to marinas along the Perth coastline. The existing land use is pasture for cattle rearing, and for the Point Grey site has resulted in only relatively low-level inputs of fertiliser; hence the groundwater currently has relatively low levels of nutrients. The change of land use for urban purposes combined with the implementation of a number of nutrient best management practices in accordance with WQIP-PH and continual education programs for the households will further reduce the nutrient levels within the groundwater.

Design Configuration: The marina shape and size has been optimized using an iterative process – supported by numerical modelling. This has resulted in a design which flushes adequately and exhibits only relatively low-levels of nutrients under the existing agricultural land use.

The modelling has demonstrated that the marina will not cause measurable nutrient increases within the wider Harvey Estuary, and hence this can be discounted as a likely outcome.

Furthermore the nutrient budget calculations performed indicate that post-construction nutrient input loadings will not be higher than the current inputs provided by fertiliser and nitrogenous fixing pastures (legumes), under the current grazing land use; hence groundwater nutrient loadings will decrease with the change of land use to residential development and incorporation of nutrient best management practices and continual education programs for the households.

MEMO

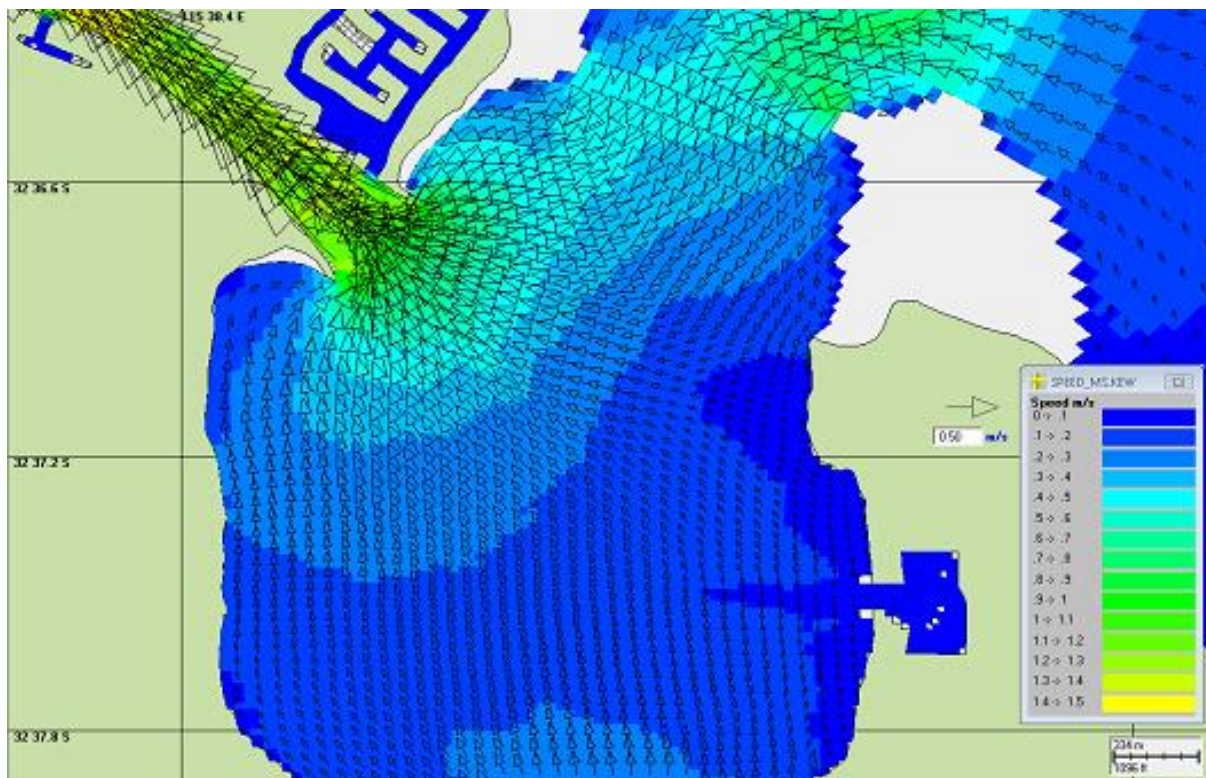
Date: 25 May 2020
Regarding: Point Grey ACP

Importantly, the quality of the estuary in the vicinity of the Point Grey site is not dependent of rainfall or river flow; it is a product of tidal exchange with the Indian Ocean through the adjacent Dawesville Cut.



MEMO

Date: 25 May 2020
Regarding: Point Grey ACP



Spatial Plots of Modelled Currents during Typical Ebb Tides from the 2017 Section 46 review, showing strong exchange at the Point Grey marina and channel site

A summary of the key State Government estuary management responses are detailed below.

Environmental Values of the Peel Inlet–Harvey Estuary System

From the mid-1960s and onwards, the water quality of the Peel Inlet and Harvey Estuary became significantly degraded as a consequence of high nutrient inputs from agricultural land and an inherently slow rate of flushing. The dominant nutrient input controlling eutrophication was phosphorus. This was discharged from the catchments of the system's three main tributary rivers (Serpentine, Murray and Harvey Rivers) and contributing agricultural drains. As a result, eutrophication and extensive blooms of the cyanobacteria alga, *Nodularia*, occurred regularly within the estuary.

Peel Inlet and Harvey Estuary Management Strategy

In 1989 the Peel Inlet and Harvey Estuary Management Strategy (the Strategy) was approved by the EPA and the State Government. The Strategy consisted of four central management outcomes; the first was the construction of the Dawesville Channel; the second was the implementation of a catchment management plan to reduce nutrient loads; the third was the harvesting of weeds to alleviate weed accumulation near residential areas; and the fourth was the implementation of appropriate monitoring to measure the success of the Strategy (Kinhill Engineers, 1988).

Consistent with the Strategy's management objective an Environmental Protection Policy (EPP) for the Peel Inlet–Harvey Estuary was gazetted in 1992 for the purpose of setting environmental quality objectives for the Peel Inlet and Harvey Estuary, with a view to preventing excessive algal growth.

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP

The Strategy identified a water quality objective to be achieved and maintained which identified a medium load (mass) of total phosphorus flowing into the Peel Inlet–Harvey Estuary System of less than 75 tonnes.

The Dawesville Channel, which was opened in April 1994, was designed to reduce eutrophication and algal blooms by flushing nutrient-rich water to the ocean. Since the channel was opened, the hydrodynamics and water quality of the Peel Inlet and Harvey Estuary have changed significantly, resulting in improved water quality and a reduction of cyanobacteria algal blooms.

The EPA Bulletin 1087 (EPA 2003) detailed the progress and compliance with the environmental conditions set by the Minister for the Environment on the Peel Inlet and Harvey Estuary Management Strategy. Bulletin 1087 concluded the Dawesville Channel had been successful in improving water quality in the main body of the Peel Inlet and Harvey Estuary. However, the EPA noted catchment management remained a core issue with water quality problems remaining in the Peel Inlet and Harvey Estuary catchment, in particular for the system's three main tributary rivers (EPA 2003).

Although the Strategy has been implemented and a large community effort has been undertaken, the phosphorus input to the Peel Inlet–Harvey Estuary System has not substantially decreased since the construction of the channel, and remains in excess of the targets set by the EPA in the 1992 Strategy.

Peel Harvey Nutrient Management Initiatives

Since 1985 several nutrient management action plans have been established by the Australian Government, Environmental Protection Agency, DEC, DoW, Peel Development Commission, local government and the community in order to improve water quality of the Peel Harvey Estuary. The recent management plans include:

- Peel–Harvey Coastal Catchment Water Sensitive Urban Design (WSUD) Technical Guidelines (PHDC 2006)
- Water Quality Improvement Plan for the Peel Harvey Catchment (WQIP – PH) (EPA, 2008d).

The WQIP (EPA, 2008d) and the WSUD Technical Guidelines (PHDC 2006) were developed through the federally funded Coastal Catchments Initiatives project (CCI) which commenced in the coastal Peel Harvey catchment in 2003. The CCI project was an initiative of the Australian Government seeking to deliver significant reductions in the discharge of pollutants to agreed “hot spots”. The coastal portion of the Peel Harvey catchment was identified as a water quality “hot spot” and the WQIP (EPA 2008d) was developed to focus on the management of phosphorus.

Water Quality Improvement Plan

The aim of this plan is to improve water quality by reducing phosphorus discharges from the catchments through changes to agricultural and land use planning.

Water Quality Improvement Plans are catchment and regional-based environmental management plans that seek to improve water quality by reducing the amount of key pollutants (e.g. nutrients, sediments, and chemicals) in accordance with Australia's National Water Quality Management Strategy.

Environmental Quality Management Framework

The EPA has given approval to an Environmental Quality Management Framework (Government of Western Australia 2005, based in turn on the National Water Quality Management Strategy) for guiding environmental impact assessment, and this has been considered in the preparation of this PER. The environmental values and environmental quality objectives.

Due to existing and historical land uses, progressive nutrient enrichment of estuarine waters over several decades has contributed to lower estuarine and river water quality and appearance of large accumulations of macroalgae and algal blooms (EPA 2008). Recognising the disturbed state of the estuary, the EPA in the

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP

2008 Water Quality Improvement Plan for the Rivers and Estuary of the Peel–Harvey System assigned a level of ecological health protection to these waters as a “Moderately Disturbed System”.

Australian Research Council (ARC) Linkage Program

The outcomes of the Australian Research Council (ARC) Linkage Program (2019) report were summarised in the Shire of Murray Previously Confidential Item 6.1 (6 March 2020):

“In short the study demonstrates that the Estuary now has reduced flushing due to declining river flows; water quality in the rivers has been declining despite the Dawesville Cut; ecologically the Estuary is showing signs of trouble; some of the poorly flushed parts of the estuary basin now have the highest macroalgal growths on record; several ‘trouble hot-spots’ have emerged across the Estuary, especially poorly flushed areas; the projected drying climate will be likely to further reduce water flows to the estuary by approximately 50% by 2050, further concentrating poor water quality and ecological problems in the Estuary.”

These outcomes have little relevance to the health of the Peel-Harvey Estuary *in the vicinity of Point Grey marina and channel* proposal because this area it is not:

- Dependent upon rainfall or affected by a drying climate and river flows;
- Poorly flushed;
- Highly eutrophic; or
- Showing signs of unacceptable macroalgal growth

It is marine and dynamic due to the reliable interaction with the Indian Ocean tidal exchanges through the adjacent Dawesville Cut. This was recently acknowledged by both the State and Commonwealth (2018 and 2019) environmental regulators.

Point 2 – Current State and Federal Point Grey Marina Environmental Approvals

State Assessment

The EPA assessed the Point Grey Marina proposal at the level of Public Environmental Review and released its assessment report (EPA Report 1420) in December 2011. The EPA identified the following key environmental factors relevant to the proposal:

- Terrestrial flora and vegetation
- Terrestrial fauna and waterbirds
- Estuarine environmental quality
- Estuarine fauna.

In applying the EPA Statement of Environmental Principles, Factors and Objectives (2016a) these factors are now represented by:

- Flora and Vegetation
- Terrestrial Fauna
- Marine Environmental Quality

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP

- Marine Fauna

The EPA concluded in EPA Report 1420 that 'it is likely that the EPA's objectives would be achieved, provided there is satisfactory implementation by the proponent of the recommended conditions'. The then Minister for Environment approved the proposal for implementation on 1 August 2012 subject to the implementation conditions of Ministerial Statement 906. The proposal has not substantially commenced.

In 2017 the EPA undertook an inquiry into and report on the matter of changing the implementation conditions relating to the Point Grey marina proposal, in order to extend the time limit of authorisation for substantial commencement, taking into consideration any new information (a Section 46 review). This included a review of the marina project against its current and any applicable former environmental impact assessment policy and guidance documents, the currency of the original EPA assessment and the Ministerial Statement 906. In relation to the environmental factors, and considering the information provided by the proponent and relevant EPA policies and guidelines, the EPA concluded:

- there are no changes to the proposal
- there is no significant new or additional information that justifies the reassessment of the issues raised by the proposal
- there has been no new significant change in the relevant environmental factors since the proposal was assessed by the EPA in Report 1420 (December 2011)
- no new significant environmental factors have arisen since its assessment of the proposal
- the impacts to the key environmental factors are considered manageable, based on the requirements of existing conditions, and the imposition of the attached recommended conditions.

Effectively, the Point Grey marina underwent a further formal EPA assessment process in 2017/18. This EPA assessment reaffirmed that there were no 'new' environmental issues, and the potential environmental impacts could be managed under the existing environmental conditions outlined in Ministerial Statement 906.

Ministerial Statement 906 requires the proponent to implement a robust environmental management framework including:

1. Compliance Reporting
2. Public Availability of Data
3. Protection of Vegetation
4. Environmental Offsets
5. Estuarine Water and Sediment Quality (Operational Phase)

The compliance reporting is in place with an approved compliance assessment plan. The environmental offsets and a monitoring plan for estuary water and sediment quality have been substantially advanced by the proponent.

State Approval Status: The State Government approvals were reviewed in September 2018 and extended until 1 August, 2022.

Commonwealth Assessment

In June 2010, the then Commonwealth Department of the Environment, Water, Heritage and the Arts – now the Commonwealth Department of Agriculture, Water and Environment (DAWE) determined that the

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP

proposal is a controlled action under the *Environment Protection Biodiversity Act 1999* (EPBC Act). The specific Matters of National Environmental Significance identified as potentially being affected by the proposal included:

- Impacts on Wetlands of International Importance: the Peel Inlet Harvey Estuary System (Ramsar)
- Listed Migratory Species: Japan-Australia Migratory Birds Agreement/ China-Australia Migratory Birds Agreement / Republic of Korea-Australia Migratory Birds Agreement Migratory Birds
- Listed Threatened Species and Communities.

Following the State approval for the Point Grey Marina, the Commonwealth Minister for the Environment requested additional information be provided relating to direct, consequential and cumulative impacts of the Point Grey Marina Proposal. An additional technical report was provided to the Commonwealth in 2014 and the proposal was approved under the EPBC Act on 28 June, 2014.

The approval followed extensive consultation with the community and the relevant decision-making authorities. The State Environment Ministerial conditions (Statement 906) defines the statutory environmental conditions and procedures for the Point Grey Marina. Ministerial Statement 906 requires the Proponent is adherent to the following conditions:

1. Time Limit of Authorisation.
2. Compliance Reporting to the EPA.
3. Public Availability of Data.
4. Protection of Vegetation.
5. Environmental Offsets.
6. Estuarine Water and Sediment Quality (Operational Phase).
7. Dredge Timing.

Subsequent to the State approval for the marina, the Commonwealth Minister for the Environment requested additional information be provided relating to direct, consequential and cumulative impacts of the Point Grey Marina proposal. An additional, detailed technical report which addresses the Commonwealth's supplementary questions was finalised in early 2014. This technical report included cumulative impacts on the estuary and its water quality and sediments. As a result of this additional detailed information provided, the Commonwealth Minister for the Environment was fully satisfied that any potential impacts could be managed, and approved the Point Grey Marina proposal in June, 2014. The design and management principals of the project, as approved at Local, State and Federal levels, has not changed since that time.

Commonwealth Approval Status: The Federal Government approvals were reviewed in March 2019 and extended until 2057.

State and Commonwealth Manage Plan Requirements

Further to the above, management plans are required to fulfill the environmental conditions of approval for the overall project, including:

- Construction Environmental Management Plan (Comm)
- Compliance Assessment Plan (State)
- Compliance Assessment Report (State)

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP

- Channel & Marina Management Plan (State)
- Foreshore Management Plan (State)
- Capital Dredging & Spoil Disposal Management Plan (Comm)
- Foreshore Management Plan (Shire, State + Comm)
- Waterbird Management Plan (Shire + State)
- Mosquito Management Plan (Shire + State)
- Maintenance Dredging & Spoil Disposal Management Plan (Comm)
- Acid Sulfate Soils & Dewatering Management Strategy (Comm)
- Offset Strategy (State + Comm)
- Local Water Management Strategy & Urban Water Management Plans *(Shire + State)
- Environmental Sustainability Report (Shire)

Planning Approval Context

Over the past 20 years the northern portion of the Point Grey peninsular has been identified for urban development, including an onshore marina, in all strategic planning studies undertaken for both the Peel and Metropolitan regions. The site's setting and location has been recognised and considered foremost in the decision to nominate Point Grey as an urban development area, at local and State Government levels.

Point Grey Development Company Pty Ltd (the Proponent), a wholly owned subsidiary of Tian An Australia Limited, is committed to delivering a tourism-based urban settlement at Point Grey incorporating a marina village centre which will become a core activity node for residents and visitors. The project will consist of approximately 3,000 dwellings (large rural lifestyle, single residential lots, apartments and grouped housing), with a population in the order of 6,000 and a range of support facilities to meet the needs of residents and visitors to Point Grey.

The marina will provide a much needed regional public boat launching facility within the Shire of Murray that will provide prompt and direct access to the Harvey Estuary, Peel Inlet, and the Indian Ocean. Furthermore, the approximate 300 boat pens within the marina will greatly alleviate the current shortage of pens in the Peel region, due to the significant increase in the number of recreational boat owners over the past decade (Department for Planning and Infrastructure 2006). The proposed onshore marina development is a component of the Point Grey Outline Development Plan (ODP). The Point Grey ODP focuses on the current "Urban" zoned portion of the above landholdings, which comprises approximately 271 ha. In April 2009, the Peel Region Planning Committee (PRPC) approved the amendment of the 271 ha portion of "Urban Deferred" zoning to "Urban" the under the PRS.

All zoning and environmental approvals are in place for the urban development component of the project, and implementation is being actively planned at present.

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP

Point 3 - What will the project provide in terms of environmental benefit?

Environmental data

The implementation of long term management plans such as monitoring plan for estuary water and sediment quality will provide the EPA, State Government agencies and stakeholders with additional estuarine sediment and marine water quality data which would complement DWER's estuarine monitoring long term data set. This will provide greater certainty on long term estuarine water quality trends. All environmental data from implementing management plans will be made available to State Government agencies.

Rehabilitation

- In addition to transferring 10.6 ha of remnant vegetation foreshore reserve area (currently zoned 'rural') in private ownership to the Crown for the purpose of conservation, the proponent will:
- Rehabilitate and revegetate at least 4.7 ha of the Point Grey foreshore
- Purchase and transfer 22 ha land offset area to the Department of Biodiversity, Conservation and Attractions

Design to Minimise Habitat Loss

A key consideration of the environmental impact assessment was the navigational channel alignment and minimising the impacts to the benthic habitats. The hydrodynamic and sediment modelling provides robust conclusions in relation to the short and long-term impacts on benthic habitats. In summary, the likely permanent loss of Benthic Primary Producer Habitat (BPPH) (e.g. seagrass) associated with the Point Grey Marina proposal involves BPPH lost as a direct consequence of the channel dredging and groyne construction and maintenance dredging operations.

No loss of seagrass as a result of dredging activity-related turbidity is predicted.

For the purposes of this cumulative loss assessment, the assumption has been made that no cumulative loss of BPPH has occurred within the Harvey Estuary since the commencement of European habitation. The total area of the Local Area Unit (LAU) is 5,645 ha, of which BPPH comprises 4,628 ha (1,746 ha is seagrass of either high, medium or low density and 2,882 ha is low density macroalgae). The footprint of the channel and groynes (including a 5 m buffer on either side of the channel and groynes) will cover 13.5 ha, and of this, 13 ha is comprised of BPPH. The loss of BPPH as a result of the channel and groynes is therefore calculated to comprise 0.28%. Therefore the location and placement of the navigational channel will result in minimal loss of benthic habitat and available fishing area in the Harvey Estuary in the short and long term.

This calculation does not account for the possibility that seagrass may re-colonise on portions of the gently sloping channel batters, which would total approximately 3 ha in area.

To address and mitigate the potential impacts to BPPH from the dredging and spoil disposal activities, a Dredge and Spoil Disposal Management and Monitoring Plan has been prepared. The Dredge and Spoil Disposal Management and Monitoring Plan includes measures to minimise disturbance to estuarine habitats and BPP from dredging and spoil disposal activities. The Dredge and Spoil Disposal Management and Monitoring Plan outlines a monitoring and reporting process involving water quality and seagrass monitoring. Monitoring sites have been selected and if monitoring indicates a greater impact than anticipated by the modelling, dredging will temporarily cease and the EPA and the Department of Water and Environmental Regulation will be contacted. In addition to management measures to limit impacts to seagrass and water quality, community concerns will be addressed through consultation measures including preparation of notices for local papers about the project, including a phone number to call for information.

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP

Design to Promote Flushing of Marina Waters

The Dawesville Channel located directly opposite the Point Grey marina is the key influence on tidal exchange and currents between the Peel Inlet–Harvey Estuary and the Indian Ocean. Tidally driven flows dominate the northern Harvey Estuary circulation (APASA 2010). The proposed navigational channel extends the existing alignment of the Dawesville Channel. This alignment maximises the tidal exchange along its length (and the marina) and minimises the likelihood of accumulation of algal mats / seagrass wrack. The marina has been designed such that its innermost waters are flushed. This will reduce the likelihood of poor quality water entering the estuary.

The finalisation of the marina design and layout was undertaken using hydraulic and hydrological modelling. The evaluation of the circulation and current velocities in the marina development was based on drogue current studies, computer model simulations using a “WQMAP model”, an advanced circulation and water quality model for estuarine and coastal waters. The system includes a suite of integrated environmental models including a boundary conforming grid generation model, a three dimensional hydrodynamic model, and a suite of mass transport and fate models. All operate on a boundary conforming grid system and are supported by an embedded geographic information system (GIS) and environmental data management tools.

The marina design was modified until the model simulation demonstrated that the final design would optimise water circulation. The result was a decrease in the marina footprint from 13 ha to 9.8 ha.

Time Dredging Activities to Avoid Crab and Fish Movements

The studies demonstrate the current estuarine environment exposes the Blue swimmer crab population and estuarine fish species to seasonal changes in water quality in particular peaks of turbidity (suspended sediment) during winter storms.

No significant impact to fish habitat or BPPH resulting from the turbidity associated with the channel dredging is predicted. The majority of the commercial and recreational catch of Blue swimmer crabs in Peel Harvey Estuary is taken between December and May. It is noted that when RPS and the Proponent met with the Mandurah Licensed Fisherman Association at the start of the PER assessment process (2009) we were informed of their strong preference for the dredging works to be completed from late May to October as the licensed fishermen did not frequently fish over this period.

Fishing Regulations

The Proponent has agreed to work with the Department of Fisheries to facilitate the installation of remote survey and surveillance equipment within the marina/boat ramp area to monitor recreational fishing effort.

The Proponent has met with Department of Fisheries to discuss undertaking an appropriate monitoring program of key species to determine local fish population densities and if the marina development has any impact on stocks. The details of the monitoring program will be provided in a Fisheries Management Plan. The fish monitoring will target the key indicator species and will consist of pre-, during and post-construction phases. In addition, a 12-month monitoring study to accurately determine the level of catches and boat fishing as a result of the completed marina development will be conducted once the marina is operational. Details of the program will be finalised in the Fisheries Management Plan, which will be produced at a later stage, closer to the time of construction of the marina.

Point Grey Channel Design

The channel will be approximately 2.5 km in length and 50 m in width (30 m base, and 10 m battered sides). The maximum depth of the channel will be -3.5 m AHD, and the average dredge depth below the existing natural seabed is 0.88 cm. The environmental conditions in the Point Grey channel are related to the proximity of the channel to the Dawesville Channel, and also the channel design/profile as described below:

- The channel is aligned directly with the Dawesville Channel resulting in

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP

- increased current velocities in the area of the channel, particularly on the western end; reducing the settling of fine sediments, enhancing the mobilisation and re-suspension of fine sediment
- boat traffic may also be expected to mobilise finer sediments and reduce their accumulation directly within the channel
- regular influx of oxygenated marine water, this acts to reduce the likelihood of the water column above the sediments becoming deoxygenated. This region is expected to be one of the better flushed areas of the Peel-Harvey estuary.
- The channel profile, having a relatively shallow channel depth relative to its width and with battered side slopes, will enhance the movement of water through the channel and maintain it as a relatively higher energy environment. The channel dredge is at its deepest on the eastern end adjacent to Point Grey. Additionally, the navigational channel will not act as a significant hydrodynamic barrier or sediment accumulator.

In summary, the following key environmental principles underpin the residential and the marina development:

1. Pt Grey site has been historically cleared and used as a cattle farm, which will cease. The majority of the development is focused within the existing historically cleared areas.
2. The development will include a comprehensive native vegetation revegetation program with a focus on the foreshore areas and in areas along the central ridgeline
3. The proponent throughout the formal environmental impact assessment process sought to minimise the impacts of the onshore marina. The key advancement to reduce the impacts include:
4. The marina footprint was reduced from 13 ha to 9.8 ha
5. Revised the construction methodology to limit the dewatering program
6. The developer / landowner will be transferring 14.8 ha of privately owned ("rural" zoned) remnant foreshore vegetation back to the State
7. There will be a long-term estuarine water and sediment quality monitoring program in place, currently there is limited program in place & this monitoring program would add to the estuary knowledge base. The data will be made publicly available.
8. Waterbird monitoring and management will be implemented
9. Any site works are underpinned by the following environmental conditions (are to be prepared and implemented to the satisfaction of the State and/or Commonwealth):
 - a. Dredge and Dredge Spoil Disposal Management Plan
 - b. ASS and Dewatering Management Plan
 - c. Channel and Marine Management & Monitoring Plan
 - d. Vegetation Impact Monitoring Program
 - e. Foreshore Management Plan
 - f. Construction Environmental Management Plan
 - g. Local Water Management Strategy & Urban Water Management Plans

MEMO

Date: 25 May 2020
Regarding: Point Grey ACP

10. Offsite environmental offsets
11. Feral fox, rabbit, and cat control within Pt Grey

As outlined above, there will also be a significant medium - long term monitoring program(s) which will address:

- Estuarine water and sediment quality
- Waterbirds
- Stormwater treatment (surface water run off)
- Revegetation works
- Black cockatoo nesting boxes

This information will be reported and again the key results and data will be made available to the public and scientific community, which will assist in an expanded understanding the Peel-Harvey Estuary.

POINT GREY MARINA DELIVERY PROCESS

2020

A

MARINA VILLAGE PRECINCT ACTIVITY CENTRE PLAN (ACP)

In accordance with Shire of Murray Town Planning Scheme No. 4 Schedule 7 Provision 1.15.3, and advice received from the Shire of Murray and the Western Australian Planning Commission.

REPORTS PREPARED TO SUPPORT ACP

- Engineering Report (Artificial Waterways)
- Water Quality Management Plan
- Engineering Servicing Report
- Coastal Vulnerability Assessment
- Local Water Management Strategy Update
- Aboriginal Heritage Report
- Landscape Concept Plan
- Visual Impact Assessment
- Transport Assessment
- Economic Development Plan Update
- Retail Needs Assessment
- Environmental Sustainability Report
- Community Assessment and Infrastructure Study
- Bushfire Management Plan
- Architectural Statement / Design Guidelines
- Environmental Impact Report
- Draft Marina + Navigation Channel Maintenance and Asset Management Plan

2021

B

MARINA DEVELOPMENT APPLICATION + APPROVALS

DEVELOPMENT APPLICATION APPROVED FOR WORKS WITHIN MARINA FOOTPRINT

SUPPORTED BY

MANAGEMENT PLANS APPROVED BY EITHER SHIRE, STATE OR COMMONWEALTH AGENCIES

- Construction Environmental Management Plan (C) Status: Draft prepared and comments received. To be updated with future DA.
- Compliance Assessment Plan (ST) Status: Ongoing
- Channel and Marina Management Monitoring Plan (ST) Status: Draft prepared. To be updated with future DA.
- Foreshore Management Plans (SH/ST/C) Status: Draft prepared and comments received. To be updated future DA.
- Acid Sulfate Soils & Dewatering Management Strategy (C) Status: In Progress (October 2020)
- Capital Dredging and Spoil Disposal Management Plan (C) Status: In Progress (October 2020)
- Waterbird Management Plan (SH/ST) Status: To be prepared
- Mosquito Management Plan (SH/ST) Status: To be prepared
- Maintenance Dredging and Spoil Disposal Management Plan (C) Status: In Progress (October 2020)

22HA OFFSET STRATEGY APPROVED BY STATE AND COMMONWEALTH AGENCIES

Status: In Progress

CEDING 10.6HA REMNANT VEGETATION FORESHORE LAND

Status: Subdivision application to create foreshore reserve has been approved by WAPC

IMPLEMENT ENVIRONMENTAL OFFSET STRATEGY POINT GREY MARINA

(Prior to any subdivision or the commencement of ground disturbing activities, whichever is sooner)

REHABILITATE AND REVEGETATE AT LEAST 4.76HA OF POINT GREY FORESHORE

(Within three years of completion of construction of marina)

2022+

C

ONGOING MANAGEMENT

IMPLEMENTATION OF MANAGEMENT PLANS PREPARED IN (B)

THE PROPONENT SHALL NOT UNDERTAKE DREDGING OF THE NAVIGATION AND ENTRANCE CHANNEL AS DESCRIBED IN SCHEDULE 1 OF THIS STATEMENT BETWEEN 1 NOVEMBER AND 30 APRIL EACH YEAR

MONITORING IS TO BE CARRIED OUT IN ACCORDANCE WITH THE MARINA DEWATERING VEGETATION IMPACT MONITORING PROGRAM

PREPARE COMPLIANCE ASSESSMENT REPORTS FOR BOTH STATE AND FEDERAL ENVIRONMENTAL AGENCIES (ANNUALLY)



Chalet Park
Prior to the development of the chalet park site a Detailed Area Plan (DAP) and Regional Open Space and Foreshore Management Plan is to be prepared.

The chalet park and marina parking/boat ramp facilities fall outside of the Special Development Zone, are indicative only and require separate consideration by the WAPC.

Marina Village Precinct
The Marina Village Precinct will be subject to a Detailed Area Plan (DAP) to be prepared at subdivision stage to determine final design configuration densities and development standards including land use, setbacks, carparking, height etc.
The Marina is indicative only and its final configuration and size is subject to Section 38 environmental assessment.

T2 Rural South West Precinct
The T2 South West Precinct will be subject to a Detailed Area Plan (DAP) to be prepared at subdivision to determine development standards including lot size, densities, setbacks etc.

Water Treatment Facility
Water and wastewater infrastructure is intended to be located in the T3 sub urban precinct and will employ technologies that do not require odour and noise buffers. This infrastructure shall not be located within Public Open Space.

EROSION HAZARD SETBACK LINES

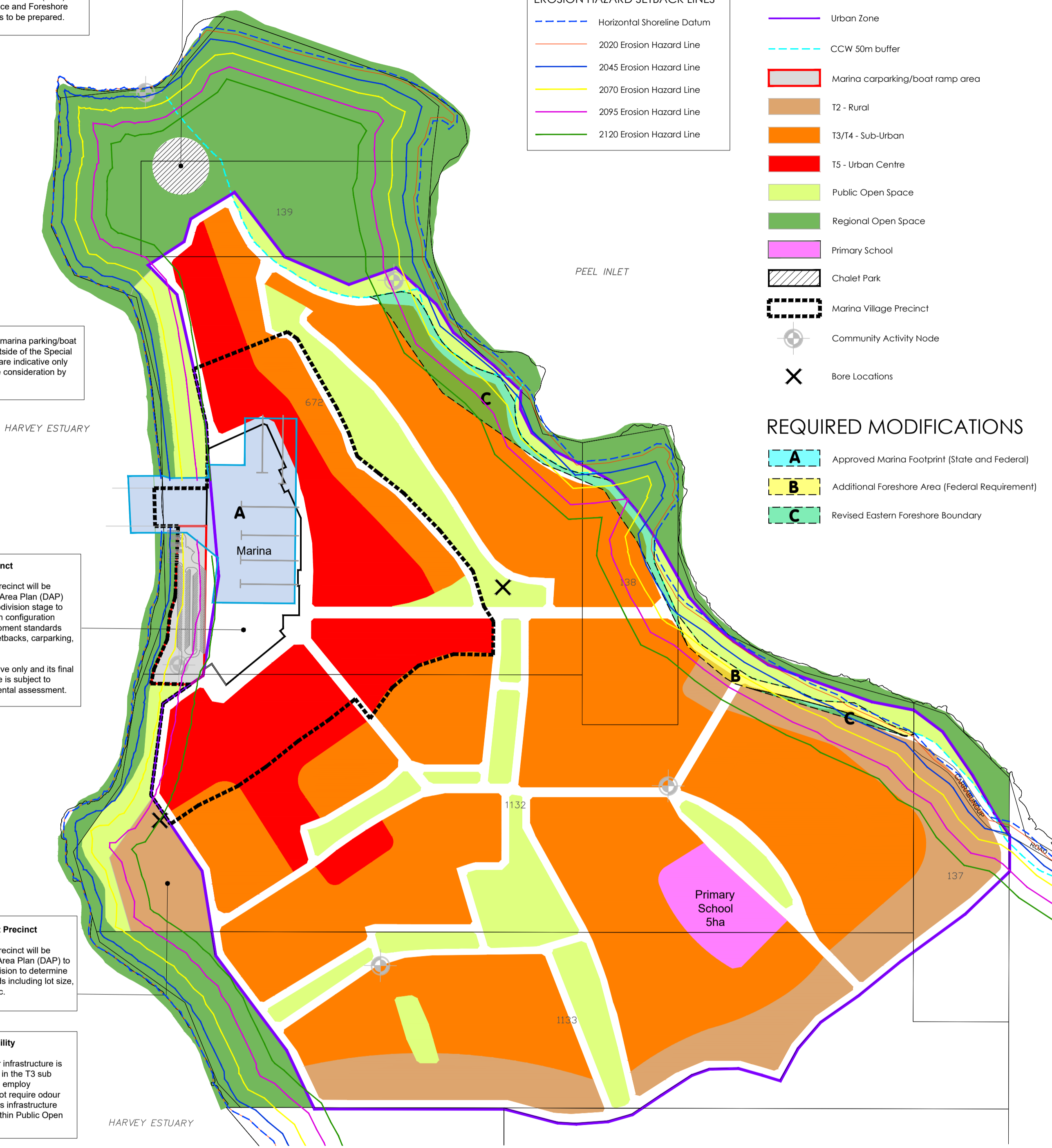
- Horizontal Shoreline Datum
- 2020 Erosion Hazard Line
- 2045 Erosion Hazard Line
- 2070 Erosion Hazard Line
- 2095 Erosion Hazard Line
- 2120 Erosion Hazard Line

LEGEND

- Cadastral Boundaries
- Urban Zone
- CCW 50m buffer
- Marina carparking/boat ramp area
- T2 - Rural
- T3/T4 - Sub-Urban
- T5 - Urban Centre
- Public Open Space
- Regional Open Space
- Primary School
- Chalet Park
- Marina Village Precinct
- Community Activity Node
- Bore Locations

REQUIRED MODIFICATIONS

- A** Approved Marina Footprint (State and Federal)
- B** Additional Foreshore Area (Federal Requirement)
- C** Revised Eastern Foreshore Boundary



DEVELOPMENT PRINCIPLES

- Community Design Principles**
- The ODP is intended as a guide for future urban development with the objective of generally identifying appropriate locations for housing types and densities whilst permitting flexibility to ensure the delivery of a diverse range of lot sizes throughout all transects;
 - The urban framework should facilitate sustainable urban and environmental outcomes to ensure social sustainability and improved diversity, equity and choice of housing;
 - The neighbourhood structure should be sufficiently robust to facilitate diversity of land use (mix use development) which is flexible and adaptable to change;
 - Two launch sites for non-powered water craft are required to be provided to the satisfaction of the Shire of Murray;
 - The proponent is to provide interpretive signage to recognise the European heritage significance of the site within the design of public places within the ODP area to the satisfaction of the Shire of Murray;
 - Development within the ODP area is required to have a minimum finished floor level of 2.8m AHD.
- Movement Network Principles**
- The street network should be highly interconnected, legible and provide a structure that facilitates the requirements of all users;
 - The street network should also facilitate view corridors to maximize vistas from the project area;
 - The street network to be designed to reflect the principles of Liveable Neighbourhoods;
 - Upgrading requirements for the access road are to be in accordance with the Access Road Construction Management Plan approved by the Shire of Murray. The implementation of this plan will be subject to an agreement between the proponent and the Shire of Murray including traffic volume triggers for the upgrading as a condition of subdivision approval for the first subdivision application over the ODP area;
 - Emergency road access to the site is required to be investigated by the proponent to the satisfaction of the Shire of Murray. The proponent is responsible for the implementation of emergency access as a condition of subdivision approval.

- Activity Centre Principles**
- The Marina Village Precinct is the identified activity centre and is envisaged to be a highly functional mixed use precinct comprising transit facilities, local retailing, tourist support facilities and mixed use development (including residential), in a high quality public domain;
 - The Marina Village Precinct will be subject to the preparation of a Detailed Area Plan to determine design content including allocation of uses, final design layout, retail floor space and general development standards;
 - The final configuration and size of any marina is subject to the environmental assessment outcome under Section 38 of the Environmental Protection Act;
 - Should a marina not be granted environmental approval, the 'Marina Village Precinct' is required to be redesigned to provide a mixed use activity centre that addresses and interacts with the Harvey Estuary to an environmentally acceptable level.
- Housing Diversity (Lot Layout) Principles**
- Final residential densities will be determined at subdivision application stage, however, will generally comply with the ODP transects.

- Rural (General)**
- Residential Codes: R5/R10
 - Indicative lot sizes 1200m² - 2000m²
 - Larger lifestyle lots to retain existing trees
 - Located at perimeter of project area

- Rural (SW Precinct)**
- Residential Code: R5
 - Minimum lot size - 2000m²
 - Average lot size - 3000m²
 - As an alternative to R5, a survey strata rural cluster development is permitted subject to the preparation of a Detailed Area Plan.
 - Detailed Area Plan required to address building envelopes, setbacks, tree retention.
- Sub Urban**
- Residential Code - R15 - R25
 - Indicative lot sizes 300m² - 1000m²
- Urban Centre**
- Residential Code - R50 - R100 +
 - Indicative lot sizes 70m² - 300m²
- Parkland Principles**
- Public Open Space to be provided as 10% of the residential development area and to be configured as a series of linear vegetation corridors;
 - A key principle for the location of public open space is to ensure the retention of significant areas of vegetation providing parkland linear corridors to facilitate pedestrian and cyclist movement;
 - A public open space schedule is to be provided with each subdivision application. This schedule is required to identify the percentage and area of open space being provided within the area subject to the application and within areas subject to previous subdivision approvals.

Peel-Harvey Estuary ARC Linkage Research Findings (2019)



Overarching goal

Develop a predictive decision-support framework for exploring trade-offs between regional catchment development (economic resilience) and the health of the receiving estuarine waterways (ecological resilience).

We analysed up to 50 years of Peel-Harvey environmental and ecological data and more recent economic data to build a holistic picture of the drivers of change. A unique suite of models were developed (catchment, estuary and econometric) to allow assessment of 'what-if' scenarios for 2050, defined by Peel stakeholders.

Why?

- Balancing these trade-offs is essential for achieving sustainable coastal development.
- Forecasting alternative futures in terms of economic decisions and future climate is a powerful way to demonstrate the impacts of different development or management choices, and the scale of action needed to adapt to future challenges.
- A key motivator for developing this framework was the proposed SAPP. However, the framework is adaptable to many other strategic planning scenarios across the Peel at both the ecosystem scale (whole catchment and estuary) and localised scales (e.g. individual developments).

Key findings

1. Current condition of the estuary (relative to trends monitored from the 1970s onwards)

- **The estuary has reduced flushing due to declining river flows.** Whilst the Dawesville Cut was successful in improving water quality in the main basins, it has made the system more marine, leading to hyper-salinity further inland during summer. Water quality in the rivers has been declining, despite the Cut.
- **Ecologically, the estuary is showing signs of trouble.** Multiple lines of ecological evidence (i.e. trends in small bottom-dwelling invertebrates and fish faunas) show that the current health of the estuary is often poor. While there is generally less nuisance macroalgae and more seagrass in the estuary than in the past (positive health trends), some poorly flushed areas of the basins now have the highest macroalgal growths on record.
- **Several 'trouble hot-spots' have emerged across the estuary.** The deeper parts of the Murray River, southern Harvey Estuary and shallows of south-eastern Peel Inlet most often have the poorest ecological health (as reflected by their plant, invertebrate and/or fish communities). These environments are characterised by highly enriched sediments (nutrients and organic matter), poor flushing and/or low dissolved oxygen levels.

2. Future (2050) predictions for estuarine health

- ***The projected future drying climate is expected to have an overwhelming influence on water flows to the estuary, concentrating poor water quality and ecological problems in the rivers.*** The drying climate projected for 2050 is forecast to reduce water flows to the estuary by ~50%. In particular, this is expected to further exacerbate problems with hypoxia and harmful algal blooms in the rivers.
- ***Implementing extensive catchment management actions can significantly reduce nutrient flows to the estuary.*** Large-scale implementation of catchment management actions (e.g. improving fertiliser management, applying soil amendments, riparian zone rehabilitation etc) under environmentally-sensitive development of the catchment is expected to significantly reduce nitrogen and especially phosphorous flows to the estuary compared to current conditions. Nutrient reduction has been identified as a potential strategy to help adapt to the drying climate.
- ***Allowing a 'business as usual' approach to catchment management, as well as agricultural and urban development beyond that proposed in the SAPPR,*** is forecast to intensify problems with hypoxia in the rivers and increase nutrient flows to the rivers and parts of the basins.

Key recommendations

- ***The time for adaptation to growing development and climate stressors is now***
 - In general, future climate and development projections pose risks to estuary health that require adaptive management.
 - Estuary water requirements (environmental flows) to maintain estuary health need to be defined and actioned ASAP.
 - With concerted catchment management efforts and environmentally-sensitive development, major reductions in nutrient delivery to the estuary can be achieved.
- ***Monitoring estuarine ecology is fundamental to managing estuary health***
 - Currently, there are no monitoring programs in the Peel-Harvey Estuary for key aspects of its ecology (e.g. seagrass, invertebrates and fish) and/or supporting environmental elements except for water quality.
 - Given the current state and trajectories of estuarine ecological health, and the value placed on the system by the local and State communities, it is crucial that these ecosystem components are monitored consistently and regularly into the future.
 - Consistent ecological data streams will allow real ecosystem impacts of any new management interventions to be understood. They will also support the ongoing improvement of the predictive framework.
- ***Investment in novel farm and environmental technologies can support estuary restoration***
 - Doing nothing will lead to continued decline of the rivers and basins.
 - Adopting smart farm technology can promote positive environmental outcomes whilst improving the clean-green brand of WA agriculture.
 - Large-scale nature-based restoration efforts that can help support local fishery and ecotourism opportunities need to be explored to allow adaptation to future pressures.
- ***A risk-based decision-support framework can provide transparency in decision-making***
 - The scale of the decline ('tragedy of the commons') means current governance and environmental protection instruments need improvement to protect this iconic natural asset.
 - As for any important project, risk-management procedures and appropriate governance should be put in place to prevent further decline.
 - The current project has created a blueprint for a risk-management framework able to support future decision making, and foster collaboration and transparency in assessing risks between various stakeholder groups.

Case Studies Relevant to the Proposed Point Grey Marina and Channel

A Report to Inform
Decision Makers and
Community

Report prepared by Whitney Consulting
on behalf of the Peel-Harvey Catchment
Council Inc.

June 2019



Disclaimer

Whitney Consulting has prepared this report exclusively for the use of the party or parties specified in the report (the client) for the purposes specified in the report (Purpose). The report must not be used by any person other than the client or a person authorised by the client or for any purpose other than the Purpose for which it was prepared.

The report is supplied in good faith and reflects the knowledge, expertise and experience of the consultants involved at the time of providing the report. The matters dealt with in this report are limited to those requested by the client and those matters considered by Whitney Consulting to be relevant for the Purpose.

The information, data, opinions, evaluations, assessments and analysis referred to in, or relied upon in the preparation of, this report have been obtained from and are based on sources believed by us to be reliable and up to date, but no responsibility will be accepted for any error of fact or opinion.

To the extent permitted by law, the opinions, recommendations, assessments and conclusions contained in this report are expressed without any warranties of any kind, express or implied.

Whitney Consulting does not accept liability for any loss or damage including without limitation, compensatory, direct, indirect or consequential damages and claims of third parties, that may be caused directly or indirectly through the use of, reliance upon or interpretation of, the contents of the report.

TABLE OF CONTENTS

1	EXECUTIVE SUMMARY	4
2	INTRODUCTION.....	7
2.1	PURPOSE.....	7
2.2	BACKGROUND.....	7
2.3	CURRENT SITUATION.....	9
2.4	PEEL HARVEY CATCHMENT COUNCIL	12
3	SOUTH YUNDERUP CANALS - WA.....	13
3.1	RELEVANCE TO POINT GREY.....	13
3.2	PROJECT HISTORY AND OUTCOMES.....	14
4	PORT GEOGRAPHE BAY - WA.....	18
4.1	RELEVANCE TO POINT GREY.....	18
4.2	PROJECT HISTORY	19
4.3	OUTCOMES.....	22
4.4	ONGOING FUNDING REQUIRED.....	24
5	ETTALONG CHANNEL - NSW	26
5.1	RELEVANCE TO POINT GREY.....	26
5.2	PROJECT HISTORY	26
5.3	PROJECT OUTCOMES	27
6	GREAT BARRIER REEF – GLADSTONE AND ABBOT POINT QLD	29
6.1	RELEVANCE TO POINT GREY.....	29
6.2	PROJECT HISTORY	30
6.3	PROJECT OUTCOMES	32
7	PORT HINCHINBROOK - QLD.....	34
7.1	RELEVANCE TO POINT GREY.....	34
7.2	PROJECT HISTORY	34
7.3	OUTCOMES.....	37
8	TOONDAH HARBOUR - QLD.....	38
8.1	RELEVANCE TO POINT GREY.....	38
8.2	PROJECT HISTORY	38
8.3	OUTCOMES.....	40
9	BEADON CREEK – ONSLOW WA.....	41
9.1	RELEVANCE TO POINT GREY.....	41
9.2	PROJECT HISTORY	41
9.3	OUTCOMES.....	43
10	SUMMARY.....	44

1 EXECUTIVE SUMMARY

The Point Grey Development proposes the construction of an onshore marina, with associated infrastructure, a 2.5-kilometre navigational channel from the marina to the Dawesville Channel and a master-planned residential community, with more than 3,000 new homesites.

The development has received state government approval, through the Environmental Protection Authority (EPA) and commonwealth government approval by the Commonwealth Department of the Environment and Energy. Both the state and commonwealth approvals require robust conditions to be met, before, during and after any actions take place, including the need for monitoring and management plans.

The Shire of Murray Town Planning Scheme No. 4 requires the Point Grey Development Company Pty Ltd to enter into a legal agreement with the Shire of Murray to address long-term funding arrangements by the developer for the ongoing maintenance and asset replacement within the marina precinct, including maintenance dredging of the marina entrance channel. As the local entity, it will also be incumbent on the Shire to ensure that the development is undertaken in accordance with all approval conditions.

The Peel Harvey Catchment Council (PHCC) has, along with other organisations and community members, appealed against the approval of the development, due to the belief that the risks of the marina and channel are too high, and cannot be mitigated. PHCC is aware of previous, similar projects that have resulted in negative environmental consequences and high financial costs, which have fallen on the local community, due to local and state governments needing to fund remediation and ongoing management works. Often, this is a result of the developer going in to liquidation or the passage of time, meaning the developer is no longer bound by any agreement to fund works.

PHCC believes that the local, state and commonwealth governments can learn from these previous similar projects to determine why they have failed and why the communities are having to bear the ongoing financial and environmental cost of these marinas and channels. As a result, the PHCC has commissioned this report to identify a range of previous similar projects from which lessons can be learnt to guide the future progression of the Point Grey Development.

This report summarises eight such projects and highlights their relevance to the Point Grey Development proposal, as well as drawing conclusions about the lessons that can be learned from these examples. The projects included in this report are;

- South Yunderup Canals – Western Australia
- Port Geographe Bay – Western Australia
- Ettalong Channel – New South Wales
- Two Great Barrier Reef projects – Gladstone and Abbot Point – Queensland
- Port Hinchinbrook – Queensland
- Toondah Harbour – Queensland
- Beadon Creek – Western Australia

The below table summarises the key points for each of the case studies. It is noted that there are additional examples throughout Australia and the world. These selected case studies are just a few of the projects that can provide lessons for those involved in the Point Grey Development.

Table 1 – Summary of Selected Case Studies Relevant to the Point Grey Development

Project	Approvals	Ongoing Funding Costs	Remediation Works	Funding and Management Responsibility	Outcomes	Other Issues
South Yunderup Canals - WA	EPA approvals for Stage 2	Over \$100,000 per annum	Stage 2 was approved as remediation works but also had negative outcomes. Developer funded Stage 2.	Local Government Developer no longer involved.	Acidification Salinity Higher Soil Metal Concentrations – increased metal exposure to humans and environment	Location of dumping for dredge spoil
Port Geographe Bay - WA	EPA approvals for initial work and remediation works	Over \$3 million per year	Complete reconfiguration was required in 2013/14. Cost of \$28.15 million funded by State Government	State Government through DoT and Local Government through Specified Area Rates Developer went in to administration.	Build-up of seagrass that emits large amounts of hydrogen sulphide Unclear if remediation works will continue to be successful long-term	Rate payers unhappy about cost falling on them through Specified Area Rates
Ettalong Channel - NSW	N/A. Existing Channel	Undefined Over \$600,000 spent in 2018	\$2.45 million of works required in 2019 to address issues.	Government. Ongoing disagreement about which level.	Transport along the channel closed in 2018 – economic and social impact.	Responsibility for management still unclear and likely to result in further gaps in maintenance
Great Barrier Reef - QLD	Commonwealth and State approvals received.	Undefined	Legislation enacted to ban dumping of capital dredge spoil on the reef	State Government	Reported fish disease. Gladstone harbour closed to fishing 2011 Class Action due to financial impact of the 2011 dredging.	May change listing to “World Heritage Site in Danger”
Port Hinchinbrook - QLD	Commonwealth and State Government approvals received.	Undefined to date	Emergency maintenance and repair work to sewerage plant at cost to State Government of \$200,000 Emergency dredging in 2011 funded by State Government	Developer went in to liquidation. State Government, despite agreement stating they would not be responsible	Financial cost to Government (community) Falling property prices Sewerage leakage into harbour	Mud continues to fill the marina channel. The issue of responsibility for dredging remains unresolved.

Toondah Harbour - QLD	Commonwealth and State Government approvals required and ongoing	Project not yet completed	Project not yet completed	Project not yet completed	Project not yet completed	Environmental assessment indicates the project is likely to create permanent and irreversible damage.
Beadon Creek - WA	EPA approved.	Unclear delineation of costs.	Required to drain the water adjacent to the dump site and use fogging operations in the town to remove the mosquitos.	Local Government and the developers.	Unprecedented mosquito activity linked to the dumped dredge spoil	

2 INTRODUCTION

2.1 Purpose

The purpose of this report is to help inform the Shire of Murray, and other decision makers, including state and commonwealth governments, when considering the various aspects of the proposed channel and marina for the Point Grey development. The report is intended to provide evidence-based information and real case studies relevant to these next levels of decisions. The case studies are intended to provide lessons for consideration to ensure that the Point Grey development does not cause the financial, social and environmental issues that have been experienced as a result of other similar developments.

2.2 Background

Point Grey sits on a peninsula jutting into Peel Inlet and Harvey Estuary, opposite the Dawesville Channel. It consists of 275 hectares of urban-zoned land and is the site of a proposal for the construction of an onshore marina (and associated boating infrastructure e.g. boat pens, jetties, navigational aids, entrance channel, protective groynes, public boat ramps and car parks) on the western side. The proposal also includes the construction of a 2.5-kilometre navigation channel across the Harvey Estuary from the marina to the Dawesville Channel¹.

The Point Grey Development Company Pty Ltd, which has applied for approvals to undertake the works, comes under the umbrella of Tian An Australia. The company intends to use the marina to develop a master-planned residential community, with more than 3,000 new homesites.

“The master-planned estate will be complemented by a 300-berth marina – the only privately-funded marina scheduled for development along Western Australia’s south west stretch of coast – together with retail and tourist facilities, a primary school and extensive open space, collectively creating an enviable lifestyle.”²

Point Grey protrudes into the internationally significant, Ramsar listed Peel-Yalgorup System wetlands forming the Peel Harvey estuary. The estuarine system covers an area of approximately 131 to 136 km² in total, with an average water depth of about 1 to 2m. The estuary forms part of the 26,530-hectare Ramsar-listed Peel-Yalgorup System site and sits within a 1.1-million-hectare surface water catchment.

The Peel Harvey Catchment Council (PHCC) is the site’s recognised Natural Resource Management (NRM) Regional body at a state and national level³.

It is widely recognised that the Peel-Harvey waterways are in very poor health, and another ecological collapse is highly probable. All tiers of government have, and are continuing to invest significant resources in trying to improve the health of the estuary, and the rivers leading into the estuary. The Murray River is in such a poor state that most juvenile black bream spawned after 2010 have not made it to adulthood. On the Swan Coastal Plain, there are more than 4000 km of waterways. Of the 951 km assessed in 1996, only 8 km (<1%) were in pristine condition.

Due to the environmental significance of the Peel-Harvey Estuary, there have been concerns raised by a number of organisations and the wider community about the proposed Point Grey Development.

Of greatest concern is the impacts of dredging operations to construct the navigation channel, the disposal of the dredge spoil (about 750,000 cubic metres) from the capital dredging works, the likely accumulation of monosulfidic black ooze in the navigation channels and the subsequent maintenance dredging and spoil disposal operations.

¹ <http://www.epa.wa.gov.au/proposals/point-grey-marina>

² <https://tianan.com.au/point-grey/>

³ Deputation by the Peel-Harvey Catchment Council, PO23/2019 – Proposed Stage One Earthworks – Point Grey Marina Lot 572 Carrabungup Road, Point Grey – Recommend Refusal, 24 April, 2019

The following is a summary of the key facts and issues:

- Peel-Harvey Estuary at South Yunderup Entrance Channel has some of the highest concentrations of Acid Volatile Sulphur (MBOs) observed in estuaries world-wide. Findings and implications of ARC Linkage Project in 2012 especially #1, accumulation of MBOs in deeper holes and navigation channels must be considered.
- Dredge spoil (capital works or maintenance) must not be discarded in to the estuary so it can be expected that large cost implications will shift to the Shire of Murray ratepayers for future maintenance dredging.
- Dredge spoil quantities
 - Onshore Marine (330 pens) = 660,000 m³
 - Entrance channel (100m x 120 m) = 15,000 m³
 - Navigation channel (2.5 km x 50 m x 3.5 m AHD) = 120,000m³.
- The Peel-Harvey Estuary is recognised as a Wetland of International Importance under the Ramsar Convention (a component of Ramsar site 482).
- Risk to Recreational and Commercial Fishing – Marine Stewardship Council Certification in 2016 as a sustainable. Peel-Harvey Estuarine Fishery Blue Swimmer Crab by scoop netting is first recreational fishery to be certified in the world.
- The Precautionary Principle has been disregarded.

The Peel-Harvey Estuary has been identified as one of six at risk estuaries by the Department of Water and Environmental Regulation (DWER), prompting funding for restoring function and improving health through the Regional Estuaries Initiative (\$20 m over five years 2015-2020). This is a broader acknowledgement of the current state of the estuary than reference to water quality within the confines of the development footprint.

Concerns relate to the potential for the proposal to impact on water quality within the Peel-Harvey Estuary, and consequent impacts to marine fauna and flora (sea grasses) and migratory and resident waterbird habitat. The belief that the proposal would have an unacceptable impact on migratory birds within the Ramsar listed estuary was also raised in appeals against the approval of the development. Other concerns relate to the impacts of additional recreational boat traffic, impacts to commercial and recreational fishing within the estuary, and loss of seagrasses and terrestrial vegetation, which is habitat for listed species of fauna⁴. The PHCC and others have also raised concerns about the ongoing financial costs to maintain the development and question who will be responsible for providing these funds.

Conservation Council of WA (CCWA) ecologist Nic Dunlop noted that recent catastrophic black water events in the Murray River and Peel Inlet were known to have killed more than 30,000 fish and demonstrated that water and sediment quality in the water system was in a perilous state.

“Canal and dredging projects like the Point Grey proposal are likely to trigger similar de-oxygenation events by mobilising anoxic sediment, recycling stored phosphorous and mobilising heavy metals...Developments like the Point Grey proposal will add to the problems of excessive nutrients in the system causing algal blooms and formation of toxic sulphidic sediments (black ooze), These conditions already severely compromise the environmental quality of the Ramsar-listed Peel-Yalgorup system.”⁵

⁴ https://appealsconvenor.wa.gov.au/sites/default/files/107-126-11_AC_Report_Final_14May12_5.pdf

⁵ Nic Dunlop, quoted in <https://www.communitynews.com.au/mandurah-coastal-times/news/point-grey-marina-conservation-council-of-wa-calls-for-environmental-approval-to-lapse-as-deadline-looms/>

It is noted that, when the development of Point Grey was first proposed in 1988, the Environmental Protection Authority recommended that it should not proceed and even the rezoning of the land for residential use should not occur. The reasons provided by the EPA at the time were:

- “the estuarine ecosystem in which it is proposed to locate the new townsite development is already under considerable stress, and the Government is still actively considering appropriate management options;
- parts of the estuarine environment are fragile, ecologically valuable and therefore need to be adequately protected. Point Grey in particular is the most significant topographical feature in the Peel-Harvey System and attracts a conservation and landscape protection priority; and
- reduced environmental amenity would be experienced by Point Grey residents if the proposal were to proceed as proposed, including significant problems associated with macroalgal accumulations along the foreshores, contributing to odour and beach fouling and high mosquito numbers.

The Authority considers that at this time Point Grey is not suitable for a development of the scale proposed by Mallina Holdings and is unlikely to be so unless solutions are at hand which would manage environmental problems currently experienced in the area.⁶

Given that the environmental problems have only worsened to the extent that DWER has listed the estuary as one requiring work under the Regional Estuaries Initiative, it is surprising that the EPA have now approved a large-scale development at Point Grey.

2.3 Current Situation

Following an assessment by the Environmental Protection Authority (EPA), the Point Grey Development received Ministerial approval on 1 August 2012. The EPA assessment stated that they considered the most significant potential impacts to the environment from the proposal relate to ongoing operational impacts to estuarine water quality and sedimentation of the navigation channel. Despite the location and design of the marina allowing for an optimal water body flushing rate, the EPA was still concerned that the proposal could become:

“a significant nutrient source, driven by sedimentation of organic material in the marina and channel leading to accumulation of Monosulfidic Black Oozes (MBOs) and nutrient release from anoxic sediment. To ensure adequate management measures are in place, if this scenario should eventuate, the EPA has recommended a condition that requires the proponent to develop a monitoring plan with agreed management and contingency trigger levels based on pre-determined nutrient release rates and annual nutrient loading to the estuary.”⁷

The approval included a number of conditions, such as a time limit for the approval, compliance reporting, monitoring activities to protect vegetation, the preparation of a monitoring plan for estuary water and sediment quality and the implementation of the Environmental Offset Strategy Point Grey Marina. The developer will not be permitted to undertake dredging of the navigation and entrance channel between 1 November and 30 April in any year, when the majority of migratory birds are present. They will be required to rehabilitate and revegetate at least 4.7ha of Point Grey foreshore within three years of completion of construction and transfer 10.6ha of privately-owned foreshore vegetation to the Crown for conservation purposes as part of an environmental offset strategy.⁸

⁶ http://www.epa.wa.gov.au/sites/default/files/EPA_Report/EPA-bulletin_0306.pdf

⁷ Point Grey Marina EPA Assessment, EPA Report Number: 1420, Date published: 05 December 2011

⁸ <http://www.epa.wa.gov.au/media-statements/epa-reviews-request-extend-point-grey-marina-construction-start>

In April 2017, without formal consultation, the EPA recommended to the Minister that the Time Limit of Authorisation be extended to 28 June 2018 to align with Commonwealth Govt. timeframes. The Conservation Council of WA subsequently provided the Minister with information regarding the accumulation of high concentrations of mercury in Caspian Terns that frequent the Peel-Harvey Estuary, triggering the Minister to ask the EPA to consider this and any new evidence that the environmental condition of the Peel-Harvey Estuary has deteriorated since 2011, then resubmit their recommendations.

In September 2017, the PHCC met with the EPA and was invited to make a submission regarding the extension of Time Limit. The PHCC subsequently submitted detailed comments to the EPA, providing evidence of a decline in the condition of the estuary and new information that had emerged since the approval was initially granted in 2011.

In August 2018, the EPA completed a further assessment, due to a request to change the implementation conditions in order to extend the 'Time Limit of Authorisation' for substantial commencement of the development. Despite information from the PHCC and other organisations, the EPA noted there had been no changes to the proposal or significant changes to the marina's local environment, nor any new or additional information that would change its original advice. As such, on 21 September 2018, the Minister approved the extension of the time limit, with the condition amended to require substantial commencement by 1 August 2022.

In response to this approval, an appeal was lodged against the report and recommendations of the EPA. Whilst the approval of the development was upheld, the Minister did amend the approval to require the developer to prepare and implement a Marina and Channel Monitoring and Management Plan. This plan will need to include details of contingency triggers and management responses, which will need to be to the satisfaction of the Office of the EPA. The Minister also agreed that a new condition should be added requiring the proponent to make publicly available all validated environmental data⁹.

The Commonwealth Government environmental approval was initially granted to the proposal under the Environmental Protection and Biodiversity Conservation Act 1999 (Cwth) (EPBC Act) by the Commonwealth Department of the Environment and Energy (DotEE) on 28 June 2014 for a five-year period. On 15 March 2019, an amended approval was granted with a substantial commencement date of March 2029¹⁰.

The Commonwealth approval requires a range of management plans to be prepared and implemented prior to certain works occurring, and compliance reporting and includes similar conditions as the State approval regarding the transfer of land to the Crown and an offset strategy. Management plans relate to dredging and spoil disposal management, acid sulphate soils and dewatering, construction environment management and foreshore management.

Of particular note, the Commonwealth approval includes, as Condition Number 2;

“No capital dredged or maintenance dredged material or excavated material from the marina, entrance channel or navigational channel is to be disposed of in the Peel Inlet or Harvey Estuary.”¹¹

The Shire of Murray Town Planning Scheme No. 4 requires the Point Grey Development Company Pty Ltd to enter into a legal agreement with the Shire of Murray to address the long-term funding arrangements by the developer for the ongoing maintenance and asset replacement within the

⁹https://appealsconvenor.wa.gov.au/sites/default/files/107-126-11%20Ministers%20Appeal%20Determination_21%2006%2012_5.pdf

¹⁰ Condition 14, <http://epbcnotices.environment.gov.au/entity/annotation/c9db172b-2d54-e911-b854-005056842ad1/a71d58ad-4cba-48b6-8dab-f3091fc31cd5?t=1558931306086>

¹¹ <http://www.environment.gov.au/epbc/notices/assessments/2010/5515/2010-5515-approval-decision.pdf> and <http://epbcnotices.environment.gov.au/entity/annotation/c9db172b-2d54-e911-b854-005056842ad1/a71d58ad-4cba-48b6-8dab-f3091fc31cd5?t=1558931306086>

marina precinct, including the maintenance of the marina entrance channel. This has yet to be prepared.

On 24 April 2019, the Murray Shire Council considered an application from the Point Grey Development Company Pty Ltd for Development Approval for earthworks, being the first stage of the Point Grey Marina. Council refused the application and advised the applicant that they would welcome a new application once the applicant provided documentation that demonstrates the meeting of all outstanding approval conditions, including the financial model for dredging and maintenance of the proposed channel, to the satisfaction of the Council¹².

Although it may be expected that each of the levels of government, local, state and commonwealth, would be responsible for ensuring the conditions that they have placed on the approval of the development of the marina are complied with, the Shire of Murray can be expected to play a significant role in the co-ordination and consultation across the three levels of government, which will require Shire resources. Where monitoring shows that triggers have been reached, the Shire can expect to play a major role in investigating and coordinating remediation works.

¹² <https://www.murray.wa.gov.au/council/agendas-minutes-appendices/#current-agenda--appendices-and-minutes>

2.4 Peel Harvey Catchment Council

The Peel Harvey Catchment Council (PHCC) is a not-for-profit, community based Natural Resource Management organisation that promotes an integrated approach to catchment management and the protection and restoration of the environment within the Peel-Harvey catchment.

The PHCC is a science and evidence-based organisation, advocating for better planning decisions, informed by science. The PHCC understands that the State and Commonwealth have approved the marina and channel proposal, but note that this is only with strict conditions to guide the development.

PHCC has significant concerns about the proposed Point Grey Development and has submitted appeals against the environmental and development approvals. As an organisation, PHCC is dismayed that the Commonwealth and State Legislation intended to protect matters of national and state significance have failed to protect the Peel-Yalgorup System, as recognised under International Conventions.

The PHCC is now committed to ensuring that the environmental approval conditions are complied with. However, they maintain a strong belief that the conditions will not protect the values of the Estuary and the construction of the marina and channel will have significant, in some cases catastrophic, in perpetuity impacts on the Ecological Values, Commercial and Recreational Fishing as well as tourism, economic and community values.

The highest priorities of the PHCC are the Capital Dredging and Spoil Disposal Management Plan (CSDSDMP) and Maintenance Dredging and Spoil Disposal Management Plan (MDSDDMP), which are required to set out how the channel will be constructed and maintained, including how the maintenance spoil will be managed. The PHCC firmly believe that these Plans should be prepared, peer reviewed and provided to relevant decision makers, as the basis of any consideration of any action relative to the construction of the Marina and Channel, prior to any action being considered, as was the basis of the original Commonwealth approval.

PHCC maintains the belief that the risks of the marina and channel are too high, and they cannot be mitigated; no amount of monitoring can undo the damage this channel will cause. PHCC believes that the local, state and commonwealth governments can learn from previous similar projects to determine why they have failed and why the communities are having to bear the ongoing financial and environmental cost of these marinas and channels. As a result, the PHCC has commissioned this report to identify previous similar projects from which lessons can be learnt to guide the future progression of the Point Grey Development.

3 SOUTH YUNDERUP CANALS - WA

3.1 *Relevance to Point Grey*

A previous project (circa mid 1970s) with many similarities to the proposed Point Grey Development is the South Yunderup Canals. This project was constructed ten kilometres east of the Point Grey Development and has had an impact on the Peel-Harvey Estuarine System. Similarities between projects include:

- Same local government area
- Same estuarine system being affected
- Considerable objections by organisations and community on environmental grounds related to the estuary during development approval process
- Despite the objections, environmental approvals were provided with conditions intended to overcome the environmental concerns
- Channel dredge spoil was disposed on land adjacent to the channel. This area is now a nASS contaminated waste land
- The cost of ongoing maintenance dredging is borne by the Shire of Murray
- There are ongoing concerns within the community during each dredging “episode” in regard to direct and indirect environmental impacts on the estuary.

This project can provide a number of lessons to decision makers when considering the Point Grey Development. These lessons are:

- The cost of ongoing maintenance and dredging are likely to be higher than anticipated and will not be borne by the developer in the long term. Responsibility for the land and waterways will always come back to government at some point in the future; ultimately costs borne by the whole community.
- A higher value should be placed on concerns raised by government officers, organisations working within the field of expertise, and the community when development is being considered. The concerns raised in the case of the Yunderup Canals were later proven to be correct and have resulted in ongoing environmental and financial impacts borne by the community. Similar concerns are being raised in regard to the Point Grey proposal by similar groups, which should be considered by decision makers.
- Disposal of maintenance dredge spoil is something that will need to occur in perpetuity and the location and nature of the disposal needs to be carefully considered, especially given the area already has a considerable amount of spoil to manage from existing developments, such as the Yunderup canals.

3.2 Project History and Outcomes

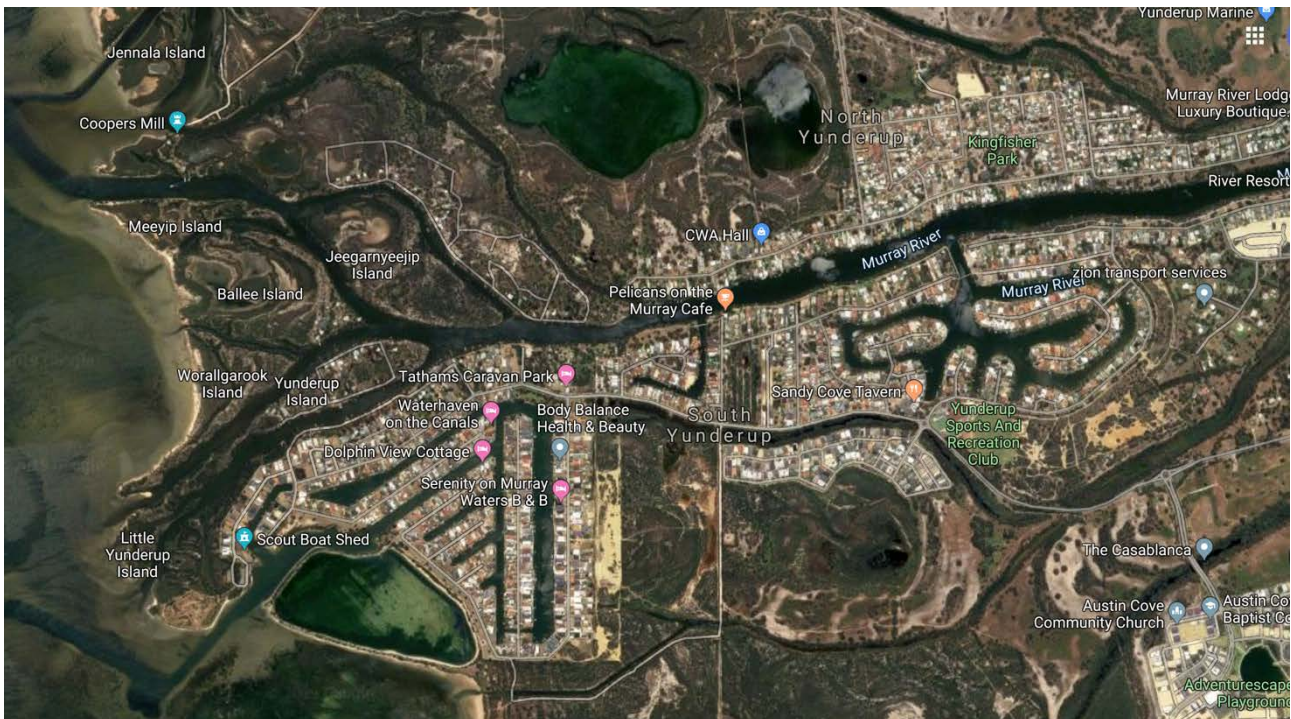


Figure 1 South Yunderup Canals

Stage 1 of the Yunderup Canals was constructed in the mid-1970s. It was one of the first canal estates constructed in Western Australia. At the time, the Murray Shire indicated its willingness in negotiations with the developers to maintain the canal system. However, it can be assumed that Council were not then aware that this development would cost the Shire in excess of \$100,000 annually over 40 years later. The Shire of Murray annual budget now includes around \$57,000 for the dredging of the Yunderup Canal Entrance and \$50,000 for Yunderup Canal maintenance¹³.

The South Yunderup Canals are a clear example of a developer gaining approvals for a project that was widely opposed by many organisations and the community on the basis of environmental concerns. Despite these concerns, the project was approved and proceeded.

The Hansard transcript from the Legislative Assembly, Thursday, the 2nd December, 1971 details some of the opposition to the project and the conditions that were placed on the environmental approvals to 'overcome' these concerns.

"Suffice it to say at this stage that the Brand Government was aware of the conflicting interests and, after hearing relevant representations, it laid down conditions for the continuance of the project. These conditions in the main related to such matters as the developers having to place at least eight feet of sand over the area for health reasons and to guard against flooding. Secondly, steps had to be taken to obviate possible harmful effect on the marine life, and, thirdly, dredging was to be carried out only in the winter months, ranging from March to October. This condition was imposed again with a view to protecting the habitat of the wildlife in the area... Some Government officers objected to the proposal. I think, in the main, these objections came from the Fisheries and Fauna Department, and the views of some of these officers were expressed."

¹³ 2018-19 Shire of Murray Statutory Budget, <https://www.murray.wa.gov.au/documents-and-publications/>

Mr. Andrew Mensaros, representing the seat of Floreat, presented to parliament that he had received numerous letters objecting to the canal development. He also stated that the Murray Shire community demonstrated their objection to the proposal by voting out Councillors in favour of it proceeding.

“One councillor who had been the incumbent of the office for many years, and who was all for the project, was put out of office. Never had so many people turned out to vote at a council election. The candidate for the seat who was violently opposed to the project was elected with a majority of four to one. That shows that all those people who voted did not want the canals project on the Yunderup delta.”

Despite it being against the wishes of the community and being opposed by experts within a state government department on the basis of environmental grounds, the project proceeded. The South Yunderup Canals project is now widely recognised as a project that had significant, detrimental, ongoing environmental impacts that has placed an unexpected and heavy financial burden on the local and state governments. A ‘Public Accounts Committee Inquiry into Developer Contributions for Infrastructure Costs Associated with Land Development’ in 2004 discussed the Yunderup Canals. A private developer, Mr Graeme Robertson acknowledged that,

“What Joan Watters did on the Yunderup Canal development is a perfect example of how not to do it.”

The Chairman agreed and clarified this comment, stating,

“Exactly. As a bureaucrat and as a Government, you want to ensure that you have not inherited a problem and that the developer does not take the profits while the Government ends up with the costs.”¹⁴

It is important that this example is considered by the Shire of Murray and the WA State Government to ensure that the financial burden that may occur as a result of the Point Grey Development does not again fall on ratepayers.

The negative environmental impact of the project is indisputable and has been recognised by the EPA. In 1991 the EPA considered a request to approve the extension of the South Yunderup Canals. The EPA, in the assessment of the request to extend the canals acknowledged that,

“the Yunderup Canals have a long history of documented concerns regarding the poor quality of water within the system. Problems experienced with water quality can be attributed to the poor design of the canal system and the fact that the source water for the canals is from the largely eutrophic Peel Inlet.”¹⁵

The EPA assessment states that the canals have been subject to numerous studies and reports, prompted by concerns about the water quality, which have resulted in a new design for the canals and remedial works being recommended to “manage the water quality and associated problems of the entire Peel-Harvey Estuarine system”¹⁶.

This confirms that the objections raised by the organisations, community and the Department of Fisheries at the time were valid. However, despite the fact they have later been proven to be correct, these concerns and objections were not upheld at the time and development approval was granted. It is noted that, in an exact mirroring of the South Yunderup Canals situation, the Department of Fisheries (in addition to other organisations and community groups) also submitted an appeal against the recent EPA approval for the Point Grey Development. In the case of Stage 1 of the

¹⁴ Public Accounts Committee Inquiry into Developer Contributions for Infrastructure Costs Associated with Land Development, Transcript of Evidence Taken at Albany on Monday, 22 March 2004, Session 3, [http://www.parliament.wa.gov.au/Parliament%5Ccommit.nsf/\(Evidence+Lookup+by+Com+ID\)/40976A28794121C148257831003B027D/\\$file/pac0322.3f.albany.pdf](http://www.parliament.wa.gov.au/Parliament%5Ccommit.nsf/(Evidence+Lookup+by+Com+ID)/40976A28794121C148257831003B027D/$file/pac0322.3f.albany.pdf)

¹⁵ http://www.epa.wa.gov.au/sites/default/files/EPA_Report/504_B541.pdf

¹⁶ http://www.epa.wa.gov.au/sites/default/files/EPA_Report/504_B541.pdf

Yunderup canals, the Department was proven to be correct in its concerns and the approval conditions imposed did not stop the environmental impacts that occurred. As such, it must be acknowledged that this could be the case with the Point Grey Development. The similarities between the nature and sources of the objections against the Yunderup Canals and the Point Grey Development are clear.

It is also noted that, in its 1991 assessment, the EPA stated they were “satisfied that these results show that if remedial work is undertaken, as detailed in the proponent's commitments... the water circulation within the current canals should improve and that this improvement can be sustained following extension of the canal system.”

The approval also included a recommendation,

“that an agreement be entered into between the proponent, the Shire of Murray, the Peel Inlet Management Authority, and the Department of Marine and Harbours, which clearly delineates responsibility for the physical maintenance and water quality monitoring and management of the canal system, both new and existing, and of its entrance channel. This agreement is to be to the satisfaction of the Minister for the Environment on the advice of the Environmental Protection Authority and should be finalised prior to commencement of construction.¹⁷”

However, despite the EPA being satisfied that the remedial works would improve the condition of the water and the inclusion of an agreement about maintenance between responsible parties, their assessment was proven to be wrong. As a result, the Shire of Murray is still required to allocate over \$100,000 per year to maintain the canals and there are still ongoing environmental issues.

An academic investigation into the history and condition of the canals in 2010 demonstrated that the EPA belief that the remedial works would fix the environmental issues caused by Stage 1 of the canals was incorrect. The report stated that,

“The presence and potential adverse effects were unfortunately not recognised at the time of canal development in the Peel–Harvey estuary. Instead, the environmental assessment conducted for the second stage of the canal development concluded that the building of the canals would in general improve water quality and have a beneficial effect as “the canal waters will be more aesthetically pleasing than the present stagnant water which develops a brown scum”, and also that the building of canals would reduce the breeding area for mosquitoes (Chappell, 1986).”

“In 2006, a report on the development issues in the area with regard to acid sulfate soils concluded that the soil disturbance in the area had “caused a number of environmental hazards of appreciable extent and severity”, including acidification and salinity, which were likely to affect past urban development (Sullivan et al., 2006)”¹⁸

In relation to the environmental condition of the canals, the report states,

“The finding of significantly higher soil metal concentrations in the deposited material at Yunderup compared to the concentrations found in the original soil material shows that the deposition of dredge spoil has resulted in increased metal exposure to both humans and the environment. The oxidation of the deposited sediment has also resulted in a current soil surface of very low pH. The low pH values at these sites together with the lack of buffering capacity in the soil suggests that potentially toxic elements can continue to leach out of the

¹⁷ http://www.epa.wa.gov.au/sites/default/files/EPA_Report/504_B541.pdf

¹⁸ Canal estate development in an acid sulfate soil—Implications for human metal exposure, Karin Ljung, Fiona Maley, Angus Cook
https://www.academia.edu/13116077/Canal_estate_development_in_an_acid_sulfate_soil%C3%A2_Implications_for_human_metal_exposure

soil profile with time... The water sample analysis revealed high concentrations of particularly Fe, Ni and As, and although the water at these sites is not used for human consumption, its concentrations of As and Fe could result in negative effects on the ecosystem.”¹⁹

The South Yunderup Canals and Entrance Channel have been required to be dredged on average every 10 to 12 years since its inception. In 2018, the canals were again dredged, with the dumping areas for the spoil originally being over two areas within the estuary. However, due to concerns over the impact of this dumping, a number of Commercial Fishermen intervened. As a result, only the northern site was used near Boodalan Island, which was also the site used in 2008, as shown in the table below, which lists the history of dredging of the entrance channel.

Table A: Dredging History of Yunderup Entrance Channel

Dredging Date	Dredge Volume (m ³)	Disposal Site
2008	28,000	Estuarine disposal: Boodalan Island and site north of channel
1999	30,000	Goongoolup Island
1989	Unknown	Goongoolup Island
1971–1972	Unknown	Boodalan Island

Source: Oceanica May 2011

Figure 2 Dredging History of Yunderup Entrance Channel prior to 2018²⁰

It is noted that, the Point Grey development cannot dispose of the dredged spoil back into the estuary, as it is forbidden by the Commonwealth environmental approval conditions. However, despite this, it is still occurring in the case of the South Yunderup canals, due largely to cost.

“A land based disposal option attracts an estimated 170% to 180% cost premium above in-estuary disposal”²¹

Whilst it is not allowable or proposed to dispose of the Point Grey dredge spoil into the estuary, it is unclear what will be sought in the future, on the basis of cost efficiencies, when the maintenance of the marina and channel become the responsibility of the government.

Given the Yunderup Canals experience has shown that in-estuary disposal of spoil is not preferred (and not allowed for Point Grey) and land-based disposal options are limited primarily by cost and appropriate locations to receive the spoil, a key consideration for decision makers must be where and how the dredge spoil from the Point Grey development will be disposed of, noting that it will be ongoing in perpetuity and needs to be considered in the context of the area already having large amounts of dredge spoil to dispose of, due to the Yunderup and other canal systems in the region.

¹⁹ Canal estate development in an acid sulfate soil—Implications for human metal exposure, Karin Ljung, Fiona Maley, Angus Cook
https://www.academia.edu/13116077/Canal_estate_development_in_an_acid_sulfate_soil%C3%A2_Implications_for_human_metal_exposure

²⁰ Dredge Strategy Report, Yunderup Entrance Channel, RPS Group, 2015, page 9

²¹ Dredge Strategy Report, Yunderup Entrance Channel, RPS Group, 2015, page i

4 PORT GEOGRAPHE BAY - WA

4.1 *Relevance to Point Grey*

The Port Geographe project is similar to Point Grey as they are both centred around the construction of a marina, although Port Geographe also includes a canal development. Like the Point Grey development, Port Geographe is adjacent to an important estuary, being the Vasse –Wonnerup estuary, one of the most significant estuaries in WA's south west. As with the Peel-Harvey Estuary, the Vasse-Wonnerup estuary has also been identified as an at-risk estuary through the Regional Estuaries Initiative, with significant investment by the State Government through the Revitalising Geographe Waterways.

