

WESTERN AUSTRALIA
SALARIES AND ALLOWANCES ACT 1975
DETERMINATION OF THE
SALARIES AND ALLOWANCES TRIBUNAL
FOR LOCAL GOVERNMENT
CHIEF EXECUTIVE OFFICERS AND ELECTED MEMBERS

Pursuant to Section 7A and 7B

9 April 2019

PREAMBLE

STATUTORY CONTEXT

1. Section 7A of the *Salaries and Allowances Act 1975* ('the SA Act') requires the Salaries and Allowances Tribunal ('the Tribunal') to "inquire into and determine, the amount of remuneration, or the minimum and maximum amounts of remuneration, to be paid or provided to chief executive officers of local governments".
2. Section 7B(2) of the SA Act requires the Tribunal to inquire into and determine the amount of:
 - fees, or the minimum and maximum amounts of fees, to be paid under the *Local Government Act 1995* ('the LG Act') to elected council members for attendance at meetings;
 - expenses, or the minimum and maximum amounts of expenses, to be reimbursed under the LG Act to elected council members; and
 - allowances, or the minimum and maximum amounts of allowances, to be paid under the LG Act to elected council members.
3. By issuing this Determination, the Tribunal discharges its obligations under Section 8 of the SA Act, which requires determinations under sections 7A and 7B to be issued at intervals of not more than 12 months.

CONSIDERATIONS

4. The Tribunal has considered sections 2.7 to 2.10 and 5.41 of the LG Act, which outlines the roles and responsibilities of local governments, councillors, mayors, presidents and their deputies and the functions of local government Chief Executive Officers (CEOs).

5. The Tribunal invited individual local governments to provide information in order to ensure the Tribunal is informed on developments across the sector.

Band allocation model

6. The Tribunal continues to utilise the four band classification model adopted in its 2012 determination. The model provides for a range of measurable and non-measurable factors to be taken into account.
7. The Tribunal notes that there is flexibility for change within each band before an increase in classification is warranted. A request for an increase in classification will only be accepted where it is demonstrated that the local government or regional local government has experienced a substantial and sustained increase within the parameters of the band allocation model.

Christmas and Cocos Islands

8. The Commonwealth and WA Governments entered an agreement in 2016 under Section 8H of the *Christmas Island Act 1958* (Cth), Section 8H of the *Cocos (Keeling) Islands Act 1995* (Cth) and the *Indian Oceans Territories (Administration of Laws) Act 1992* (WA), such that the Salaries and Allowances Tribunal has the power to determine the remuneration of local government CEOs and the fees, expenses and allowances for local government elected members of the Shires of Christmas Island and Cocos (Keeling) Islands.
9. The Tribunal has reviewed the Shires of Christmas and Cocos (Keeling) Islands during the current inquiry.

Economic circumstances

10. The Tribunal has noted a range of labour market and economic data including the financial position and fiscal strategy of the State.
11. While the Tribunal acknowledges that the local government sector is not tied to the specific budgetary pressures associated with the State Budget and the *Salaries and Allowances Amendment (Debt and Deficit Remediation) Act 2018*, it is a sector created by the Western Australian Parliament and is part of a broader public sector.
12. In recent years, the Tribunal has responded to the financial difficulties faced by the State and the public of Western Australia by restraining growth in the band ranges available to CEOs and elected members. While the band ranges have been frozen, individual local governments have retained the ability for remuneration movement within a band to suit individual circumstances.
13. The Tribunal remains cognisant of its duties to ensure that the remuneration of senior officers within the public sphere of Western Australia remains within public expectations and within the framework of other public officers, while being sufficient enough to attract well qualified candidates.

CONCLUSIONS

14. The Tribunal has determined a 1 percent increase in the remuneration, fees, expenses or allowances ranges provided to CEOs and elected members.
15. The Tribunal notes that the increase to the remuneration ranges does not constitute an automatic increase to the remuneration provided to CEOs or elected members. Each local government must conduct its own remuneration review to determine whether any increase, within the applicable bands, is justified.
16. The Tribunal considered those local governments with potential to change classification. In reviewing the classification framework, band allocation model and all other relevant information, the Tribunal has increased the Shire of Manjimup from Band 3 to Band 2.
17. The Tribunal has made additional minor changes:
 - increasing the child care reimbursement rate from \$25 to \$30 per hour;
 - clarifying the motor vehicle private benefit exemption for rural and remote local governments under Part 5; and
 - including the term 'reasonable' under Part 8 to allow individual local governments to assess whether reimbursable travel costs have been reasonably incurred.
18. The Tribunal reinforces its preference for the reimbursement of actual expenses wherever possible and, accordingly, has maintained the annual allowances for information and communication technology (ICT) and travel and accommodation. Although these annual allowances are to be paid in lieu of reimbursement of such expenses, the Tribunal maintains the fundamental principle that elected council members should not be out of pocket for expenses properly incurred in the fulfilment of their duties and that any expense incurred beyond the annual allowance amount received should continue to be reimbursed in accordance with the LG Regulations.
19. Nothing in this determination shall be interpreted and/or applied in such a manner as to circumvent the intention of the Tribunal to ensure transparency and accountability in the remuneration of local government CEOs and the provision of fees, expenses and allowances to elected members.

**DETERMINATION FOR LOCAL GOVERNMENT CHIEF EXECUTIVE OFFICERS
AND ELECTED MEMBERS PURSUANT TO SECTION 7A AND 7B OF THE
*SALARIES AND ALLOWANCES ACT 1975***

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PART 1: INTRODUCTORY MATTERS

This Part deals with some matters that are relevant to the determination generally.

1.1 Short title

This determination may be cited as the *Local Government Chief Executive Officers and Elected Members Determination No. 1 of 2019*.

1.2 Commencement

This determination comes into operation on 1 July 2019.

1.3 Content and intent

- (1) The remuneration listed in this determination comprises all remuneration as defined under the *Salaries and Allowances Act 1975* as including salary, allowances, fees, emoluments and benefits.
- (2) The determination applies to
 - a. Chief Executive Officers (CEOs);
 - b. Acting Chief Executive Officers; and
 - c. Elected Members
- (3) The remuneration specified in this determination for CEOs is based on a person being appointed to one local government CEO position only. In the case of a person appointed to undertake the duties of more than one CEO position simultaneously, the relevant local governments must seek a determination from the Tribunal for the multiple CEO positions held by that person.
- (4) If a local government undergoes an amalgamation or a rezoning of local government boundaries, the local government is required to seek a new determination from the Tribunal.
- (5) This determination provides for the amount of fees, expenses and allowances to be paid or reimbursed to elected council members under the *Local Government Act 1995* ('the LG Act') Part 5 Division 8. The determination applies to elected council members who are members of the council of a local government, and under section 3.66 of the LG Act.
- (6) Where the Tribunal has determined a specific amount for a fee, expense or allowance for elected council members of a local government or regional local government, the

amount determined by the Tribunal will be payable to an eligible elected council member.

- (7) Where the Tribunal has determined a minimum and maximum amount for a fee, expense or allowance for elected council members of a local government or regional local government, each local government or regional local government council will set an amount within the relevant range determined and the amount set will be payable to an eligible elected council member.
- (8) The fees, expenses and allowances determined are intended to recognise the responsibilities of elected council members, mayors and presidents of local governments and chairmen of regional local governments and to remunerate them for the performance of the duties associated with their office.

1.4 Terms used

In this determination, unless the contrary intention appears -

chair means a person who is elected or appointed from among the members of a council of a regional local government as its chair;

committee meeting means a meeting of a committee of a council where the committee comprises –

- (a) council members only; or
- (b) council members and employees of the local government or regional local government;

council, in relation to:

- (a) a local government, means the council of the local government;
- (b) a regional local government, means the council of the regional local government;

council member, in relation to:

- (a) a local government –
 - (i) means a person elected under the LG Act as a member of the council of the local government; and
 - (ii) includes the mayor or president of the local government;

(b) a regional local government –

- (i) means a person elected under the LG Act as a member of the council of a local government and who is a member of the council of the regional local government; and
- (ii) includes the chair of the regional local government;

LG Regulations means the *Local Government (Administration) Regulations 1996*;

mayor means a council member holding the office of mayor, whether elected by the council from amongst its members or elected by the electors;

president means a council member holding the office of president, whether elected by the council from amongst its members or elected by the electors.

1.5 Pro rata payments

- (1) The Total Remuneration Package specified in this determination for CEOs is based on a person serving in the office on a full-time basis. The relevant range shall be payable on a pro rata basis if the position is undertaken on a part time basis.
- (2) The amount of a person’s entitlement to remuneration, annual attendance fee or annual allowance specified in this determination shall be apportioned on a pro rata basis according to the portion of a year that the person holds office.

1.6 Local government band allocations

Unless the contrary intention appears, this determination allocates local governments to the bands set out in Schedule 1. Regional local governments are allocated to a Band only with respect to CEOs.

PART 2: TOTAL REWARD PACKAGE

This Part deals with the remuneration payable to Chief Executive Officers.

2.1 GENERAL

- (1) Offices listed in this Part have been assigned by the Tribunal to one of four classifications designated Band 1 to Band 4.
- (2) Each classification (Band 1 to Band 4) has a commensurate Total Reward Package (TRP) range.
- (3) Typical components of a TRP include:
 - (a) Base salary;
 - (b) Annual leave loading;
 - (c) Associated FBT accrued (total annual amount of fringe benefits tax paid by the local government for all fringe benefits provided to a CEO);
 - (d) Association membership fees;
 - (e) Attraction/retention allowance, not being provided under Part 3;
 - (f) Personal benefit value of the provision of a motor vehicle for private use (if applicable) as defined under Part 5 of this determination;
 - (g) Cash bonus and performance incentives;
 - (h) Cash in lieu of a motor vehicle;
 - (i) Fitness club fees;
 - (j) Grooming/clothing allowance;
 - (k) Health insurance;
 - (l) School fees and/or child's uniform;
 - (m) Superannuation (all mandatory and non-mandatory employer superannuation contributions);
 - (n) Travel or any other benefit taken in lieu of salary;
 - (o) Travel for spouse or any other member of family;

- (p) Unrestricted entertainment allowance;
 - (q) Utilities allowance (any water, power or other utility subsidy provided to the CEO); and
 - (r) Any other form of payment, in cash or not, in consideration as a reward or benefit of the CEOs duties.
- (4) The only exclusions from the TRP are:
- (a) items listed in Parts 3, 4 and 5 of this determination (however, any superannuation guarantee associated with the payment of a Regional/Isolation Allowance and any associated FBT accrued from the provision of a motor vehicle or accommodation are to be included as part of the TRP);
 - (b) employer obligations such as professional development (restricted to the CEO), reimbursement for genuine work expenses or the cost of recruitment and relocation expenses; and
 - (c) items considered by the local government to be a tool of trade (i.e. equipment needed to undertake the duties of a CEO) and which are not a direct or indirect reward or benefit for the performance of duties as a CEO.

2.2 LOCAL GOVERNMENT CLASSIFICATION

- (1) The ranges of TRP in Table 1 apply where a local government or regional local government has been classified into the relevant band.

Table 1: Local government band classification – Total Reward Package range

| Band | Total Reward Package |
|------|-----------------------|
| 1 | \$250,375 - \$379,532 |
| 2 | \$206,500 - \$319,752 |
| 3 | \$157,920 - \$259,278 |
| 4 | \$128,226 - \$200,192 |

- (2) Local governments have been classified in Schedule 1.

- (3) Regional local governments have been classified in Table 2 below.

Table 2: Regional local government band classification

| Regional Local Government | Band |
|--|------|
| Bunbury-Harvey Regional Council | 4 |
| Eastern Metropolitan Regional Council | 2 |
| Mindarie Regional Council | 3 |
| Murchison Regional Vermin Council | 4 |
| Pilbara Regional Council | 4 |
| Rivers Regional Council | 3 |
| Southern Metropolitan Regional Council | 2 |
| Tamala Park Regional Council | 2 |
| Western Metropolitan Regional Council | 4 |

- (4) A person who holds a dual appointment of the CEO of the Shire of Cunderdin and the CEO of the Shire of Tammin, shall be entitled to receive a TRP range from the bottom of Band 4 (\$128,226) to a maximum of \$220,211 (which represents the top of Band 4 plus 10%).
- (5) A person who holds a dual appointment of the CEO of the City of Karratha and the Pilbara Regional Council, shall be entitled to receive a TRP range equivalent to the Band 1 range (\$250,375 - \$379,532).

PART 3: REGIONAL/ISOLATION ALLOWANCE

This Part deals with the Regional/Isolation Allowance that may be payable to Chief Executive Officers from local governments identified in this Part.

3.1 GENERAL

- (1) Local governments listed under Table 3 in this Part have access to an amount additional to the Total Reward Package for CEO remuneration in recognition of the regional and isolation factors which may affect the attraction and retention of the CEOs of those local governments.
- (2) Local governments are not required to pay all or any of this amount and the payment of this allowance is at the discretion of the local government, albeit within the parameters set by the Tribunal.
- (3) When a local government chooses to use all or any of this allowance, the payment of the allowance should be properly justified and applied in a transparent manner.
- (4) When a local government chooses to pay all or any of this allowance, it is to be paid to the CEO as salary.

3.2 REGIONAL/ISOLATION ALLOWANCE

Local governments eligible for the Regional/Isolation Allowance are listed in Table 3 below.

Table 3: Regional/Isolation Allowance

| Local Government | Maximum Regional/Isolation Allowance Per Annum |
|-------------------------------|---|
| Ashburton Shire | \$45,000 |
| Broome Shire | \$35,000 |
| Carnamah Shire | \$30,000 |
| Carnarvon Shire | \$30,000 |
| Chapman Valley Shire | \$30,000 |
| Christmas Island Shire | \$80,000 |
| Cocos (Keeling) Islands Shire | \$80,000 |
| Coolgardie Shire | \$30,000 |
| Coorow Shire | \$30,000 |
| Cue Shire | \$40,000 |
| Derby-West Kimberley Shire | \$45,000 |
| Dundas Shire | \$30,000 |
| East Pilbara Shire | \$45,000 |
| Esperance Shire | \$25,000 |
| Exmouth Shire | \$35,000 |
| Geraldton-Greenough City | \$25,000 |
| Halls Creek Shire | \$65,000 |
| Irwin Shire | \$30,000 |
| Jerramungup Shire | \$25,000 |
| Kalgoorlie-Boulder City | \$30,000 |
| Karratha City | \$60,000 |
| Kent Shire | \$10,000 |
| Kondinin Shire | \$10,000 |
| Kulin Shire | \$10,000 |
| Lake Grace Shire | \$10,000 |
| Laverton Shire | \$40,000 |
| Leonora Shire | \$40,000 |
| Meekatharra Shire | \$40,000 |
| Menzies Shire | \$30,000 |
| Merredin Shire | \$10,000 |
| Mingenew Shire | \$30,000 |
| Morawa Shire | \$30,000 |
| Mount Magnet Shire | \$30,000 |
| Mount Marshall Shire | \$10,000 |

| Local Government | Maximum Regional/Isolation Allowance Per Annum |
|------------------------------|---|
| Mukinbudin Shire | \$25,000 |
| Murchison Shire | \$30,000 |
| Narembeen Shire | \$10,000 |
| Ngaanyatjarraku Shire | \$40,000 |
| Northampton Shire | \$30,000 |
| Nungarin Shire | \$10,000 |
| Perenjori Shire | \$30,000 |
| Port Hedland Town | \$60,000 |
| Ravensthorpe Shire | \$30,000 |
| Sandstone Shire | \$30,000 |
| Shark Bay Shire | \$35,000 |
| Three Springs Shire | \$30,000 |
| Upper Gascoyne Shire | \$35,000 |
| Westonia Shire | \$25,000 |
| Wiluna Shire | \$40,000 |
| Wyndham-East Kimberley Shire | \$45,000 |
| Yalgoo Shire | \$30,000 |
| Yilgarn Shire | \$25,000 |

PART 4: HOUSING ALLOWANCE

This Part deals with the Housing Allowance that may be payable to Chief Executive Officers.

4.1 GENERAL

- (1) In recognition of the need for local governments to provide accommodation as a result of a lack of suitable housing or recruitment issues, on either a permanent or temporary basis, local governments are able to utilise this allowance as required.
- (2) When a local government utilises this allowance, the payment of the allowance should be properly justified and applied in a transparent manner.
- (3) Any accommodation provided under this Part must be located within or adjacent to the local government area in which the CEO is employed.
- (4) Local governments should tailor the provision of any housing allowance to suit their particular circumstances. This may include the CEO making contributions towards the cost of the accommodation.

4.2 APPLICABLE HOUSING ALLOWANCE

- (1) Where a local government owns a property and provides that property to the CEO for accommodation, the value of this accommodation will not be included in the Total Reward Package.
- (2) For reporting purposes, the value of the local government owned property shall be valued at the annual Gross Rental Value of the property as determined by the Valuer General.
- (3) Where a local government leases accommodation for the use of the CEO, the lease costs will not be included in the Total Reward Package.
- (4) For reporting purposes, the value of the local government leased property shall be the annual actual costs of the accommodation lease.

PART 5: MOTOR VEHICLE

This Part deals with the provision of motor vehicles to Chief Executive Officers.

5.1 GENERAL

- (1) For local governments generally, except those listed in Table 3 under Part 3 of this determination, the private benefit value of any motor vehicle provided to the CEO by the local government is to be included in the Total Reward Package.
- (2) For local governments listed in Table 3 under Part 3 of this determination, any motor vehicle provided to the CEO or an allowance provided to a CEO for use of a private motor vehicle for work-related purposes, is to be considered a tool of trade (i.e. a tool needed to undertake the duties of a CEO in these local governments) and any private benefit will not be considered as part of the Total Reward Package.

5.2 PRIVATE BENEFIT VALUE

- (1) The private benefit value of the motor vehicle will be dependent on the type of motor vehicle provided, method of ownership (i.e. local government owned or leased), maintenance and running costs, insurance, any applicable luxury car tax and the amount of private use of the vehicle (i.e. non-business use).
- (2) As a general rule, the private benefit value will be based upon the annual costs multiplied by the percentage of private use.
- (3) Local governments and CEOs will need to agree on the most appropriate way to record the amount of private use in order to calculate the private benefit value.

PART 6: MEETING ATTENDANCE FEES

This Part deals with fees payable to council members for attendance at council and other meetings

6.1 GENERAL

- (1) Pursuant to section 5.98(1)(b) of the LG Act, a council member who attends a council meeting is entitled to be paid the fee set by the local government or the regional local government within the range determined in section 6.2 of this Part for council meeting attendance fees.
- (2) Pursuant to section 5.98(1)(b) and (2A)(b) of the LG Act, a council member who attends a committee meeting or (at the request of the local government or regional local government) a meeting of a type prescribed in regulation 30(3A) of the LG Regulations is entitled to be paid the fee set by the local government or regional local government within the range determined in section 6.3 of this Part for attending committee meetings or, as the case requires, meetings of that type.
- (3) Each of the following meetings is a type of meeting prescribed in regulation 30(3A) of the LG Regulations -
 - (a) meeting of a WALGA Zone, where the council member is representing a local government as a delegate elected or appointed by the local government;
 - (b) meeting of a Regional Road Group established by Main Roads Western Australia, where the council member is representing a local government as a delegate elected or appointed by the local government;
 - (c) council meeting of a regional local government where the council member is the deputy of a member of the regional local government and is attending in the place of the member of the regional local government;
 - (d) meeting other than a council or committee meeting where the council member is attending at the request of a Minister of the Crown who is attending the meeting;
 - (e) meeting other than a council meeting or committee meeting where the council member is representing a local government as a delegate elected or appointed by the local government.
- (4) Pursuant to section 5.99 of the LG Act, a local government or regional local government may decide by an absolute majority that instead of paying council members an attendance fee referred to in section 5.98(1) of the LG Act, it will pay all

council members who attend council or committee meetings a fee set within the range for annual fees determined in section 6.4 of this Part.