In the case of Port Geographe, it is important to note that two EPA assessments were conducted and the development was found to be environmentally acceptable. Numerous recommendations and actions were implemented in order to ensure that the proposal was completed in line with EPA requirements. However, despite positive EPA assessments, the project still resulted in environmental and human health issues, and above-expected ongoing maintenance costs. The state and local government and local rate payers have been forced to fund significant reconfiguration works and maintenance costs that were not foreseen when the project was proposed.

The Port Geographe experience demonstrates the environmental and financial costs that can result from a marina development, even when that development has been assessed and approved by the EPA, with provisions made for monitoring and management plans and other such development requirements.

It also highlights that, through its experience with these types of developments, the Department of Transport has become increasingly aware of the uncertainty surrounding the outcomes of undertaking construction works on waterways. The environmental and financial consequences of the reconfiguration work they completed in 2014/15 are still unknown and this is acknowledged by the department. As a result, they are undertaking annual monitoring to assess how nature responds to the reconfiguration works.

This project demonstrates that the outcomes, both environmentally and financially, of the Point Grey development cannot be known or predicted. EPA approval is not an assurance, or even a good indication, that the project will be an environmental or financial success, based on the Port Geographe experience. Additionally, this project further demonstrates that the financial cost of fixing and maintaining these developments lands with the local and state government, and therefore with the rate payers and taxpayers.

4.2 Project History



Figure 3 Port Geographe Coastal Management Area²²



Figure 4 July 2013 Port Geographe prior to reconfiguration works²³

²² <https://www.transport.wa.gov.au/projects/port-geographe-reconfiguration.asp>

²³ <https://www.transport.wa.gov.au/mediaFiles/projects/PROJ-P-PortGeo-ConstructionImages.pdf>



Figure 5 May 2015 Port Geographe following reconfiguration works²⁴

Port Geographe is a privately developed marina and canal development near Busselton, which was built in the 1990s. Port Geographe is adjacent to Vasse-Wonnerup estuary, which is a regionally and internationally significant waterbird habitat, for both endemic and migratory species²⁵.

The proposal was assessed by the EPA in 1989 with the outcome being that the opportunities of the proposal to assist in addressing issues with the estuary outweighed the constraints and, as such, the EPA recommended the proposal proceed. The EPA recommendation included a number of recommendations to 'ensure' that the designs and environmental protections were appropriate and that "there should not be any long term loss or erosion of the existing beaches...as a consequence of this project."²⁶ Monitoring and management programmes were also required. The assessment included 18 individual recommendations.

The project was again assessed by the EPA in 1995 at the request of the Minister, due to a change in developer and "major environmental issues relating to these changes to the development which have been identified through the environmental impact assessment process"²⁷ Again the EPA recommended modifications and the developer made additional commitments, resulting in the EPA finding the project to be "environmentally acceptable"²⁸.

However, despite the EPA approval, numerous recommendations and monitoring plans, the result of the development of the Port Geographe marina complex was that it caused,

"serious seagrass wrack accumulation on the western side of the development and amplified coastal erosion on the adjacent eastern coast".²⁹

²⁴ <https://www.transport.wa.gov.au/mediaFiles/projects/PROJ-P-PortGeo-ConstructionImages.pdf>

²⁵ https://www.epa.wa.gov.au/sites/default/files/EPA_Report/EPA-bulletin_0386.pdf, page iii

²⁶ https://www.epa.wa.gov.au/sites/default/files/EPA_Report/EPA-bulletin_0386.pdf, page vii

²⁷ https://www.epa.wa.gov.au/sites/default/files/EPA_Report/936-B783-230695.pdf, page i

²⁸ https://www.epa.wa.gov.au/sites/default/files/EPA_Report/936-B783-230695.pdf, page i

²⁹ <https://www.transport.wa.gov.au/projects/port-geographe-reconfiguration.asp>

The Port Geographe Land Owners Association (PGLOA) was established while the development was in the proposal stage and formally incorporated in 2001. It was intended to regulate and control the Development Guidelines for the project and also oversee the maintenance of common facilities. The PGLOA states that,

“The first decade was full of challenging issues for Port Geographe, generally related to the poor performance of the groyne system at the entrance to the port, and the recurring financial stresses of the developer. The PGLOA committee faced many challenges in order to meet its objectives, and addressed many issues in partnership with the Shire, the succession of developers, and the ever-changing government departments.”³⁰

PGLOA states that some of the issues faced included agreement on funding the ongoing maintenance and management of the development, the timing, mechanics and funding of by-passing of seagrass wrack and sand, canal flushing and circulation in enclosed waters, dust suppression on undeveloped land and participation in coastal studies.

“problems related to complex interactions of underestimation of material movements in the littoral zone, financial stress of developers, controversies on responsibility for funding, and the adverse impacts on residents outside of the designated Port Geographe area. These issues were made more challenging in August 2012 when the developer (at that time Saracen and Macquarie JV) went into voluntary administration, and eventually into liquidation when the liability for coastal management exceeded the value of the security bonds.”³¹

The Port Geographe marina development caused significant environmental issues in Geographe Bay, resulting in a build-up of seagrass that emits large amounts of hydrogen sulphide, which has a noxious odour like rotten eggs³². As a result, the State Department of Transport, in partnership with the City of Busselton engaged in many years of community consultation and scientific research, funded by the Western Australian community, into seagrass and sediment movement in the Bay. These studies confirmed that “a complete reconfiguration of the coastal structures was required to improve environmental outcomes for the Port Geographe foreshore”³³.

On November 2012 the Minister for Transport announced \$28.15 million in funding to undertake the Port Geographe Reconfiguration Project to remove the existing coastal structures and replace them with an improved, streamlined coastal alignment.

The required remediation works included the following:

- Removal and recovery of the former rock breakwaters and groynes.
- Construction of a new breakwater and seawall, realigning the foreshore and entrance channel.
- Dredging of the new entrance channel.
- Construction of a coastal lagoon.
- Importing additional sand to establish new beach profiles.
- Installation of a below ground bypassing pipeline to facilitate future maintenance operations with minimal disruption.
- Extensive landscaping to transform the foreshore into an inviting recreational space for the community to enjoy.

³⁰ <https://www.portgeographe.com.au/>

³¹ <https://www.portgeographe.com.au/>

³² <https://www.afr.com/real-estate/residential/wa/now-wa-smells-like-rotten-eggs-20140906-jeqta>

³³ <https://www.transport.wa.gov.au/projects/port-geographe-reconfiguration.asp>

Construction works commenced in July 2013 and were completed by December 2014. The Department of Transport stated that,

“The primary objectives of this project were to bring about major benefits for the environment, local residents and the wider community. This was achieved by addressing environmental and health issues, and reducing ongoing annual coastal maintenance costs³⁴.”

4.3 Outcomes

Following the completion of the remediation and reconfiguration works in 2014/15, the Department of Transport (DoT) implemented a plan of ongoing coastal monitoring of the area as it undergoes a period of natural adjustment to the new configuration.

DoT has ongoing responsibility for the performance of the reconfigured area, and provides coastal monitoring, management and maintenance of the project area known as the Port Geographe Coastal Management Area (PGCMA). The PGCMA incorporates the beach area west of Port Geographe ('Western Beach'), the entrance channel and Wonnerup Beach. DoT is also continuing to working with the City of Busselton to investigate ways to further improve the management of wrack by optimising natural processes with reduced intervention.

DoT spends a considerable but unknown amount of funding on “contracts for ongoing engineering advice, inspections and management of the project area”³⁵.

These contracts include monitoring such as:

- Hydrographic and land surveys.
- Site inspections.
- Water quality monitoring.
- Photographic monitoring.

Depending on the outcomes of the monitoring, additional maintenance work may be required, which is an additional cost to government. Works required may include:

- Dredging underwater accumulations of material;
- Bypassing accumulated material;
- pushing wrack back into the sea using bulldozers and other heavy machinery; and
- Sand importation (for example from local sand pits/quarries).³⁶

Each year DoT have provided updates on the outcomes of the monitoring and they also undertook a review of the three years since the works to assess the performance of the new arrangement. This is in line with the Office of the Environmental Protection Authority-issued Ministerial Statement 990 in 2014, which identified and guides the DoT's coastal management obligations in the management of the reconfigured coastal structures, entrance channel and adjacent beaches at Port Geographe.

DoT monitoring after the works observed sediment movement across the PGCMA. In particular, over 2017 there was a net increase of sand on the Western Beach and net reduction (erosion) of sand from Wonnerup. DoT's coastal works, based on these observations, are focusing on balancing the sand eroded from Wonnerup by importing additional sand to make up for the shortfall of sand that has not reached Wonnerup. Whilst any natural bypassing and the artificial bypassing (dredging the Marina Entrance Channel Area) that occurred in 2017 improved the balance, there was still a shortfall of sand at Wonnerup in 2017. Sand nourishment will take place at Wonnerup in autumn 2018 to balance this shortfall. Future maintenance works will continue to respond to seasonal variations and

³⁴ <https://www.transport.wa.gov.au/projects/port-geographe-reconfiguration.asp>

³⁵ <https://www.transport.wa.gov.au/projects/port-geographe-reconfiguration.asp>

³⁶ <https://www.transport.wa.gov.au/projects/port-geographe-reconfiguration.asp>

the results of ongoing monitoring undertaken by the DoT (hydrographic surveys, land surveys, site inspections and photography).

The outcomes of monitoring over the 3-year period showed;

- The overall performance of the reconfiguration works in 2017 was not up to the standard of the previous 2 years' but remained within the limits of the management plan for the area.
- The lesser performance in 2017 resulted in coastal maintenance works; being maintenance dredging of the marina entrance channel area and the placement of additional sand on Wonnerup beach.
- Compared to 2015 and 2016 there was a larger quantity of accumulated seagrass wrack on the Western Beach in 2017. Despite this, the ability of the reconfigured breakwater to shed seagrass wrack from the beach, when prevailing conditions were suitable, was again demonstrated.
- The natural bypassing demonstrated is in line with the original design intent. Storm events that resulted in significant reductions in the volume of wrack on the Western Beach, continued to occur into mid-December 2017.
- In early December 2017, the City of Busselton elected to undertake works to move some of the seagrass wrack at the western end of the Western Beach. These works involved moving the seagrass wrack from the front of the beach to the back of the beach above the waterline.
- At the end of the 2017 year the volume of undisturbed seagrass wrack remaining on the beach was ~12,000 m³. Although this year saw an increase in seagrass wrack volume at the end of the year compared to the performance at the same time in both 2015 and 2016, it is a substantial improvement over seagrass accumulations prior to reconfiguration. Previous seagrass wrack accumulations were estimated to be ~125,000 m³, ~115,000 m³ and ~150,000 m³ in 2013, 2012 and 2011 respectively.
- At no point during 2017 were the odour or seagrass wrack volume threshold levels exceeded at the Western Beach, for this reason the DoT did not intervene with any wrack works.
- Spring hydrographic surveys undertaken by DoT identified that the entrance area had infilled and shallowed to the extent that navigation was affected. Maintenance dredging was required.
- Maintenance dredging works in the marina entrance channel area commenced in early October and completed in mid-December 2017.
- To supplement beach condition prior to the 2018 winter, a sand nourishment campaign was undertaken in autumn 2018³⁷.

Based on DoT's monitoring updates since the reconfiguration works, the PGLOA concluded, in relation to the outcomes of the reconfiguration work and anticipated ongoing management requirements:

- "Post-winter wrack accumulations after groyne re-configuration are much less than prior to groyne re-configuration
- More sand is arriving at the Western Beach than is naturally by-passing
- Some of the sand that is naturally by-passing is accumulating in the port channel
- Channel dredging will likely be at least an annual requirement, and possibly bi-annual.
- Deposition of dredged sand may be enough to nourish Wonnerup Beach.
- Overall the re-configured groynes are performing well
- The coast-line in the immediate vicinity of Port Geographe is progressively equilibrating by natural long-shore littoral-drift processes."³⁸

³⁷ <https://www.transport.wa.gov.au/projects/port-geographe-reconfiguration.asp>

³⁸ <https://www.portgeographe.com.au/>

4.4 Ongoing Funding Required

A key lesson for the Point Grey proposal is the financial cost that the Port Geographe development has resulted in to the local and state governments, and eventually the local rate payer and taxpayers. The original developer went in to administration in 2012, meaning that funding for all remediation works and ongoing maintenance since then and into the foreseeable future, have been, and will be, the responsibility of government and taxpayers.

The original intention of the development, with regard to ongoing funding, was the levying of a Special Area Rate (SAR). The Shire of Busselton first rated the Port Geographe lots 1996/7 and have been collecting SARs from land owners since then. This set-up was established in the original Development Deed between the three proponents; the developer (then Axiom), the now Department of Transport and the City of Busselton. The SARs collected amounted to approximately \$156,000 annually in 2014, which do not cover the costs of maintaining the development, as detailed below³⁹.

The purpose of the additional rate was to pay for the future maintenance of the coastal strip immediately west and east of Port Geographe, as well as the entrance channel and associated waterways. According to PGLOA, this was intended to become the City of Busselton's responsibility once the project was completed by the developer. However, due to the developer going into liquidation in 2012 and the unexpected financial cost due to the issues with the development, this handover did not occur.

In 2014 after the successors to the original developer (a party to the original Port Geographe Development Deed) went into administration and eventual receivership, the City of Busselton and Department of Transport developed a new Port Geographe Management Agreement for coastal and waterway management. This agreement has been implemented following the \$28.15 million of remediation works to reconfigure the Port Geographe development.

The ongoing cost of maintaining the development, in addition to the more than \$28 million spent on reconfigurations works, is demonstrated in the City of Busselton's Annual Budget for 2018/19. The budget allocates funding to the Port Geographe Waterways Management Reserve, "To provide funds for the City to fulfil its obligations under a Waterways Management Deed with the State Government for the future maintenance of waterways and associated facilities within the Port Geographe contributions area."⁴⁰

The actual amount spent in 2017/18 was \$3,387,485, with the 2018/19 budget allocating \$3,300,798, which shows that over \$3 million per year is required to ensure the ongoing maintenance of the development. This is substantially higher than the approximately \$160,000 in SARs that are collected from rate payers within the Port Geographe estate area each year. In addition, the budget shows that in 2017/18, \$98,862 was spent on "Foreshore Protection-Port Geographe / Wonnerup", with \$89,670 allocated in the 2018/19 budget.

It is noted that these amounts will continue annually for the foreseeable future and it is possible that additional remediation works, like the \$28.15 million works completed in 2014/15 may be required in the future. At this stage it is unknown if further major works will be required, with the Department of Transport continuing monitoring to assess needs. As demonstrated in the Outcomes section above, it is possible that dredging could be required annually. If the performance of the reconfigurations

works continues to decline, as it did in 2017, considerable funding could be required for additional remediation work.

³⁹<https://www.portgeographe.com.au/pdf/sar/140211%20Report%20Special%20Area%20Rate%20SO'B%2011%20Feb%202014%20with%20attachments.pdf>

⁴⁰ <https://www.busselton.wa.gov.au/Council/Documents/Corporate-Documents/Annual-Budgets-Notice-of-Imposing-Rates-and-Schedule-of-Fees-and-Charges>, Adopted Annual Budget 2018/19

Additionally, the source of some of the funding for the ongoing maintenance of the area is a point of contention. PGLOA have been raising the issue of landowners continuing to fund the maintenance of waterways surrounding the port through their rates, for many years. During the development of the new Management Deed between DoT and the City of Busselton in 2014, the PGLOA unsuccessfully sought to re-negotiate the terms of the SAR⁴¹.

PGLOA have argued that they are the only WA ratepayers paying a SAR to maintain a public waterway. However, the City of Busselton Acting Chief Executive Officer in 2017, Cliff Frewing advised that the State Government agreed to take on responsibility for all costs associated with coastal and waterway management at Port Geographe in return for the City making available all of the funds held in the Waterways Management Reserve and continuing to raise and make available the Port Geographe SAR⁴². As such, it is not expected that the City will remove the SAR, which is anticipated to continue to be a source of debate.

⁴¹ <https://www.portgeographe.com.au/>

⁴² <https://www.busseltonmail.com.au/story/4948782/rate-concern-for-landowners/>

5 ETTALONG CHANNEL - NSW

5.1 Relevance to Point Grey

Similar to the navigation channel proposed under the Point Grey project, the Ettalong Channel is a navigational channel running through an estuary. This project demonstrates that maintenance dredging is a costly exercise that can cause significant issues if not regularly undertaken. It also shows what can happen when both the local and state government deny responsibility for funding the maintenance.

Maintenance dredging is something that can be expected to be required in perpetuity. No commercial entity is guaranteed to be in existence in future years and would certainly not agree to fund maintenance on an endless basis. As such, there will be a time when the cost of maintenance dredging for the Point Grey development channel falls on the Shire of Murray or the WA State Government. It is imperative that this is understood, planned for and the funding responsibility clearly defined before the development is commenced.

5.2 Project History



Figure 6 Ettalong Channel⁴³

Brisbane Water is New South Wales' Central Coast's marquee waterway and is a mostly shallow barrier estuary located north of Sydney. The Brisbane Water estuary and foreshores have high scenic value and include areas of pristine vegetation and extensive views of the water from a number of locations. The marked navigational entrance channel to Brisbane Water, is known as Ettalong Channel.

⁴³ Google Maps

Maintenance dredging of the channel is required due to the dynamic nature of the entrance sand shoals and sand movement⁴⁴. The responsibility and funding of this maintenance dredging has been on ongoing controversy for many years.

Planned maintenance was undertaken in 2010 by state and local governments but there has been disagreement between the two parties as to who should be responsible for the monitoring and maintenance of the channel. As a result, regular maintenance has not occurred and emergency dredging was funded by the NSW Government in June, July and October 2017, with the dredging providing temporary relief, including for the ferry service⁴⁵.

In May 2018, the NSW Government provided a further \$250,000 of funding for emergency dredging, with the NSW Lands Minister stating that,

“We can’t wait any longer for council...This is the third time we’ve provided emergency dredging along Ettalong Channel. We want to see it operational as quickly as possible... However, this is a temporary solution that will last two to three months”⁴⁶

NSW Department of Industry and NSW Roads & Maritime Services carried out the emergency dredging, with around 20,000 cubic metres of sand removed, providing a channel 60 metres wide and 2.5 metres deep.

The Minister also said at the time that he was concerned the council and state government would “end up in another argument cycle over whose responsibility is it to fund dredging works”⁴⁷.

On 20 November 2018 additional dredging of the navigational channel was completed, providing a channel 30 metres wide and 2.5 metres deep adjacent to Lobster Beach⁴⁸.

In September 2018, the NSW State Government announced \$1.225 million in funding for a long-term program for the Channel, with Central Coast Council required to match the funding dollar for dollar and oversee the program. Whilst all parties agreed it was urgently needed for residents, commuters and tourists, the local and state governments had both previously claimed it was the responsibility of the other and refused to commit funds⁴⁹.

However, despite this agreement, resulting in a total of \$2.45 million toward a long-term dredging program for the Channel, additional funding will eventually be required and it is not clear where it will come from. In 2018 alone, \$660,000 has been spent on maintenance dredging of the Ettalong Channel, which indicates that the \$2.45 million committed by local and state government will need replenishing in the near future.

5.3 Project Outcomes

The impact of not having complete clarity in regards to responsibility has been that maintenance of the channel has been neglected for many years. The result of this is demonstrated below:

- In April 2018 a cruise operator was forced to cancel a popular tour through the Channel and called for passage to be restricted to vessels with drafts of less than 1.5 metres.

“That cruise represents 50 percent of my income because it is one of the best boat trips in the country, but it is not safe to take her out...It is a compounding sand situation down there and it is getting worse...The channel to the entrance of Brisbane

⁴⁴ <https://www.industry.nsw.gov.au/lands/public/notifications/ettalong-channel>

⁴⁵ <https://www.industry.nsw.gov.au/lands/public/notifications/ettalong-channel>

⁴⁶ <https://www.dailytelegraph.com.au/newslocal/central-coast/state-government-announces-250000-for-emergency-dredging-at-ettalong-channel/news-story/82c5764cc9f4eec211f3328100f88b62>

⁴⁷ <https://www.dailytelegraph.com.au/newslocal/central-coast/state-government-announces-250000-for-emergency-dredging-at-ettalong-channel/news-story/82c5764cc9f4eec211f3328100f88b62>

⁴⁸ <https://www.industry.nsw.gov.au/lands/public/notifications/ettalong-channel>

⁴⁹ <https://www.dailytelegraph.com.au/newslocal/central-coast/ettalong-channel-dredging-245-million-for-longterm-plan/news-story/93aa2f7d16b7f0450396fe3fe0794dae>

Water has been neglected for 150 years. For the last 150 years, no one has done anything⁵⁰.

- In May 2018, the Palm Beach ferry service to Ettalong was cancelled indefinitely, due to dangerous silt levels in the channel. The head of the Peninsula Chamber of Commerce stated that residents and business owners alike were feeling the effects⁵¹. This service is crucial to the people on the Central Coast, with some students and teachers even travelling from Ettalong to school on the Northern Beaches⁵².

“The Peninsula’s \$2 million tourism industry’s been put on hold after the cancellation of ferry services between Ettalong and Wagstaffe to Palm Beach.”⁵³

The lack of clarity amongst the levels of government with regard to funding and management responsibility has resulted in the maintenance work not being regularly carried out and this has impacted negatively on the community, businesses and the economy. As stated above, whilst a temporary reprieve has been granted, this is likely to be an ongoing argument between the local and state governments and it will be the community that suffers the consequences.

⁵⁰ <https://coastcommunitynews.com.au/central-coast/news/2018/04/popular-cruise-cancelled-channel-silts/>

⁵¹ <https://www.nbnnews.com.au/2018/05/07/ettalong-ferry-out-of-action-due-to-channel/>

⁵² <https://2ser.com/ettalong-channels-need-for-dredging/>

⁵³ <https://www.triplem.com.au/story/exclusive-could-this-rare-species-impact-ettalong-channel-s-dredging-102207>

6 GREAT BARRIER REEF – GLADSTONE AND ABBOT POINT QLD

6.1 Relevance to Point Grey

Dredging of the Ports of the Great Barrier Reef (GBR) has and continues to be subject to scrutiny and criticism. Whilst dredging has primarily been focused on development and maintenance of large shipping channels to support the export of coal and LNG, the research into the environmental impacts of dredging and legislative responses are relevant to the Point Grey development.

As a World Heritage Site, and legally protected by international treaties, the rapid port development in the GBR became the subject of a UNESCO investigation which required a comprehensive Government response. Adverse reports on the environmental impacts of dredging (and dredge material disposal) were released in the lead up to a Federal Inquiry into the management of the Great Barrier Reef. An investigation undertaken by Dr. Matt Landos, Director of Future Fisheries Veterinary Services linked dredging to fish disease and parasitism and toxic algal blooms and is equally as relevant in its finding to the ports of the GBR as it is to the Point Grey Development.

Findings of the Inquiry led to the ban on dredging in the GBR aside from priority ports, where capital and maintenance dredging is subject to a number of conditions. A key recommendation of the Inquiry was that Government ensure adequate resourcing be provided to monitor and enforce maintenance and monitoring of conditions. However, as the recommendation was only noted by government, maintenance and monitoring plans developed (for dredging) of ports will continue to be subject to budget allocation considerations prior to being able to ensure their implementation.

Allocating ongoing sufficient resources to a maintenance and monitoring program is just as pertinent to Point Grey as the port of the GBR where a:

“key failing of the environmental disaster at Gladstone Port was cited in a 2014 federal government investigation as being due to “regulations not being enforced...[including] inadequate resources for compliance monitoring, inadequate follow-up when breaches occurred”⁵⁴.

Whilst not of World Heritage listing status, Point Grey is significant as an internationally listed Ramsar site, and subject to management guidelines which Australia has committed to, and has obligations under the Ramsar Convention and Environment Protection and Biodiversity Conservation Act 1999. It is worth noting that whilst there are no sanctions imposed for breach of the Ramsar guidelines, contravention of these obligations is likely to draw national and international criticism of not only the Australian Government, but also those state and local government agencies responsible for oversight of the processes that led to the contravention.

The current status of the Abbot Point project is very similar to the current state of play at Point Grey, where dredging has not commenced, approvals are outstanding and the dredge spoil must not be disposed of in the marine park. Additionally, neither project has the support the traditional owners.

⁵⁴ <https://www.couriermail.com.au/news/queensland/federal-government-probe-finds-failures-in-gladstone-dredging-project/news-story/74b2f40504eca166b2072f7c1d975b1c>

6.2 Project History

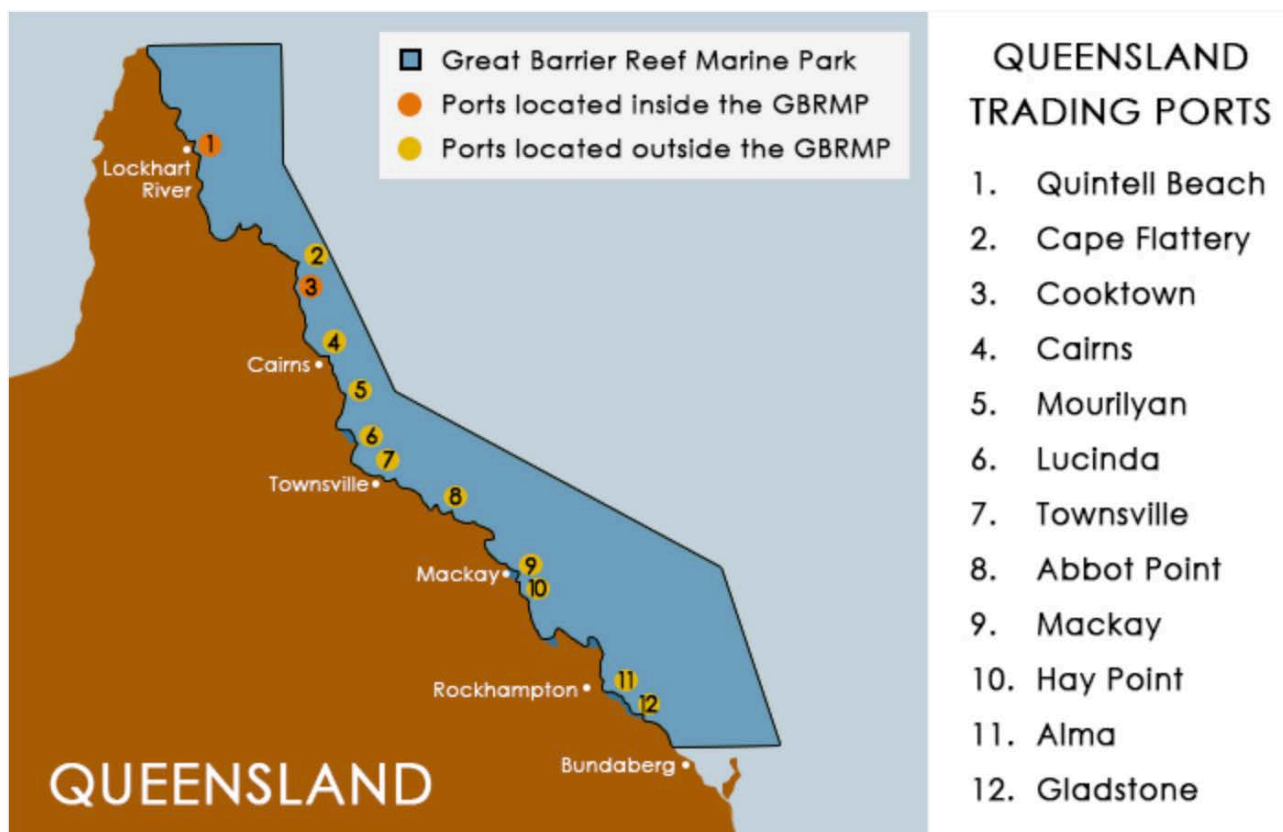


Figure 7 Gladstone and Abbot Point Locations⁵⁵

Gladstone is a coastal region located in central Queensland, bordering the southern end of the Great Barrier Reef World Heritage Area. Gladstone has a long history as a port city. It was established in 1896 as a town based around a meatworks and later developed as a heavy industry town with the construction of an aluminium smelter in 1964. Since the mid-twentieth century, Gladstone has grown to become one of Australia's major ports.

Following Ministerial approval in 2010 of three coal seam gas projects at Gladstone, corresponding LNG plants and export terminals were built on Curtis Island, transforming the area and dramatically increasing port traffic. To allow the export of liquefied natural gas (LNG) 21,000,000 m³ of the Gladstone harbour seabed was dredged. The sludge that was dug up was pumped behind a bund wall designed to reclaim more than 200 hectares of land, but the wall leaked. It played a part in the water in the harbour turning a muddy brown colour for a year, with reduced visibility and increased turbidity. A simultaneous massive fish kill shocked locals and grabbed headlines, though subsequent investigations blamed multiple factors including the weather, rather than the development⁵⁶.

Gladstone Harbour was closed to fishing in September 2011, following reports from commercial fishermen in August that many fish were showing signs of disease. Testing showed that two types of disease were present. The first is red spot disease, which was observed in a barramundi caught at Port Alma. The second is a parasitic fluke affecting the eyes and skin of fish in Gladstone

⁵⁵ <https://www.abc.net.au/news/2015-05-04/qbr-ports-map/6431214>

⁵⁶ <https://www.smh.com.au/interactive/2016/saving-the-reef/industry.html>

Harbour.⁵⁷ The ban was lifted but commercial fishermen continued to report high numbers of turtle, dugong and dolphin deaths observed by them but not caused by their fishing operations.

In response to escalating public criticism, Gladstone Port Corporation (GPC) and the Department of Environment and Resource Management (DERM) released several reports claiming the outbreak of disease was not due to dredging activities, but rather a result of flooding events in late 2010 and early 2011. They also maintained that high turbidity levels in the harbour were a result of tidal activity. An investigation done by Dr. Matt Landos, director of Future Fisheries Veterinary Services, however, found the opposite. His report⁵⁸, commissioned by the Gladstone Fishing Research Fund, linked dredging to fish disease, parasitism and toxic algal blooms. Furthermore, his report also explained that the freshwater flood could not have been the cause of the disease, as the timing and nature of disease did not support that explanation⁵⁹.

In 2011 the impact of the rapid development of the Port sparked UNESCO to assess whether the Great Barrier Reef's World Heritage values were under threat. This resulted in the 2012 UNESCO publication by the World Heritage Committee (WHC), who criticised the government's management of the Great Barrier Reef, warning that the area could be downgraded to a World Heritage Site "in danger" unless major changes were implemented. The report expressed "extreme concern" at the rapid rate of coastal development, highlighting the construction of liquefied natural gas plants at Gladstone and Curtis Island, and recommended that thorough assessments are made before any new developments that could affect the reef are approved⁶⁰

In February 2013, the Federal Government submitted a report back to UNESCO, outlining actions it was taking to preserve and protect the reef. The report was met with criticism from UNESCO stating concern about the "limited progress" Australia had made in a plan to protect the reef from development.

At the same time as the Queensland Government undertook a strategic assessment of the GBRWA, seeking to address the UNESCO threat of listing the GBR as being in danger, in December 2013 Federal Environment Minister Greg Hunt granted approval to the expansion of Abbot Point coal port near Bowen, south of Townsville.

The project proposed to dredge 3,000,000 m³ of seabed near Abbot Point, destroying 180 hectares of seagrass and to dispose of the dredged material approximately 24 km offshore from Abbot Point in the Great Barrier Reef Marine Park. On 31 January 2014 the Great Barrier Reef Marine Park Authority (GBRMPA) gave effect to Mr Hunt's decision by issuing a dumping permit for the transportation and unloading of the dredge spoil onto the seabed in the waters of the Great Barrier Reef Marine Park. It was a move that sparked outrage from conservationists and the Greens, but Mr Hunt denied his approval would pose any threat to the reef's World Heritage status⁶¹.

Amid the public outcry Greens Senator Ms Larissa Waters, on 13 February 2014 introduced the Great Barrier Reef Legislation Amendment Bill 2014 (the Bill) into the Senate. The Bill sought to implement into the national environment laws the key recommendations made by the World Heritage Committee to ensure the Great Barrier Reef does not get added to the "world heritage site in danger list"; and further sought to prohibit the approval, after 31 December 2013, of any dumping of port

⁵⁷ <https://www.parliament.qld.gov.au/documents/tableOffice/questionsAnswers/2011/1580-2011.pdf> and Submission to the Independent Review into the Leaking Bund Wall at the Port of Gladstone Prepared by: Dr Ben Diggles, PhD, and George Diggles, Cert. Eng.

⁵⁸ Investigation of the Causes of Aquatic Animal Health Problems in the Gladstone Harbour and Nearshore Waters - Dr Matt Landos BVSc(Honsl) MANZCVSc , 1 October, 2012, Report commissioned by the Gladstone Fishing Research Fund.

⁵⁹ <https://caf nec.org.au/2014/01/13/cairns-port-dredging-proposal-another-gladstone>

⁶⁰ <https://whc.unesco.org/en/decisions/4657>

⁶¹ <https://www.abc.net.au/news/2014-06-18/unseco-great-barrier-reef-decision/5529302>

dredge spoil within the Great Barrier Reef World Heritage Area. On 25 March 2014, the Senate referred the matter to the Environment and Communications References Committee for inquiry.

Following several submissions, the Committee handed down a report into the health of the reef on 3 September 2014, which called for greater protection.

The committee made 29 recommendations including stopping the dumping of dredge spoil into the reef, at least temporarily, and investigating banning the practice altogether.

In an immediate response to the damning findings of the Inquiry, the Australian Federal Government announced on 13 November 2014 that there would now be a ban on the dumping of dredge spoil in the Great Barrier Reef Marine Park. As a further outcome the World Heritage Committee asked Environment Minister Greg Hunt to investigate alternative options to dump on land instead⁶².

Responses to recommendations of the Inquiry include:

- In May 2015, the Australian Government passed regulations to ban disposal of dredge material from capital dredging in the Great Barrier Reef Marine Park. The ban applies to all past and present permits and future applications for capital dredge disposal. The new regulation, under the Great Barrier Reef Marine Park Regulations 1983, took effect on 2 June 2015.
- In November 2015, the Queensland Government passed the Sustainable Ports Development Bill 2015 which enacts key port-related commitments under the Reef 2050 Plan. The Act extends the ban on the disposal of capital dredge material to the remainder of the World Heritage Area, restricts new port development to within current port limits and prohibits major capital dredging for the development of new, or expansion of existing, port facilities outside the four priority ports of Gladstone, Abbot Point, Townsville and Hay Point/Mackay. The Act also mandates strategic master planning at the four priority ports.

Concurrent with the Senate Inquiry, specifically in response to the World Heritage Committee' threat to place the GBR on the 'in Danger List' the Queensland and Australian Government drafted the "Reef 2050 Long-Term Sustainability Plan", the plan led to the development of:

- The Sustainable Ports Development Bill to manage port development around the GBR;
- the Commonwealth's Great Barrier Reef Marine Park Amendment (Capital Dredge Spoil Dumping) Regulation 2015, which operates to prohibit the dumping of capital dredge spoil in the GBR marine park

Accordingly, on 22 December 2015 when Federal Environment Minister Greg Hunt approved the dredging and dumping of spoil, to make way for the expansion of the Abbot Point coal terminal in north Queensland and the shipment of coal from Queensland's vast Galilee Basin, under the proposal the 1,100,000 m³ of dredged sea bed would now be disposed of on land, rather than at sea.

6.3 Project Outcomes

This project is an example of what can go wrong if the dredge spoil were to be disposed of by side-casting back into the Peel-Harvey Estuary. Although this is not permitted under the current Australian Government approvals for Point Grey, it is not certain that those approval conditions will remain in perpetuity.

As at January 2019 more than 150 people involved in the seafood industry are moving forward with a class action against Gladstone Ports Corporation (GPC) in regards to its 2011 dredging project. Led by global firm Clyde and Co and Hervey Bay firm Law Essentials, the class action represents people and companies who say they were financially impacted by GPC's dredging of Gladstone

⁶² ["Dredge dumping banned on Great Barrier Reef"](#). Australian Geographic. 13 November 2014

Harbour. Law Essentials director and solicitor Chris Thompson estimated the total claim is worth more than \$150 million.⁶³

Under the Sustainable Ports Development Act 2015, priority ports (Townsville, Abbot Point, Hay Point, Mackay and Gladstone) require Port Master Plans to be developed to create a balance between environmental considerations and the optimisation and ongoing development of critical infrastructure within port limits. In November 2018, the master plan and master planned area for the priority Port of Gladstone was released. It was the first of the priority ports to do so. In December 2018 the Port of Gladstone released its Long-term Maintenance Dredging Management Plan. Whilst the plans are a step in the right direction they are reliant on adequate resourcing, which has not yet been secured.

As at 2019, dredging at Abbot Point has not yet commenced, due in part to the Adani Group failing to secure a financial backer, as well as continued public pressure to stop the Project,

“Our efforts in coordinating a letter from 73 non-profits representing 76 million people worldwide in December 2018 resulted in ten global insurance companies ruling out any backing for Adani in Australia”⁶⁴.

Adani is now financing the project itself, albeit a scaled back version. Currently there are still 15 plans needing federal approvals, eight of which require approval before the mine's operations can begin. Adani's is also still facing legal battles. Its lawyers are fending off appeals against the mine by the Wangan and Jagalingou Traditional Owners Council, which was heard in May 2019, and is currently adjourned pending resolution of complex administrative issues. The Environmental Defenders Office in Queensland has hearing dates set for June 27-28 for its challenge – on behalf of the Australian Conservation Foundation⁶⁵.

⁶³ <https://www.pressreader.com/>

⁶⁴ <https://www.marketforces.org.au/info/key-issues/abbot-point/>

⁶⁵ <https://www.smh.com.au/environment/conservation/what-s-next-for-the-coal-mine-that-helped-return-morrison-to-power-20190520-p51p7j.html>

7 PORT HINCHINBROOK - QLD

7.1 Relevance to Point Grey

The project at Port Hinchinbrook is very similar to the proposed Point Grey Development, involving the creation of a marina and associated navigation channel. Since its inception Port Hinchinbrook has been plagued by environmental controversy and maintenance responsibility issues. Subject to a deed of agreement between the developer, the state government and the council, the maintenance of Port Hinchinbrook (including dredging) falls to the responsibility of the developer. With development companies falling into liquidation, finance for maintenance and emergency dredging has not been forthcoming and has severely impacted channel navigation and, as a consequence, property prices at Port Hinchinbrook. The Queensland government have twice provided funding to dredge the marina main channel (following cyclone Yasi in 2011) and for emergency maintenance of a leaking (into the harbour) sewerage treatment plant.

7.2 Project History



Figure 8 Port Hinchinbrook⁶⁶

Oyster Point lies at the mouth of Stoney Creek, about one kilometre south of Cardwell in northern Australia. Oyster Point protrudes into the Hinchinbrook Channel and is frequently cited as being “the location for one of the country's most important conservation battles”⁶⁷ pertaining to the development of Port Hinchinbrook which caused a backlash from conservationists. Environmental groups were concerned the development was a threat to Great Barrier Reef and Wet Tropics of Queensland World Heritage Areas and that the local dugong population, already much diminished, and local seagrass meadows, would be threatened by the proposed high boating levels.

In 1985 Resort Village Cardwell Pty Ltd, a subsidiary of Tekin Australia Ltd, proposed a marina and resort development at Oyster Point. In 1987, Tekin applied to Cardwell Shire Council for the

⁶⁶ <http://www.stayhinchinbrook.com.au/maps-weather/>

⁶⁷ "Port Hinchinbrook resort protest". Green Left Weekly. 1998.

necessary rezoning of the land to Special Facilities, and the rezoning was gazetted on 14 May 1988.⁶⁸

When Tekin Australia Ltd put forth their proposal to develop Port Hinchinbrook in 1985, the Queensland Government and Cardwell Shire Council granted approval for the commencement of earthworks and construction, without demanding an Environmental Impact Assessment (EIA) be completed.

Having been granted approval from the Cardwell Shire Council to commence working on the resort, the development company, began the major earthworks required for construction of the wharf and marina in 1988. This involved the removal of mangroves and land clearing on the foreshores of the Hinchinbrook Channel. They did not begin dredging the channel as approval to do this required permission from the Great Barrier Reef Marine Park Authority (GBRMPA), which did not issue the relevant permit. Soon after Tekin Ltd commenced work, it was forced to stop as a result of financial difficulties. The development site was subsequently abandoned and was not rehabilitated from its disturbed state by the developers.

In May 1993 Cardwell Properties Pty Ltd (CP) (owned partly by Mr Keith Williams) bought the land at Oyster Point for an estimated \$600,000 from Farrow Mortgage Services Pty Ltd. A new development, "Port Hinchinbrook" was proposed. Although this second proposal differed slightly from the initial one that was started in 1988, it still involved construction of hotels, houses, the wharf and the 250-berth marina. The resort had an estimated value of \$100 million⁶⁹. CP also planned to seek approval for the more controversial aspects of the development, which related to the removal of mangroves and dredging the Hinchinbrook Channel for all-tide and all-weather boat access.

Prior to being granted formal approval to recommence works, CP required new approvals from the Queensland Government and the Cardwell Shire Council. Again, no EIA was requested by either of these governments, despite the fact that expressions of concern were again received from scientists and environmental groups. Instead of completing an EIA at this second approval stage, the Queensland Government produced an Environmental Review Report (ERR).

In June of 1994 the Commonwealth Department of Environment, Sports and Territories expressed the view that the EER, was inadequate for consideration of the Commonwealth's responsibilities for environmental protection and world heritage. The Commonwealth subsequently commissioned a report by Dr Peter Valentine of the Department of Tropical Environmental Studies and Geography at James Cook University. Dr Valentine identified four areas of "grave reservation" with respect to the development, namely:

- the impact of dredging on seagrass beds in the Hinchinbrook Channel;
- the direct impacts on dugong and turtles from increased boating activity in the Channel;
- the consequential effects from increased numbers of tourists accessing the Hinchinbrook Channel and Hinchinbrook Island and the adjacent areas of the Great Barrier Reef; and
- the impact of such a major resort upon the character of the area in the longer term

The Valentine Report concluded that there was an "inadequate level of baseline environmental data on which to properly consider the matter" and recommended a much smaller scale project, lacking a marina⁷⁰.

⁶⁸ The Hinchinbrook Channel Inquiry, Report of the Senate Environment, Communications, Information Technology and the Arts References Committee, September 1999

⁶⁹ Parliamentary Research Service, Current Issues Brief, No. 30 1994, Port Hinchinbrook - To be or not to be?

⁷⁰ <https://lr.law.qut.edu.au/article/download/463/450>

Despite the Valentine Report, in November 1994, after the ERR report had been completed and a 'Deed of Agreement' signed, CP recommenced construction. The four-way Deed of Agreement between the Cardwell Shire Council, Queensland Government, Commonwealth government and the Developer Cardwell Properties (sole director Keith Williams) made it clear that neither state nor local government would be responsible for the maintenance of roads, canals and sewerage on this private canal estate, including any maintenance dredging⁷¹.

Progress on the development was, however, short-lived. This is because work was stopped just a few months later when the Governor-General, acting upon the advice of the Australian Labor Government's Minister for the Environment, Senator Faulkner, used his powers under the World Heritage Properties Conservation Act 1983 (Cth) (the Act) to issue a proclamation over certain activities involved in the construction process.

In the case of the Port Hinchinbrook development, it was decided by the Federal government that the removal of mangroves, required for foreshore works, and the dredging of the channel for boat access would have indeed threatened the World Heritage values of these areas.

In 1996, the Liberal/National Party Coalition Government, under the leadership of Prime Minister John Howard, was elected in Australia. The government's new Minister for the Environment, Senator Robert Hill, made the decision to re-approve CP's proposals to remove mangroves along the shoreline and dredge the Hinchinbrook Channel. In issuing this consent, the federal government also became party to the 1994 Deed of Agreement, which from this point on became known as the 'Deed of Variation'. Part of this amended deed included an 'Acid Sulphate Management Plan'. Many opponents did not believe the plan could be considered one of much integrity because CP had already commenced the earthworks (that contribute to acid sulphate problems) by the time the plan was produced.

In 1997 the Queensland Government exempted from Environment Impact Assessment a new proposal for a canal estate along the excavated 'Grande Canal' that now carried the flow from the former Stoney Creek. Later the Queensland Environment protection Agency (EPA) approved a further canal extension to the south for a 'ships maintenance basin'. By this time disturbed acid sulphate soils were releasing sulphuric acid into the environment. The same year the development came under scrutiny in two Senate Inquiries the first into Commonwealth Powers and the second into the Hinchinbrook Channel. Senators visited the site and saw for themselves the obvious environmental damage. The subsequent Hinchinbrook Channel Inquiry Report referred to the saga that unfolded during the Inquiry as a "tragedy of errors"⁷².

Moving forward the development of the Marina at Port Hinchinbrook and Hinchinbrook Island continued until 2010 -11 when the Global Financial crisis resulted in the closure of the Island's resort and (the existing commercial tenancies at Port Hinchinbrook). In 2011 the development was extensively damaged by cyclone Yassi.

After coming under financial pressure over maintenance of the resort, Port Hinchinbrook was eventually placed into the hands of liquidator, FTI Consulting in 2013. Passage Holdings, which took over the development in 2015, collapsed the following year.

⁷¹ Cardwell Shire Council records, documents held by Alliance to Save Hinchinbrook Inc, Cardwell Shire Council, Queensland and Federal Governments

⁷² https://www.hinchinbrook.com/uploads/1/1/9/2/119247194/ph%C5%92nix_2005_may.pdf

7.3 Outcomes

Since cyclone Yasi Port Hinchinbrook has continued to be plagued by problems including:

- The sewerage treatment plant on the Island falling into disrepair, with reports of sewerage leakage into the harbour over a number of years. In 2018 the Queensland Government provided \$200,000 to the council to undertake emergency maintenance and repair work to the plant. State Development Minister Cameron Dick said “the funding was a short-term solution, but called on the owners of the plant to put a long-term management plan in place”⁷³
- Dredging of the Marina’s main channel was undertaken by the Queensland Government in 2011 (as part of the clean-up after cyclone Yasi) “because the company had failed to meet its legal obligation”. The Government stated it will bill the Company for the cost of dredging as under the 1993 agreement between the developer, the state government and the council, the developer is responsible for maintenance. As mud continues to fill the marina channel the issue of responsibility for dredging remains unresolved in 2019.
- Along with the dispute over who is responsible for the maintenance issues at Hinchinbrook property prices have continued to tumble: “A two-bedroom, two-bathroom apartment that sold for \$565,000 in 2007, in 2017 sold for less than \$170,000”⁷⁴.

Despite an agreement that clearly stipulated that no level of government would be responsible for the maintenance of this development, the outcome is that the state government has been forced to fund the costs of maintenance and repair. Additionally, the local community is suffering from the financial cost of decreasing property prices. This demonstrates that, regardless of any measures put in place to protect governments, the financial cost of maintaining and managing these developments will fall on the government at some point.

⁷³ <https://www.brisbanetimes.com.au/national/queensland/hinchinbrook-faces-cleanup-after-effluent-spill-20180802-p4zv5w.html>

⁷⁴ <https://www.abc.net.au/news/2018-02-25/port-hinchinbrook-prices-plunge-residents-beg-government/9477178>

8 TOONDAH HARBOUR - QLD

8.1 Relevance to Point Grey

The Toondah Harbour Redevelopment, like Point Grey, is in a Ramsar listed site. Although the development itself has not yet been undertaken, it does provide an example of what can occur when political pressure is applied in order to progress developments.

This project demonstrates that governments are led by individuals, who can be swayed by political and financial pressures to ignore expert advice. As such, it serves as an important lesson to the Shire of Murray to ensure that they always maintain clear oversight and some control over the Point Grey development and its approvals.

In the case of the Point Grey development, the decision by the Australian Government in March 2019 to extend the Time Limit of Authorisation was made without any public consultation, and was made by a delegate for the Minister, not the Minister herself.

8.2 Project History



The June 2018 plan for Cleveland's Toondah Harbour.

Figure 9 Proposed Toondah Harbour Development⁷⁵

Toondah Harbour is located in Moreton Bay, which was declared a Ramsar site in 1993. Under the Queensland Government Economic Development Act, the Toondah Harbour area has been

⁷⁵ <https://www.smh.com.au/environment/sustainability/massive-redesign-for-cleveland-s-1-3-billion-harbour-20180605-p4zjng.html>

declared a Priority Development Area, meaning that the government is able to bypass certain planning and environment laws.

The local Redland City Council and the Queensland Government completed planning for the area in 2014 and issued an open tender for developers. Following the competitive tender process, Walker Group Holdings was selected to build a proposed \$1.3 billion development including 3,600 apartments, a hotel, convention centre and marina⁷⁶.

However, around 40 hectares of the development area lie within the Ramsar-listed wetland. As such, federal government approval was required for the development to proceed.

“A development of this scale or impact had never been approved on a Ramsar-listed site in Australia.”⁷⁷

In April 2016, the Federal Department of the Environment advised the Walker Group that the Department intended to advise the Minister that the proposal is “clearly unacceptable” and advised the Group it should withdraw the referral and consider resubmitting something that avoids “direct impacts on the ecological character of the Moreton Bay Ramsar wetland”⁷⁸.

In response to this letter, there are claims made by the ABC that the Walker Group then lobbied the Federal and State Governments, citing Freedom of Information documents which show that “over a 12-month period Walker Corporation convinced the department to delay the decision six times.” and “In the same financial year the development was sent to the Federal Government for approval, Walker Corporation donated \$225,000 to the federal Liberal Party and \$23,000 to Queensland Labor.”⁷⁹

The ABC quoted an unnamed departmental insider who claimed that the political pressure to approve the development was intense.

“Those of us who hoped the minister would accept the advice, that carefully constructed expert advice, were disappointed...But then the department moved to accommodate the minister's desires — so still providing advice to the minister about the range of impediments, still pointing out it was clearly inconsistent with Australia's obligations under the Ramsar convention, but also searching for a pathway to accommodate that development.”⁸⁰

In 2017, the Walker Group withdrew the original plan and resubmitted a smaller proposal. Documents obtained by the ABC under FOI legislation showed that the department rejected the 2017 application because it would cause “permanent and irreversible damage” to the wetlands.

“Remediation of the site will not be possible if the development proceeds as is currently planned”⁸¹

⁷⁶ <https://www.dsdmip.qld.gov.au/edq/toondah-harbour-redevelopment.html> and <https://www.abc.net.au/news/2018-12-09/the-developer-the-whistleblower-and-the-minister-toondah-harbour/10487806>

⁷⁷ <https://www.abc.net.au/news/2018-12-09/the-developer-the-whistleblower-and-the-minister-toondah-harbour/10487806>

⁷⁸ See Letter provided on <https://www.abc.net.au/news/2018-12-09/the-developer-the-whistleblower-and-the-minister-toondah-harbour/10487806>

⁷⁹ <https://www.abc.net.au/news/2018-12-09/the-developer-the-whistleblower-and-the-minister-toondah-harbour/10487806>

⁸⁰ <https://www.abc.net.au/news/2018-12-09/the-developer-the-whistleblower-and-the-minister-toondah-harbour/10487806>

⁸¹ <https://www.brisbanetimes.com.au/national/queensland/experts-warned-of-permanent-damage-from-1-3b-cleveland-harbour-project-20181206-p50kos.html>

In response to the development application, 180 public submissions and 1,238 campaigns were received during the public comment period on the referral. Only four of these submissions supported the proposed development⁸².

However, despite this, the proposal was not rejected but instead was referred by the Minister to be assessed by an Environment Impact Statement (EIS)⁸³.

In 2018 the Walker Group revised its application to reduce the size of the development. This application is yet to be assessed under the EIS process, however, opponents to the development state that very few proposals that are referred to EIS are rejected. The Australian Conservation Foundation chief executive, Kelly O'Shanassy said,

"[Of the more than] 1,700 assessments that have been done under the EPBC act, only 11 have been rejected over that time...It's very unlikely that it's going to be rejected given the history of the act."⁸⁴

8.3 Outcomes

Whilst this development has not yet been completed, it is important to consider what the outcomes are likely to be, environmentally and financially. Given this report has identified that projects considered to be acceptable by government departments have resulted in significant costs, it can be assumed that a project that is considered to be "clearly unacceptable" may end in the permanent and irreversible damage that has been predicted.

⁸² <http://www.environment.gov.au/system/files/FOI%20180411-%20Document%20package%20for%20release.pdf>

⁸³ <http://epbcnotices.environment.gov.au/entity/annotation/f4225aa8-9b56-e911-b854-005056842ad1/a71d58ad-4cba-48b6-8dab-f3091fc31cd5?t=1559786186344>

⁸⁴ <https://www.abc.net.au/news/2018-12-06/developer-issues-legal-threat-to-minister-over-protected-wetland/10581734>

9 BEADON CREEK – ONSLOW WA

9.1 Relevance to Point Grey

The Onslow Marine Support Base at Beadon Creek has been developed and substantially expanded over several decades to support growing industrial demands associated with the offshore oil and gas industry. A substantial amount of dredging has taken place to expand the harbor with the most recent dredging taking place in 2019.

The development is relevant to Point Grey due to the dredging component of the expansion and the currency of the EPA approval which enabled the most recent expansion to proceed.

9.2 Project History



Figure 10 Beadon Creek Maritime Facility⁸⁵

The Beadon Creek Maritime Facility was developed in 1964. The facility was originally used as a harbour for both recreational and commercial activities, although it has since been transformed to a significant facility supporting the myriad of industrial and commercial activities associated with the growing offshore oil and gas industry in the Pilbara. In 2012, the Department of Transport (DoT) proposed to upgrade the facilities in Beadon Creek via the capital dredging of 65,000 m³ of material.

The proposal works were referred to the EPA in August 2013 and approved in 2014. These approved upgrade works were then undertaken by DoT in conjunction with Onslow Marine Support Base Pty

⁸⁵ <https://www.transport.wa.gov.au/projects/beadon-creek-onslow-maritime-facility.asp>

Ltd, as part of the Stage 1 of the Onslow Marine Support Base (OMSB) Project. The approved OMSB Stage 1 project included construction of a 2.58 ha land-backed wharf within the existing Beadon Creek Maritime Facility and capital dredging to facilitate the development of a marine support facility⁸⁶.

On 27 February 2018 Stage 2 expansion of the OMSB was approved, just three months after Stage 1 of the project was completed. The plan includes extending and modifying the harbour approach channel at Beadon Creek and improving the facility's turning basin and berth pocket. About a million cubic metres of sediment were dredged as part of the project.

In relation to the project EPA deputy chairman Robert Harvey said the department had a high level of confidence in the assessment.

"The proponent incorporated contemporary and locally relevant dredging science from the Western Australian Marine Science Institution into its predictions and proposed management of the project's impacts," Mr Harvey said.

"The use of the latest dredging science, as well as the conditions identified by the EPA, including the implementation of a dredging and spoil disposal management plan, means the proposal can be managed in an environmentally acceptable way⁸⁷."

Spoil from dredging was then piped onshore to a disposal area near Onslow Airport.

In April 2019 the Shire of Ashburton issued a statement to residents:

"As residents and visitors alike will attest, Onslow has experienced unprecedented mosquito activity over the last few months, worse than many have ever seen in Onslow's history... late last week it was discovered that a new breeding ground had developed at the sand disposal site in and around the lower rock wall near the airport. This location had become an ideal habitat for mosquitos due to the dredging operations which pumps water and sand into the site, creating an artificial wetlands environment"⁸⁸

In May 2019 the Shire further reported:

"The Shire, in conjunction with the operators of the dredging operations in Onslow, have now drained the expanse of water adjacent to the sand dredging residue along Mcaullay Road. This was conducted to remove the mosquito breeding environment that was created due to the pumping of the sand and water associated with the dredging. This action will significantly reduce the amount of mosquitos that have infiltrated the township in recent weeks.

The Shire will continue to utilise its fogging operations in Onslow with the use of Pyrethroids, the chemical used in the thermal fogger as a space spray for the control of adult mosquitoes and flies. This product is safe to humans and animals. Fogging will be conducted in all streets in the Onslow Township, as well as in areas around the Airport. This is likely to occur 4 times a week, either in the evenings or early mornings when mosquitos are most active, weather permitting.

The Onslow VFES, in conjunction with the Tom Price VBFB, will be conducting a controlled burn next weekend to reduce the vegetation and open the area to allow for a wider application of larvicide"⁸⁹

⁸⁶

http://www.epa.wa.gov.au/sites/default/files/Request_for_info/OMSBStage2_EnvironmentalReviewDocument.pdf

⁸⁷ <https://www.wamsi.org.au/news/epa-approval-onslow-marine-base-stage-2>

⁸⁸ <https://www.ashburton.wa.gov.au/news-article/1122/fighting-the-bite-in-onslow/>

⁸⁹ <https://www.councilnews.com.au/2019/05/5406846-update-on-activity-to-reduce-mosquitos-in-onslow>

9.3 Outcomes

Despite the fact that the EPA demonstrated high confidence in the OBSM expansion proposal, and had as part of their assessment and approval stipulated a number of conditions, including the implementation of a dredging and spoil disposal management plan, they failed to identify that the dumped dredged spoil would create the perfect environment for mosquito breeding.

The increase in mosquitoes at Onslow has required the Shire of Ashburton to work with the dredging operators to address the problem. That the Shire has had to devise a solution makes it clear that the spoil disposal management plan had not identified mosquito breeding as a potential risk.

It is important for the Point Grey Development to be cognisant of the difficulty in identifying and preventing or mitigating against all the environmental impacts that could occur when dumping dredge spoil. The OBSM project is a very clear example that environmental matters have many variables and it is difficult to be able to predict them all, even though the mosquito problem should have been easily predicted. Overlooking one or more can lead to very undesirable consequences.

10 SUMMARY

The case studies summarised in this report provide a number of key lessons that will be important for the local and state governments to consider in the progression of the Point Grey Development.

1. Environmental outcomes are unpredictable.

In many cases, environmental experts have predicted minimal negative impact or, in the case of the South Yunderup Canals and the Port Geographe development, positive impacts will be the result of the development. However, these predictions have been proven to be incorrect. The Minister's Appeal Determination for the Point Grey Development in June 2012, shows that both the Department of Transport and the EPA are well aware that environmental matters have too many variables to enable a prediction to be made with conviction.

In regards to the predicted sedimentation rates for the Point Grey Development, it states,

“Advice from the Department of Transport indicates that, while inherent variables are associated with such predictions, the predicted sedimentation rates are considered to be a realistic estimate... the EPA noted that sedimentation rates are difficult to predict, and as such there will always be some conjecture over the precise frequency of maintenance dredging and therefore the overall cost of implementing a maintenance dredging programme.”⁹⁰

It is also noted that, in some cases, environmental experts have offered a differing opinion in regard to what the environmental outcomes would be than the EPA and they have been proven correct. This occurred when the then Department of Fisheries objected to the South Yunderup canals and were proven correct. The same department (in addition to community and other expert organisations such as the PHCC) appealed against the Point Grey Development but government has again chosen to listen instead to the EPA.

The 2019 Onslow Marine Support Base (OMSB) Expansion Project has in place an EPA stipulated Dredging and Spoil Disposal Management Plan, however it failed to predict and prevent the ensuing mosquito plague caused by disposed dredge spoil, which now requires significant and ongoing management by the Shire.

The Port Geographe reconfiguration works show that the Department of Transport experts are well aware that the way nature will adjust to these types of developments is unpredictable. EPA approval is not an assurance, or even a good indication, that the project will be an environmental or financial success, based on the Port Geographe experience. Toondah Harbour also shows that approvals can be guided by political or financial pressure and can therefore not be seen as any kind of an assurance.

2. The cost of developments that do not have the predicted results can be very high.

When the environmental outcomes are not as predicted, it is not often that the decision can be made to do nothing. These developments can cause issues that impact on the health of the community, and the economic stability of the area through accessibility issues, impacts on tourism and businesses being able to operate and on land prices. This is in addition to the negative impact on the flora and fauna. Rectifying these issues can be extremely costly, as has been seen in the Port Geographe case.

⁹⁰ https://appealsconvenor.wa.gov.au/sites/default/files/107-126-11%20Ministers%20Appeal%20Determination_21%2006%2012_5.pdf

3. The cost of maintenance and management are unknown but will eventually fall on the government.

Whether it is the local or state government and whether it is in the short, medium or long term, it is inevitable that the responsibility for these costs will eventually lie with government, which means the tax and rate paying community are forced to fund the costs. Monitoring, maintenance dredging and other required works will be required in perpetuity and no commercial developer will take on that commitment. If they do commit to this, as in the case of Port Hinchinbrook, it is likely they will inevitably fail as a business and the responsibility will still fall to government.

The EPA have stated, in regards to the Point Grey Development, that,

“the question of whether the proposed arrangements and quantum of contributions from the proponent are adequate is best left to the Shire of Murray and the Department of Transport to negotiate with the proponent during the finalisation of the relevant agreements.”⁹¹

It is important to note that this comment was made in connection to the comment that sedimentation rates are difficult to predict. Without a clear understanding of what the sedimentation rates will be, there is no way to accurately predict the ongoing costs of maintenance dredging of the channel; costs that need to be covered in perpetuity. However, the Shire and Department of Transport will be asked to commit to a prediction and will at some point be financially burdened if those predictions are not correct.

4. Clarity over which government agency will be responsible for ongoing costs is paramount.

As stated above, government (via the community) will be responsible for funding the maintenance of the Point Grey development at some point. It is integral that, when this occurs, there is a clear plan in place for which government will fund the works. As demonstrated in the case of the Ettalong Channel, disagreements over responsibility between the local and state government result in further negative impacts to the community and the economy. It is therefore important that this decision is made, in writing, prior to the development proceeding.

5. Dredge spoil disposal locations will be an issue in the future.

The Yunderup Canals experience has shown that in-estuary disposal of spoil has had negative environmental consequences. The Great Barrier Reef experience demonstrates the negative environmental impact from marine-based spoilt disposal, to the extent that it has now been banned. However, land-based disposal options in the area of the Yunderup canals, and therefore in the area of the Point Grey development, are limited. Additionally, the Commonwealth environmental approval conditions prohibit in-estuary dumping of the Point Grey spoil.

A key consideration for decision makers must be where and how the dredge spoil from the Point Grey development will be disposed of, noting that it will be ongoing in perpetuity and needs to be considered in the context of the area already having large amounts of dredge spoil to dispose of, due to the Yunderup and other canal systems in the region.

6. Monitoring and Management Plans and other conditions of approval do not ensure success.

The EPA has approved the Point Grey Development with a number of conditions to limit and monitor the environmental impact. However, once the development is complete, no amount of monitoring or management plans can reverse the impacts. The Port Geographe example clearly demonstrates that the imposition of conditions, requirements and monitoring plans does not stop the negative environmental and financial impacts of a development. Despite over 18 recommendations, this

⁹¹ https://appealsconvenor.wa.gov.au/sites/default/files/107-126-11%20Ministers%20Appeal%20Determination_21%2006%2012_5.pdf

project still resulted in environmental and health issues and above expected ongoing maintenance costs.

The Shire of Murray will play an integral role in coordinating and implementing the state and commonwealth environmental approval conditions, particularly with regard to monitoring the impacts and actioning remedial works should triggers be exceeded. It will have significant resourcing implications for the Shire, especially when adverse consequences occur as a result of the development.



Policy PS3 – Trading in Public Places

1. Policy Intention

To outline support for trading in public places, subject to limitations and restrictions to –

- develop a vibrant commercial and cultural environment for residents and visitors;
- ensure approved trading activities do not conflict with or prejudice the Shire's permanent retail and service base, or other normal functions of the Shire; and,
- ensure that the operation of trading activities are appropriate in particular areas and they do not cause a nuisance.

2. Policy

Trading in public places, subject a valid licence being obtained and/or maintained is supported, except in the following areas –

- (a) The Pinjarra Central Business District (CBD) and the South Yunderup Commercial Area, (refer to clause 2.3);
- (b) On or adjoining (50 metres of) the following roads:
Kwinana Fwy, Forrest Hwy, South Western Hwy, Pinjarra Rd (including carpark on corner Pinjarra and old Mandurah Road, George Street, Pinjarra-Williams Road, and Old Bunbury Road.
- (c) Within view of road users from any Highway or Freeway.
- (d) No closer than 300 metres of any shop or permanent place of business that has for sale the same kind of goods or merchandise being offered for sale.
- (e) No closers than 300 metres of schools between the hours of 8:00am to 9:00am and 3:00pm to 3:45pm, except during school holidays, weekends and public holidays.

In the case of itinerant vendors on roads with speed limits of greater than 60 km/hr.

2.1 General Notes

Any trading on privately owned or public land also requires permission of the land-owner, or where the land is leased, from the lease-holder.

There is a general presumption against trading in road reserves unless the site has a formal parking area (such as rest areas).

Any trading within a Shire approved event requires approval of the event manager, and a Shire stallholder's licence.

Nothing in this Policy implies that Council will approve the use of public land under the care and control of the Shire for use for commercial trading activities.

2.2 Licensing

A robust framework is to be implemented to appropriately document and effectively manage –

- applications for trading licenses,
- grounds for refusal,
- conditions to be applied to licenses;
- and ensure appropriate public access and egress;
- public safety from any cause whatsoever; and,
- compliance with applicable legislation.

Licence fees are determine in accordance with the Act.

2.3 Prohibited Trading Areas (Clause 2(a))



South Yunderup



Pinjarra CBD

Previous Policy Reference	PD03	
Related Legislation	<i>Shire of Murray Consolidated Local Law 1999; Local Government Act 1995.</i>	
Related Policies	N/A	
Related Documents	Trading in a Public Places – Licence; Trading in Public Places Management Practice HE001.	
Last Reviewed	December 2019	
Next Review Date	2021	
Initial Adoption Date	26 November 2015	
Initial Adoption Resolution	OCM15/315	
Amendment Record	OCM18/008	22 February 2018



Policy PS3 – Trading in Public Places

1. Policy Intention

- To develop a vibrant commercial and cultural environment for residents and visitors;
- To encourage the use of parks and reserves by commercial operators as a means of activating public spaces;
- To ensure approved trading activities do not significantly conflict with or prejudice the Shire's permanent retail and service base; and
- To ensure that the operation of trading activities are appropriate in particular areas and they do not result detrimentally impact on safety, amenity, convenience or cause a nuisance.

2. Policy

2.1 Applications for trading in public places will be considered on their individual merit having due regard for balancing the policy intentions and the following matters:

- a) the existing provision of similar services within a town or otherwise within proximity of the proposed trading and the potential for the loss of a community service or benefit;
- b) whether the proposal would add to the range or extent of services, or the hours or days a service would be available to the community;
- c) whether the proposal would be predominantly focused toward a key activity node that is not otherwise directly serviced by the goods or services to be offered by the proposed trading;
- d) The proximity of a shop or other place of business that sells the same goods or services proposed to be offered by the trading;
- e) The compatibility of the proposed trading within its setting, including but not limited to the positioning, height, bulk, scale, orientation and appearance of any vehicle or other item associated with the proposed trading;
- f) the likely effect of the proposed trading on the character and amenity of the locality, including the level of noise, disturbance or other nuisance likely to result;
- g) the amount of traffic likely to be generated by the proposed trading, the adequacy of pedestrian and vehicular access, and the effect on pedestrian and traffic flow and safety;
- h) the availability and adequacy of parking to service the needs of the proposed trading;
- i) the proposed means of servicing, and the storage, management and collection of any waste associated with the proposed trading;
- j) the extent, scale and design of any site signage proposed.

2.2 Trading in public places will not be permitted in the following circumstances:

- a) within the road reserve of or land adjacent to the Kwinana Freeway, Forrest Highway, Pinjarra Road, South Western Highway, Pinjarra Williams Road and Old Bunbury Road, unless supported by the relevant road management authority;

- b) within 200 metres of any shop or permanent place of business that sells the same goods or services proposed to be offered by the trading;
- c) within 300 metres of a school, between the hours of 8:00am to 9:00am and 2.45pm to 3:45pm, except during school holidays, weekends and public holidays;
- d) in the case of itinerant vendors on roads with a speed limit greater than 60 km/hr.

2.3 Consultation

- a) The Shire may advertise an application for a trading permit to nearby businesses and/or the community and may refer the application to any State agency for its comments where it considers this necessary or desirable;
- b) Where an application is advertised or otherwise referred to any State agency then any submission received will be considered in determining the application.

2.4 General Notes

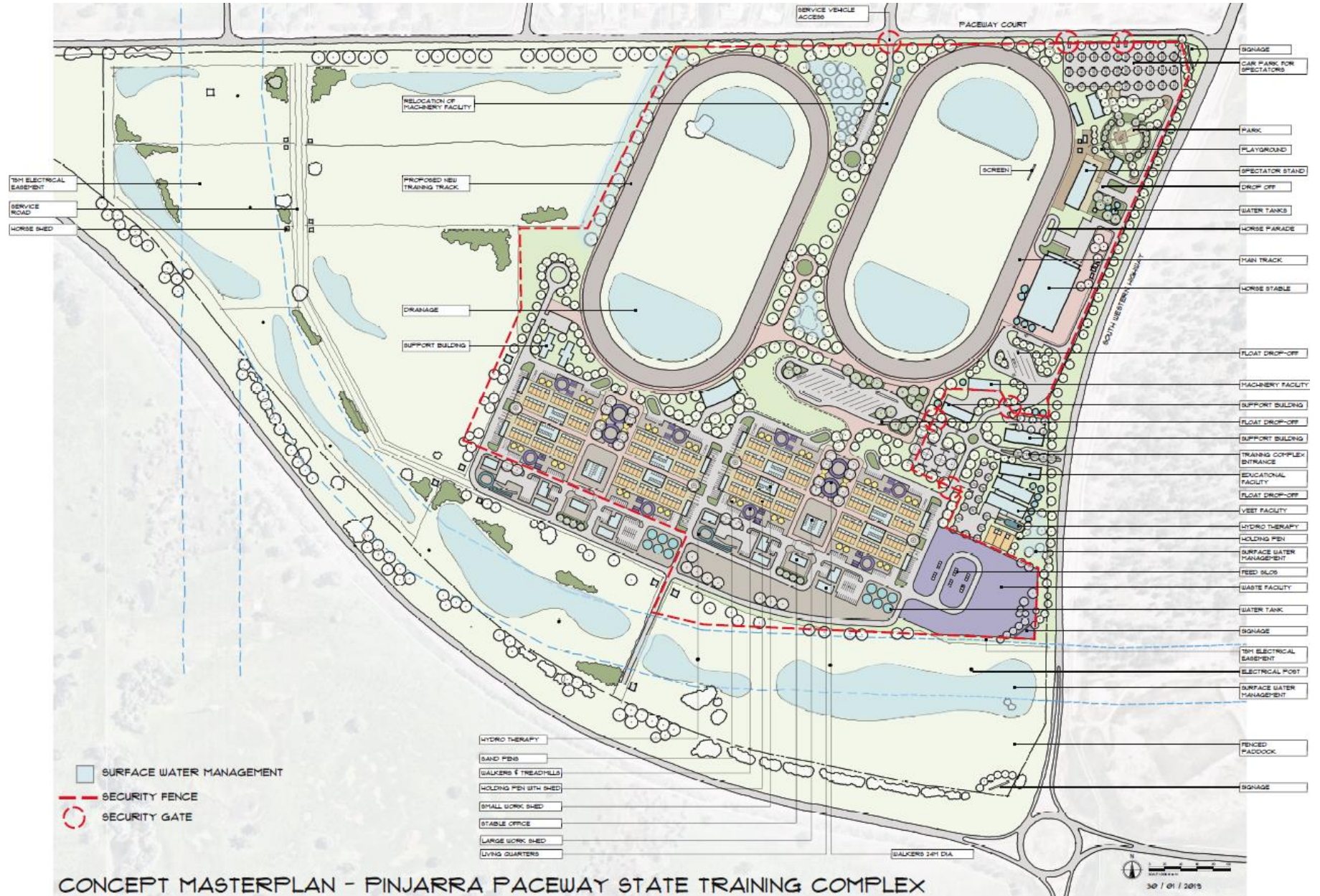
- a) Any trading on privately owned or public land also requires permission of the land-owner, or where the land is leased, from the lease-holder;
- b) There is a general presumption against trading in road reserves unless the site has a formal parking area (such as rest areas);
- c) Any trading within a Shire approved event requires approval of the event manager;
- d) Nothing in this Policy implies that Council will approve the use of public land under the care and control of the Shire for use for commercial trading activities;
- e) Trading permits will be valid for a period up to 12 months, concluding on 30 June each year. Approval of a trading permit does not guarantee or infer the permit will be renewed, or renewed for the same location in the future, particularly for pre-eminent sites.

2.5 Annual Reporting

- a) An annual report will be presented to Council on the operation of the policy.

	PD03	
Previous Policy Reference		
Related Legislation	<i>Shire of Murray Consolidated Local Law 1999; Local Government Act 1995.</i>	
Related Policies	N/A	
Related Documents	Trading in a Public Places – Licence; Trading in Public Places Management Practice HE001.	
Last Reviewed	June 2020	
Next Review Date	2021	
Initial Adoption Date	26 November 2015	
Initial Adoption Resolution	OCM15/315	
Amendment Record	OCM18/008	22 February 2018

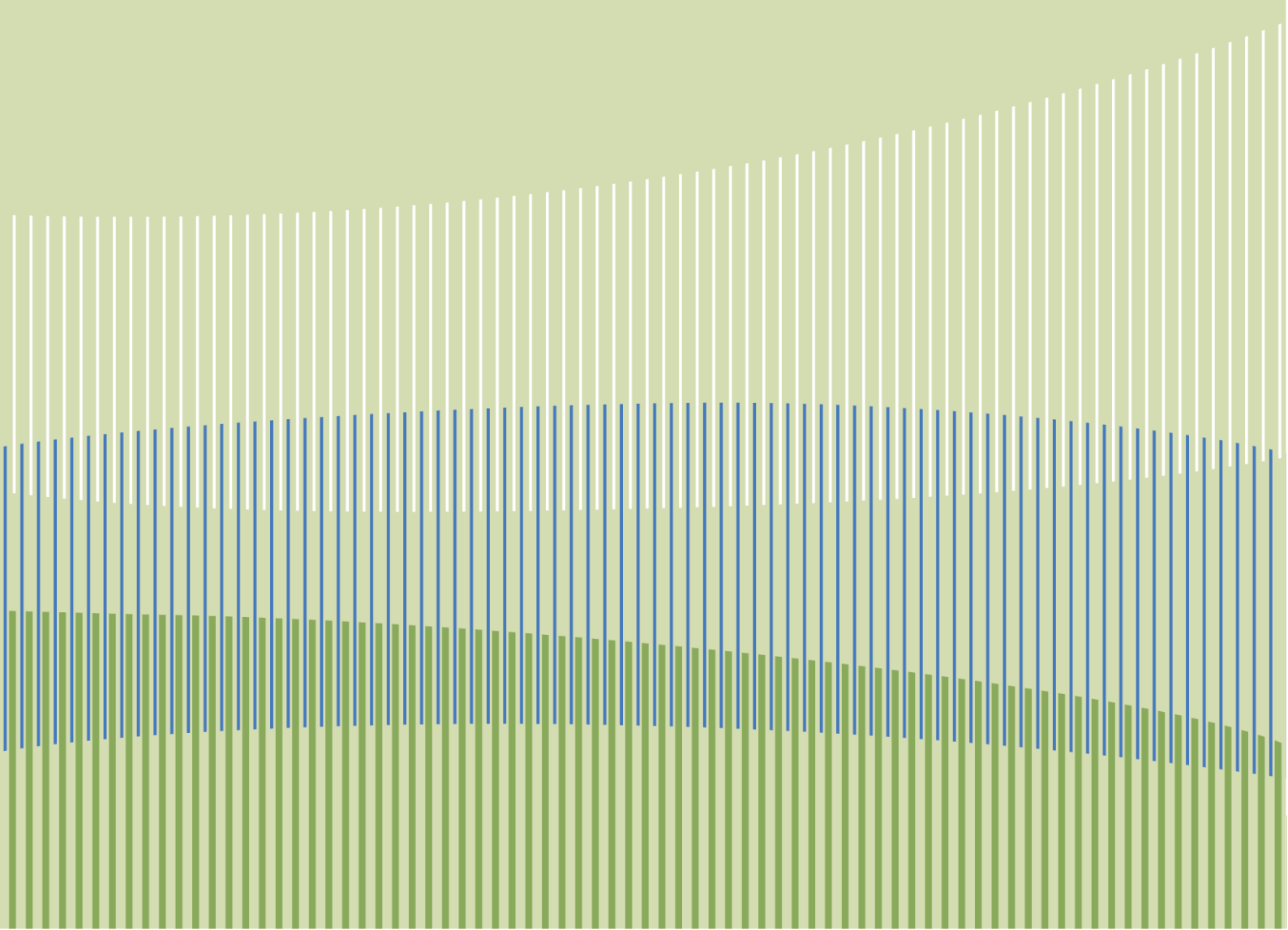
Fig 7.1 Pinjarra Harness Racing Club MasterPlan





Submission – Local Government Act Review

Phase One Regulations



Contents

1	Local Government Act Review - Phase One Regulations	3
2	Caravan Parks & Camping Grounds Regulations 1997	1
3	Control of Vehicles (Off-road Areas) Regulations 1979	1
4	Dog Regulations 2013.....	2
5	Local Government (Administration) Regulations 1996.....	2
6	Local Government (Elections) Regulations 1997	7
7	Local Government (Financial Management) Regulations 1996.....	8
8	Local Government (Functions & General) Regulation 1996.....	8
9	Local Government (Regional Subsidiaries) Regulations 2017	9

1 Local Government Act Review - Phase One Regulations

The *Local Government Regulations Amendment (Consequential) Regulations 2020* will bring into effect measures relating to:

- the harmonisation of the appointment of authorised persons across multiple pieces of legislation in the local government portfolio;
- local and statewide public notices; and
- improved access to information, including through publication on the local government's website.

These regulations will also bring into effect all of the remaining parts of the *Local Government Legislation Amendment Act 2019*, except for the best practice standards for CEO recruitment, performance review and termination, and the new Code of Conduct, which are both being drafted.

The new subsection 5.88(2A) relating to publication of the financial interest register as was proposed, will not be enacted. As an overview In particular, the following sections will take effect:

Section in Amendment Act	Section in Local Government Act 1995	Topic
5	1.7 & 1.8	Local and statewide public notice
13	4.39	Close of enrolments (statewide public notice)
14	4.47	Call for nominations (statewide public notice)
16	4.52	Exhibition of candidates' details (on local government website)
17	4.64	Election notice (statewide public notice)
20	5.29	Convening electors' meetings (local public notice)
24	5.50	Additional payments to employees (local public notice and publication on website)
57	5.120	Complaints officer
64	9.10	Appointment of authorised person
65	09.13	Onus of proof (authorised person)
66	9.15	Terms (authorised person)
68	9.49A	Execution of documents
74(1) & (2)	Schedule 9.3	Transitional provisions to 1995 Act Transitional provisions for the Amendment Act
Part 4	<i>Caravan & Camping Grounds Act 1995; Cat Act 2011; Cemeteries Act 1986; Control of Vehicles (Off-road Areas) Act 1978; Dog Act 1976</i>	Authorised person

This submission offer outlines the level of support for each amendment.

2 Caravan Parks & Camping Grounds Regulations 1997

New Regulation	Amended	Explanation	Recommendation Comment
Regulation 4	Regulation 6	Regulation 6 is being amended to implement a more streamlined and uniform method of appointing an authorised person across multiple pieces of legislation. All appointments will now be made under section 9.10(2) of the <i>Local Government Act 1995</i> . The CEO will appoint a person as an “authorised person” for the purpose of exercising functions conferred under the relevant piece of legislation and identity cards will be standardised.	Support as it will reduce red tape, streamline administrative tasks and increase efficiencies.
Regulation 5	Form 5	In addition to authorised officers appointed by the local government, the Department has the power to appoint an authorised officer under section 17(1)(a) of the <i>Caravan Parks and Camping Grounds Act 1995</i> . The ‘Identity Card’ in Form 5 is being modified so that it is only applicable to authorised officers appointed by the Department.	Support as it will reduce red tape, streamline administrative tasks and increase efficiencies.

3 Control of Vehicles (Off-road Areas) Regulations 1979

New Regulation	Amended	Explanation	Recommendation Comment
Regulations 7-10	Regulations 14, 36 and 37 First Schedule	All references to authorised officer are replaced by a reference to authorised person. This aligns the terminology across multiple pieces of legislation in the local government portfolio.	Support as it will promote consistency across legislation.
Regulation 10	First Schedule	Form 4 is being amended to make it clear that it is not the authorised person who has the power to withdraw an infringement notice but a person authorised by the local government. (A person who issues an infringement cannot withdraw it.) Form 5 will no longer be used by local governments for the appointment of authorised persons, this having been replaced by appointment under section 9.10(2) of the <i>Local Government Act 1995</i> , thus ensuring consistency across multiple pieces of legislation. Form 5 ‘Certificate of appointment of Authorised Person’ has been modified so it will only be used by the Minister for Local Government using the Minister’s power to appoint an authorised person. The form has also been modified to require a photograph.	Support as it will reduce red tape, streamline administrative tasks and increase efficiencies.

Page 1 of 13

4 Dog Regulations 2013

New Regulation	Amended	Explanation	Recommendation Comment
Regulation 12	Regulation 35	Restatement of existing regulation 35(6) in plain English to enhance clarity. An authorised person cannot withdraw an infringement they have issued.	Support as it is just a drafting improvement.
Regulation 13	Form 1	Form 1 will no longer be used by local governments for the appointment of authorised persons, this having been replaced by appointment under section 9.10(2) of the Local Government Act 1995, thus ensuring consistency across multiple pieces of legislation. Form 1 in Schedule 1 has been replaced and will be used by the local government to appoint registration officers under the Dog Act 1976.	Support as it will promote consistency across legislation.

5 Local Government (Administration) Regulations 1996

New Regulation	Amended	Explanation	Recommendation Comment
Regulation 15	Regulations 3A and 3B	<p>The definition of local public notice and statewide public notice are being amended in the <i>Local Government Act 1995</i> to recognise alternative and contemporary means of communication. These have been set out in new Part 1A of the Administration Regulations to provide flexibility to respond quickly to include future contemporary communication methods as and when necessary.</p> <p>The <i>Local Government Legislation Amendment Act 2019</i> amends section 1.7 of the Local Government Act so that local public notice will be given when notice is published on the official website of the local government and in at least three of the ways set out in regulation 3A. The new forms of communicating a local public notice include publication in a newspaper or newsletters circulating generally in the district or a newspaper in the State, publication on the official website of a relevant State Government Department, circulation by email or text or posting on a local government's social media account.</p> <p>This would allow, for example, a tender to be posted on TendersWA, or an election notice on the WAEC website as one of the three ways.</p>	Support as it will streamline administrative tasks, increase efficiencies and recognises the use of new technology.

		<p>Notices that are posted need to remain available for at least the time specified in the Act or 7 days if no time is specified.</p> <p>The new state-wide public notice provisions incorporate all of those methods that are available as a local public notice. In addition to the requirement to publish the notice on the local government's own website, regulation 3B states that the notice must be published either in a newspaper circulating generally throughout the State or on the official website of a State government agency.</p> <p>Certain adjustments are made when it is the Electoral Commissioner who is publishing the Statewide public notice, so that the website and social media account are those of the WAEC.</p>	
Regulation 16	Regulation 10	<p>Regulation 10 deals with the process to revoke or change a decision made at a council or committee meeting, under section 5.25 of the Act.</p> <p>The change to this regulation recognises the requirement for a special majority decision has been removed from the Act.</p>	Support as it will increase administrative efficiencies.
Regulation 17	Regulation 11	<p>To further the policy aims of transparency and accountability, an amendment to regulation 11 has been made to require a local government to include in the minutes all documents which are attached to a council or committee meeting agenda, except where that part of the meeting was closed to the public.</p>	Support as it will increase transparency and accountability.
Regulation 18	Regulations 12 and 13	<p>Regulation 12 currently provides the requirements for giving local public notice of meetings. The new regulation 12 provides for the same information to be published by the CEO of a local government on a local government's official website instead.</p> <p>Regulation 13 is being replaced to improve accessibility to information held by local government. The unconfirmed minutes of each council or committee meeting open to members of the public are to be published on the local government's official website, rather than merely being available for inspection. If the meeting is closed to members of the public, then only that part of the unconfirmed minutes that are a record of the decision(s) made at that meeting will be available on the website.</p> <p>The wording of the timeframe has been changed in Regulation 13 from business days to days to align with the rest of the Act.</p>	Support as it will increase transparency and accountability, and recognises new technology.

Regulation 19	Regulation 14	<p>Regulation 14 is being amended to improve accessibility to information held by local governments. The amendment provides that all notice papers, agendas, reports and other documentation produced for a local government or committee meeting must be published on the local government's official website at the time they are made available to council or committee members.</p> <p>This obligation will not apply, if, in the CEO's opinion, that part of the meeting to which the information refers is likely to be closed to the public.</p>	Support as it will increase transparency and accountability, and recognises new technology.
Regulation 20	Regulations 19B and 19CA	<p>Existing regulation 19B is being replaced to provide for additional information to be included in the annual report. In addition to the current requirement to report on the number of employees receiving salary over \$100,000 in \$10,000 bands, the annual report is now to include:</p> <ul style="list-style-type: none"> • the amount of money the local government has paid in Standards Panel costs for hearing a complaint regarding one of its council members and any amount that the Standards Panel orders to be reimbursed to the local government by the council member; • the remuneration paid or provided to the CEO; • the number of council and committee meetings attended by each council member; and • diversity data, including age ranges for council members. <p>The requirement to provide details of modifications to the strategic community plan and corporate business plan, where significant, made during the financial year has been moved from regulation 19CA (which is being deleted) to be included in 19B.</p>	<p>Support all except r.19B(2)(g-i) as it will increase transparency and accountability.</p> <p>r.19B(2)(g-i) are intrusive and irrelevant information – Councillor diversity shouldn't matter, and in many communities, isn't feasible.</p>
Regulation 21	Regulation 19D	The method by which the public has access to the strategic community plan in regulation 19D is being updated. The local government is to publish its strategic community plan on its official website. Local public notice is still required to be given of the adoption or modification of the plan.	Support as it will increase transparency and accountability, and recognises new technology.
Regulation 22	Regulation 29	<p>The information to be available for public inspection under regulation 29 is being amended to recognise that it is available in other forms.</p> <p>As regulation 12 of the <i>Local Government (Rules of Conduct) Regulations 2007</i> was deleted as part of the reforms introduced by the <i>Local Government</i></p>	Support as it will reduce red tape and increase administrative efficiencies.

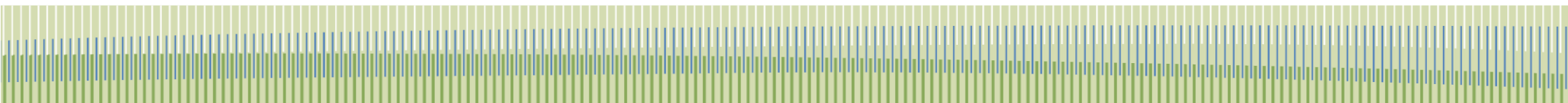
		<p><i>Regulations Amendment (Gifts) Regulations 2019</i>, the redundant reference in sub regulation 29(1)(baa) is being deleted. The Act requires the gift register to be made available on the local government's website.</p> <p>Regulation 13 is being amended (see above) to provide that the unconfirmed minutes of each Council or Committee meeting that is open to the public is to be published on the local government's official website. The requirement in sub regulation 29(1)(c) is consequently unnecessary.</p> <p>As regulation 14 is being amended (see above) to require notice papers, agendas, reports and other documentation produced for a local government or committee meeting to be published on the local government's official website, the requirement in sub regulation 29(1)(d) is unnecessary and is being deleted.</p> <p>Since sub regulations 29(2)-(3) relate expressly to sub regulations 29(1)(c) and 29(1)(d) above then they are also being deleted.</p>	
Regulation 23	Regulation 29A	<p>Section 5.95(5) of the <i>Local Government Act 1995</i> was deleted by section 46(2) of the <i>Local Government Legislation Amendment Act 2019</i>, removing the requirement to make the contract of a CEO or a Senior Employee available for inspection.</p> <p>As a consequence, regulation 29A(1) is being deleted. Instead the remuneration paid or provided to the CEO is to be disclosed in the annual report (see 19B above).</p>	Support as it will reduce red tape and is adequately covered in r.19B.
Regulation 24	Regulations 29C and 29D	<p>New regulation 29C imposes an obligation on the CEO of a local government to publish information on the local government official website (in addition to that information in section 5.96A(1) of the <i>Local Government Act 1995</i>). The additional information includes –</p> <ul style="list-style-type: none"> • Any adverse recommendation from an inquiry by an authorised person under section 8.13; • Any adverse finding or recommendation made by an oversight body being the Corruption and Crime Commission, Public Sector Commissioner, State Administrative Tribunal, an Inquiry Panel, the standards panel or a Royal Commission, against the local government, the council, a council member or the CEO, once this is made available to the public; 	Support as it will increase transparency and accountability and recognises new technology.

		<ul style="list-style-type: none"> • Current and previous versions of policies that relate to the deciding of applications made to the local government; • The name of each council member who has lodged a primary or annual return for the financial year; • The position of each employee who has lodged a primary or annual return for the financial year (the returns themselves will not be published); and • The type and amount or value of fees, expenses and allowances paid to each council member, mayor or president during the financial year. These will need to be detailed by person and type. <p>Regulation 29C also includes timeframes for each class of information to be published on the local government’s official website.</p> <p>New regulation 29D specifies the period for which information must be kept on the local government’s official website. The following documents must be retained for a period of not less than 5 years beginning on the day the information is first published:</p> <ul style="list-style-type: none"> • The annual report; • The annual budget • Confirmed minutes of council and committee meetings; • Minutes of electors’ meetings; • Notice papers, agendas, reports and other documents tabled or produced at council or committee meetings except where these were closed to the public; and • The information listed in 29C above. <p>There is no requirement for local governments to publish the material listed above for years before these provisions come into effect.</p>	
Regulation 25	Regulation 34B	Regulation 34B sets out the gift provisions for employees . The amendment removes the CEO from the definition of an “ employee ”. The CEO is now captured under the gift provisions applying to council members contained in the Act.	Support as it increases accountability and transparency. If there are concerns about gifts or the public’s

			perception of accepting gifts, then don't accept.
--	--	--	---

6 Local Government (Elections) Regulations 1997

New Regulation	Amended	Explanation	Recommendation Comment
Regulation 27	Regulation 30G	Regulation 30G requires the CEO of a local government to establish and maintain an electoral gift register . The amendment requires the CEO to publish an up-to-date version of the electoral gift register on the local government's official website. Rather than the full address, only the town or suburb of an individual is to be published.	Support as it will increase transparency and accountability and recognises new technology.
Regulation 28	Regulation 30I	The definition of publish is being updated. This relates to electoral gift registers.	Support as it is just a drafting improvement.
Regulation 29	Regulation 43	A minor amendment is being made to regulation 43(1)(ba) to correct the reference to electoral gift register .	Support as it is just a drafting improvement.
Regulation 30	Regulation 73	Regulation 73 deals with the adjournment or postponement of a poll . The changes require that the notice of adjournment or postponement is to be published on the local government's official website for at least 3 days. If the local public notice is published on another (government) website, a notice board or using social media, it must also be posted for at least 3 days.	Support as it will increase transparency and recognises new technology.



7 Local Government (Financial Management) Regulations 1996

New Regulation	Amended	Explanation	Recommendation Comment
Regulation 32	Regulation 27	Regulation 27 sets out a list of notes to be included with the annual budget of a local government. Point (l) is being amended to clarify that itemised information in relation to the fees, expenses and allowances paid to each council member and mayor or president is required.	Support as it will increase transparency and accountability.
Regulation 33	Regulation 44	Regulation 44 requires information about fees, expenses and allowances paid to council members, the mayor or the president to be included in the annual financial report . The amendment provides clarity that itemised information is required for each council member and mayor or president, rather than total figures.	Support as it will increase transparency and accountability.

8 Local Government (Functions & General) Regulation 1996

New Regulation	Amended	Explanation	Recommendation Comment
Regulation 35	Regulation 15	Regulation 15 deals with the minimum time public tenders are required to be open. The amendment specifies that the closing date for submission of tenders will be at least 14 days after notice is published on the local government's official website and in the 3 other ways it is advertised under the public notice provisions. The latest publication date will determine the start of the 14 days. If a list of acceptable tenderers is being invited to submit tenders, the 14 days commences from the date notice was given to the last potential tenderer.	Support as it will increase accountability and recognises new technology.
Regulation 36	Regulation 17	Regulation 17 provides for a tenders register to be kept by the CEO of a local government and for this to be available for public inspection. The CEO will now be required to also publish the tenders register on the local government's official website.	Support as it will increase transparency and recognises new technology.
Regulation 37	Regulation 22	Regulation 22 sets out the minimum time that must be provided for submitting an expression of interest to quote for a contract to supply goods or services to a local government. The 14 days will start from the last of publication on the local government's official website or any of the other 3 ways notice must be given.	Support as it will increase accountability and recognises new technology.

Regulation 38	Regulation 24AE	Regulation 24AE sets the minimum time to be allowed for submitting an application to join a panel of pre-qualified suppliers of particular goods or services. The 14 days will start from the last of publication on the local government's official website or any of the other 3 ways notice must be given.	Support as it will increase accountability and recognises new technology.
Regulation 39	Regulation 24E	Regulation 24E deals with regional price preference policies . The amendment will require the proposed regional price preference policy to be published on the local government's official website.	Support as it will increase transparency and recognises new technology.
Regulation 40	Regulation 24F	Regulation 24F deals with the adoption of a regional price preference policy . The amendment will require the local government to publish a copy of the adopted policy on their official website.	Support as it will increase transparency and recognises new technology.
Regulation 41	Regulation 30	Regulation 30 deals with disposal of property (including land) that is excluded from the application of section 3.58 'Disposing of property' in the <i>Local Government Act 1995</i> . Regulation 30(2a) deals with a disposition of property that is an exempt disposition because it has been disposed of within 6 months of a public tender or auction process. Currently information on the disposal of property under regulation 30(2a) is to be made available for public inspection for at least 12 months. This amendment extends this to also require the publication of details of this disposal on the local government's official website.	Support as it will increase transparency and recognises new technology.

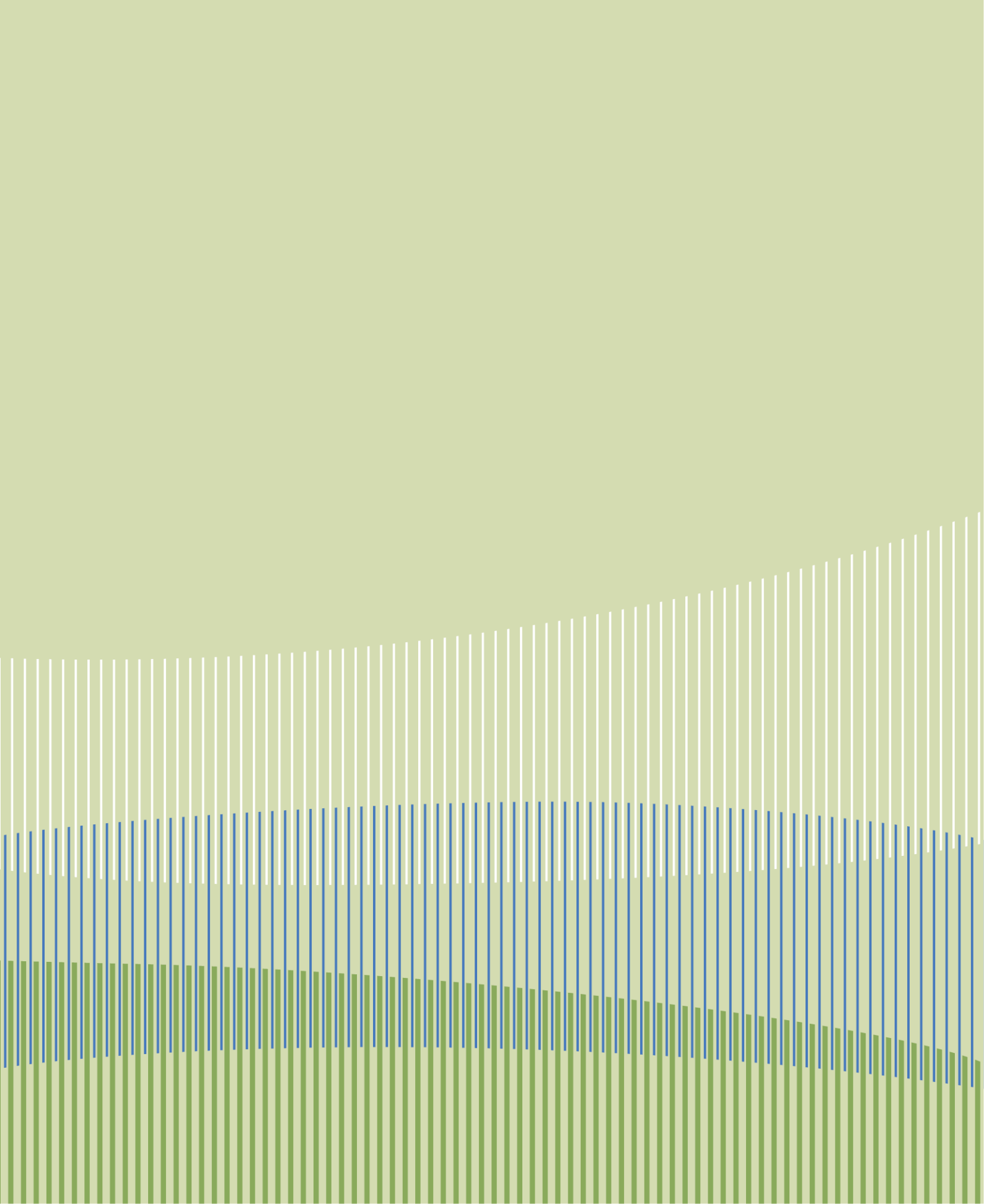
9 Local Government (Regional Subsidiaries) Regulations 2017

New Regulation	Amended	Explanation	Recommendation Comment
Regulation 43	Regulation 18	The effect of this amendment is to require a regional subsidiary to report on the salary bands of employees receiving \$100,000 or more, and the remuneration of the CEO.	Support as it will increase transparency and accountability.

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

T: 08 9531 7777
F: 08 9531 1981
mailbag@murray.wa.gov.au
www.murray.wa.gov.au

 /ShireofMurray
 @ShireofMurray



LOCAL GOVERNMENT REGULATIONS AMENDMENT (CONSEQUENTIAL) REGULATIONS 2020 – EXPLANATORY NOTES

These regulations will bring into effect all of the remaining parts of the *Local Government Legislation Amendment Act 2019*, apart from the best practice standards for CEO recruitment, performance review and termination, and the new Code of Conduct which are both being drafted. (New subsection 5.88(2A) relating to publication of the financial interest register will not be enacted.)

In particular, the following sections will take effect:

Section in Amendment Act	Section in LG Act	Topic
5	1.7 and 1.8	Local and statewide public notice
13	4.39	Close of enrolments (statewide public notice)
14	4.47	Call for nominations (statewide public notice)
16	4.52	Exhibition of candidates' details (on local government website)
17	4.64	Election notice (statewide public notice)
20	5.29	Convening electors' meetings (local public notice)
24	5.50	Additional payments to employees (local public notice and publication on website)
57	5.120	Complaints officer
64	9.10	Appointment of authorised person
65	9.13	Onus of proof (authorised person)
66	9.15	Terms (authorised person)
68	9.49A	Execution of documents
74(1) and (2)	Schedule 9.3	Transitional provisions to 1995 Act (senior employee definition removed) Transitional provisions for the Amendment Act (authorised person)
Part 4	<ul style="list-style-type: none"> • Caravan Parks and Camping Grounds Act 1995 • Cat Act 2011 • Cemeteries Act 1986 • Control of Vehicles (Off-road Areas) Act 1978 • Dog Act 1976 	Authorised person

For more information on these provisions refer to the Explanatory Memorandum available at <https://www.parliament.wa.gov.au/parliament/bills.nsf/BillProgressPopup?openForm&ParentUNID=F2640B0D1523FA7C482583BC0020D468>.

Regulation	Amends	Explanation	Theme
Regulation 4	<i>Caravan Parks & Camping Grounds Regulations 1997, Regulation 6</i>	Regulation 6 is being amended to implement a more streamlined and uniform method of appointing an authorised person across multiple pieces of legislation. All appointments will now be made under section 9.10(2) of the <i>Local Government Act 1995</i> . The CEO will appoint a person as an “authorised person” for the purpose of exercising functions conferred under the relevant piece of legislation and identity cards will be standardised.	Reducing Red Tape Introducing Administrative Efficiencies
Regulation 5	Form 5	In addition to authorised officers appointed by the local government, the Department has the power to appoint an authorised officer under section 17(1)(a) of the <i>Caravan Parks and Camping Grounds Act 1995</i> . The 'Identity Card' in Form 5 is being modified so that it is only applicable to authorised officers appointed by the Department.	Reducing Red Tape Introducing Administrative Efficiencies
Regulations 7-10	<i>Control of Vehicles (Off-road Areas) Regulations 1979, Regulation 14, 36,37 and First Schedule</i>	All references to authorised officer are replaced by a reference to authorised person . This aligns the terminology across multiple pieces of legislation in the local government portfolio.	Introducing Administrative Efficiencies
Regulation 10	First Schedule	In addition, Form 4 is being amended to make it clear that it is not the authorised person who has the power to withdraw an infringement notice but a person authorised by the local government. (A person who issues an infringement cannot withdraw it.) Form 5 will no longer be used by local governments for the appointment of authorised persons, this having been replaced by appointment under section 9.10(2) of the <i>Local Government Act 1995</i> , thus ensuring consistency across multiple pieces of legislation. Form 5 'Certificate of appointment of Authorised Person' has been modified so it will only be used by the Minister for Local Government using the Minister's power to appoint an authorised person. The form has also been modified to require a photograph.	Reducing Red Tape Introducing Administrative Efficiencies
Regulation 12	<i>Dog Regulations 2013, Regulation 35</i>	Restatement of existing regulation 35(6) in plain English to enhance clarity. An authorised person cannot withdraw an infringement they have issued.	Drafting Improvement
Regulation 13	Form 1	Form 1 will no longer be used by local governments for the appointment of authorised persons , this having been replaced by appointment under section 9.10(2) of the <i>Local Government Act 1995</i> , thus ensuring consistency across	Introducing Administrative Efficiencies

Regulation	Amends	Explanation	Theme
		multiple pieces of legislation. Form 1 in Schedule 1 has been replaced and will be used by the local government to appoint registration officers under the <i>Dog Act 1976</i> .	
Regulation 15	<i>Local Government (Administration) Regulations 1996</i> , Regulations 3A and 3B	<p>The definition of local public notice and statewide public notice are being amended in the <i>Local Government Act 1995</i> to recognise alternative and contemporary means of communication. These have been set out in new Part 1A of the Administration Regulations to provide flexibility to respond quickly to include future contemporary communication methods as and when necessary.</p> <p>The <i>Local Government Legislation Amendment Act 2019</i> amends section 1.7 of the Local Government Act so that local public notice will be given when notice is published on the official website of the local government and in at least three of the ways set out in regulation 3A. The new forms of communicating a local public notice include publication in a newspaper or newsletters circulating generally in the district or a newspaper in the State, publication on the official website of a relevant State Government Department, circulation by email or text or posting on a local government's social media account. This would allow, for example, a tender to be posted on TendersWA, or an election notice on the WAEC website as one of the three ways.</p> <p>Notices that are posted need to remain available for at least the time specified in the Act or 7 days if no time is specified.</p> <p>The new state-wide public notice provisions incorporate all of those methods that are available as a local public notice. In addition to the requirement to publish the notice on the local government's own website, regulation 3B states that the notice must be published either in a newspaper circulating generally throughout the State or on the official website of a State government agency.</p> <p>Certain adjustments are made when it is the Electoral Commissioner who is publishing the Statewide public notice, so that the website and social media account are those of the WAEC.</p>	Introducing Administrative Efficiencies Recognising New Technology
Regulation 16	Regulation 10	Regulation 10 deals with the process to revoke or change a decision made at a council or committee meeting, under section 5.25 of the Act. The change to this regulation recognises the requirement for a special majority decision has been removed from the Act.	Introducing Administrative Efficiencies

Regulation	Amends	Explanation	Theme
Regulation 17	Regulation 11	To further the policy aims of transparency and accountability, an amendment to regulation 11 has been made to require a local government to include in the minutes all documents which are attached to a council or committee meeting agenda, except where that part of the meeting was closed to the public.	Transparency Accountability
Regulation 18	Regulations 12 and 13	<p>Regulation 12 currently provides the requirements for giving local public notice of meetings. The new regulation 12 provides for the same information to be published by the CEO of a local government on a local government's official website instead.</p> <p>Regulation 13 is being replaced to improve accessibility to information held by local government. The unconfirmed minutes of each council or committee meeting open to members of the public are to be published on the local government's official website, rather than merely being available for inspection. If the meeting is closed to members of the public, then only that part of the unconfirmed minutes that are a record of the decision(s) made at that meeting will be available on the website.</p> <p>The wording of the timeframe has been changed in Regulation 13 from business days to days to align with the rest of the Act.</p>	Transparency Recognising New Technology
Regulation 19	Regulation 14	Regulation 14 is being amended to improve accessibility to information held by local governments. The amendment provides that all notice papers , agendas, reports and other documentation produced for a local government or committee meeting must be published on the local government's official website at the time they are made available to council or committee members. This obligation will not apply, if, in the CEO's opinion, that part of the meeting to which the information refers is likely to be closed to the public.	Transparency Recognising New Technology
Regulation 20	Regulations 19B and 19CA	<p>Existing regulation 19B is being replaced to provide for additional information to be included in the annual report. In addition to the current requirement to report on the number of employees receiving salary over \$100,000 in \$10,000 bands, the annual report is now to include:</p> <ul style="list-style-type: none"> • the amount of money the local government has paid in Standards Panel costs for hearing a complaint regarding one of its council members and any amount that the Standards Panel orders to be reimbursed to the local government by the council member; • the remuneration paid or provided to the CEO; • the number of council and committee meetings attended by each council member; and • diversity data, including age ranges for council members. 	Transparency Accountability

Regulation	Amends	Explanation	Theme
		The requirement to provide details of modifications to the strategic community plan and corporate business plan, where significant, made during the financial year has been moved from regulation 19CA (which is being deleted) to be included in 19B.	
Regulation 21	Regulation 19D	The method by which the public has access to the strategic community plan in regulation 19D is being updated. The local government is to publish its strategic community plan on its official website. Local public notice is still required to be given of the adoption or modification of the plan.	Transparency Recognising New Technology
Regulation 22	Regulation 29	<p>The information to be available for public inspection under regulation 29 is being amended to recognise that it is available in other forms.</p> <p>As regulation 12 of the <i>Local Government (Rules of Conduct) Regulations 2007</i> was deleted as part of the reforms introduced by the <i>Local Government Regulations Amendment (Gifts) Regulations 2019</i>, the redundant reference in sub regulation 29(1)(baa) is being deleted. The Act requires the gift register to be made available on the local government's website.</p> <p>Regulation 13 is being amended (see above) to provide that the unconfirmed minutes of each Council or Committee meeting that is open to the public is to be published on the local government's official website. The requirement in sub regulation 29(1)(c) is consequently unnecessary.</p> <p>As regulation 14 is being amended (see above) to require notice papers, agendas, reports and other documentation produced for a local government or committee meeting to be published on the local government's official website, the requirement in sub regulation 29(1)(d) is unnecessary and is being deleted.</p> <p>Since sub regulations 29(2)-(3) relate expressly to sub regulations 29(1)(c) and 29(1)(d) above then they are also being deleted.</p>	Reducing Red Tape Introducing Administrative Efficiencies
Regulation 23	Regulation 29A	<p>Section 5.95(5) of the <i>Local Government Act 1995</i> was deleted by section 46(2) of the <i>Local Government Legislation Amendment Act 2019</i>, removing the requirement to make the contract of a CEO or a Senior Employee available for inspection. As a consequence, regulation 29A(1) is being deleted.</p> <p>Instead the remuneration paid or provided to the CEO is to be disclosed in the annual report (see 19B above).</p>	Reducing Red Tape
Regulation 24	Regulations 29C and 29D	New regulation 29C imposes an obligation on the CEO of a local government to publish information on the local government official website (in addition to that	Transparency

Regulation	Amends	Explanation	Theme
		<p>information in section 5.96A(1) of the <i>Local Government Act 1995</i>). The additional information includes –</p> <ul style="list-style-type: none"> • Any adverse recommendation from an inquiry by an authorised person under section 8.13; • Any adverse finding or recommendation made by an oversight body being the Corruption and Crime Commission, Public Sector Commissioner, State Administrative Tribunal, an Inquiry Panel, the standards panel or a Royal Commission, against the local government, the council, a council member or the CEO, once this is made available to the public; • Current and previous versions of policies that relate to the deciding of applications made to the local government; • The name of each council member who has lodged a primary or annual return for the financial year; • The position of each employee who has lodged a primary or annual return for the financial year (the returns themselves will not be published); and • The type and amount or value of fees, expenses and allowances paid to each council member, mayor or president during the financial year. These will need to be detailed by person and type. <p>Regulation 29C also includes timeframes for each class of information to be published on the local government’s official website.</p> <p>New regulation 29D specifies the period for which information must be kept on the local government’s official website. The following documents must be retained for a period of not less than 5 years beginning on the day the information is first published:</p> <ul style="list-style-type: none"> • The annual report; • The annual budget • Confirmed minutes of council and committee meetings; • Minutes of electors’ meetings; • Notice papers, agendas, reports and other documents tabled or produced at council or committee meetings except where these were closed to the public; and • The information listed in 29C above. <p>There is no requirement for local governments to publish the material listed above for years before these provisions come into effect.</p>	<p>Accountability</p> <p>Recognising New Technology</p>

Regulation	Amends	Explanation	Theme
Regulation 25	Regulation 34B	Regulation 34B sets out the gift provisions for employees . The amendment removes the CEO from the definition of an “ employee ”. The CEO is now captured under the gift provisions applying to council members contained in the Act.	Accountability
Regulation 27	<i>Local Government (Elections) Regulations 1997</i> Regulation 30G	Regulation 30G requires the CEO of a local government to establish and maintain an electoral gift register . The amendment requires the CEO to publish an up-to-date version of the electoral gift register on the local government’s official website. Rather than the full address, only the town or suburb of an individual is to be published.	Transparency Accountability Recognising New Technology
Regulation 28	Regulation 30I	The definition of publish is being updated. This relates to electoral gift registers.	Drafting improvement
Regulation 29	Regulation 43	A minor amendment is being made to regulation 43(1)(ba) to correct the reference to electoral gift register .	Drafting improvement
Regulation 30	Regulation 73	Regulation 73 deals with the adjournment or postponement of a poll . The changes require that the notice of adjournment or postponement is to be published on the local government’s official website for at least 3 days. If the local public notice is published on another (government) website, a notice board or using social media, it must also be posted for at least 3 days.	Transparency Recognising New Technology
Regulation 32	<i>Local Government (Financial Management) Regulations 1996</i> Regulation 27	Regulation 27 sets out a list of notes to be included with the annual budget of a local government. Point (l) is being amended to clarify that itemised information in relation to the fees, expenses and allowances paid to each council member and mayor or president is required.	Transparency Accountability
Regulation 33	Regulation 44	Regulation 44 requires information about fees, expenses and allowances paid to council members, the mayor or the president to be included in the annual financial report . The amendment provides clarity that itemised information is required for each council member and mayor or president, rather than total figures.	Transparency Accountability
Regulation 35	<i>Local Government (Functions and General) Regulations 1996</i> Regulation 15	Regulation 15 deals with the minimum time public tenders are required to be open. The amendment specifies that the closing date for submission of tenders will be at least 14 days after notice is published on the local government’s official website and in the 3 other ways it is advertised under the public notice provisions. The latest publication date will determine the start of the 14 days.	Accountability Recognising New Technology

Regulation	Amends	Explanation	Theme
		If a list of acceptable tenderers is being invited to submit tenders, the 14 days commences from the date notice was given to the last potential tenderer.	
Regulation 36	Regulation 17	Regulation 17 provides for a tenders register to be kept by the CEO of a local government and for this to be available for public inspection. The CEO will now be required to also publish the tenders register on the local government's official website.	Transparency Recognising New Technology
Regulation 37	Regulation 22	Regulation 22 sets out the minimum time that must be provided for submitting an expression of interest to quote for a contract to supply goods or services to a local government. The 14 days will start from the last of publication on the local government's official website or any of the other 3 ways notice must be given.	Accountability Recognising New Technology
Regulation 38	Regulation 24AE	Regulation 24AE sets the minimum time to be allowed for submitting an application to join a panel of pre-qualified suppliers of particular goods or services. The 14 days will start from the last of publication on the local government's official website or any of the other 3 ways notice must be given.	Accountability Recognising New Technology
Regulation 39	Regulation 24E	Regulation 24E deals with regional price preference policies . The amendment will require the proposed regional price preference policy to be published on the local government's official website.	Transparency Recognising New Technology
Regulation 40	Regulation 24F	Regulation 24F deals with the adoption of a regional price preference policy . The amendment will require the local government to publish a copy of the adopted policy on their official website.	Transparency Recognising New Technology
Regulation 41	Regulation 30	Regulation 30 deals with disposal of property (including land) that is excluded from the application of section 3.58 'Disposing of property' in the <i>Local Government Act 1995</i> . Regulation 30(2a) deals with a disposition of property that is an exempt disposition because it has been disposed of within 6 months of a public tender or auction process. Currently information on the disposal of property under regulation 30(2a) is to be made available for public inspection for at least 12 months. This amendment extends this to also require the publication of details of this disposal on the local government's official website.	Transparency Recognising New Technology

Regulation	Amends	Explanation	Theme
Regulation 43	<i>Local Government (Regional Subsidiaries) Regulations 2017</i> Regulation 18	The effect of this amendment is to require a regional subsidiary to report on the salary bands of employees receiving \$100,000 or more, and the remuneration of the CEO.	Transparency Accountability

Western Australia

Local Government Regulations Amendment (Consequential) Regulations 2020

Contents

Part 1 — Preliminary		
1.	Citation	1
2.	Commencement	1
Part 2 — <i>Caravan Parks and Camping Grounds Regulations 1997</i> amended		
3.	Regulations amended	2
4.	Regulation 6 replaced	2
6.	Performance of local government functions by authorised persons	2
5.	Schedule 1 amended	2
Part 3 — <i>Control of Vehicles (Off-road Areas) Regulations 1979</i> amended		
6.	Regulations amended	4
7.	Regulation 14 amended	4
8.	Regulation 36 amended	4
9.	Regulation 37 amended	5
10.	First Schedule amended	5
Part 4 — <i>Dog Regulations 2013</i> amended		
11.	Regulations amended	7
12.	Regulation 35 amended	7
13.	Schedule 1 Form 1 replaced	8

Contents

**Part 5 — Local Government
(Administration)
Regulations 1996 amended**

14.	Regulations amended	9
15.	Part 1A inserted	9
Part 1A — Public notices		
3A.	Requirements for local public notice (Act s. 1.7)	9
3B.	Requirements for Statewide public notice (Act s. 1.8)	10
16.	Regulation 10 amended	11
17.	Regulation 11 amended	11
18.	Regulations 12 and 13 replaced	12
12.	Publishing date, time and place of meetings (Act s. 5.25(1)(g))	12
13.	Publishing unconfirmed minutes of meetings (Act s. 5.25(1)(i))	13
19.	Regulation 14 amended	13
20.	Regulations 19B and 19CA replaced	14
19B.	Information to be included in annual report (Act s. 5.53(2)(g) and (i))	14
21.	Regulation 19D replaced	15
19D.	Public notice of adoption of strategic community plan	15
22.	Regulation 29 amended	16
23.	Regulation 29A amended	16
24.	Regulations 29C and 29D inserted	16
29C.	Information to be published on official website (Act s. 5.96A(1)(i))	16
29D.	Period for which information to be kept on official website (Act s. 5.96A(5))	18
25.	Regulation 34B amended	19

**Part 6 — Local Government
(Elections) Regulations 1997
amended**

26.	Regulations amended	20
27.	Regulation 30G amended	20
28.	Regulation 30I amended	20
29.	Regulation 43 amended	21
30.	Regulation 73 amended	21

**Part 7 — Local Government
(Financial Management)
Regulations 1996 amended**

31.	Regulations amended	22
32.	Regulation 27 amended	22
33.	Regulation 44 amended	22

**Part 8 — Local Government
(Functions and General)
Regulations 1996 amended**

34.	Regulations amended	23
35.	Regulation 15 amended	23
36.	Regulation 17 amended	23
37.	Regulation 22 amended	24
38.	Regulation 24AE amended	24
39.	Regulation 24E amended	24
40.	Regulation 24F amended	25
41.	Regulation 30 amended	25

**Part 9 — Local Government (Regional
Subsidiaries) Regulations 2017
amended**

42.	Regulations amended	26
43.	Regulation 18 amended	26

Caravan Parks and Camping Grounds Act 1995
Control of Vehicles (Off-road Areas) Act 1978
Dog Act 1976
Local Government Act 1995

Local Government Regulations Amendment (Consequential) Regulations 2020

Made by the in Executive Council.

Part 1 — Preliminary

1. Citation

These regulations are the *Local Government Regulations Amendment (Consequential) Regulations 2020*.

2. Commencement

These regulations come into operation as follows —

- (a) Part 1 — on the day on which these regulations are published in the *Gazette*;
- (b) the rest of the regulations — on the day on which the *Local Government Legislation Amendment Act 2019* sections 5, 13, 14, 16, 17, 20, 24, 57, 64 to 66, 68, 74(1) and (2) and Part 4 come into operation.

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Part 2 Caravan Parks and Camping Grounds Regulations 1997
amended

r. 3

**Part 2 — Caravan Parks and Camping Grounds
Regulations 1997 amended**

3. Regulations amended

This Part amends the *Caravan Parks and Camping Grounds Regulations 1997*.

4. Regulation 6 replaced

Delete regulation 6 and insert:

**6. Performance of local government functions by
authorised persons**

A function conferred on a local government by these regulations may be performed by an authorised person appointed under the *Local Government Act 1995* section 9.10(2) for the purposes of the Act or these regulations.

5. Schedule 1 amended

- (1) In Schedule 1 delete the List of Forms.
- (2) Delete the reference before the heading to Schedule 1 Form 1 and insert:

[r. 43, 46, 63, 64 and 68.]

- (3) In Schedule 1 Form 5:

- (a) delete the passage that begins with “Department” and ends with “government].” and insert:

Department of Local Government, Sport and Cultural Industries.

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Caravan Parks and Camping Grounds Regulations 1997
amended

Part 2

r. 5

- (b) delete “* Delete whichever is not applicable.”.

Consultation Draft

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Part 3 Control of Vehicles (Off-road Areas) Regulations 1979
amended

r. 6

**Part 3 — Control of Vehicles (Off-road Areas)
Regulations 1979 amended**

6. Regulations amended

This Part amends the *Control of Vehicles (Off-road Areas) Regulations 1979*.

7. Regulation 14 amended

In regulation 14:

- (a) delete “officer” and insert:

person

- (b) delete “he” and insert:

the authorised person

Note: The heading to amended regulation 14 is to read:

**Authorised person may seize and take possession of number
plates**

8. Regulation 36 amended

In regulation 36:

- (a) delete “he is an authorised officer” and insert:

the person is an authorised person

- (b) delete “his” and insert:

the person’s

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Control of Vehicles (Off-road Areas) Regulations 1979
amended

Part 3

r. 9

9. Regulation 37 amended

In regulation 37(a) delete “officer” and insert:

person

Note: The heading to amended regulation 37 is to read:

**Certificates of appointment and notices prohibiting use of
vehicles**

10. First Schedule amended

In the First Schedule:

(a) in Form 3 delete “officer” (each occurrence) and insert:

person

(b) in Form 4 delete “authorised officer” and insert:

person authorised by the local government

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Dog Regulations 2013 amended

Part 4

r. 11

Part 4 — *Dog Regulations 2013* amended

11. Regulations amended

This Part amends the *Dog Regulations 2013*.

12. Regulation 35 amended

Delete regulation 35(6) and insert:

- (6) An authorised person who serves an infringement notice under subregulation (1) cannot withdraw the infringement notice on behalf of the local government under subregulation (5).

r. 13

13. Schedule 1 Form 1 replaced

Delete Schedule 1 Form 1 and insert:

Form 1

[r. 14]

<i>Dog Act 1976 s. 11(3)</i> Certificate of authorisation	
⁽¹⁾	
<div style="border: 1px solid black; padding: 5px; min-height: 100px;">[Photograph of authorised person]</div>	This is to certify that ⁽²⁾ has been appointed by the ⁽¹⁾ to exercise the powers of a registration officer in accordance with the provisions of the <i>Dog Act 1976</i> .
Signed	
CEO of the ⁽¹⁾	
.....
Signature of authorised person	Date

Insert:

- ⁽¹⁾ name of local government;
- ⁽²⁾ name of authorised person.

Note: The heading to regulation 14 is to read:

Certificates of authorisation

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Local Government (Administration) Regulations 1996
amended

Part 5

r. 14

**Part 5 — Local Government (Administration)
Regulations 1996 amended**

14. Regulations amended

This Part amends the *Local Government (Administration) Regulations 1996*.

15. Part 1A inserted

After regulation 3 insert:

Part 1A — Public notices

3A. Requirements for local public notice (Act s. 1.7)

- (1) For the purposes of section 1.7(a), notice of a matter must be published on the local government's official website for —
 - (a) the period specified in or under the Act in relation to the notice; or
 - (b) if no period is specified in relation to the notice — a period of not less than 7 days.
- (2) For the purposes of section 1.7(b), each of the following ways of giving notice of a matter is prescribed —
 - (a) publication in a newspaper circulating generally in the State;
 - (b) publication in a newspaper circulating generally in the district;
 - (c) publication in 1 or more newsletters circulating generally in the district;
 - (d) publication on the official website of the Department or another State agency, as appropriate having regard to the nature of the

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Part 5 Local Government (Administration) Regulations 1996
amended

r. 15

matter and the persons likely to be affected by it, for —

- (i) the period specified in or under the Act in relation to the notice; or
 - (ii) if no period is specified in relation to the notice — a period of not less than 7 days;
- (e) circulation by the local government by email, text message or similar electronic means, as appropriate having regard to the nature of the matter and the persons likely to be affected by it;
- (f) exhibition on a notice board at the local government offices and each local government library in the district for —
- (i) the period specified in or under the Act in relation to the notice; or
 - (ii) if no period is specified in relation to the notice — a period of not less than 7 days;
- (g) posting on a social media account administered by the local government for —
- (i) the period specified in or under the Act in relation to the notice; or
 - (ii) if no period is specified in relation to the notice — a period of not less than 7 days.

**3B. Requirements for Statewide public notice
(Act s. 1.8)**

- (1) For the purposes of section 1.8, one of the ways in which Statewide public notice of a matter must be given is the way prescribed in regulation 3A(2)(a) or (d).

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Local Government (Administration) Regulations 1996
amended

Part 5

r. 16

- (2) If Statewide public notice of a matter is required to be given by the Electoral Commissioner —
- (a) regulation 3A(2)(e) applies in relation to the Electoral Commissioner as if the reference to circulation by the local government by email, text message or similar electronic means were a reference to circulation by the Electoral Commissioner by email, text message or similar electronic means; and
 - (b) regulation 3A(2)(g) applies in relation to the Electoral Commissioner as if the reference to posting on a social media account administered by the local government were a reference to posting on a social media account administered by the Electoral Commissioner.

16. Regulation 10 amended

Delete regulation 10(2) and insert:

- (2) If a decision is made at a council or committee meeting, any decision to revoke or change the decision must be made by an absolute majority.

17. Regulation 11 amended

In regulation 11:

- (a) in paragraph (f) delete “interest.” and insert:
interest; and

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Part 5 Local Government (Administration) Regulations 1996
amended

r. 18

(b) after paragraph (f) insert:

- (g) any document attached to a council or committee meeting agenda unless the meeting or that part of the meeting to which the document refers is closed to members of the public.

18. Regulations 12 and 13 replaced

Delete regulations 12 and 13 and insert:

**12. Publishing date, time and place of meetings
(Act s. 5.25(1)(g))**

- (1) In this regulation —
meeting details means the date and time when, and the place where, a meeting is to be held.
- (2) The CEO must publish on the local government's official website the meeting details for the following meetings before the beginning of the year in which the meetings are to be held —
- (a) ordinary council meetings;
- (b) committee meetings that are required under the Act to be open to members of the public or that are proposed to be open to members of the public.
- (3) Any change to the meeting details for a meeting referred to in subregulation (2) must be published on the local government's official website as soon as practicable after the change is made.
- (4) If a local government decides that a special meeting of the council is to be open to members of the public, the

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Local Government (Administration) Regulations 1996
amended

Part 5

r. 19

CEO must publish the meeting details for the meeting and the purpose of the meeting on the local government's official website as soon as practicable after the decision is made.

**13. Publishing unconfirmed minutes of meetings
(Act s. 5.25(1)(i))**

- (1) The CEO must publish on the local government's official website —
 - (a) the unconfirmed minutes of each council and committee meeting open to members of the public; and
 - (b) if a council or committee meeting is closed to members of the public — that part of the unconfirmed minutes of the meeting that is a record of decisions made at the meeting.
- (2) The unconfirmed minutes of a council meeting must be published within 14 days after the meeting.
- (3) The unconfirmed minutes of a committee meeting must be published within 7 days after the meeting.

19. Regulation 14 amended

- (1) In regulation 14(1) after "public" insert:

and published on the local government's official website

- (2) In regulation 14(2) delete "Nothing in subregulation (1) entitles members of the public to inspect the information referred to in that subregulation" and insert:

Subregulation (1) does not apply

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Part 5 Local Government (Administration) Regulations 1996
amended

r. 20

20. Regulations 19B and 19CA replaced

Delete regulations 19B and 19CA and insert:

**19B. Information to be included in annual report
(Act s. 5.53(2)(g) and (i))**

- (1) In this regulation —
remuneration has the meaning given in the *Salaries and Allowances Act 1975* section 4(1).
- (2) For the purposes of section 5.53(2)(g) and (i), the annual report is to contain the following —
 - (a) the number of employees of the local government entitled to an annual salary of \$100 000 or more;
 - (b) the number of employees of the local government entitled to an annual salary that falls within each band of \$10 000 over \$100 000;
 - (c) any remuneration and allowances paid by the local government under Schedule 5.1 clause 9;
 - (d) any amount ordered under section 5.110(6)(b)(iv) to be paid by a person against whom a complaint was made under section 5.107(1), 5.109(1) or 5.114(1) to the local government;
 - (e) the remuneration paid or provided to the CEO during the financial year;
 - (f) the number of council and committee meetings attended by each council member;
 - (g) an overview of the gender, linguistic background and country of birth of council members;

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Local Government (Administration) Regulations 1996
amended

Part 5

r. 21

- (h) the number of council members who are aged —
 - (i) between 18 years and 24 years; and
 - (ii) between 25 years and 34 years; and
 - (iii) between 35 years and 44 years; and
 - (iv) between 45 years and 54 years; and
 - (v) between 55 years and 64 years; and
 - (vi) over the age of 64 years;
- (i) the number of council members who identify as Aboriginal or Torres Strait Islander;
- (j) details of any modification made to a local government's strategic community plan during the financial year;
- (k) details of any significant modification made to a local government's corporate business plan during the financial year.

21. Regulation 19D replaced

Delete regulation 19D and insert:

19D. Public notice of adoption of strategic community plan

- (1) If a strategic community plan is adopted, the CEO must —
 - (a) give local public notice that the plan has been adopted; and
 - (b) publish the plan on the local government's official website.

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Part 5 Local Government (Administration) Regulations 1996
amended

r. 22

- (2) If modifications to a strategic community plan are adopted, the CEO must —
- (a) give local public notice that modifications to the plan have been adopted; and
 - (b) publish the modified plan on the local government's official website.

22. Regulation 29 amended

- (1) Delete regulation 29(1)(baa), (c) and (d).
- (2) Delete regulation 29(2) and (3).

23. Regulation 29A amended

Delete regulation 29A(1).

24. Regulations 29C and 29D inserted

At the end of Part 7 insert:

**29C. Information to be published on official website
(Act s. 5.96A(1)(i))**

- (1) In this regulation —
- annual return*** means a return required by section 5.76;
- oversight entity*** means any of the following —
- (a) the Corruption and Crime Commission established under the *Corruption, Crime and Misconduct Act 2003*;
 - (b) an Inquiry Panel;
 - (c) the Public Sector Commissioner;
 - (d) a Royal Commission;
 - (e) a standards panel established under section 5.122(1) or (2);

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Local Government (Administration) Regulations 1996
amended

Part 5

r. 24

(f) the State Administrative Tribunal;

primary return means a return required by section 5.75.

- (2) For the purposes of section 5.96A(1)(i), the following information is prescribed —
- (a) any adverse recommendation made by an authorised person under section 8.13(2) and provided to the local government in respect of the local government, its council, a council member or the CEO;
 - (b) any adverse finding, recommendation or proposition made by an oversight entity and made available to the public in respect of the local government or its council, a council member or the CEO;
 - (c) an up-to-date version of each policy of the local government that relates to deciding applications made to the local government and any previous version of that policy;
 - (d) the name of each council member who lodged a primary return or annual return for a financial year;
 - (e) the position of each employee who lodged a primary return or annual return for a financial year;
 - (f) the type, and the amount or value, of any fees, expenses or allowances paid to each council member during a financial year.
- (3) An adverse recommendation referred to in subregulation (2)(a) must be published on the local government's official website within 14 days after the adverse recommendation is provided to the local government.

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Part 5 Local Government (Administration) Regulations 1996
amended

r. 24

- (4) An adverse finding, recommendation or proposition referred to in subregulation (2)(b) must be published on the local government's official website within 14 days after the finding, recommendation or proposition is made available to the public.
- (5) The information referred to in subregulation (2)(d) and (e) must be published on the local government's official website —
 - (a) if the return is lodged with the local government on or before 31 August immediately following the financial year to which the return relates — on or before 14 September immediately following the end of that financial year; or
 - (b) if the return is lodged with the local government after 31 August immediately following the financial year to which the return relates — within 14 days after the return is lodged with the local government.
- (6) The information referred to in subregulation (2)(f) must be published on the local government's official website on or before 14 July immediately following the end of the financial year to which the information relates.

29D. Period for which information to be kept on official website (Act s. 5.96A(5))

For the purposes of section 5.96A(5), a period of not less than 5 years, beginning on the day on which the information is first published on the local government's official website, is prescribed for the following information —

- (a) the annual report;
- (b) the annual budget;

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Local Government (Administration) Regulations 1996
amended

Part 5

r. 25

- (c) confirmed minutes of council and committee meetings;
- (d) minutes of electors' meetings;
- (e) information referred to in section 5.96A(1)(h);
- (f) information referred to in regulation 29C(2).

25. Regulation 34B amended

- (1) In regulation 34B(1) insert in alphabetical order:

employee does not include the CEO;

- (2) In regulation 34B(4)(d) delete "is an employee" and insert:

accepted the gift

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Part 6 Local Government (Elections) Regulations 1997 amended

r. 26

**Part 6 — Local Government (Elections)
Regulations 1997 amended**

26. Regulations amended

This Part amends the *Local Government (Elections) Regulations 1997*.

27. Regulation 30G amended

After regulation 30G(4) insert:

- (5) The CEO must publish an up-to-date version of the electoral gift register on the local government's official website.
- (6) The version of the electoral gift register published under subregulation (5) must not include the address of an individual included in a "disclosure of gifts" form and must instead include the town or suburb mentioned in the address.

Note: The heading to amended regulation 30G is to read:

Electoral gift register

28. Regulation 30I amended

In regulation 30I(2) delete the definition of ***publish*** and insert:

publish has the meaning that the term has in the law of tort (as modified by the *Defamation Act 2005*) relating to defamation.

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Local Government (Elections) Regulations 1997 amended

Part 6

r. 29

29. Regulation 43 amended

In regulation 43(1)(ba) delete “gifts” and insert:

gift

30. Regulation 73 amended

Delete regulation 73(5) and insert:

- (5) The notice under subregulation (1) or (3) must be published on the local government’s official website for a period of not less than 3 days.
- (5A) If the notice under subregulation (1) or (3) is given in a way prescribed in the *Local Government (Administration) Regulations 1996* regulation 3A(2)(d), (f) or (g), the period specified in relation to the notice is not less than 3 days.

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Part 7 Local Government (Financial Management) Regulations 1996
amended

r. 31

**Part 7 — Local Government (Financial Management)
Regulations 1996 amended**

31. Regulations amended

This Part amends the *Local Government (Financial Management) Regulations 1996*.

32. Regulation 27 amended

In regulation 27(1) delete “president —” and insert:

president, for each person —

33. Regulation 44 amended

In regulation 44 delete “include —” and insert:

include, for each person —

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Local Government (Functions and General) Regulations 1996
amended

Part 8

r. 34

**Part 8 — Local Government (Functions and General)
Regulations 1996 amended**

34. Regulations amended

This Part amends the *Local Government (Functions and General) Regulations 1996*.

35. Regulation 15 amended

(1) Delete regulation 15(1) and insert:

(1) If a notice under regulation 14(1) is given, the date and time referred to in regulation 14(3)(d) must be at least 14 days after the notice is —

- (a) published on the local government's official website; and
- (b) published in at least 3 of the ways prescribed in the *Local Government (Administration) Regulations 1996* regulation 3A(2).

(2) In relation 15(2) delete "given." and insert:

given to the person.

36. Regulation 17 amended

After regulation 17(1) insert:

(1A) The CEO must publish the tenders register on the local government's official website.

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Part 8 Local Government (Functions and General) Regulations 1996
amended

r. 37

37. Regulation 22 amended

In regulation 22 delete the passage that begins with “is first published” and continues to the end of the regulation and insert:

is —

- (a) published on the local government’s official website; and
- (b) published in at least 3 of the ways prescribed in the *Local Government (Administration) Regulations 1996* regulation 3A(2).

38. Regulation 24AE amended

In regulation 24AE delete the passage that begins with “is first published” and continues to the end of the regulation and insert:

is —

- (a) published on the local government’s official website; and
- (b) published in at least 3 of the ways prescribed in the *Local Government (Administration) Regulations 1996* regulation 3A(2).

39. Regulation 24E amended

In regulation 24E(1):

- (a) in paragraph (c) delete “notice.” and insert:

notice; and

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Local Government (Functions and General) Regulations 1996
amended

Part 8

r. 40

(b) after paragraph (c) insert:

(d) publish the proposed regional price preference policy on the local government's official website.

40. Regulation 24F amended

Delete regulation 24F(4)(b) and insert:

(b) published on the local government's official website.

41. Regulation 30 amended

Delete regulation 30(2b) and insert:

- (2b) Details of a disposition of property under subregulation (2a) must, for a period of 1 year beginning on the day of the initial auction or tender —
- (a) be made available for public inspection; and
 - (b) be published on the local government's official website.

**Local Government Regulations Amendment (Consequential)
Regulations 2020**

Part 9 Local Government (Regional Subsidiaries) Regulations 2017
amended

r. 42

**Part 9 — Local Government (Regional Subsidiaries)
Regulations 2017 amended**

42. Regulations amended

This Part amends the *Local Government (Regional Subsidiaries) Regulations 2017*.

43. Regulation 18 amended

Delete regulation 18(7) and (8) and insert:

- (7) The *Local Government (Administration) Regulations 1996* regulation 19B(2)(a), (b) and (e) apply in relation to a regional subsidiary as if amended by the general modifications.

Clerk of the Executive Council



JACKSON MCDONALD
MULTI-SECTOR LAW

Level 17 225 St Georges Tce
Perth WA 6000

GPO Box M971
Perth WA 6843

www.jacmac.com.au

18 May 2020

Shire of Murray
1915 Pinjarra Road
PINJARRA WA 6208

Telephone: +61 8 9426 6611
Direct: +61 8 9426 6654
Facsimile: +61 8 9321 2002
Email: kblatchford@jacmac.com.au

Our Ref: KAB:MDR:7167731
Contact: Kelli Blatchford

**By Email: NicoleB@murray.wa.gov.au
AshvinB@murray.wa.gov.au**

Dear Sir / Madam

Access Housing application for rates exemption

1. We refer to your letter to Access Housing dated 30 April 2020.
2. Access Housing thanks the Shire for its reviewed decision regarding the rates exemption applications submitted by Access Housing in respect of the 2019/2020 financial year.
3. However, Access Housing contests the Shire's decision to only grant the rates exemption from 1 July 2019, and not 1 July 2018.
4. Relevantly, the minutes of the Ordinary Council Meeting held on 23 April 2020 state (our emphasis):

Recommendation

That Council:

1. grants the applicant, Access Housing Australia Ltd, full exemption of rates on the residential properties as tabled in this report from 1 July 2018 whilst the properties are considered exempt under the Local Government Act 1995; and

2. [sic] lobbies the State Government and WALGA to gain support to amend the Local Government Act 1995 to exclude residential properties that are leased for a financial benefit from exemption and/or to seek ex-gratia compensation from the Department of Housing.

Council Decision

OCM20/058

Moved: Cr S Lee

Seconded: Cr A Rogers

That Council:

1. grants the applicant, Access Housing Australia Ltd, full exemption of rates on the residential properties as tabled in this report from 1 July 2019 whilst the properties are considered exempt under the Local Government Act 1995; and

2. [sic] lobbies the State Government and WALGA to gain support to amend the Local Government Act 1995 to exclude residential properties that are leased for a financial benefit from exemption and/or to seek ex-gratia compensation from the Department of Housing.

CARRIED UNANIMOUSLY 9:0

- 2 -

Reason for Change

Access Housing initially did not respond to the Shire's request for supporting documentation so the application request was closed. They subsequently supplied the information too late for Council to consider a rates exemption for the 2018/19 financial year.

In Brief

The Shire of Murray received an application from Access Housing Australia Ltd (AHA) on 9 July 2018 for an exemption of annual rates for nine residential properties used for what are 2018. The Rates department requested more information on 7 September 2018 to support this application, and when this was not supplied the application was closed 23 October 2018.

The requested information was received 17 June 2019, more than nine months later, and the application for exemption of rates was subsequently presented to Council 25 July 2019. The request was declined as per officer recommendations."

.....

Options

Council has the option of:

1. *Granting the applicant full exemption of rates on the residential properties tabled above from 1 July 2018.*
 2. *Granting the applicant full exemption of rates on the residential properties tabled above from 1 July 2019.*
 3. *Refusing the applicant's request for an exemption in annual rates."*
5. The comments that we have underlined above in the officer report are inaccurate and omit details of ongoing engagement between the Shire and Access Housing.
 6. The inaccuracies and omissions suggest to the Council that Access Housing abandoned its rates exemption application in respect of the 2018/2019 financial year, which in turn appears to have influenced the Council's decision to only grant the exemption from rates from 1 July 2019 onwards.
 7. We have addressed in our letter below each of the statements in the officer report that Access Housing considers to be inaccurate and have set out details of additional correspondence that was exchanged between the Shire and Access Housing that supports Access Housing's position.
 8. This correspondence demonstrates that the parties have continued to correspond in good faith regarding the rates exemption applications since the time that they were lodged in June 2018 to avoid the unnecessary costs of dealing with the matter in the State Administrative Tribunal.
 9. Access Housing vehemently objects to the statement in the officer report that "Access Housing initially did not respond to the Shire's request for supporting documentation". This statement is inaccurate (see below) and suggests that Access Housing abandoned its rates exemption application in respect of the 2018/2019 financial year.
 10. The officer report states that the Shire received an application from Access Housing on 9 July 2018. In fact, Access Housing first corresponded with the Shire regarding the rates exemption by email on 11 June 2018.
 11. On 22 June 2018, Access Housing formally submitted its rates exemption application and supporting evidence in respect of those properties owned by Access Housing and those properties owned by the Housing Authority but leased by Access Housing.

- 3 -

12. On 9 July 2018, Access Housing then submitted a formal application and supporting evidence for those properties leased from the Housing Authority that only comprise part of a larger parcel of land.
13. The officer report states that on 7 September 2018, the rates department requested further information to support the applications, and when this was not supplied by Access Housing, the applications were closed by the Shire on 23 October 2018.
14. The Shire's request dated 7 September 2018 was for copies of leases between Access Housing and the Housing Authority. Following receipt of the request, Access Housing had discussions with Ashvin Bhatti of the Shire about whether alternative supporting evidence could be provided because the leases were subject to confidentiality.
15. As a result of this discussion Access Housing requested a letter of support from the Housing Authority, which was received in January 2019 and was provided to the Shire together with additional information (see paragraph 19(a) below)
16. At no time, either in the Shire's correspondence dated 7 September 2018 or after, did the Shire inform Access Housing that if it did not provide the additional information by 23 October 2018 the applications would be closed.
17. The officer report then states that the 'requested information' was received on 17 June 2019, more than nine months later, and the applications were presented to Council on 25 July 2019.
18. Firstly, this statement directly contradicts the statement that the applications were closed on 23 October 2018. The applications being considered at the 25 July 2019 meeting were the applications lodged on 22 June 2018 and 9 July 2018, which were in respect of the 2018/2019 financial years.
19. Secondly, this statement is inaccurate. There had been ongoing correspondence between Access Housing and the Shire during this period regarding the applications which was not advised to the Council in the report including:
 - (a) 8 February 2019 – email was sent from Access Housing to the Shire attaching the Housing Authority letter of support and clarification of Access Housing's purpose and contractual arrangements between Access Housing and the Department of Communities;
 - (b) 6 March 2019 – email response was provided to Access Housing from the Shire (Ashvin Bhatti) advising "*We are currently processing your application and will get back to you once we have completed the assessment.*";
 - (c) 18 March 2019 - email was sent from Access Housing to the Shire (Ashvin Bhatti) to enquire of the status of the applications;
 - (d) 3 April 2019 – email response was provided to Access Housing from the Shire stating "*Your application is with our Director of Corporate and Community Development and will be processed shortly.*"; and
 - (e) 18 April 2019 – letter dated 17 April 2019 was received by Access Housing from the Shire advising that the applications would be considered by the Council at the Ordinary Council Meeting to be held on 27 June 2019.
20. On 17 June 2019, there was a discussion between Access Housing and the Shire (Ashvin Bhatti) during which the Shire sought confirmation from Access Housing that it was responsible for payment of the rates in respect of the properties leased from the Housing Authority.

- 4 -

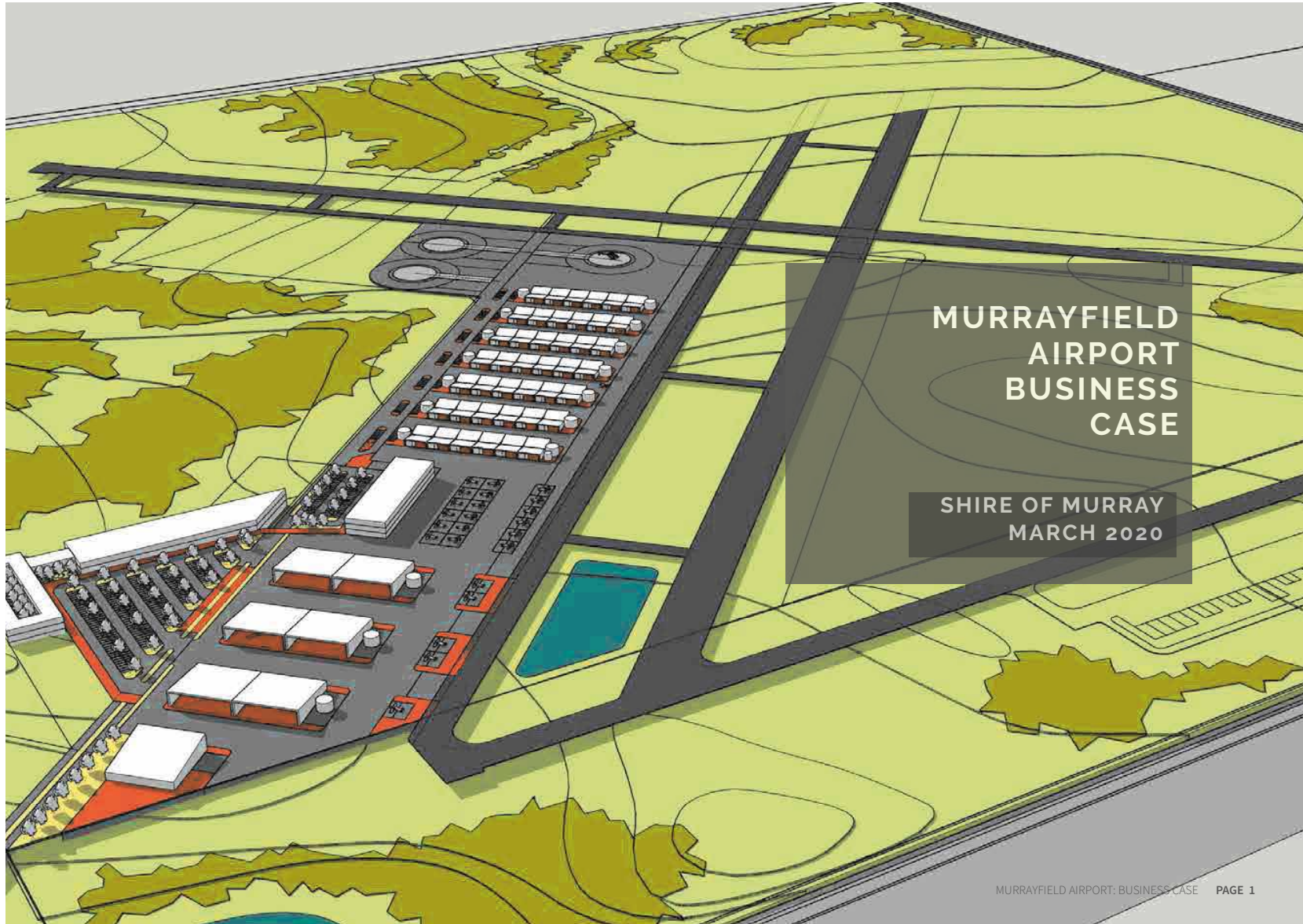
21. Therefore, Access Housing provided the Shire with an extract of the Community Housing Agreement between Access Housing and the Housing Authority which required Access Housing to pay the rates imposed on the properties.
22. The Shire then provided confirmation to Access Housing that the applications would be considered by Council at the Ordinary Council Meeting on 25 July 2019 rather than on 27 June 2019.
23. Copies of each of the above items of correspondence can be provided to the Shire if required. Please let us know if this is necessary.
24. During the 2018/2019 financial year the properties were being used, and the properties have continued to be used during the 2019/2020 financial year, for charitable purposes by Access Housing.
25. Consequently, the properties have not been 'rateable land' since 1 July 2018 and no rates should have been levied against the land since 1 July 2018.
26. Access Housing was required, pursuant to section 6.81 of the LGA to continue to pay the rates pending determination of the objection. Payment of the rates did not constitute a waiver on the part of Access Housing of its entitlement to an exemption in respect of the rates levied during that period.
27. We request that you advise us **by close of business 29 May 2020** whether the Shire will grant the rate exemption from 1 July 2018.
28. In the event the Shire elects not to do so, Access Housing reserves its right to bring proceedings in the SAT to have Council's decision reviewed.
29. Please contact Kelli Blatchford (Senior Associate) if you have any questions regarding this letter.

Yours faithfully



Jackson McDonald

cc: DeanU@murray.wa.gov.au



RELIANCE AND DISCLAIMER:

This Business Case has been prepared by FAR Lane for the exclusive use of the Shire of Murray and for the purposes specified in it. This report is supplied in good faith and reflects the knowledge, expertise, and experience of the consultants involved.

FAR Lane accepts no responsibility whatsoever for any loss occasioned by any person acting or refraining from action as a result of reliance on the report, other than the addressee. In conducting the analysis in this report FAR Lane has endeavoured to use what it considers is the best information available at the date of publication, including information supplied by the addressee.

Unless stated otherwise, FAR Lane does not warrant the accuracy of any forecast or prediction in the report. Although FAR Lane exercises reasonable care when making forecasts or predictions, factors in the process, such as future market behaviour, are inherently uncertain and cannot be forecast or predicted reliably.

FAR Lane shall not be liable in respect of any claim arising out of the failure of a client investment to perform to the advantage of the client or to the advantage of the client to the degree suggested or assumed in any advice or forecast given by FAR Lane.

Delta Echo Pty Ltd T/A FAR Lane
ABN 47 609 529 928

The project team FAR Lane, Buchan Architects and Mott Mac Engineers would like to acknowledge the support and input of the Shire of Murray, Royal Aeronautical Club of Western Australia, Brooks Hire, Peel Development Commission and the City of Mandurah for in preparing this document.



CONTENTS

MURRAYFIELD AIRPORT	4
DEVELOPMENT POTENTIAL	05
REGIONAL IMPACT	09
NEXT STEPS	15
APPENDICES	16

Title page drawing: Buchan Group

MURRAYFIELD AIRPORT

UNLOCKING A REGIONAL ECONOMIC DEVELOPMENT ASSET

The Peel region of Western Australia is on a journey of unprecedented growth and change.

Regional development partners including Local Government's, community organisations, private industry and State agencies are working closely together to foster a diverse and active economy that will:

- Provide secure and fulfilling jobs for a growing population;
- Attract new business to the region; and
- Put Peel on the map as a key contributor to the WA economy.

Initiatives like Transform Peel, and the joint Murray and Mandurah Economic Development Strategy provide frameworks to support and encourage investment in the region, and are already seeing positive results.

Murrayfield Airport, a registered airfield located only 15 minutes drive from the Mandurah city centre, is ready to support the diversification of the regional economy by becoming a critical economic development asset that creates jobs and connects the region to key markets in the state and beyond.

This business case presents the value proposition for a number of high-impact medium term opportunities including:



- State of the art West Australian Aviation College campus, servicing 80 full time international students per year;
- Significant increase in hangar facilities, inviting new tourism and aviation businesses and private hangar rentals to the airfield; and
- New flying clubhouse facilities and services supporting an increased airport capacity




Investments proposed in this business case also unlock capacity for Murrayfield airport to continue to expand and evolve, with the potential to play a role in the transportation of goods and people in and out of the region, enhancing Peel's connection to other economies through the extension of existing runways and the expansion of industrial land available, enabling a greater range of aircraft capabilities.

DELIVERING IMPACT

Investment in key infrastructure at Murrayfield Airport will increase the operational capacity and commercial opportunities, delivering impacts described in table 1.

Table 1: Impacts

Job Creation 	63 direct jobs 26 indirect jobs 39 induced jobs
New Commercial Floor Space 	15,120m2 additional floor space through expansion of hangars for commercial and private use.

Economy and industry diversification and growth 	<p>New infrastructure and on site activities will expand operational capabilities and introduce new businesses to site.</p> <p>Aviation:</p> <ul style="list-style-type: none"> • WA Aviation College • RACWA HQ • 90 private and commercial hangars • Engineering and maintenance services <p>Tourism:</p> <p>Charter and tours</p> <p>Complementary industries:</p> <ul style="list-style-type: none"> • Flight simulators • Aviation technology • Start ups • Flying clubs • Service contract opportunities: cleaners, maintenance, laundry and catering. <p>Resulting in:</p> <p>Estimated \$52.5m increase in Shire of Murray's economic output Estimated \$80m increase in broader Australian economic output</p>
Airfield Activation 	Additional and upgraded runways will double peak hour movements and allow take off and landing in alternate wind conditions.
Flow On Investment Attraction 	Increased public and private sector investment in the Shire of Murray and Peel region generated by diversification and increase in economy activity.

THE PROJECT

The Murrayfield Airport Development Business Case Project was initiated by the Shire of Murray, and project partners Royal Aeronautical Club of Western Australia (RACWA) and Brooks Hire to explore opportunities for the growth and expansion of the airfield. Located only 15 minutes east of Mandurah, Murrayfield Airport is currently under utilised as an aviation and economic asset in the Peel Region.

In 2019, an active and collaborative regional working group made up of public and private sector partners formed to take forward a vision for Murrayfield Airport:

- Shire of Murray
- RACWA
- Brooks Hire
- Peel Development Commission
- City of Mandurah

This Business Case describes a vision that responds to existing identified opportunities and demand, while also ensuring the airfield is able to respond and expand with future opportunities as the Peel region grows. It is accompanied by a technical appendices which provides a detailed description of the development scenario, developed throughout the consultation process (Appendix 1).



AN ACTIVE, RESPONSIVE AND INNOVATIVE REGIONAL AIRPORT

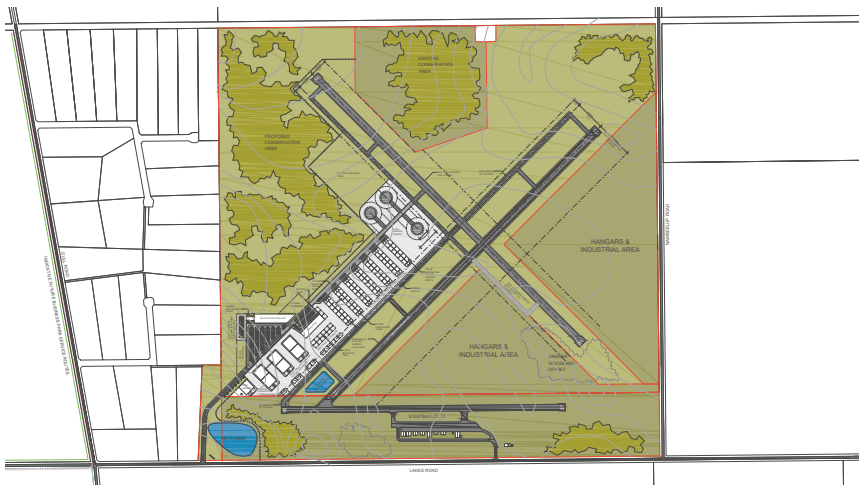
2035

Murrayfield Airport (figure 1) is a thriving, active airfield that is contributing to the regional economy through jobs and diverse new industries that have taken up residence in the expansive light industrial and service areas on site.

The airport is operating at twice the current capacity, with students, private pilots, emergency services and commercial enterprises benefitting from expansive new hangar facilities and proximity to Mandurah and the Peel Business Park.

The West Australian Aviation College will be operating at full capacity, attracting international contracts, with 80 full time live-in students to the area to receive high quality commercial aviation training with access to state of the art technology and simulators. The Royal Aeronautical Club of Western Australia has broadened membership through a new club house and by obtaining Recreation Aviation Australia certification, expanding the types of pilot training on offer.

Figure 1 - Murrayfield Airport Potential Development Scenario 2035



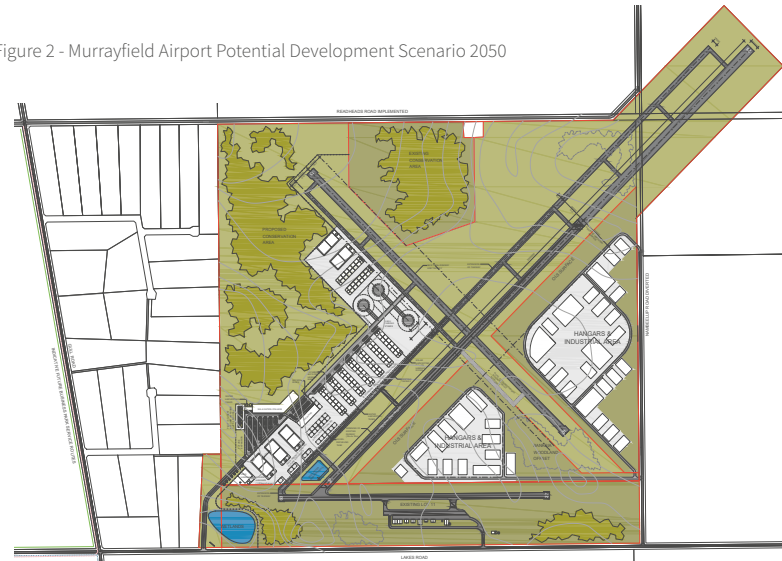
2050

The Peel region is a key driver of economic activity in WA. Murrayfield Airport (figure 2) connects the Peel Region's thriving tourism, food production, technology, research and mining industries with markets across the state and Australia.

Major runways have been extended to cater to freight and passenger aircraft, servicing growth export and fly in fly out industries. Murrayfield Airport and surrounding developments offer an affordable and flexible home for innovative flight technologies, providing space for research, development and fully commercialised operations.

Service industries such as engineering, maintenance and repairs, cafes and lunch bars are operating on site supporting the core activities of the airport and creating new and fulfilling employment opportunities for Peel residents, helping to keep jobs in the region.

Figure 2 - Murrayfield Airport Potential Development Scenario 2050



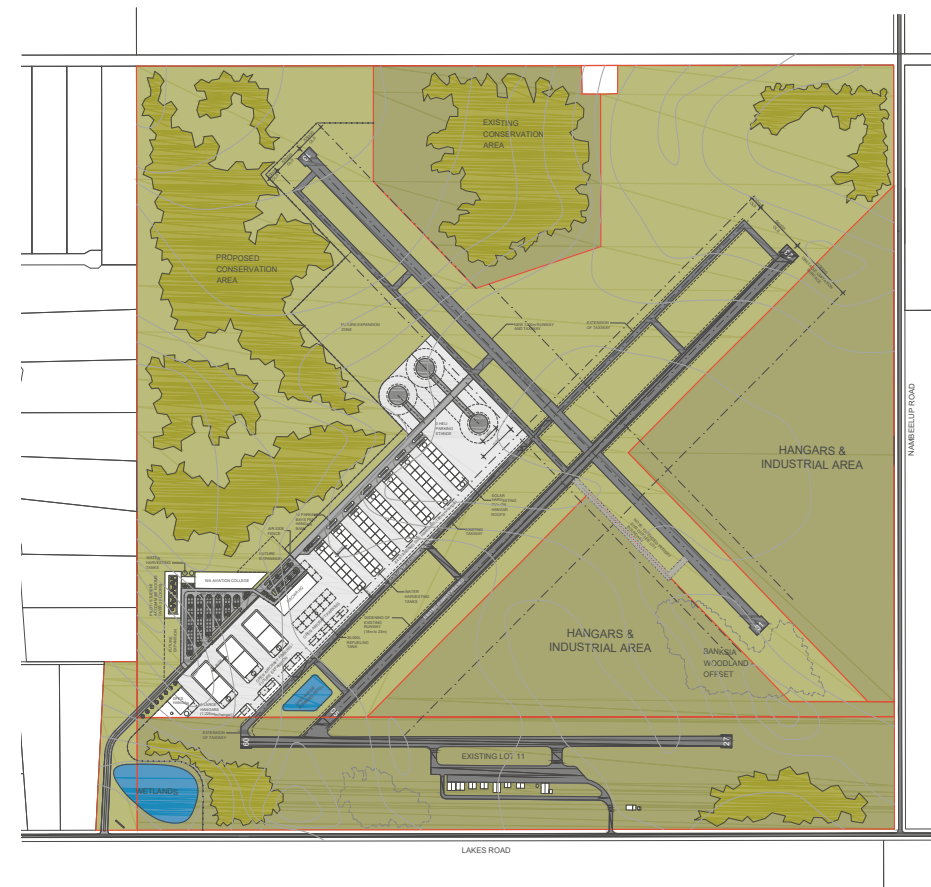
DEVELOPMENT SCENARIO

This Business Case is based on a development scenario that responds to current opportunities and trends. It focuses on infrastructure and services that will allow Murrayfield to grow sustainably and reach it's potential as an important regional economic asset in the long term. By unlocking the development site to the south east of the airfield, (depicted in figure 3 and detailed in table 2), the possibilities for new infrastructure and services expand significantly, and provide a foundation from which airfield owners and the Working Group can seek and develop future opportunities. The key development zone is on the south western side of Murrayfield Airport, running parallel to existing runway 05/23.

Table 2 - Proposed development infrastructure

Connection to mains services (electricity, water)	Currently the airfield does not have access to these services which limits what the site can accommodate.
Western sealed access road into key development zone	Critical infrastructure to unlock future development of the airfield.
West Australian Aviation College Campus	Including on site student accommodation for up to 80 students per year.
84 standard hangars and 6 large hangars	For private and commercial lease, will include associated taxiways.
Additional 1,200mx 23m cross runway with full length taxi-way	Providing capacity for take off in alternative wind conditions.
Extension of taxiway to full length of existing runway 05/23	Upgrades to enhance runway accessibility.
Royal Aero Club of Western Australia Club House and Administration	New clubhouse facilities for RACWA providing opportunities for the club to offer additional services, including training and recreational flying.
Additional fuel tank and water refill station	Fuel capability for increased activity on site and extra resources for regional emergency services.
3 simultaneous operations helicopter parking positions.	Enhancing the airfields capabilities, creating opportunities for helicopter charters.

Figure 3 - Murrayfield Airport Master Plan (Buchan Group)



CONTRIBUTING TO REGIONAL GROWTH AND SUSTAINABILITY

Murrayfield Airport is situated in the rapidly growing Peel region of Western Australia, where the population is expected to triple by 2050¹. Recognising this, the Shire of Murray and City of Mandurah (both within the Peel region) have developed a joint economic development strategy to help meet the following regional development priorities:

- Catering for a rapidly increasing population;
- Improving environmental outcomes;
- Securing food production for the Perth Metropolitan region; and
- Accommodating growth while reversing the declining socioeconomic performance of the region.

A need of any growing population is jobs. In Peel, this means supporting a future workforce of 127,000 people find an additional 24,700 jobs (required for the region to meet economic self-sufficiency²). Economic development initiatives within the Peel region are governed by the following key strategies and projects:

- Diversify WA - The West Australian State Government's framework for delivering a sustainable, diverse and growing economy that facilitates jobs and provides prosperity for all Western Australians.
- Transform Peel - A 35 year project expected to accumulate in \$16.2 billion per annum economic output by 2050 through 3 integrated elements based in Nambelup: Peel Food Zone, Peel Business Park and the Peel Integrated Water Initiative.
- Mandurah and Murray: Regional Economic Development Strategy: A strategic framework for effective and sustainable economic development, identifying key drivers, catalytic projects and consolidates strategic efforts across the region.

Projects that demonstrate alignment with broader objectives will be better able to leverage support from the public and private sector in order to attract not only financial investment, but engagement, advocacy and time from key stakeholders that will improve a project's chances of success.

¹ Transform Peel

² Mandurah & Murray: A Shared Economic Future: Draft Regional Economic Development Strategy 2018.

The development of Murrayfield Airport aligns strongly with regional priorities, as demonstrated in table 3 below.

Table 3 - Project alignment with state and regional priorities.