- (5) Regulation 30(3C) of the LG Regulations prevents the payment of a fee to a council member for attending a meeting of a type prescribed in regulation 30(3A) of those regulations if –
 - (a) the person who organises the meeting pays the council member a fee for attending the meeting; or
 - (b) the council member is paid an annual fee in accordance with section 5.99 of the LG Act; or
 - (c) the council member is deputising for a council member at a meeting of a regional local government and the member of the regional local government is paid an annual fee in accordance with section 5.99 of the LG Act.
- (6) In determining the fees set out in this Part, the Tribunal has taken into account a range of factors including –
 - (a) the time required to prepare adequately for the meetings including consideration of agenda papers, site visits related to agenda items and consultation with council staff and community members;
 - (b) the role of the council member, mayor or president including, but not limited to, representation, advocacy, and oversight and determination of policy and local legislation;
 - (c) particular responsibilities associated with the types of meetings attended;
 - (d) responsibilities of a mayor, president or chair to preside over meetings; and
 - (e) the relative “size” of the local government as reflected in the Tribunal’s local government banding model.
- (7) The Tribunal has not determined a specific meeting attendance fee for the purposes of section 5.98(1)(a) or (2A)(a) of the LG Act.

6.2 COUNCIL MEETING ATTENDANCE FEES – PER MEETING

- (1) The ranges of fees in Table 4 and Table 5 apply where a local government or regional local government decides by an absolute majority to pay a council member a fee referred to in section 5.98(1)(b) of the LG Act for attendance at a council meeting.

Table 4: Council meeting fees per meeting – local governments

| Band | For a council member other than the mayor or president | | For a council member who holds the office of mayor or president | |
|------|--|---------|---|---------|
| | Minimum | Maximum | Minimum | Maximum |
| 1 | \$615 | \$793 | \$615 | \$1,189 |
| 2 | \$373 | \$582 | \$373 | \$780 |
| 3 | \$193 | \$410 | \$193 | \$634 |
| 4 | \$91 | \$238 | \$91 | \$490 |

Table 5: Council meeting fees per meeting – regional local governments

| | For a council member other than the chair | | For a council member who holds the office of chair | |
|--------------------------------|---|---------|--|---------|
| | Minimum | Maximum | Minimum | Maximum |
| All regional local governments | \$91 | \$238 | \$91 | \$490 |

6.3 COMMITTEE MEETING AND PRESCRIBED MEETING ATTENDANCE FEES – PER MEETING

- (1) The ranges of fees in Table 6 and Table 7 apply where a local government or regional local government decides to pay a council member a fee referred to in –
- (a) section 5.98(1)(b) of the LG Act for attendance at a committee meeting; or
 - (b) section 5.98(2A)(b) of the LG Act for attendance at a meeting of a type prescribed in regulation 30(3A) of the LG Regulations.

Table 6: Committee meeting and prescribed meeting fees per meeting – local governments

| For a council member (including the mayor or president) | | |
|--|----------------|----------------|
| Band | Minimum | Maximum |
| 1 | \$308 | \$396 |
| 2 | \$186 | \$291 |
| 3 | \$97 | \$205 |
| 4 | \$46 | \$119 |

Table 7: Committee meeting and prescribed meeting fees per meeting – regional local governments

| For a council member (including the chair) | | |
|---|----------------|----------------|
| | Minimum | Maximum |
| All regional local governments | \$46 | \$119 |

6.4 ANNUAL ATTENDANCE FEES IN LIEU OF COUNCIL MEETING, COMMITTEE MEETING AND PRESCRIBED MEETING ATTENDANCE FEES

- (1) The ranges of fees in Table 8 and Table 9 apply where a local government or regional local government decides by an absolute majority that, instead of paying council members an attendance fee referred to in section 5.98 of the LG Act, it will pay an annual fee to all council members who attend council, committee or prescribed meetings.

Table 8: Annual attendance fees in lieu of council meeting, committee meeting and prescribed meeting attendance fees – local governments

| Band | For a council member other than the mayor or president | | For a council member who holds the office of mayor or president | |
|------|--|----------|---|----------|
| | Minimum | Maximum | Minimum | Maximum |
| 1 | \$24,604 | \$31,678 | \$24,604 | \$47,516 |
| 2 | \$14,865 | \$23,230 | \$14,865 | \$31,149 |
| 3 | \$7,688 | \$16,367 | \$7,688 | \$25,342 |
| 4 | \$3,589 | \$9,504 | \$3,589 | \$19,534 |

Table 9: Annual attendance fees in lieu of council meeting, committee meeting and prescribed meeting attendance fees – regional local governments

| | For a council member other than the chair | | For a council member who holds the office of chair | |
|--------------------------------|---|----------|--|----------|
| | Minimum | Maximum | Minimum | Maximum |
| All regional local governments | \$1,795 | \$10,560 | \$1,795 | \$15,839 |

PART 7: ANNUAL ALLOWANCE FOR A MAYOR, PRESIDENT, CHAIR, DEPUTY MAYOR, DEPUTY PRESIDENT AND DEPUTY CHAIR

This Part deals with annual allowances payable to mayors, presidents, chair and their deputies, in addition to any entitlement to meeting attendance fees or the reimbursement of expenses.

7.1 GENERAL

- (1) Pursuant to section 5.98(5) of the LG Act, the mayor or president of a local government and the chair of a regional local government are entitled, in addition to any fees or reimbursement of expenses payable under section 5.98(1) or (2), to be paid the annual allowance set by the local government or regional local government within the range determined in section 7.2 of this Part.
- (2) Pursuant to section 5.98A(1) of the LG Act, a local government or regional local government may decide, by an absolute majority, to pay the deputy mayor or deputy president of the local government, or the deputy chair of the regional local government, an allowance of up to the percentage that is determined by the Tribunal of the annual allowance to which the mayor or president of the local government, or the chair of the regional local government, is entitled under section 5.98(5) of the LG Act. That percentage is determined in section 7.3 of this Part. This allowance is in addition to any fees or reimbursement of expenses payable to the deputy mayor, deputy president or deputy chair under section 5.98 of the LG Act.
- (3) In determining the allowances set out in this Part, the Tribunal has taken into account a range of factors including the following –
 - (a) the leadership role of the mayor, president or chair;
 - (b) the statutory functions for which the mayor, president or chair is accountable;
 - (c) the ceremonial and civic duties required of the mayor, president or chair, including local government business related entertainment;
 - (d) the responsibilities of the deputy mayor, deputy president or deputy chair when deputising;
 - (e) the relative “size” of the local government as reflected in the Tribunal’s local government banding model;
 - (f) the civic, ceremonial and representation duties particular to the Lord Mayor of Western Australia’s capital city.

7.2 ANNUAL ALLOWANCE FOR A MAYOR, PRESIDENT OR CHAIR

- (1) The ranges of allowances in Table 10 apply where a local government sets the amount of the annual local government allowance to which a mayor or president is entitled under section 5.98(5) of the LG Act.
- (2) The range of allowances in Table 11 apply where a regional local government sets the amount of the annual local government allowance to which a chair is entitled under section 5.98(5) of the LG Act.
- (3) Despite the provisions of subsection (1), the Perth City Council is to set the amount of the annual local government allowance to which the Lord Mayor is entitled within the range of \$61,509 to \$137,268.

Table 10: Annual allowance for a mayor or president of a local government

| For a mayor or president | | |
|--------------------------|----------|----------|
| Band | Minimum | Maximum |
| 1 | \$51,258 | \$89,753 |
| 2 | \$15,377 | \$63,354 |
| 3 | \$1,025 | \$36,957 |
| 4 | \$513 | \$20,063 |

Table 11: Annual allowance for a chair of a regional local government

| For a chair | | |
|--------------------------------|---------|----------|
| | Minimum | Maximum |
| All regional local governments | \$513 | \$20,063 |

7.3 ANNUAL ALLOWANCE FOR A DEPUTY MAYOR, DEPUTY PRESIDENT OR DEPUTY CHAIR

- (1) The percentage determined for the purposes of section 5.98A(1) of the LG Act is 25 per cent.

PART 8: EXPENSES TO BE REIMBURSED

This Part deals with expenses for which council members are entitled to be reimbursed.

8.1 GENERAL

- (1) Pursuant to section 5.98(2)(a) and (3) of the LG Act, a council member who incurs an expense of a kind prescribed in regulation 31(1) of the LG Regulations is entitled to be reimbursed for the expense to the extent determined in section 8.2(1) to (5) of this Part.
- (2) Regulation 31(1) of the LG Regulations prescribes the following kinds of expenses that are to be reimbursed:
 - (a) rental charges incurred by a council member in relation to one telephone and one facsimile machine; and
 - (b) child care and travel costs incurred by a council member because of the member's attendance at a council meeting or a meeting of a committee of which he or she is also a member.
- (3) Pursuant to section 5.98(2)(a) and (3) of the LG Act, a council member who incurs an expense of a kind prescribed in regulation 32(1) of the LG Regulations is entitled to be reimbursed for the expense to the extent determined in section 8.2(6) to (8) of this Part.
- (4) Regulation 32(1) of the LG Regulations prescribes the following kinds of expenses that may be approved by a local government for reimbursement –
 - (a) an expense incurred by a council member in performing a function under the express authority of the local government;
 - (b) an expense incurred by a council member to whom paragraph (a) applies by reason of the council member being accompanied by not more than one other person while performing the function if, having regard to the nature of the function, the local government considers that it is appropriate for the council member to be accompanied by that other person; and
 - (c) an expense incurred by a council member in performing a function in his or her capacity as a council member.

8.2 EXTENT OF EXPENSES TO BE REIMBURSED

- (1) The extent to which a council member can be reimbursed for rental charges in relation to one telephone and one facsimile machine is the actual expense incurred by the council member.
- (2) The extent to which a council member can be reimbursed for child care costs incurred because of attendance at a meeting referred to in regulation 31(1)(b) of the LG Regulations is the actual cost per hour or \$30 per hour, whichever is the lesser amount.
- (3) The extent to which a council member of a local government can be reimbursed for reasonable travel costs referred to in regulation 31(1)(b) of the LG Regulations is:
 - (a) if the person lives or works in the local government district or an adjoining local government district, the actual cost for the person to travel from the person's place of residence or work to the meeting and back; or
 - (b) if the person does not live or work in the local government district or an adjoining local government district, the actual cost, in relation to a journey from the person's place of residence or work and back:
 - (i) for the person to travel from the person's place of residence or work to the meeting and back; or
 - (ii) if the distance travelled referred to in subparagraph (i) is more than 100 kilometres, for the person to travel from the outer boundary of an adjoining local government district to the meeting and back to that boundary.
- (4) The extent to which a council member of a regional local government can be reimbursed for reasonable travel costs referred to in regulation 31(1)(b) of the LG Regulations is the actual cost for the person to travel from the person's place of residence or work to the meeting and back.
- (5) For the purposes of subsections (3) and (4), travel costs incurred while driving a privately owned or leased vehicle (rather than a commercially hired vehicle) are to be calculated at the same rate contained in Section 30.6 of the *Local Government Officers' (Western Australia) Interim Award 2011* as at the date of this determination.
- (6) The extent to which a council member can be reimbursed for child care costs incurred in any of the circumstances referred to in regulation 32(1) of the LG Regulations is the actual cost per hour or \$30 per hour, whichever is the lesser amount.

- (7) The extent to which a council member can be reimbursed for intrastate or interstate travel and accommodation costs incurred in any of the circumstances referred to in regulation 32(1) of the LG Regulations is at the same rate applicable to the reimbursement of travel and accommodation costs in the same or similar circumstances under the *Public Service Award 1992* issued by the Western Australian Industrial Relations Commission as at the date of this determination.
- (8) The extent to which a council member can be reimbursed for any other cost incurred under regulation 32(1) of the LG Regulations is the actual cost upon presentation of sufficient evidence of the cost incurred.

PART 9: ANNUAL ALLOWANCES IN LIEU OF REIMBURSEMENT OF EXPENSES

This Part deals with annual allowances that a local government or regional local government may decide to pay.

9.1 GENERAL

- (1) Pursuant to section 5.99A of the LG Act, a local government or regional local government may decide by absolute majority that instead of reimbursing council members under the LG Act section 5.98(2) for all of a particular type of expense, it will pay all council members, for that type of expense, the annual allowance determined in section 9.2 of this Part or, as the case requires, an annual allowance within the range determined in that section.
- (2) Where a local government or regional local government has decided to pay council members an annual allowance for an expense of a particular type instead of reimbursing expenses of that type under section 5.98(2) of the LG Act, section 5.99A of the LG Act provides for reimbursement of expenses of that type in excess of the amount of the allowance.
- (3) In determining the maximum annual allowance for expenses of a particular type, the Tribunal has taken into account a range of factors including the following:
 - (a) the intent of the allowance to reflect the extent and nature of the expenses incurred and not to result in a windfall gain for council members;
 - (b) the capacity of local governments to set allowances appropriate to their varying operational needs;
 - (c) the particular practices of local governments in the use of information and communication technology (e.g. laptop computers, iPads); and
 - (d) the varying travel requirements of council members in local governments associated with geography, isolation and other factors.

9.2 ANNUAL ALLOWANCES DETERMINED INSTEAD OF REIMBURSEMENT FOR PARTICULAR TYPES OF EXPENSES

- (1) In this section:

ICT expenses means:

- (a) rental charges in relation to one telephone and one facsimile machine, as prescribed by regulation 31(1)(a) of the LG Regulations; or

- (b) any other expenses that relate to information and communications technology (for example, telephone call charges and internet service provider fees) and that are a kind of expense prescribed by regulation 32(1) of the LG Regulations;

travel and accommodation expenses means:

- (a) travel costs, as prescribed by regulation 31(1)(b) of the LG Regulations; or
 - (b) any other expenses that relate to travel or accommodation and that are a kind of expense prescribed by regulation 32(1) of the LG Regulations.
- (2) For the purposes of section 5.99A(b) of the LG Act, the minimum annual allowance for ICT expenses is \$500 and the maximum annual allowance for ICT expenses is \$3,500.
 - (3) For the purposes of section 5.99A(a) of the LG Act, the annual allowance for travel and accommodation expenses is \$50.

SCHEDULE 1: LOCAL GOVERNMENT BAND ALLOCATIONS

| Local Government | Band |
|-------------------------------|------|
| Albany City | 1 |
| Armadale City | 1 |
| Ashburton Shire | 2 |
| Augusta-Margaret River Shire | 2 |
| Bassendean Town | 3 |
| Bayswater City | 1 |
| Belmont City | 1 |
| Beverley Shire | 4 |
| Boddington Shire | 4 |
| Boyup Brook Shire | 4 |
| Bridgetown-Greenbushes Shire | 3 |
| Brookton Shire | 4 |
| Broome Shire | 2 |
| Broomehill-Tambellup Shire | 4 |
| Bruce Rock Shire | 4 |
| Bunbury City | 1 |
| Busselton City | 1 |
| Cambridge Town | 2 |
| Canning City | 1 |
| Capel Shire | 3 |
| Carnamah Shire | 4 |
| Carnarvon Shire | 2 |
| Chapman Valley Shire | 4 |
| Chittering Shire | 3 |
| Christmas Island Shire | 3 |
| Claremont Town | 3 |
| Cocos (Keeling) Islands Shire | 4 |
| Cockburn City | 1 |
| Collie Shire | 3 |
| Coolgardie Shire | 3 |
| Coorow Shire | 4 |
| Corrigin Shire | 4 |
| Cottesloe Town | 3 |
| Cranbrook Shire | 4 |
| Cuballing Shire | 4 |
| Cue Shire | 4 |

| Local Government | Band |
|----------------------------|------|
| Cunderdin Shire | 4 |
| Dalwallinu Shire | 3 |
| Dandaragan Shire | 3 |
| Dardanup Shire | 3 |
| Denmark Shire | 3 |
| Derby-West Kimberley Shire | 2 |
| Donnybrook Balingup Shire | 3 |
| Dowerin Shire | 4 |
| Dumbleyung Shire | 4 |
| Dundas Shire | 4 |
| East Fremantle Town | 3 |
| East Pilbara Shire | 2 |
| Esperance Shire | 2 |
| Exmouth Shire | 3 |
| Fremantle City | 1 |
| Gingin Shire | 3 |
| Gnowangerup Shire | 4 |
| Goomalling Shire | 4 |
| Gosnells City | 1 |
| Greater Geraldton City | 1 |
| Halls Creek Shire | 3 |
| Harvey Shire | 2 |
| Irwin Shire | 3 |
| Jerramungup Shire | 4 |
| Joondalup City | 1 |
| Kalamunda Shire | 2 |
| Kalgoorlie-Boulder City | 1 |
| Karratha City | 1 |
| Katanning Shire | 3 |
| Kellerberrin Shire | 4 |
| Kent Shire | 4 |
| Kojonup Shire | 3 |
| Kondinin Shire | 4 |
| Koorda Shire | 4 |
| Kulin Shire | 4 |
| Kwinana City | 1 |
| Lake Grace Shire | 4 |

| Local Government | Band |
|-----------------------------|------|
| Laverton Shire | 3 |
| Leonora Shire | 3 |
| Mandurah City | 1 |
| Manjimup Shire | 2 |
| Meekatharra Shire | 3 |
| Melville City | 1 |
| Menzies Shire | 4 |
| Merredin Shire | 3 |
| Mingenew Shire | 4 |
| Moora Shire | 3 |
| Morawa Shire | 4 |
| Mosman Park Town | 3 |
| Mount Magnet Shire | 4 |
| Mount Marshall Shire | 4 |
| Mukinbudin Shire | 4 |
| Mundaring Shire | 2 |
| Murchison Shire | 4 |
| Murray Shire | 3 |
| Nannup Shire | 4 |
| Narembeen Shire | 4 |
| Narrogin Shire | 3 |
| Nedlands City | 2 |
| Ngaanyatjarraku Shire | 4 |
| Northam Shire | 2 |
| Northampton Shire | 3 |
| Nungarin Shire | 4 |
| Peppermint Grove Shire | 4 |
| Perenjori Shire | 4 |
| Perth City | 1 |
| Pingelly Shire | 4 |
| Plantagenet Shire | 3 |
| Port Hedland Town | 1 |
| Quairading Shire | 4 |
| Ravensthorpe Shire | 3 |
| Rockingham City | 1 |
| Sandstone Shire | 4 |
| Serpentine-Jarrahdale Shire | 2 |

| Local Government | Band |
|------------------------------|------|
| Shark Bay Shire | 4 |
| South Perth City | 2 |
| Stirling City | 1 |
| Subiaco City | 2 |
| Swan City | 1 |
| Tammin Shire | 4 |
| Three Springs Shire | 4 |
| Toodyay Shire | 3 |
| Trayning Shire | 4 |
| Upper Gascoyne Shire | 4 |
| Victoria Park Town | 2 |
| Victoria Plains Shire | 4 |
| Vincent City | 2 |
| Wagin Shire | 4 |
| Wandering Shire | 4 |
| Wanneroo City | 1 |
| Waroonna Shire | 3 |
| West Arthur Shire | 4 |
| Westonia Shire | 4 |
| Wickepin Shire | 4 |
| Williams Shire | 4 |
| Wiluna Shire | 4 |
| Wongan-Ballidu Shire | 4 |
| Woodanilling Shire | 4 |
| Wyalkatchem Shire | 4 |
| Wyndham-East Kimberley Shire | 2 |
| Yalgoo Shire | 4 |
| Yilgarn Shire | 3 |
| York Shire | 3 |

Signed on 9 April 2019.

M Seares AO
CHAIR

B A Sargeant PSM
MEMBER

C P Murphy PSM
MEMBER

SALARIES AND ALLOWANCES TRIBUNAL

LOCAL GOVERNMENT ELECTED MEMBERS EXPLANATORY NOTES

This section does not form part of the determination

1. Entitlements

The entitlement of a council member to a fee, allowance or reimbursement of an expense established under the LG Act, the LG Regulations and this determination, cannot be proscribed, limited or waived by a local government. Any eligible claim against those entitlements is to be paid in accordance with the applicable financial procedures of the local government.

2. Local governments to set amounts within the range determined

Where the Tribunal has determined a minimum and maximum amount for a fee, expense or allowance for members of the council of a local government or a regional local government, each council is to set, by absolute majority, an amount within the relevant range determined and the amount set will be payable to elected council members.

3. Superannuation

Nothing in this determination establishes a liability for the payment of superannuation by local governments. Elected council members are eligible for superannuation payments if their council has resolved unanimously to become an Eligible Local Governing Body (ELGB) pursuant to section 221A and section 221B of the *Income Tax Assessment Act 1936* (Cwlth). Where the council is an ELGB, it is deemed to have an employer/employee relationship with its elected council members and this attracts the application of a number of statutory obligations. Alternative arrangements described in Australian Taxation Office (ATO) Interpretative Decision ATO ID 2007/205 allow for elected council members and councils to agree for whole or part of meeting attendance fees to be paid into a superannuation fund. Where the council is an ELGB, fees for attendance at council, committee and prescribed meetings (whether paid via a per meeting fee or annual allowance) are to be inclusive of any superannuation guarantee liability. This information is not published by way of legal or financial advice.