DIVERSIFY WA 2019-2024	<ul style="list-style-type: none"> • Strong economy • Resilient economy • 150,000 new secure and quality jobs 	The development of Murrayfield Airport directly supports the goals of Diversify WA through its potential as a future catalytic project for regional economic development and job creation. Conservative job estimates relating to the preferred scenario generating approximately 215 FTE through the local, state and national economy during construction phase alone, with a potential for more jobs throughout the operations phase as the airfield grows and responds to future opportunities and trends.
TRANSFORM PEEL 2015-2050	<ul style="list-style-type: none"> • Diversify Peel economy • Job creation • Improve competitiveness • Fiscal sustainability • Delivering innovation 	Murrayfield Airport is perfectly positioned to both support and benefit from Transform Peel initiatives. Peel Business Park is currently being developed adjacent to Murrayfield Airport, presenting significant opportunities for ancillary industries to grow over time. Deconstraining the airfield and paving the way for future growth and evolution in the capacity of the airfield will mean Murrayfield has the potential to play a critical role in creating new supply chains and connections between Peel and Perth, the region, the state and internationally.
MANDURAH MURRAY JOINT ECONOMIC STRATEGY 2018-2050	<ul style="list-style-type: none"> • 11,400 jobs created through expansion of export oriented activity in: • 13,300 jobs created through increase levels of population driven services • Significant boost to gross state product 	The presence of an operational airfield with the capacity to grow and evolve alongside the regional economy presents an exciting opportunity for a region that is preparing itself for unprecedented growth. Murrayfield Airport will contribute the region's goals of self-sufficiency and reversing negative socioeconomic trends through new jobs in planning, construction and ongoing operations. The potential of the airfield to support the development of export oriented activity (freight, cargo etc) will attract businesses and people who want to live and work outside of Perth city, but still be connected to customers and supply chains to set up shop in the region.

RESPONDING TO DEMAND IN THE AVIATION INDUSTRY

The development of Murrayfield Airport presents a real opportunity for Airport owners and operators to respond to and take advantage of an evolving international and domestic aviation industry and culture. While the club has seen a trending decline in membership rates, they have observed, and verbally reported, a growth in light sports aircraft flying and ownership, as well as significant demand for all inclusive, or 'turn key' commercial pilot training packages from international airlines. As a result, RACWA's vision for Murrayfield Airport is one that allows the organisation to increase its capacity to offer commercial pilot training through the expansion of the West Australian Aviation College; and capitalise on the demand for storage of private aircraft through the provision of additional hangars on site. The aviation college, expanded areas for light industrial allied services and industries and hangars present benefits for the broader economy through:

- Additional job creation: the Aviation College will require at least 14 flight instructors plus operations and administration personnel;
- Opportunities for local business to provide catering, maintenance and cleaning services for on site facilities;
- Increase airfield activity and visitation - bringing more recreational flyers and their friends and family into the region with expanded aircraft storage options;
- Ancillary services - Aircraft engineering and maintenance services will be required for a more active airfield; and
- International Education - Enhancing the region's profile as a provider of international education through the aviation college.

AVIATION INDUSTRY SNAPSHOT¹

- There is a need for an additional 9,000 pilots to be trained each year in Australia alone
- Demand for more pilots and technicians is being driven by the speed of fleet growth, retirement and attrition.
- 769,000 maintenance technicians will be required globally over the next 20 years
- 804,000 civil aviation pilots will be needed over the next 20 years

¹ Boeing Services Market Outlook 2019-2028, Boeing Pilot & Technician Outlook 2019, Australian Aviation 2019: "Pilot Training Problems and Solutions", Consultations

² These case studies do not reflect formal expressions of interest.

POTENTIAL FUTURE TENANTS²

ELECTRO AERO - SOLAR POWERED ELECTRIC PLANES

Electro Aero's vision mission is to safely propel sustainable aviation by providing the world's best electric propulsion systems for light aircraft. This mission guides them towards a vision of a future where every pilot is flying electric, and aviation is clean and quiet for everyone. Electro Aero are currently based at Jandakot Airport where they have proximity to the Perth CBD which is critical for the organisation while in 'start-up' phase, as well for staff commutes. Soon, Electro Aero will be entering into the commercialisation phase of its propulsion systems, which will require testing. Murrayfield Airport, as described in this profile, presents an attractive option for a location for testing, with limited congestion and new hangar facilities. Of particular interest to Electro Aero would be the potential for the installation of solar panels on hangars, an option which is currently not available to them at Jandakot. Electro Aero's core requirements would be simple: 3 phase power supply (preferably 100amp), excellent internet and air conditioning.

SBS SIMULATORS

Based in Mandurah, SBS Simulator provide airline management consultancy and flight crew training consultancy services, with a wealth of instructional experience, military and civilian on a very wide range of aircraft types, coupled with training management experience.

The opportunity to relocate to an affordable airfield environment is of interest to SBS Simulators, who would benefit from being in an aviation setting from a business development perspective. SBS Simulators are currently in talks with US Aerospace Rockwell Collins regarding future joint projects in Western Australia, and the development and potential of Murrayfield as a site of key projects has been flagged as part of these discussions.

BUSHFIRE CENTRE OF EXCELLENCE - SUPPORTING CRITICAL SERVICES FOR THE REGION AND THE STATE

The Bushfire Centre of Excellence is establishing a new headquarters in Peel Business Park - directly adjacent to Murrayfield Airport. Preliminary consultations have taken place to quantify the opportunity that exists for the proposed infrastructure at Murrayfield Airport to support the functions of the BCoE, as well as the Department of Fire and Emergency Services and Department of Biodiversity and Conservation and Attraction's broader fire management fleet. There is potential for Murrayfield to play a role in fleet storage, ad-hoc water and fuel re-load, as well as relevant types of training.

REGIONAL IMPACT

The development of Murrayfield Airport will contribute to additional jobs and diversification of the Murray economy, and the Peel regional economy more broadly. These impacts will occur as new infrastructure and activities develop and grow on site. This section estimates the direct, indirect and induced impacts¹ of the proposed development of Murrayfield Airport on the local, state and national economy relating to operations, commercial activity and construction.

OPERATIONS IMPACTS

The operations at full build (as described on page 7) are estimated to provide direct capacity for approximately 63FTE additional jobs, including:

- 28 within the WA Aviation College; and
- 35 within commercial floorspace in the hangars.

IMPACT ON OUTPUT

Additional jobs at Murrayfield Airport would lead to an increase in indirect demand for intermediate goods and services across related industry sectors, with the following impacts on output:

- Indirect industrial impacts are estimated to be an additional \$42m in output per annum²; and
- Estimated increase in output of \$10.5m flowing from more wages and salaries being spent locally.

The combination of all direct, industrial and consumption effects resulting in a potential total estimated rise in output of \$52.5m in the Shire of Murray economy.³

Impacts would not be limited to the local economy. Industrial and consumption effects would flow outside the region to the broader Australian economy to the tune of \$80m in output, with the combined effect of economic multipliers in the Shire of Murray and the broader Australian economy estimated to equal \$132m added to Australia's output.

IMPACT ON JOBS

An increase of 128 jobs located in the Shire of Murray is estimated to flow from the combination of all direct, industrial and consumption effects, including:⁴

- Estimated 63 direct jobs associated with activities on the Murrayfield Airport;
- Estimated 26 jobs resulting from a flow on effect of the additional jobs at Murrayfield Airport into other supplying industries⁵; and
- Estimated 39 jobs derived from consumption impacts, as increased in wages and salaries are spent on local goods and services.

Employment impacts would not be limited to the local economy. An estimated 78 jobs outside the region including the broader Australian economy would flow from industrial and consumption effects.

¹ The economic impacts are calculated using a regionalised input-output model which is derived from published National Input-Output tables by the ABS. The outputs of the impact model estimate how the change in employment in one (or multiple) sectors of the local economy will impact on all other sectors of the economy. Different industries and sectors will have different flow-on effects. Adding jobs in a particular industry will not only add to the value of that sector but also to other sectors related to the supply chain (e.g. suppliers) and service industries (retail, food services, administration etc.) which require additional workforce demand. Jobs in associated industries may be added in the local area or outside it, based on journey to work information provided by the 2016 ABS Census.

² Representing a type 1 output multiplier of 1.21.

³ Representing a type 2 Output multiplier of 1.25.

⁴ This represents a Type 2 Employment multiplier of 1.45.

⁵ This corresponds to a Type 1 Employment multiplier of 1.4.

IMPACT ON VALUE ADDED

The direct addition of 63 FTE jobs at the Murrayfield Airport is estimated to lead to:

- A corresponding direct increase in value-added of \$20.1m; and
- A further \$4m of GVA generated from related intermediate industries¹.

As more wages and salaries are spent locally, it is estimated that this would result in a further increase in value-added of \$8m to the Shire of Murray economy, with the combination of all direct, industrial and consumption effects would result in an estimated addition in value-added of \$32.1m in the Shire of Murray economy².

These impacts would not be limited to the local economy. Industrial and consumption effects would flow outside the region to the broader Australian economy to the tune of \$52.8m in value-added. The combined effect of economic multipliers in the Shire of Murray and the broader Australian economy is estimated to be \$85m added to Australia's value-added.

COMMERCIAL ACTIVITY IMPACT – AVIATION SERVICES

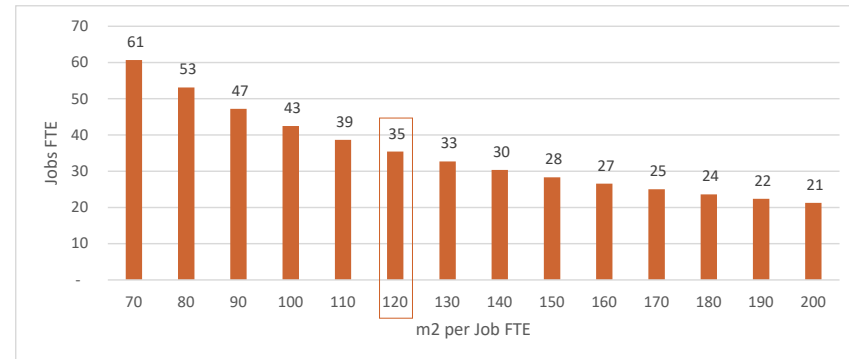
With the construction and availability of additional 15,120m² floorspace through the expansion of hangars at Murrayfield, there is a potential for an additional 35 jobs within the Shire of Murray. The commercial activity in the operations phase is dependent on the proportion of available floorspace occupied by a commercial tenant. Due to the diverse range of services and labour intensity of the different aviation based services, it is difficult to accurately estimate the number of jobs that would be a result of commercial activity within the Murrayfield airfield. However if the airport was to perform in a similar manner to Jandakot, it would realise 1 job for every 120m² of aviation-based commercial space. Given the diverse range of potential businesses that could be based at Murrayfield, a sensitivity of the m²/FTE ratio and commercial proportion of total floorspace is illustrated in figures 4 and 5³.

¹ These indirect industrial impacts represent a Type 1 value-added multiplier of 1.2.

² Representing a Type 2 value-added multiplier of 1.32.

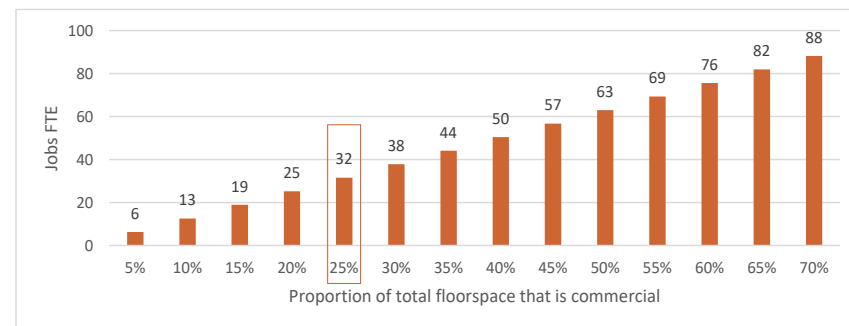
³ A total of 15,120m² of aviation based hangar floorspace is estimated in the development scenario. Given the likelihood that a majority of this will be occupied by private general aviation, it is assumed that approximately 25% of the hangar floorspace would be commercial.

Figure 4 - Impact Sensitivity of m²/Jobs on Aviation Services Jobs



Source: Jandakot Airport Masterplan 2014, FAR lane 2016

Figure 5 - Impact Sensitivity of Proportion of Commercial Floorspace to Jobs



Source: FAR Lane 2018

CONSTRUCTION IMPACTS

DIRECT BENEFITS TO LOCAL ECONOMY

Direct impacts represent the initial change in demand in the construction industry (e.g. labour, material, supplies, capital) as the result of the \$111.5m of capital expenditure (CAPEX), required to realise the potential of the preferred development scenario described on page 7.

This direct expenditure in construction services within the Shire of Murray economy would lead to an increase in indirect demand for intermediate goods and services across construction supply chains and related industry sectors. This translates to a direct addition of \$38m in value added and 215 FTE within the local economy (figure 6).

INDIRECT IMPACTS TO THE LOCAL ECONOMY

The direct impacts from the initial expenditure creates additional activity in the local economy, also known as indirect impacts and are the result of business-to-business transactions caused by the direct impacts (the multiplier effect).

The indirect impacts of business to business and supply chain activity are estimated to be an additional \$75.86m in output to the Shire’s local economy. This translates to an additional \$33m in additional value added and 235 FTE within the local economy.

INDUCED IMPACTS TO THE LOCAL ECONOMY

Induced impacts refer to an increase in revenue from direct and indirect impacts. The assumed consequence is that businesses increase wages and salaries by hiring more employees, increasing hours worked and raising wages, and households will then increase spending at local businesses.

There is estimated to be an additional contribution to the Shire of Murray’s local economy through induced impacts, as more wages and salaries are likely to be spent in the local economy. It is estimated that this would result in a further increase in output of \$7.81m. This translates to an additional \$10m of additional value added and 32 FTE realised within the local economy.

TOTAL IMPACT TO THE LOCAL, STATE AND NATIONAL ECONOMY

The combination of all direct, industrial and consumption effects would result in a total estimated rise in output of approximately \$195m in the Shire of Murray’s local economy. The total impact of an additional \$111.5m into construction would generate a total impact of an additional \$80.5m value added and 482 FTE within the Shire of Murray.

These impacts would not be limited to the local economy. Industrial and consumption effects would flow outside the region to the Western Australian economy to the tune of \$150m in output, \$50m in value added, and 333 FTE. **The combined effect of economic multipliers in the Shire of Murray, Western Australian and the wider Australian economy is estimated to be a total of \$469m added to Australia’s output, \$220m in value added and 1,150 FTE jobs.**

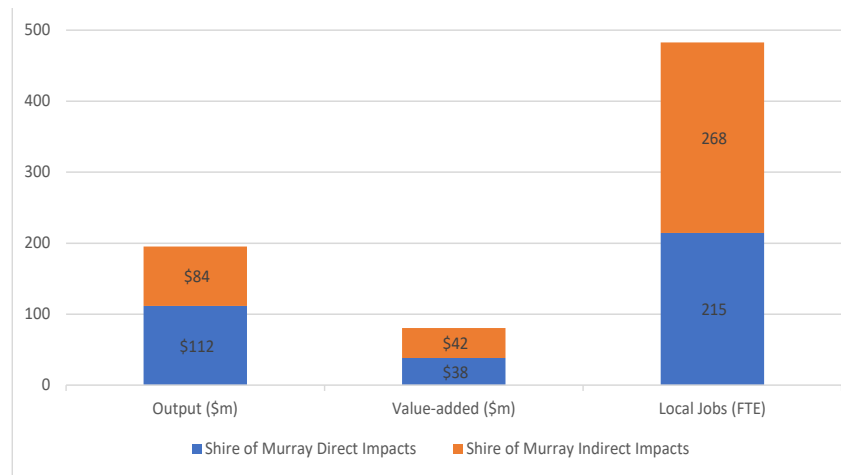


Figure 6 - Economic Impact of Construction on the Shire of Murray Local Economic

Source: Australian Input-Output Tables 2016/17, ABS Census POW 2016, FAR lane 2020

CASE STUDY: 2050 VISION

The development scenario described in this business case is the important foundation from which Murrayfield can continue growing and evolving into an active regional airport.

Looking forward to 2050, with additional industrial land (illustrated in figure 6) unlocked and fully developed, there is a potential for the following estimated impacts within Murrayfield Airport:

- Additional 750 FTE jobs¹;
- Generation of \$450m of output per annum; and
- \$260m of GVA.

The total impact of this additional industrial land, including impacts on the broader Shire of Murray's economy, is expected to create:

- 1,173 FTE jobs;
- Additional output of \$561m; and
- \$344m GVA.

The above impacts are demonstrated in figure 7.

Figure 6 - Murrayfield Airport Potential Development Scenario 2050

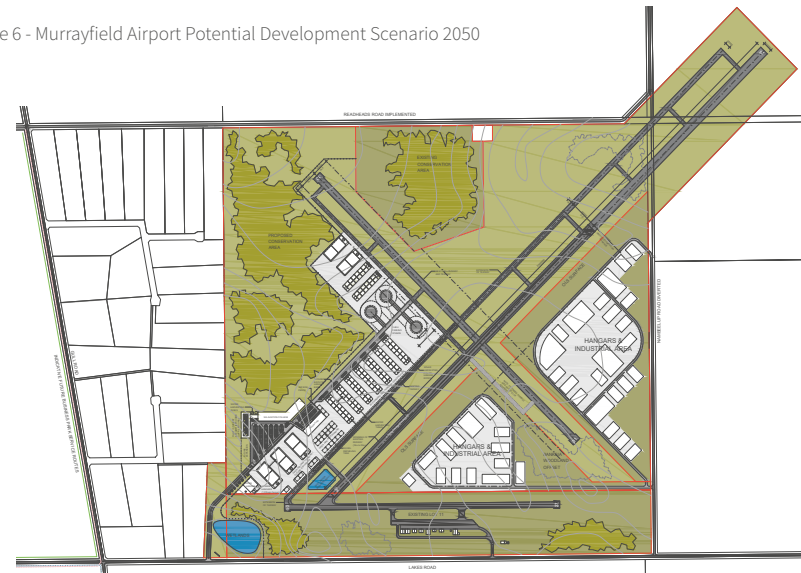
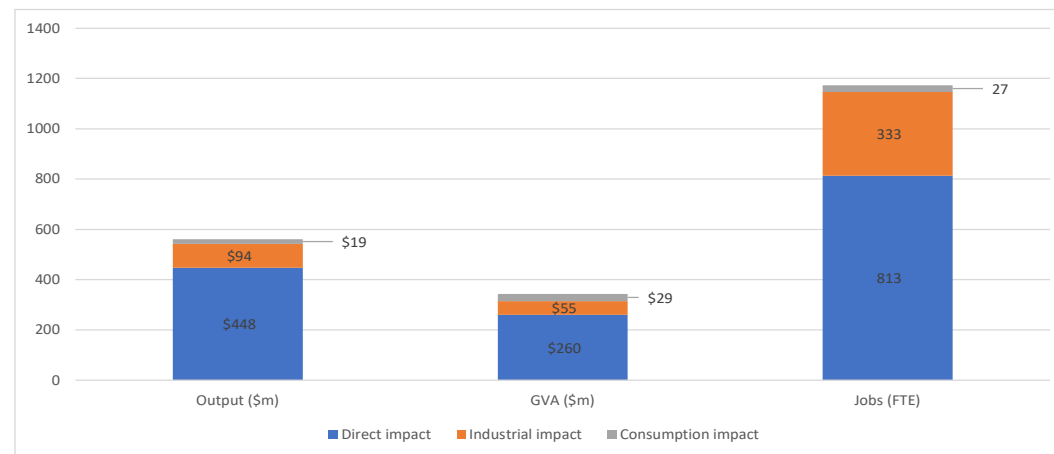


Figure 7 – Local economic impact of Murrayfield Airport Operations based on additional industrial land development land



¹ Based on employment density at Jandakot. As it is hard to predict precisely the kind of business and activity that would be on the site, these additional jobs are assumed to have the same industry employment profile as Jandakot.

INVESTMENT PATHWAY

Public investment is often a catalyst for private investment, and this will likely be the required approach for Murrayfield Airport. The nature and scale of the development of Murrayfield Airport has the potential to go beyond what has been described in this profile, and it is that potential that these initial investments will aim to enable.

Without investment in access infrastructure and services to the site, it is unlikely that the capacity and activity on Murrayfield Airport will increase or evolve beyond current characteristics. The risk inherent in this will be the opportunity cost of the airport being constrained from growing and evolving alongside significant regional growth and increase in economic activity, and the mutual benefits that the region and Murrayfield Airport may derive from this, for example:

- Synergies with industry within Peel Business Park, as a future potential air cargo port servicing the region and the state;
- Increase in economic activity, employment opportunities and industry diversification through new aircraft and aviation support

- enterprises servicing the airport;
- Tourism opportunities for Murray and Mandurah, through potential increased charter and tour activity; and
- International education opportunities and benefits for the region through the West Australian Aviation College.

State Government intervention will be important for the activation of Murrayfield Airport, as current stakeholders (RACWA and Brooks) do not have the required capital alone to undertake critical investment, which is required to unlock the future development of the site by providing access to main developable areas.

Figure 7 describes a plausible pathway of investment that would most likely unlock the development potential of Murrayfield Airport, and allow it not only to achieve the vision described in this document, but to continue to respond to market demand and opportunities over time.

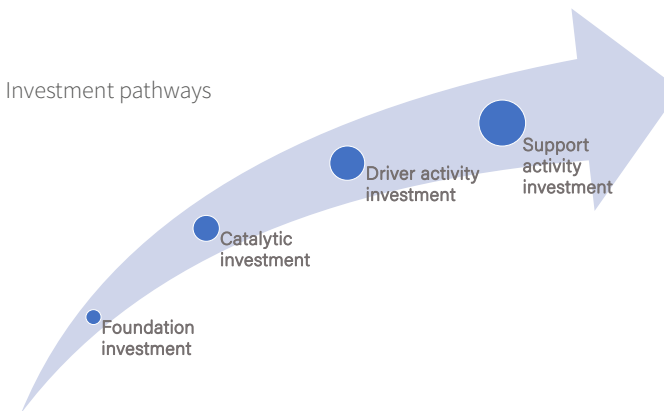
Foundation investment: A public private partnership that de-risks future investment and development. In the case of Murrayfield, this would be investment in the west access road through Lot 56 and connection to services (electricity and water).

Catalytic investment: Driven by owners and investors who raise funds for key income generating projects. The West Australian Aviation College and ongoing development of hangars would be key for catalysing the site and creating jobs through construction and ongoing operations.

Driver activity investment: As services and infrastructure become available, ancillary industries are drawn to and invest in the site, benefitting from new facilities and infrastructure.

Support activity investment: A significant increase in airfield activity driven by the previous three phases will attract support services such as engineering, maintenance, retail and hospitality.

Figure 7: Investment pathways



DEVELOPMENT COSTS & STAGING

The development of Murrayfield Airport is likely to progress in distinct stages, with initial phases unlocking the development potential of the site, and subsequent stages building on this. A total build cost, including contingencies and professional fees has been estimated at between \$100 and \$120 million, a detailed breakdown of which is provided in Appendices of this document. As outlined on page 14, the investment pathway that is most likely to going to activate Murrayfield Airport is one that is initiated by the public sector to provide confidence and de-risk future private investment. Following this logic, potential investment packages (based on CAPEX only - professional fees and contingencies are provided in Appendix 1 and 4) is outlined in table 4 below.

Table 4 - Potential investment packages

Package 1: Foundation Investment	Estimated Cost	Investment Source
<i>Airfield Access and Site Preparation</i>		
Site works	\$4,400,000	The construction of an access route from the western edge of the site will unlock the key developable zones on the airfield, where future infrastructure would be built. Connecting the airfield to electricity and water supplies will also ensure further construction and investment can occur.
Head works	\$1,600,000	
Western access road	\$1,500,000	
Total	\$7,500,000	

Package 2: Catalytic Investment	Estimated Costs	Investment Source
<i>Hangers</i>		
Standard hangars (84)	\$12,173,000	Commercial and private hangers for lease or purchase. Mostly likely rolled out over several years through multiple expressions of interest processes that respond to market demand.
Large hangars (6)	\$6,538,000	
Total	\$18,711,000	

<i>Runways</i>		
Additional runway and taxiway extension	\$5,723,000	To enable take off and landing during alternate weather / wind patterns and to improve accessibility between hangers and runways.
Total	\$5,723,000	

<i>Western Australian Aviation College</i>		
WA Aviation College	\$15,742,772	State of the art pilot training college for up to 80 live-in students per year. The Aviation College would potentially require 21FTE, as well as contracted services such as catering, laundry, cleaning and maintenance.
WA Aviation College Accommodation	\$12,394,000	
Total	\$28,140,000	

<i>RACWA HQ</i>		
RACWA Administration and Club House	\$10,880,000	RACWA to expand membership and service offering, for example the potential to obtain Recreation Aviation Australia (RA Aus) certification which would enable RACWA to provide RA Aus flight training.
Total	\$10,880,000	

<i>Supporting infrastructure</i>		
Helicopter Parking Positions	\$3,306,000	Supporting infrastructure for a busier airport - additional fuel pumps and facilities, and water refill and storage options for DFES.
DFES Hangar and water refill	\$1,158,000	
Total	\$4,464,000	

PROJECT RISKS

Factors that may limit or constrain efforts to develop Murrayfield Airport have been identified throughout the consultation and research phases of the Business Case project, and are outlined in table 5 below. Further details relating to these risks and their management can be found in Appendix 1 of this document.



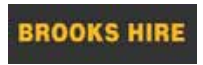


Table 5 - Project Risks

RISK/ CONSTRAINT	RISK LEVEL	MANAGEMENT/MITIGATION
<p>Future land acquisition requirements In the future, should there be a demand for the further expansion of the Airport along with an increase and evolution in the types of activity on the airfield (for example, cargo, passenger transportation etc), there will be a requirement to acquire land to the north east of the site. This land is currently owned by Water Corporation.</p>	Medium	Consultation undertaken with Water Corporation suggests the agency is open and flexible to options which may meet the needs of both parties, should the requirement arise in the long term.
<p>CASA Airfield Registration Rule Changes From August 2020, the Civil Aviation Safety Authority rules for airfields will be updated. All aerodromes with instrument flight procedures are currently required to be registered or certified.</p>	Low-Medium	Advice from RACWA indicates that there are likely a range of options available that would allow Murrayfield Airport to obtain the certified status.
<p>Level of activity required to attract support services to Murrayfield Consultation with existing businesses at Jandakot Airport servicing aircraft and the aviation industry suggest that there would need to be significant increase and diversity in the type of operators on the airfield to attract service providers to the area.</p>	Low	Interest raised in consultations to date has been from enterprises that utilise airfields, rather than supports or services them, and as such initial industry diversification and investment attraction should focus on these types of businesses.
<p>Noise abatement - Neighbouring properties The kennel zone east and west of the airport, having a residential component, are considered noise-sensitive land uses despite being noise emitters and requiring a buffer from other residential land uses. The Nambelup Kennel Estate was in existence before the Murrayfield Airport and was a constraining factor on the approval and design of the airport.</p>	High	Referral to EPA will be necessary for comment on changes to aircraft activity or intensity of operations for adherence to noise abatement guidelines for nearby sensitive land use premises.
<p>Sky Diving Australia - Operations at Murrayfield Airport Consultations with both Sky Diving Australia (current operator at Murrayfield Airport) and RACWA indicate a conflict in airfield uses as a result of a change in activity on the airfield.</p>	Medium	Skydiving Australia may choose to continue operating from Murrayfield Airport under the current requirements until such time as the construction and operation of the West Australian Aviation College prevents further operations.
<p>Banksia Woodland - Protected species The addition of a 1200x23m cross runway (2B compliant) would require the clearing of Banksia woodland identified at the southern end of the site. Banksia Woodland have been identified by the Environmental Protection Agency as a Threatened Ecological Community under the EPBD Act (1999). As such, strict requirements as to the treatment of this area are in place.</p>	Medium	Consultation with the EPA suggests that 'offset' is an option for the management/ removal of the banksia woodland, however this would be subject to EPA approval. Proponents may meet with the EPA for a Pre-Referral Meeting to provide initial advice and guidance on project requirements. This meeting has been recommended by the EPA.
<p>Rural Access Road - East Keralup A funding submission has been lodged by PDC seeking State Government financial support for construction of a rural standard access road into the East Keralup landholding which is currently subject of Cabinet in Confidence. The proposed exit point for this access road may have implications for future runway extension.</p>	Low	Murrayfield Airport Working Group to be kept informed of this process and it's outcomes to understand implications for potential future runway extension.

PROJECT PARTNERS

The development of Murrayfield Airport has been identified by local government as a potentially catalysing project for local and regional economic development, and as such there is a strong and supporting working group of partners invested and/ or interested in the outcome.

Table 6 - Project Partners

	Partner	Sector / Type of organisation	Relationship to project	Investment contribution
	Shire of Murray	Local Government Authority	Strategic interest Linking project to other regional economic development priorities and projects Advocacy and relationship management/ development	Financial contribution to Business Case Ongoing advocacy and engagement with local and state Government Statutory policy advice and assistance
	Royal Aero Club of Western Australia	Member owned Not for Profit Flying training club based in Jandakot, Perth and Murrayfield Airport, Shire of Murray, Peel Region	Owner and operator of lots 4 & 56, Nambeelup. Partner with WA Aviation College	Financial contribution to Business Case Infrastructure (RACWA HQ and WA Aviation College and associated accommodation)
	Brooks Hire	Privately owned construction hire company with 14 branches Australia wide.	Owner of lot 5, 6 & 11, Nambeelup Member and advocate for RACWA (Doug Brooks, CEO & Founder)	Financial contribution to Business Case Potential uptake of additional hangars Ongoing private sector advocacy and membership of RACWA and growth of Murrayfield Airport
	Peel Development Commission	WA State Government regional planning body for Peel Region	Strategic interest - regional development Potential linkages and opportunities with Transform Peel project, in particular Peel Business Park	Financial contribution to Business Case Participation on working group. Strategic advice and oversight Advocacy with local and state government Advice on active grant rounds.
	City of Mandurah	Mandurah City Council, largest city in Peel Region.	Strategic interest - regional development and job creation Potential linkages with tourism and Transform Peel project	Financial contribution to Business Case Economic Development Partner with Shire of Murray Project advocate

APPENDICES

Appendix 1 - Murrayfield Airport Detailed Preferred Scenario Profile

CONTACT

DAVID ARKWRIGHT
Manager Investment Attraction
Shire of Murray
med@murray.wa.gov.au
+61 8 9531 7675





MURRAYFIELD AIRPORT PREFERRED SCENARIO PROFILE

SHIRE OF MURRAY
MARCH 2020





CONTENTS

VISION STATEMENT	3
MURRAYFIELD AIRPORT	5
PREFERRED SCENARIO	06
SCENARIO IMPACTS	21
INVESTMENT RATIONALE	24
PROJECT RISKS AND CONSTRAINTS	27
APPENDICES	29
CONTACT	29

Title page drawing: Buchan Group

VISION STATEMENT

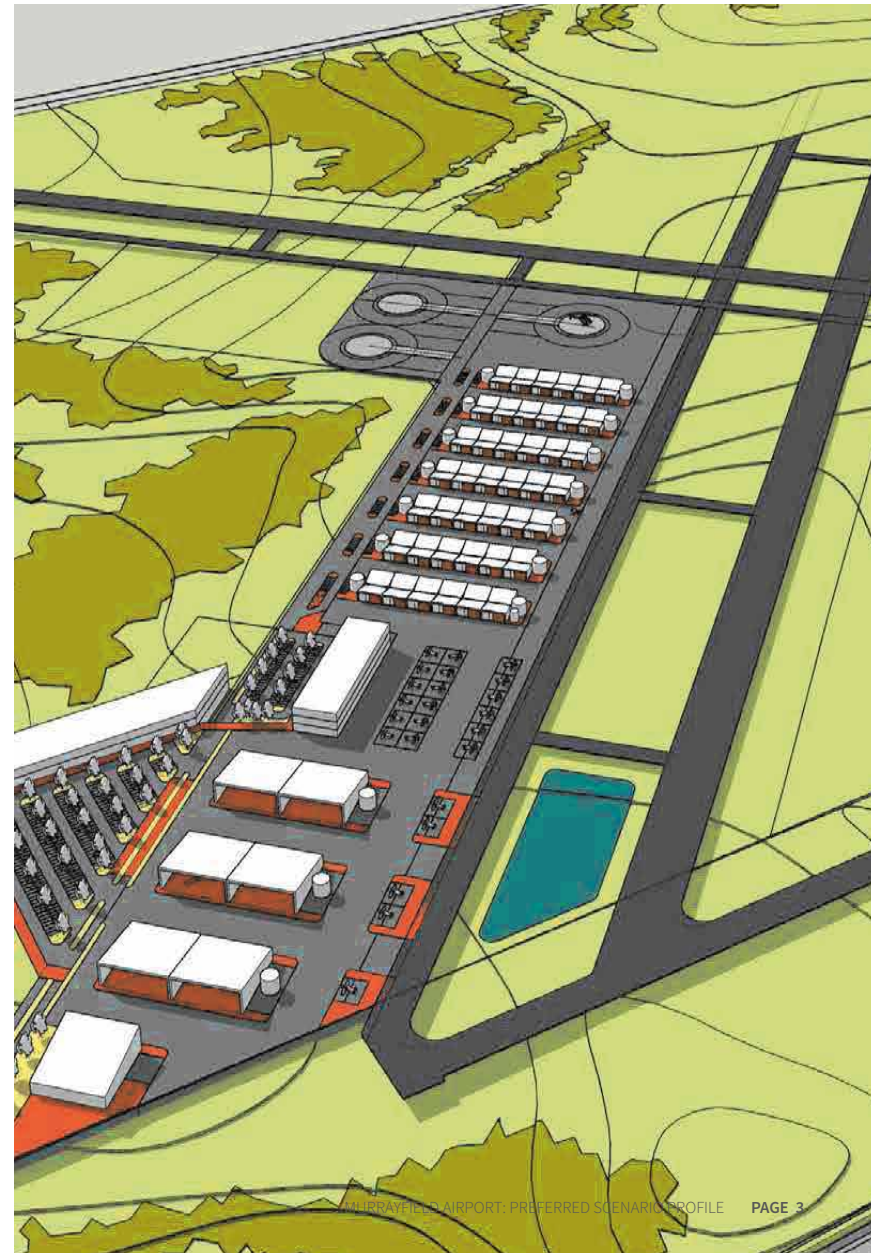
UNLOCKING FUTURE POTENTIAL

The Peel region of Western Australia is on a journey of unprecedented growth and change. Local government and regional development partners are working closely together to foster a diverse and active economy that will provide secure and fulfilling jobs for a growing population, attract new business to the region, and also put Peel on the map as a key contributor to the state's economy. Initiatives like Transform Peel, and the joint Murray and Mandurah Economic Development Strategy provide frameworks to support and encourage investment in the region, and are already seeing positive results.

Murrayfield Airport is a potential asset located only 15 minutes drive from the Mandurah city centre. Through strategic and targeted private and public sector investment in airfield infrastructure, Murrayfield Airport will have the opportunity, and an increased capacity, to grow and evolve to support the diversification of the regional economy.

Medium term opportunities include a state of the art West Australian Aviation College campus, servicing 80 full time international students per year, and a significant increase in hangar facilities, inviting new tourism and aviation businesses and private hangar rentals to the airfield. In the long term, Murrayfield Airport has the capacity to continue evolving and responding to the needs of the regional economy, with the potential to play a role in the transportation of goods and people in and out of the region, enhancing Peel's connection to other economies through the extension of existing runways, enabling a greater range of aircraft capabilities.

Drawing: Buchan Group



THE PROJECT

The Murrayfield Airport Development Business Case Project was initiated by the Shire of Murray and project partners Royal Aero Club of Western Australia (RACWA) and Brooks Hire to explore opportunities for the growth and expansion of the airfield. Located only 15 minutes east of Mandurah, Murrayfield Airport is currently under utilised as an aviation and economic asset in the Peel Region.

In 2019, FAR Lane, in partnership with Buchan Group, Mott MacDonald and Rider Levett Bucknall, were contracted by a regional working group to assist with the development of a vision for the airfield, as well as a Business Case to assist with investment attraction. The group includes:

- Shire of Murray
- RACWA
- Brooks Hire
- Peel Development Commission
- City of Mandurah

This report aims to provide the working group with a comprehensive description of the characteristics and rationale behind the agreed preferred development scenario. This will be used to inform the ultimate business case for development of the airfield.



Three development scenarios were presented to the project partners and key stakeholders in December 2019. As a result of these discussions, a preferred scenario was agreed to by all as the basis of a Business Case for the development of Murrayfield Airport.

The preferred scenario describes a vision that responds to existing identified opportunities and demand, while also ensuring the airfield is able to respond and expand with future opportunities as the Peel region grows.

THE PROFILE

This report profiles the preferred scenario agreed to the by working group, to ensure there is a strong evidence base for a business case that aligns with research and consultation conducted to date. The profile will examine:

- Site context
- Project drivers
- Economic impact
- Airfield activities and capabilities (including concept design)
- Project timelines and staging
- Project costs including capital expenditure, operational expenditure
- Management and project partners
- Potential revenues
- Investment attraction
- Risks and constraints

This information provides a strong basis for a subsequent business case, and can be use to test and confirm the vision as understood by the various members of the working group.

MURRAYFIELD AIRPORT

CURRENT SITE CONTEXT

MANAGEMENT

Owner	Royal Aero Club of Western Australia
Operator	Royal Aero Club of Western Australia
Established	1984

LOCATION, LAND AND ACCESS

Location	Lakes Road Nambelup, Peel Region, Western Australia Approximately 70km south of Perth
Access	Main access: Lakes Road Secondary access: Nambelup Road (gas meter site)
Total land area	178 hectares comprising of 6 lots
Site land owners	Lots 4 & 56 - RACWA Lots 5 & 6 - Brooks Hire (Doug Brooks) Lots 11 - Mandurah Airport (Doug Brooks) Reserve 50750 - DBCA
Surrounding land context	Mixed: 'Special Use' Nambelup Kennels estate, East Keralup landholding; Special Use Abattoir and associated uses. Rural, industrial and public use including Peel Business Park and proposed Keralup development.
Surrounding land owners	Watercorp George Western Foods: Rezoning of land to industry under Peel Region Scheme currently going through both houses of parliament as at 19/2/2019. Kennels Wandalup Farms Piggery: Potential to be removed in future and replaced with composting leasing operations, pending industrial development of George Western Foods land. C-Wise (formerly Custom Compost)
Environment	Large portion of site is classified as protected vegetation (Peel Regionally significant Natural Areas) Regional and ecological linkages run through the site Banksia woodland at southern end of fire break Approximately 58 hectares of conservation category wetland Significant drainage proportions along southern lower portion of site

AIRPORT OPERATIONS

Classification	Registered Airfield
Runways	Name: 09/27 Classification: 1A Surface: Gravel Length: 903 meters Width: 15 meters Taxiway: None Name: 05/23 Classification 1B Surface: Sealed Length: 1,159 meters Width: 18 meters Taxiway: Partial
Buildings	Existing hangars and support buildings exist along the southern boundary of the airfield
Apron	Small sealed apron section alongside larger gravel apron
Peak Hour Movements*	24 (potential)

* Based on small aircraft only, and limited to runway capacity for single runway operations.



Image (map): Shire of Murray

PREFERRED SCENARIO

Under the described scenario, by 2035 Murrayfield Airport will be a thriving, active airfield that is contributing to the regional economy through jobs and diverse new industries. Development will have been unlocked by strategic investments in access and service infrastructure, allowing for future public and private investment. The West Australian Aviation College will be operating at full capacity, attracting international contracts and students to the area to receive high quality commercial aviation training with access to state of the art technology and simulators. The airport will be operating at full capacity, with 40-50 movements per hour made up of students, private pilots and commercial enterprises benefitting from expansive new hangar facilities and proximity to Mandurah and the Peel Business Park.

This section outlines in detail the following aspects of the preferred scenario:

- Key performance indicators;
- Scenario description;
- Project drivers;
- Development costs, including capital expenditure, operating expenditure and potential revenues;
- Development construction timelines; and
- Airport management, operations and partners.

KEY PERFORMANCE INDICATORS

This section (table 1) describes the proposed investment and infrastructure that will enable the airfield to be an active contributor to the regional economy and realise the vision described above. Conceptual drawings have been provided by Buchan Group to capture vision (Appendix 1). The infrastructure that will enable the airfield to progress towards the listed key performance indicators can be found in Appendix 2 - and are related to airport access, services, and infrastructure both runway and air side.

TABLE 1: KEY PERFORMANCE INDICATORS

Indicator	Current	Goal
Airfield activation	Peak hour movements: 24 Restriction on take off and landing in certain weather conditions. Restriction on noise emission of larger aircraft.	Peak hour movements: 40-50 Additional runway allowing continued movements during alternative weather conditions.
Job creation	RACWA: small team of instructors Skydiving Australia	215 FTE generated in construction phase 35 FTE generated through additional commercial floor space 18 FTE through RACWA and WA Aviation College + Associated support contract services
Economy & industry diversification	RACWA hangar and lecture room Skydiving Australia operations Limited use by medical and emergency services Private hangar lease	Aviation: WA Aviation College RACWA 84 leased standard hangars 6 leased large hangars Engineering and maintenance services Tourism: Charter and tours Complimentary industries: Flight simulators Aviation technology Start ups Flying clubs Service contract opportunities: cleaners, maintenance, laundry and catering.
Flow on investment attraction	Murrayfield remains under utilised as an economic asset.	Increased public and private sector investment in the Shire of Murray and Peel region generated by diversification and increase in economy activity.

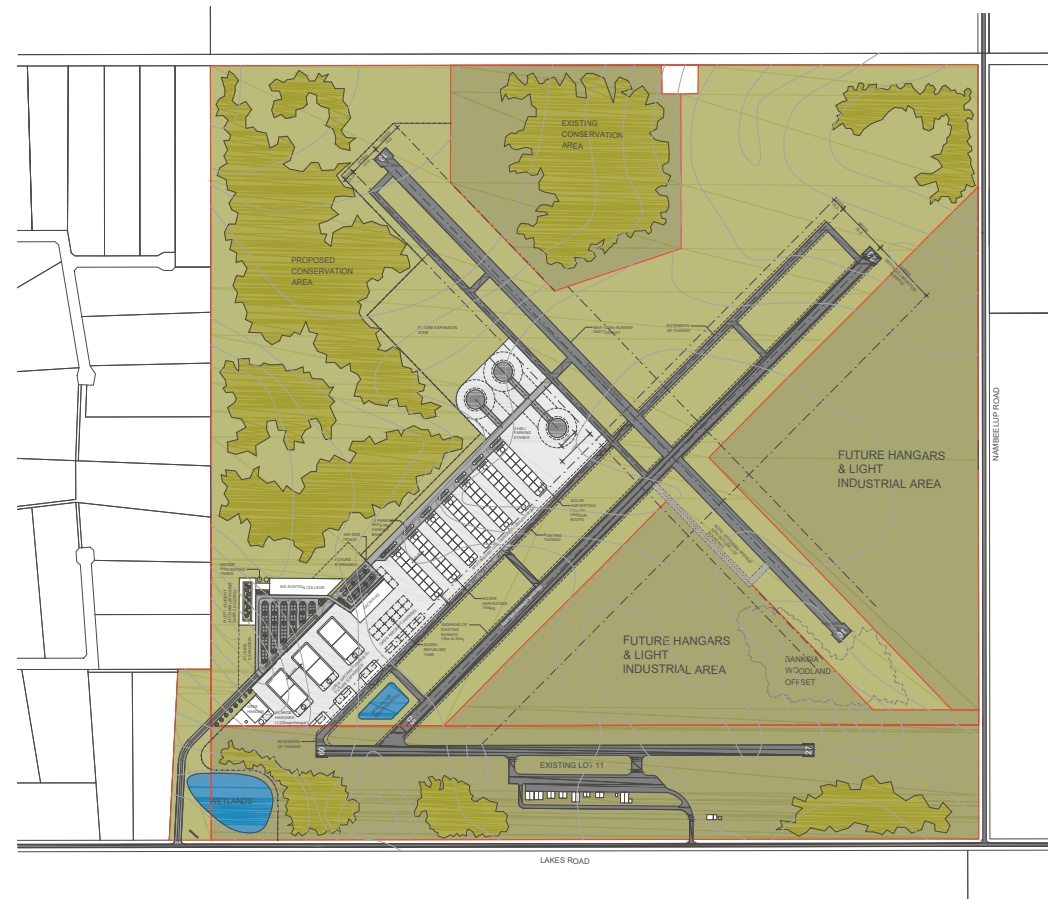
SCENARIO DESCRIPTION

The preferred scenario features the following characteristics, which are depicted in figure 1, and further in appendix 1. The impacts of additional or enhanced infrastructure at Murrayfield Airport are described in table 2 on the following pages.

The key development zone is on the south western side of Murrayfield Airport, running parallel to existing runway 05/23. Potential future infrastructure includes but is not limited to:

- Connection to mains services (electricity, water);
- Western sealed access road into key development zone;
- 84 standard hangars and 6 large hangars for private and commercial lease, and associated taxiways;
- An additional 1,200mx 23m cross runway with full length taxi-way;
- A West Australian Aviation College Campus and on site student accommodation for up to 80 students per year;
- Royal Aero Club of Western Australia Club House and Administration;
- Additional fuel tank and refill station;
- Extension of taxiway to full length of existing runway 05/23; and
- 3 simultaneous operations helicopter parking positions.

Figure 1 - Murrayfield Airport Master Plan (Buchan Group)



KEY CHARACTERISTICS

Table 2 describes the characteristics of our preferred scenario at full operation, as well as the associated impacts. Further detailed economic impacts are analysed on pages 20-22

Table 2 - Key characteristics

Type	Preferred Scenario	Impact
Runways	<p>Widening of Runway 05/23 to 23 metres resulting in upgrade from 1B to 2B classification.</p> <p>Addition of new cross runway: Classification: 2B, non-precision approach Surface: Sealed Length: 1,200 meters Width: 23 meters Taxiway: Full length, 10.5m</p>	<p>An additional cross runway will ensure the airfield can operate at full capacity in a broader variety of weather conditions. This will be important for the functioning of the Aviation College as it will allow an alternative take-off option for a pilots and trainees across a range of abilities (i.e. inexperienced flyers). Currently movements are limited during strong north-westerly and south-easterly winds.</p> <p>Anecdotal advice through consultation suggests Jandakot airport can be a challenging environment for training. Due to the location of the airfield, students are required to fly for approximately 10 minutes prior to reaching a designated training area. Murrayfield Airport presents an attractive alternative for training, as it is currently located within a training area so no transition time is required.</p>
Access	<p>Sealed road into airfield via Lot 56, providing access to key development site.</p>	<p>The additional sealed access way to the airfield is critical to unlock any future development of Murrayfield Airport. Current runway configuration as well as the presence of conservation areas and ecological links on the site determine where any infrastructure development can occur. The lack of sealed access to this area of Murrayfield Airport has hampered previous development efforts, as the cost of building a new access way is prohibitive.</p>
Services	<p>Murrayfield Airport is connected to reliable energy and water both through the mains, but also via sustainable and renewable practices on site. Murrayfield is connected to the NBN.</p>	<p>The provision of reliable energy and water services will be essential to attract private investment to Murrayfield, and to enable the vision for a West Australian Aviation College and RACWA Club House and Administration. Businesses interested in Murrayfield as a potential site are interested in high quality facilities that will support their operations. Air conditioned hangars, strong internet connection and the potential to install and utilise solar power has been flagged as a key consideration for potential investors.</p> <p>Situated next to Peel Business Park, Murrayfield can leverage off the significant investment already made in extending water, electricity and NBN services to the Nambeelup area. This significantly reduces the costs and time required to get Murrayfield connected to reliable services. Investment in renewable energy infrastructure presents an opportunity for Murrayfield Airport to be a beneficiary of and active contributor to the Peel Business Park Micro-Grid project, as well as keeping ongoing energy costs down for on site businesses.</p>

Type	Preferred Scenario	Impact
Hangars	84 standard hangars (180sqm each) 6 large hangars (1,225sqm each) Potential multiple new private and commercial lessors.	Owned and managed by RACWA, new hangars would be developed on the airfield in stages, aligned with market demand and following expressions of interest process. Hangars would be leased for private or commercial use, resulting in both revenue but also potentially new jobs and economic activity (see detailed impacts on pages 20-22). The development of a large scale aviation college (see below) and additional aviation activity on the site will attract aligned enterprises such as maintenance, engineering, and painting. Potential investors in aircraft storage and Hangar space include but are not limited to: <ul style="list-style-type: none"> • DFES - Bushfire Centre of Excellence • SBS Simulators • Electro Aero See case studies on page 22.
WA Aviation College	State of the art Western Australian Aviation College based at Murrayfield Airport including accommodation for up to 80 students.	The West Australian Aviation College (WAAC) has a long history of providing high quality training for aspiring commercial pilots, with graduates in all areas of aviation, including Qantas, Virgin Australia, Cathay Pacific, Virgin Australia Regional Airlines (formerly Skywest), Skippers Aviation and the Royal Australian Air Force. While currently operating from RACWA headquarters at Jandakot Airport, Perth, the potential for WAAC to capture the international airline market is increased through the provision of a 'turn key' training facility at Murrayfield Airport. RACWA have verbally indicated that significant informal expressions of interest from a range of organisations based in Asia have been received by WAAC for such a facility, which would include on site accommodation and facilities for up to 80 students per year. In addition to the 14 flight instructors and administration staff that would be required to run and manage the college, contracts would be required for catering and maintenance functions, providing opportunities for local businesses (see detailed impacts on page 20-22).
RACWA	RACWA Club House and Administration	Establishing a larger RACWA presence at Murrayfield Airport will bring additional jobs to the region through the administration and club staff that will be required to manage the facility. In addition, a larger club presence may attract alternative clubs and groups to utilise the airfield's infrastructure, for example Recreational Aviation Australia - who utilise existing clubs to offer their specialised training and flight experiences around Australia. An opportunity also exists for RACWA to broaden it's membership by obtaining Recreation Aviation Australia (RA Aus) certification, or potentially even partnering with another organisation to create an RA-AUS school.
Fuel	Additional 30,000L tank - AVGAS - 95 Octane	Larger volumes of fuel will be required to service additional activity on the airfield and present a revenue opportunity for RACWA who own and operate the current fuel pump on site. As an example, approximately 5,500 litres are required per student per year for the West Australian Aviation College alone.
Helicopter Parking Positions	3 Simultaneous operations helicopter parking positions	While helicopters can utilise existing aircraft runways for take off and landing, parking positions are important for safe and regular helicopter traffic. The provision of 3 simultaneous operations parking positions will allow Murrayfield to accommodate multiple and dynamic helicopter movements, ensuring that multiple providers (i.e. charters or emergency services) can utilise the airfield as a base.

PROJECT DRIVERS

Murrayfield Airport has the potential to be a key contributor to the stimulus of industry activity within the region, not only through the jobs required for the planning and construction of any airfield infrastructure, but through the future businesses, services and activity that the airfield will accommodate. The development of Murrayfield Airport represents different opportunities to the varied stakeholders involved in the project. These include but are not limited to:

- Activating an under utilised airfield; and
- Creating jobs and contributing to regional economic growth.

Consultation and research revealed a common perspective amongst stakeholders: that any development of Murrayfield Airport should ensure that it is able to respond both to existing/latent demand but also future opportunities. These future opportunities may exist but not currently be supported by real demand in the region (i.e. freight, cargo or air taxis), or be as yet unidentified.

As such, the preferred scenario is focussed on unlocking the potential of Murrayfield airport, to increase the capacity of the airfield, transform it into a regional economic asset.



ECONOMIC CONTEXT

PEEL (REGION)

Population	139,890
Employment	37,641 jobs
Employed residents	50,856
Largest employing industry	Retail
# Local businesses	8215

Source: REMPLAN

SHIRE OF MURRAY (LOCAL GOVERNMENT AREA)

Population	17,653
Employment	7,226 jobs
Employed residents	7,585
Largest employing industry	Manufacturing
# Local businesses	1,065

Source: REMPLAN

NAMBEELUP (DZN)

Population	318
Employment	566 jobs
Employed residents	144
Largest employing industry	Mining
# Local businesses	-

Source: ABS

CONTRIBUTING TO REGIONAL GROWTH AND SUSTAINABILITY

Murrayfield Airport is situated in the rapidly growing Peel region of Western Australia, where the population is expected to triple by 2050¹. The Shire of Murray and City of Mandurah are key local government areas within the Peel region that present significant site of potential economic growth and contribution to the region and the state more broadly. Recognising this, the Shire of Murray and City of Mandurah (both within the Peel region) have developed a joint economic development strategy to help meet the following regional development priorities:

- Catering for a rapidly increasing population;
- Improving environmental outcomes;
- Securing food production for the Perth Metropolitan region; and
- Accommodating growth while reversing the declining socioeconomic performance of the region.

A key part of catering for a growing population will be jobs creation, and helping a future workforce of 127,000 people find the additional 24,700 jobs required for the region to meet economic self-sufficiency². Economic development initiatives within the Peel region are governed by the following key strategies and projects:

- Diversify WA - The West Australian State Government's framework for delivering a sustainable, diverse and growing economy that facilitates jobs and provides prosperity for all Western Australians.
- Transform Peel - A 35 year project expected to accumulate in \$16.2 billion per annum economic output by 2050 through 3 integrated elements based in Nambeelup: Peel Food Zone, Peel Business Park and the Peel Integrated Water Initiative.
- Mandurah and Murray: Regional Economic Development Strategy: A strategic framework for effective and sustainable economic development, identifying key drivers, catalytic projects and consolidates strategic efforts across the region.

1 Transform Peel
2 Mandurah & Murray: A Shared Economic Future: Draft Regional Economic Development Strategy 2018.

RESPONDING TO DEMAND IN THE AVIATION INDUSTRY

The development of Murrayfield Airport presents a real opportunity for the Royal Aero Club of WA to respond to and take advantage of an evolving international and domestic aviation industry and culture.

While the club has seen a trending decline in membership rates, they have observed, and verbally reported, a growth in light sports aircraft flying and ownership, as well as significant demand for all inclusive, or ‘turn key’ commercial pilot training packages from international airlines. As a result, RACWA’s vision for Murrayfield Airport is one that allows the organisation to:

- Increase its capacity to offer commercial pilot training through the expansion of the West Australian Aviation College; and
- Capitalise on the demand for storage of private aircraft through the provision of additional hangars on site.

The aviation college and hangars present not only an opportunity for additional and diversified revenue sources for RACWA, but benefits for the broader economy through:

- Additional job creation: the Aviation College will require at least 14 flight instructors plus operations and administration personnel;
- Opportunities for local business to provide catering, maintenance and cleaning services for on site facilities;
- Increase airfield activity and visitation - bringing more recreational flyers and their friends and family into the region with expanded aircraft storage options;
- Ancillary services - Aircraft engineering and maintenance services will be required for a more active airfield; and
- International Education - Enhancing the region’s profile as a provider of international education through the aviation college.

AVIATION INDUSTRY SNAPSHOT¹

804,000 civil aviation pilots will be needed over the next 20 years



There is a need for an additional 9,000 pilots to be trained each year in Australia alone

769,000 maintenance technicians will be required globally over the next 20 years



Demand for more pilots and technicians is being driven by the speed of fleet growth, retirement and attrition.

Consultations conducted to date indicate that Jandakot Airport, while conveniently situated close to Perth, presents challenges for recreational and non-recreational flyers due to congested taxi-ways and runways. Other regional airports are also reported to be at capacity.

Murrayfield can offer a more streamlined flying experience, letting recreational flyers and students spend more time in the air. Comprehensive hangar packages will include landing fees, reducing costs and administration burdens for flyers.

¹ Boeing Services Market Outlook 2019-2028, Boeing Pilot & Technician Outlook 2019, Australian Aviation 2019: "Pilot Training Problems and Solutions", Consultations

CASE STUDIES

ELECTRO AERO - SOLAR POWERED ELECTRIC PLANES (ELECTRO PIKE PROJECT)

Electro Aero's vision mission is to safely propel sustainable aviation by providing the world's best electric propulsion systems for light aircraft. This mission guides them towards a vision of a future where every pilot is flying electric, and aviation is clean and quiet for everyone.

Electro Aero are currently based at Jandakot Airport where they have proximity to the Perth CBD which is critical for the organisation while in 'start-up' phase, as well for staff commutes. Soon, Electro Aero will be entering into the commercialisation phase of its propulsion systems, which will require testing.

Murrayfield Airport, as described in this profile, presents an attractive option for a location for testing, with limited congestion and new hangar facilities. Of particular interest to Electro Aero would be the potential for the installation of solar panels on hangars, an option which is currently not available to them at Jandakot. Electro Aero's core requirements would be simple: 3 phase power supply (preferably 100amp), excellent internet and air conditioning.

BUSHFIRE CENTRE OF EXCELLENCE - SUPPORTING CRITICAL SERVICES FOR THE REGION AND THE STATE

The Bushfire Centre of Excellence is establishing a new headquarters in Peel Business Park - directly adjacent to Murrayfield Airport.

Preliminary consultations have taken place to quantify the opportunity that exists for the proposed infrastructure at Murrayfield Airport to support the functions of the BCoE, as well as the Department of Fire and Emergency Services and Department of Biodiversity and Conservation and Attraction's broader fire management fleet. There are clearly potential synergies for fleet storage and ad-hoc water and fuel re-load, as well as relevant types of training.

Further discussions will be sought with DBCA and DFES to understand and quantify the opportunity for future investment in Murrayfield.

SBS SIMULATORS

Based in Mandurah, SBS Simulator provide airline management consultancy and flight crew training consultancy services, with a wealth of instructional experience, military and civilian on a very wide range of aircraft types, coupled with training management experience.

The opportunity to relocate to an affordable airfield environment is of interest to SBS Simulators, who would benefit from being in an aviation setting from a business development perspective. SBS Simulators are currently in talks with US Aerospace Rockwell Collins regarding future joint projects in Western Australia, and the development and potential of Murrayfield as a site of key projects has been flagged as part of these discussions.

Note: These case studies do not reflect formal expressions of interest from Electro Aero, DFES Bushfire Centre of Excellence or SBS Simulators.

DEVELOPMENT CONSTRUCTION TIMELINES

Utilising previous project staging documents provided by RACWA, the below stages of Murrayfield Airport development and construction reflect an approach that unlocks capacity for the airport through key infrastructure over a period of time and allows for growth and development to be sustainable. Table 3 provides a high level break down of project staging, and a detailed time line can be found in appendix 2 and a visual representation of the stages is on the following page.

Table 3 - High level project staging.

STAGE	TASK	YEAR
1	Investment attraction	1
2	Engineering, planning and detailed design	2
3	Construction: Services & access road infrastructure	2
	Marketing and construction of:	
	<ul style="list-style-type: none"> 84 standard hangars and associated parking 6 large hangars and associated parking (over multiple stages as required)	
4-13	Construction / installation of:	3-12
	<ul style="list-style-type: none"> Installation of solar and water harvesting (hangar roofs) Hard surface and helistands Widening of existing runway DFES refill and associated facilities/ hangars 30,000L fuel tank and refill station 	
7	Construction: RACWA Administration & Club House	5-6
8	Construction: Additional 1,200x23m sealed runway	6-7
9	Construction of West Australian Aviation College	7-8

Costings: Rider Levett Bucknall WA

Critical stages of the project include 1-3, as without these, further development of Murrayfield Airport is restricted due to the absence of services (electricity, water) and the critical access infrastructure of the western sealed road. Stage 8, the construction of the additional runway unlocks the increased activity potential that would be required by the West Australian Aviation College (stage 9).

Stage 1: There is the potential to focus investment attraction on securing funds for stages 2 & 3 of the project. As these are critical activities, the priority should be on completing these stages.

Stage 2: The development of Murrayfield Airport will require detailed and comprehensive project management and master planning to ensure that risks and constraints associated with noise abatement and environmental approvals are properly managed. The following tasks will also need to be undertaken as part of this phase before development can proceed:

- Environmental survey with associated approvals;
- Detailed site survey;
- Detailed geotechnical survey;
- Planning and associated statutory approvals;
- Engineering and detailed design costings;
- Marketing strategy, 3D render and collateral; and
- Masterplan layout.

Stage 3: This stage is likely to require public sector investment, as the costs have previously been prohibitive for RACWA and other site owners to manage independently. The construction of an access route from the western edge of the site will unlock the key developable zones on the airfield, where future infrastructure would be built. Connecting the airfield to electricity and water supplies will also ensure further construction and investment can occur. The construction of hangars should proceed in stages based on market demand and expressions of interest processes.

**Preferred Scenario
 Staging Plan**

STAGE 03 ■

- Connection to Peel Business Park service mains
- Construction of new entrance crossover via Lot 56

STAGE 04 - 13 ■■■■■■

- Construction of 84 standard hangars and associated parking (over multiple stages as required)
- Construction of 6 x large hangars (over multiple stages as required)
- Installation of solar and rain water harvesting (hangar roofs)
- Construction of hardsurface & Heli stands
- Widening of existing runway
- DFES refill and associated facilities / hangar
- 30,000L Fuel refill tank & refilling station

STAGE 07 ■

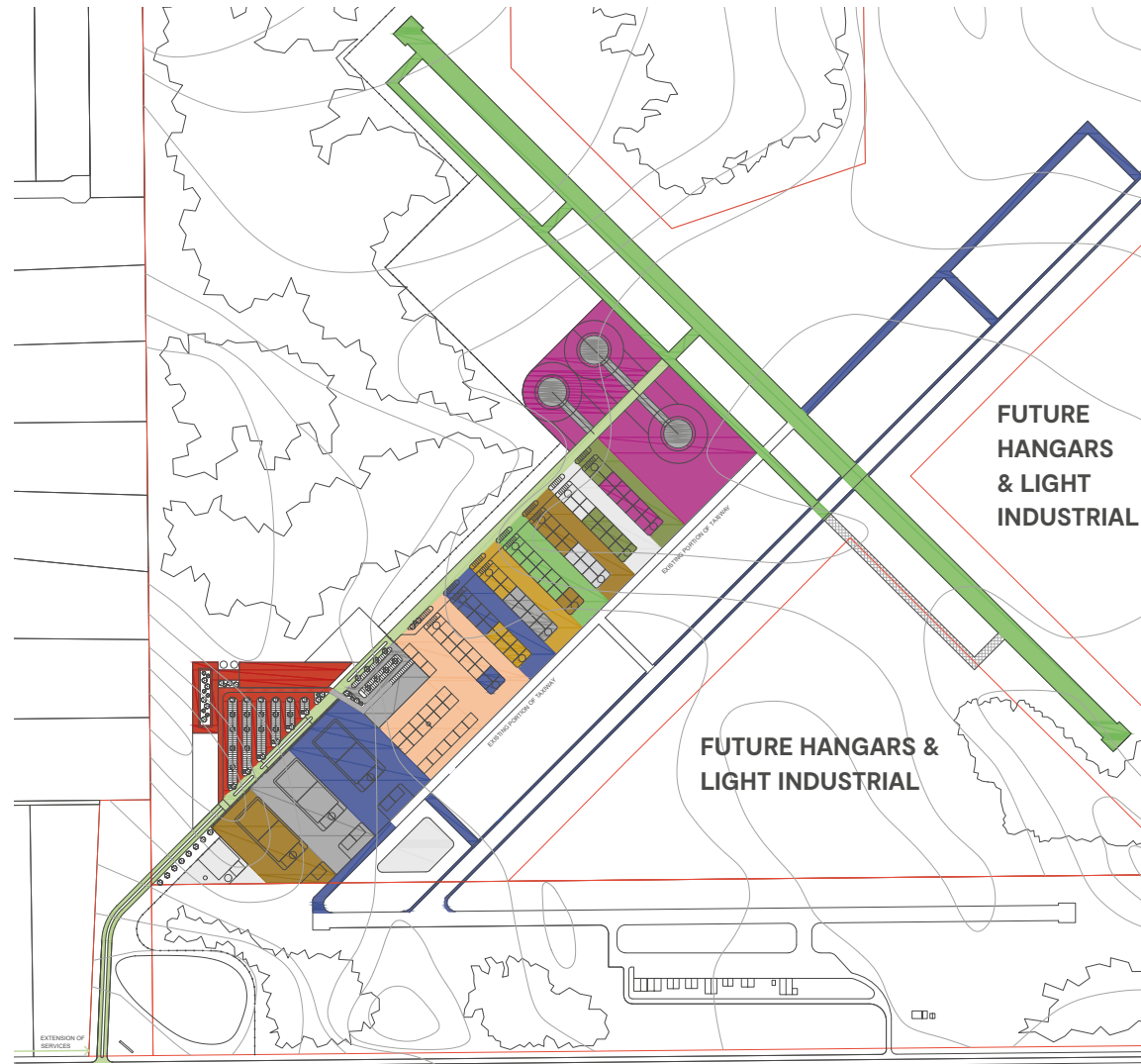
- Construction of RACWA Administration and Club House building & associated parking

STAGE 08 ■

- Construction of additional 1200 x 23 sealed runway + 10.5m full length parallel taxiway

STAGE 09 ■

- Construction of Flying Academy, Student/Pilot Accommodation & associated parking



Drawing Title
 Staging Diagram Plan

Drawing: Buchan Group

DEVELOPMENT COSTS

Indicative costings have been provided for the development of Murrayfield Airport in line with the preferred scenario. A total build cost, including contingencies and professional fees has been estimated at \$111,555,000, a breakdown of which is provided in table 4 below.

Table 4 - Development costs

Item	Stage	Cost
<i>Infrastructure</i>		
Site works	2-12	\$4,419,015.00
Head works	2	\$1,600,000.00
Western access road	3	\$1,504,023.50
Standard hangars (84)	4-12	\$12,173,591.50
Large hangars (6)	4-12	\$6,537,907.50
Additional runway & taxiway extension	8	\$5,723,446.00
RACWA Clubhouse and administration	7	\$10,880,611.50
West Australian Aviation College	9	\$15,742,772.00
College Accommodation	9	\$12,393,278.00
Helicopter Parking Positions	3-12	\$ 3,306,044.00
DFES Hangar and water refill	3-12	\$1,158,329.00
Infrastructure subtotal		\$75,439,018.50
<i>Contractor preliminaries and margins</i>		
		\$87,875,000.00
<i>Contingencies</i>		
Planning, design and construction	1-12	\$13,805,000.00
Professional fees	1-12	\$9,155,000.00
Building act compliance	1-12	\$470,000.00
Public art contingency	1-12	\$250,000.00
Contingencies subtotal		\$23,680,000.00
Total		\$111,555,000.00

Table 4 provides an indication of those items which present the main opportunities and challenges for investment attraction.

Positively, site works, head works and west road access construction costs total approximately \$7.5 million (infrastructure only), which is a relatively small cost compared to the full development. These components form the likeliest investment by the public sector, as they represent critical infrastructure that unlocks the potential for further development and private sector investment on the site. Once constructed (or approved for construction), RACWA and other stakeholders can proceed with raising funds for other components such as the West Australian Aviation College and the RACWA Administration and Club House building.

Costs associated with infrastructure that might be required by the Department of Fire and Emergency Services fleet and Bushfire Centre of Excellence for both storage, training and water re-fill have been provided as an indication of the level of investment required, however these requirements have been provided in preliminary consultation only, and would need to be further refined and quantified in subsequent discussions.

As demonstrated in table 4, some costs span multiple stages of development. In the case of site works and head works, these are required throughout development to connect any new infrastructure to prepare land and connect to services. Hangars would be constructed in stages over time, based on real demand from the market and formal expression of interest processes, as such, the total amount may be built sooner or later than reflected in the staging.

A detailed breakdown of costings has been provided by Rider Levett Bucknall and can be found in appendix 3 of this report. It is important to note this estimate should be viewed as a Business Case Cost Plan for use in strategic master planning review and options analysis. It should not be used for decision making analysis to commit to a project (including acquisition, finance approval, equity approval or the like). It is recommended that a more detailed elemental cost plan be prepared before such commitment is to be considered.

MANAGEMENT, OPERATIONS AND PROJECT PARTNERS

Under the proposed development vision, Murrayfield Airport will continue to be owned by both RACWA & Doug Brooks, and operated by RACWA. The site ownership structure of the airfield is outlined in figure 2. The development of Murrayfield Airport has been identified by local government as a potentially catalysing project for local and regional economic development, and as such there is a strong and supporting working group of partners invested and/ or interested in the outcome, who are outlined in figure 3, and detailed further in table 5. Key stakeholders who are not part of the working group, but who will have varying levels of influence over the potential of the airfield’s development are detailed in table 6.

Figure 3 - Murrayfield Airport Development Working Group



Figure 2 - Murrayfield Site Ownership Structure

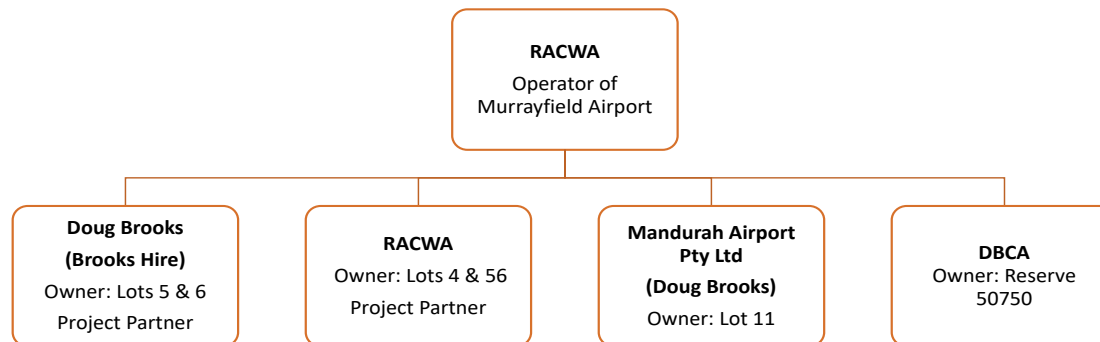


Table 5 - Project Partners

Partner	Sector / Type of organisation	Relationship to project	Investment contribution
Royal Aero Club of Western Australia	Member owned Not for Profit Flying training club based in Jandakot, Perth and Murrayfield Airport, Shire of Murray, Peel Region	Owner and operator of lots 4 & 56, Nambeelup.	Financial investment - Business Case - Infrastructure Ongoing management and operations of proposed infrastructure including hangars, RACWA Clubhouse and Administration and West Australian Aviation College.
Brooks Hire	Privately owned construction hire company with 14 branches Australia wide.	Owner of lot 5, 6 & 11, Nambeelup Member and advocate for RACWA (Doug Brooks, CEO & Founder)	Financial investment: - Business Case - Potential uptake of additional hangars Lots available for future light industrial area and hangar development Ongoing private sector advocacy and membership of RACWA and growth of Murrayfield Airport
Shire of Murray	Local Government Authority	Strategic interest Linking project to other regional economic development priorities and projects Advocacy and relationship management/ development	Financial investment: Business Case Ongoing advocacy and engagement with local and state Government Statutory policy advice and assistance
Peel Development Commission	WA State Government regional planning body for Peel Region	Strategic interest - regional development Potential linkages and opportunities with Transform Peel project, in particular Peel Business Park	Financial investment: Business Case Participation on working group. Strategic advice and oversight Advocacy with local and state government Advice on active grant rounds.
City of Mandurah	Mandurah City Council, largest city in Peel Region.	Strategic interest - regional development and job creation Potential linkages with tourism and Transform Peel project	Financial investment: Business Case Economic Development Partner with Shire of Murray Project advocate



Table 6 - Key Stakeholders

Stakeholder	Project relationship/interest
WA Department of Biodiversity, Conservation and Attractions	Owner of reserve 50750 (Murrayfield Airport site) Strategic interest in synergies with (DFES) Bushfire Centre of Excellence (Peel Business Park) and storage and services relating to state fire management fleet.
Water Corporation	Owner of Lot 88 to the north east of Murrayfield Airport. Site remains earmarked for Water Treatment Facility. Consultation suggests location of facility is flexible, which may alleviate risks associated with the installation of a 20m odour stack which may impact upon future potential to extend runway 05/23
Kennel Owners	Kennel zones to the east and west of Murrayfield Airfield are considered as noise sensitive land uses. Relationship between RACWA and kennel owners has been unstable over time throughout various developments on the site, and will need to be proactively managed by project partners to secure any future expansion of activity on the site. A medium term goal of the Shire of Murray is to re-zone this land to light industrial.
Development WA	Land development agency for Western Australian Government. Peel Business Park forms part of Development WA's vision to deliver strategic industrial land that supports the economic development and growth of the WA economy. Ongoing engagement with Development WA will assist the project in linking up with ancillary industries within the Park, as well as essential services and sustainable energy options including the Peel Business Park renewable energy micro-grid.

SCENARIO IMPACTS

The development of Murrayfield Airport will contribute to additional jobs and diversification of the Murray economy, and the Peel regional economy more broadly. These impacts will occur across both construction and ongoing operations, as new infrastructure and activities develop and continue on site. This section estimates and analyses the direct, indirect and induced impacts of the proposed development of Murrayfield Airport on the local, state and national economy in line with the preferred scenario.

CONSTRUCTION

DIRECT BENEFITS TO LOCAL ECONOMY

Direct impacts represent the initial change in demand to an industry, in this case Construction. This refers to expenditure associated with the construction industry (e.g. labour, material, supplies, capital), in this case the \$111.5m of capital expenditure (CAPEX). The development and construction phase of the concept plan outlined in this scenario would provide a direct contribution \$111.5m (CAPEX) in the Construction sector in the Western Australia. This direct impact from construction services within the Shire of Murray economy would lead to an increase in indirect demand for intermediate goods and services across construction supply chains and related industry sectors. This translates to a direct addition of \$38m in value added and 215 FTE within the local economy (figure 4)

INDIRECT IMPACTS TO THE LOCAL ECONOMY

The direct impacts from the initial expenditure creates additional activity in the local economy, also known as indirect impacts. Indirect effects are the results of business-to-business transactions indirectly caused by the direct impacts (the multiplier effect).

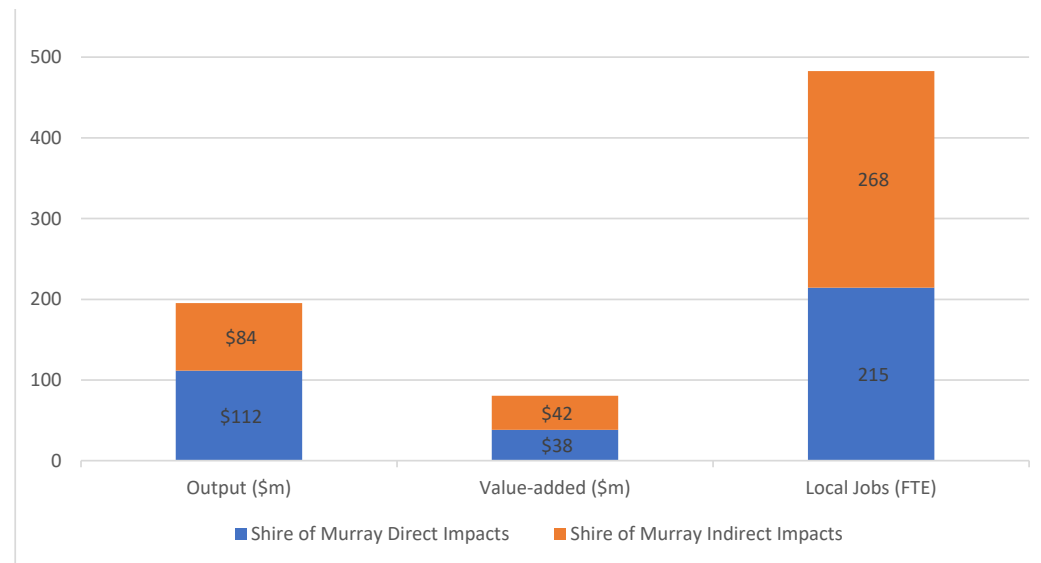
The indirect impacts of business to business and supply chain activity are estimated to be an additional \$75.86m in output to the Shire's local economy. This translates to an additional \$33m in additional value added and 235 FTE within the local economy.

INDUCED IMPACTS TO THE LOCAL ECONOMY

Induced impacts refer to an increase in revenue from direct and indirect impacts. The assumed consequence is that businesses increase wages and salaries by hiring more employees, increasing hours worked and raising wages, and households will then increase spending at local businesses.

There is estimated to be an additional contribution to the Shire of Murray's local economy through induced impacts, as more wages and salaries are likely to be spent in the local economy. It is estimated that this would result in a further increase in Output of \$7.81m. This translates to an additional \$10m of additional value added and 32 FTE realised within the local economy

Figure 4 - Economic Impact of Construction on the Shire of Murray Local Economic



Source: Australian Input-Output Tables 2016/17, ABS Census POW 2016, FAR lane 2020

TOTAL IMPACT TO THE LOCAL, STATE AND NATIONAL ECONOMY DURING CONSTRUCTION PHASE

The combination of all direct, industrial and consumption effects would result in a total estimated rise in Output of approximately \$195m in the Shire of Murray’s local economy. The total impact of an additional \$111.5m into construction would generate a total impact of an additional \$80.5m and 482 FTE within the Shire of Murray.

These impacts would not be limited to the local economy. Industrial and consumption effects would flow outside the region to the Western Australian economy to the tune of \$150m in Output, \$50m in value added, and 333 FTE. The combined effect of economic multipliers in the Shire of Murray and the wider Australian economy is estimated to be \$124m added to Australia’s output, \$90m in value added and 341 FTE.

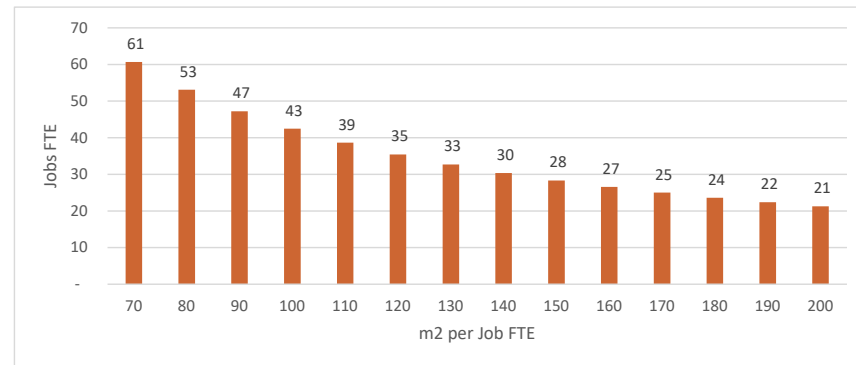
COMMERCIAL ACTIVITY IMPACT – AVIATION SERVICES

The commercial activity in the operations phase is dependent on the proportion of available floorspace occupied by a commercial tenant.

Due to the diverse range of services and labour intensity of the different aviation based services, it is difficult to accurately estimate the number of jobs that would be a result of commercial activity within the Murrayfield airfield. However other airports such as Jandakot provide an assumption that there is 1 job for every 120m2 of aviation based commercial floorspace.

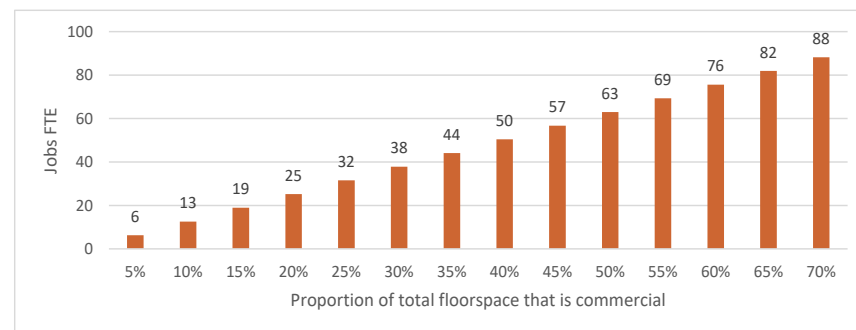
There is a total of 15,120m2 of aviation based hangar floorspace. Given the likelihood that a majority of this will be occupied by private general aviation, it is assumed that approximately 25% of the hangar floorspace would be commercial. This translates to an additional 35 jobs within the Shire of Murray as a result of additional commercial floorspace. However, given the diverse range of potential businesses that could be based at Murrayfield, a sensitivity of the m2/FTE ratio and commercial proportion of total floorspace is illustrated in figures 5 and 6.

Figure 5 - Impact Sensitivity of M2/Jobs on Aviation Services Jobs



Source: Jandakot Airport Masterplan 2014, FAR lane 2016

Figure 6 - Impact Sensitivity of Proportion of Commercial Floorspace to Jobs



Source: FAR Lane 2018

CASE STUDY: WEST AUSTRALIAN AVIATION COLLEGE

The West Australian Aviation College has an estimated capacity of 80 students per year. Based upon consultation with RACWA, it is estimated that the College would provide approximately 21 jobs FTE. This is broken down by:

- 15 flight instructors;
- 3 ground instructors;
- 1 Manager; and
- 2 administration roles.

The West Australian Aviation College will require the following contracted services (and associated products) throughout the operation of the College:

- 4 FTE catering/kitchen and dining management;
- 3 FTE cleaning services for accommodation and lecture/administration spaces and Laundry services for accommodation spaces.

The college's on site accommodation facility will bring in 80 students to the Shire of Murray. Despite food and other tuition based goods being included in fees and provided by the College, there is likely to be additional expenditure within the local economy. It is assumed that each student would spend an estimated \$150 per week on other personal goods and entertainment outside of the College. If 75% of the total personal goods and entertainment expenditure is realised locally, the Shire of Murray would likely have additional \$360,000 spent in local retail, food and beverage, and entertainment businesses (figure 7). This expenditure would support the Shire of Murray additional:

- \$550,000 output per annum;
- \$190,000 value added per annum; and
- 1 FTE.

Figure 7 -Impact sensitivity of weekly personal expenditure and proportion spent within the Shire of Murray



Source: studyinaustralia.gov.au 2020, FAR lane 2020

INVESTMENT RATIONALE

Public investment is often a catalyst for private investment, and this will likely be the required approach for Murrayfield Airport. The nature and scale of the development of Murrayfield Airport has the potential to go beyond what has been described in this profile, and it is that potential that these initial investments will aim to enable.