2019-20 FIREBREAK AND FUEL HAZARD REDUCTION NOTICE

**NOTICE TO ALL OWNERS AND OCCUPIERS OF LAND IN THE SHIRE
OF BRIDGETOWN- GREENBUSHES
FOR ALL FIRES PHONE 000**

RESTRICTED BURNING TIME
1 NOVEMBER to 14 DECEMBER

PROHIBITED BURNING TIME
15 DECEMBER to 14 MARCH

RESTRICTED BURNING TIME
15 MARCH to 26 APRIL

BUSH FIRE NOTICE AND REQUIREMENTS

In accordance with Section 33 of the Bush Fires Act 1954, you are required to carry out fire prevention work on land owned or occupied by you as set out in this Notice by the date specified. If the requirements of this notice are not done by the due date, or not done to the satisfaction of an inspecting officer, an on the spot fine of **\$250** will be issued. The maximum fine for failure to carry out the work is **\$5000**. Council can also enter upon the land and carry out required works at the owner/ occupier's expense.

1. DEFINITIONS

Firebreak means ground from which all flammable material has been removed and on which no flammable material is permitted to accumulate during the period specified in this notice.

Flammable Materials means accumulated fuel such as leaf litter, twigs, bark, grass over 100mm in height, timber boxes, cartons, paper and any combustible material, capable of carrying a running fire but excludes living standing trees and shrubs.

Fuel Hazard has the same meaning as flammable material

Flammable Fuel Storage includes all petroleum based liquids, Liquefied Petroleum Gas, Liquefied Natural Gas any other combustible liquid or gaseous fuel.

Harvested Plantation means a plantation that has been clear felled but evidence of the former use of the plantation remains in the form of tree stumps, pruning, limbs and/or other accumulated tree refuse and logging residue.

Hay Stack means a collection of hay including fodder rolls placed or stacked together.

Managed Land means land over 4 hectares that is being *actively* used for agriculture, viticulture, horticulture etc and that such use is clearly evident, but excludes plantations.

Plantation means any area planted in pine, eucalypt or other commercial value trees (excluding orchards and vineyards) which have been planted for commercial gain, and requires approval under the Town Planning Scheme.

2. ALL LAND UNDER 5000 SQ METRES (1/2 HECTARE OR LESS) BY 15 NOVEMBER 2019 UNTIL 26 APRIL 2020

Remove all flammable material from the property except living trees and shrubbery and maintain throughout the required period. Height of grass not to exceed 100mm.

3. ALL LAND OVER 5000 SQUARE METRES AND UNDER 4 HECTARES (10 ACRES) BY 15 NOVEMBER 2019 UNTIL 26 APRIL 2020

(a) Remove all flammable material from the property except living trees and shrubbery and maintain throughout the required period, **unless used for cropping or pasture**. Height of grass not to exceed 100mm.

(b) If the land is used for cropping or pasture, you are required to construct and maintain a 3 metre wide firebreak with a minimum 4 metre vertical clearance to overhanging vegetation as near as practical to the perimeter of the property.

All buildings must have an access track not less than 3 metres in width and a minimum 4 metre vertical clearance to overhanging vegetation.

Around all buildings, haystacks and fuel storage areas, slash and remove all flammable materials likely to create a fire hazard, except living trees and shrubbery for at least 20 metres around the building, haystack and fuel storage area. Height of grass not to exceed 100mm.

*If choosing to forego firebreaks and instead remove flammable materials from the property it is the responsibility of the property owner for active fuel reduction to be completed on the property by 15 November and maintained throughout the period of this notice by means such as slashing, baling and grazing by an appropriate number of livestock. If choosing to carry out fuel reduction by grazing of stock it is the responsibility of the property owner to ensure that sufficient stock is used to ensure that all grass is reduced to a maximum height of 100mm by **15 November and maintained at that height until 26 April**.*

4. ALL LAND OVER 4 HECTARES (10 ACRES) BY 15 NOVEMBER 2019 UNTIL 26 APRIL 2020

Around all buildings, haystacks and fuel storage areas, slash and remove all flammable materials likely to create a fire hazard, except living trees and shrubbery for at least 20 metres around the building, haystack and fuel storage area. Height of grass not to exceed 100mm.

All building must have an access track not less than 3 metres in width and a minimum 4 metre vertical clearance to overhanging vegetation.

In addition to above, the following requirements also apply:

4.1 MANAGED LAND

Managed land is not required to have firebreaks, although land owners and occupiers are encouraged to install them in strategic places to protect their property in the event of a fire.

There must be **active** fuel reduction done on the property throughout the period of this notice, by means such as grazing by an appropriate number of livestock, slashing and baling etc.

4.2 UNMANAGED LAND

Remove all flammable materials from the entire property except living trees and shrubbery and maintain throughout the required period. Height of grass not to exceed 100mm.

OR ALTERNATIVELY

Construct and maintain a 3 metre wide firebreak with a minimum 4 metre vertical clearance to overhanging vegetation as **near as practical** to the perimeter of the property.

5. PLANTATIONS

BY 1 NOVEMBER 2019 UNTIL 26 APRIL 2020

The first row of trees must be a minimum of 15 metres from all formed public roads.

A 10 metre wide firebreak shall be constructed along the internal boundaries of the Plantation, along the boundaries of separate ownership, and all formed public roads.

A firebreak 6 metres wide shall be provided in such a position that no compartment of a plantation exceeds 30 hectares.

Where power lines pass through the plantation the clearing of vegetation must be in accordance with power supplier's specifications.

Trees adjoining the firebreak must be progressively pruned to a minimum height of 4 metres to maintain an effective width of firebreak.

6. HARVESTED PLANTATIONS

Firebreak requirements for harvested plantations are the same as for plantations.

7. TIMBER MILLS

BY 1 NOVEMBER 2019 UNTIL 26 APRIL 2020

Construct and maintain a **3 metre** firebreak with a minimum **4 metre** vertical clearance inside and along the boundary of the property as well as a **10 metre** firebreak around all piles of sawdust, woodchips, bark and waste material.

8. HARVESTING OPERATIONS

In addition to the above requirements, any crop or plantation harvesting must have a drivable fire unit (not a trailer fire unit) of at least 400 litres in operational condition (full of water and in good working order) per harvesting machine within the compartment being harvested.

9. STUMP GRINDING

The use of a stump grinder during Restricted and Prohibited Burning Periods is only permitted if a drivable fire unit of at least 400 litres in operational condition (full of water and in good working order) be within 200 metres of the stump grinder in the same compartment.

10. SLASHING DURING THE RESTRICTED AND PROHIBITED BURNING PERIODS

This clause does not apply to the mowing of residential lawns.

During the **Restricted Burning Period**, any person conducting slashing must have available a fire extinguisher of not less than 7.5 litre capacity either attached to the machine or within 200 metres of where the machine is operating.

During the **Prohibited Burning Period**, any person conducting slashing must have available a fighting unit (full of water and in good working order) of not less than 400 litre capacity within 200 metres of where the machine is operating.

11. ALTERNATIVES

If you consider it impracticable or environmentally damaging to carry out the requirements set out above, you can apply to Council by **1 October** for permission to provide alternative firebreaks or other fire prevention measures.

In the absence of written approval for alternative measures, the requirements of this Order must be adhered to.

12. BURNING OF GARDEN REFUSE AND RUBBISH

Prior to the burning of garden refuse and rubbish a 3 metre radius perimeter around the waste heap is to be cleared of all flammable material. Burning of garden refuse and rubbish is not permitted during the Prohibited Burning Period and during the Restricted Burning Period requires a permit from a Fire Control Officer.

13. CAMP FIRES

During the restricted burning period, a permit is required for any cooking and camping fire. Cooking and Camp fires are not permitted throughout the Prohibited Burning Period. Gas barbeques can still be used during this period.

14. SPECIAL REQUIREMENTS

The requirements of this Order are considered the **minimum** standard of fire protection required to protect not only the individual property but the community as a whole. Council can impose additional requirements to remove or abate hazards if it considers it necessary.

Any property subject to a Bush Fire Management Plan, or conditions imposed as a result of development approval must comply with the approved conditions in addition to the requirements of the Notice

By Order of the Council
T P CLYNCH
CHIEF EXECUTIVE OFFICER



ROLLING ACTION SHEET

ROLLING ACTION SHEET
May 2019 (encompassing Council Resolutions up to Council Meeting held 24 April 2019)

Where a tick is indicated this Item will be deleted in the next update

| Council Decision No. | Wording of Decision | Responsible Officer | Past comments | Progress since last report | ✓ |
|---|--|---------------------|---|--|----------|
| <p>C.28/1108 Public Access to Rear of Shops on Western Side of Hampton Street</p> | <p>That Council:</p> <ol style="list-style-type: none"> 1. Endorse in-principle the proposal to obtain an easement in gross over private land at the rear of shops west of Hampton Street between Henry Street and the existing public accessway opposite the public car park in Hampton Street. 2. That the CEO obtain the necessary legal advice to enable correspondence to be sent to affected property owners seeking their in-principle consent for the creation of an easement in gross for public access to the rear of their premises. 3. That upon receipt of responses from affected property owners the matter be brought back to Council for final determination, including consideration of how the proposed public accessway could be designed to take into account risk management of flooding. | <p>T Lynch</p> | <p>Work on developing a draft easement document has been delayed.</p> <p>A request was to be prepared to a local solicitor requesting preparation of a draft/template easement document. This will be funded from general legal expenses account. Since then the CEO has made the decision to defer the preparation of the document pending completion of the Geegilup Brook Flood Study in case there are implications regarding land acquisition/tenure/use arising from that Study. The Flood Study was endorsed by Council at its November 2014 meeting so the easement proposal will be re-actioned (February 2015).</p> <p>Discussions held with solicitor on best process to progress this matter. Property ownership details currently being compiled for forwarding to solicitor (September 2015)</p> <p>This matter was discussed at quarterly briefing session held on 4 February 2016 where it was agreed that the proposal should be extended to include the car parking areas within the proposed easement. This can happen under the current resolution C.28/1108. A plan of the proposed easement will be prepared and correspondence forwarded to affected property owners (March 2016).</p> | <p>May 2019 Refer agenda item in this month's agenda.</p> | <p>✓</p> |

| | | | | | |
|--|--|--|---|--|--|
| | | | <p>Progress of this matter has been deferred pending finalisation of the proposed land exchange and creation of easement for the property at 145 Hampton Street (corner Henry Street).</p> <p>Shire staff will prepare a concept plan showing how the area can be developed for access and public parking and this will be used when corresponding with affected property owners about the proposal to create an easement (March 2018).</p> <p>November 2018 A concept plan was presented to the November Concept Forum.</p> <p>The differing levels of the land make provision of formalised parking on the eastern side of the laneway difficult as significant excavation and earthworks would be necessary. Therefore the plan proposes the following:</p> <ul style="list-style-type: none">• Extend the single row of sealed and marked parking bays against the kerb line as far north as possible.• In order to accommodate the bays at the northern end the current access land will have to be shifted closer to the back of the shops.• 11 sealed and marked parking bays could be provided on the eastern side of the laneway at its northern end as the slope of the land is suitable.• The balance of the land on the eastern side of the laneway could be sealed on its existing slope and wouldn't be formally marked for | | |
|--|--|--|---|--|--|

| | | | | |
|--|--|-------------|--|--|
| | | | <p>parking but could be used for informal parking.</p> <p>The plan will be used in writing to property owners seeking approval to grant the Shire an easement for access and parking in order to formalise the existing use of the land. No compensation would be offered to property owners – rather the Shire would commit to funding the works. Prior to writing to property owners the CEO will engage a solicitor to prepare an easement document.</p> <p>April 2019 Discussion at the April Concept Forum identified a proposal to reinvestigate the design of the car parking area. A report will be presented to Council identifying the costs of engaging an engineer to prepare design options and associated costings.</p> | |
| C.16/0809a Development of Car Parking and Proposed Town Square in Railway Reserve | That Council formally request the Public Transport Authority to initiate the process to gazette the land known as Railway Parade to a public road. | S Donaldson | <p>A written request has been forwarded to PTA and Heritage Council of WA, with favourable support received. Formal gazettal process by State Land Services commenced. Final plan agreed to by PTA and Brookfield Rail, pending finalisation of survey plans and land transfer. This process is still ongoing. Pending 'in-principle' support from Landgate as Railway Parade not formally named and initial response unfavourable. Response pending. At its February 2014 meeting Council resolved to rename the road as an extension of Stewart Street and correspondence seeking approval for this has been forwarded to the Geographic Names Committee. Renaming as Stewart Street approved by Landgate in March 2014. Deposited Plan lodged with Landgate (March 2016).</p> | <p>May 2019 No further action taken since March 2019.</p> |

| | | | | |
|--|---|-------------|---|---|
| | | | <p>November 2018 Contact is to be made with the Department of Lands to determine what issue is specifically delaying the gazettal of the road.</p> <p>January 2019 DPLH advised on 12 December 2018 that Public Transport Authority has forwarded closure request for approval of the Minister for Transport, prior to gazettal. Expected timeframe unknown.</p> <p>March 2019 DPLH advised on 15 March 2018 that final documentation was lodged at Landgate on 14 March 2019.</p> | |
| C.14/0310 Preliminary Report – Plantation Exclusion Zones | <p>That Council:</p> <ol style="list-style-type: none"> 1. Agrees that any consideration of plantation exclusion zones should also address the Greenbushes, North Greenbushes and Hester townsites, the Yornup township and existing or proposed local development areas throughout the Shire municipality. 2. Directs the Chief Executive Officer to prepare preliminary documentation and present a report to a future meeting of Council to initiate a scheme amendment to Town Planning Scheme No. 3 seeking to modify Table 1 to prohibit 'Afforestation' within the Rural zone of the scheme area. 3. Directs the Chief Executive Officer to present all planning applications for 'Afforestation' for land within Town Planning Scheme No. 3 to Council for determination, until such time as the scheme amendment required by Point 2 above has been finalised. 4. Directs the Chief Executive Officer to | S Donaldson | <ol style="list-style-type: none"> 1. Noted. 2. Presented to Council in August 2011 for initial adoption. Advertising period closed on 8 December 2011. Amendment adopted by Council on 25 January 2012 and forwarded to WAPC for final approval. Amendment gazetted 8 June 2012. 3. Noted. 4. Funding application was successful – Council accepted funds at March 2011 meeting. Bushfire Hazard Strategy | <p>May 2019 No further action this May 2019.</p> |

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| | <p>engage a suitably qualified consultant to undertake a Bush Fire Hazard Assessment of the Shire municipality, in consultation with FESA, and in accordance with the Planning for Bush Fire Protection document.</p> <p>5. Directs the Chief Executive Officer to commence a comprehensive review of the Shire's Plantation Applications Policy to address the following issues:</p> <ul style="list-style-type: none"> a) Definition of woodlots and shelter belts and list of acceptable locally native tree species. b) Location of surrounding development and adequate bush fire risk assessment and management, with reference to FESA Guidelines for Plantation Fire Protection. c) Other natural resource management issues identified in the Shire's Managing the Natural Environment Policy and Natural Environment Strategy. <p>6. Following completion of Points 4 and 5 above, the Chief Executive Officer is to present a report to a future meeting of Council for further consideration.</p> | | <p>Consultant Brief finalised and tenders called for by 14 September 2011. Final report received and adopted by Council in August 2012 for purpose of future public consultation. Council in March 2016 resolved not to progress. See Point 6 below.</p> <p>5. Commenced but little progress to date, pending adoption of Bushfire Hazard Strategy. No further action progressed. New detailed Bushfire Hazard Level Assessment to be prepared for Local Planning Strategy, with recommendations for plantation exclusion (August 2017).</p> <p>November 2018 New draft Bushfire Hazard Assessment being prepared by consultant, to assist further consideration of plantation exclusion.</p> <p>December 2018 CEO and Manager Planning met with bushfire consultant on 28 November 2018. Bushfire Hazard Assessment nearing completion for presentation to Council early in 2019.</p> <p>6. Noted. Draft Bush Fire Hazard Strategy adopted by Council in August 2012 for the purpose of future public consultation along with scheme amendments. See Item C.19/0812 below. No further action to be taken with strategy as per C.18/0216. No further action on policy review (May 2016).</p> <p>January 2019 Final draft Bushfire Hazard Strategy received for Staff review, to be presented to Council by March 2019. No progress made of Plantation Applications Policy Review.</p> | | |
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| | | | <p>February 2019 Bushfire Hazard Level Assessment feedback sent to consultant for finalising document. Research commenced for Plantation Applications Policy Review.</p> <p>March 2019 Final Bushfire Hazard Level Assessment received for staff review then to be presented to Council in April 2019. Research commenced for Plantation Applications Policy Review.</p> <p>April 2019 Final BHL report received still under review for presentation to Council in May 2019. BHL to also be sent to DPLH and DFES. Further research into Plantation Applications Policy review not progressed.</p> | |
| C.16/0513 Greenbushes Overnight Stay Facility | <p>That Council:</p> <ol style="list-style-type: none"> 1. Endorse the proposal to establish a short term caravan and camping transit park (6 sites) at the Greenbushes Sportsground, adjacent to the old cricket pavilion. 2. Endorse the proposal to redevelop the old cricket pavilion to a "camper's bunkhouse" with 4 bunks being provided. 3. Seek the approval of the Minister for Local Government for approval of the transit park and bunkhouse 4. Consider allocation of a sum of \$6,000 in the 2013/14 budget for development of the transit park and hikers bunkhouse. | T Clynch | <p>An application has been submitted to the Department of Local Government (October 2013).</p> <p>Approval for the use of the land as a transient caravan park has been granted (subject to conditions) by the Department of Lands. The approval of the Minister for Local Government is now required and an application is being submitted (September 2014).</p> <p>Concerns have been raised by Water Corporation due to proximity to Greenbushes water supply and it appears that until such time as the water supply dam is discontinued (as proposed under new integrated water supply project) the transit caravan park will be deferred (May 2015).</p> | <p>May 2019 No further action this May 2019.</p> |

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| | | <p>Progression of this proposal can be seen as a linkage to Council's request for acquisition of the Dumpling Gully Precinct – Resolution C.02/1216 (April 2017).</p> <p>November 2018 The processes involved in Council's acquisition of the Dumpling Gully Precinct is far longer and complicated than originally estimated by all parties however there is a commitment from both DBCA and Water Corporation to progress it.</p> <p>In the meantime the process for preparing a concept plan for the Greenbushes Sportsground precinct could be commenced and this will be referred to the next Concept Forum for discussion.</p> <p>January 2019 Refer item in Council agenda about de-vesting of Greenbushes water supply catchment area which is the first step in the Dumpling Gully dams being vested in the Shire for recreational and irrigation purposes.</p> <p>February 2019 Submission lodged with Department of Water and Environmental Regulation recommending that the Greenbushes Catchment Area should be abolished under the Country Areas Water Supply Act 1947.</p> <p>April 2019 Discussion at the April Concept Forum occurred and identified the need to complete the planning phase of this project and re-engage with the Greenbushes community. A report will be presented to Council.</p> | | |
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| <p>C.10/0315 Investigating the provision of an Organic Waste Collection Service</p> | <p>That Council investigate the possibility of introducing "Organic Waste" kerb side collection for the Shire.</p> | <p>T Clynh</p> | <p>A meeting has been held with the relevant officer at the Shire of Donnybrook-Balingup to discuss various aspects of its organic waste collection service. This will assist in preparing a report to Council (February 2016).</p> <p>Processing of organic waste will be a consideration in the planning and eventual design of any regional waste site (March 2017).</p> <p>At the budget workshop held on 17 May 2018 the annual review of the Corporate Business Plan was workshopped. The updated Corporate Business Plan is being presented to the June council meeting and includes a new Action (2.5.1.9) requiring a desktop investigation into the financial cost and feasibility of establishing an organic waste service (June 2018).</p> <p>November 2018 Due to other work priorities this project hasn't progressed. The CEO recently met with the Acting CEO of the Shire of Augusta-Margaret River to obtain feedback on similar investigations it recently carried out. Progression of this project is earmarked for early 2019.</p> <p>December 2018 The CEO had a recent discussion with the CEO of the Bunbury Harvey Regional Council about arranging a council visit to the regional waste site to view and discuss organic waste issues. Further details to be arranged in early 2019.</p> | | |
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| | | | <p>January 2019 A meeting of the regional waste working group is being planned for February 2019.</p> <p>March 2019 The processing of organic waste will be factored into the studies into establishment of either a single or multiple regional waste processing facilities however the timeframe for development of such facilities is likely to be 5-10 years.</p> | |
| C.06/0416 Bridgetown Railside Landscaping Project | That Council seek a review of the decision by Brookfield Rail regarding the proposed Bridgetown Railside Landscaping Project and seeks the assistance of the Minister for Transport and Minister for Regional Development in facilitating this review. | T Clynych | <p>Discussions being held with Terry Redman's office on best way to progress this matter (June 2016).</p> <p>Brookfield Rail has recently appointed a community liaison officer and it is intended to meet that person soon to discuss various issues, including this issue (September 2016).</p> <p>A meeting was held with Brookfield Rail on 29 November 2016 and this issue was raised. Brookfield indicated it would reconsider its position on the landscaping and requested that a formal request be submitted based on the landscaping being groundcover only. That application is currently being prepared (February 2017).</p> <p>A new application has been submitted to Arc Infrastructure seeking approval to plant a 100 metre long, 3 metre wide landscaping strip from the town square southwards. The application has nominated the following ground cover selections for consideration by Arc Infrastructure:</p> <ul style="list-style-type: none"> • Banksia blechnifolia | <p>May 2019 A meeting is currently being sought with Arc Infrastructure to progress this and other rail related issues.</p> |