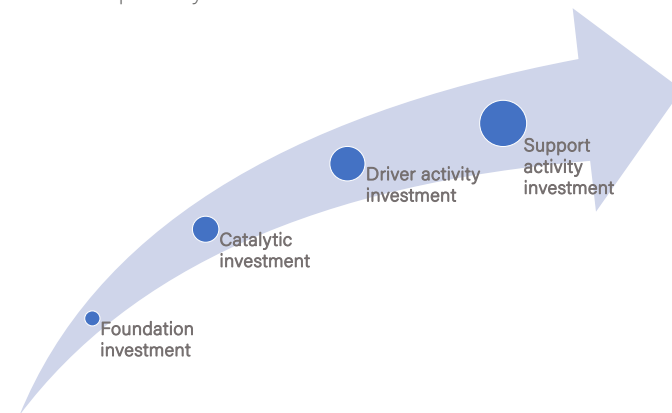
Without investment in access infrastructure and services to the site, it is unlikely that the capacity and activity on Murrayfield Airport will increase or evolve beyond current characteristics. The risk inherent in this will be the opportunity cost of the airport being constrained from growing and evolving alongside significant regional growth and increase in economic activity, and the mutual benefits that the region and Murrayfield Airport may derive from this, for example:

- Synergies with industry within Peel Business Park, as a future potential air cargo port servicing the region and the state;
- Increase in economic activity, employment opportunities and industry diversification through new aircraft and aviation support enterprises servicing the airport;
- Tourism opportunities for Murray and Mandurah, through potential increased charter and tour activity; and
- International education opportunities and benefits for the region through the West Australian Aviation College.

State Government intervention will be important for the activation of Murrayfield Airport, as current stakeholders (RACWA and Brooks) do not have the required capital alone to undertake critical investment, particularly in stage 3 (see development timelines on page 14), which is required to unlock the future development of the site by providing access to main developable areas.

Figure 8 describes a plausible pathway of investment that would most likely unlock the development potential of Murrayfield Airport, and allow it not only to achieve the vision described in this document, but to continue to respond to market demand and opportunities over time.

Figure 8 - Investment pathway



Foundation investment: Usually a public private partnership that de-risks future investment and development. In the case of Murrayfield, this would be investment in the west access road through Lot 56 and connection to services (electricity and water).

Catalytic investment: Usually driven by owners and investors who raise funds for key income generating projects. The West Australian Aviation College and ongoing development of hangars would be key for catalysing the site and creating jobs through construction and ongoing operations.

Driver activity investment: As services and infrastructure become available, ancillary industries are drawn to the site, benefitting from new facilities and infrastructure.

Support activity investment: A significant increase in airfield activity driven by the previous three phases will attract support services such as engineering, maintenance, retail and hospitality.

Projects that demonstrate alignment with broader objectives will be better able to leverage off the momentum and support from the public and private sector in order to attract not only financial investment, but engagement, advocacy and time from key stakeholders that can improve a project's chances of success. Table 7 demonstrates how the vision for The Murrayfield Airport project aligns strongly with the strategic economic development goals of the state, region and local government area, and as such these strategies form critical drivers for the development.

Table 7 - Murrayfield Airport - Alignment with strategic priorities

	DIVERSIFY WA	TRANSFORM PEEL	MANDURAH MURRAY JOINT ECONOMIC STRATEGY
TIME FRAME	2019-2024	2015-2050	2018-2050
GOALS	<ul style="list-style-type: none"> • Strong economy • Resilient economy • 150,000 new secure and quality jobs 	<ul style="list-style-type: none"> • Diversify Peel economy • Job creation • Improve competitiveness • Fiscal sustainability • Delivering innovation 	<ul style="list-style-type: none"> • 11,400 jobs created through expansion of export oriented activity in: • 13,300 jobs created through increase levels of population driven services • Significant boost to gross state product
PRIORITY SECTORS	<ul style="list-style-type: none"> • Energy • Tourism, events and creative industries • International education • Mining, mining engineering and technical services • Technology and advanced manufacturing • Primary industries 	<ul style="list-style-type: none"> • Peel Business Park • Peel Food Zone • Peel Integrated Water Initiative 	<ul style="list-style-type: none"> • Tourism • Intensive food production • Equine industry • Mining and metals processing • Applied research
MURRAYFIELD ALIGNMENT	<p>The development of Murrayfield Airport directly supports the goals of Diversify WA through its potential as a future catalytic project for regional economic development and job creation. Conservative job estimates relating to the preferred scenario generating approximately 300FTE throughout the local, state and national economy during construction phase alone, with a potential for more jobs throughout the operations phase as the airfield grows and responds to future opportunities and trends.</p> <p>Additional hangars invite charter groups to expand their operations out of Jandakot, promoting additional tourism products. The West Australian Aviation College will invite international students to experience first class quality instructors and facilities while having an authentic regional Australian experience. As the airfield grows and evolves in the future, air side industry will contribute to a diversification of the local and regional economy, bringing new skills, services and businesses into Murray.</p>	<p>Murrayfield Airport is perfectly positioned to both support and benefit from Transform Peel initiatives. Peel Business Park is currently being developed adjacent to Murrayfield Airport, presenting significant opportunities for ancillary industries to grow over time.</p> <p>Deconstraining the airfield and paving the way for future growth and evolution in the capacity of the airfield will mean Murrayfield has the potential to play a critical role in creating new supply chains and connections between Peel and Perth, the region, the state and internationally.</p> <p>An opportunity also exists to design and develop airport and air side infrastructure that can actively contribute to the Peel Business Park micro-grid project, through solar and water capture.</p>	<p>The presence of an operational airfield with the capacity to grow and evolve alongside the regional economy presents an exciting opportunity for a region that is preparing itself for unprecedented growth.</p> <p>Murrayfield Airport will contribute the region's goals of self-sufficiency and reversing negative socioeconomic trends through new jobs in planning, construction and ongoing operations. The potential of the airfield to support the development of export oriented activity (freight, cargo etc) will attract businesses and people who want to live and work outside of Perth city, but still be connected to customers and supply chains to set up shop in the region.</p>

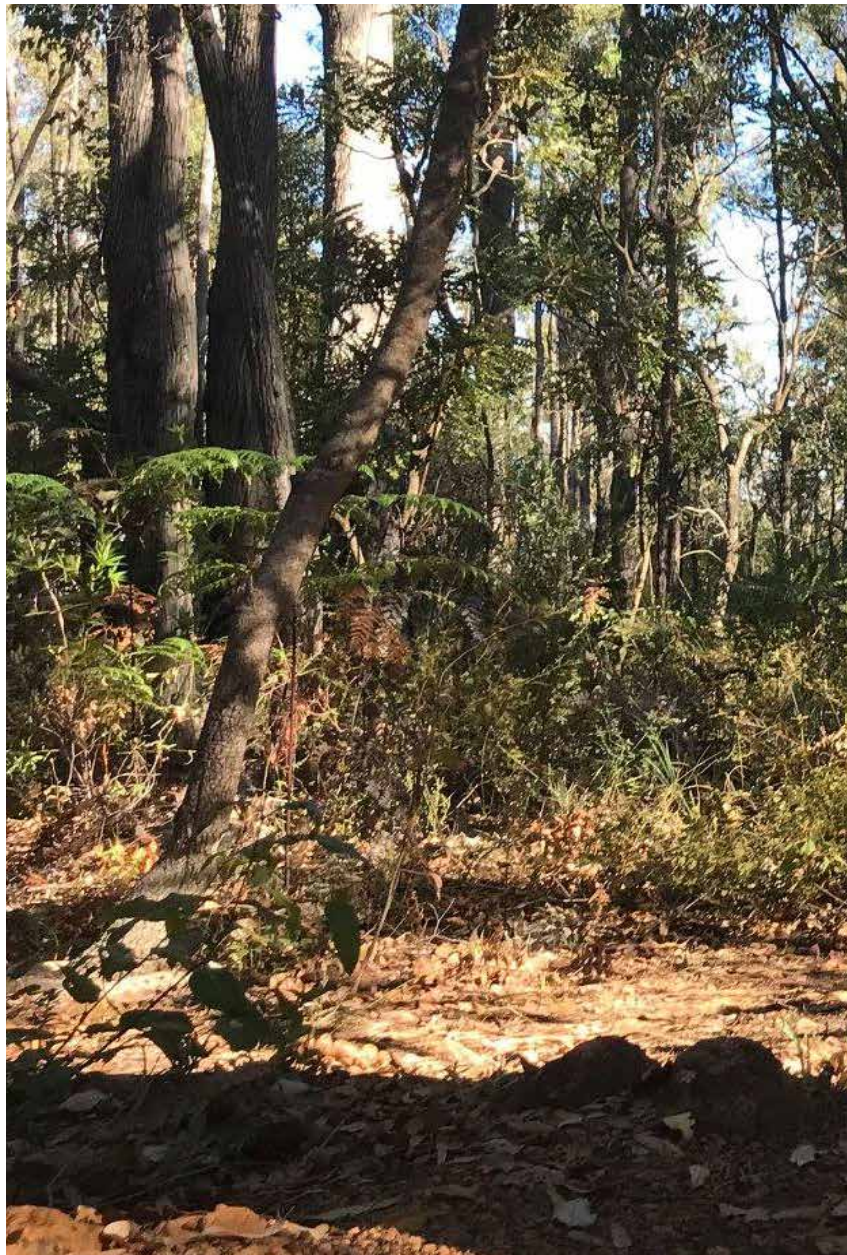
PROJECT RISKS AND CONSTRAINTS

Table 8 outlines key risks identified throughout the research and consultation process which may impact on the progress and implementation of Murrayfield Airport.

TABLE 8 - PROJECT RISKS AND CONSTRAINTS

RISK/ CONSTRAINT	RISK LEVEL	MANAGEMENT/MITIGATION
<p>Future land acquisition requirements Under the current proposal, no land needs to be acquired to physically accommodate the development outlined. In the future, should there be a demand for the further expansion of the Airport along with an increase and evolution in the types of activity on the airfield (for example, cargo, passenger transportation etc), there will be a requirement to extend existing runway 05/23, which will trigger the need to acquire land to the north east of the site. This land is currently owned by Water Corporation, and is set aside for a proposed Waste Water Treatment Facility. Obstacle surface limitation requirements will impact the height of any constructions on Watercorp land. As the treatment plant will require an odour stack of at least 20m in height, this is likely to become a constraint on any runway extension.</p>	Medium	<p>Consultation undertaken with Water Corporation suggests the agency is open and flexible to options which may meet the needs of both parties, should the requirement arise in the long term. These options include, but are not limited to:</p> <ul style="list-style-type: none"> • Land swap - Shire of Murray to facilitate suitable land swap with Water Corporation, providing an alternative suitable site for the Waste Water Treatment Facility, and securing the required land for Murrayfield Airport runway extensions; or • Partial land acquisition - there may be a potential to relocate the proposed site for the Waste Water Treatment Facility within the existing land, which allows for the extension of the runway as well.
<p>CASA Airfield Registration Rule Changes From August 2020, the Civil Aviation Safety Authority rules for airfields will be updated. All aerodromes with instrument flight procedures are currently required to be registered or certified. Implications for Murrayfield Airport of not progressing to certified status would be that students (as part of the WAAC or any other college) cannot utilise the airfield to log Non-Precision GNS Approaches. This would only restrict some aspects of training provided by the Aviation College.</p>	Low-Medium	<p>Advice from RACWA indicates that there are likely a range of options available that would allow Murrayfield Airport to obtain the certified status or at very least the ability to log Non-Precision GNS approaches. In the event certification cannot be achieved, arrangements will be made with alternative certified airfields who can assist with Non-Precision GNS approaches, and can accommodate the additional movements when required.</p>
<p>Level of activity required to attract support services to Murrayfield Consultation with existing businesses at Jandakot Airport servicing aircraft and the aviation industry suggest that there would need to be significant increase and diversity in the type of operators on the airfield to attract service providers to the area, likely beyond the scale proposed in this document. Location has also been flagged as a barrier for those currently operating from Jandakot airport who do not believe their staff would be willing to travel.</p>	Low	<p>Interest raised in consultations to date has been from enterprises that utilise airfields, rather than supports or services them, and as such initial industry diversification and investment attraction should focus on these types of businesses. Attracting investment from maintenance and engineering groups will likely be part of a longer term vision for the site, when activity is more diversified.</p>
<p>Rural Access Road - East Keralup A funding submission has been lodged by PDC seeking State Government financial support for construction of a rural standard access road into the East Keralup landholding which is currently subject of Cabinet in Confidence negotiations with short listed proponents under a Registration of Interest process. The proposed exit point for this access road on the eastern side of East Keralup (as shown in the final sub-regional Planning Framework plan) may have implications for possible runway extension into the Water Corporation landholding as it runs down the eastern boundary along Nambelup Road and this has been brought to the attention of East Keralup Working Group members.</p>	Medium	<p>Murrayfield Airport Working Group to be kept informed of this process and it's outcomes to understand implications for potential future runway extension.</p>

RISK/ CONSTRAINT	RISK LEVEL	MANAGEMENT/MITIGATION
<p>Noise abatement - Neighbouring properties The kennel zone east and west of the airport, having a residential component, are considered noise-sensitive land uses despite being noise emitters and requiring a buffer from other residential land uses. The Nambelup Kennel Estate was in existence before the Murrayfield Airport and was a constraining factor on the approval and design of the airport.</p>	<p>Medium</p>	<p>Referral to EPA may be necessary for comment on changes to aircraft activity or intensity of operations for adherence to noise abatement guidelines for nearby sensitive land use premises. The Shire of Murray understands that concerns over the potential constraint posed by the Kennel estate has been elevated as an issue warranting Federal Government input or assistance to address suitable mitigation or conflict avoidance measures.</p> <p>Currently, circuit training flight paths have been chosen to minimise the impact of aircraft on local residents as well as time managed take off and landing and flight restrictions between 10pm and 7am. These arrangements will need to be reviewed as activity increases to ensure effectiveness.</p>
<p>Sky Diving Australia - Operations at Murrayfield Airport Consultations with both Sky Diving Australia (current operator at Murrayfield Airport) and RACWA indicate a conflict in airfield uses as a result of a change in activity on the airfield. Current Skydiving Australia operations have flights taking off from Murrayfield, and skydivers dropped on Rockingham beach. In unforeseen inclement weather, alternative drop locations are required, an ideal one being clear land at Murrayfield Airport. Skydiving Australia have advised this is a common practice utilised at other airports around Australia. Currently, RACWA safety restrictions dictate that at least 24 hours notice is required in order to approve a drop on Murrayfield Airport. This requirement is considered impractical by Skydiving Australia, as unsafe weather conditions cannot always be forecast 24 hours in advance (wind speed/ direction changes etc). Skydiving Australia benefit from their current location at Murrayfield, and would like to continue operating from there into the long term, but have flagged that unless these restrictions can be renegotiated, a long term tenure at Murray would be unlikely. RACWA have also advised that safety restrictions associated with the operation of the West Australian Aviation College would inhibit the dropping of skydivers on the site.</p>	<p>Medium</p>	<p>Skydiving Australia may choose to continue operating from Murrayfield Airport under the current requirements until such time as the construction and operation of the West Australian Aviation College prevents further operations.</p> <p>This issue will have implications for any other skydiving operations who may want to set up operations at Murrayfield who require the same back up landing option of the airfield. This is a trade off that any future investment will need to bear in mind.</p>
<p>Banksia Woodland - Protected species The addition of a 1200x23m cross runway (2B compliant) would require the clearing of Banksia woodland identified at the southern end of the site. Banksia Woodland have been identified by the Environmental Protection Agency as a Threatened Ecological Community under the EPBD Act (1999). As such, strict requirements as to the treatment of this area are in place.</p>	<p>Medium</p>	<p>Consultation with the EPA suggests that 'offset' is an option for the management/ removal of the banksia woodland, however this would be subject to EPA approval. Proponents may meet with the EPA for a Pre-Referral Meeting to provide initial advice and guidance on project requirements. This meeting has been recommended by the EPA.</p>



NEXT STEPS

The preferred scenario profile forms the basis of the business case for the development of Murrayfield Airport.

Feedback from the Working Group will be invited between 1st February and 9 March. Based upon this feedback, FAR Lane will proceed with the finalisation of the Business Case.

Further consultation with the Working Group and other key stakeholders will continue as required throughout the remainder of the project.

Stage 5 – Business Case

Ongoing consultation and business case development:
Feb – 31 March 2020.

APPENDICES

Appendix 1 - Buchan Group Drawings:

- Masterplan
- Airfield Plan
- Staging plan
- Massing Model 1
- Massing Model 1

Appendix 2 - Project construction staging

Appendix 3 - Murrayfield Airport Business Case Cost Estimate
(Rider Levett Bucknall WA)

CONTACT

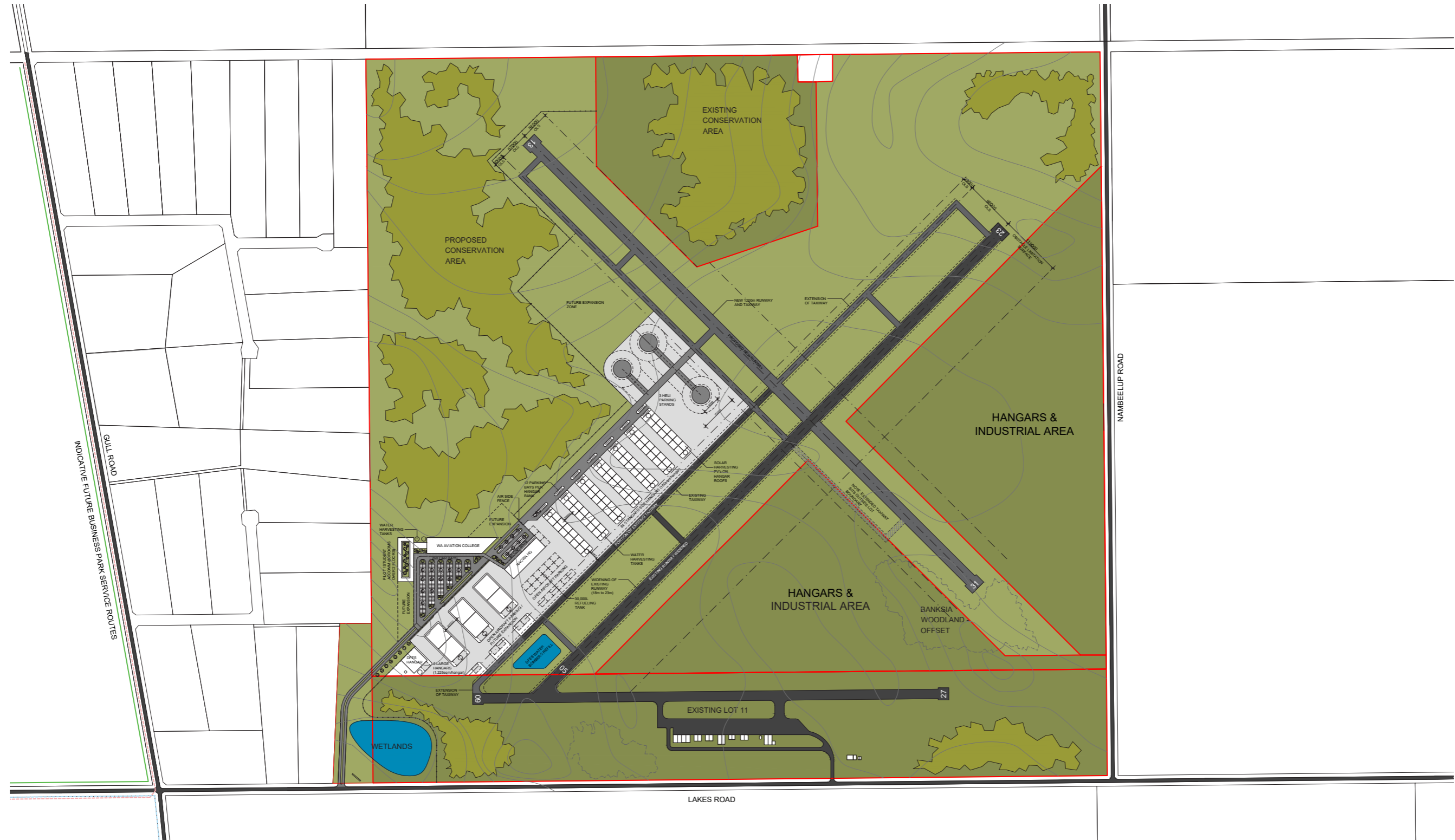
JASON MCFARLANE

Managing Director
FAR Lane
0412 836 147
jason@farlane.com.au
Suite 6/226 Carr Place
LEEDERVILLE WA 6007



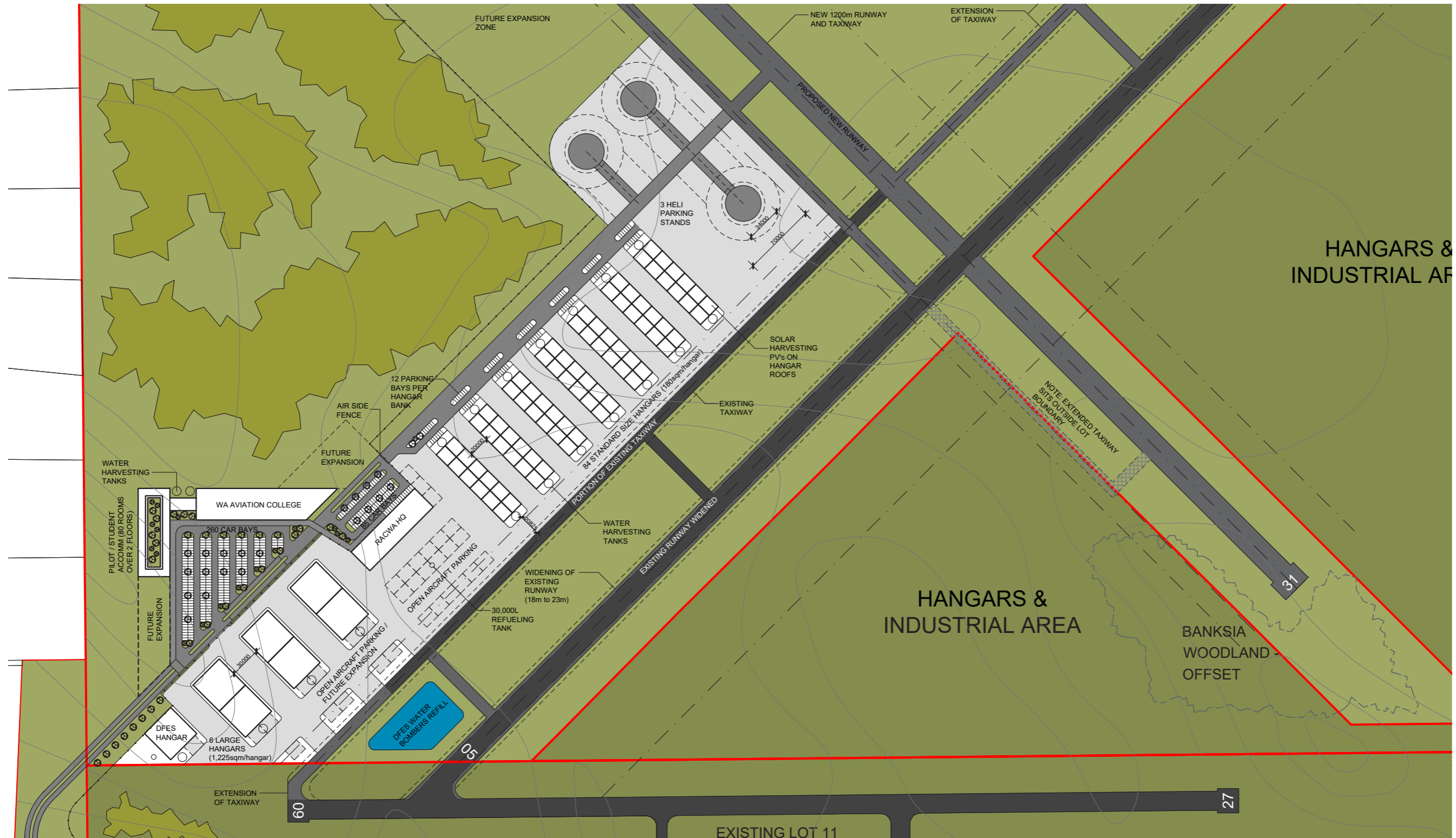
issue	date	description	ints	auth
o	30.03.20	Business Case		cj

Preferred Scenario
Masterplan



issue	date	description	ints	auth
0	30.03.20	Business Case		cj

Preferred Scenario
Airfield Plan



Preferred Scenario
Staging Plan

STAGE 03 ■

- Connection to Peel Business Park service mains
- Construction of new entrance crossover via Lot 56

STAGE 04 - 13 ■■■■■■

- Construction of 84 standard hangars and associated parking (over multiple stages as required)
- Construction of 6 x large hangars (over multiple stages as required)
- Installation of solar and rain water harvesting (hangar roofs)
- Construction of hardsurface & Heli stands
- Widening of existing runway
- DFES refill and associated facilities / hangar
- 30,000L Fuel refill tank & refilling station

STAGE 07 ■

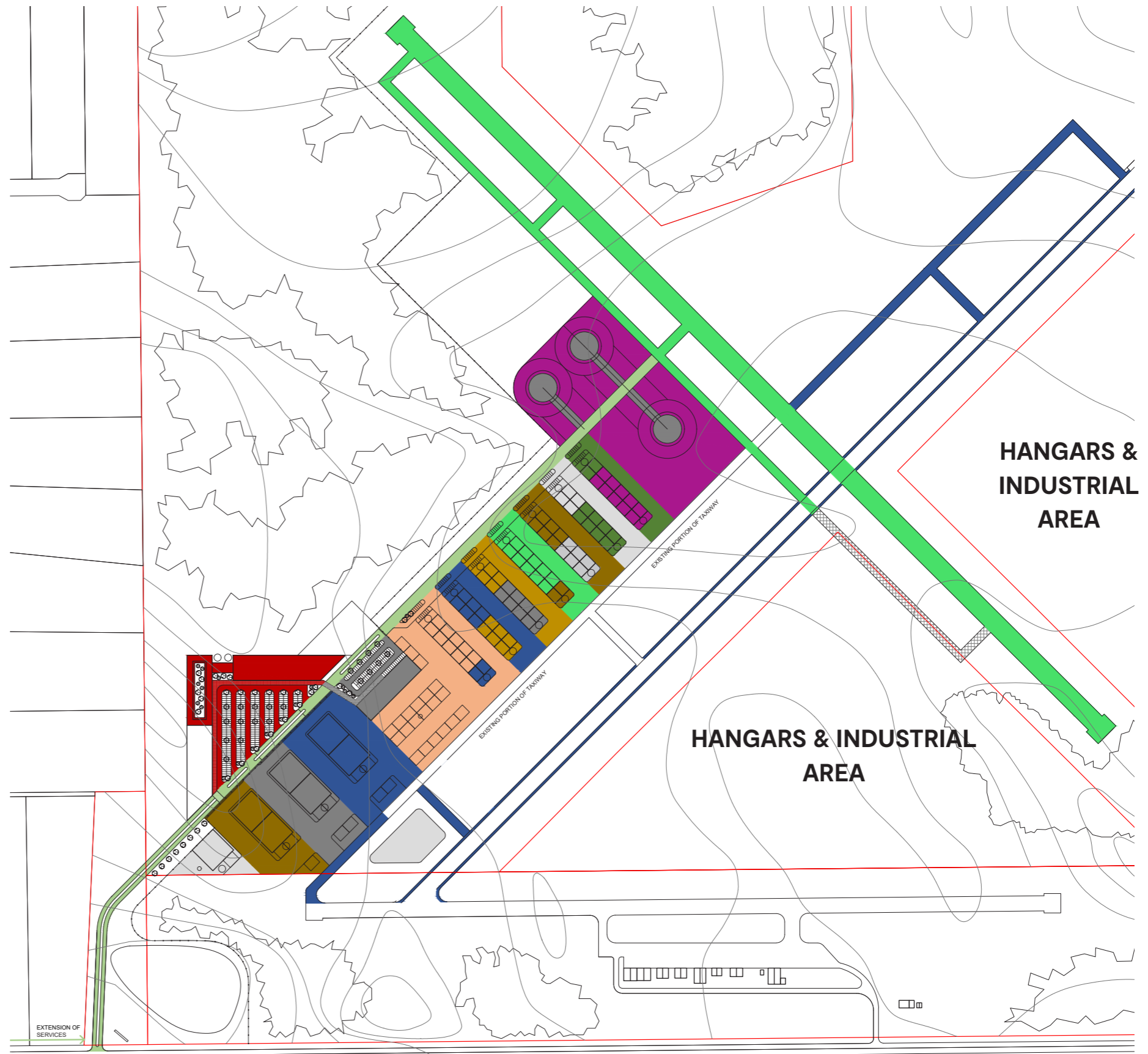
- Construction of RACWA Administration and Club House building & associated parking

STAGE 08 ■

- Construction of additional 1200 x 23 sealed runway + 10.5m full length parallel taxiway

STAGE 09 ■

- Construction of Flying Academy, Student/Pilot Accommodation & associated parking



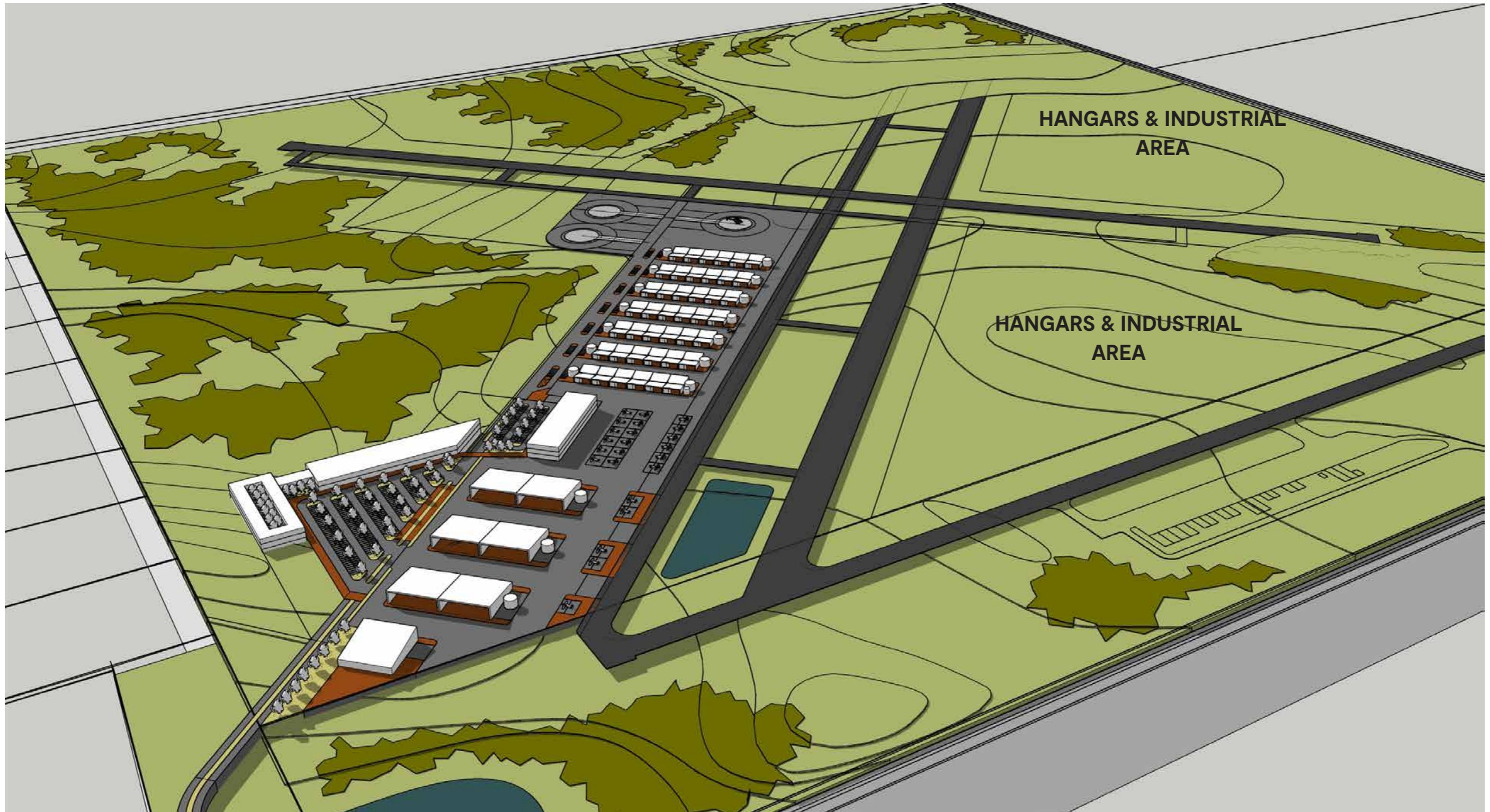
Preferred Scenario

Staging Program - Refer to Far Lane document

Murrayfield Airport Development Stages		1	2	3	4	5	6	7	8	9	10	11	12	13
Stage	Description	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033
1 Stage 1														
1.1	Investment attraction for:													
1.1.1	Stage 2 (including project management)													
1.1.2	Stage 3 CAP-EX (including project management)													
2 Stage 2														
2.1	Engineering, planning and detailed design													
2.1.1	Masterplan layout													
2.1.2	Marketing strategy including 3D render and collateral													
2.1.3	Expression of Interest Framework - all stages													
2.1.4	Master Service Level Agreement													
2.1.5	Environmental survey & associated approvals													
2.1.6	Detailed site survey													
2.1.7	Detailed geotechnical survey													
2.1.8	Planning & associated statutory approvals													
2.1.9	Engineering and detailed design inc. costings (stage 3)													
3 Stage 3														
3.1	Construction: Services & access infrastructure													
3.1.1	Electricity (via Peel Business Park)													
3.1.2	Water (Tanks or connection to mains)													
3.1.3	West Road Accessway													
4 Stage 4														
4.1	Management													
4.1.2	Marketing - Stage 4													
4.1.3	Client contracts/lease agreements													
4.1.4	Statutory planning approvals													
4.2	Construction: Siteworks & Hangers (42)													
4.2.1	Carpark													
4.2.2	Hardstand													
4.2.3	Taxiway													
4.2.4	Refuelling station/s													
4.2.5	10 standard hangers													
5 Stage 5														
5.1	Management													
5.1.2	Marketing - Stage 5													
5.1.3	Client contracts/lease agreements													
5.1.4	Statutory planning approvals													
5.2	Construction: Siteworks & Hangers													
5.2.1	Carpark													
5.2.2	Hardstand extension													
5.2.3	Taxiway extension													
5.2.4	Runway widening													
5.2.5	8 standard hangers													
5.2.6	2 large hangers													
6 Stage 6														
6.1	Management													
6.1.2	Marketing - Stage 6													
6.1.3	Client contracts/lease agreements													
6.1.4	Statutory planning approvals													
6.2	Construction: Siteworks & Hangers													
6.2.1	Hardstand extension													
6.2.2	Taxiway extension													
6.2.3	Runway widening													
6.2.4	10 standard hangers													
7 Stage 7 - RACWA Administration & Club House														
7.1	Management													
7.1.2	Engineering and detailed design													
7.1.3	Statutory planning approvals													
7.2	Construction: RACWA Administration & Club House													
7.2.1	Siteworks													
7.2.2	Accessways													
7.2.3	Carpark													
7.2.4	Clubhouse and Administration building													
7.3	Construction: Siteworks & Hangers													
7.3.1	Hardstand extension													
7.3.2	Taxiway extension													
7.3.3	Runway widening													
7.3.4	8 standard hangers													
7.3.4	2 large hangers													
8 Stage 8 - Additional Runway														
8.1	Management													
8.1.1	Land acquisition negotiations (Watercorp)													
8.1.2	Engineering and detailed design													
8.1.3	Statutory planning approvals													
8.1.4	Environmental surveys and approvals													
8.2	Construction: Runway													
8.2.1	Additional runway													
8.3	Construction: Siteworks & Hangers													
8.3.1	Hardstand extension													
8.3.2	Taxiway extension													
8.3.3	Runway widening													
8.3.4	10 standard hangers													
9 Stage 9 - Flying Academy and Accommodation														
9.1	Management													
9.1.1	Engineering and detailed design													
9.1.2	Statutory planning approvals													
9.2	Construction: Flying Academy and Accommodation													
9.2.1	Siteworks													
9.2.2	Accessways													
9.2.3	Carpark													
9.2.4	Flying academy and accommodation													

Stage	Description	1	2	3	4	5	6	7	8	9	10	11	12	13
		2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033
10.1 Management														
10.1.1	Marketing - Stage 6													
10.1.2	Client contracts/lease agreements													
10.1.3	Statutory planning approvals													
10.2 Construction: Siteworks & Hangers														
10.2.1	Hardstand extension													
10.2.2	Taxiway extension													
10.2.3	Runway widening													
10.2.4	8 standard hangers													
10.2.5	2 large hangers													
11.1 Management														
11.1.2	Marketing - Stage 6													
11.1.3	Client contracts/lease agreements													
11.1.4	Statutory planning approvals													
11.2 Construction: Siteworks & Hangers														
11.2.1	Hardstand extension													
11.2.2	Taxiway extension													
11.2.3	Runway widening													
11.2.4	10 standard hangers													
12.1 Management														
12.1.2	Marketing - Stage 6													
12.1.3	Client contracts/lease agreements													
12.1.4	Statutory planning approvals													
12.2 Construction: Siteworks & Hangers														
12.2.1	Hardstand extension													
12.2.2	Taxiway extension													
12.2.3	Runway widening													
12.2.4	10 standard hangers													
13.1 Management														
13.1.2	Marketing - Stage 6													
13.1.3	Client contracts/lease agreements													
13.1.4	Statutory planning approvals													
13.2 Construction: Siteworks & Hangers														
13.2.1	Hardstand extension													
13.2.2	Taxiway extension													
13.2.3	Runway widening													
13.2.4	10 standard hangers													

Preferred Scenario
Massing Model

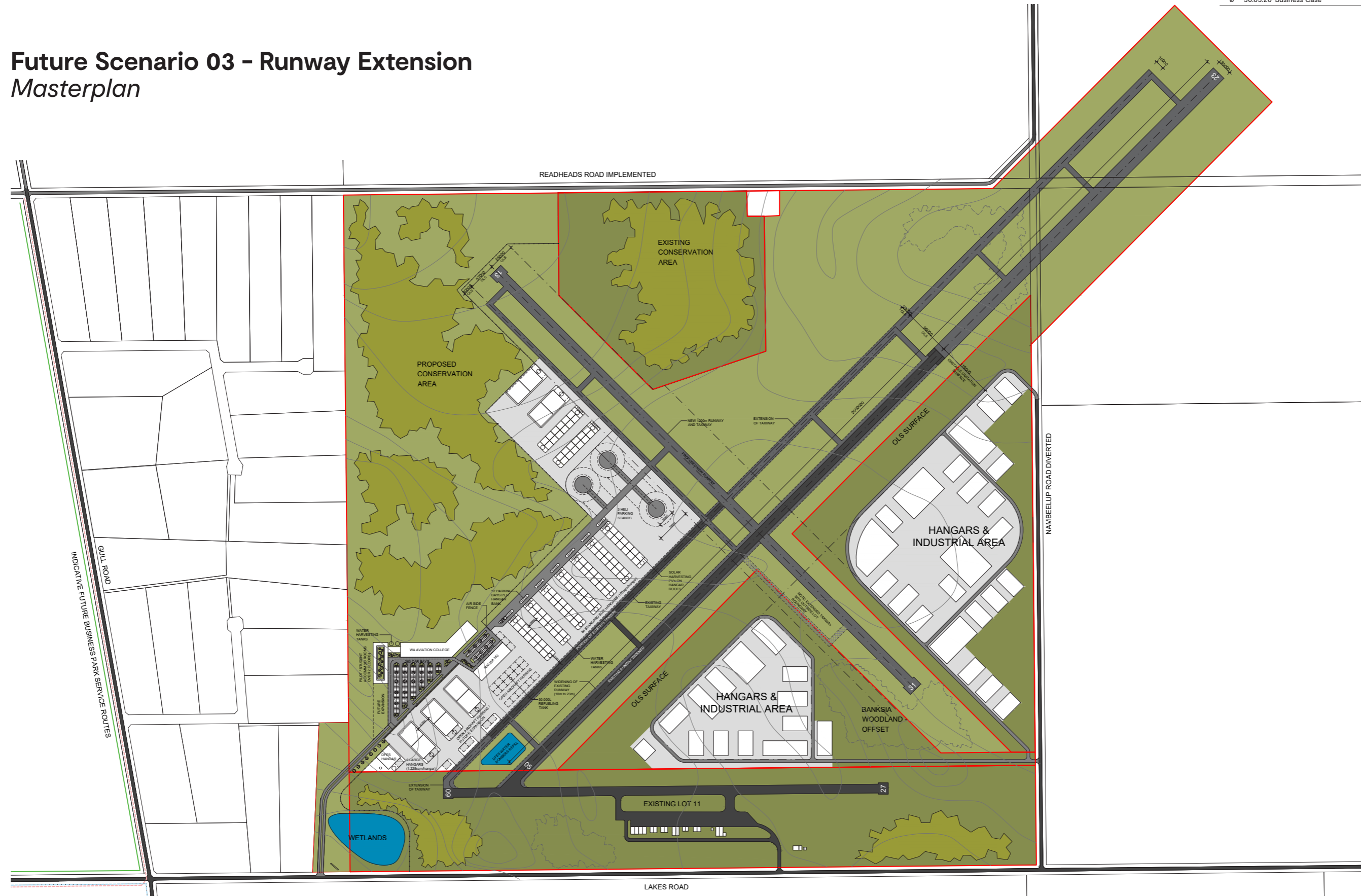


Preferred Scenario
Massing Model



issue	date	description	ints	auth
o	30.03.20	Business Case		cj

Future Scenario 03 - Runway Extension Masterplan



MURRAYFIELD AIRPORT

**LAKES RD, NAMBEELUP WA 6207
BUSINESS CASE COST ESTIMATE**

Prepared For

Far Lane
Suite 6/226 Carr Place
LEEDERVILLE, WA 6007

Submitted On

30 January 2020

Prepared By

Rider Levett Bucknall WA Pty Ltd
Level 9, 160 St Georges Terrace
PERTH WA 6000

Our Ref

2

Project Number

WA20105



Murrayfield Airport Business Case Cost Estimate

Project Details

Description

Basis of Estimate

This estimate is based upon measured quantities to which we have applied rates and conditions we currently believe applicable as at February 2020. We assumed that the project will be competitively tendered under standard industry conditions and form of contract.

This cost estimate is based on the documentation listed under the "Documents" section and does not at this stage provide a direct comparison with tenders received for the work at any future date. To enable monitoring of costs this estimate should be updated regularly during the design and documentation phases of this project.

Scope of Works / Assumptions

We have based this estimate on the Preferred Scenario which we assumed includes the following scope of works;

- Construction of 2 storey RACWA HQ - circa 4,250sqm with associated carparking, access roads and open aircraft park
- Construction of 2 storey WA Aviation College - circa 7,000sqm with associated carpark and access roads
- Construction of 2 storey Pilot/Student Accommodation - circa 5,600sqm with associated carpark and access roads
- Construction of 84 standard hangers - circa 180sqm each with associated carpark and access roads
- Construction of 6 large hangers - circa 1,225sqm each with associated carpark and access roads
- Construction of 1 DFES hanger - circa 1,225sqm with associated carpark and access roads
- Widening of existing 05/23 runway and extend the existing taxiway
- Construction of new 13/31 runway with new taxiways
- Construction of 3no helipads
- Construction of new aircraft aprons
- Connection of services from the site to supplies within 500m of the site entrance
- Construction of new road and service infrastructure through the site to service the new facilities
- Landscaping throughout

Limitation of Estimate

This estimate should be viewed as a Business Case Cost Plan for use in strategic master planning review and options analysis. It should **not** be used for decision making analysis to commit to a project (including acquisition, finance approval, equity approval or the like). We recommend that a more detailed elemental cost plan be prepared before such commitment is to be considered.

Items Specifically Included

Contingencies

The estimate includes the following contingency allowances:

- Planning Contingency which allows for issues that will arise during the initial planning period as the design team finalises the project masterplan
- Design Development Contingency which allows for issues that will arise during the design and documentation period as the design team develops the design through to 100% documentation
- Construction Contingency which allows for issues that will arise during the construction period including for latent conditions, design errors and omissions, design changes, client changes, extension of time costs and provisional sum adjustments.



Murrayfield Airport Business Case Cost Estimate

Project Details

Description

Items Specifically Excluded

The estimate specifically excludes the following which should be considered in an overall project feasibility study:

Scope Exclusions for works by others

- Loose, soft and hard furnishings
- Tenant fitout
- Operators set up costs

Risk Exclusions

- Relocation and upgrade of existing services
- Contaminated ground removal and reinstatement (general allowance included)
- Asbestos and other hazardous materials removal (general allowance included)
- Piled foundation systems
- Rock excavation (general allowance included)
- De-watering

Other Project Cost Exclusions

- Land costs
- Legal fees
- Goods and Services Taxation
- Marketing, sales and leasing costs
- Holding costs and finance charges
- Escalation in costs from February 2020 to future construction period.

Documents

The following documents have been used in preparing this estimate:

ARCHITECTURAL Documents prepared by Buchan

- Murrayfield Airport Masterplan / Initial Response Report - dated January 2020



Murrayfield Airport

Business Case Cost Estimate

Location Summary

Rates Current At January 2020

Location	Total Cost
A RAC WA HQ	10,880,611.50
B WA AVIATION COLLEGE	15,742,772.00
C PILOT/STUDENT ACCOMODATION	12,393,278.00
D DFES HANGAR	1,000,641.50
E LARGE HANGARS (6 NO.)	6,537,907.50
F STANDAR HANGARS (84 NO.)	12,173,591.50
G RUNWAYS AND TAXIWAYS	5,723,446.00
H HELI PARKING STANDS (3 NO.)	3,306,044.00
I WESTROAD ACCESSWAY	1,504,023.50
J DFES WATER BOMBERS REFILL	157,688.00
K SITEWORKS	4,419,015.00
L HEADWORKS	1,600,000.00
ESTIMATED NET COST	\$75,439,018.50
MARGINS & ADJUSTMENTS	
Contractor's Preliminaries	12.0% \$9,055,981.50
Contractor's Margin	4.0% \$3,380,000.00
TOTAL ESTIMATED CONSTRUCTION COST	\$87,875,000.00
Planning Contingency	2.5% \$2,200,000.00
Design Contingency	7.5% \$6,760,000.00
Construction Contingency	5.0% \$4,845,000.00
Professional Fees	9.0% \$9,155,000.00
Headworks Fees and Charges	Excl.
Building Act Compliance	0.4% \$470,000.00
Allowance for Client Internal Costs	Excl.
Allowance for Public Artwork	0.2% \$250,000.00
Relocation and Decanting	Excl.
Greenstar Ratings	Excl.
Escalation beyond March 2020	Excl.
Goods and Services Tax	Excl.
ESTIMATED TOTAL COST	\$111,555,000.00



Murrayfield Airport
Business Case Cost Estimate

Location Elements Item

A RAC WA HQ

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
BA Building Areas				
1 2-storey RACWA HQ building including substructure, superstructure, finishes, fittings, and associated services (excludes; FF&E and fire sprinkler systems)	m ²	4,250	2,100.00	8,925,000.00
Building Areas				\$8,925,000.00
XP Site Preparation				
13 Site clearance	m ²	14,297	0.50	7,148.50
71 Allow for general 500mm cut to fill across site	m ²	7,149	15.00	107,235.00
27 No detail has been provided for bulk fill and excavation, site decontamination and excavation in rock or similar so we have made some provisional allowances within the estimate	Note			Incl.
73 Allowance for bulk fill materials	m ³	716	28.00	20,048.00
75 Allowance for rock	m ³	359	55.00	19,745.00
72 Allowance for contaminated materials	m ³	359	65.00	23,335.00
74 No allowance for dewatering	Item			Excl.
Site Preparation				\$177,511.50
XR Roads, Footpaths and Paved Areas				
6 Pedestrian footpath	m ²	496	75.00	37,200.00
2 Carpark complete including surface, roadmarkings, kerbs etc.	m ²	2,431	45.00	109,395.00
32 Open aircraft parking / apron to accommodate 22 aircraft	m ²	9,132	50.00	456,600.00
38 Allowance for surface markings to aprons	m ²	9,132	2.50	22,830.00
43 Allowance for carpark fitments, surface marking, signage, etc.	Item			Incl.
44 Allowance for aircraft parking fitments, surface marking, signage, etc.	Item			Incl.
Roads, Footpaths and Paved Areas				\$626,025.00
XL Landscaping and Improvements				
4 Landscape to carpark islands	No	11	150.00	1,650.00
76 Medium sized trees - with retic	No	13	450.00	5,850.00
Landscaping and Improvements				\$7,500.00
XK External Stormwater Drainage				
9 Allowance for external stormwater, assumed pit and pipe system to swale (buildings - measured based on building footprint)	m ²	2,125	15.00	31,875.00
82 Allowance for external stormwater, assumed pit and pipe system to swale (carpark and road surfaces)	m ²	2,431	15.00	36,465.00
84 Allowance for external stormwater, assumed pit and pipe system to swale (runways etc.)	m ²	9,132	15.00	136,980.00
81 Allowance for fuel interceptors etc. to road, runway and aprons	m ²	11,563	5.00	57,815.00
External Stormwater Drainage				\$263,135.00
XD External Sewer Drainage				
108 Connection to each buildings/ units from main line site including chambers etc.	m	47	70.00	3,290.00
External Sewer Drainage				\$3,290.00



Murrayfield Airport

Business Case Cost Estimate

Location Elements Item

A RAC WA HQ (continued)

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
XW External Water Supply				
110 Connection to each buildings/ units from main line site including chambers etc.	m	47	65.00	3,055.00
External Water Supply				\$3,055.00
XG External Gas				
111 Connection to each buildings/ units from main line site including chambers etc.	m	47	90.00	4,230.00
External Gas				\$4,230.00
XE External Electric Light and Power				
113 Connection to each buildings/ units from main line site including chambers etc.	m	47	150.00	7,050.00
8 Allowance for carpark lighting	m ²	2,431	15.00	36,465.00
93 Allowance for feature building lighting	Item			50,000.00
94 Allowance for feature site lighting	Item			25,000.00
External Electric Light and Power				\$118,515.00
XC External Communications				
115 Connection to each buildings/ units from main line site including chambers etc.	m	47	50.00	2,350.00
External Communications				\$2,350.00
XS External Special Services				
33 30,000L refueling tank and associated pumps (allow)	Item			750,000.00
External Special Services				\$750,000.00
RAC WA HQ				\$10,880,611.50



Murrayfield Airport

Business Case Cost Estimate

Location Elements Item

B WA AVIATION COLLEGE

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
BA Building Areas				
7 2-storey WA Aviation College including substructure, superstructure, finishes, fittings, and associated services (excludes; FF&E and fire sprinkler systems)	m ²	7,000	2,100.00	14,700,000.00
Building Areas				\$14,700,000.00
XP Site Preparation				
13 Site clearance	m ²	12,218	0.50	6,109.00
71 Allow for general 500mm cut to fill across site	m ²	6,109	15.00	91,635.00
27 No detail has been provided for bulk fill and excavation, site decontamination and excavation in rock or similar so we have made some provisional allowances within the estimate	Note			Incl.
73 Allowance for bulk fill materials	m ³	611	28.00	17,108.00
75 Allowance for rock	m ³	306	55.00	16,830.00
72 Allowance for contaminated materials	m ³	306	65.00	19,890.00
74 No allowance for dewatering	Item			Excl.
Site Preparation				\$151,572.00
XR Roads, Footpaths and Paved Areas				
6 Pedestrian footpath	m ²	565	75.00	42,375.00
2 Carpark complete including surface, roadmarkings, kerbs etc.	m ²	7,925	45.00	356,625.00
43 Allowance for carpark fitments, surface marking, signage, etc.	Item			Incl.
Roads, Footpaths and Paved Areas				\$399,000.00
XL Landscaping and Improvements				
4 Landscape to carpark islands	No	24	150.00	3,600.00
76 Medium sized trees - with retic	No	37	450.00	16,650.00
Landscaping and Improvements				\$20,250.00
XK External Stormwater Drainage				
9 Allowance for external stormwater, assumed pit and pipe system to swale (buildings - measured based on building footprint)	m ²	3,500	15.00	52,500.00
10 Water harvesting tanks	No	1	25,000.00	25,000.00
82 Allowance for external stormwater, assumed pit and pipe system to swale (carpark and road surfaces)	m ²	7,925	15.00	118,875.00
81 Allowance for fuel interceptors etc. to road, runway and aprons	m ²	7,925	5.00	39,625.00
External Stormwater Drainage				\$236,000.00
XD External Sewer Drainage				
108 Connection to each buildings/ units from main line site including chambers etc.	m	99	70.00	6,930.00
External Sewer Drainage				\$6,930.00
XW External Water Supply				
110 Connection to each buildings/ units from main line site including chambers etc.	m	99	65.00	6,435.00
External Water Supply				\$6,435.00



Murrayfield Airport
Business Case Cost Estimate

Location Elements Item

B WA AVIATION COLLEGE (continued)

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
XG External Gas				
111 Connection to each buildings/ units from main line site including chambers etc.	m	99	90.00	8,910.00
External Gas				\$8,910.00
XE External Electric Light and Power				
113 Connection to each buildings/ units from main line site including chambers etc.	m	99	150.00	14,850.00
8 Allowance for carpark lighting	m ²	7,925	15.00	118,875.00
93 Allowance for feature building lighting	Item			50,000.00
94 Allowance for feature site lighting	Item			25,000.00
External Electric Light and Power				\$208,725.00
XC External Communications				
115 Connection to each buildings/ units from main line site including chambers etc.	m	99	50.00	4,950.00
External Communications				\$4,950.00
WA AVIATION COLLEGE				\$15,742,772.00



Murrayfield Airport

Business Case Cost Estimate

Location Elements Item

C PILOT/STUDENT ACCOMODATION

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
BA Building Areas				
11 2-storey Pilot / Student Accomodation including substructure, superstructure, finishes, fittings, and associated services (excludes; FF&E and fire sprinkler systems)	m ²	5,600	2,150.00	12,040,000.00
Building Areas				\$12,040,000.00
XP Site Preparation				
13 Site clearance	m ²	6,686	0.50	3,343.00
71 Allow for general 500mm cut to fill across site	m ²	3,343	15.00	50,145.00
27 No detail has been provided for bulk fill and excavation, site decontamination and excavation in rock or similar so we have made some provisional allowances within the estimate	Note			Incl.
73 Allowance for bulk fill materials	m ³	335	28.00	9,380.00
75 Allowance for rock	m ³	168	55.00	9,240.00
72 Allowance for contaminated materials	m ³	168	65.00	10,920.00
74 No allowance for dewatering	Item			Excl.
Site Preparation				\$83,028.00
XR Roads, Footpaths and Paved Areas				
6 Pedestrian footpath	m ²	859	75.00	64,425.00
Roads, Footpaths and Paved Areas				\$64,425.00
XL Landscaping and Improvements				
14 Soft landscape allowance to courtyard	Item			50,000.00
76 Medium sized trees - with retic	No	11	450.00	4,950.00
Landscaping and Improvements				\$54,950.00
XK External Stormwater Drainage				
9 Allowance for external stormwater, assumed pit and pipe system to swale (buildings - measured based on building footprint)	m ²	2,800	15.00	42,000.00
10 Water harvesting tanks	No	1	25,000.00	25,000.00
External Stormwater Drainage				\$67,000.00
XD External Sewer Drainage				
108 Connection to each buildings/ units from main line site including chambers etc.	m	115	70.00	8,050.00
External Sewer Drainage				\$8,050.00
XW External Water Supply				
110 Connection to each buildings/ units from main line site including chambers etc.	m	115	65.00	7,475.00
External Water Supply				\$7,475.00
XG External Gas				
111 Connection to each buildings/ units from main line site including chambers etc.	m	115	90.00	10,350.00
External Gas				\$10,350.00



Murrayfield Airport
Business Case Cost Estimate

Location Elements Item

C PILOT/STUDENT ACCOMODATION (continued)

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
XE External Electric Light and Power				
113 Connection to each buildings/ units from main line site including chambers etc.	m	115	150.00	17,250.00
93 Allowance for feature building lighting	Item			25,000.00
94 Allowance for feature site lighting	Item			10,000.00
External Electric Light and Power				\$52,250.00
XC External Communications				
115 Connection to each buildings/ units from main line site including chambers etc.	m	115	50.00	5,750.00
External Communications				\$5,750.00
PILOT/STUDENT ACCOMODATION				\$12,393,278.00



Murrayfield Airport

Business Case Cost Estimate

Location Elements Item

D DFES HANGAR

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
BA Building Areas				
15 DFES Hangar including substructure, superstructure, finishes, fittings, and associated services (excludes; FF&E and fire sprinkler systems)	m ²	1,225	600.00	735,000.00
Building Areas				\$735,000.00
XP Site Preparation				
13 Site clearance	m ²	4,130	0.50	2,065.00
71 Allow for general 500mm cut to fill across site	m ²	2,066	15.00	30,990.00
27 No detail has been provided for bulk fill and excavation, site decontamination and excavation in rock or similar so we have made some provisional allowances within the estimate	Note			Incl.
73 Allowance for bulk fill materials	m ³	208	28.00	5,824.00
75 Allowance for rock	m ³	104	55.00	5,720.00
72 Allowance for contaminated materials	m ³	104	65.00	6,760.00
74 No allowance for dewatering	Item			Excl.
Site Preparation				\$51,359.00
XR Roads, Footpaths and Paved Areas				
16 Hangar yard / apron	m ²	1,397	50.00	69,850.00
38 Allowance for surface markings to aprons	m ²	1,397	2.50	3,492.50
Roads, Footpaths and Paved Areas				\$73,342.50
XL Landscaping and Improvements				
76 Medium sized trees - with retic	No	3	450.00	1,350.00
Landscaping and Improvements				\$1,350.00
XK External Stormwater Drainage				
9 Allowance for external stormwater, assumed pit and pipe system to swale (buildings - measured based on building footprint)	m ²	1,225	15.00	18,375.00
10 Water harvesting tanks	No	1	25,000.00	25,000.00
84 Allowance for external stormwater, assumed pit and pipe system to swale (runways etc.)	m ²	1,397	15.00	20,955.00
81 Allowance for fuel interceptors etc. to road, runway and aprons	m ²	1,397	5.00	6,985.00
External Stormwater Drainage				\$71,315.00
XD External Sewer Drainage				
108 Connection to each buildings/ units from main line site including chambers etc.	m	43	70.00	3,010.00
External Sewer Drainage				\$3,010.00
XW External Water Supply				
110 Connection to each buildings/ units from main line site including chambers etc.	m	43	65.00	2,795.00
External Water Supply				\$2,795.00



Murrayfield Airport
Business Case Cost Estimate

Location Elements Item

D DFES HANGAR (continued)

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
XG External Gas				
111 Connection to each buildings/ units from main line site including chambers etc.	m	43	90.00	3,870.00
External Gas				\$3,870.00
XE External Electric Light and Power				
113 Connection to each buildings/ units from main line site including chambers etc.	m	43	150.00	6,450.00
93 Allowance for feature building lighting	Item			25,000.00
94 Allowance for feature site lighting	Item			10,000.00
External Electric Light and Power				\$41,450.00
XC External Communications				
115 Connection to each buildings/ units from main line site including chambers etc.	m	43	50.00	2,150.00
External Communications				\$2,150.00
XS External Special Services				
117 Solar harvesting PV panels on hangar roofs - allowed per large hanger	No	1	15,000.00	15,000.00
External Special Services				\$15,000.00
DFES HANGAR				\$1,000,641.50



Murrayfield Airport

Business Case Cost Estimate

Location Elements Item

E LARGE HANGARS (6 NO.)

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
BA Building Areas				
19 Large hangars including substructure, superstructure, finishes, fittings, and associated services (excludes; FF&E and fire sprinkler systems)	m ²	7,350	550.00	4,042,500.00
			Building Areas	\$4,042,500.00
XP Site Preparation				
13 Site clearance	m ²	31,509	0.50	15,754.50
71 Allow for general 500mm cut to fill across site	m ²	15,755	15.00	236,325.00
27 No detail has been provided for bulk fill and excavation, site decontamination and excavation in rock or similar so we have made some provisional allowances within the estimate	Note			Incl.
73 Allowance for bulk fill materials	m ³	1,576	28.00	44,128.00
75 Allowance for rock	m ³	788	55.00	43,340.00
72 Allowance for contaminated materials	m ³	788	65.00	51,220.00
74 No allowance for dewatering	Item			Excl.
			Site Preparation	\$390,767.50
XR Roads, Footpaths and Paved Areas				
16 Hangar yard / apron	m ²	23,684	50.00	1,184,200.00
38 Allowance for surface markings to aprons	m ²	23,684	2.50	59,210.00
44 Allowance for aircraft parking fitments, surface marking, signage, etc.	Item			Incl.
			Roads, Footpaths and Paved Areas	\$1,243,410.00
XK External Stormwater Drainage				
9 Allowance for external stormwater, assumed pit and pipe system to swale (buildings - measured based on building footprint)	m ²	7,350	15.00	110,250.00
10 Water harvesting tanks	No	3	25,000.00	75,000.00
84 Allowance for external stormwater, assumed pit and pipe system to swale (runways etc.)	m ²	23,684	15.00	355,260.00
81 Allowance for fuel interceptors etc. to road, runway and aprons	m ²	23,684	5.00	118,420.00
			External Stormwater Drainage	\$658,930.00
XD External Sewer Drainage				
108 Connection to each buildings/ units from main line site including chambers etc.	m	180	70.00	12,600.00
			External Sewer Drainage	\$12,600.00
XW External Water Supply				
110 Connection to each buildings/ units from main line site including chambers etc.	m	180	65.00	11,700.00
			External Water Supply	\$11,700.00
XG External Gas				
111 Connection to each buildings/ units from main line site including chambers etc.	m	180	90.00	16,200.00
			External Gas	\$16,200.00



Murrayfield Airport
Business Case Cost Estimate

Location Elements Item

E LARGE HANGARS (6 NO.) (continued)

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
XE External Electric Light and Power				
113 Connection to each buildings/ units from main line site including chambers etc.	m	359	150.00	53,850.00
External Electric Light and Power				\$53,850.00
XC External Communications				
115 Connection to each buildings/ units from main line site including chambers etc.	m	359	50.00	17,950.00
External Communications				\$17,950.00
XS External Special Services				
117 Solar harvesting PV panels on hangar roofs - allowed per large hanger	No	6	15,000.00	90,000.00
External Special Services				\$90,000.00
LARGE HANGARS (6 NO.)				\$6,537,907.50



Murrayfield Airport

Business Case Cost Estimate

Location Elements Item

F STANDAR HANGARS (84 NO.)

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
BA Building Areas				
20 Standard hangars including substructure, superstructure, finishes, fittings, and associated services (excludes; FF&E and fire sprinkler systems)	m ²	15,120	450.00	6,804,000.00
Building Areas				\$6,804,000.00
XP Site Preparation				
13 Site clearance	m ²	45,669	0.50	22,834.50
71 Allow for general 500mm cut to fill across site	m ²	22,835	15.00	342,525.00
27 No detail has been provided for bulk fill and excavation, site decontamination and excavation in rock or similar so we have made some provisional allowances within the estimate	Note			Incl.
73 Allowance for bulk fill materials	m ³	2,284	28.00	63,952.00
75 Allowance for rock	m ³	1,142	55.00	62,810.00
72 Allowance for contaminated materials	m ³	1,142	65.00	74,230.00
74 No allowance for dewatering	Item			Excl.
Site Preparation				\$566,351.50
XR Roads, Footpaths and Paved Areas				
2 Carpark complete including surface, roadmarkings, kerbs etc.	m ²	4,481	45.00	201,645.00
16 Hangar yard / apron	m ²	25,896	50.00	1,294,800.00
38 Allowance for surface markings to aprons	m ²	25,896	2.50	64,740.00
Roads, Footpaths and Paved Areas				\$1,561,185.00
XK External Stormwater Drainage				
9 Allowance for external stormwater, assumed pit and pipe system to swale (buildings - measured based on building footprint)	m ²	15,120	15.00	226,800.00
10 Water harvesting tanks	No	14	25,000.00	350,000.00
82 Allowance for external stormwater, assumed pit and pipe system to swale (carpark and road surfaces)	m ²	4,481	15.00	67,215.00
84 Allowance for external stormwater, assumed pit and pipe system to swale (runways etc.)	m ²	25,896	15.00	388,440.00
81 Allowance for fuel interceptors etc. to road, runway and aprons	m ²	30,377	5.00	151,885.00
External Stormwater Drainage				\$1,184,340.00
XD External Sewer Drainage				
108 Connection to each buildings/ units from main line site including chambers etc.	m	804	70.00	56,280.00
External Sewer Drainage				\$56,280.00
XW External Water Supply				
110 Connection to each buildings/ units from main line site including chambers etc.	m	804	65.00	52,260.00
External Water Supply				\$52,260.00



Murrayfield Airport
Business Case Cost Estimate

Location Elements Item

F STANDAR HANGARS (84 NO.) (continued)

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
XG External Gas				
111 Connection to each buildings/ units from main line site including chambers etc.	m	804	90.00	72,360.00
External Gas				\$72,360.00
XE External Electric Light and Power				
113 Connection to each buildings/ units from main line site including chambers etc.	m	5,898	150.00	884,700.00
8 Allowance for carpark lighting	m ²	4,481	15.00	67,215.00
External Electric Light and Power				\$951,915.00
XC External Communications				
115 Connection to each buildings/ units from main line site including chambers etc.	m	5,898	50.00	294,900.00
External Communications				\$294,900.00
XS External Special Services				
55 Solar harvesting PV panels on hangar roofs - allowed per small hanger	No	84	7,500.00	630,000.00
External Special Services				\$630,000.00
STANDAR HANGARS (84 NO.)				\$12,173,591.50



Murrayfield Airport

Business Case Cost Estimate

Location Elements Item

G RUNWAYS AND TAXIWAYS

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
XP Site Preparation				
13 Site clearance	m ²	51,682	0.50	25,841.00
71 Allow for general 500mm cut to fill across site	m ²	25,842	15.00	387,630.00
27 No detail has been provided for bulk fill and excavation, site decontamination and excavation in rock or similar so we have made some provisional allowances within the estimate	Note			Incl.
73 Allowance for bulk fill materials	m ³	2,585	28.00	72,380.00
75 Allowance for rock	m ³	1,293	55.00	71,115.00
72 Allowance for contaminated materials	m ³	1,293	65.00	84,045.00
74 No allowance for dewatering	Item			Excl.
Site Preparation				\$641,011.00
XR Roads, Footpaths and Paved Areas				
45 Existing taxiway extension, 10.5m wide	m ²	9,173	50.00	458,650.00
49 New taxiway, 10.5m wide	m ²	11,975	50.00	598,750.00
40 Widening existing runway, 1.2m wide to both sides	m ²	2,932	70.00	205,240.00
102 Resurface existing runway for continuity with extended area	m ²	25,443	40.00	1,017,720.00
48 New runway, 23m wide	m ²	27,603	50.00	1,380,150.00
104 Allowance for surface markings to runways and taxiways	m ²	77,125	1.00	77,125.00
101 RESA area to runways (allowance only)	m ²	3,750	40.00	150,000.00
103 Groove cutting in runway	Item			Excl.
Roads, Footpaths and Paved Areas				\$3,887,635.00
XK External Stormwater Drainage				
84 Allowance for external stormwater, assumed pit and pipe system to swale (runways etc.)	m ²	51,682	15.00	775,230.00
81 Allowance for fuel interceptors etc. to road, runway and aprons	m ²	51,682	5.00	258,410.00
External Stormwater Drainage				\$1,033,640.00
XE External Electric Light and Power				
46 Allowance for runway edge lighting (assumed one light every 50m)	m	4,844		Excl.
47 Allowance for taxiway edge lighting (assumed one light every 25m)	m	4,029	40.00	161,160.00
External Electric Light and Power				\$161,160.00
RUNWAYS AND TAXIWAYS				\$5,723,446.00



Murrayfield Airport

Business Case Cost Estimate

Location Elements Item

H HELI PARKING STANDS (3 NO.)

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
XP Site Preparation				
13 Site clearance	m ²	34,817	0.50	17,408.50
71 Allow for general 500mm cut to fill across site	m ²	17,409	15.00	261,135.00
27 No detail has been provided for bulk fill and excavation, site decontamination and excavation in rock or similar so we have made some provisional allowances within the estimate	Note			Incl.
73 Allowance for bulk fill materials	m ³	1,741	28.00	48,748.00
75 Allowance for rock	m ³	871	55.00	47,905.00
72 Allowance for contaminated materials	m ³	871	65.00	56,615.00
74 No allowance for dewatering	Item			Excl.
Site Preparation				\$431,811.50
XR Roads, Footpaths and Paved Areas				
37 Heli stands and apron	m ²	34,817	50.00	1,740,850.00
38 Allowance for surface markings to aprons	m ²	34,817	2.50	87,042.50
39 Allowance for movement area guidance signage	Item			100,000.00
Roads, Footpaths and Paved Areas				\$1,927,892.50
XK External Stormwater Drainage				
84 Allowance for external stormwater, assumed pit and pipe system to swale (runways etc.)	m ²	34,817	15.00	522,255.00
81 Allowance for fuel interceptors etc. to road, runway and aprons	m ²	34,817	5.00	174,085.00
External Stormwater Drainage				\$696,340.00
XE External Electric Light and Power				
64 Allowance for helipad lighting	Item			250,000.00
External Electric Light and Power				\$250,000.00
HELI PARKING STANDS (3 NO.)				\$3,306,044.00



Murrayfield Airport

Business Case Cost Estimate

Location Elements Item

I WESTROAD ACCESSWAY

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
XP Site Preparation				
13 Site clearance	m ²	10,949	0.50	5,474.50
71 Allow for general 500mm cut to fill across site	m ²	5,475	15.00	82,125.00
27 No detail has been provided for bulk fill and excavation, site decontamination and excavation in rock or similar so we have made some provisional allowances within the estimate	Note			Incl.
73 Allowance for bulk fill materials	m ³	548	28.00	15,344.00
75 Allowance for rock	m ³	274	55.00	15,070.00
72 Allowance for contaminated materials	m ³	274	65.00	17,810.00
74 No allowance for dewatering	Item			Excl.
Site Preparation				\$135,823.50
XR Roads, Footpaths and Paved Areas				
51 New access road	m ²	10,949	65.00	711,685.00
53 Entrance crossover via Lot 56	No	1	15,000.00	15,000.00
Roads, Footpaths and Paved Areas				\$726,685.00
XN Boundary Walls, Fencing and Gates				
62 Allowance for vehicular double gate - manual	No	1	2,500.00	2,500.00
77 Entry statement, walls, lighting etc	Item			150,000.00
Boundary Walls, Fencing and Gates				\$152,500.00
XL Landscaping and Improvements				
52 Verge and landscape allowance - say reticulated lawns to entrance	m ²	4,088	25.00	102,200.00
76 Medium sized trees - with retic	No	8	450.00	3,600.00
78 No allowance to wetlands area	Item			Excl.
Landscaping and Improvements				\$105,800.00
XK External Stormwater Drainage				
82 Allowance for external stormwater, assumed pit and pipe system to swale (carpark and road surfaces)	m ²	10,949	15.00	164,235.00
81 Allowance for fuel interceptors etc. to road, runway and aprons	m ²	10,949	5.00	54,745.00
External Stormwater Drainage				\$218,980.00
XX Alterations and Renovations to Existing External Works				
79 No allowance for Lakes Road upgrade to accommodate additional traffic and the like	Item			Excl.
Alterations and Renovations to Existing External Works				Excl.
XE External Electric Light and Power				
57 Allowance for road lighting	m ²	10,949	15.00	164,235.00
External Electric Light and Power				\$164,235.00
WESTROAD ACCESSWAY				\$1,504,023.50



Murrayfield Airport

Business Case Cost Estimate

Location Elements Item

K SITEWORKS

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
XP Site Preparation				
27 No detail has been provided for bulk fill and excavation, site decontamination and excavation in rock or similar so we have made some provisional allowances within the estimate	Note			Incl.
74 No allowance for dewatering	Item			Excl.
Site Preparation				\$0.00
XN Boundary Walls, Fencing and Gates				
60 Airside fence - basic fence not monitored etc.	m	1,913	55.00	105,215.00
Boundary Walls, Fencing and Gates				\$105,215.00
XB Outbuildings and Covered Ways				
80 Sundry buildings throughout, enclosures for power, fire installations etc.	Item			150,000.00
Outbuildings and Covered Ways				\$150,000.00
XL Landscaping and Improvements				
69 Allowance for signage on entrance road	Item			75,000.00
Landscaping and Improvements				\$75,000.00
XK External Stormwater Drainage				
86 Sundry allowance for on site retention	Item			500,000.00
External Stormwater Drainage				\$500,000.00
XD External Sewer Drainage				
100 Site supply in existing main road - assume within 500m	m	500	350.00	175,000.00
106 Main distribution line within site including chambers etc.	m	824	250.00	206,000.00
107 Allowance for pump station	Item			350,000.00
External Sewer Drainage				\$731,000.00
XW External Water Supply				
67 Site supply in existing main road - assume within 500m	m	500	150.00	75,000.00
109 Main distribution line within site including chambers etc.	m	824	100.00	82,400.00
External Water Supply				\$157,400.00
XG External Gas				
66 Site supply in existing main road - assume within 500m	m	500	200.00	100,000.00
89 Main distribution line within site including chambers etc.	m	824	150.00	123,600.00
External Gas				\$223,600.00
XF External Fire Protection				
90 No allowance for fire pumps and tanks	Item			Excl.
91 Allowance for hydrants and fire main throughout site	Item			750,000.00
External Fire Protection				\$750,000.00
XE External Electric Light and Power				
96 Site supply in existing main road - assume within 500m	m	500	750.00	375,000.00
112 Main distribution line within site including chambers etc.	m	824	550.00	453,200.00
114 Sundry SMSB's and the like	Item			250,000.00
118 Allowance for standby power genset including day tank	Item			250,000.00



Murrayfield Airport
Business Case Cost Estimate

Location Elements Item

K SITEWORKS (continued)

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
119 UPS	Item			Excl.
External Electric Light and Power				\$1,328,200.00
XC External Communications				
98 Site supply in existing main road - assume within 500m	m	500	250.00	125,000.00
92 Main distribution line within site including chambers etc.	m	824	150.00	123,600.00
116 Sundry MDFs etc	Item			150,000.00
External Communications				\$398,600.00
SITEWORKS				\$4,419,015.00



Murrayfield Airport

Business Case Cost Estimate

Location Elements Item

L HEADWORKS

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
XP Site Preparation				
27 No detail has been provided for bulk fill and excavation, site decontamination and excavation in rock or similar so we have made some provisional allowances within the estimate	Note			Incl.
74 No allowance for dewatering	Item			Excl.
Site Preparation				\$0.00
XH Headworks				
65 Power headworks - connection allowance	Item		250,000.00	
95 Power headworks - new transformer	Item		450,000.00	
97 Water headworks - connection allowance	Item		100,000.00	
68 NBN headworks - connection allowance	Item		250,000.00	
99 NBN headworks - sundry distribution boards etc.	Item		100,000.00	
70 Sewage headworks - connection allowance	Item		350,000.00	
105 Gas headworks - connection allowance	Item		100,000.00	
Headworks				\$1,600,000.00
HEADWORKS				\$1,600,000.00



Policy G15 – Community Engagement

1. Policy Intention

To ensure that Shire of Murray community engagement is meaningful, consistent across the entire organisation and undertaken in accordance with industry best practice.

This Policy outlines minimum standards and requirements to ensure that:

1. Community members and other stakeholders are influential and involved in decision-making that affects their lives and/or business operations;
2. Community engagement is inclusive; and
3. Community members and other stakeholders feel their input has been considered and appropriately reflected in the decisions made and actions taken.

The Shire of Murray is committed to establishing a co-working relationship whereby the community, other stakeholders and the Shire collaborate to build resilient communities and places. The Shire is committed to achieving transparency and accountability in our engagement endeavours in order to improve community trust especially in the perception that the Shire - its Councillors and staff, always act in the best interest of the community.

2. Policy Scope

The policy applies to Shire Councillors, staff and all consultants and contractors acting on the Shire's behalf.

3. Policy Definitions

Community engagement	Any undertaking by the Shire, its contractors and consultants, to work across organisations, stakeholders and communities to shape decisions or actions in relation to a problem, opportunity or outcome. (Adapted definition of the International Association for Public Participation)
Community	An individual or business, group, association, committee representative or otherwise, residing, working or operating in the Shire of Murray local government district.
Stakeholder	An individual, business, group, association, committee, not-for-profit organisation, government entity or otherwise, with an interest, concern or association with, or that may be affected by a decision, action, project or service within, the Shire of Murray local government district or wider Peel region. Community is a sub-set of "Stakeholder".

4. Policy Statement

This Policy is separated into the following categories –

- Introduction
- When the Shire of Murray Will Engage
- Who the Shire of Murray Will Engage and Level of Influence
- Roles of Councillors, Staff and Stakeholders

4.1 Introduction

The Shire is committed to ensuring:

- Community engagement is a strategic consideration that guides Shire decision-making;
- Community engagement is undertaken in accordance with the International Association for Public Participation (IAP2) standards and framework;
- Community engagement is built into work practices and remains an integral part of operations;
- Staff are equipped with the skills and knowledge to undertake engagement in line with best practice and work to ensure continual improvement;
- Consultants and contractors undertaking community engagement on the Shire's behalf are adequately qualified and experienced; and
- Appropriate funds and capacity are availed for community engagement and that a Community Engagement Plan is prepared for each engagement undertaking.

The Shire, its consultants or contractors, will ensure:

- Community engagement is a cornerstone of all Shire undertakings and commences as early in the life of the undertaking as practicable;
- All stakeholders with an interest, association or concern in the topic of engagement are fairly and equally informed about and provided with an opportunity to influence, the matters that affect/are of importance to them;
- The purpose and aim of the engagement are well communicated;
- The Shire's role and that of other participants in the engagement process is explained;
- The limitations or parameters within which the decision is being made and the level of influence that the stakeholder has in the decision-making process, are communicated;
- Stakeholders are provided with sufficient information to enable them to provide informed input;
- Communication materials are easy to understand, written in plain English i.e using simpler and more direct language;
- Due consideration is given to commercially sensitive or personal information and that the provision of information complies with privacy legislation and record keeping requirements;
- Community engagement is inclusive, accessible and it is easy for stakeholders to provide comment;
- Sufficient time is allowed for stakeholder responses;
- All comments received are duly considered by decision-makers and appropriately reflected in decisions made or actions taken;
- All respondents are informed of the outcome of the engagement and how their input affected the decisions made or actions taken;
- Decision-makers are receptive and responsive to alternative or opposing views and ideas;
- All reasonable attempts are made to resolve conflicts and reach acceptable solutions; and
- Sufficient time is allowed to debate and investigate unanticipated and consequential issues.

All community engagement will be communicated on the Shire of Murray website, in addition to other communication channels appropriate to the requirements of the undertaking.

4.2 When the Shire of Murray Will Engage

The Shire will engage with stakeholders when new plans, strategies, projects and/or services are initiated or existing plans, strategies, projects and/or services are revised, where appropriate and especially where the decision being made or action being taken impacts stakeholders.

The Shire will also engage when required under legislative requirements, in particular the *Local Government Act 1995* as it pertains to participation, consultation and engagement.

This commitment affects relationship building, community development, planning and building obligations, capacity building, community action, project management, behaviour change, research and furthering the achievements of partnerships.

There are instances where community engagement may not occur. These include but are not limited to:

- A final decision having already been made by Council or another agency – however every effort will be made to engage prior to decision-making;
- Council not having the jurisdiction to influence a decision being made by another agency/organisation/party etc.;
- Insufficient time due to legislative or legal constraints;
- Ministerial exemptions; and
- Health, safety and wellbeing concerns in which the Shire may need to respond quickly i.e. emergency situations.

The Shire will endeavor to avoid conducting any community engagement after the last Ordinary Council Meeting of the year (December) until at least mid-January the following year, recognising that in some instances this may be unavoidable such as where required by legislation. In these circumstances and where appropriate, the Shire will endeavor to extend the response period.

4.3 Who the Shire of Murray Will Engage and Level of Influence

This will be determined through the development of a Community Engagement Plan prepared for each engagement undertaking. This will also depend on the nature, sensitivity and complexity of the engagement topic as well as community impact or interest.

4.4 Roles of Councillors, Staff and Stakeholders

Councillors:

- Have the responsibility to encourage active community member participation in community engagement activities;
- Listen to, understand and consider stakeholder input, allowing the input to influence the decisions made or actions taken; and
- Be advocates of the community based on sound engagement outcomes.

Chief Executive Officer:

- Drive Shire officers to embrace best practice community engagement as a core element of Shire culture; and
- Ensure Council adequately resources the commitment to best practice community engagement.

Executive Leadership Team:

- Lead directorates to adopt best practice community engagement by ensuring:
 - The Shire’s commitment to meaningful community engagement remains at the forefront of all officers’ frame of reference;
 - Officers adopt and adhere to the IAP2 Core Values and Code of Ethics; and
 - Officers adopt and maintain a positive attitude toward meaningful community engagement.
- Be supportive and encourage sufficient allocation of resources to community engagement processes.

Shire Officers:

- Adopt and adhere to the IAP2 Core Values and Code of Ethics;
- Must appropriately allocate funds and capacity to undertake effective community engagement including the development of Community Engagement Plans for each undertaking;
- Apply the IAP2 Quality Assurance Standard to all engagement processes;
- Ensure that engagement processes result in outcomes influencing decision or action;
- Empower (see IAP2 spectrum) stakeholders wherever possible in engagement processes so as not to disempower community energy or activation;
- Provide feedback to participants; and
- Commit to continually improve the Shire’s community engagement efforts.

Stakeholders:

- Ensure contact details are kept up to date with the Shire;
- Participate actively, openly and positively in engagement processes; and
- Collaborate with the Shire to ensure continual improvement of engagement practices.

Previous Policy Reference	Nil
References	International Association of Public Participation Framework
Related Legislation	<i>Local Government Act 1995</i> <i>Local Planning Scheme</i> <i>Planning and Development Act 2005</i>
Related Policies	Policy G5 – Complaints Policy G1 – Code of Conduct
Related Documents	Murray 2030 Strategic Community Plan Communications and Engagement Strategy Community Engagement Plan Template and Toolkit
Last Reviewed	N/A
Next Review Date	June 2022
Initial Adoption Date	xxxxxxx 20
Initial Adoption Resolution	OCM /xxxx
Amendment Record	

List of Accounts Paid in May 2020 to be Received			
Payment No	Posting Date	Description	Amount
A1 Locksmiths WA Pty Ltd			\$640.70
EFT000094	13/05/2020	Replacement door locks and keys	\$604.70
Air Liquide WA Pty Ltd			\$101.36
EFT000099	27/05/2020	Gas bottle rental at Operations Centre Workshop	\$101.36
Alinta Electricity			\$5,525.95
EFT000093	06/05/2020	Electricity - Library	\$226.14
EFT000094	13/05/2020	Electricity - Leisure Centre	\$1,869.95
EFT000094	13/05/2020	Electricity - Administration Building	\$1,197.86
EFT000094	13/05/2020	Electricity - George Beacham Pavilion	\$2,031.48
EFT000098	20/05/2020	Electricity - Murray House	\$200.52
Aussie Alltrades			\$1,760.00
EFT000093	06/05/2020	Hire of scissor lift for maintenance works	\$1,760.00
Australia Post			\$3,875.86
EFT000094	13/05/2020	Postage April 2020	\$3,875.86
Australian Services Union			\$151.40
EFT000094	13/05/2020	Payroll deductions	\$75.70
EFT000099	27/05/2020	Payroll deductions	\$75.70
Australian Taxation Office			\$179,315.00
EFT000094	13/05/2020	PAYG deductions	\$2,535.00
EFT000094	13/05/2020	PAYG deductions	\$84,139.00
EFT000099	27/05/2020	PAYG deductions	\$3,200.00
EFT000099	27/05/2020	PAYG deductions	\$3,069.00
EFT000099	27/05/2020	PAYG deductions	\$86,372.00
Auto One Pinjarra			\$739.91
EFT000093	06/05/2020	Small automotive parts for fleet vehicles	\$144.76
EFT000098	20/05/2020	Small automotive parts and oil filters for Workshop	\$595.15
Auto-i Vehicle Integrations			\$917.00
EFT000099	27/05/2020	Install tough pad mount, phone cradle and aerials	\$917.00
Black, Geoff			\$1,602.75
EFT000098	20/05/2020	Meeting, IT & Communications Allowance	\$1,602.75
Boc Gases Australia Limited			\$42.12
EFT000094	13/05/2020	Oxygen medical cylinders monthly rental fee	\$42.12
Bolt, Cr David			\$4,563.17
EFT000098	20/05/2020	Meeting, IT & Communications Allowance	\$4,563.17
Bouvard Marine			\$688.44
EFT000093	06/05/2020	Replacement glass for Town Clock	\$688.44
Brenda Lillian Beacham			\$1,602.75
EFT000098	20/05/2020	Meeting, IT & Communications Allowance	\$1,602.75
Brownes Food Operations Pty Ltd			\$191.44
EFT000099	27/05/2020	Operations Centre staff milk supply	\$92.16
EFT000099	27/05/2020	Administration Office staff milk supply	\$99.28
Bunnings Building Supplies (Mandurah)			\$225.35
EFT000098	20/05/2020	Picture rail	\$225.35
Caltex Australia Petroleum			\$43,026.00
EFT000098	20/05/2020	Bulk diesel fuel	\$16,257.16
EFT000098	20/05/2020	Bulk diesel fuel	\$16,557.54
EFT000099	27/05/2020	Bulk diesel fuel	\$10,211.30
Caltex Australia Starcard			\$1,312.84
EFT000098	20/05/2020	Fuel usage fleet vehicles	\$1,312.84
Cardilini, Brad			\$1,602.75
EFT000098	20/05/2020	Meeting, IT & Communications Allowance	\$1,602.75
Civica Pty Ltd			\$15,950.02
EFT000099	27/05/2020	Civica rolling contract January - April 2020 Library	\$10,633.35
EFT000099	27/05/2020	Civica rolling contract May - June 2020 Library	\$5,316.67
CJD Equipment Pty Ltd			\$463.10

List of Accounts Paid in May 2020 to be Received			
Payment No	Posting Date	Description	Amount
EFT000094	13/05/2020	First service parts and travel for plant	\$463.10
Cleanaway Waste Management			\$168,222.82
EFT000093	06/05/2020	Transfer Stations March - May 2020	\$44,142.95
EFT000093	06/05/2020	Various locations chemical removal services	\$929.50
EFT000093	06/05/2020	Bulk bin collection March - June 2020	\$2,303.35
EFT000099	27/05/2020	Bulk bin collection March - June 2020	\$627.15
EFT000099	27/05/2020	Waste disposal March - June 2020	\$21,738.76
EFT000099	27/05/2020	Refuse collection April - May 2020	\$58,864.21
EFT000099	27/05/2020	Recycling collection March - May 2020	\$39,295.04
EFT000099	27/05/2020	Service skip bins at Dwellingup & Herron Point	\$321.86
Cleaning Supplies WA			\$967.79
EFT000093	06/05/2020	Cleaning supplies	\$34.32
EFT000094	13/05/2020	Cleaning supplies	\$406.95
EFT000098	20/05/2020	Cleaning supplies	\$526.52
Coastline Lawn Services			\$14,472.66
EFT000099	27/05/2020	Contract mowing and garden maintenance services throughout the Shire	\$14,472.66
Coles Supermarkets Australia			\$155.00
EFT000093	06/05/2020	Councillors Lounge refreshments	\$42.00
EFT000093	06/05/2020	Milk supply for staff kitchen	\$13.00
EFT000093	06/05/2020	Prizes for youth activities	\$100.00
Connect Call Centre Services			\$1,538.68
EFT000098	20/05/2020	Overcalls for April 2020	\$1,538.68
Coolup Progress Association (Inc)			\$2,500.00
EFT000099	27/05/2020	Round 3 2019/2020 CAPF approved funding application	\$2,500.00
Copyright Agency Ltd			\$3,089.24
EFT000099	27/05/2020	Copyright licence 2020/2021	\$3,089.24
Cut Out Plastics			\$528.00
EFT000099	27/05/2020	Sneeze guard for DHVC	\$132.00
EFT000099	27/05/2020	Sneeze guards for Library	\$396.00
C-Wise			\$1,271.60
EFT000098	20/05/2020	Process greenwaste from verge collection	\$1,271.60
D.K. Morrell & Co.			\$19,611.20
EFT000098	20/05/2020	Supply gravel - Del Park Road	\$7,879.57
EFT000098	20/05/2020	Supply gravel - Burnside Road	\$11,731.63
DATA#3 Limited			\$438.90
EFT000094	13/05/2020	NW-S-AD-U Auditor AD upgrade for 30 extra users	\$438.90
DC Two Pty Ltd			\$655.95
EFT000094	13/05/2020	Products and services - May 2020	\$655.95
Dep of Biodiversity, Conservation &			\$232,534.50
EFT000093	06/05/2020	Reimbursement for progress report - Building Better Regions contribution to Dwellingup Trails Project	\$232,534.50
Department of Mines, Industry Regulation & Safety			\$9,381.19
EFT000094	13/05/2020	BSL Collection levies April 2020	\$9,381.19
Department of Premier and Cabinet			\$105.70
EFT000093	06/05/2020	Gazettal of final approval DSA 309	\$105.70
Dilate Digital			\$165.00
EFT000093	06/05/2020	Website updates - plugins, themes	\$165.00
Downer EDI Works			\$37,752.06
EFT000094	13/05/2020	Asphalt - Kirkham Road	\$37,752.06
Dowsing Concrete			\$34,812.60
EFT000099	27/05/2020	Footpath renewals Pinjarra Town Centre	\$34,812.60
Drakesbrook Wines Pty Ltd			\$491.00
EFT000095	13/05/2020	Refreshments Councillors Lounge	\$491.00
Dunlop Electrics			\$4,229.50

List of Accounts Paid in May 2020 to be Received			
Payment No	Posting Date	Description	Amount
EFT000094	13/05/2020	Assist Western Power with street light testing MRCE	\$209.00
EFT000094	13/05/2020	Fit new control screen and check blower fault MALC	\$156.75
EFT000094	13/05/2020	Replace faulty hydro heating pump MALC	\$392.70
EFT000098	20/05/2020	Permanently connect Genset at SES building	\$159.50
EFT000099	27/05/2020	Repair faulty backwash air blower for pool area	\$2,372.70
EFT000099	27/05/2020	Replace 11 power points at North Dandalup Fire Station	\$938.85
Elec Power Technologies Pty Ltd			\$3,179.00
EFT000094	13/05/2020	IT maintenance	\$3,179.00
Environmental Health Australia NSW Inc.			\$550.00
EFT000099	27/05/2020	I'm Alert subscription 2020/2021	\$550.00
Environmental Health Australia WA Inc			\$325.00
EFT000099	27/05/2020	Environmental Health annual membership	\$325.00
Erections (WA)			\$18,612.00
EFT000099	27/05/2020	Repair works to damaged guard rails Del Park Road	\$18,612.00
Essential Refrigeration Services			\$3,531.00
EFT000094	13/05/2020	Annual air conditioning service	\$2,156.00
EFT000099	27/05/2020	Repairs to Library air conditioner	\$1,375.00
Estuary Bobcats			\$40,898.00
EFT000093	06/05/2020	Repair base and relay asphalt at Forrest Street	\$6,820.00
EFT000094	13/05/2020	Two coat seal - Del Park Road	\$5,170.00
EFT000094	13/05/2020	Form up drains - Burnside Road	\$11,880.00
EFT000094	13/05/2020	Tree root removal and road reinstatement Delta Drive	\$1,100.00
EFT000099	27/05/2020	Works on Wallace Road	\$15,928.00
Farley Contracting			\$660.00
EFT000093	06/05/2020	Locate Telstra service on Burnside Road	\$660.00
Filtrex Innovative Wastewater Solutions			\$118.00
EFT000099	27/05/2020	Refund for cancelled septic application	\$118.00
Fire & Safety WA			\$1,943.64
EFT000099	27/05/2020	Protective fire brigade clothing and equipment	\$1,943.64
Fitz Gerald Strategies			\$2,769.39
EFT000093	06/05/2020	Lodging of EBAs applications to vary	\$1,145.95
EFT000098	20/05/2020	EBA and termination advice	\$1,623.44
Foot Print (WA) Pty Ltd			\$77.00
EFT000098	20/05/2020	Reply paid C5 envelope printing	\$77.00
Frontline Technology Services			\$979.29
EFT000098	20/05/2020	Annual support for Attendant Pro Licence	\$979.29
GDM Farm Contracting Services			\$20,667.90
EFT000093	06/05/2020	Burnside Road - Brant Property - East boundary fencing	\$12,982.20
EFT000098	20/05/2020	Burnside Road - Brant Property - West boundary fencing	\$7,685.70
GE Contracting			\$16,529.47
EFT000094	13/05/2020	Supply water truck for road maintenance	\$16,529.47
Gilbert J & A			\$748.00
EFT000098	20/05/2020	Supply and install missing jetty board - Young Road	\$154.00
EFT000098	20/05/2020	Repair front fence following break in and secure railings at tip face	\$594.00
Gray's Plumbing & Gas			\$1,320.00
EFT000094	13/05/2020	Install fixtures accessible toilet at MALC	\$990.00
EFT000098	20/05/2020	Replace faulty toilet cistern North Yunderup	\$330.00
Greenfields Concreting			\$16,416.90
EFT000093	06/05/2020	Edge kerbing Murray Town Foreshore	\$4,591.90
EFT000093	06/05/2020	Concrete path renewal at Pateman Place	\$3,850.00
EFT000098	20/05/2020	Concrete path renewal at South Western Highway	\$7,975.00
High Standard Systems			\$5,863.13

List of Accounts Paid in May 2020 to be Received			
Payment No	Posting Date	Description	Amount
EFT000093	06/05/2020	Repairs to alarm system - Operations Centre	\$391.00
EFT000093	06/05/2020	Repairs to the alarm system - Operations Centre	\$4,914.80
EFT000098	20/05/2020	Replacement faulty keypad West Murray Fire Station	\$557.33
Holcim (Australia) Pty Ltd - Humes			\$8,316.00
EFT000094	13/05/2020	Drainage pipes Murray Street streetscape	\$4,026.00
EFT000094	13/05/2020	Drainage pipes Marinup Street, Dwellingup	\$4,290.00
Hosemasters			\$651.55
EFT000098	20/05/2020	Hydraulic hoses to repair loader	\$651.55
Hot Klobba			\$1,396.57
EFT000094	13/05/2020	Staff uniforms	\$286.49
EFT000098	20/05/2020	Staff uniforms	\$730.02
EFT000099	27/05/2020	Staff uniforms	\$380.06
Huckleberrys Tank & Water Service			\$19,797.94
EFT000094	13/05/2020	Supply water truck road maintenance grading	\$2,130.72
EFT000094	13/05/2020	Supply water truck road maintenance Del Park Road	\$9,499.46
EFT000094	13/05/2020	Supply water truck for resheeting	\$799.02
EFT000098	20/05/2020	Supply water truck for resheeting	\$2,752.18
EFT000099	27/05/2020	Supply water truck for resheeting	\$4,616.56
I Sweep			\$11,748.00
EFT000094	13/05/2020	Sweeping of the Shire of Murray roads	\$11,616.00
EFT000094	13/05/2020	Sweeping Del Park Road	\$132.00
Integra Insurance Brokers			\$1,098.47
EFT000098	20/05/2020	North Pinjarra Progress Association annual insurance	\$1,098.47
Intelife Group			\$2,976.60
EFT000094	13/05/2020	Roadside litter pick up	\$2,976.60
iSubscribe			\$1,741.07
EFT000094	13/05/2020	Annual magazine subscriptions - Library	\$1,741.07
Ixom Operations Pty Ltd			\$204.60
EFT000094	13/05/2020	Chlorine cylinders monthly rental fee	\$204.60
JB Hi-Fi Mandurah			\$284.72
EFT000094	13/05/2020	Library DVD stock	\$284.72
Josh Cowling Photography			\$115.00
EFT000098	20/05/2020	Photography - Pinjarra Connect Long Table Dinner	\$75.00
EFT000098	20/05/2020	Photography - Don't feed the birds signage	\$40.00
Stuart Kirkham			\$1,602.75
EFT000098	20/05/2020	Meeting, IT & Communications Allowance	\$1,602.75
Lake Preston Lime			\$4,439.05
EFT000093	06/05/2020	Supply 1000T of limestone	\$2,602.60
EFT000099	27/05/2020	Supply 1000T of limestone	\$1,836.45
Landgate			\$20,918.17
EFT000094	13/05/2020	GRV and Rural UV interim valuations schedules 2020	\$18,600.17
EFT000098	20/05/2020	Slip GIS subscription annual	\$2,318.00
Le Chem Pty Ltd			\$30,551.05
EFT000099	27/05/2020	Supply of gravel for resheeting roads	\$30,551.05
Lee Stephen Donald			\$1,602.75
EFT000098	20/05/2020	Meeting, IT & Communications Allowance	\$1,602.75
Leisure Institute of W Australia (Aquatics)			\$132.00
EFT000098	20/05/2020	Annual membership for Ben Jordan	\$132.00
Les Cooke Instrument Co Pty Ltd			\$3,823.25
EFT000094	13/05/2020	Universal tripod suit SQT mast	\$3,823.25
LGRCEU			\$205.04
EFT000094	13/05/2020	Payroll deductions	\$102.52
EFT000099	27/05/2020	Payroll deductions	\$102.52
Links Modular Solutions Pty Ltd			\$297.00

List of Accounts Paid in May 2020 to be Received			
Payment No	Posting Date	Description	Amount
EFT000098	20/05/2020	SMS credits for member correspondence	\$297.00
Acumentis			\$550.00
EFT000093	06/05/2020	Valuation of Pinjarra Community Mens Shed	\$550.00
Lucky Charm Pinjarra			\$54.20
EFT000093	06/05/2020	West Australian newspapers delivery April 2020	\$54.20
Mandurah Toyota			\$51,805.55
EFT000093	06/05/2020	Toyota Workmate single cab chassis utility	\$51,805.55
Mandurah Tree Lopping & Stump Grinding			\$56,523.50
EFT000098	20/05/2020	Tree works as part of storm damage	\$9,240.00
EFT000098	20/05/2020	Tree pruning for the month of April 2020	\$4,400.00
EFT000098	20/05/2020	Lakes Road tree works for construction purposes	\$14,520.00
EFT000098	20/05/2020	Tree works for the month of May 2020	\$2,112.00
EFT000099	27/05/2020	Storm damage clean up at various Shire locations	\$6,160.00
EFT000099	27/05/2020	Tree works for the month of May 2020	\$4,356.00
EFT000099	27/05/2020	Dwellingup - Marinup Street tree works	\$3,080.00
EFT000099	27/05/2020	Tree works as part of storm damage	\$6,160.00
EFT000099	27/05/2020	Tree works for the month of May 2020	\$6,495.50
Marketforce Productions			\$1,138.50
EFT000094	13/05/2020	Template change - SEEK	\$1,138.50
Materials Consultants Pty Ltd			\$866.25
EFT000099	27/05/2020	Test gravel for concrete stabilisation	\$866.25
McGrath Pest Management			\$3,575.00
EFT000098	20/05/2020	Termite barrier for basketball courts at MALC	\$3,575.00
McLarty, Douglas			\$2,342.83
EFT000098	20/05/2020	Meeting, IT & Communications Allowance	\$2,342.83
McLeods			\$8,587.61
EFT000099	27/05/2020	Lot 9510 Sutton Street Pinjarra - Matter 39132	\$1,960.68
EFT000099	27/05/2020	Goldfather Corporation Pty Ltd - Lot 302 Del Park	\$828.15
EFT000099	27/05/2020	Point Grey Development - Matter 44513	\$3,834.26
EFT000099	27/05/2020	Goldfather Corporation Pty Ltd - Lot 302 Del Park	\$1,964.52
McNaughtans Pty Ltd			\$124.21
EFT000093	06/05/2020	Gas struts K550-18 600n	\$124.21
Miracle Recreation Equipment			\$4,136.00
EFT000099	27/05/2020	Repairs to Murray Bend, Coopers Mill, MRCE	\$4,136.00
MJB Industries			\$16,126.00
EFT000099	27/05/2020	Road base with weephole Marinup Street	\$5,439.50
EFT000099	27/05/2020	Supply and deliver drainage materials	\$3,877.50
EFT000099	27/05/2020	Supply and deliver concrete products	\$6,809.00
MM Electrical			\$3,559.09
EFT000099	27/05/2020	Electrical conduit	\$3,559.09
Moore Stephens (WA) Pty Ltd			\$1,782.00
EFT000099	27/05/2020	2020 Financial Reporting	\$1,782.00
MowMaster Turf Equipment			\$329.40
EFT000094	13/05/2020	Mower parts	\$329.40
MDE Electrical			\$5,786.00
EFT000093	06/05/2020	Load assessment	\$5,786.00
Murray Districts Glass			\$1,980.00
EFT000099	27/05/2020	Installation of emergency egress door to gym	\$1,980.00
Murray Engineering			\$1,151.41
EFT000098	20/05/2020	Remove evaporator, clean, refit and regas aircon	\$743.53
EFT000098	20/05/2020	Remove evaporator, clean, refit and regas aircon	\$407.88
Murray River Auto Repairs			\$3,680.95
EFT000098	20/05/2020	Service 4025MY Isuzu D-Max	\$911.05
EFT000098	20/05/2020	Service 4003MY Mitsubishi Triton	\$1,489.70
EFT000098	20/05/2020	Service 107WR Holden Colorado	\$942.00

List of Accounts Paid in May 2020 to be Received			
Payment No	Posting Date	Description	Amount
EFT000099	27/05/2020	Service 4029MY Ford Ranger	\$338.20
Neverfail (WA) Pty Limited			\$864.85
EFT000094	13/05/2020	Cartons of Neverfail spring water 600ml	\$649.25
EFT000098	20/05/2020	Water cooler Operations Centre	\$215.60
North Pinjarra Progress Association			\$4,853.00
EFT000093	06/05/2020	Community Fund - Facility upgrade - Kitchen	\$4,853.00
Officeworks			\$644.43
EFT000093	06/05/2020	Art supplies for youth arts activities	\$469.15
EFT000094	13/05/2020	Data modems	\$117.00
EFT000094	13/05/2020	HP Ink cartridge black	\$58.28
Onsite Trailer Repair & Service			\$1,496.00
EFT000094	13/05/2020	Replacement retractable tarpaulin for dog trailer	\$1,496.00
Open Office Pty Ltd			\$13,275.90
EFT000093	06/05/2020	NAV licensing costs - January 2020	\$5,102.90
EFT000093	06/05/2020	Community Hub licensing February 2020	\$8,173.00
Peel H2O Solutions			\$417.75
EFT000098	20/05/2020	Reticulation fittings for Edenvale	\$417.75
Peel Mini Earthmovers			\$72,409.29
EFT000093	06/05/2020	Installation of pavers at Coolup War Memorial	\$1,375.00
EFT000093	06/05/2020	Installation of natural earth retaining wall	\$5,720.00
EFT000093	06/05/2020	Dig out tree roots and reinstate road, Pericho Close	\$3,141.60
EFT000093	06/05/2020	Coordination of concrete works for pedestrian path	\$4,176.70
EFT000094	13/05/2020	Earthworks and drainage	\$9,960.69
EFT000094	13/05/2020	Paving repairs at George Street	\$1,161.00
EFT000094	13/05/2020	Brickpaving at Operations Centre	\$2,501.40
EFT000094	13/05/2020	Backfill kerb at Rodereda Crescent	\$132.00
EFT000098	20/05/2020	Landscaping Old Exchange Hotel site	\$10,420.30
EFT000098	20/05/2020	Tree Watering Program 2020	\$435.60
EFT000098	20/05/2020	Installation of natural earth retaining wall	\$5,720.00
EFT000098	20/05/2020	Clean all softfall areas around Shire of Murray	\$6,545.00
EFT000098	20/05/2020	Turf at Murray Foreshore Project	\$21,120.00
Peel Scape Solutions			\$5,252.79
EFT000093	06/05/2020	Installation of Irrigation PVC Sleeves	\$5,252.79
Peel Weed & Pest Control			\$4,763.00
EFT000094	13/05/2020	Drainage spraying as per Tender T19/6	\$3,080.00
EFT000098	20/05/2020	Weed management Lakes Road and Corio Road	\$935.00
EFT000098	20/05/2020	Burnside Road weed management	\$352.00
EFT000099	27/05/2020	Spray drain Curtis Lane and Beacham Road	\$77.00
EFT000099	27/05/2020	Spray weeds, Kikuyu grass and suckers	\$319.00
Phoenix Foundry			\$537.90
EFT000094	13/05/2020	Detachable plaque for the late Viola Bergersen	\$537.90
Pinjarra Cricket Club Inc.			\$305.73
EFT000099	27/05/2020	Covid 19 relief - pro rata lease refund	\$305.73
Pinjarra Traders			\$13.50
EFT000098	20/05/2020	Animal food	\$10.75
EFT000099	27/05/2020	Animal food	\$2.75
Pisconeri AM			\$41,085.00
EFT000093	06/05/2020	Corio Road Transfer Station Managerment	\$30,842.90
EFT000093	06/05/2020	Transport green waste to Waroona 2019/20	\$6,655.00
EFT000093	06/05/2020	Transfer Station management 2019/20	\$3,587.10
Print Sync Business Solutions			\$253.99
EFT000093	06/05/2020	Maintenance Colourwave printer	\$253.99
Puma Energy			\$1,529.10
EFT000094	13/05/2020	Fuel usage	\$1,529.10
Quality Traffic Management Pty Ltd			\$24,258.08

List of Accounts Paid in May 2020 to be Received			
Payment No	Posting Date	Description	Amount
EFT000098	20/05/2020	Traffic control for W beam repairs Del Park Road	\$2,552.76
EFT000098	20/05/2020	Del Park Road - North Spur tree clearing works	\$3,792.66
EFT000098	20/05/2020	Traffic management Del Park Road	\$1,276.37
EFT000098	20/05/2020	Traffic management Burnside Road	\$5,290.65
EFT000098	20/05/2020	Traffic management Del Park Road	\$2,698.63
EFT000098	20/05/2020	Traffic control for tree works on Lakes Road	\$2,735.08
EFT000098	20/05/2020	Traffic control Lakes Road for Surveyor	\$838.76
EFT000098	20/05/2020	Traffic management Del Park Road	\$1,239.91
EFT000099	27/05/2020	Traffic control for tree works on Lakes Road	\$2,406.88
EFT000099	27/05/2020	Traffic management Rodoreda Crescent	\$201.96
EFT000099	27/05/2020	Traffic management Del Park Road	\$1,224.42
Ransom IT			\$600.00
EFT000093	06/05/2020	VPS Hostname kvm8.per.murray.wa.gov.au	\$600.00
Retro Roads			\$17,340.54
EFT000094	13/05/2020	Line mark Lakes Road	\$16,418.78
EFT000094	13/05/2020	Line marking Boyd and Preece Road	\$921.76
Rogers, Cr Angela			\$1,602.75
EFT000098	20/05/2020	Meeting, IT & Communications Allowance	\$1,602.75
Rose, Casey			\$1,602.75
EFT000098	20/05/2020	Meeting, IT & Communications Allowance	\$1,602.75
Royal Life Saving Society			\$1,045.00
EFT000099	27/05/2020	Pool Operations training	\$1,045.00
Scope Business Imaging			\$3,175.09
EFT000094	13/05/2020	Copier charges - Accounts	\$25.70
EFT000094	13/05/2020	Copier charges - Binding room	\$355.81
EFT000094	13/05/2020	Copier charges - Depot	\$19.01
EFT000094	13/05/2020	Copier charges - Fax room	\$139.39
EFT000094	13/05/2020	Copier charges - Library	\$17.66
EFT000094	13/05/2020	Copier charges - Planners	\$255.78
EFT000094	13/05/2020	Copier charges - Rangers	\$78.11
EFT000094	13/05/2020	Copier charges - Reception	\$95.59
EFT000094	13/05/2020	Copier charges - Records	\$22.34
EFT000094	13/05/2020	Copier charges - Tech Services	\$29.19
EFT000098	20/05/2020	Copier charges - February	\$59.82
EFT000098	20/05/2020	Copier charges - February	\$817.33
EFT000098	20/05/2020	Copier charges - February	\$52.38
EFT000098	20/05/2020	Copier charges - February	\$97.20
EFT000098	20/05/2020	Copier charges - Fax Room - February	\$205.30
EFT000098	20/05/2020	Copier charges - Library - February	\$102.24
EFT000098	20/05/2020	Copier charges - MALC - February	\$93.38
EFT000098	20/05/2020	Copier charges - Planners - February	\$212.59
EFT000098	20/05/2020	Copier charges - Rangers - February	\$57.20
EFT000098	20/05/2020	Copier charges - Reception - February	\$58.87
EFT000098	20/05/2020	Copier charges - Records - February	\$28.19
EFT000098	20/05/2020	Copier charges - Tech Services - February	\$214.19
EFT000098	20/05/2020	Copier charges SES Building	\$137.82
Shire of Waroona			\$2,315.85
EFT000093	06/05/2020	Dymo label maker - CEO Office	\$133.85
EFT000093	06/05/2020	Green waste disposal	\$96.00
EFT000094	13/05/2020	Green waste disposal from Corio Road Transfer	\$48.00
EFT000094	13/05/2020	Fines Enforcement Registry fees	\$100.00
EFT000098	20/05/2020	Green waste disposal at Shire of Waroona	\$144.00
EFT000099	27/05/2020	Green waste disposal from Corio Road Transfer	\$1,648.00
EFT000099	27/05/2020	Green waste disposal from Corio Road Transfer	\$96.00
EFT000099	27/05/2020	Fines Enforcement Registry fees	\$50.00

List of Accounts Paid in May 2020 to be Received			
Payment No	Posting Date	Description	Amount
Snap Mandurah			\$57.99
EFT000099	27/05/2020	Printing of A1 posters centre reopening	\$57.99
Soft Landing			\$3,724.00
EFT000099	27/05/2020	Collect mattresses from Corio Road Transfer	\$3,724.00
South West Fire Solutions			\$23,750.98
EFT000094	13/05/2020	Monthly Fire Alarm Test	\$165.00
EFT000094	13/05/2020	Supply & Install smoke detectors	\$3,025.00
EFT000094	13/05/2020	Fire Hydrant Pressure Test April 2020	\$2,090.00
EFT000094	13/05/2020	Emergency Light Test April 2020	\$2,431.00
EFT000094	13/05/2020	Fire Extinguisher Servicing April 2020	\$15,591.07
EFT000094	13/05/2020	Check and Service Fire Extinguisher	\$448.91
South West Monumental			\$300.00
EFT000098	20/05/2020	Overpayment by Customer 1388	\$300.00
Specialised Lifting Service			\$1,354.10
EFT000094	13/05/2020	Inspect and service two post hoist	\$1,354.10
Spyker Business Solutions Pty Ltd			\$8,451.87
EFT000094	13/05/2020	CCTV maintenance for May 2020	\$3,077.02
EFT000098	20/05/2020	CCTV maintenance for March 2020	\$3,077.02
EFT000099	27/05/2020	Emergency CCTV repairs at 38 George Street	\$2,297.83
St John Ambulance Australia - Belmont			\$184.00
EFT000098	20/05/2020	First Aid assistance Furnissdale fire 471934	\$184.00
Stewart & Heaton Clothing			\$1,825.29
EFT000094	13/05/2020	PPE Clothing for Volunteer Bush Fire Brigade members	\$1,825.29
Subway Pinjarra			\$621.40
EFT000094	13/05/2020	Catering - Bushfire Brigade meeting	\$287.80
EFT000094	13/05/2020	Catering - Bushfire Brigade meeting	\$284.60
EFT000098	20/05/2020	Catering for Members Resource Sharing	\$49.00
Supersealing Pty Ltd			\$14,839.00
EFT000099	27/05/2020	Crack sealing in South Yunderup	\$4,906.00
EFT000099	27/05/2020	Crack sealing on Del Park Road	\$3,597.00
EFT000099	27/05/2020	Crack sealing Scarp Road	\$1,199.00
EFT000099	27/05/2020	Crack sealing Wallace Road, Kennedy Road, Grevillea Road	\$5,137.00
Surveying South			\$6,732.00
EFT000094	13/05/2020	Set out centre line at Del Park Road	\$495.00
EFT000094	13/05/2020	Surveying works Del Park Road	\$792.00
EFT000099	27/05/2020	Feature and contour survey Readheads Road	\$5,445.00
Talis Consultants			\$5,145.25
EFT000099	27/05/2020	Variation to detailed design of drop-off wall at Corio Road Transfer Station	\$5,145.25
Tangelo Creative			\$264.00
EFT000094	13/05/2020	Design & Art work - Liveringa Well Interpretation	\$264.00
Telstra Corporation Limited			\$1,827.32
EFT000098	20/05/2020	Phone usage - Coopers Mill	\$34.95
EFT000098	20/05/2020	Phone usage - Rangers	\$1,015.02
EFT000098	20/05/2020	Phone usage	\$444.02
EFT000099	27/05/2020	Phone usage	\$333.33
The Civil Group WA Pty Ltd			\$715.00
EFT000099	27/05/2020	Water Main relocation Newton and Marinup Street, Dwellingup	\$715.00
Total Eden			\$330.24
EFT000098	20/05/2020	Reticulation fittings for Edenvale	\$330.24
Total Packaging			\$940.50
EFT000098	20/05/2020	Dog waste bags	\$858.00
EFT000099	27/05/2020	Dog waste bags hooks	\$82.50
Toyota Financial Services			\$296.15

List of Accounts Paid in May 2020 to be Received			
Payment No	Posting Date	Description	Amount
EFT000093	06/05/2020	Lease payment MY12336 - April 2020	\$296.15
TPG Network Pty Ltd			\$3,214.58
EFT000094	13/05/2020	Ethernet access	\$3,214.58
Tuckey's Hardware			\$1,521.30
EFT000093	06/05/2020	Assorted small hardware supplies for all areas maintenance	\$269.23
EFT000094	13/05/2020	Assorted small hardware supplies for all areas maintenance	\$79.35
EFT000098	20/05/2020	Assorted small hardware supplies for all areas maintenance	\$46.34
EFT000098	20/05/2020	Small hardware items for Edenvale Precinct	\$77.70
EFT000098	20/05/2020	Items for kerbing program	\$39.48
EFT000098	20/05/2020	Items for road maintenance	\$59.80
EFT000099	27/05/2020	Assorted small hardware supplies for all areas maintenance	\$154.82
EFT000099	27/05/2020	Items for Pinjarra Foreshore	\$16.98
EFT000099	27/05/2020	Items for the kerbing program	\$43.62
EFT000099	27/05/2020	Items for footpath network maintenance	\$117.19
EFT000099	27/05/2020	Items for road maintenance	\$51.17
EFT000099	27/05/2020	Supply 1 pallet of Postcrete	\$444.00
EFT000099	27/05/2020	Items for Edenvale landscape works	\$121.62
Tyrecycle Pty Ltd			\$1,428.08
EFT000098	20/05/2020	Collect tyres from Corio Road Transfer Station	\$1,428.08
Tyrepower Pinjarra			\$100.00
EFT000098	20/05/2020	Fitting of new tyre to Operations Centre trailer	\$100.00
Vibe Pinjarra			\$2,844.43
EFT000094	13/05/2020	Fuel usage	\$2,844.43
Vinidex Pty Ltd			\$1,320.00
EFT000099	27/05/2020	Supply stormwater piping	\$1,320.00
WA Rangers Association			\$350.00
EFT000098	20/05/2020	WA Rangers Association Membership Renewal	\$350.00
WA Tool and Trade Supply			\$135.41
EFT000099	27/05/2020	Workshop consumables	\$135.41
Waterlogic Australia Pty Ltd			\$570.90
EFT000093	06/05/2020	Water Cooler hire May 2020	\$570.90
Waters BM & RV			\$3,507.47
EFT000099	27/05/2020	Delivery of sand to Dwellingup approximately	\$3,507.47
Wesfarmers Kleenheat Gas Pty Ltd			\$79.20
EFT000099	27/05/2020	Hire of gas bottles Pinjarra Foreshore	\$79.20
Westbooks			\$66.93
EFT000098	20/05/2020	Library book stock	\$66.93
Westcoast Power Equipment			\$485.50
EFT000093	06/05/2020	Stihl BGA56 Blower	\$349.00
EFT000098	20/05/2020	Items for small plant at the Operations Centre	\$108.50
EFT000099	27/05/2020	Small equipment Items for the Operations Centre	\$28.00
Western Rural Fencing			\$5,685.00
EFT000093	06/05/2020	Supply and install sliding gate and other fencing	\$5,685.00
Whitcroft IT Pty Ltd			\$5,288.00
EFT000098	20/05/2020	Streaming equipment and PC for online programs	\$5,288.00
Wilson Security			\$195.80
EFT000099	27/05/2020	Alarm call outs April 2020	\$195.80
Work Clobber			\$159.75
EFT000099	27/05/2020	PPE clothing issue	\$159.75
Wren Oil			\$280.50
EFT000099	27/05/2020	Collect waste oil	\$280.50
Yunderup Sport & Recreation Club Inc			\$14,850.00
EFT000094	13/05/2020	Bowling Club Green 2 Resurfacing - OCM18/177	\$14,850.00

List of Accounts Paid in May 2020 to be Received			
Payment No	Posting Date	Description	Amount
Stikit Solutions			\$545.00
EFT000099	27/05/2020	Custom signs for waterways	\$545.00
Easi Packaging Pty Ltd			\$6,273.96
EFT000094	13/05/2020	Payroll deductions	\$3,162.42
EFT000099	27/05/2020	Payroll deductions	\$3,111.54
Hydrochem			\$377.48
EFT000099	27/05/2020	Quaterly Water Treatment - 2 Loops	\$377.48
Jenni Brown			\$8,910.00
EFT000094	13/05/2020	Project Management Agri Innovation Precinct	\$8,910.00
Telair Pty Ltd			\$2,048.86
EFT000093	06/05/2020	Monthly service 01/05/20 - 31/05/20	\$2,048.86
Toll Transport Pty Ltd			\$113.14
EFT000093	06/05/2020	Courier charges	\$22.28
EFT000098	20/05/2020	Courier charges	\$90.86
Rural Press Pty Limited			\$858.46
EFT000094	13/05/2020	Publishing of Public Notices	\$858.46
Firm Construction Pty Ltd			\$180,354.22
EFT000095	13/05/2020	Dwellingup National Adventure and Trails Centre	\$180,354.22
Forms Express			\$1,110.32
EFT000094	13/05/2020	Data Processing - Final Rates reminder - March	\$414.04
EFT000094	13/05/2020	Data Processing - 4th Rates Instalment 2019/2020	\$696.28
Construction Training Fund			\$763.49
EFT000098	20/05/2020	BCITF Collection Fees April 2020	\$763.49
Quicklee Express			\$27.50
EFT000093	06/05/2020	Courier charges	\$27.50
Rugged Phone Store Pty			\$588.00
EFT000094	13/05/2020	Blackview BV9600 - 4G Rugged Smartphone	\$588.00
Mammoth Equipment and Exhausts			\$439.45
EFT000099	27/05/2020	Supply of litres/pumped in AdBlue	\$439.45
Jomar (WA) Pty Ltd			\$30,987.00
EFT000093	06/05/2020	Supply and installation of stringer propping	\$30,987.00
Brikmakers			\$16,617.51
EFT000099	27/05/2020	Bricks for Marinup Street	\$10,733.96
EFT000099	27/05/2020	Bricks for Dwellingup National Adventure and Trails Centre	\$5,883.55
Glenview Machine Kerbing			\$31,211.99
EFT000099	27/05/2020	Approximately197m kerbing repairs in Dwellingup	\$4,799.34
EFT000099	27/05/2020	Kerbing renewal Delta Drive and Bay Road	\$26,412.65
i2C Design & Management Pty Ltd			\$4,448.40
EFT000093	06/05/2020	Revise masterplanning and concept design	\$1,320.00
EFT000093	06/05/2020	Stage 1-I2C: Project Initiation Meetings	\$3,128.40
Instant Toilets and Showers Pty			\$3,616.38
EFT000093	06/05/2020	Hire of and pump out of portable toilets Dwellingup	\$3,616.38
Pinjarra Community Men's Shed			\$2,500.00
EFT000098	20/05/2020	Round 3 2019/2020 application for funding	\$2,500.00
Savagely Creative			\$2,134.00
EFT000093	06/05/2020	Part 4 - Marketing plan Tourism Strategy	\$2,134.00
Allsorts Repairs and Services			\$20.00
EFT000093	06/05/2020	Replacement stamp pad	\$20.00
Universal Marina Systems			\$12,212.81
EFT000099	27/05/2020	Undertake Design, Manufacture and Installation of	\$12,212.81
Signs and Lines			\$38,755.30
EFT000099	27/05/2020	Second progress Payment DTVC	\$38,755.30
Sandra Michelle Lapworth			\$600.00
EFT000093	06/05/2020	Herron Point Caretaker allowance 16/04 - 30/04/20	\$300.00
EFT000098	20/05/2020	Herron Point Caretakers allowance 01/05- 14/05/20	\$300.00

List of Accounts Paid in May 2020 to be Received			
Payment No	Posting Date	Description	Amount
Prime Civil Pty Ltd			\$12,518.00
EFT000094	13/05/2020	Supply and install footpath James Street Pinjarra	\$10,868.00
EFT000094	13/05/2020	Flush edge beam kerbing	\$1,650.00
Vivid Ads Pty Ltd			\$1,430.57
EFT000098	20/05/2020	Pull up banners	\$867.10
EFT000099	27/05/2020	Rectangle promotional flags	\$563.47
Emerge Solutions Pty Ltd			\$730.00
EFT000094	13/05/2020	Direct SMS number annual fee	\$730.00
B Pitter Mechanical			\$1,650.00
EFT000094	13/05/2020	Fabrication of replacement auxiliary pump carrier	\$1,650.00
Total Oil Australia Pty Ltd			\$498.94
EFT000099	27/05/2020	Supply engine oil for Workshop	\$498.94
Safety Barriers WA			\$46,755.02
EFT000098	20/05/2020	Burnside Road Bridge W-Beams as per plans and quote	\$46,755.02
Bull Motor Bodies			\$17,849.92
EFT000096	19/05/2020	Tray and tool box fit out 4023MY Mitsubishi Triton	\$17,849.92
Prestige Group WA			\$3,022.80
EFT000099	27/05/2020	Drainage swale Re-grading Including soil disposal	\$3,022.80
1Spatial			\$2,200.00
EFT000094	13/05/2020	AMC - FME Database Edition - Fixed	\$2,200.00
Colgan Industries Pty Ltd			\$27,513.17
EFT000094	13/05/2020	Retention Bond - St Johns Church Claim 4 (final)	\$7,211.57
EFT000099	27/05/2020	Reconstruction of heritage well - Edenvale	\$20,301.60
Place Laboratory Pty Ltd			\$10,076.00
EFT000094	13/05/2020	Edenvale Heritage Precinct Stage 2 - Desktop Review	\$5,676.00
EFT000098	20/05/2020	Pinjarra Rail Heritage Precinct	\$4,400.00
Paramount Fire and Protection Services			\$3,406.04
EFT000098	20/05/2020	1 Pallet (32x20L Drums) Class A foam	\$3,406.04
Lynda Caccetta			\$3,600.00
EFT000094	13/05/2020	Landscape consultancy design Murray Foreshore	\$3,600.00
Structerre Consulting Engineers			\$3,135.00
EFT000099	27/05/2020	Site soil investigation South Yunderup & McLarty Oval	\$3,135.00
Phoenix Contracting			\$20,570.00
EFT000099	27/05/2020	Supply and install water main diversion Marinup Road	\$20,570.00
Holistic Wellness Community			\$5,885.00
EFT000094	13/05/2020	Funding for website build for holistic wellness	\$5,885.00
Tenneike Brown			\$16.44
EFT000093	06/05/2020	Reimbursement for purchase of envelopes	\$16.44
Geofabrics Australasia Pty Ltd			\$957.00
EFT000094	13/05/2020	Bidim A64 Geotextile 3m x 75m	\$957.00
Corrib Investments Pty Ltd			\$25,662.78
EFT000093	06/05/2020	Refund of Works Bond - fronting Avoca Retreat	\$25,662.78
Allglove Industries			\$1,754.50
EFT000098	20/05/2020	Firepro wildfire gloves	\$1,116.50
EFT000099	27/05/2020	Firepro wildfire gloves	\$638.00
Mark Hennessy			\$469.10
EFT000094	13/05/2020	Overpayment of rates - Lot 5 (2) Wharf Cove	\$469.10
Mark G D Lucas			\$585.20
EFT000094	13/05/2020	Overpayment rates - Lot 130 (20) Walter Road	\$585.20
Tamlyn MacDonald			\$433.25
EFT000098	20/05/2020	Overpayment of rates - Lot 80 (3) Balanada Way	\$433.25
KAJ Installations & Services			\$189.00
EFT000098	20/05/2020	Beam Alterations to gate	\$189.00

List of Accounts Paid in May 2020 to be Received			
Payment No	Posting Date	Description	Amount
Patrick Cole			\$118.95
EFT000094	13/05/2020	Reimbursement for purchase of art supplies for rock painting	\$118.95
Handmade Disability Products			\$325.00
EFT000098	20/05/2020	Scrapbooking card kits for Seniors in isolation	\$325.00
Western Racepix			\$110.00
EFT000098	20/05/2020	Horse racing photo for pull up banners	\$110.00
Pinjarra Community Kitchen			\$2,000.00
EFT000098	20/05/2020	Round 3 2019/2020 application for COVID-19 relief	\$2,000.00
Chris Dunlop			\$10,000.00
EFT000097	19/05/2020	Ex gratia payment as per deed	\$10,000.00
John Winter			\$199.96
EFT000098	20/05/2020	Waterwise verge rebate	\$199.96
Yvonne Panting			\$125.20
EFT000098	20/05/2020	Waterwise verge rebate	\$125.20
Scribblers Mandurah Murray Writers Group			\$1,500.00
EFT000099	27/05/2020	Round 3 2019/20 CAPF approved funding application	\$1,500.00
BioSystems 2000 Pty Ltd			\$118.00
EFT000099	27/05/2020	Refund for cancelled septic application	\$118.00
Lainey Marketing Pty Ltd			\$405.38
EFT000099	27/05/2020	COVID-19 - relief for pro rata lease refund	\$405.38
Gordon Cure			\$88.00
EFT000099	27/05/2020	Refund of overpayment for permit	\$88.00
Ramms Pty Ltd as trustee for Hill Family Trust			\$1,580.70
EFT000099	27/05/2020	COVID-19 - relief for pro rata lease refund	\$1,580.70
Stephanie Russell			\$400.00
EFT000099	27/05/2020	Twilight yoga class prep and instruction classes	\$400.00
		EFT Total	\$2,074,885.52
Cornerstone Legal Pty Ltd			\$4,257.00
101064	13/05/2020	Ongoing preparation for Court Prosecution	\$4,257.00
Department of Transport			\$165.60
101070	20/05/2020	Jetty renewal - Birchmont Jetty	\$41.40
101070	20/05/2020	Jetty renewal - Coopers Mill Jetty	\$41.40
101070	20/05/2020	Jetty renewal - Herron Point	\$41.40
101070	20/05/2020	Jetty renewal - Sandy Cove	\$41.40
Shire of Murray			\$5,336.24
101065	13/05/2020	Payroll deductions - Rates	\$70.00
101065	13/05/2020	Payroll deductions - Gym memberships	\$2,461.62
101071	20/05/2020	BSL Commission April 2020	\$240.00
101071	20/05/2020	BCITF Commission April 2020	\$33.00
101077	27/05/2020	Payroll deductions - Rates	\$70.00
101077	27/05/2020	Payroll deductions - Gym memberships	\$2,461.62
Synergy			\$38,628.80
101066	13/05/2020	Electricity - Riverland Ramble	\$2,140.23
101066	13/05/2020	Electricity - Streetlights	\$30,644.59
101066	13/05/2020	Electricity - Fire tank Barragup	\$112.07
101066	13/05/2020	Electricity - CCTV Town Square	\$113.77
101066	13/05/2020	Electricity - Fire tank	\$112.07
101066	13/05/2020	Electricity - Fire tank	\$112.07
101066	13/05/2020	Electricity - Riverland Ramble	\$1,187.41
101066	13/05/2020	Electricity - Rodereda Cres	\$151.98
101066	13/05/2020	Electricity - Ravenswood Toilets	\$271.12
101066	13/05/2020	Electricity - Sandy Cove Playground	\$111.11
101066	13/05/2020	Electricity - Scouts Shed & Toilets	\$200.45

List of Accounts Paid in May 2020 to be Received			
Payment No	Posting Date	Description	Amount
101066	13/05/2020	Electricity - Murray Lakes Toilets	\$139.19
101066	13/05/2020	Electricity - Kingfisher Park Toilets	\$126.62
101066	13/05/2020	Electricity - South Yunderup Oval	\$335.07
101066	13/05/2020	Electricity - Pelican Point Toilets	\$105.16
101066	13/05/2020	Electricity - Murray Bend Toilets	\$110.29
101066	13/05/2020	Electricity - Fire tank	\$108.79
101066	13/05/2020	Electricity - Lucie Hunter Park	\$126.53
101066	13/05/2020	Electricity - Centenary Park	\$122.94
101066	13/05/2020	Electricity - West Murray Fire Brigade	\$819.05
101066	13/05/2020	Electricity - Boat Ramp Toilets	\$118.35
101072	20/05/2020	Electricity - Gowman Way Playground	\$217.08
101072	20/05/2020	Electricity - Coolup Fire Station	\$306.88
101072	20/05/2020	Electricity - Don Spark Reserve	\$120.69
101072	20/05/2020	Electricity - Tennis Courts	\$208.88
101078	27/05/2020	Electricity - Sth Yunderup Fire station	\$279.27
101078	27/05/2020	Electricity - Fire tank	\$104.95
101078	27/05/2020	Electricity - Cantwell Park (bore)	\$122.19
Alinta Gas			\$1,340.90
101067	13/05/2020	Gas Murray Aquatic and Leisure Centre	\$1,340.90
Water Corporation			\$21,899.42
101068	13/05/2020	Water: Library	\$160.52
101068	13/05/2020	Service Charge: Civic Centre	\$267.03
101068	13/05/2020	Water: Kindergarten	\$91.16
101068	13/05/2020	Water: James St Rental House	\$239.62
101068	13/05/2020	Service Charge - Old SES Building	\$65.84
101068	13/05/2020	War Memorial	\$49.34
101068	13/05/2020	Water: Murray House	\$146.98
101068	13/05/2020	Water: Records Office	\$50.92
101068	13/05/2020	Water: Edenvale - Rose Gardens	\$732.22
101068	13/05/2020	Water: Glebe Land	\$15.58
101068	13/05/2020	Water: Edenvale Toilet Block	\$346.92
101068	13/05/2020	Service Charge: CWA Building	\$65.84
101068	13/05/2020	Water: Cantwell Park	\$98.69
101068	13/05/2020	Water usage	\$147.01
101068	13/05/2020	Rates: Exchange Hotel	\$267.03
101068	13/05/2020	Water: George St Toilets	\$944.26
101068	13/05/2020	Water: 28 George St	\$185.97
101068	13/05/2020	Water: Camp Rd (14) Rental House	\$244.19
101068	13/05/2020	Water: Camp Rd (12) Rental House	\$276.75
101068	13/05/2020	Water: Leisure Centre	\$1,230.29
101068	13/05/2020	Water: Cemetery	\$2,077.60
101068	13/05/2020	Water: George Beacham Pavillion	\$1,646.56
101068	13/05/2020	Water: Church	\$381.76
101068	13/05/2020	Water rates	\$65.84
101069	13/05/2020	Repair work - Murray St Pinjarra Lot 500	\$284.58
101069	13/05/2020	Water: Administration Building	\$1,047.78
101069	13/05/2020	Water: North Pinjarra Hall	\$181.35
101069	13/05/2020	Water: Hotham Valley Railway	\$396.26
101069	13/05/2020	Service Charge - Administration Building	\$206.68
101069	13/05/2020	Water: Tennis Courts / Clubhouse	\$5.20
101069	13/05/2020	Water: Roe Ave Rental House	\$64.16
101069	13/05/2020	Water: SES Building	\$7.79
101069	13/05/2020	Water: Depot Building	\$367.37
101069	13/05/2020	Water: Pelican Point Toilets	\$129.45
101069	13/05/2020	Water: Centenary Park	\$25.97

List of Accounts Paid in May 2020 to be Received			
Payment No	Posting Date	Description	Amount
101069	13/05/2020	Water: Yunderup Oval Toilets/Clubrooms	\$894.10
101069	13/05/2020	Water: Sandy Cove Playground	\$509.01
101069	13/05/2020	Water: Canoe Club	\$33.76
101069	13/05/2020	Water: Ravenswood Toilets	\$57.13
101069	13/05/2020	Water: Boat Ramp Toilets	\$104.15
101069	13/05/2020	Water: Murray Bend Toilets	\$152.83
101073	20/05/2020	Water: DHVIC	\$70.12
101073	20/05/2020	Water: Dwellingup Hall	\$57.13
101073	20/05/2020	Water: Dwellingup Oval Toilets	\$3,524.13
101073	20/05/2020	Water: Dwellingup Fire Station	\$36.36
101073	20/05/2020	Water: Marinup Park	\$194.78
101073	20/05/2020	Water: North Dandalup Hall	\$23.37
101073	20/05/2020	Water: Coopers Mill Toilets	\$1,002.44
101073	20/05/2020	Water usage	\$137.24
101073	20/05/2020	Water: Kingfisher Park	\$2,089.57
101073	20/05/2020	Water: South Yunderup Fire Station	\$63.91
101073	20/05/2020	Water: Murray Lake Toilets	\$56.12
101073	20/05/2020	Water: West Murray Hall	\$127.25
101073	20/05/2020	Water: York Street Toilets	\$137.24
101073	20/05/2020	Water usage	\$114.27
Department of Transport			\$200.00
101079	27/05/2020	Special Series Plates - 0066MY	\$200.00
Optus			\$2,924.53
101074	20/05/2020	Phone usage	\$2,621.89
101074	20/05/2020	Phone usage	\$180.75
101074	20/05/2020	Phone usage	\$121.89
Magistrates Court of WA			\$141.40
101075	20/05/2020	Court Prosecution fees	\$141.40
Maxwell Klause			\$1,691.57
101076	20/05/2020	Council resolution to waive building fees	\$1,691.57
			Cheque Total
			\$76,585.46
Commonwealth Bank Direct Debit	06/05/2020	Corporate Credit Cards - detail in attachment	\$9,561.80
			Credit Card Total
			\$9,561.80
			Payment Total
			\$2,161,032.78

This schedule of accounts paid for the Municipal Fund totalling **\$2,161,032.78** which was submitted to each member of the Council on **25 June 2020** has been checked and is fully supported by vouchers and invoices which are submitted herewith and which have 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 May 2020 is **\$525,957.76**.

The accompanying attachment forms part of this report, which details the expenses paid by Cash and Corporate Credit Card for the month of **May 2020**.

CHIEF EXECUTIVE OFFICER

Attachment of List of Accounts Paid in May to be Received				
Cheque	Date	Name	Description	Amount
Direct Debit	6/05/2020	CommBank	Corporate Credit Card Usage	\$9,561.80
		Lauren Williams		\$537.90
		Dilate Digital	Monthly eNewsletter	\$53.90
		IAP2 Australasia	Membership to IAP - L Williams	\$242.00
		IAP2 Australasia	Membership to IAP - K Stevens	\$242.00
		Tracie Unsworth		\$264.00
		TV Education Network	Webinar - COVID-19 Managing Workplace Risks	\$264.00
		Leanne McGuirk		\$493.45
		Google Cloud	Court House subscription - March 2020	\$23.24
		Economic Development	Webinar - COVID-19 - 2 staff	\$60.00
		Squarespace Inc.	Annual fee	\$300.00
		Squarespace Inc.	Squarespace monthly subscription	\$19.00
		Squarespace Inc.	Squarespace app monthly subscription	\$8.40
		Kounta	Kounta POS system Edenvale Tea Rooms	\$60.00
		Google Cloud	Court House subscription - April 2020	\$22.81
		Rodney Peake		\$416.31
		JB Hifi	Dell wireless mouse	\$19.00
		Coles Express Bullcreek	Fuel for 4003MY	\$84.85
		BP Baldivis	Fuel for 4003MY	\$90.96
		Conference & Education Management	3 webinar packages	\$221.50
		Sally Donkin		\$1,028.11
		Links Modular Solutions	Active carrot subscription April 2020	\$359.86
		Myzone	Monthly subscription April 2020	\$218.90
		Links Modular Solutions	Active carrot subscription May 2020	\$414.35
		Shutterstock	Stock images - monthly subscription	\$35.00
		Dean Unsworth		\$130.14
			Incorrectly charged miscellaneous expenses to be credited on next month's statement	\$130.14
		Gavin Stevens		\$2,211.62
		Dominoes Pizza	Refreshments for Furnissdale fire 471934	\$569.50
		Spud Shed	Refreshments for Furnissdale fire 471934	\$87.00
		Lucky Charm Pinjarra	Printer cartridges West Murray BFB	\$330.90
		Reject Shop Pinjarra	Travel adaptor port, powerbank	\$39.10
		Shaker Brotherz Refreshments	Refreshments for Furnissdale fire 471934	\$569.00
		Aussie Phone Doctor	Repair of CESC phone	\$20.22

Attachment of List of Accounts Paid in May to be Received				
Cheque	Date	Name	Description	Amount
		Battery Force	Replacement battery for Coolup 4.4	\$595.90
		Daniel Bingham		\$1,964.52
		Google G Suite	Murray councillor	\$172.79
		Internode P/l	Wireless NBN	\$560.09
		Code Two	Exchange rules	\$402.19
		Netregistry	Domain renewal names for five web addresses	\$584.95
		DJ1 Store	Platinum tip Mavic low-noise quick	\$68.00
		Zettanet Pty Ltd	Monthly subscription - voice backup	\$99.45
		Google G suite	G Suite monthly subscription	\$7.06
		Amnet Broadband	VBFB Internet monthly	\$69.99
		Ben Jordan		\$1,007.80
		Tuckey's Hardware	Mineral turpentine	\$15.95
		Tuckey's Hardware	Paint and grout for pool area	\$223.85
		Coles Pinjarra	Milk for MALC staff	\$2.39
		Tuckey's Hardware	Metal primer and top coat	\$195.28
		Tuckey's Hardware	Wall paint	\$280.70
		Filex	Virtual fitness conference	\$228.94
		Coles	Milk for MALC staff	\$2.39
		Tuckey's Hardware	Paint supplies	\$58.30
		Martin Harrop		\$40.00
		A1 Locksmiths	Keys cut	\$40.00
		Paul Hitchmough		\$787.60
		Dotmar	Polystone plastic for barge repair	\$787.60
		Chris Pretorious		\$680.35
		West-Trans Equipment & Service	Repairs to sensor & cable to Crane Truck	\$680.35

Shire of Murray
MONTHLY FINANCIAL REPORT
31 May 2020

TABLE OF CONTENTS

	Page No
Statement of Financial Activity	1
Note 1 Net Current Funding Position	2
Note 2 Cash and Investments	3 - 4
Note 3 Budget Amendments	5
Note 4 Receivables	6
Note 5 Cash Backed Reserves	7

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

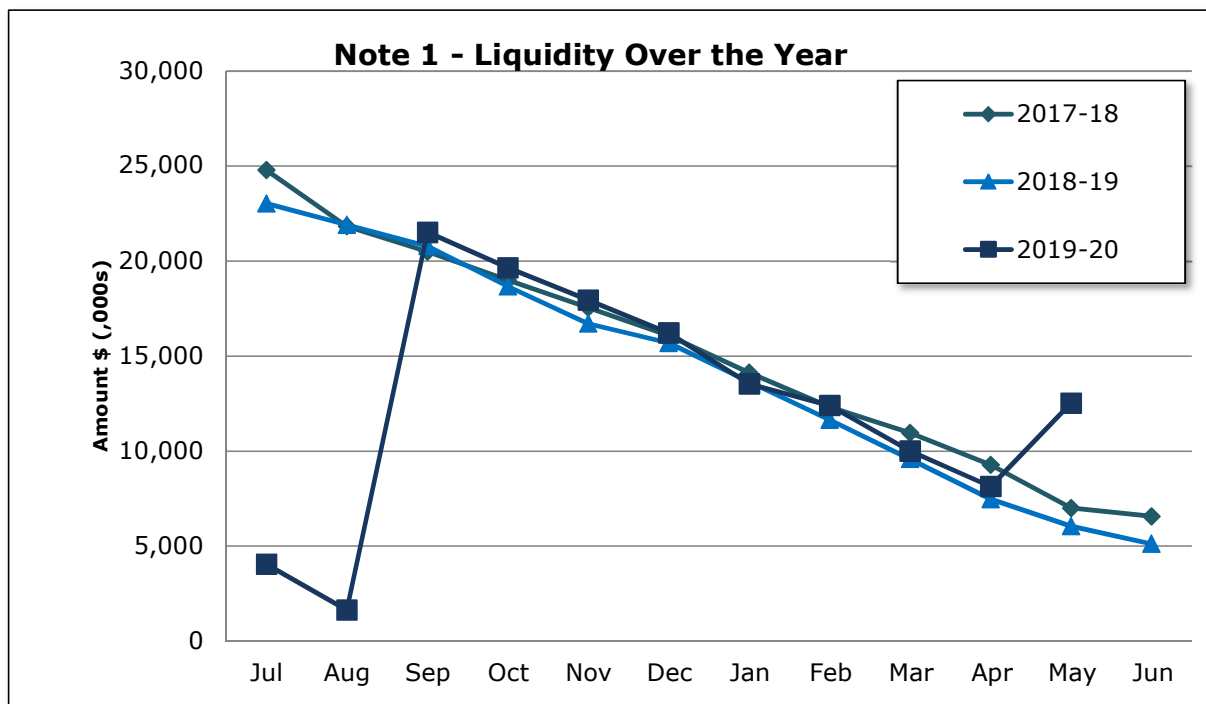
STATEMENT OF FINANCIAL ACTIVITY
(By Nature or Type)
31 May 2020

	Revised Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(b)
Operating Revenues	\$	\$	\$	\$	%
Specified area rates	191,064	191,922	191,922	0	0.00%
Operating grants, subsidies and contributions	2,684,173	2,460,492	3,538,888	1,078,396	30.47%
Non-operating grants, subsidies and contributions	15,084,990	13,827,908	7,011,724	(6,816,183)	(97.21%)
Fees and charges	5,501,156	5,042,726	5,351,462	308,736	5.77%
Interest earnings	412,242	377,889	401,887	23,998	5.97%
Other revenue	408,950	374,871	370,145	(4,726)	(1.28%)
Profit on asset disposals	503	461	585	124	21.19%
	24,283,078	22,276,268	16,866,614	(5,409,655)	
Operating Expense					
Employee costs	(12,282,175)	(11,258,660)	(10,123,715)	1,134,945	11.21%
Materials and contracts	(11,204,679)	(10,270,956)	(7,556,783)	2,714,173	35.92%
Utility charges	(881,135)	(807,707)	(698,182)	109,525	15.69%
Depreciation on non-current assets	(6,359,353)	0	(1,683,371)	(1,683,371)	(100.00%)
Interest expenses	(137,434)	(106,087)	(106,087)	0	0.00%
Insurance expenses	(423,353)	(388,074)	(413,202)	(25,129)	(6.08%)
Other expenditure	(474,921)	(435,344)	(403,425)	31,920	7.91%
Loss on asset disposals	(132,724)	(33,181)	(9,580)	23,601	246.36%
	(31,895,774)	(23,300,009)	(20,994,346)	2,305,663	
Non-cash amounts excluded from operating activities					
Add back Depreciation	6,359,353	1,589,838	1,683,371	93,533	5.56%
Adjust (Profit)/Loss on Asset Disposal	132,724	33,181	8,995	(24,186)	(268.89%)
Movement between current & non-current	(1,023,118)	0	31,969	31,969	
Net Operating (Excluding Rates)	(2,143,737)	599,278	(2,403,398)	(3,002,676)	
Capital Revenues					
Proceeds from Disposal of Assets	911,070	227,768	173,521	(54,246)	(31.26%)
Proceeds from Loan Borrowings	1,155,000	1,155,000	1,155,000	0	0.00%
Repayment of Self Supporting Loan	40,399	40,399	40,399	0	
Transfer from Reserves	6,670,910	0	0	0	
	8,777,379	1,423,166	1,368,920	(54,246)	
Capital Expenses					
Land and Buildings	(9,814,438)	(8,996,568)	(2,614,768)	6,381,800	244.07%
Furniture and Equipment	(535,269)	(490,663)	(398,464)	92,199	23.14%
Plant and Equipment	(1,356,963)	(1,243,883)	(592,307)	651,576	110.01%
Infrastructure Assets - Roads	(3,190,506)	(2,924,631)	(2,693,399)	231,231	8.59%
Infrastructure Assets - Other	(8,045,371)	(7,374,923)	(1,834,972)	5,539,952	301.91%
Repayment of Debentures	(535,268)	(490,662)	(464,118)	26,544	5.72%
Transfer to Reserves	(3,975,637)	0	0	0	
	(27,453,452)	(21,521,330)	(8,598,028)	12,923,302	
Net Capital	(18,676,073)	(20,098,164)	(7,229,108)	12,869,056	
Total Net Operating + Capital	(20,819,810)	(19,498,886)	(9,632,506)	9,866,380	
Add: Net Current Assets July 1 B/Fwd	5,002,991	5,002,991	5,002,991	0	
Less: Net Current Assets Year to Date	1,331,864	2,652,788	12,528,095	9,875,307	
Amount Raised From General Rates	(17,148,683)	(17,148,683)	(17,157,610)	(8,927)	

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
 31 May 2020

Note 1. Net Current Funding Position

	Note	Positive=Surplus (Negative=Deficit)		
		2019-20		Same Period
		This Period	Last Period	Last Year
		\$	\$	\$
Current Assets				
Cash Unrestricted	2	11,123,921	6,720,196	5,076,119
Cash Restricted	2	9,257,034	9,257,034	10,068,148
Receivables - Rates and Rubbish		3,030,694	3,373,635	1,680,556
Receivables - Other	4	2,107,428	2,569,939	1,165,550
Inventories		26,899	21,692	30,443
		25,545,975	21,942,496	18,020,817
Less: Current Liabilities				
Payables		(1,991,622)	(2,113,543)	(321,316)
Provisions		(2,366,226)	(2,366,226)	(2,175,036)
		(4,357,848)	(4,479,769)	(2,496,352)
Less: Cash Restricted		(9,257,034)	(9,257,034)	(10,068,148)
Add: Cash Restricted - Matching Liability		597,002	597,002	597,002
Net Current Funding Position		12,528,095	8,802,695	6,053,319



Shire of Murray
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
 31 May 2020

Note 2. Cash and Cash Equivalents

	Interest Rate	Unrestricted \$	Restricted \$	Trust \$	Total Amount \$	Institution	Maturity Date
Cash Deposits							
Operating Accounts		2,872,062	1,238,984	45,524	4,156,570	Commbank	On Call
Operating Account		245,819			245,819	Bendigo	On Call
Cash on Hand		6,040			6,040		On Call
Term Deposits							
	0.52%	2,000,000			2,000,000	CommBank	29/04/2020
	0.50%	6,000,000			6,000,000	CommBank	29/04/2020
	1.38%		1,018,051		1,018,051	NAB	3/06/2020
	0.64%		1,000,000		1,000,000	Bendigo	29/04/2020
	0.66%		3,000,000		3,000,000	NAB	22/04/2020
	0.85%		2,000,000		2,000,000	NAB	6/05/2020
	0.51%		1,000,000		1,000,000	NAB	27/05/2020
Total		11,123,921	9,257,034	45,524	20,426,479		

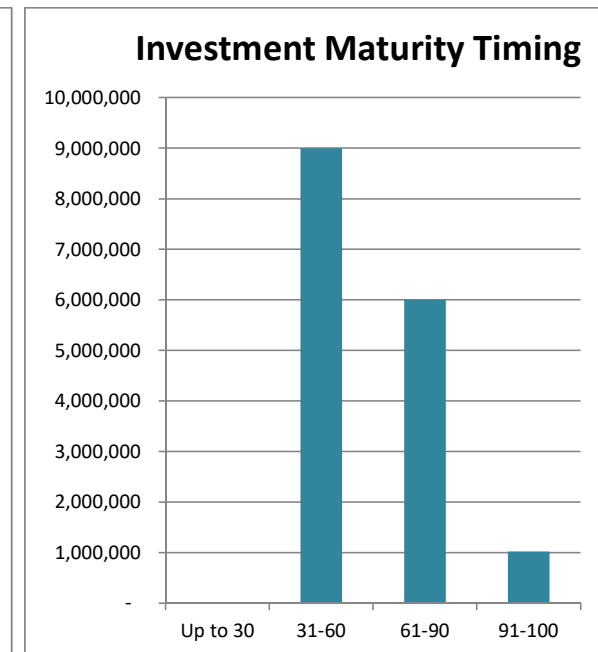
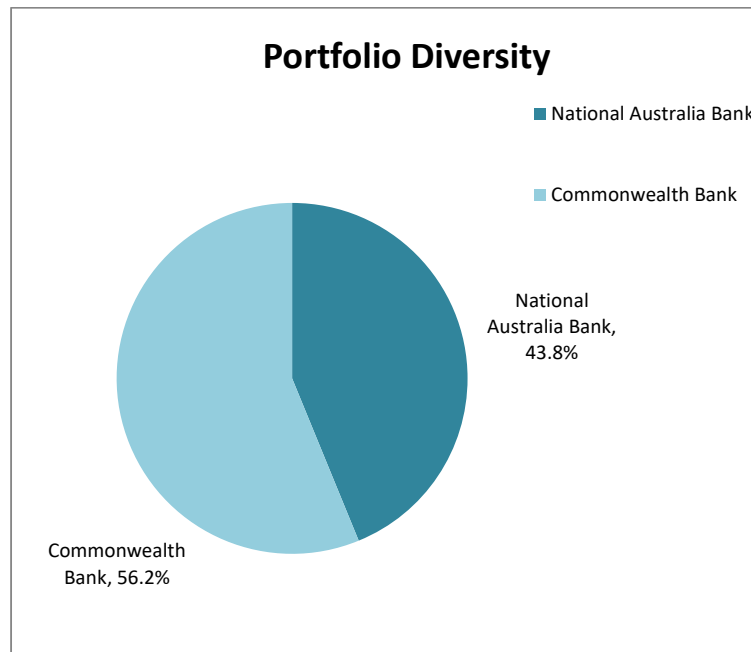
Note 2A. Monthly Investment Report

Deposit Date	Institution	Term (Days)	Invested Interest rates	Expected Interest
General Municipal				
29/04/2020	CommBank	35	0.52%	997
20/05/2020	CommBank	35	0.50%	2,877
		Subtotal		2,877
Restricted				
4/03/2020	NAB	91	1.38%	3,503
29/04/2020	NAB	61	0.64%	1,070
22/04/2020	NAB	63	0.66%	3,418
25/03/2020	NAB	63	0.85%	2,934
6/05/2020	CommBank	35	0.51%	489
		Subtotal		11,413
Total Funds Invested				14,290

Amount Invested (Days)				Total
Up to 30	31-60	61-90	91-100	
	2,000,000			2,000,000
	6,000,000			6,000,000
-	8,000,000	-	-	8,000,000
			1,018,051	1,018,051
		1,000,000		1,000,000
		3,000,000		3,000,000
		2,000,000		2,000,000
	1,000,000			1,000,000
-	1,000,000	6,000,000	1,018,051	8,018,051
-	9,000,000	6,000,000	1,018,051	16,018,051

Interest Budget v Actual		
Annual Budget	Year to Date Actual	Variance \$
70,000	88,652	(18,652)
70,000	38,862	31,138
140,000	127,514	12,486

Deposit Date	Term (Days)	Invested Interest rates	Amount Invested	Percentage of Portfolio
Bendigo Bank				
		Subtotal	-	0.0%
BankWest				
		Subtotal	-	0.0%
National Australia Bank				
4/03/2020	91	1.38%	1,018,051	
29/04/2020	61	0.64%	1,000,000	
22/04/2020	63	0.66%	3,000,000	
6/05/2020	35	0.51%	2,000,000	
		Subtotal	7,018,051	43.8%
Commonwealth Bank				
29/04/2020	35	0.52%	2,000,000	
20/05/2020	35	0.50%	6,000,000	
6/05/2020	35	0.51%	1,000,000	
		Subtotal	9,000,000	56.2%
Total Funds Invested			16,018,051	100.0%



Note 3: Budget Amendments

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

Description	Council Resolution	Classification	No Change -(Non Cash Items) Adjust.	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
			\$	\$	\$	\$
Budget Adoption		Opening Surplus(Deficit)				1,467,749
Pinjarra Garden Day	OCM19/150	Operating Expenses			(2,500)	1,465,249
Dwellingup Pumpkin Festival	OCM19/150	Operating Expenses			(1,000)	1,464,249
Dwellingup National Trails Hub	OCM19/189	Capital Expenses			(105,000)	1,359,249
Asset Enhancement Reserve	OCM19/189	Transfer From Reserves		105,000		1,464,249
Australia Day Event	OCM19/275	Operating Expenses			(1,140)	1,463,109
Economic Development Initiatives	OCM19/278	Operating Expenses			(19,825)	1,443,284
Plus 8 Peel Capacity Building Program	OCM19/278	Operating Expenses		19,825		1,463,109
Asset Enhancement Reserve	OCM20/006	Transfer From Reserves		50,000		1,513,109
Murray River Foreshore Project	OCM20/006	Capital Expenses			(50,000)	1,463,109
Unclaimed Monies - Developer Bonds	OCM20/006	Operating Revenue		132,000		1,595,109
Asset Enhancement Reserve	OCM20/006	Transfer to Reserves			(132,000)	1,463,109
Asset Enhancement Reserve	OCM20/006	Transfer From Reserves		100,000		1,563,109
Murray River Foreshore Project	OCM20/006	Capital Expenses			(100,000)	1,463,109
PDC Grant - Edenvale Strategic Review	OCM20/007	Operating Revenue		10,000		1,473,109
Asset Enhancement Reserve	OCM20/007	Transfer From Reserves		30,000		1,503,109
Edenvale Strategic Review	OCM20/007	Operating Expenses			(40,000)	1,463,109
Murray Aquatic Leisure Centre Reserve	OCM20/010	Transfer From Reserves		28,818		1,491,927
MALC Electricity savings	OCM20/010	Operating Expenses		2,485		1,494,412
MALC lighting upgrade	OCM20/010	Capital Expenses			(31,303)	1,463,109
Harvest Highway Feasibility Study	OCM20/011	Operating Expenses			(10,000)	1,453,109
Housing and Accommodation Investment Prospectus	OCM20/012	Operating Expenses			(18,114)	1,434,995
Heritage Railway Precinct Reserve	OCM20/015	Transfer From Reserves		60,210		1,495,205
Pinjarra Heritage Railway Precinct Master Plan	OCM20/015	Capital Expenses			(60,210)	1,434,995
Coolup Road South - Muni Funds	OCM20/016	Capital Expenses		40,000		1,474,995
Murray River Town Square Carpark	OCM20/016	Capital Expenses			(40,000)	1,434,995
Coolup Road South - RTR	OCM20/016	Capital Expenses		160,000		1,594,995
Culeeenup Road (West) - RTR	OCM20/016	Capital Expenses		100,000		1,694,995
Marinup Street - RTR	OCM20/016	Capital Expenses			(260,000)	1,434,995
Consultancies	OCM20/047	Operating Expenses		20,000		1,454,995
Point Grey Estuary Impact Assessment	OCM20/047	Operating Expenses			(20,000)	1,434,995
SRMO3 & South Yunderup Oval Concept & Design	OCM20/040	Operating Expenses			(30,000)	1,404,995
Asset Enhancement Reserve	OCM20/040	Transfer From Reserves		30,000		1,434,995
COVID-19 Emergency Fund	SCM20/050	Operating Expenses			(20,000)	1,414,995
Mid-Year Budget Review	OCM20/057	Operating Expenses			(173,058)	1,241,937
Mid-Year Budget Review	OCM20/057	Operating Revenue		2,900,259		4,142,196
Mid-Year Budget Review	OCM20/057	Capital Expenses			(2,806,952)	1,335,244
Mid-Year Budget Review	OCM20/057	Transfer To Reserves		172,000		1,507,244
Mid-Year Budget Review	OCM20/057	Transfer From Reserves			(11,000)	1,496,244
Mid-Year Budget Review	OCM20/057	Opening Surplus(Deficit)			(164,380)	1,331,864
Marinup Street - RTR	OCM20/087	Capital Expenses		200,000		1,531,864
Resheeting - RTR	OCM20/087	Capital Expenses			(200,000)	1,331,864
General Development Contributions Reserve	OCM20/087	Transfer From Reserves		38,926		1,370,790
Fiegart Road	OCM20/087	Capital Expenses			(38,926)	1,331,864
Closing Funding Surplus (Deficit)				4,199,523	(4,335,408)	1,331,864

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
 31 May 2020**

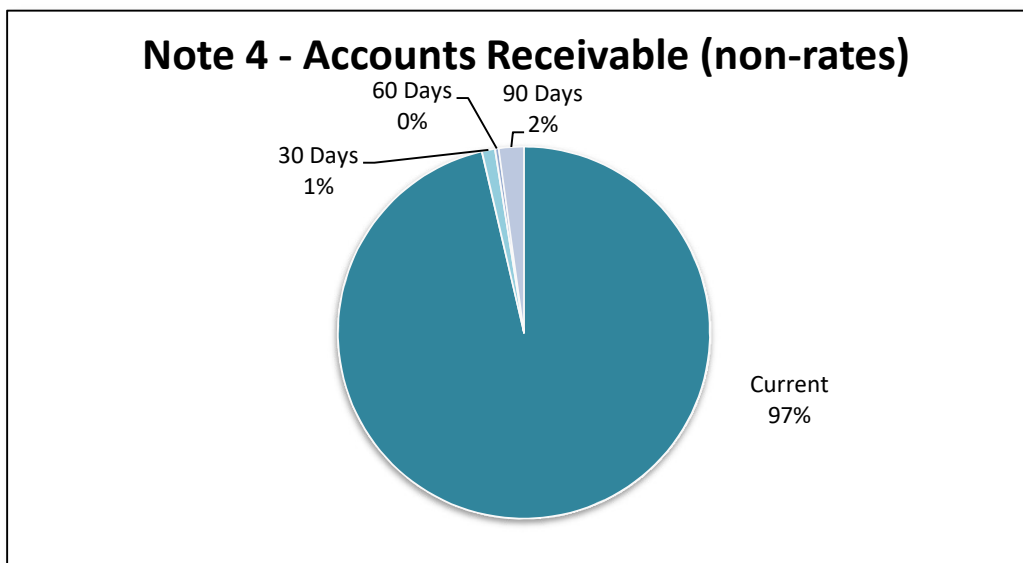
Note 4. Receivables

Receivables - General	Current	30 Days	60 Days	90 Days
	\$ 2,030,859	\$ 24,122	\$ 6,834	\$ 45,613
Total Outstanding				2,107,428

Amounts shown above include GST (where applicable)

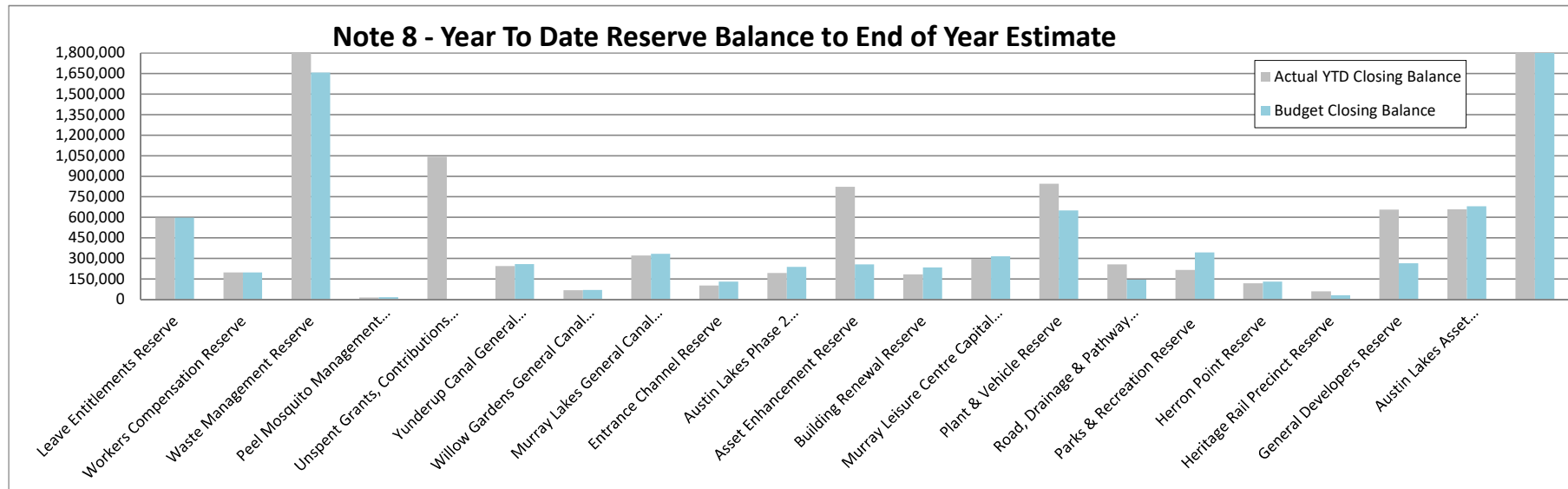
Accounts Above \$5,000 Over 30 Days

1105 - Dept Water & Environmental Regulation - Better Bins & Kerbside Collection	24,475
1108 - Dept of Primary Industries & Regional Development -	11,000
1733 - Dept of Local Govt, Sport & Cultural Industries - Dwellingup futures project contribution	5,500
1741 - Shire of Serpentine-Jarrahdale -	11,000
	51,975



Note 5. Cash Backed Reserves

Reserve	Budget Opening Balance	Actual Opening Balance	Budget Interest Earned	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		597,002	597,002
Workers Compensation Reserve	198,003	198,003		0	0	0		198,003	198,003
Waste Management Reserve	2,351,685	2,351,685		3,058,275	2,300	(3,751,306)		1,658,654	2,351,685
Peel Mosquito Management Reserve	15,856	15,856		2,300	0	0		18,156	15,856
Unspent Grants, Contributions & Loans Reserve	1,043,186	1,043,186		0	0	(1,043,186)		0	1,043,186
Yunderup Canal General Maintenance Reserve	244,055	244,055		51,152	0	(35,716)		259,491	244,055
Willow Gardens General Canal Maintenance Reserve	68,568	68,568		6,371	0	(4,167)		70,772	68,568
Murray Lakes General Canal Maintenance Reserve	322,700	322,700		32,001	0	(19,644)		335,057	322,700
Entrance Channel Reserve	102,324	102,324		115,582	0	(86,297)		131,609	102,324
Austin Lakes Phase 2 Maintenance Reserve	193,982	193,982		43,749	0	0		237,731	193,982
Asset Enhancement Reserve	824,231	824,231		300,000	0	(868,372)		255,859	824,231
Building Renewal Reserve	184,358	184,358		50,702	0	0		235,060	184,358
Murray Leisure Centre Capital Reserve	296,214	296,214		47,873	0	(28,818)		315,269	296,214
Plant & Vehicle Reserve	845,869	845,869		0	0	(193,702)		652,167	845,869
Road, Drainage & Pathway Reserve	256,474	256,474		30,240	0	(142,065)		144,649	256,474
Parks & Recreation Reserve	216,052	216,052		128,128	0	0		344,180	216,052
Herron Point Reserve	118,993	118,993		43,494	0	(32,529)		129,958	118,993
Heritage Rail Precinct Reserve	59,834	59,834		44,270	0	(72,965)		31,139	59,834
General Developers Reserve	657,910	657,910		0	0	(392,143)		265,767	657,910
Austin Lakes Asset Replacement Reserve	659,738	659,738	11,500	10,000	0	0		681,238	659,738
	9,257,034	9,257,034	11,500	3,964,137	0	(6,670,910)	0	6,561,761	9,257,034



DEED OF ASSET TRANSFER

**RIVERS REGIONAL COUNCIL
(ABN 80 479 097 483)**

- and -

RIVERS REGIONAL SUBSIDIARY

- and -

**CITY OF ARMADALE, CITY OF GOSNELLS, CITY OF SOUTH PERTH, CITY OF
MANDURAH, SHIRE OF MURRAY, SHIRE OF SERPENTINE – JARRAHDALÉ,**

“Parties” means the parties to this Deed and Party means any one or more of them according to context;

“RRC” means the Rivers Regional Council

“Schedule” means the schedule to this Deed;

“Subsidiary” means the Rivers Regional Subsidiary, a body corporate that has been established by the Participants and the City of Canning under section 3.69 of the Act to take over the functions of the RRC; and

“Transfer Date means.....”