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| | | | <ul style="list-style-type: none"> • Banksia integrifolia • Hemiandra pungens (March 2018) <p>Discussions held with representative of Arc Infrastructure with indications given that approval to this proposal should be provided by June (May 2018).</p> <p>An update has been requested from Arc Infrastructure (July 2018). A follow-up reminder has been sent in August (September 2018).</p> <p>Arc Infrastructure has indicated that it is prepared to grant approval to this proposal once the Shire has signed off on a proposed interface agreement for rail crossings. The contents of the interface agreement have been subject to extensive discussions between the Shire and Arc Infrastructure with particular reference to an un-gazetted rail crossing on Pratt Road. A solution to this issue has been identified – being the ceding of Pratt Road from the railway reserve and this is being progressed and should be presented to Council in November (October 2018)</p> <p>November 2018</p> <p>Presentation of the Pratt Road issue to Council couldn't occur in November as Arc Infrastructure has yet to provide (despite several reminders) the necessary plans showing the extent of railway reserve to be ceded as a public road reserve. Arc Infrastructure has committed to approving the rai-side landscaping proposal once the Pratt Road issue has been resolved.</p> | |
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| | | | <p>January 2019 A request has again been submitted to Arc Infrastructure seeking progression of this matter.</p> | |
| C.04/0516 Proposed Investigation of Strategic Purchase for Somme Creek Improvements | That Council considers investigating the potential strategic purchase of Lot 84 (42) Forrest Street with the possibility of purchasing a part thereof, which encompasses the Somme Creek creek line and associated riparian edges, to be incorporated into the Somme Creek Parklands project. | T Clynch S Donaldson | <p>Correspondence sent to landowner on 22 August 2016. Meeting arranged for mid September 2016. Waiting for further contact from landowner (October 2016). Letter sent to Valuer General's Office on 17 November 2016, feedback pending (February 2017). Valuer General's Office feedback received. Follow up letter sent to landowner for further negotiation. Response received July 2017. Liaison with other landholders prior to further reporting to Council (August 2017).</p> <p>Negotiations are continuing with land owners but progress is really dependent upon securing an agreement with principle land owner as other parcels to be purchased would be amalgamated with that land. A revised offer is to be sent to that land owner so that this project can be progressed (October 2018).</p> <p>November 2018 The revised offer to the main land owner wasn't sent in October and is due to be sent by the end of November.</p> <p>December 2018 Correspondence sent to four different landowners with potential offers to purchase. One favourable response received, pending feedback from three other landowners prior to presenting report to Council in January 2019.</p> <p>January 2019</p> | <p>May 2019 See C.08/0419 below. Correspondence sent to landowner on 6 May 2019 confirming Council Resolution from April 2019 to support partial land purchase. Quotes being sought from land surveyors prior to lodging subdivision application with the WAPC.</p> |

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| | | | <p>Still waiting responses from three landowners. Shire staff to follow up via phone, email or correspondence. Report to Council expected February or March 2019.</p> <p>February 2019 Shire staff contacted two of the affected landowners by phone requesting their response. Follow up correspondence sent to the three landowners requesting their response.</p> <p>March 2019 One verbal response received and still waiting on written response from two others. Matter to be presented to Council in April 2019 notwithstanding any further delays in response.</p> <p>April 2019 Report to be presented to Council at April meeting of Council.</p> | |
| C.03/1116 RV Friendly Towns | That Council consider the registration and promotion of Bridgetown as an RV Friendly Town and Greenbushes as an RV Destination and request the CEO present a report back to Council on the requirements and implications of obtaining such registrations. | T Clynych | <p>Assessment against guidelines of Campervan and Motorhome Club of Australia Limited (CMCA) has commenced (March 2017).</p> <p>The requirement for a dump point is a mandatory requirement for registration as a RV Friendly Town and assessment of options is currently occurring to enable a report back to Council (April 2017).</p> <p>A meeting has recently been held with representatives of the Bridgetown Agricultural Society regarding development of a dump point at the showgrounds (June 2017).</p> | <p>May 2019 No further action this May 2019.</p> |

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| | | <p>Greenbushes appears to comply with the requirements necessary to obtain "RV Friendly Destination" Status and the Visitor Centre Manager is in the process of submitting an application (February 2018).</p> <p>An application to Water Corporation is currently being prepared for a sewerage connection for a dump point at the railway car park. This will enable a cost estimate to be conducted. Funding of the dump point is a proposed new action in the updated corporate Business Plan proposed to be presented to the budget workshop (May 2018).</p> <p>Discussions occurred at August Council Concept forum. Railway car park site confirmed. Costings and design for both sewerage and holding tank options being progressed (September 2018).</p> <p>November 2018 Discussion occurred at the November Concept forum about the proposed dump point in Bridgetown and direction was given to staff to further investigate waste water disposal options.</p> <p>February 2019 Application has been lodged with Water Corporation for a sewer connection for a dump point in the railway car park.</p> <p>March 2019 Planning and cost estimates for establishment of a dump point in the railway car park is being completed in time for 2019/20 budget considerations.</p> | | |
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| | | | <p>Greenbushes site – refer comments for Resolution C.16/0513 on Page 5.</p> <p>April 2019 An application has been submitted to Water Corporation for connection to sewer for the proposed dump point in the railway car park.</p> <p>A dump point at the Greenbushes Sportsground is being investigated as part of the planning for that precinct.</p> | |
| C.02/1216 Acquisition of Dumpling Gully Precinct | That Council request the CEO to investigate the options of the Shire of Bridgetown-Greenbushes taking ownership of the Dumpling Gully Dams (and associated area) commonly called the Dumpling Gully Precinct to incorporate the area into a Shire Reserve which can be developed for both passive and active recreation activities for the community and to manage and protect the Wetlands and associated unique fauna and flora of the region. | T Clynych | <p>Correspondence forwarded to Water Corporation on 23 December 2016. Response received 28 February 2017 indicating in-principle support to the proposal (April 2017).</p> <p>A meeting was held with the Water Corporation and Talison Lithium on 19.6.17 to further discuss the processes for de-proclamation of the drinking water source and the need to engage with DPAW (July 2017).</p> <p>A meeting is scheduled for 3 September with Water Corporation to progress this matter (September 2018).</p> <p>Advice received from Water Corporation that is continuing to work with Department of Water and Environmental Regulation (DWER) about excising the dam from State Forest (requires Cabinet approval) and resolving the water allocation issues. A follow up meeting with DWER is being planned (October 2018).</p> <p>November 2018 Refer comments for Resolution C.16/0513 on Page 5.</p> | <p>May 2019 No further action this May 2019.</p> |

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| | | | <p>January 2019 Refer item in January agenda.</p> <p>February 2019 Submission lodged with Department of Water and Environmental Regulation recommending that the Greenbushes Catchment Area should be abolished under the Country Areas Water Supply Act 1947.</p> | |
| C.05/1216 Greenbushes Townsite Carpark | <p>That Council:</p> <ol style="list-style-type: none"> 1. Adopts in principle the proposed Greenbushes Town Centre Carpark and Access Concept Plan. 2. Authorises the CEO to progress discussion with the landholders to acquire private property adjacent to the laneway at the rear of the shopping area on the corner of Blackwood Road and Stanifer Streets in Greenbushes for the purposes of creating a formalised car parking area. 3. Requests the CEO to finalise the plan to include appropriate drainage, road access and parking and traffic ways. 4. Requests the CEO to identify suitable funding opportunities for the project. | T Clynych | <p>Letters sent to affected property owners in order to commence consultation on possible ceding of private land for the project (March 2017).</p> <p>Cr Scallan provided an update to the February 2018 Standing Committee meeting advising:</p> <ul style="list-style-type: none"> • Consultation still in progress • Owner now supportive of concept • Commercial discussions to commence • Once agreement in place discussions will be had with other landowners • Detailed design work now progressing in parallel <p>The CEO meet with Grow Greenbushes representatives on 31 May 2018 to discuss pathway for acquiring land and investigating grant opportunities (June 2018).</p> <p>An updated concept plan has been received and is being assessed (July 2018).</p> <p>Letters have been sent to land owners requesting written agreement to the proposals for land acquisition (September</p> | <p>May 2019 This is one of the projects identified for inclusion in Council's infrastructure plan prepared for the purpose of assessing and leveraging the expected population increase associated with the Talison Expansion Project.</p> |