2. TRANSFER

In consideration of the Subsidiary agreeing to take over the functions, obligations and liabilities of the RRC, on and from the Transfer Date, the RRC, as beneficial owner, hereby transfers to the Subsidiary absolutely all of the RRC’s right, title and interest in all of the Assets free of all encumbrances on the Transfer Date and on the terms and conditions of this Deed.

3. COSTS AND EXPENSES

The Parties shall each pay their own costs and expenses in relation to the instructions for, preparation and execution of this Deed, except that the Subsidiary agrees to pay any duty assessed on this Deed (if any).

4. SUBSIDIARY’S COVENANTS WITH THE RRC

The Subsidiary covenants with the RRC:

- (a) to assume all liability for any costs, claims and expenses, debts or liabilities incurred or accrued by the RRC (whether actual or contingent) arising out of or in connection with their ownership of the Assets up to and including the Transfer Date; and
- (b) to indemnify and keep indemnified the RRC against all proceedings, costs, claims and expenses arising out of or in connection with their ownership of the Assets occurring on or after the Transfer Date.

5. PROPER LAW

This Deed is governed by, and to be interpreted in accordance with, the laws of Western Australia and where applicable the laws of the Commonwealth of Australia.

6. SEVERANCE

If any part of this Deed is, or becomes void or unenforceable, that part is or will be, severed from this Deed to the intent that all parts that are not, or do not become, void or unenforceable remain in full force and effect and are unaffected by that severance.

7. FURTHER ASSURANCES

Each Party must execute and do all acts and things necessary or desirable to implement and give full effect to the provisions and purpose of this Deed.

8. MISCELLANEOUS

In this Deed:

- (a) a reference to a person includes that person's executors, administrators, successors and assigns;
- (b) a covenant, agreement, representation or warranty in favour of 2 or more persons is for the benefit of them jointly and severally;
- (c) an agreement, representation or warranty given or made by 2 or more persons shall bind them jointly and severally.

SCHEDULE

Assets of the RRC

--	--	--

EXECUTED BY THE PARTIES AS A DEED

THE COMMON SEAL of RIVERS)
REGIONAL COUNCIL)
(ABN 80 479 097 483) was affixed)
in the presence of:)

Chairperson

Chief Executive Officer

THE COMMON SEAL of RIVERS)
REGIONAL SUBSIDIARY)
was affixed in the presence of:)

Chairperson

Chief Executive Officer

THE COMMON SEAL of the CITY OF)
ARMADALE was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Mayor

Chief Executive Officer

THE COMMON SEAL of the CITY OF)
GOSNELLS was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Mayor

Chief Executive Officer

THE COMMON SEAL of the **CITY OF**)
SOUTH PERTH was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Mayor

Chief Executive Officer

THE COMMON SEAL of the **CITY OF**)
MANDURAH was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Mayor

Chief Executive Officer

THE COMMON SEAL of the **SHIRE OF**)
MURRAY was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Shire President

Chief Executive Officer

THE COMMON SEAL of the **SHIRE OF**)
SERPENTINE-JARRAHDALE was)
affixed pursuant to a resolution of the)
Council in the presence of:)

Shire President

Chief Executive Officer

Rivers Regional Subsidiary

Business Plan 2020 - 2025

1/15/2020
Rivers Regional Council
John McNally
Chief Executive officer

Business Plan Rivers Regional Subsidiary

1. Introduction

Over the last 8 years the Rivers Regional Council has been working towards achieving a Zero Waste outcome. Tenders for Alternative Waste Treatment options were called in 2013 and contracts for a Waste to Energy Facility were executed in November 2015. Financial Close was achieved in October 2018 with the Plan for the plant to be commissioned in mid 2021. Now that the major task has been achieved the participants in the agreements are seeking to establish an efficient and effective organisation to manage the responsibilities under the agreements over the next 20 to 30 years.

The Rivers Regional Subsidiary (RRS) will replace the Rivers Regional Council as Principal under the terms of the 2015 Receipt and Processing of Waste for Resource Recovery Agreement, Participants Agreement for the Receipt and Processing of Waste for Resource Recovery and Supplemental Deed - Energy Supply & Delay Costs (Waste Supply Agreements).

Rivers Regional Council comprises the City of South Perth, City of Armadale, City of Gosnells, Shire of Murray, Shire of Serpentine Jarrahdale and the City of Mandurah. The City of Canning is also a participant in the Resource Recovery Agreements and has declined the invitation to join the RRS.

2. Rivers Regional Subsidiary

The Rivers Regional Subsidiary is being formed to:-

- Replace the Rivers Regional Council and act as Principal under the terms of the 2015 Receipt and Processing of Waste for Resource Recovery Agreement ,Participants Agreement for the Receipt and Processing of Waste for Resource Recovery and Supplemental Deed - Energy Supply & Delay Costs (Waste Supply Agreements);
- Assist in the coordination of resource sharing between the participants, to reduce costs and increase operational efficiencies;
- Associate, collaborate and work in conjunction with other local government bodies for the advancement of matters of common interest;
- Undertake coordination, advocacy, education and representation roles for the participants at a regional level and, in particular, coordinate waste recovery, reuse and disposal education programs;
- develop cooperation between the participants so as to improve waste management and recycling programs and practices within the Region;
- assist participants to minimise the volume of waste collected in the districts of the participants which is required to be disposed of by landfill;
- develop, encourage, promote, foster and maintain consultation and cooperation with the Western Australian Local Government Association (WALGA), other levels of government, private enterprise and the community with regard to matters relating to waste management;
- strengthen the representation and status of local government when dealing with other levels of government, private enterprise and the community;

- develop further cooperation between the participants for the benefit of the communities of the Region;
- develop and manage policies which guide the conduct of programs and projects in the Region with the objective of securing the best outcomes for the communities of the Region; and
- undertake projects that benefit the Region and its communities.

3. Local Government Act Regulations

The Local Government Act (Regional Subsidiaries) Regulations 2017 requires that this Plan includes an overall assessment of the formation of the regional subsidiary and is to include details of:-

- a) Its expected effect on the provision of facilities and services by the participants

The participating Councils have already entered into contracts for the provision of waste to the Waste to Energy Plant (WtE) which is anticipated to divert up to 97.5% of the waste stream from Landfill. Councils will retain their current collection arrangements. The sharing of transfer station facilities is also possible but this will be the subject of separate agreements directly between Councils. As a result of the Waste to Energy contract arrangements landfill sites currently provided by Councils (only the City of Armadale has an operating landfill) will be phased out.

- b) Its expected effect on other persons providing facilities and services in the participants' districts;

The coordination of education programs may result in increased expenditure in local communities otherwise there is no impact on other persons or facilities.

- c) Its expected financial effect on the participants;

Savings of up to \$200,000 (based on the 2018/19 Budget) could be possible based on the transition from a Regional Council to a Regional Subsidiary (RRS). A Regional Subsidiary Budget of approximately \$250,000 per annum. Arrangements for calculation and collection are detailed in the current Waste Supply Agreements.

- d) Its expected effect on matters referred to in each participant's current plan prepared under section 5.56;

City of South Perth

Assist in achieving Outcome 4.3a - Promote and implement sustainable water, waste, land and energy management practices.

City of Armadale

Assist in achieving Outcome 2.4 Best Practice Waste Management - 2.4.1 Apply effective waste collection methodologies 2.4.2 Maximise recycling opportunities 2.4.3 Improve waste

disposal practices 2.4.4 Apply efficient waste administration. Target: Diminishing percentage of collected waste deposited in landfill (towards zero).

City of Gosnells

Assist in achieving Goal 3.4 Manage waste generated in the City of Gosnells in an environmentally responsible and sustainable manner. Outcome - The environmental impact of waste is minimised and waste is disposed of in a sustainable and cost effective manner.

Shire of Serpentine Jarrahdale

Assist in achieving Outcome 2.2 A sustainable natural environment, 2.2.2 Seek to minimise resource usage and continue to maximise reuse opportunities 2.2.3 Continue to minimise the volume and impact of waste generated within the district.

Shire of Murray

Assist in achieving Outcome 5 A healthy and sustainable natural environment - 5.4 Waste is responsibly managed to minimise environmental impacts.

City of Mandurah

Assist in achieving:-

- *Strategy 1.3 - Encourage and enable our community to take ownership of our natural assets, and to adopt behaviours that assist in achieving our environmental targets and 1.3.2 Reduce per capita waste generation and waste-to-landfill.*
- *Strategy 1.4 - Become a leader in proactive and innovative environmental management and 1.4.2 Develop and implement waste-to-energy solutions for residential and industrial waste.*
- *Strategy 1.5. Factor climate change predictions into land-use planning, building design and future council decisions and 1.5.2 Demonstrate leadership in meeting the challenges of climate change at regional, state and national level*

- e) the service that is proposed to be provided, or the activity that is proposed to be carried on, by the regional subsidiary;
- *replace the Rivers Regional Council (RRC) and act as principal under the terms of the:*
 - *Agreement for Receipt and Processing of Waste for Resource Recovery dated 4 November 2015;*
 - *Participant's agreement for the Receipt and Processing Waste for Resource Recovery dated 15 October 2015.*
 - *Financier Direct Deed dated 16 October 2018; and*
 - *Supplemental Deed dated 16 July 2018.*

- *assist in the coordination of resource sharing between the participants, to reduce costs and increase operational efficiencies;*
- *associate, collaborate and work in conjunction with other local government bodies for the advancement of matters of common interest;*
- *undertake coordination, advocacy, education and representation roles for the participants at a regional level and, in particular, coordinate waste recovery, reuse and disposal education programs;*
- *develop cooperation between the participants so as to improve waste management and recycling programs and practices within the Region;*
- *assist participants to minimise the volume of waste collected in the districts of the participants which is required to be disposed of by landfill;*
- *develop, encourage, promote, foster and maintain consultation and cooperation with the Western Australian Local Government Association (WALGA), other levels of government, private enterprise and the community with regard to matters relating to waste management;*
- *strengthen the representation and status of local government when dealing with other levels of government, private enterprise and the community;*
- *develop further cooperation between the participants for the benefit of the communities of the Region;*
- *develop and manage policies which guide the conduct of programs and projects in the Region with the objective of securing the best outcomes for the communities of the Region; and*
- *undertake projects that benefit the Region and its communities.*

- f) why the regional subsidiary is proposed to be formed to provide that service or carry on that activity.

The participating Councils have entered into agreements to supply waste to the Waste to Energy Plant for a period of 20 to 30 years. The Rivers Regional Council (RRC) has the role of principal under those contracts and a Regional Subsidiary arrangement is considered more efficient to manage these responsibilities on a shared services arrangements.

4. Outline of Activities

- a) Establish governance, administration and accounting arrangements.
- b) Prepare the annual Waste Delivery Plan in accordance with the provisions of the agreements.
- c) Calculate and recover waste charges under the agreements.
- d) Manage contract responsibilities and act as Principal.
- e) Co-ordinate Waste Recovery, Reuse and Disposal Education programs required under the agreements.
- f) Co-ordinate the energy supply arrangements.
- g) Advocate on behalf of member Councils.

5. Budget

Account Description	Full Year Reg Sub				
	Year 1	Year 2	Year 3	Year 4	Year 5
	\$	\$	\$	\$	\$
ADMINISTRATION					
Operating Revenue					
Other Income	0				
Total Operating Revenue	0				
Operating Expenditure					
Salaries & Wages	(100,000)	(100,000)	(102,000)	(103,000)	(104,000)
Superannuation	(15,000)	(15,000)	(15,300)	(15,450)	(15,600)
Leave Accruals	(3,000)	(3,000)	(3,060)	(3,090)	(3,120)
Insurance - Workers Compensation	(2,500)	(2,500)	(2,600)	(2,700)	(2,800)
Training & Conferences	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)
Accounting & Administration Services	(30,000)	(30,000)	(31,000)	(31,500)	(32,000)
Bank Fees	(500)	(500)	(500)	(500)	(500)
Advertising	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)
Information Technology	(6,000)	(6,000)	(6,000)	(6,000)	(6,000)
Insurance - Other	(7,100)	(7,100)	(7,100)	(7,100)	(7,100)
Legal Services	(4,000)	(4,000)	(4,000)	(4,000)	(4,000)
Other Office Expenses	(3,000)	(3,000)	(3,000)	(3,000)	(3,000)
Publications	(500)	(500)	(500)	(500)	(500)
Furniture & Equipment	(500)	(500)	(500)	(500)	(500)
Health and Safety	(500)	(500)	(500)	(500)	(500)
Accommodation	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)
Consultants - Contingency	(25,400)	(25,400)	(25,400)	(25,400)	(25,400)
Total Operating Expenditure	(203,000)	(203,000)	(206,460)	(208,240)	(210,020)
Net Administration Costs to be allocated	(203,000)	(203,000)	(206,460)	(208,240)	(210,020)
Allocation of Administration Expenditure					
Community Amenities	203,000	203,000	206,460	208,240	210,020
Total Allocations	203,000	203,000	206,460	208,240	210,020
Total After Allocation of Net Costs	0	0	0	0	0
COMMUNITY AMENITIES					
Operating Revenue					
Waste Recovery Charges Member Councils	250,000	228,000	231,460	233,240	235,020
Total Operating Revenue	250,000	228,000	231,460	233,240	235,020
Operating Expenditure					
Waste Recovery Expenses - Avertas					
Legal Services	(42,000)	(20,000)	(20,000)	(20,000)	(20,000)
Project Management	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)
Administration Allocation	(203,000)	(203,000)	(206,460)	(208,240)	(210,020)
Total Operating Expenditure	(250,000)	(228,000)	(231,460)	(233,240)	(235,020)
Total	0	0	0	0	0
Recovery	1.00%	0.89%	0.94%	0.91%	0.85%

CHARTER OF THE RIVERS REGIONAL SUBSIDIARY

A Regional Subsidiary

incorporated pursuant to section 3.69 of the Local Government Act 1995 (WA)

RIVERS REGIONAL SUBSIDIARY

CHARTER

Local Government Act 1995 (WA)

1. ESTABLISHMENT & OBJECTS

1.1 Local Government Act 1995

- (a) This Charter governs the operation of the Subsidiary and both this Charter and the Subsidiary are subject to the requirements of Part 3, Division 4 of the Act and the Regional Subsidiaries Regulations.
- (b) Pursuant to section 3.69(3) of the Act the Subsidiary is a body corporate and has a common seal. Its Board has responsibility for the management of the business and other affairs of the Subsidiary.

1.2 Definitions

In this Charter:

“Act” means the *Local Government Act 1995 (WA)*;

“Anticipated Exceptional Deficit” means the amount, if any, of a Deficit which, during a financial year the Subsidiary determines will, or is likely to, occur in that year by reason of:

- (a) an expense for which no expenditure estimate is included in the Subsidiary’s annual budget for that year; or
- (b) an expense for which an expenditure estimate is included in the Subsidiary’s annual budget for that year but the expense is exceptional having regard to that estimate; or
- (c) a shortfall in income for which an income estimate is included in the annual budget for that year but the shortfall is exceptional having regard to that estimate;

“Board” means the Board of Management established under Clause 8;

“Board member” means a person who has been appointed to the Board by a participant in accordance with clause 8.2(a);

“Budget Deficiency” has the same meaning as the expression is given in Part 6 of the Act;

“Business Plan” means the business plan prepared by the participants pursuant to regulation 4 of the Regional Subsidiaries Regulations;

“Chairperson” means the person elected as Chairperson of the Board pursuant to Clause 8.4(a) and includes a person authorised by this Charter to act in place of the Chairperson;

“CEO” means the chief executive officer of the Subsidiary or a participant as specified in this Charter;

“district” means district as that term is defined in the Act;

“Deficit”, for a financial year, means the amount, if any:

- (a) by which the expenses of the Subsidiary exceeds the revenues and other income of the Subsidiary; and
- (b) which is shown as such in the annual financial report, for that year, prepared by the Subsidiary in accordance with the provisions of section 5.53 of the Act as those provisions are modified by regulation 18 of the Regional Subsidiaries Regulations;

“local government” means a local government constituted under the *Local Government Act 1995 (WA)*;

“elected member” means a Mayor, Chairman or Councillor of a Council;

“financial year” means a year beginning on 1 July in each year and ending on 30 June of the following year;

“meeting” includes both ordinary and special meetings of the Board;

“Minister” means the Minister for the time being responsible for the administration of the *Local Government Act 1995 (WA)*;

“Objects” means the objects of the Subsidiary as set out in clause 1.4;

“participant” means a local government that is a member of the Subsidiary named in clause 1.3;

“parties” as described in clause 11 means a participant or participants or the Subsidiary and party means any one or more of them according to context

“Region” means the total area of the districts of the participants;

“Regional Subsidiaries Regulations” means the *Local Government (Regional Subsidiaries) Regulations 2017 (WA)*

“RRC” means the Rivers Regional Council;

“RRC Waste Agreements” means the agreements and documents itemised in Schedule 1;

“special resolution” means a resolution passed by a two thirds majority of all Board members present at a meeting and entitled to vote on the issue;

“Subsidiary” means the Rivers Regional Subsidiary; and

“Surplus”, for a financial year, means the amount if any:

- (a) by which the revenues and other income of the Subsidiary exceeds the expenses of the Subsidiary; and
- (b) which is shown as such in the annual financial report, for that year, prepared by the Subsidiary in accordance with the provisions of section 5.53 of the Act as those provisions are modified by regulation 18 of the Regional Subsidiaries Regulations.

1.3 Establishment

The Subsidiary is a regional subsidiary established pursuant to section 3.69 of the Act by the following local governments:

- (a) The City of Gosnells;
- (b) The City of Armadale;
- (c) The City of South Perth;
- (d) The City of Mandurah;
- (e) The Shire of Serpentine-Jarrahdale; and
- (f) The Shire of Murray.

1.4 Objects

The Subsidiary is established to:

- (a) replace the RRC and act as principal under the terms of the:
 - (i) Agreement for Receipt and Processing of Waste for Resource Recovery dated 4 November 2015 referred to in item 2 of Schedule 1; and
 - (ii) Participant's Agreement for the Receipt and Processing Waste for Resource Recovery dated 15 October 2015 referred to in item 1 of Schedule 1.
 - (iii) Financier Direct Deed dated 16 October 2018 and referred to in item 6 of Schedule 1; and
 - (iv) Supplemental Deed dated 16 July 2018 and referred to in item 4 of Schedule 1.
- (b) assist in the coordination of resource sharing between the participants, to reduce costs and increase operational efficiencies;
- (c) associate, collaborate and work in conjunction with other local government bodies for the advancement of matters of common interest;
- (d) undertake coordination, advocacy, education and representation roles for the participants at a regional level and, in particular, coordinate waste recovery, reuse and disposal education programs;
- (e) develop cooperation between the participants so as to improve waste management and recycling programs and practices within the Region;
- (f) assist participants to minimise the volume of waste collected in the districts of the participants which is required to be disposed of by landfill;
- (g) develop, encourage, promote, foster and maintain consultation and cooperation with the Western Australian Local Government Association (WALGA), other levels of government, private enterprise and the community with regard to matters relating to waste management;
- (h) strengthen the representation and status of local government when dealing with other levels of government, private enterprise and the community;

- (i) develop further cooperation between the participants for the benefit of the communities of the Region;
- (j) develop and manage policies which guide the conduct of programs and projects in the Region with the objective of securing the best outcomes for the communities of the Region; and
- (k) undertake projects that benefit the Region and its communities.

1.5 Review of Charter

- (a) This Charter will be reviewed by the participants acting in concurrence at least once in every four (4) years.
- (b) Where the participants determine that the Charter ought to be amended, either at the time of review or any other time, then the participants shall thereafter comply with the provisions of regulation 6 and 7 of the Regional Subsidiaries Regulations to enable any proposed amendment to be made.

2. THE RIVERS REGIONAL COUNCIL

2.1 Establishment

The RRC is a regional local government established under section 3.61 of the Act.

2.2 Novation of Rights and Obligations

Upon the establishment of the Subsidiary it is the intention of both the RRC and the Subsidiary that:

- (a) the RRC shall novate all of its rights, title, interest and obligations in the RRC Waste Agreements (**Novation**) to the Subsidiary subject to the consents where required of the parties to the RRC Waste Agreements; and
- (b) the Subsidiary shall take the Novation.

2.3 Transfer of Assets as Deemed Contributions

It is also the intention of the both the RRC and the Subsidiary that:

- (a) the RRC shall transfer all of its assets to the Subsidiary (**Transfer**) and the Subsidiary shall deem these assets to be contributions from the participants.
- (b) the deemed contributions shall be apportioned by the Subsidiary to each participant by multiplying the total asset value received from the RRC by each participant's waste volume in tonnes for the previous five (5) financial years as a percentage of the participant's total waste for the same period.

2.4 Order of Precedence

To the extent that any of the provisions of this Charter, as set out below, are also dealt with in any of the RRC Waste Agreements then, for the purposes only of the RRC Waste Agreements, the provisions of the RRC Waste Agreement/s shall take precedence over the provisions of this Charter to the extent of any inconsistency.

- (a) Clause 4 - Non Derogation and Direction of Participants;
- (b) Clause 5 - Funding by the Participants; and
- (c) Clause 11 – Dispute Resolution

2.5 Wind Up of RRC

It is the intention of the RRC to wind itself up after completion of the Novation and Transfer referred to in clauses 2.2 and 2.3.

3. POWERS FUNCTIONS AND DUTIES

The powers, functions and duties of the Subsidiary are to be exercised in the performance of the Subsidiary's Objects. The Subsidiary shall have those powers and functions provided under the Act, the Regional Subsidiaries Regulations and this Charter which include:

- (a) becoming a member of or cooperating or contracting with any other association or organisation, whether within or outside of the area of the participants, which shares similar objects and purposes to those of the Subsidiary;
- (b) entering into contracts or arrangements with any Government agency or authority that are incidental or conducive to the attainment of the Objects and the exercise of the powers of the Subsidiary;
- (c) entering into contracts with any person or body including a participant for the acquisition or supply of goods and services or for any other reason that is consistent with the Subsidiary's Objects;
- (d) Subject to clause 9 appointing, employing, remunerating, removing or suspending officers, managers, employees and agents;
- (e) raising revenue by:
 - (i) charging the participants fees incurred by the Subsidiary in undertaking and carrying out its Objects;
 - (ii) arrangements with sponsor organisations;
 - (iii) making submissions for and accepting grants, subsidies and contributions to further the Subsidiary's Objects;
 - (iv) arrangements or contracts with any other person or body; and
 - (v) any other means not inconsistent with the Objects of the Subsidiary.
- (f) printing and publishing any newspapers, periodicals, books, leaflets, or other like writing;
- (g) appointing such committees as it deems necessary and to define the duties of such committees provided that the acts of any such committee shall be submitted before execution or discharge for the approval of the Subsidiary and appointing persons to committees which may consist partly of persons who are not representatives of participants;
- (h) delegating any of the Subsidiary's powers and functions to persons or committees and altering or revoking such delegations;

- (i) co-opting to any duly appointed committee, any Board member, any officer of a participant, or any other appropriate person as deemed desirable for the efficient function of that committee;
- (j) acquiring, holding, dealing with and disposing of any real or personal property of the Subsidiary;
- (k) opening and operating bank accounts;
- (l) investing monies in any manner in which trust moneys may be invested in accordance with the provisions of section 6.14 of the Act and regulation 19C of the *Local Government (Financial Management) Regulations 1996 (WA)*, as those provisions are modified by regulation 22 of the Regional Subsidiaries Regulations;
- (m) subject to regulation 11 of the Regional Subsidiaries Regulations borrowing money in accordance with an approved Business Plan;
- (n) giving security for the discharge of liabilities of the Subsidiary;
- (o) imposing fees and charges in accordance with Part 6, Division 5, Subdivision 2 of the Act as modified by regulation 23 of the Regional Subsidiaries Regulations;
- (p) the development of a code of conduct to be observed by members of the Board, employees of the Subsidiary and members of any committee appointed by the Subsidiary;
- (q) establish a reserve fund or funds clearly identified for the upkeep and / or replacement of fixed assets or for meeting any deferred liability; and
- (r) doing all other things that are necessary or convenient for or incidental or conducive to the attainment of the Objects, and the exercise, performance or discharge of the powers, functions and duties of the Subsidiary.

4. DIRECTION BY PARTICIPANTS

4.1 Participants

All of the participants listed at Clause 1.3 are the members of the Subsidiary.

4.2 Non-Derogation and Direction by Participants

- (a) The establishment of the Subsidiary does not derogate from the power of any of the participants to act independently in relation to a matter within the jurisdiction of the Subsidiary.
- (b) Provided that all of the participants unanimously agree on the action to be taken, the participants may direct and control the Subsidiary. Non Compliance maybe dealt with under clause 8.3.
- (c) Any decision of the participants under clause 4.2(b) and/or direction given or control exercised by the participants must be given in writing to the CEO of the Subsidiary.

4.3 Provision of Information to Participants

- (a) The Subsidiary must, at the written request of a participant, furnish to the participant information or records in the possession or control of the Subsidiary as the participant may require in such manner and form as the participant may require.
- (b) If the Board of the Subsidiary considers that information or a record furnished under this clause contains matters that should be treated as confidential, the Board may advise the participant of that opinion giving the reason for the opinion and the participant must, subject to sub clause (c), act on that advice.
- (c) If the Subsidiary owes a duty of confidence in respect of a matter, the participant must ensure the observance of that duty in respect of the matter, but this sub clause does not prevent a disclosure as required in the proper performance of the functions or duties of the participant.

5. FUNDING BY PARTICIPANTS

5.1 Application of Clause

This clause applies if in any year:

- (a) A Budget Deficiency is disclosed in the annual budget of the Subsidiary;
- (b) A Deficit is disclosed in the annual financial report of the Subsidiary; or
- (c) An Anticipated Exceptional Deficit is determined by the Subsidiary.

5.2 Contributions by Participants

The participants must pay to the Subsidiary contributions towards a Budget Deficiency, a Deficit or an Anticipated Exceptional Deficit as the case may be, in accordance with the steps set out in Schedule 2. If a participant has acted independently under clause 4.2 and chosen not to participate in a project that is not a requirement of the RRC Waste Agreements then there is no obligation to contribute to a Budget Deficiency, a Deficit or an Anticipated Exceptional Deficit caused by that project.

5.3 Time for Payment of Contributions

The contributions referred to in clause 5.2 must be paid by each participant to the Subsidiary within 42 days, or any earlier time agreed by the participants, after:

- (a) In the case of contributions towards a Budget Deficiency – the date on which the annual budget is prepared and adopted by the Subsidiary;
- (b) In the case of contributions towards a Deficit – the date on which the annual financial report is prepared and submitted to the auditor;
- (c) In the case of contributions towards an Anticipated Exceptional Deficit – the date on which the Anticipated Exceptional Deficit is determined by the Subsidiary.

5.4 Late Payment of Contributions

If a participant fails to pay the contribution referred to in clause 5.2 on or before the due date for payment then, in addition to the contribution, the participant must pay to the Subsidiary interest on the contribution at the overdraft rate charged by the Subsidiary's bank on amounts of the same size as the unpaid contribution calculated from and including the due date to but excluding the actual date of payment.

5.5 Contributions to the Acquisition of Land

- (a) Where the Subsidiary determines that the participants are to make contributions towards the acquisition of land then the participants must make those contributions in equal proportions.
- (b) Contributions referred to in subclause 5.5(a) are capital contributions for the purpose of clause 6.2 (f) and 7.2.

5.6 Distribution of a Paid Surplus

- (a) The participants acknowledge that it is for the Subsidiary to determine if a Surplus or portion of a Surplus is to be paid to the participants and the manner and timing of any payment, having a regard to the prudent management of its cash flow and financial requirements and other relevant matters (**Paid Surplus**).
- (b) The participants agree that any Paid Surplus is to be distributed between them in proportions calculated in accordance with Schedule 3.

6. NEW AND WITHDRAWAL OF PARTICIPANTS

6.1 New Participants

Subject to the provisions of the Act, including but not limited to Ministerial approval under regulation 7 of the Regional Subsidiaries Regulations, this Charter may be amended by a resolution of the participants to provide for the admission of a new participant or participants, with or without conditions of membership, such conditions to be determined jointly by the Board and the member participants.

6.2 Withdrawal of a Participant

- (a) A participant may seek to withdraw from the Subsidiary but withdrawal shall be subject to and conditional upon the Subsidiary being able to successfully comply with the provisions of regulation 6 and 7 of the Regional Subsidiaries Regulations.
- (b) A participant which intends to withdraw from the Subsidiary shall give to the CEO of the Subsidiary and to the CEO's of all of the other participants written notice of such intention, specifying the date of intended withdrawal. The notice shall be a minimum of three months.
- (c) Upon receipt of a notice of intention to withdraw from the Subsidiary the remaining participants and the Subsidiary shall, subject to clause 6.2(d), use their best endeavours, acting reasonably to achieve compliance with regulations 6 and 7 of the Regional Subsidiaries Regulations to allow the withdrawal to proceed.

- (d) However, to the extent that the participants may have entered into contractual obligations and liabilities relying on the withdrawing participant's ongoing support, the participants may refuse the request of an individual participant to withdraw if, in the reasonable opinion of the remaining participants, they will incur an unreasonable financial burden by reason of the withdrawal.
- (e) The withdrawal of the participant does not extinguish the proportionate liability of that participant to make payment of its budgeted contribution for the financial year in which it gives notice and in respect of any other amounts outstanding.
- (f) The payment of any proportionate entitlement sought by the withdrawing participant shall only be made where the remaining participants and the Subsidiary agree with the withdrawing participant as to the amount and terms of payment.

7. WINDING UP

7.1 Form of Wind Up

The Subsidiary may be wound up by the Minister acting upon a unanimous resolution of the participants or by the Minister in accordance with the provisions of section 8.15 (2) of the Act as those provisions are modified by regulation 24 of the Regional Subsidiaries Regulations.

7.2 Division of Assets

- (a) Where the Subsidiary is to be wound up and there remains, after satisfaction of all its debts and liabilities, any property and assets of the Subsidiary, then the property and assets are to be realised and:
 - (i) firstly, to the extent that the proceeds, along with any surplus funds, are sufficient to do so, the participants are to be repaid their respective capital contributions as shown in the accounting records of the Subsidiary; and
 - (ii) secondly, the balance, if any, is to be divided among the participants in the proportions set out in Schedule 4.
- (b) For the avoidance of doubt, for the purposes of subclause (a) the capital contributions of the participants do not accrue interest.

7.3 Division of Liabilities

If the subsidiary is to be wound up and there remains any liability or debt in excess of the realised property and assets of the Subsidiary then the liability or debt is to be met by each of the participants in the proportions set out in Schedule 4.

8. BOARD OF MANAGEMENT

The Board shall have the responsibility to manage the business and other affairs of the Subsidiary ensuring that the Subsidiary acts in accordance with this Charter.

8.1 Functions of the Board

The functions of the Board shall be:

- (a) the formulation of strategic plans and strategies aimed at improving the activities of the Subsidiary;
- (b) to provide professional input and policy direction to the Subsidiary;
- (c) to monitor, oversee and evaluate the performance of the CEO of the Subsidiary;
- (d) ensuring that ethical behaviour and integrity is established and maintained by the Subsidiary and its Board Members in all activities undertaken by the Subsidiary;
- (e) subject to clause 8.6(j), ensuring that the activities of the Subsidiary are undertaken in an open and transparent manner;
- (f) the review and amendment of the Business Plan to be considered in consultation with the participants;
- (g) exercising the care, diligence and skill required by the Act and the Regional Subsidiaries Regulations and in any event such that a prudent person of business would exercise in managing the affairs of other persons; and
- (h) To manage the Subsidiaries responsibilities of the RRC Waste Agreements.

8.2 Membership of the Board

- (a) Subject to subclause (b), the Board shall consist of one (1) natural person appointed by each participant who must be an employee of the participant.
- (b) Each participant shall appoint their Board member from time to time, as required, for a period not exceeding four (4) years, and give notice in writing to the CEO of the Subsidiary, of the person who is or will be its Board member.
- (c) Notwithstanding subclause (a), a participant may appoint its Board member for a lesser period by nominating the period in the written appointment provided to the CEO of the Subsidiary. In such circumstances, any continuation of appointment following the expiry of the initial period nominated shall be in writing addressed to the CEO of the Subsidiary.
- (d) Each Constituent Council will also appoint a natural person and employee of the participant as deputy Board Member. The deputy Board Member is entitled to act in place of a Board Member appointed by the same Participant if the Board Member is unable for any reason to be present at a Board meeting.
- (e) In the absence of the Board Member, a deputy Board Member will be deemed to be the Board Member and can exercise all rights, privileges and obligations of the Board Member during the absence of that Board Member.
- (f) A notice signed by the Chief Executive Officer of a Participant will be sufficient evidence of the appointment of a Board Member and deputy Board Member of the Board of Management.

8.3 Termination of Membership of the Board

The appointment of a Board member shall terminate upon any of the grounds set out below:

- (a) the participant which appointed him/her ceasing to be a participant;
- (b) the appointing Participant providing written notice of termination to the Board Member and the Board
- (c) ceasing to be employed by the participant which appointed him/her;
- (d) the death of the Board member;
- (e) completion of a term of office without re appointment;
- (f) written resignation from the Board Member being served on the participant who appointed him / her;
- (g) personal bankruptcy or application for the benefit of a law for the relief of insolvent debtors;
- (h) the Board, by special resolution, resolves to terminate the appointment of that Board member for:
 - (i) any behaviour of the Board member which, in the opinion of the Board, amounts to impropriety;
 - (ii) serious neglect of duty in attending to his/her responsibilities as a Board member;
 - (iii) breach of fiduciary duties to the Subsidiary or the participant(s);
 - (iv) breach of the duty of confidentiality to the Subsidiary or the participant(s);
 - (v) any other behaviour which may discredit the Subsidiary or the participants.
- (i) Notwithstanding any other clause of this Charter, a Board member may be removed from office as a Board member by special resolution of the Board prior to the expiration of a term of appointment.
- (j) If any vacancy occurs in the membership of the Board it must be filled in the same manner as the original appointment under clause 8.2. The person appointed to the Board to fill a vacancy will be appointed for the balance of the term of the original appointment and at the expiry of that term, subject to satisfying the requirements of this Charter, shall be eligible for re-appointment.

8.4 Chairperson of the Board

- (a) The Chairperson of the Board shall be appointed by the Board from amongst its members and shall hold office for a term agreed by the Board, unless he/she resigns or is removed from office pursuant to a resolution of the Board or until he/she is no longer eligible to act as a Board member.
- (b) There shall also be a Deputy Chairperson of the Board appointed by the Board from amongst its members who shall hold office for a term agreed by the Board

unless he/she resigns or is removed from office pursuant to a resolution of the Board or until he/she is no longer eligible to act as a Board member.

- (c) The Chairperson and Deputy Chairperson shall be eligible for re-appointment upon their term of office expiring.
- (d) If the Chairperson either resigns or is no longer eligible to act as a Board member prior to the expiry of his/her term as Chairperson, the Deputy Chairperson shall act in that office. In the event of the Deputy Chairperson refusing or being unable to act, the Board shall elect from amongst their own number a new Chairperson who shall hold office until the conclusion of the original term.

8.5 Powers of the Chairperson and the deputy Chairperson

- (a) The Chairperson shall preside at all meetings of the Board.
- (b) In the event that the Chairperson is absent from a meeting, the Deputy Chairperson shall preside at that meeting, and in the event that both the Chairperson and Deputy Chairperson are absent from the meeting, the Board shall appoint a member from amongst them who shall preside at that meeting or until the Chairperson or Deputy Chairperson is present.
- (c) If any circumstance arises on which this Charter is silent, incapable of taking effect or being implemented according to its strict provisions, the Chairperson may decide the action to be taken to ensure achievement of the objects of the Subsidiary and its effective administration.
- (d) The Chairperson shall report any such decision at the next ordinary meeting

8.6 Meetings of the Board

- (a) The Board may determine procedures in addition to but not inconsistent with those specified in this Charter to apply at or in relation to its meetings.
- (b) The Board shall meet:
 - (i) for ordinary meetings at such times and places as may be fixed by the Board from time to time provided that there will be not less than three ordinary meetings each financial year; and
 - (ii) for special meetings if demanded in writing by the Chairperson, the CEO of the Subsidiary or by the Board members appointed by any three (3) participants.
- (c) An ordinary meeting of the Board will constitute an ordinary meeting of the Subsidiary. The Board shall administer the business of an ordinary meeting.
- (d) For the purposes of this sub-clause, the contemporary linking together by telephone, audio-visual or other instantaneous means ("telecommunications meeting") of a number of the Board members, provided that at least a quorum is present, is deemed to constitute a meeting of the Board. Each of the Board members taking part in a telecommunications meeting must at all times during the telecommunications meeting be able to hear and be heard by each of the other Board members present. At the commencement of the meeting each Board member must announce his/her presence to all other Board members taking part in the meeting. A Board member must not leave a telecommunications meeting by disconnecting his/her telephone, audio-visual or

other communication equipment, unless that Board member has previously notified the Chairperson of the meeting.

- (e) A resolution may be passed without a meeting being held if all the Board Members entitled to vote on the resolution sign a document containing a statement that they are in favour of the resolution set out in the document.
- (f) Except as otherwise provided in this Charter, notice of ordinary meetings will be forwarded by the CEO of the Subsidiary to the Board members and the CEO's of the participants at least 7 days prior to the date of the meeting, either by post to the participant's address or by post to any other location, or via any other means of giving notice (eg. facsimile or email) as nominated by the Board member and the CEO of a participant in writing addressed to the CEO of the Subsidiary.
- (g) Notice of meetings will be sent by the CEO of the Subsidiary to the Board members and the CEOs of the participants at least seven (7) days prior to the date of the meeting in the manner provided for at clause 8.6(e). Notice of a meeting for the purpose of making a recommendation to wind up the Subsidiary shall be sent to the Board members and the CEOs of the participants at least eight (8) weeks before the date of the meeting in the manner provided for at clause 8.6(f).
- (h) A majority of the Board members present at a meeting of the Board may adjourn the meeting from time to time and from place to place.
- (i) Subject to clause 8.6(k), meetings of the Board will be conducted in a place open to the public where deemed appropriate by the Chairman or CEO of the Subsidiary.
- (j) All Board members must keep confidential all documents and any information provided to them on a confidential basis for their consideration prior to a meeting of the Board.
- (k) The Board may order that the public be excluded from attendance at any meeting in order to enable the Board to consider in confidence any information or matter listed in section 5.23(2) of the Act (after taking into account any relevant consideration under that subsection).

The exercise of this power does not exclude Board members and any other person permitted by the Board to remain in the room.

- (l) Where an order is made under clause 8.6(k), a note must be made in the minutes of the making of the order and of the grounds on which it was made.
- (m) Where the Board has considered any information or a matter in confidence under Clause 8.6(k) it may subsequently resolve to keep minutes and/or any other documents considered during that part of the meeting confidential.
- (n) The CEO of the Subsidiary must cause minutes to be kept of the proceedings at every meeting of the Board and ensure that the minutes are presented to the next ordinary meeting of the Board for confirmation and adoption.
- (o) Where the CEO of the Subsidiary is excluded from attendance at a meeting of the Board pursuant to clause 8.6(k), the person presiding at the meeting shall cause the minutes to be kept.

- (p) The Board may invite any person to attend at a meeting of the Board to act in an advisory capacity.

8.7 Quorum

The quorum for any meeting of the Board is a majority of the number of Board members in office, being a number ascertained by dividing the total number of Board members for the time being in office by two (2), ignoring any fraction, and adding one (1). No business will be transacted at a meeting of the Board unless a quorum is present.

8.8 Voting

- (a) Unless stipulated otherwise in this Charter, questions arising for decision at meetings of the Board will be decided by a simple majority of eligible votes on the basis of one (1) vote per Board member present at the meeting. The Chairperson shall not, in the event of equality of votes, have a second or casting vote. In the event of equality of votes the matter will lapse.
- (b) Subject to a conflict of interest, each Board member validly present at a meeting must vote on a question arising for a decision at the meeting. Failure by any Board member to vote will be deemed to be a negative vote in relation to the question for decision.

8.9 Standing Orders or Rules

- (a) Subject to this Charter, the Board may pass, alter or rescind standing orders, policies or rules for the due management and regulation of meetings of the Subsidiary.
- (b) Standing orders, policies or rules made pursuant to this clause 8.9 shall be entered in a record which will be kept for the information of the Board members and may be printed and/or circulated at the discretion of the Board.
- (c) The standing orders, policies and rules in existence shall remain in operation for a period of one (1) year, at which time they shall be reviewed by the Board and confirmed, varied or discontinued by resolution of the Board.

8.10 Common Seal

- (a) Pursuant to section 3.69(3) of the Act the Subsidiary shall have a common seal upon which its corporate name shall appear in legible characters.
- (b) The common seal shall not be used without the express authorisation of a resolution of the Board and every use of the common seal shall be recorded in the minute book of the Subsidiary.
- (c) The affixing of the common seal shall be witnessed by the Chairperson or the Deputy Chairperson and the CEO of the Subsidiary or such other person as the Board may appoint for the purpose.
- (d) The common seal shall be kept in the custody of the CEO of the Subsidiary or such other person as the Board may from time to time decide.

8.11 Committees

- (a) The Board may establish a committee of Board members for the purposes of:

- (i) enquiring into and reporting to the Board on any matter within the Subsidiary's functions and powers and as detailed in the terms of reference given by the Board to the committee;
- (ii) exercising, performing or discharging delegated powers, functions or duties.
- (b) A member of a committee established under clause 8.11(a) of this Charter holds office at the pleasure of the Board.
- (c) The Board may otherwise establish advisory committees consisting of or including persons who are not Board members for enquiring into and reporting to the Board on any matter within the Subsidiary's functions and powers and as detailed in the terms of reference.
- (d) The Chairperson of the Board is an ex-officio member of any committee or advisory committee established by the Board.

8.12 Fees and Allowances

The Board shall determine annually the fees, annual allowances or reimbursements, if any, for expenses payable to Board Members.

9. EMPLOYEES OF THE SUBSIDIARY

- 9.1 The Board must appoint a CEO of the Subsidiary to manage the business of the Subsidiary on terms agreed between the CEO and the Board. The CEO of the Subsidiary may be a natural person or a body corporate approved by the Board.
- 9.2 The CEO of the Subsidiary shall cause records to be kept of the business and financial affairs of the Subsidiary in accordance with this Charter, in addition to other duties provided for by this Charter and those specified in the terms and conditions of appointment.
- 9.3 In the absence of the CEO of the Subsidiary for any period exceeding six weeks a suitable person to act in the position of CEO of the Subsidiary must be appointed by the Board.
- 9.4 The Board shall delegate responsibility for the day to day management of the Subsidiary to the CEO of the Subsidiary, who will ensure that sound business and human resource management practices are applied in the efficient and effective management of the operations of the Subsidiary.
- 9.5 The functions of the CEO of the Subsidiary shall be specified in the terms and conditions of appointment and shall include but are not limited to:
 - (a) appointing, managing, suspending and dismissing employees of the Subsidiary;
 - (b) determining the conditions of employment of employees of the Subsidiary within the budgetary constraints set by the Board;
 - (c) attending at all meetings of the Board unless excluded by resolution of the Board;
 - (d) ensuring that the decisions of the Board are implemented in a timely and efficient manner;

- (e) providing information to assist the Board to assess the Subsidiary's performance against its Strategic and Business Plans;
- (f) providing advice and reports to the Board on the exercise and performance of its powers and functions under the Act, the Regional Subsidiaries Regulations and this Charter;
- (g) ensuring that the Subsidiary is at all times complying with the Act, the Regional Subsidiaries Regulations and this Charter;
- (h) ensuring that the Subsidiary's annual report prepared in accordance with section 5.53 of the Act as modified by regulation 18 of the Regional Subsidiaries Regulations is distributed to the participants in time to be incorporated in their annual reports;
- (i) co-ordinating and initiating proposals for consideration of the Board including but not limited to continuing improvement of the operations of the Subsidiary;
- (j) ensuring that the assets and resources of the Subsidiary are properly managed and maintained;
- (k) exercising, performing or discharging other powers, functions or duties conferred on the CEO of the Subsidiary by or under the Act or any other legislation, and performing other functions lawfully directed by the Board; and
- (l) inviting any person to attend at a meeting to act in an advisory capacity.

9.6 The CEO of the Subsidiary shall provide a report on his/her activities to the Board at every ordinary meeting.

10. MANAGEMENT OF THE SUBSIDIARY

10.1 Financial Management

- (a) The Subsidiary shall keep proper books of account which must be available for inspection by any Board member or authorised representative of any participant at any reasonable time on request.
- (b) The Subsidiary must establish and maintain a bank account at a bank and with such bank facilities to be determined by the Board.
- (c) The Subsidiary shall appoint, the CEO of the Subsidiary, the Chairperson and Deputy Chairperson as authorised operators of the bank accounts. A minimum of two authorised operators must be required to deal with the bank account at any one time.
- (d) All cheques must be signed by two of the persons appointed under or listed at clause 10.1(c).
- (e) Any payments made by electronic funds transfer must be made in accordance with procedures which have received the prior approval of the Board.

10.2 Reporting

- (a) The CEO of the Subsidiary shall ensure that the CEO and the Board member of each participant receive, within 14 days of a Board meeting, a copy of the minutes from that Board meeting for distribution to the elected members of the participants.
- (b) The CEO of the Subsidiary must act prudently in the handling of all financial transactions for the Subsidiary and must provide quarterly financial and corporate reports to the Board and, if requested, the Participants.
- (c) The Board must submit their annual report, annual budget and auditor's report to the participants upon completion of those reports.

10.3 Business Plan

The Board shall:

- (a) compare the Business Plan against performance targets at least twice every financial year;
- (b) review the contents of the Business Plan annually; and
- (c) undertake reasonable consultation with the participants prior to adopting or amending the Business Plan.

10.4 Annual Report

The Subsidiary shall prepare an annual report for each financial year in accordance with the provisions of section 5.53 of the Act as those provisions are modified by regulation 18 of the Regional Subsidiaries Regulations.

10.5 Annual Budget

The Subsidiary shall prepare an annual budget in accordance with the provisions of section 6.2 of the Act as those provisions are modified by regulation 18 of the Regional Subsidiaries Regulations.

10.6 Audit

The audit functions of the Subsidiary may be undertaken by a subcommittee which may include Finance Manager representatives from the participants.

11. DISPUTE RESOLUTION

11.1 Negotiation

- (a) The procedure in Clause 11 must be applied to any dispute that arises between the Subsidiary and a participant or participants concerning the affairs of the Subsidiary, or between participants concerning the affairs of the Subsidiary, including a dispute as to the meaning or effect of this Charter.
- (b) In the event of a dispute between the parties (**Dispute**) one party may deliver a written notice to the other party that identifies the Dispute (**Notice of Dispute**).

- (c) The party that delivers the Notice of Dispute should also provide enough information about the Dispute for the other parties to reasonably understand the:
 - (i) alleged facts on which the claim is based
 - (ii) legal basis on which the claim is made; and
 - (iii) relief that is claimed.
- (d) Within 10 Business Days of a Notice of Dispute being delivered, the receiving parties must deliver a written response to the other parties stating:
 - (i) its position in relation to the Dispute; and
 - (ii) the basis for its position.
- (e) Within ten Business Days of receipt of the response referred to in clause 11.1 (c), the parties agree to attempt in good faith to resolve through negotiation any Dispute arising under or in relation to this Charter.

11.2 Mediation

- (a) If the parties fail to resolve the Dispute within the 10 Business Days under clause 11.1(d), any of the parties may refer the Dispute to mediation by notice in writing to the other parties.
- (b) Within 10 Business Days of a party referring the Dispute to mediation, the parties will attempt in good faith to agree the appointment of a mediator for the purposes of mediation.
- (c) In the event the parties are unable to agree the appointment of a mediator then the Chairperson of the Resolution Institute in Western Australia shall appoint a mediator for the purposes of mediation.
- (d) Once a Mediator has been appointed then the parties must within 10 Business Days of the mediator being appointed agree a mutually convenient date, time and place for the mediation to take place.

11.3 Terms of Mediation

The mediation must be conducted on the following terms:

- (a) the reference to the mediator is made in accordance with, and subject to, the Resolution Institute Mediation Rules;
- (b) the mediator will assist the parties to explore the options for and, if possible, achieve expeditious resolution of the dispute by agreement;
- (c) the mediator will not make decisions for a party or impose a solution on the parties;
- (d) the mediator will not obtain from any independent person advice or an opinion as to any aspect of the Dispute unless:
 - (i) the mediator is requested in writing by all parties to do so;

- (ii) all parties have agreed upon the identity of the independent person to give such advice or opinion; and
 - (iii) all parties have agreed on who will be responsible to pay for the costs or fees in relation to the advice provided by the independent person;
- (e) all parties will co-operate in good faith with the mediator and each other during the mediation;
- (f) each party will use its reasonable endeavours to comply with reasonable requests made by the mediator to promote the efficient and expeditious resolution of the Dispute;
- (g) the mediation, including all preliminary steps, shall be conducted in such manner as the mediator considers appropriate having regard to the nature and circumstances of the Dispute, the agreed goal of an efficient and expeditious resolution to the Dispute and, to the extent that the mediator may deem appropriate, to the view of each party as to the conduct of the mediation;
- (h) the proceedings, discussions and all documents created during the course of the mediation and all things said or disclosed during the course of the mediation shall be privileged and shall be for the purposes of any future matters or actions between the parties be without prejudice save to the extent that the parties shall reach an enforceable agreement;
- (i) if, after consultation with the parties, the mediator forms the view that the mediator will be unable to assist the parties to achieve resolution of a Dispute, the mediator may immediately terminate its engagement as mediator by giving written notice to the parties of that termination, upon which, the mediator's role shall cease;
- (j) the mediation shall be terminated immediately upon the earlier of:
 - (i) execution of a settlement agreement in respect of the Dispute; and
 - (ii) withdrawal of the Dispute;
- (k) the costs of the mediation shall be paid equally by each participant.

11.4 Arbitration

- (a) If the Dispute has not been resolved by mediation under clause 11.2 and 11.3, then the Dispute may be submitted by any party to the arbitration of a single arbitrator in accordance with, and subject to, Resolution Institute Arbitration Rules. Unless the parties agree on the appointment of an arbitrator, any party may request a nomination from the Chair of the time being of the Resolution Institute Western Australia Division.
- (b) The arbitrator's award shall be final and binding on the parties.
- (c) The costs of the submission, reference or award are in the discretion of the arbitrator.
- (d) Nothing in this Charter shall prevent a party from obtaining any urgent injunctive, declaratory or other interlocutory relief from a court which may be required in respect of a Dispute under clause 11 or any matter under this Charter.

SCHEDULE 1

RRC WASTE AGREEMENTS

Doc	Description	Date
1	Participant's Agreement between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, Shire of Serpentine Jarrahdale and City of Canning	Dated 15 October 2015
2	Agreement for Processing of Waste for Resource Recovery between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, Shire of Serpentine Jarrahdale, City of Canning and Kwinana WTE Project Co Pty Ltd	Dated 4 November 2015
3	Deed of Variation to Waste Supply Agreement between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, Shire of Serpentine Jarrahdale, City of Canning and Kwinana WTE Project Co Pty Ltd	Dated 7 June 2017
4	Supplemental Deed between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, City of Canning and Kwinana WTE Project Co Pty Ltd	Dated 16 July 2018
5	Exercise of Rights letter by the RRC	Dated 23 April 2018
6	Exercise of Rights Letter by the RRC	Dated 21 September 2018
7	Exercise of Rights Letter by the RRC	Dated 15 October 2018
8	Financier Direct Deed between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, Shire of Serpentine Jarrahdale, City of Canning, Kwinana WTE Project Co Pty Ltd and BTA Institutional Services Australia Limited	Dated 16 October 2018
9	Participants Agreement Deed of Variation between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, Shire of Serpentine Jarrahdale, City of Canning, Kwinana WTE Project Co Pty Ltd	Dated 14 September 2018

SCHEDULE 2

CALCULATION OF CONTRIBUTIONS

2.1 Contributions towards a Budget Deficiency

Each participant must pay a contribution towards the Budget Deficiency calculated as follows:

$$\text{participant's contribution} = \text{BD} \times \frac{\text{TP}}{\text{TTP}}$$

Where:

- (a) BD is the Budget Deficiency;
- (b) TP is the number of tonnes of the participant's Waste in the previous year;
- (c) TTP is the number of tonnes of all of the participants' Waste in the previous year;
- (d) "previous year" means the financial year preceding the financial year in which the Budget Deficiency is to occur; and
- (e) "participants Waste" means the wastes to be delivered to the Resource Recovery Facility in accordance with the Agreement for Processing of Waste for Resource Recovery referred to in item 2 of Schedule 1 and the Participants Agreement referred to in item 1 of Schedule 1.

2.2 Contributions towards a Deficit

Each participant must pay a contribution towards the Deficit calculated as follows:

$$\text{participant's contribution} = \text{D} \times \frac{\text{TP}}{\text{TTP}}$$

Where:

- (a) D is the Deficit;
- (b) TP is the number of tonnes of the participant's Waste in the relevant year;
- (c) TTP is the number of tonnes of all of the participants' Waste in the relevant year;
- (d) "relevant year" means the financial year in which the Deficit occurs; and
- (e) "participants Waste" means the wastes to be delivered to the Resource Recovery Facility in accordance with the Agreement for Processing of Waste for Resource Recovery referred to in item 2 of Schedule 1 and the Participants Agreement referred to in item 1 of Schedule 1.

2.3 Contributions towards an Anticipated Exceptional Deficit

Each Participant must pay a contribution towards the Anticipated Exceptional Deficit as follows:

$$\text{participant's contribution} = \text{AED} \times \frac{\text{PT}}{\text{PTT}}$$

Where:

- (a) AED is the Anticipated Exceptional Deficit;
- (b) PT is the number of tonnes of the participant's Waste in the previous year;
- (c) PTT is the number of tonnes of all of the participants' Waste in the previous year;
- (d) "previous year" means the financial year preceding the financial year in which the Anticipated Exceptional Deficit is determined; and
- (e) "participants Waste" means the wastes to be delivered to the Resource Recovery Facility in accordance with the Agreement for Processing of Waste for Resource Recovery referred to in item 2 of Schedule 1 and the Participants Agreement referred to in item 1 of Schedule 1.

SCHEDULE 3

CALCULATION OF PROPORTIONS IN WHICH PARTICIPANTS ARE TO RECEIVE A PAID SURPLUS

3.1 Calculation of proportions

Each participant is to receive a proportion of the Paid Surplus calculated as follows:

$$\text{participant's proportion} = \text{PS} \times \frac{\text{TP}}{\text{TTP}}$$

Where:

- (a) PS is the Paid Surplus;
- (b) TP is the number of tonnes of the participant's Waste in the relevant year;
- (c) TTP is the number of tonnes of all of the participants' Waste in the relevant year;
- (d) "relevant year" means the financial year in which the Surplus occurs; and
- (e) "participants Waste" means the wastes actually delivered to the Resource Recovery Facility in accordance with the Agreement for Processing of Waste for Resource Recovery.

SCHEDULE 4

PROPORTIONS OF PARTICIPANTS FOR THE PURPOSE OF WINDING UP

- 4.1** For the purpose of clauses 7.2(a)(ii) and 7.3, the proportion of each participant is the proportion that the number of tonnes of the participant's Waste for the previous five (5) financial years (including RRC member tonnes as defined in the Establishment agreement if required) bear to the number of tonnes of all of the participants' Waste for the same period.

"participants Waste" means the wastes actually delivered to the Resource Recovery Facility in accordance with the Agreement for Processing of Waste for Resource Recovery.

DEED OF DISSOLUTION OF THE RIVERS REGIONAL COUNCIL

**CITY OF ARMADALE, CITY OF GOSNELLS, CITY OF SOUTH PERTH, CITY OF
MANDURAH, SHIRE OF MURRAY, SHIRE OF SERPENTINE - JARRAHDALE**

-and-

**RIVERS REGIONAL COUNCIL
ABN 80 479 097 483**

Mandurah, Shire of Murray and Shire of Serpentine-Jarrahdale as "Participants"; and

- (b) City of Mandurah, Shire of Murray and Shire of Serpentine-Jarrahdale agreed to be bound by the Third Establishment Agreement as 'Participants'.

The Minister approved the First Deed of Amendment.

- (E) By the Second Deed of Amendment:

- (a) City of Armadale, City of Gosnells, City of South Perth, City of Mandurah, Shire of Murray and Shire of Serpentine-Jarrahdale agreed to amend the Third Establishment Agreement to include Shire of Waroona as one of the Participants; and
- (b) Shire of Waroona agreed to be bound by the Third Establishment Agreement as one of the Participants.

The Minister approved the Second Deed of Amendment.

- (F) By the Third Deed of Amendment, the Participants and the Shire of Waroona agreed to amend the Third Establishment Agreement by deleting clause 6.1(2) and inserting a new clause 6.8.

The Minister approved the Third Deed of Amendment.

- (G) By the Fourth Deed of Amendment the Participants and the Shire of Waroona agreed to amend the Third Establishment Agreement to provide for the withdrawal of the Shire of Waroona as Participant.

The Minister approved the Fourth Deed of Amendment.

- (H) The RRC has transferred all of its assets, liabilities, rights, obligations and functions to the Subsidiary as set out in this Deed.
- (I) This Deed is now made pursuant to section 3.63 of the *Local Government Act 1995 (WA)* to set out the terms under which the RRC shall be dissolved; and
- (J) The Participants and the RRC have resolved on the dates referred to in Schedule 1 to enter into this Deed.

OPERATIVE PART

1. DEFINITIONS

In this Deed, unless the context requires otherwise:

Act means the *Local Government Act 1995 (WA)*;

Deed means this deed as amended varied or supplemented from time to time;

Establishment Agreement means the Third Establishment Agreement as amended by the First Deed of Amendment, Second Deed of Amendment, Third Deed of Amendment and Fourth Deed of Amendment.

Minister means the Minister for the time being responsible for the administration of the Act);

Operative Date means the date which is # days after the latest of:

- (a) the Parties execution of the Deed of Asset Transfer, a copy of which is annexed to this Deed and marked "A" or
- (b) the Parties execution of the Deed of Novation, a copy of which is annexed to this Deed and marked "B" .;

Participants means the City of Armadale, City of Gosnells, City of South Perth, City of Mandurah, Shire of Murray and Shire of Serpentine -Jarrahdale and "**Participant**" is a reference to any one of them;

Parties means the parties to this Deed and party means any one or more of them according to context;

RRC means the Rivers Regional Council;

RRC Waste Agreements means the agreements and documents referred to in Schedule 2; and

Subsidiary means the Rivers Regional Subsidiary, a body corporate that has been established by the Participants and the City of Canning under section 3.69 of the Act to take over the functions of the RRC.

2. CONDITIONS

This Deed is subject to and conditional upon the approval of the Minister under section 3.63 of the Act.

3. DISSOLUTION

In accordance with clause 10.1 of the establishment Agreement the Parties hereby agree that the RRC shall be dissolved on the Operative Date.

4. ASSETS AND LIABILITIES

- (a) By a Deed of Novation datedthe RRC novated all of its right, title, interest, liabilities and obligations in the RRC Waste Agreements to the Subsidiary;
- (b) By a Deed of Transfer datedthe RRC transferred all of its right title and interest in all of its assets, books of account, financial records and statements and all other property owned by it, free of all encumbrances, to the Subsidiary and
- (c) Each Party has on the Dates of Resolution shown in Schedule 1 agreed to enter into this Deed..

5. PROPER LAW

This Deed is governed by, and to be interpreted in accordance with, the laws of Western Australia and where applicable the laws of the Commonwealth of Australia.

6. SEVERANCE

If any part of this Deed is, or becomes void or unenforceable, that part is or will be, severed from this Deed to the intent that all parts that are not, or do not become, void or unenforceable remain in full force and effect and are unaffected by that severance.

7. WAIVERS

- (a) Failure to exercise or delay in exercising any right, power or privilege in this Deed by a Party does not operate as a waiver of that right, power or privilege.
- (b) A single or partial exercise of any right, power or privilege does not preclude any other or further exercise of that right, power or privilege, or the exercise of any other right, power or privilege.

8. FURTHER ASSURANCES

The Parties must execute and do all acts and things necessary or desirable to implement and give full effect to the provisions and purpose of this Deed.

9. ENTIRE AGREEMENT

This Deed constitutes the entire agreement between the Parties and contains all of the representations, warranties, covenants and agreements of the parties in relation to the subject matter of this Deed.

Schedule 1
Resolution dates

Party	Date of Resolution to enter into this Deed
City of Armadale	
City of Gosnells	
City of South Perth	
City of Mandurah	
Shire of Murray	
Shire of Serpentine- Jarrahdale	

SCHEDULE 2
RRC Waste Agreements

Doc	Description	Date
1	Participant's Agreement between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, Shire of Serpentine Jarrahdale and City of Canning	Date 15 October 2015
2	Agreement for Processing of Waste for Resource Recovery between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, Shire of Serpentine Jarrahdale, City of Canning and Kwinana WTE	Dated 4 Nov 2015
3	Deed of Variation to Waste Supply Agreement between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, Shire of Serpentine Jarrahdale, City of Canning and Kwinana WTE	Dated 7 June 2017
4	Supplemental Deed between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, , City of Canning and Kwinana WTE (Drafter?)	Dated 16 July 2018
5	Exercise of Rights Letter by the RRC	Dated 23 April 2018
6	Exercise of Rights Letter by the RRC	Dated 21 September 2018
7	Exercise of Rights Letter by the RRC	Dated 15 Oct 2018
8	Financier Direct Deed between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, Shire of Serpentine Jarrahdale, City of Canning, Kwinana WTE and BTA Institutional Services Australia Limited	Dated 16 Oct 2018

EXECUTED as a DEED

THE COMMON SEAL of the **CITY OF**)
ARMADALE was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Mayor

Chief Executive Officer

THE COMMON SEAL of the **CITY OF**)
GOSNELLS was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Mayor

Chief Executive Officer

THE COMMON SEAL of the **CITY OF**)
SOUTH PERTH was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Mayor

Chief Executive Officer

THE COMMON SEAL of the **CITY OF**)
MANDURAH was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Mayor

Chief Executive Officer

THE COMMON SEAL of the **SHIRE OF**)
MURRAY was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Mayor

Chief Executive Officer

THE COMMON SEAL of the **SHIRE OF**)
SERPENTINE-JARRAHDALE was)
affixed pursuant to a resolution of the)
Council in the presence of:)

Mayor

Chief Executive Officer

THE COMMON SEAL of RIVERS)
REGIONAL COUNCIL)
(ABN 80 479 097 483) was affixed)
in the presence of:)

Chairperson

Chief Executive Officer

Approved by the Minister for Local Government

David Templeman MLA

Date

DEED OF NOVATION

**RIVERS REGIONAL COUNCIL
(ABN 80 479 097 483)**

- and -

RIVERS REGIONAL SUBSIDIARY

- and -

**CITY OF ARMADALE, CITY OF GOSNELLS, CITY OF SOUTH PERTH, CITY OF
MANDURAH, SHIRE OF MURRAY, SHIRE OF SERPENTINE – JARRAHDALÉ,
CITY OF CANNING**

- and -

**KWINANA WTE PROJECT CO PTY LTD
(ACN 165 661 263) in its capacity as trustee of the Kwinana WTE Project Trust
(ABN 50 113 636 774)**

- and -

**BTA INSTITUTIONAL SERVICES AUSTRALIA LIMITED
(ABN 002 916 396)**

- D. To enable the Subsidiary to take over these functions the RRC will novate and the Subsidiary has agreed to take a novation of the RRC Waste Agreements on and from the Novation Date.
- E. The Local Governments, Kwinana WTE and BTA consent to the novation of the RRC Waste Agreements from the RRC to the Subsidiary.

THE PARTIES COVENANT AND AGREE:

1. DEFINITIONS

Unless otherwise required by the context or subject matter:

“BTA” means BTA Institutional Services Australia Limited;

“Deed” means this deed as varied, modified or supplemented from time to time;

“Deed of Asset Transfer” means a deed of that name between the RRC, the Subsidiary and the Local Governments;

“Kwinana WTE” means Kwinana WTE Project Co Pty Ltd in its capacity as trustee of the Kwinana WTE Project Trust (ABN 50 113 636 774);

“Local Governments” means the City of Armadale, City of Gosnells, City of Mandurah, City of South Perth and City of Canning, the Shire of Murray and the Shire of Serpentine-Jarrahdale;

“Minister” means the Minister for the time being responsible for the administration of the *Local Government Act 1995 (WA)*;

“Novation Date” means the;

“Parties” means the parties to this Deed and Party means any one or more of them according to context;

“RRC” means the Rivers Regional Council;

“RRC's Covenants” means the covenants, agreements, warranties and obligations contained or implied in the RRC Waste Agreements or imposed by law in each case to be observed and performed (or warranted) as the case may be by the RRC;

“RRC Rights” means the estate, rights and interests of the RRC set out in the RRC Waste Agreements;

“RRC Waste Agreements” means those agreements and documents referred to in Schedule 1;

“Schedule” means a schedule to this Deed; “Specified Encumbrances” means the encumbrances listed in Schedule 2

“Subsidiary” means the Rivers Regional Subsidiary, a body corporate that has been established by the Local Governments under section 3.69 of the Act to take over the functions of the RRC.

2. OPERATIVE PART

- (a) Subject to clause 2(b), in consideration of the Subsidiary agreeing to observe, , perform and be bound by the RRC's Covenants on and from the Novation Date, the RRC as beneficial owner novates to the Subsidiary absolutely all of the

RRC's right, title and interest in the RRC Waste Agreements on and from the Novation Date and on the terms and conditions of this Deed.

- (b) This Deed does not commence until:
- (i) each Party to this Deed has duly executed this Deed;
 - (ii) each party to the Deed of Asset Transfer has duly executed the Deed of Asset Transfer;
 - (iii) the Minister has consented to the establishment of the Subsidiary for the purposes as are set out in the Charter of the Subsidiary and evidence of such consent in form and substance satisfactory to Kwinana WTE and BTA (each acting reasonably) has been provided to Kwinana WTE and BTA; and
 - (iv) each of the Local Governments has duly passed resolutions to enter into this Deed and the Deed of Asset Transfer and certified copies of those resolutions have been provided to Kwinana WTE and BTA.

3. RRCS' COVENANTS WITH THE SUBSIDIARY

RRC covenants with the Subsidiary that:

- (a) the RRC Waste Agreements are valid and subsisting and enforceable in accordance with their terms, and sets out all of the RRC's Rights in relation to the subject matter of the RRC Waste Agreements;
- (b) the RRC's Rights do not infringe the rights of any third party;
- (c) the RRC has full power to novate its right, title and interest in the RRC Waste Agreements to the Subsidiary except for the Specified Encumbrances;
- (d) the novation contemplated by this Deed shall be taken by the Subsidiary free and clear of any mortgage, pledges, liens, charges or other encumbrances or claims or interests of any other person;
- (e) the RRC shall on the Novation Date or as soon as practicable thereafter deliver to the Subsidiary copies of all contracts, invoices and other records, papers, books and documents of the RRC relating to the RRC Waste Agreements; and
- (f) the RRC shall do all acts and things as may be reasonably required by the Subsidiary to give effect to the novation contemplated by this Deed.

4. THE SUBSIDIARY'S COVENANTS WITH THE RRC

The Subsidiary covenants with the RRC and as a separate covenant with the Local Governments, Kwinana WTE and BTA:

- (a) to pay all money payable by the Subsidiary under this Deed (if any);
- (b) to observe, perform and be bound by the RRC's Covenants on and from the Novation Date;
- (c) to assume all liability for any costs, claims and expenses, debts or liabilities incurred or accrued by the RRC (whether actual or contingent) arising out of or in connection with the performance and execution of the RRC Waste

Agreements up to and including the Novation Date, including any costs, claims and expenses, debts or liabilities owed or accruing to any of the Local Governments and / or Kwinana WTE and / or BTA; and

- (d) to indemnify and keep indemnified the RRC against all proceedings, costs, claims and expenses resulting from any failure to observe, perform and be bound by the RRCs' Covenants occurring on or after the Novation Date, or arising from the RRC's failure to promptly pay, discharge or satisfy the expenses, debts or liabilities referred to in paragraph (c) of this clause.

5. CONSENT TO NOVATION

The Local Governments, Kwinana WTE and BTA hereby consent to the novation of each of the RRC Waste Agreements to which they are a party as contemplated by this Deed.

6. MUTUAL RELEASE

6.1 The RRC covenants and agrees that on and from the Novation Date, the RRC:

- (a) releases and discharges the Local Governments Kwinana WTE and BTA from and against all liability whatsoever now existing or which might but for this Deed arise, relating to, arising out of, in connection with or incidental to the matters the subject of the RRC Waste Agreements; and
- (b) will not at any time commence or continue any action, suit or proceeding, or make any claim or demand of any nature against the Local Governments Kwinana WTE or BTA relating to, arising out of, in connection with or incidental to the matters the subject of the RRC Waste Agreements;

and the RRC covenants and agrees that this Deed may be pleaded in bar to any action, suit or proceeding mentioned in paragraph (b) of this sub-clause.

6.2 The Local Governments, Kwinana WTE and BTA covenant and agree that on and from the Novation Date, they will:

- (a) release and discharge the RRC from and against all liability whatsoever now existing or which might but for this Deed arise, relating to, arising out of, in connection with or incidental to the matters the subject of the RRC Waste Agreements; and
- (b) will not at any time commence or continue any action, suit or proceeding, or make any claim or demand of any nature against the RRC relating to, arising out of, in connection with or incidental to the matters the subject of the RRC Waste Agreements;

and the Local Governments, Kwinana WTE and BTA covenant and agree that this Deed may be pleaded in bar to any action, suit or proceeding mentioned in paragraph (b) of this sub-clause.

7. COSTS AND EXPENSES

The Parties shall each pay their own costs and expenses in relation to the instructions for, preparation and execution of this Deed, except that the Subsidiary agrees to pay any duty assessed on this Deed (if any).

8. PROPER LAW

This Deed is governed by, and to be interpreted in accordance with, the laws of Western Australia and where applicable the laws of the Commonwealth of Australia.

9. SEVERANCE

If any part of this Deed is, or becomes void or unenforceable, that part is or will be, severed from this Deed to the intent that all parts that are not, or do not become, void or unenforceable remain in full force and effect and are unaffected by that severance.

10. FURTHER ASSURANCES

Each Party must execute and do all acts and things necessary or desirable to implement and give full effect to the provisions and purpose of this Deed.

11. MISCELLANEOUS

In this Deed:

- (a) a reference to a person includes that person's executors, administrators, successors and assigns;
- (b) a covenant, agreement, representation or warranty in favour of 2 or more persons is for the benefit of them jointly and severally;
- (c) an agreement, representation or warranty given or made by 2 or more persons shall bind them jointly and severally.

SCHEDULE 1

RRC Waste Agreements

Doc	Description	Date
1	Participant's Agreement between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, Shire of Serpentine Jarrahdale and City of Canning	Date 15 October 2015
2	Agreement for Processing of Waste for Resource Recovery between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, Shire of Serpentine Jarrahdale, City of Canning and Kwinana WTE	Dated 4 Nov 2015
3	Deed of Variation to Waste Supply Agreement between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, Shire of Serpentine Jarrahdale, City of Canning and Kwinana WTE	Dated 7 June 2017
4	Supplemental Deed between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, Shire of Serpentine Jarrahdale, City of Canning and Kwinana WTE (Drafter?)	Dated 16 July 2018
5	Exercise of Rights Letter by the RRC	Dated 23 April 2018
6	Exercise of Rights letter by the RRC	Dated 21 September 2018
7	Exercise of Rights Letter by the RRC	Dated 15 Oct 2018
8	Financier Direct Deed between the RRC, City of Armadale, City of Gosnells, City of Mandurah, City of South Perth, Shire of Murray, Shire of Serpentine Jarrahdale, City of Canning, Kwinana WTE and BTA	Dated 16 Oct 2018

SCHEDULE 2

Specified Encumbrances

Doc	Description
1	Charge by BTA over the waste supply agreement referred to in doc 2 and 3 of Schedule 1

EXECUTED BY THE PARTIES AS A DEED

THE COMMON SEAL of RIVERS)
REGIONAL COUNCIL)
(ABN 80 479 097 483) was affixed)
in the presence of:)

Chairperson

Chief Executive Officer

THE COMMON SEAL of RIVERS)
REGIONAL SUBSIDIARY)
was affixed in the presence of:)

Chairperson

Chief Executive Officer

THE COMMON SEAL of the CITY OF)
ARMADALE was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Mayor

Chief Executive Officer

THE COMMON SEAL of the CITY OF)
GOSNELLS was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Mayor

Chief Executive Officer

THE COMMON SEAL of the **CITY OF**)
SOUTH PERTH was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Mayor

Chief Executive Officer

THE COMMON SEAL of the **CITY OF**)
MANDURAH was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Mayor

Chief Executive Officer

THE COMMON SEAL of the **SHIRE OF**)
MURRAY was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Shire President

Chief Executive Officer

THE COMMON SEAL of the **SHIRE OF**)
SERPENTINE-JARRAHDALE was)
affixed pursuant to a resolution of the)
Council in the presence of:)

Shire President

Chief Executive Officer

THE COMMON SEAL of the **CITY OF**)
CANNING was affixed pursuant to)
a resolution of the Council in the)
presence of:)

Mayor

Chief Executive Officer

Executed by
KWINANA)
WTE PROJECT CO PTY LTD)
(ACN 165 661 263)
in accordance with Section 127
of the Corporations Act 2001 (Cth) in the presence of:)

Director

Director/Secretary

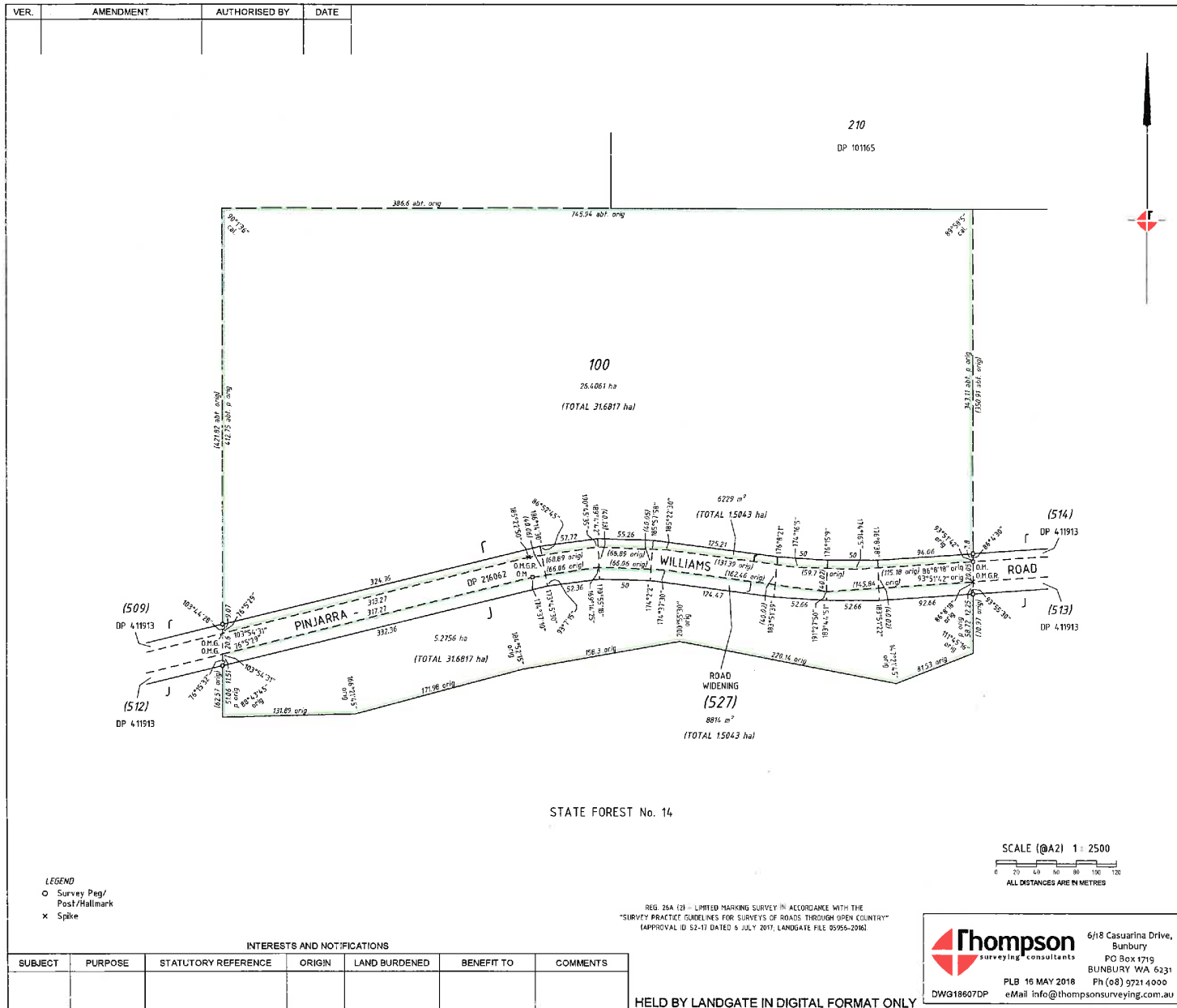
Full Name

Full Name

Executed by
BTA)
INSTITUTIONAL SERVICES)
AUSTRALIA LIMITED
acting by its duly authorised signatory
:)

Authorised Signatory

Full Name



TYPE	CROWN	S.S.A. NO
PURPOSE	SUBDIVISION	
PLAN OF	LOT 100 AND ROAD WIDENING (LOT 527)	
FORMER TENURE	A 8756	
LOCAL AUTHORITY	SHIRE OF MURRAY	
LOCALITY	ETMILYN	
D.O.L. FILE	XXXXX-XXXX	
FIELD RECORD	14 0980	
SURVEYOR'S CERTIFICATE - Reg. 54	I, L.B. KOK hereby certify that this plan is accurate and is a correct representation of the - (a) "survey, and/or (b) "calculations from measurements recorded in the field records; [* delete if inapplicable] undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.	
LICENSED SURVEYOR	DATE	
LOGGED	DATE	
DATE	FEE PAID	ASSESS NO.
I.S.C.	EXAMINED	
DATE	DATE	
WESTERN AUSTRALIAN PLANNING COMMISSION FILE	EXEMPT FROM W.A.P.C. APPROVAL	
Delegated under S.16 P&D Act 2005	DATE	
SUBJECT TO	IN ORDER FOR DEALINGS	
FOR REGISTRAR OF TITLES	DATE	
APPROVED	DATE	
INSPECTOR OF PLANS AND SURVEYS / AUTHORIZED LAND OFFICER (S. 18 Licensed Surveyors Act 1909)	DATE	
GOVERNMENT OF WESTERN AUSTRALIA		
DEPOSITED PLAN	413533	
SHEET 1 OF 1 SHEETS	VERSION 1	

Thompson
 surveying consultants
 6/18 Casuarina Drive,
 Bunbury
 PO Box 1719
 BUNBURY WA 6231
 PLB 16 MAY 2016 Ph (08) 9721 4000
 DWG18607DP eMail info@thompsonsurveying.com.au

HELD BY LANDGATE IN DIGITAL FORMAT ONLY

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760

www.landgate.wa.gov.au
Landgate

VER.	AMENDMENT	AUTHORISED BY	DATE	INTERESTS AND NOTIFICATIONS						
				SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
						SEC 17 OF THE L.A.A.	DOC	LOTS 500-526		NON-EXTINGUISHMENT OF NATIVE TITLE

LOT	FORMER TENURE	ON PLAN/DIAGRAM	TITLE
601 & 601	ROAD	DP 228541	
602	ROAD	DP 228527	
603 & 604	ROAD	DP 228527	

Thompson 6/18 Casuarina Drive, Bunbury
surveying consultants PO Box 1719 BUNBURY WA 6231
PLR 22 OCT 2018 Ph (08) 9221 4000
DWG17974DP eMail info@thompsonsurveying.com.au

SCALE (@A2) 1: 120,000
ALL DISTANCES ARE IN METRES

REG 26A (2) - LIMITED PARKING SURVEY IN ACCORDANCE WITH THE "SURVEY PRACTICE GUIDELINES FOR SURVEYS OF ROADS THROUGH OPEN COUNTRY" (APPROVAL ID: 52-17 DATED 6 JULY 2017, LANDGATE FILE 0558-2016)

THE RESERVE LAND COMPRISED IN STATE FOREST No. 14 IS NOT SHOWN ON THIS PLAN PURSUANT TO AN EXEMPTION GRANTED UNDER REGULATION 56D OF THE TRANSFER OF LAND (SURVEYS) REGULATIONS 1995.

REG 26A (2) - LIMITED PARKING SURVEY IN ACCORDANCE WITH THE "SURVEY PRACTICE GUIDELINES FOR SURVEYS OF ROADS THROUGH OPEN COUNTRY" (APPROVAL ID: 52-17 DATED 6 JULY 2017, LANDGATE FILE 0558-2016)

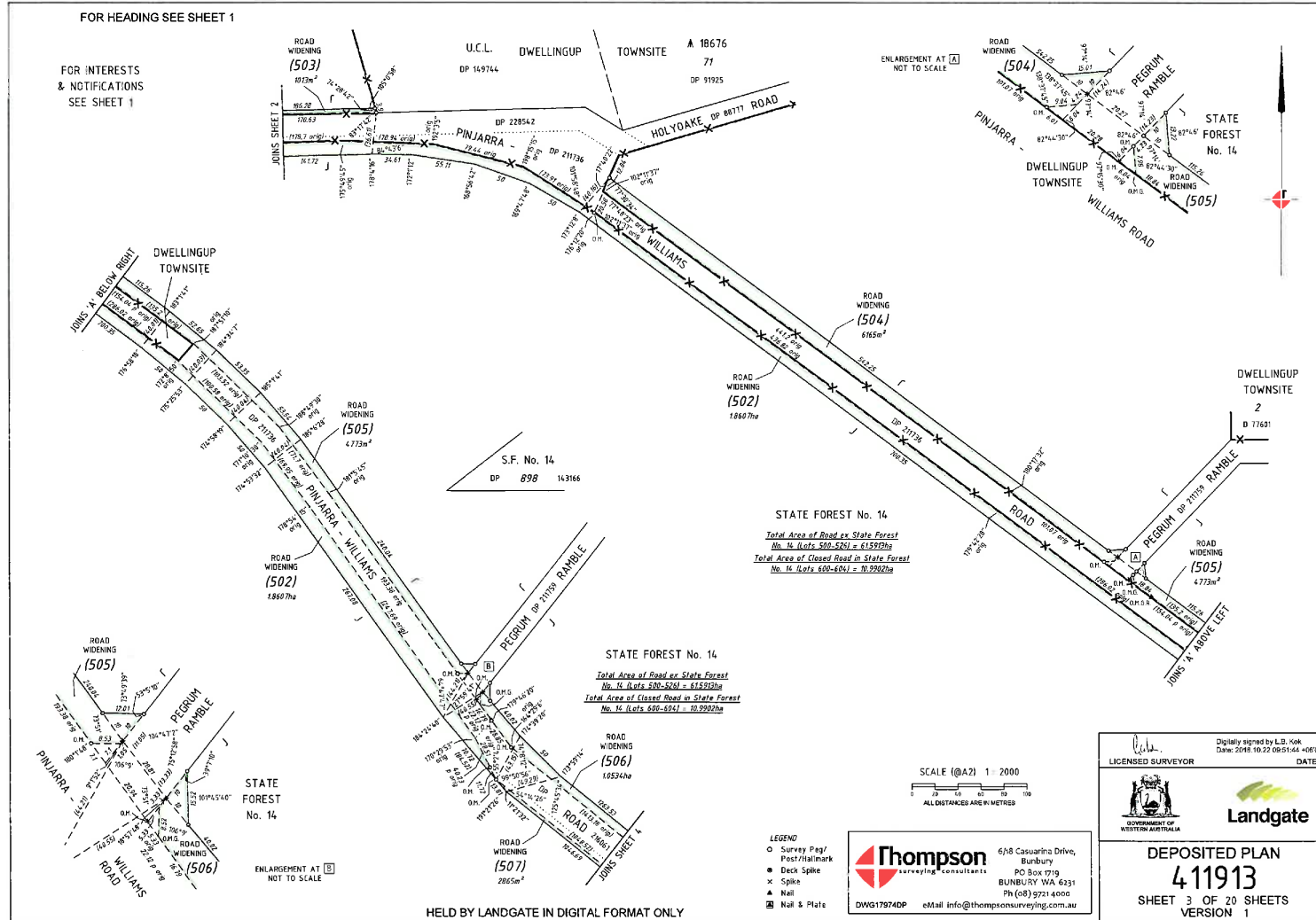
HELD BY LANDGATE IN DIGITAL FORMAT ONLY

Thompson 6/18 Casuarina Drive, Bunbury
surveying consultants PO Box 1719 BUNBURY WA 6231
PLR 22 OCT 2018 Ph (08) 9221 4000
DWG17974DP eMail info@thompsonsurveying.com.au

SCALE (@A2) 1: 60,000
ALL DISTANCES ARE IN METRES

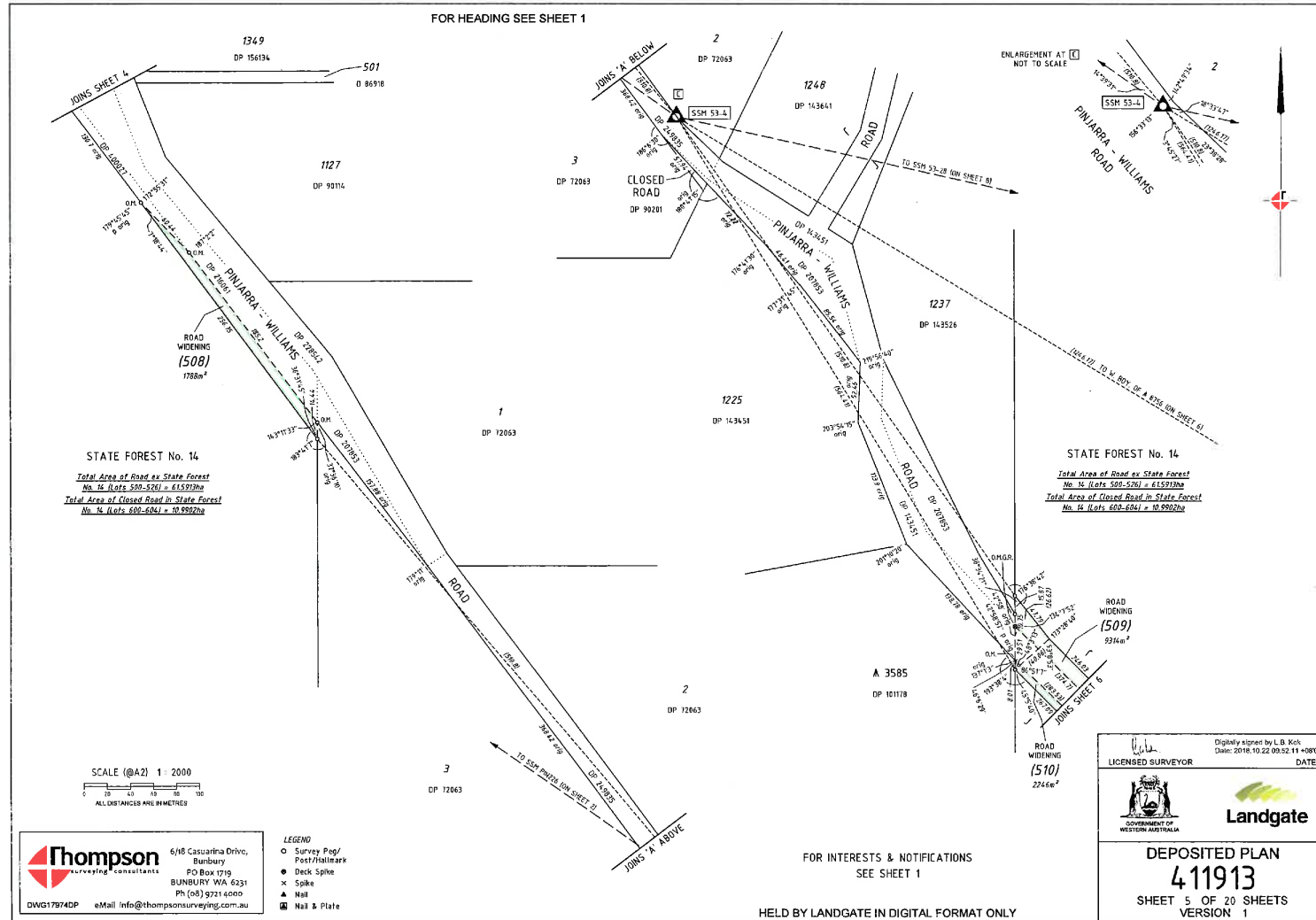
TYPE	CROWN	S.S.A. NO
PURPOSE	SUBDIVISION	
PLAN OF	ROADS & ROAD WIDENINGS (LOTS 500-526) AND LOTS 600-604	
FORMER TENURE	SEE FORMER TENURE TABLE	
LOCAL AUTHORITY	SHIRE OF MURRAY; SHIRE OF BODDINGTON	
LOCALITY	DWELLINGUP, ETMILYN, INGLEHOPE, WURAMING	
D.O.L. FILE	00115-2014	
FIELD RECORD	140980	
SURVEYOR'S CERTIFICATE - Reg. 54	I, L.B. KOK herby certify that this plan is accurate and is a correct representation of the - (a) "survey; and/or (b) "calculations from measurements recorded in the field records, I delete if inapplicable) undertaken for the purposes of this plan and that it complies with the relevant written laws) in relation to which it is lodged. Digitally signed by L.B. Kok Date: 2018.10.22 09:51:14 +0800"	
LICENSED SURVEYOR		DATE
LOGGED		DATE
22-Oct-18	\$0.00	538860
DATE	FEES PAID	ASSESS No.
I.S.C.	EXAMINED	DATE
	26-10-2018	
WESTERN AUSTRALIAN PLANNING COMMISSION	EXEMPT FROM	
FILE	W.A.P.C. APPROVAL	
Delegated under 5.16 P&G Act 2005	DATE	
SUBJECT TO	IN ORDER FOR DEALINGS	
Exclusion from SF 14 Dedication Action Road Closure Sec 17 of the LAA		
FOR REGISTRAR OF TITLES		DATE
		26-10-2018
	APPROVED	REG. 26A(2)
INSPECTOR OF PLANS AND SURVEYS /	DATE	
AUTHORISED LAND OFFICER (S. 18 Licensed Surveyors Act 1908)		
DEPOSITED PLAN		
4 11913		
SHEET 1 OF 20 SHEETS		
VERSION 1		

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760

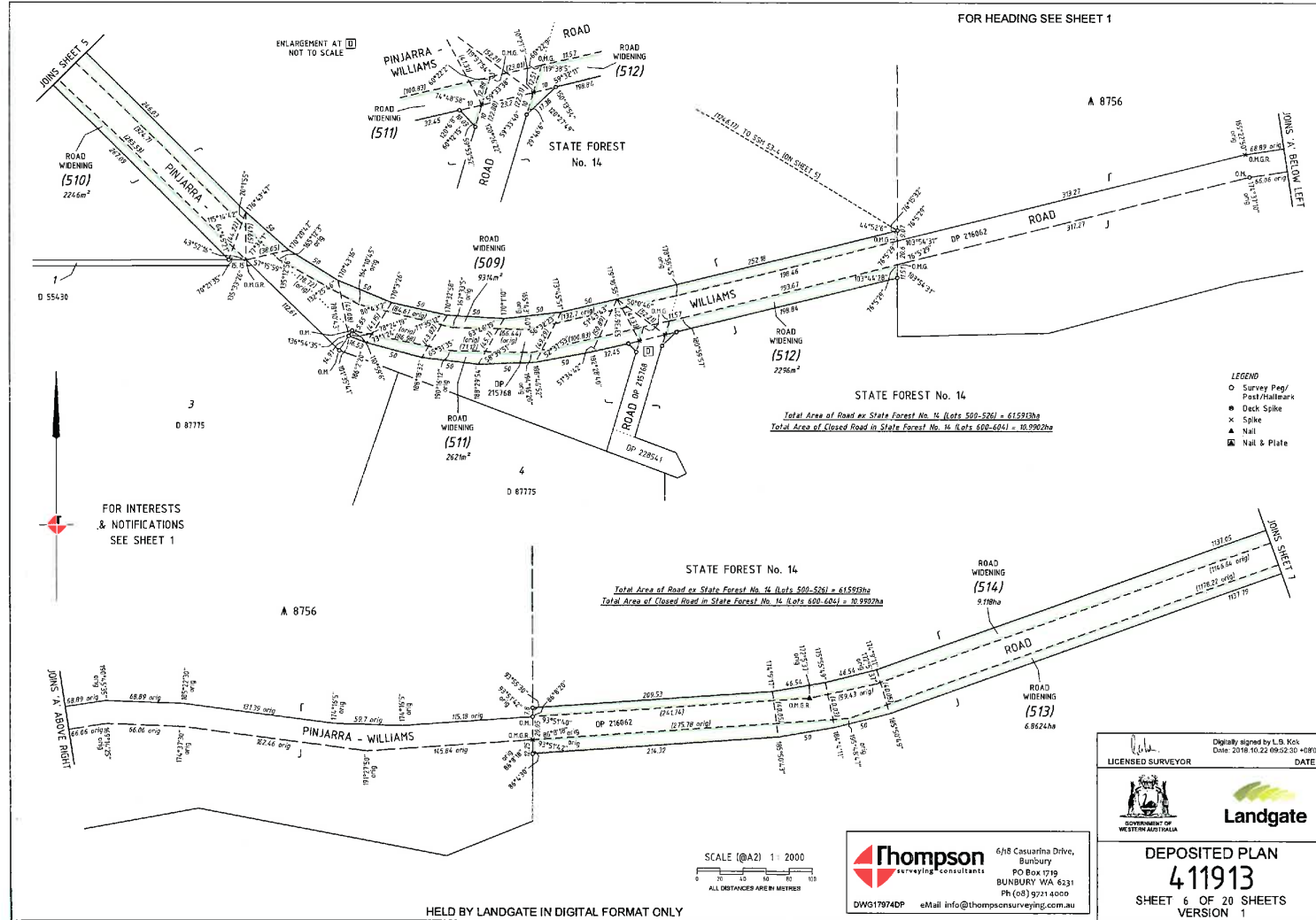


ORIGINAL @ A2

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760

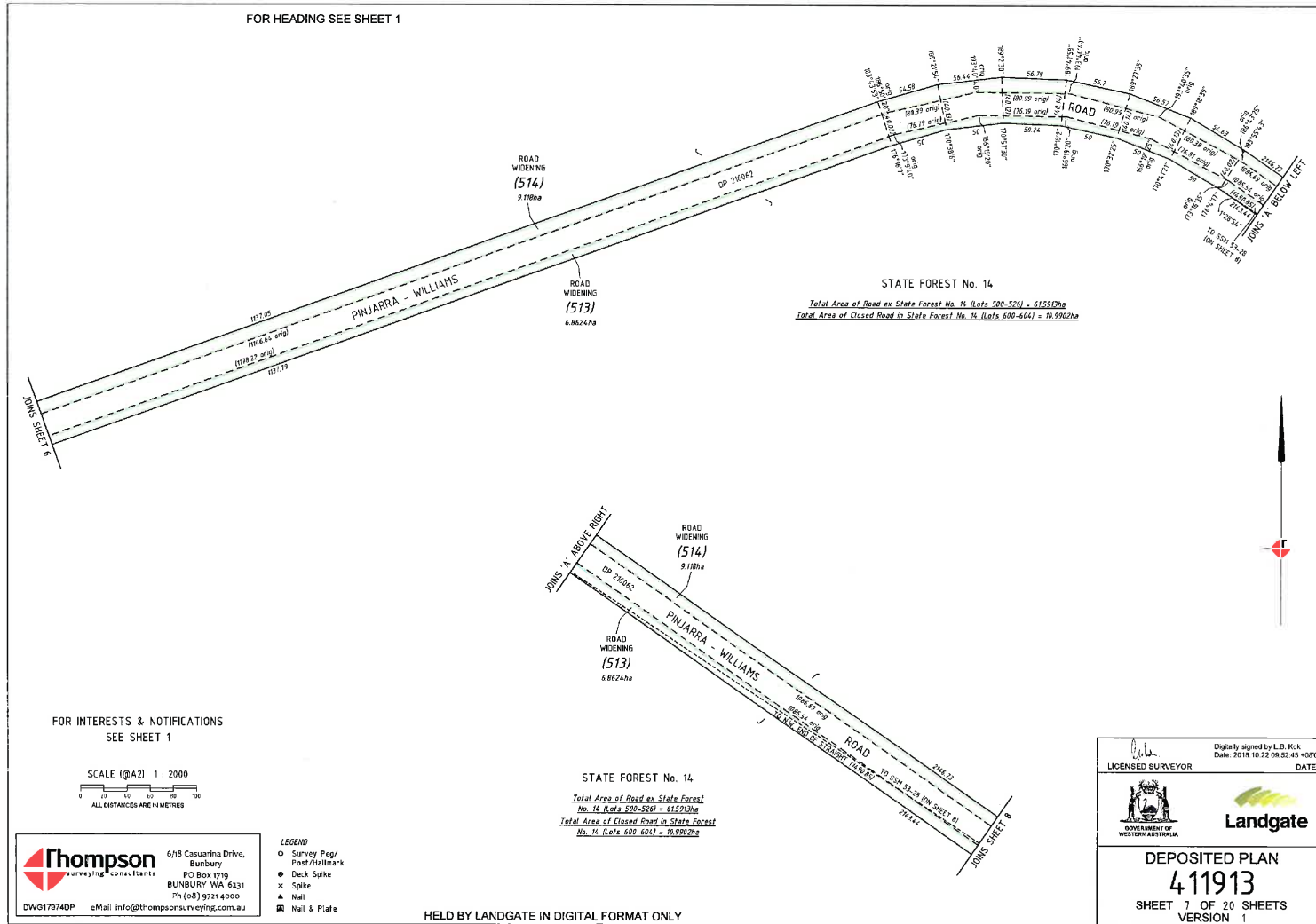


LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760



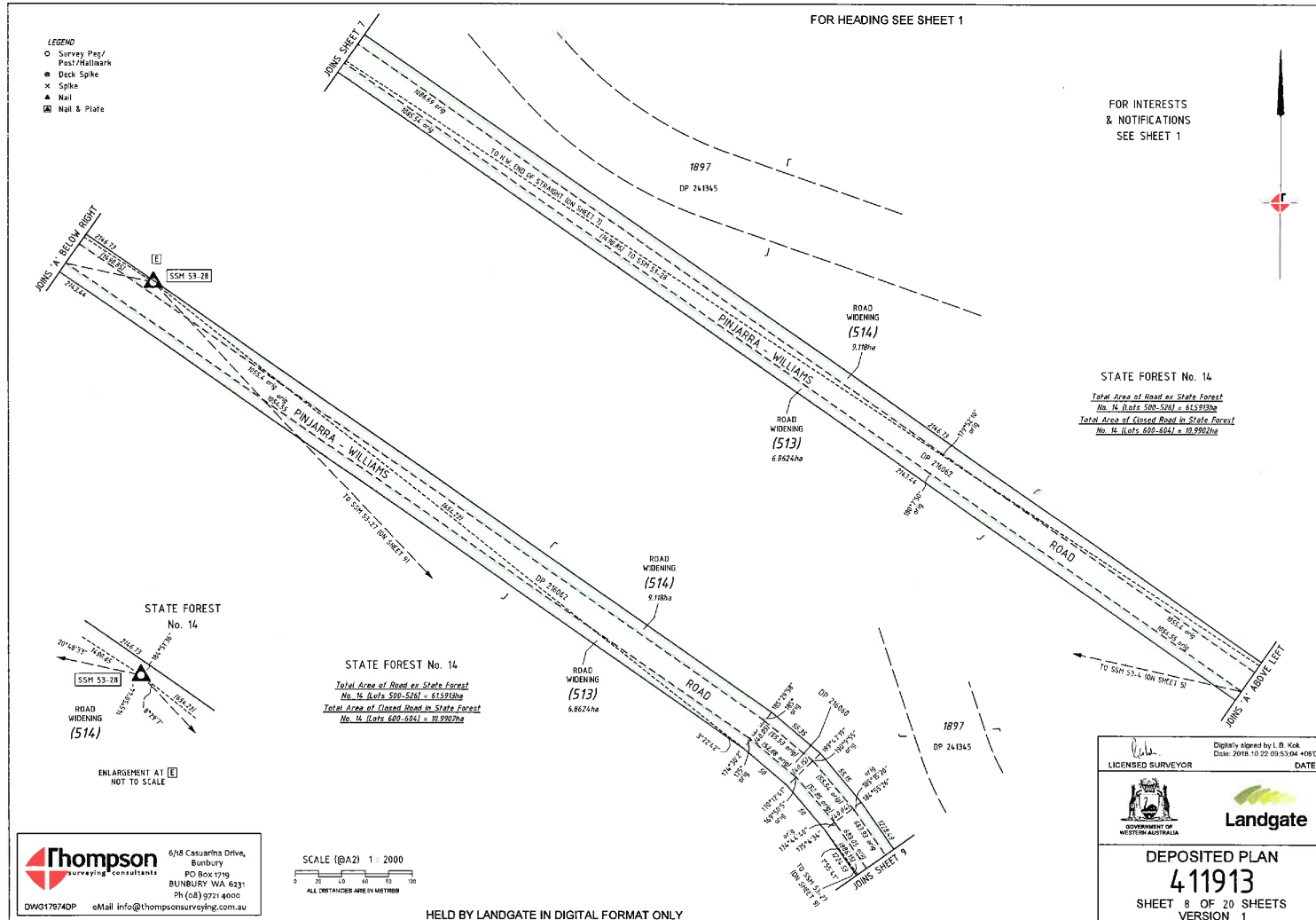
ORIGINAL 42

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760



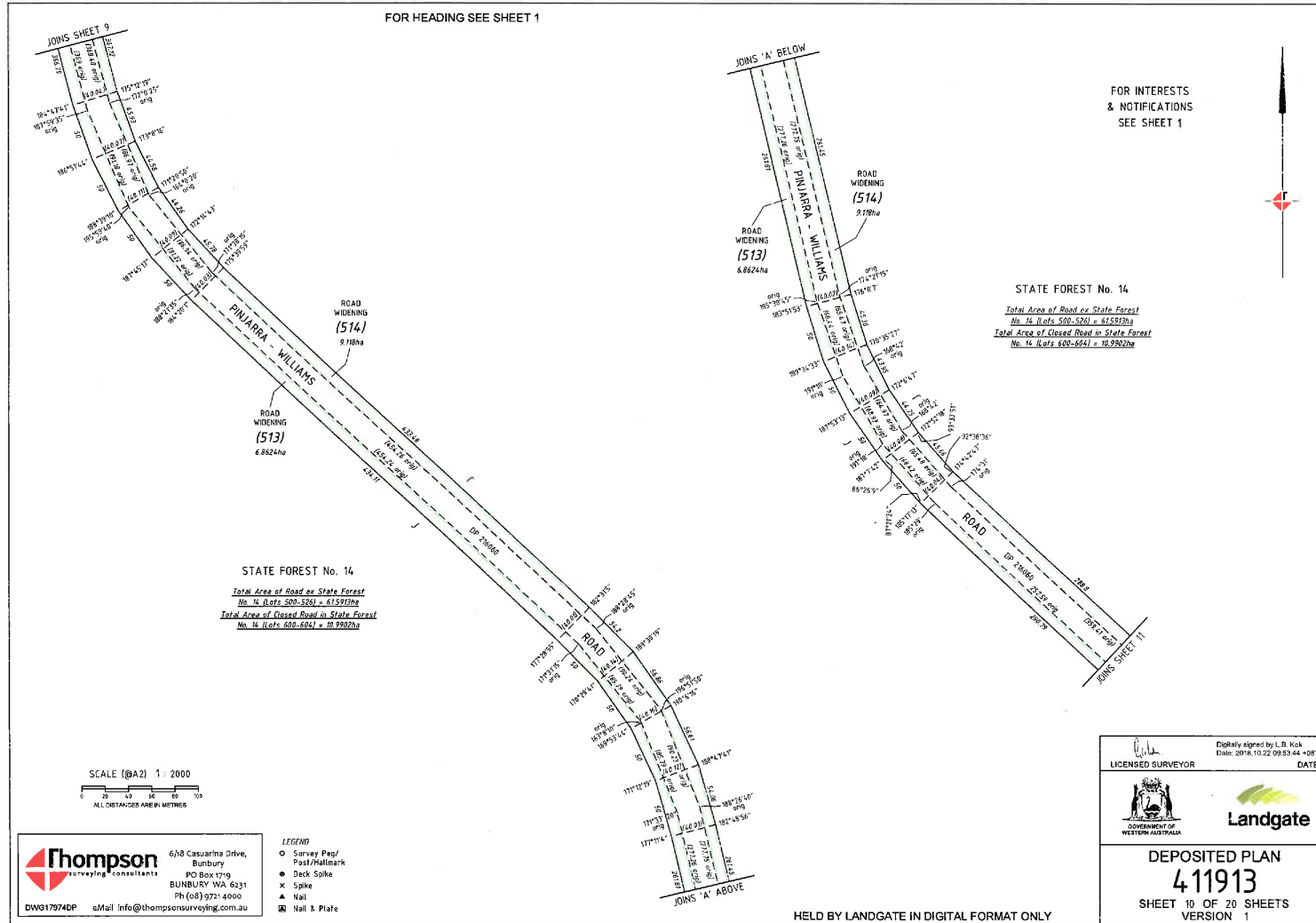
LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760

www.landgate.wa.gov.au



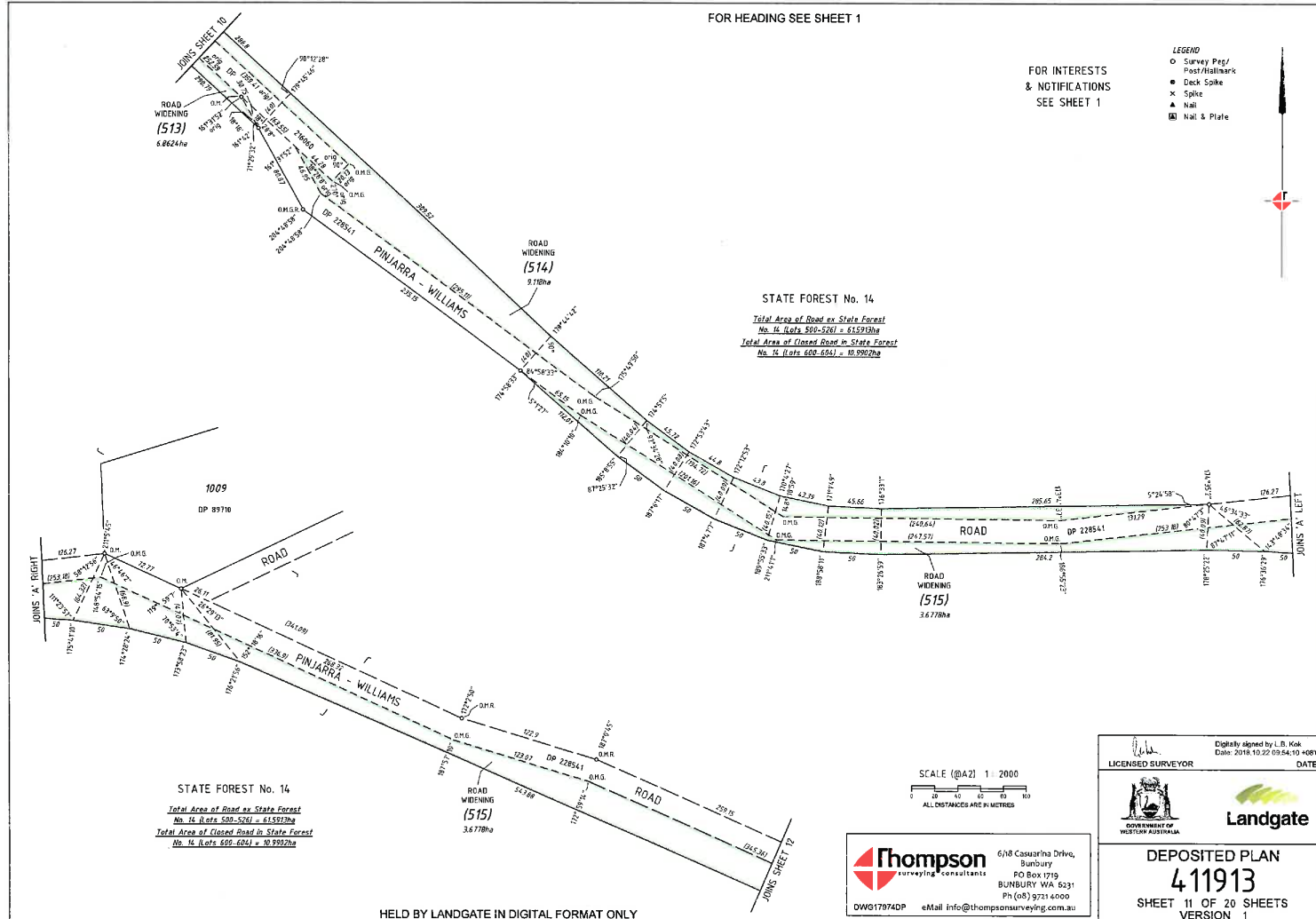
LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760

www.landgate.wa.gov.au
 Landgate



LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760

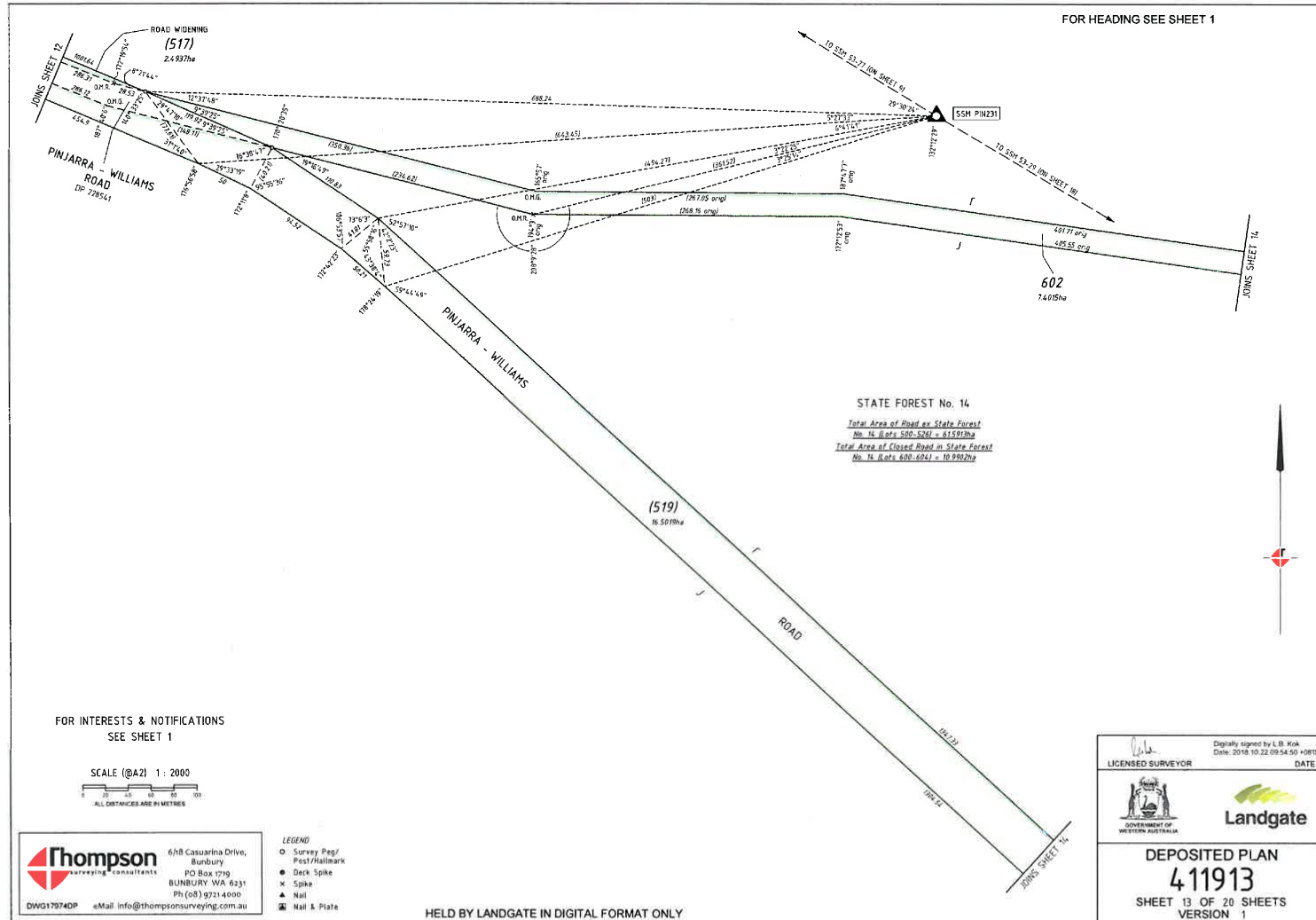
www.landgate.wa.gov.au

0808046 0 20

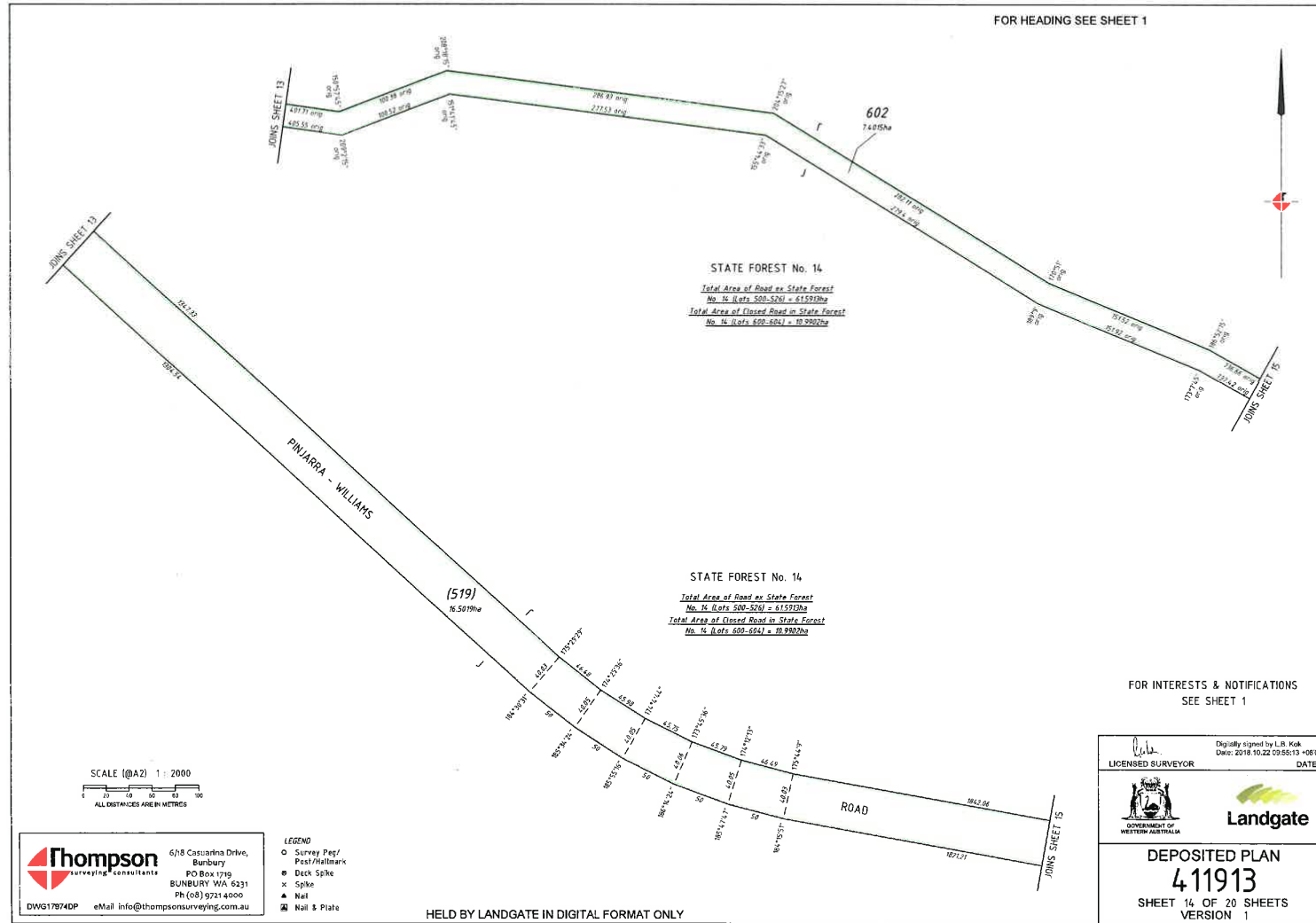
LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760

www.landgate.wa.gov.au
Landgate

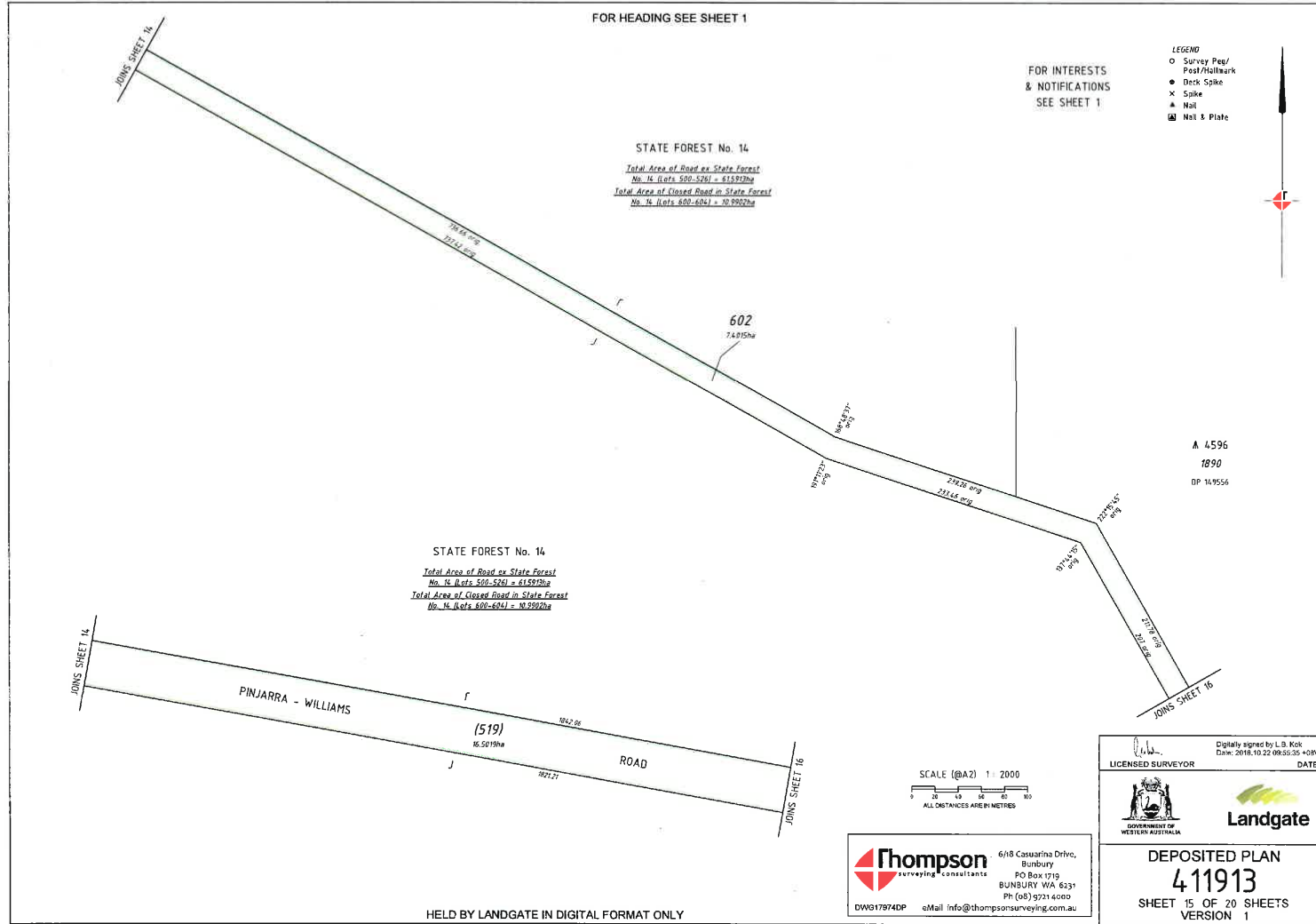


LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760

www.landgate.wa.gov.au
 Landgate



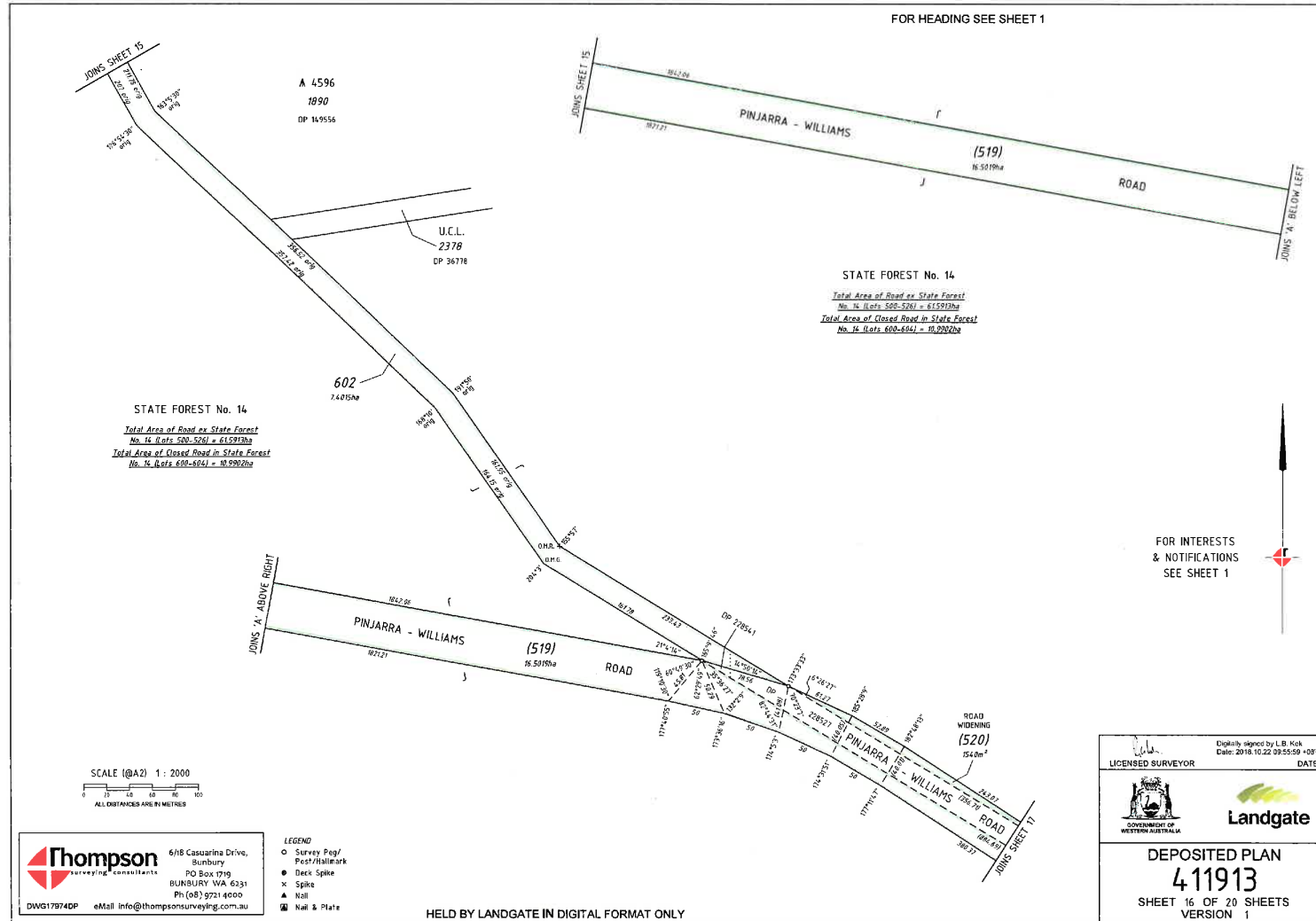
LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760



ORIGINAL 8/2

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760

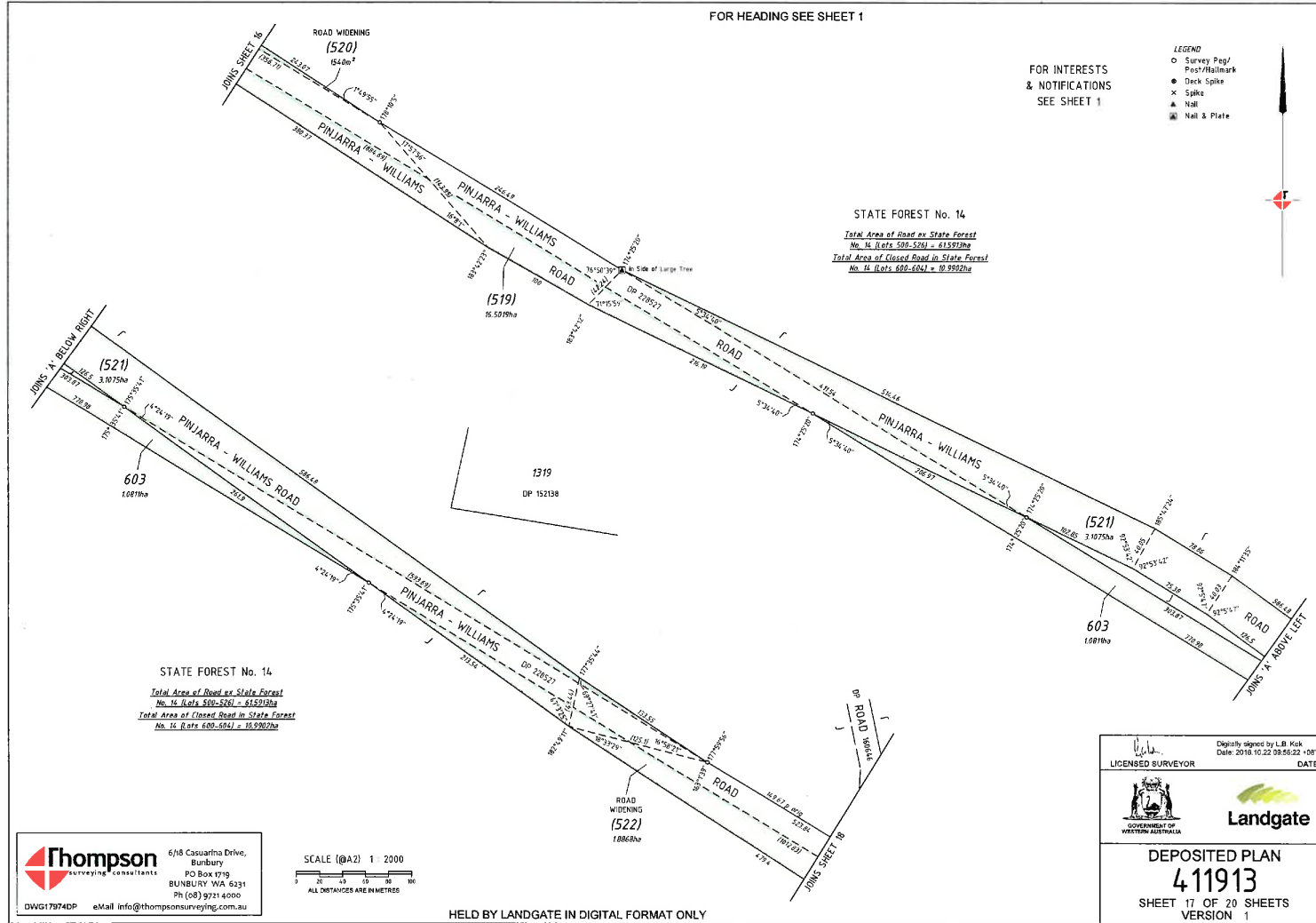
www.landgate.wa.gov.au
 Landgate



CDDP/PL 4/2

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760

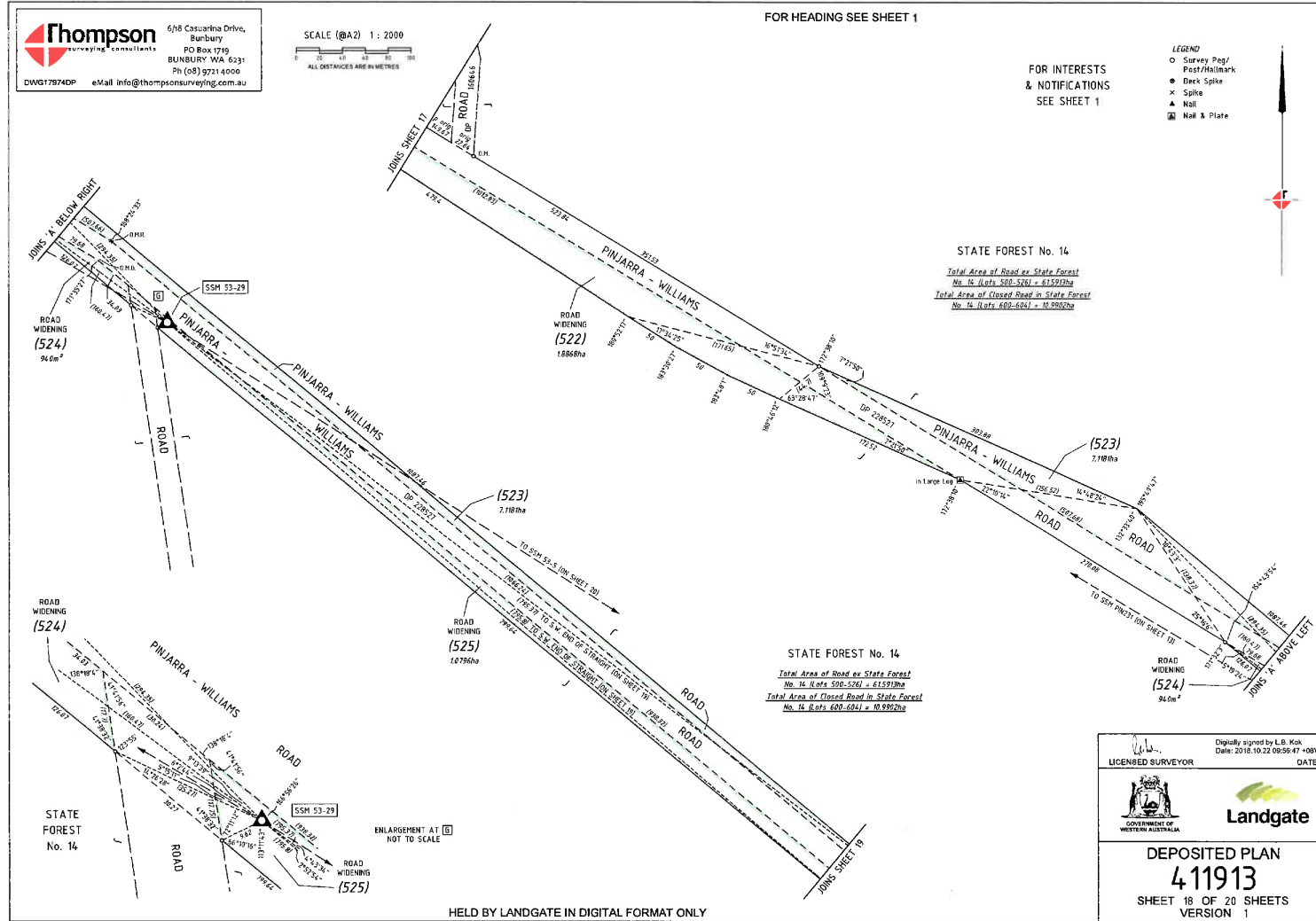
Landgate
 www.landgate.wa.gov.au



ORIGINAL 8/42

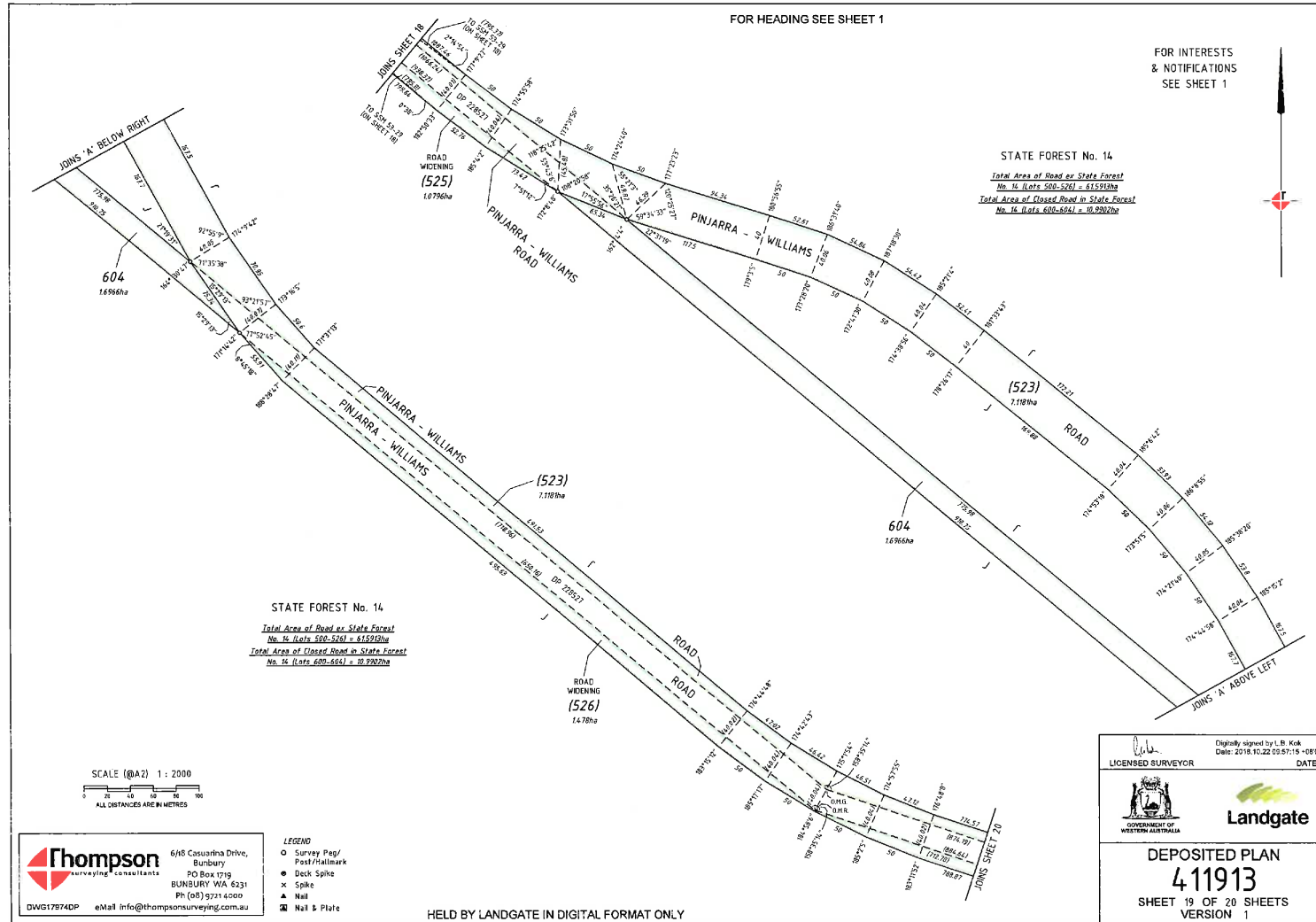
LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760

Landgate
 www.landgate.wa.gov.au



LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760

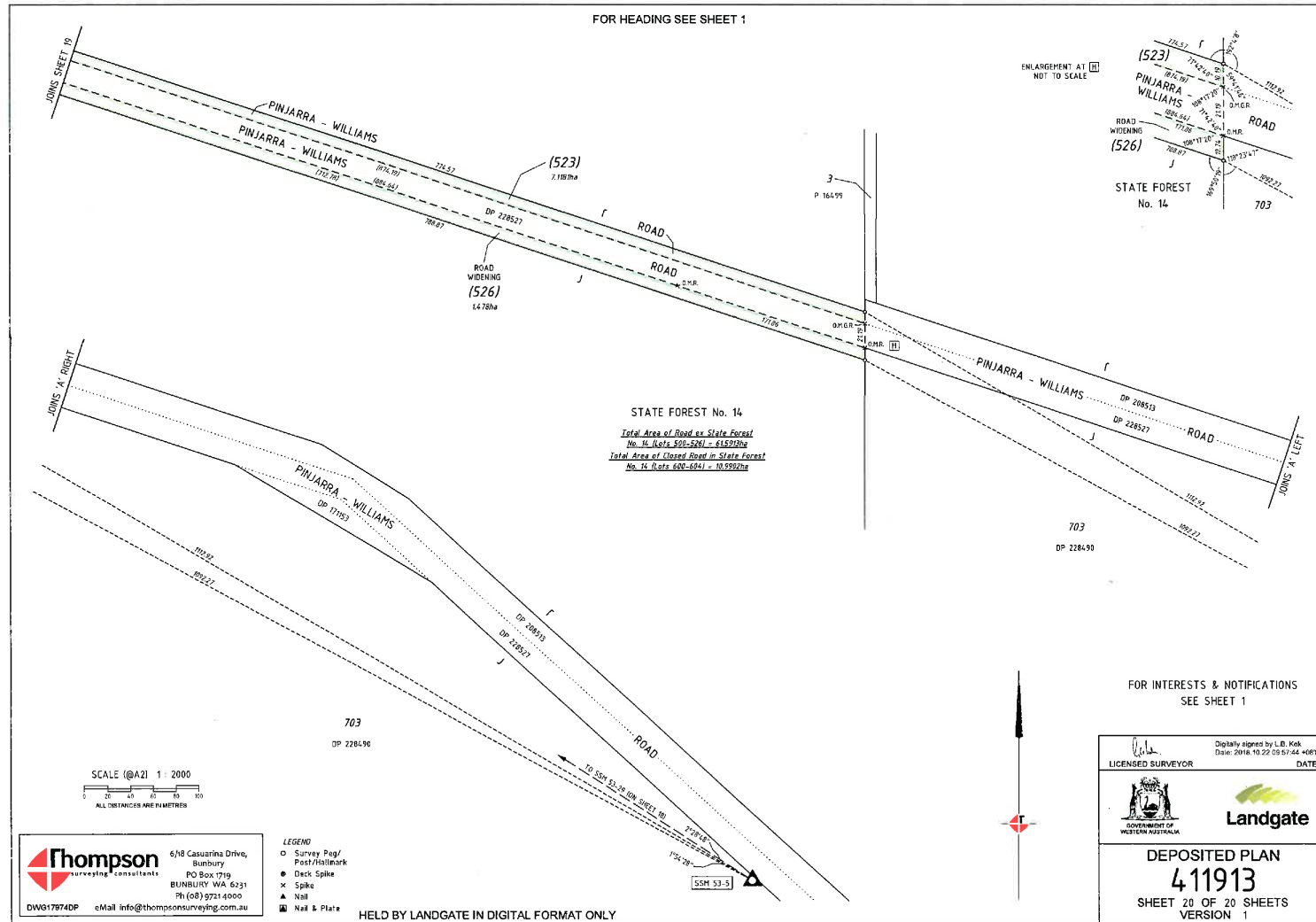
www.landgate.wa.gov.au
 Landgate



CIRCULAR 2010

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jan 29 07:52:26 2019 JOB 58544760

Landgate
 www.landgate.wa.gov.au



CRS94 @ A2

Outstanding Council Resolutions - June 2020



Open Resolutions/Items

Name	Owner	Start Date	End Date	Status	Complete %	Progress Comment	Recommendation/Council Decision	Last Updated
OCM 28 May 2020 - Item 16.1 Edenvale Tea Rooms	Leanne McGuirk, Robert Marlborough			In Progress	25	Draft lease prepared and forwarded to Director Place and Community Development for review 7 June 2020.	That Council: 1.subject to the Minister for Lands prior written consent, supports the Chief Executive Officer negotiating and endorsing a lease arrangement with Fairbridge Western Australia (Inc) to operate the Edenvale Tea Rooms within the Edenvale Homestead on a portion of Lot 316 (Reserve 36703) Henry Street, Pinjarra: a.for a period of 2 years with a similar option period; b.with the annual rental commencing at \$50 per annum, plus GST with an annual review being applied in accordance with the (Perth All Groups) Consumer Price Index and a further review should a liquor licence be granted; c.the lessee being responsible for all normal outgoings and the maintenance and repair of all equipment and chattels provided to operate the Tea Room; and d.with appropriate Key Performance Indicators and core hours being applied; and	Robert Marlborough Jun 9, 2020 03:52 PM
OCM 28 May 2020 - Item 11.14 Budget Amendment for the Shire Road Program Implementation	Marty Harrop			In Progress		Roadworks are in progress and obtaining quotes for consultant services for civil design.	That Council: 1.endorses the request to reallocate Roads to Recovery expenditure from Marinup Road upgrade to road re-sheeting and resealing projects; and 2.endorses the request to transfer \$38,926 from the General Development Contributions Reserve to the Fiegert Road project.	Marty Harrop Jun 9, 2020 04:20 PM
OCM 26 March 2020 - Item 11.3 Alfresco Dining Licence – Portion of James Street, Pinjarra – Colorado Properties Pty Ltd (Dome Pinjarra)	Robert Marlborough	26/03/2020	30/06/2021	In Progress	90	Licenced prepared and issued for endorsement. Public Notice published on 8 April 2020. Licence sent to the Department of Planning Lands and Heritage for the Minister consent. Waiting for formal consent. When consent is received signing and commencement date are to be aligned with the relaxation of the Covid -19 restrictions. Final Licence after review by DPLH sent for signing 9 June 2020.	That Council: 1.supports an Alfresco Dining Licence being entered into with Colorado Properties Pty Ltd for a portion of James Street, Pinjarra for a period of 10 years, with the annual licence fee commencing at \$1,320 per annum, plus GST, paid in advance with the licence fee increasing by 3% or CPI on each anniversary of the licence, whichever is greater; 2.accepts the market valuation for the area to which the licence is to apply, as provided by First Choice Valuation Services on 20 January 2020, being \$1,320 per annum, plus GST, paid in advance with the licence fee increasing by 3% or CPI on each anniversary of the licence, whichever is greater; 3.approves for the Chief Executive Officer to: a.publish a local public notice in accordance with Section 3.58 of the Local Government Act 1995 inviting written submissions on the lease proposal, to be received for at least 14 days; and b.subject to no submissions being received by the closing date and the consent of the Minister for Lands being obtained negotiate, endorse and enter into the licence with Colorado Properties Pty Ltd, as outlined; and 4.if adverse submissions are received, a further report is to be prepared and presented to Council to review the submissions and determine a position on the licence proposal.	Robert Marlborough Jun 9, 2020 03:45 PM
OCM 22 June 2017 – Item 16.1 Dwellingup Community Compact Draft Position Statement – Bauxite Mining in and Around Dwellingup - CONFIDENTIAL	Dean Unsworth	1/07/2018	30/06/2022	In Progress	33	Dwellingup Futures meetings on hold awaiting lifting of COVID-19 pandemic restrictions	That Council: 1. supports the recommendations of the Chief Executive Officer as presented in the table of 12 actions recommended by the Dwellingup Community Compact; 2. delegates to the Shire President and Chief Executive Officer to negotiate further with the Dwellingup Community Compact and Alcoa regarding the proposed Dwellingup Discovery Forest, but that Council fully supports this concept in principle; and 3. requests a further report following further negotiations with stakeholders and following the future public meeting with the community.	Dean Unsworth Apr 9, 2020 01:58 PM

Name	Owner	Start Date	End Date	Status	Complete %	Progress Comment	Recommendation/Council Decision	Last Updated
OCM 23 August 2018 - Item 11.6 Land Encroachments & Other Structures – Closure of Unmade Road – Ballee Island, South Yunderup	Robert Mariborough	23/08/2018	30/06/2021	Deferred	66	Subject to funding as part of Budget Review 2020. Waiting for Budget Revision for the allocation of sufficient funds.	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 Ballee 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 Ballee Island and the existing dwelling encroachment from Lot 83 Ballee 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 Ballee 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 Ballee Island to determine equitable contributions towards the cost of the survey works.	Robert Mariborough Apr 1, 2020 06:35 AM
OCM 22 November 2018 – Item 11.9 Pinjarra Massacre Memorial Project	Leanne McGuirk	22/11/2018	30/06/2021	Deferred	30	This project is driven by the Department of Planning, Lands & Heritage and the Gnaala Karla Booja members, with the Shire playing a supporting role as one of the stakeholders. The project has been deferred by DPLH due to inherent political issues within the GKB members, with funding for preparation of a plan being returned by MDAA to DPLH late 2019. Advice from State is that project has been deferred pending internal consideration / decision by DPLH. Arrangements currently underway to organise meeting between Bindjareb Elders, CEO and Shire President to discuss potential way forward.	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.	Leanne McGuirk Jun 9, 2020 04:55 PM
OCM 27 June 2019 – Item 11.8 Shire of Murray Tourism Strategy – Destination Assessment Report	Dean Unsworth	27/06/2019		In Progress	85	Document is informing the Dwellingup Trails project. A consultant has been selected and will progress this project with completion due in April 2020.	That Council: 1. endorses the Destination Assessment Report – May 2019 as per Appendix 25; 2. supports the development of the Destination Management Plan and scope as provided under the conclusion section of this report; 3. writes to each stakeholder that provided input into the Destination Assessment Report and advise that Destination Management Plan will be undertaken; and 4. holds a sundowner with and presentation to stakeholders and tourism operators to discuss the outcomes of the Destination Management Report and request involvement in the development of the Destination Management Plan.	Dean Unsworth Apr 9, 2020 01:59 PM

Name	Owner	Start Date	End Date	Status	Complete %	Progress Comment	Recommendation/Council Decision	Last Updated
OCM 27 June 2019 – Item 11.24 Lower Murray River – Foreshore Stabilisation Guidelines	Alan Smith	27/06/2019	30/06/2021	In Progress	85	A project has been initiated to progress the design of the riverbank retaining wall to the satisfaction of both the Department of Water and Environmental Regulation and the Department of Planning, Lands and Heritage. In addition foreshore guidelines are being investigated to give adjacent residents an understanding of works that are permitted within the foreshore area that in turn align to the stabilisation guidelines.	That Council: 1. supports the introduction of Foreshore Stabilisation Guidelines for the Lower Murray River; 2. continues to engage with Community Associations to inform and add value to the introduction of the Foreshore Stabilisation Guidelines for the Lower Murray River; 3. seeks approval from the Department of Water and Environmental Regulation (DWER) and Department of Planning Lands and Heritage (DPLH) for any required environmental and structural works within the Foreshore Stabilisation Guidelines for the Lower Murray River riverbanks that abut areas under the management of the Shire of Murray; and 4. once approvals have been obtained from DWER and DPLH for environmental and structural works on the Riverbanks, an engagement strategy be initiated to enable ongoing liaison directly with the community within proximity of the Lower Murray River.	Alan Smith Jun 11, 2020 01:35 PM
OCM 25 July 2019 - Item 11.6.1 Matter Arising – Working Group Pinjarra Heritage Rail Station Precinct – Reserve 45518	Dean Unsworth	25/07/2019	30/06/2021	In Progress	10	Discussions have been held with Hotham Valley Railway, ARC Infrastructure, Alcoa and Peel Development Commission, who are supportive. Consultant engaged to develop brief and scope of works. Consultants brief will go to the market depending on a review of any fatal flaws. The working group is meeting regularly. A funding request from Rail Heritage Foundation has been presented, and waiting a response.	Council Decision: That a working group be formed to determine the future use of the Pinjarra Rail Heritage Precinct, comprising Cr S Lee, Cr D Bolt, Cr B Beacham and Cr C Rose. Community representation will be sought, and any councillor may attend as a proxy should the nominated Councillor/s not be available.	Dean Unsworth Mar 10, 2020 11:04 AM
OCM 26 September 2019 - 11.12 Dwellingup Trails and Visitor Centre Fit Out	Susan Allan	26/09/2019	30/06/2021	In Progress	60	A project plan will be constructed to assist with the many aspects of the DTVC Fit Out including tender and fit out components through Monday.com. RED Grant Funding of \$150, 000 has been awarded to the Shire of Murray for this project. Tenders for AV component have been received - yet to be assessed and winning tender awarded. Quotations for fit-out still coming in from suppliers - deadline is 19 December 2019. April 2020: Purchasing of fitout equipment (furniture, AV equipment) has been actioned. Some delivery times have been delayed due to China going into shutdown with COVID19. Work on building digital content has also commenced (as to enable use of Interactive screens). Ongoing liaison with suppliers is happening remotely (phone/email) due to COVID19 Social Distancing restrictions. Items are on track for items to be delivery and installed late May - pending Western Power's completion of works. Part supply of AV equipment has already happened with screens being held at the Shire Administration Building (near Tech Services)	That Council: 1. endorse Fit Out Option 2 up to a total cost of \$395,248 (exc. GST) to enable the funding of all necessary infrastructure and services required for the effective function of the Centre and to ensure Dwellingup and the broader region's rich and unique tourism experiences and heritage are promoted; and 2. delegates responsibility to the Chief Executive Officer to project manage and coordinate the tender selection criteria and tender selection to enable completion of the fit-out of the Dwellingup Trails and Visitor Centre.	Susan Allan Apr 9, 2020 01:58 PM

Name	Owner	Start Date	End Date	Status	Complete %	Progress Comment	Recommendation/Council Decision	Last Updated
OCM 19 December 2019 – Item 15.2 Plus 8 Peel Capacity Building Program	David Arkwright	2019-12-19	2021-06-30	In Progress	20	State government funding and Shire of Murray funding confirmed. Leap and Sprint Events planned for April to June 2020 have been delayed by COVID and will take place when meeting restrictions are lifted. Level 3 will allow this initiative to proceed, but the Shire will be reviewing the content of the events to ensure they are practical and linked to enterprise needs	That Council, in the event of a successful application to the State Government's X Tend grant program: 1. approves the proposed delivery of capacity building programs for startups and SME's – predominantly in the food and agri-business sector, but also in other sectors as may be determined at the time of implementation; 2. approves that priority be given to Murray and Peel startups and SME's, with the option to include enterprise from beyond the Peel Region; 3. approves the working relationship with Spacecubed Ventures Pty Ltd, to deliver the capacity building programs as set out in the application to the X-tend grant fund; and 4. endorses the Shire's contribution of \$44,825 be funded over two financial years, with \$19,825 transferred from the 2019/20 Economic Development Initiatives budget and the remaining \$25,000 from recognised savings in the LTFP 2020/21 allocation for the GRV revaluation expenses.	David Arkwright Jun 5, 2020 09:02 AM
OCM 27 February 2020 Item - 11.7 Upgrade of Murray Aquatic & Leisure Centre Lighting to LED Equivalent	Ben Jordan	27/02/2020	30/06/2021	In Progress	10	Purchase order raised and sent to supplier, awaiting install date confirmation Supplier has advised there is an issue/delay with products coming out of China due to COVID-19 and costs relating to freight. Items are being shipped instead of air freight and will arrive by 30 May 2020, with installation to commence 17th June 2020 and take 2 weeks to complete.	That Council: 1. approves the allocation of \$28,818 from the Murray Aquatic and Leisure Centre Capital Reserve for the upgrade of light fixtures within the Aquatic, Administration, Kiosk & external areas of the Murray Aquatic & Leisure Centre (MALC) with LED equivalents; and 2. endorses the repayment schedule from realised savings within the MALC electricity account to the Murray Aquatic and Leisure Centre Capital Reserve via the annual budget as - 2020/2021 \$9,942 2021/2022 \$9,942 2022/2023 \$8,934	Ben Jordan Jun 16, 2020 12:30 PM
OCM 27 February 2020 Item - 11.8 Reviving the Harvest Highway Concept	David Arkwright	27/02/2020	30/06/2021	In Progress	30	Consultant (Savagely Creative) appointed and feasibility study underway. Short term branding and marketing initiatives also added to the work	That Council: 1. approves that the Shire of Murray joins with the Shires of Waroona, Harvey and Serpentine Jarrahdale, and the Peel and Southwest Development Commissions to investigate the feasibility of reviving the Harvest Highway concept; 2. approves that a sum of \$10k be allocated to the project from the March 2020 Budget review; 3. notes that the initiative may expand to include other Local Governments; and 4. approves that the Shire of Murray coordinate the project, including receiving financial contributions from other agencies.	David Arkwright Jun 5, 2020 09:04 AM
OCM 27 February 2020 Item - 11.9 Housing and Accommodation Investment Prospectus	David Arkwright	27/02/2020	30/06/2021	In Progress	50	Syme Marmion background work completed and initial set of recommendations for Pinjarra and Dwellingup discussed	That Council: 1. approves that an Investment Prospectus be prepared, featuring a selected set of sites in and around the Pinjarra Town Centre suitable for mixed use development and incorporating housing and accommodation, and that this prospectus be used to test the market through a Request for Proposals process with developers, investors and other parties; 2. approves the appointment of Syme Marmion to undertake a Housing and Accommodation Feasibility and Investment Prospectus, at a cost of \$18,114 (exc. GST), with the Chief Executive Officer authorised to negotiate up to \$25,000 (exc. GST) if additional relevant work is identified over and above the Scope of Works; 3. approves that the funding for the Housing and Accommodation Feasibility and Prospectus is accounted for in the March 2020 Budget review; 4. agrees that Council owned properties (Lots 1 and 2 James St, and 73 and 74 Forrest Street), be included in the Investment Prospectus to test a market response; and 5. agrees that select private landowners be approached with a view to their properties potentially being included in the Investment Prospectus – specifically properties that have the capability of meeting the core objectives of the Pinjarra Revitalisation Strategy.	David Arkwright Jun 5, 2020 09:06 AM

Name	Owner	Start Date	End Date	Status	Complete %	Progress Comment	Recommendation/Council Decision	Last Updated
OCM 27 February 2020 Item - 11.10 Support to Southern Dirt	David Arkwright	27/02/2020	30/06/2021	In Progress	40	Southern Dirt has commenced work on Peel Food Event for 2021, and building a beef cluster. SD has also advanced the Peel network and is now seeking funding from Lottery West for a substantial on-line platform for southern WA. Southern Dirt also developing a support program for farmers on small er land holdings	That Council: 1.approves that funding be set aside of \$15,000 for 2020/2021 and \$10,000 for 2021/2022 - to support the activities of Southern Dirt in the Shire of Murray and the wider Peel region; 2.agrees that the \$15,000 contribution in the 2020/2021 financial year be specifically directed to the activities that Southern Dirt is undertaking as part of its recently approved REDS grant through the Peel Development Commission; and 3.agrees that the \$10,000 contribution to Southern Dirt in the 2021/2022 financial year be made subject to an agreement between Southern Dirt and the Shire of Murray as to the specific activities that the funding will support, and also subject to confirmation that other Local Governments and organisations in the Peel region are also providing funding support for key activities to be carried out by Southern Dirt in that financial year.	David Arkwright Jun 5, 2020 09:07 AM
OCM 26 March 2020 - Item 10.1.1 Amalgamation of Shire of Murray and Shire of Waroona Local Emergency Management Committees	Ron Porter	26/03/2020	30/06/2021	In Progress		Identical item also presented to Shire of Waroona LEMC on the 4 March 2020. Recommendation accepted by the committee membership. Currently waiting on the item to now be ratified at the Ordinary Council meeting on the 28 April 2020. The Local Emergency Management Committee meeting minutes from 4 March 2020 were noted (OCM20/04/052) at the Shire of Waroona OCM on the 28 April 2020, however the item within the minutes dealing with the amalgamation of the LEMC's wasn't presented to Council for consideration, therefore the item will need to be presented to the May meeting. 02/06/2020 Shire of Waroona LEMC recommendation endorsed at Ordinary Council meeting (OCM20/05/083) on 26 May 2020.	That Council: 1.provides in principle support to combine the Shire of Murray and Shire of Waroona Local Emergency Management Committees; 2.requests that consultation be undertaken to ensure the amalgamation is achievable and practicable for all Agencies and Stakeholders; and 3.requests that another report be prepared for consideration at the Local Emergency Management Committee meeting scheduled for the 6 May 2020 outlining the future direction on amalgamation of the Shire of Murray and Shire of Waroona Local Emergency Management Committees.	Ron Porter Jun 2, 2020 11:14 AM

Delegated Decisions of Development Approvals for May 2020

Application Number	Reason For Permit	Site Address	Decision Type	Decision	Lodged Date	Decision Date
P066/2020	Overheight Front Fence	20 Coppin Way, South Yunderup WA 6208	Delegate	Issued	20/04/2020	7/05/2020
P071/2020	Rear Deck and Carport	1/490 Pinjarra Road, Furnissdale WA 6209	Delegate	Issued	29/04/2020	22/05/2020
P072/2020	Carport/Boat Shelter	5 Mackenzie Court, North Yunderup WA 6208	Delegate	Issued	29/04/2020	27/05/2020
P073/2020	Variation of Building Envelope	Lot/78 Readheads Road, North Dandalup WA 6207	Delegate	Issued	4/05/2020	5/05/2020
P074/2020	Outbuilding	5 Starling Ramble, South Yunderup WA 6208	Delegate	Issued	6/05/2020	27/05/2020
P075/2020	Dwelling and Associated Site Works	Lot 9002 Lakes Road, Nambeelup WA 6207	Delegate	Issued	7/05/2020	27/05/2020
P076/2020	Building Envelope Variation and Outbuilding Extension	17 Peaceful Waters Drive, Barragup WA 6209	Delegate	Issued	6/05/2020	7/05/2020
P077/2020	Outbuilding	36 Murray Bend Drive, Ravenswood WA 6208	Delegate	Issued	8/05/2020	26/05/2020
P078/2020	1 Bedroom Granny Flat	1 Sunrise Court, North Yunderup WA 6208	Delegate	Issued	8/05/2020	14/05/2020
P079/2020	Outbuilding	4 Congdon Avenue, Pinjarra WA 6208	Delegate	Issued	8/05/2020	8/05/2020
P083/2020	Entry Wall	13 Thomasfield Place, Ravenswood WA 6208	Delegate	Issued	15/05/2020	20/05/2020
P085/2020	Variation of Building Envelope	32 Bolliong Grove, North Dandalup WA 6207	Delegate	Issued	15/05/2020	20/05/2020
P086/2020	Variation of Building Envelope	Lot 5 Beverley Way, North Dandalup WA 6207	Delegate	Issued	18/05/2020	18/05/2020
P087/2020	R-Code Variation for Dwelling	12 Lever Way, South Yunderup WA 6208	Delegate	Issued	18/05/2020	18/05/2020
P089/2020	Outbuilding	5 Marinup Street, Dwellingup WA 6213	Delegate	Issued	20/05/2020	27/05/2020
P090/2020	Patio and Three Outbuildings	Lot 57 Pioneer Place, Birchmont WA 6214	Delegate	Issued	20/05/2020	20/05/2020
P091/2020	R-Code Variation for Dwelling	117 Nancarrow Way, Ravenswood WA 6208	Delegate	Issued	20/05/2020	29/05/2020
P094/2020	Patio	3/70 Rodoreda Crescent, Ravenswood WA 6208	Delegate	Issued	25/05/2020	26/05/2020
P095/2020	Outbuilding	Lot 552 Dirk Hartog Drive, Nambeelup WA 6207	Delegate	Issued	25/05/2020	28/05/2020
P097/2020	Patio	53/490 Pinjarra Road, Furnissdale WA 6209	Delegate	Issued	27/05/2020	28/05/2020
P098/2020	R-Code Variation for Carport	676 Pinjarra Road, Furnissdale WA 6209	Delegate	Issued	27/5/2020	27/05/2020

Delegated Refusals of Development Applications for May 2020

Application Number	Reason For Application	Site Address	Decision Type	Decision	Lodged Date	Decision Date
616-231-1	Wheelchair access from property to jetty located in Murray River	19 Banksia Terrace, South Yunderup	Delegate	Refused. Proposed path is within a Public Foreshore Reserve	25/3/2020	25/5/2020