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| | | | <p>2018).</p> <p>Responses have been received from 2 of the 3 land owners with the other advising that a response will be provided by early to mid November (October 2018).</p> <p>November 2018 Two grant applications have been submitted for this project and will be determined by March 2018.</p> <p>January 2019 Revised offers for land acquisition are to be sent to the property owners.</p> <p>February 2019 Awaiting confirmation from Talison about funding commitment to the land acquisition component of the project before sending updated offers to affected land owners.</p> <p>March 2019 Grant application was unsuccessful.</p> <p>April 2019 Updated land acquisition offers have been sent to affected property owners.</p> | | |
| C.03/0217 Potential Outsourcing of Selected Park Maintenance Functions | That the CEO report back to Council prior to or during the 2017/18 budget process on the implications and processes that would be required for Council to consider calling for expressions of interest from suitable contractors to take over maintenance of a number of Shire parks including but not limited to Memorial Park, Blackwood River Park, Geegelup Park and Thompson Park. | T Clynych | <p>Compilation of existing maintenance functions and associated resources currently occurring which is required for report to Council. Report being prepared for June meeting. Further reporting is to occur by the end of the year.</p> <p>Council workshop to occur in February.</p> <p>Workshop held on 22.2.18 with the</p> | May 2019 No further action this May 2019. | |

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| | | | <p>directions from that workshop to be used to refine the service levels before formal presentation back to Council (March 2018)</p> <p>Investigation into processes and specifications for calling tenders for selected outsourcing is currently occurring (July 2018).</p> <p>November 2018 A tender document for mowing of passive open spaces is currently being prepared.</p> <p>December 2018 The completion of the tender document has been deferred until completion of the organisational restructure and new workforce plan. Discussion on this occurred at the Council workshop held on 10.12.18.</p> <p>February 2019 With completion of the Workforce Plan preparation of the park mowing tender is to be progressed.</p> | |
| C.05/0217 Registration as a "Waterwise Council" | That Council endorse the recommendation from its Sustainability Advisory Committee and direct the CEO to submit a request to the Water Corporation for commencement of the process to becoming a "Waterwise Council". | T Clynych | <p>Request has been submitted (April 2017).</p> <p>Process for preparation and signing of a Memorandum of Understanding has commenced (August 2017)</p> <p>A reminder has been sent to Water Corporation requesting an update on the status of Council's registration (July 2018).</p> <p>Water Corporation has requested the Shire prepare a Waterwise Council Action Plan and this is to be progressed through the Sustainability Advisory Committee (September 2018).</p> | <p>May 2019 No further action this May 2019.</p> |

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| <p>C.11/0817 Road Safety – Steere Street</p> | <ol style="list-style-type: none"> 1. That Council direct the CEO to assess the safety of the intersection of Steere Street, the Shire car park and Stewart Street. 2. If the intersection requires modification to increase safe intersection sight distances, Council directs the CEO to explore possible solutions and present them to Council for consideration at a future Council meeting. | <p>L Crooks</p> | <ol style="list-style-type: none"> 1. Assessment completed. 2. Plans forwarded to Main Roads for approval re: remedial works; once Main Roads response received solutions will be presented to Council. EMWS will monitor and follow up on the progress with Main Roads if a response is not received. <p>Still awaiting response from MRWA Bunbury which has a significant resource deficiency (July 2018).</p> <p>MRWA officer attended meeting of Roadwise Committee on 31 July 2018 and indicated that in principle MRWA wouldn't object to removal of the first car parking bay near this intersection. Previous advice from MRWA was that it wouldn't allow the holding (stop) line at this intersection (Stewart Street) to be brought out further into Steere Street. Discussion of this issue occurred at the August Council Concept Forum where it was agreed that no funds would be included in the 2018/19 budget to progress changes to footpath or Steere Street. Instead investigations would occur into whether removal of box tree near Civic Lane entry would sufficiently improve sight distances so that removal of adjacent parking bay isn't necessary to improve sight distances at intersection (September 2018).</p> <p>November 2018 This matter was a discussion item at November Concept Forum. The discussion points and outcomes from the forum were:</p> <ul style="list-style-type: none"> • Main Roads WA has indicated it wouldn't object to removal of | <p>May 2019 The community consultation period for removal of parking bays has closed and submissions are currently being assessed.</p> | |
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| | | | <p>parking bays adjacent to these intersections. Dependent upon whether footpath is to be extended to take in current parking bay areas a formal approval from Main Roads may be required.</p> <ul style="list-style-type: none"> • Two bays are identified for removal – south side of Steere Street outside newsagent and north side of Steere Street between the two entries into civic centre car park. • Councillors supported the proposal to refer this proposal out for community consultation for a 35 day period. Included on the concept plan should be the removal of the box tree immediately adjacent to eastern entry of the civic centre car park. <p>December 2018 In accordance with Council policy community consultation over the Christmas period is being avoided with consultation to commence in mid to late January 2019.</p> <p>January 2019 Community consultation scheduled to commence in late January.</p> <p>February 2019 Community consultation delayed and scheduled to commence before end of February.</p> <p>March 2019 Community consultation in progress. Closing date for submissions is 15 April 2019.</p> | | |
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| | | | <p>April 2019 Consultation period has closed and submissions will be assessed with presentation and report to May Council meeting.</p> | |
| <p>C.08/0917 Preparation of Shire of Bridgetown-Greenbushes Local Planning Strategy and Local Planning Scheme No 6</p> | <p>That Council:</p> <ol style="list-style-type: none"> Notes that the draft Local Planning Strategy adopted by Council in November 2012 has not been endorsed by the Western Australian Planning Commission for the purpose of advertising and will not be further progressed. Notes the appointment of Lush Fire & Planning to prepare a Bushfire Hazard Level Assessment to guide preparation of a new Local Planning Strategy and Local Planning Scheme for the Shire of Bridgetown-Greenbushes. Pursuant to regulation 11 of the Planning and Development (Local Planning Schemes) Regulations 2015, directs the Chief Executive Officer to prepare a new Local Planning Strategy for all land within the Shire of Bridgetown-Greenbushes municipality, as per the Scheme Map Area marked in Attachment 9. Pursuant to section 72 of the Planning and Development Act 2005 and regulation 19 of the Planning and Development (Local Planning Schemes) Regulations 2015, directs the Chief Executive Officer to prepare a new Local Planning Scheme No.6, for all land within the Shire of Bridgetown-Greenbushes municipality, as per the Scheme Map Area in Attachment 9, and upon gazettal will revoke Town Planning Scheme No. 3 and Town Planning Scheme No. 4. | <p>S Donaldson</p> | <ol style="list-style-type: none"> Noted. Noted. Preliminary investigations completed. Preliminary draft report received February 2018 for staff review. Meeting scheduled with Department of Planning, Lands and Heritage for 8 March 2018 for preliminary advice. Follow up meeting with DPLH staff on 27 March 2018, working with consultant on modifications. Draft report to be presented to Council in July 2018 (April 2018). Contact has since been made with a planning consultant to assist in completion of the Local Planning Strategy (June 2018). Consultant has been engaged (July 2018). Meeting held with DPLH staff on 4 September 2018 (September 2018). Noted. Noted. Correspondence sent to WAPC on 26 October 2017. Response received. <p>November 2018 Liaison with Shire's planning consultant and DPLH staff continuing.</p> | <p>May 2019 Liaison with DPLH staff, planning consultant and bushfire consultant continuing.</p> |

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| | <p>5. Pursuant to section 72 of the Planning and Development Act 2005 and regulation 20 of the Planning and Development (Local Planning Schemes) Regulations 2015, directs the Chief Executive Officer to forward to the Western Australian Planning Commission:</p> <p>a) A copy of Council's resolution deciding to prepare a new Local Planning Strategy and Local Planning Scheme No. 6 for the Shire of Bridgetown-Greenbushes; and</p> <p>b) A map marked Scheme Map Area signed by the Chief Executive Officer, on which is delineated the area of land proposed to be included in the Local Planning Strategy and Local Planning Scheme No. 6 for the Shire of Bridgetown-Greenbushes.</p> <p>6. Subject to receiving notification from the Western Australian Planning Commission pursuant to regulation 20 of the Planning and Development (Local Planning Schemes) Regulations 2015, directs the Chief Executive Officer to:</p> <p>a) publish a notice within a newspaper circulating in the Shire district of the passing of the resolution deciding to prepare a Local Planning Strategy and Local Planning Scheme No. 6 for the Shire of Bridgetown-Greenbushes.</p> <p>b) forward a copy of the notice to and seeking a memorandum in writing setting out any recommendations in respect of the resolution to:</p> <p>(i) the local government of each</p> | | <p>6. Noted. To be actioned.</p> <p>December 2018 Sections of draft LPS prepared by planning consultant currently being reviewed by Shire staff.</p> <p>January 2019 Final draft Bushfire Hazard Level Assessment received for Shire staff review. Further consultation with planning consultant undertaken in December 2018. Shire staff working through detailed zoning and lot analysis for all townsites and investigation areas.</p> <p>February 2019 Zoning and Precinct Analysis completed and forwarded to planning consultant for consideration. See C.14/0310 above in relation to Bushfire Hazard Level Assessment.</p> <p>March 2019 Meeting scheduled with DPLH staff, SWDC staff and planning consultant. See C.14/0310 above in relation to Bushfire Hazard Level Assessment.</p> <p>April 2019</p> | | |
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| | <p>district that adjoins the local government district;</p> <p>(ii) each licensee under the Water Services Act 2012 likely to be affected by the scheme;</p> <p>(iii) the Chief Executive Officer of the Department of Biodiversity, Conservation and Attractions assisting in the administration of the Conservation and Land Management Act 1984; and</p> <p>(iv) each public authority likely to be affected by the scheme, including the Department of Water and Environment Regulation pursuant to section 81 of the Planning and Development Act 2005.</p> | | <p>Meeting held with DPLH and SWDC staff in March 2019. Planning Consultant working on Planning Precinct Analysis. See C.14/0310 above in relation to Bushfire Hazard Level Assessment.</p> | |
| <p>C.07/1217 Ratio Action Plan – Fair Value Accounting & Depreciation Expense</p> | <p>That Council endorse the following Ratio Improvement Action Plan:</p> <ul style="list-style-type: none"> A full review of Council's asset depreciation expenditure is undertaken. Specifically, a review of each individual Council asset (at component level) of its condition, useful life, remaining useful life and residual value. | <p>M Larkworthy</p> | <p>Relevant Staff will receive training in condition rating and useful life assessment as part of the Department's Asset Management Capacity Building program. Last training session is scheduled for 27 February 2018. (February 2018). Training complete. Inspections at component level of all Shire buildings is currently being undertaken. An assessment of furniture & equipment has been undertaken (May 2018).</p> <p>Inspection of Shire buildings is now complete. Data (including the remaining useful life of each component) is now being collated to inform Council's future depreciation expenditure for this asset class. A review of 'remaining useful life' for Council's infrastructure assets at component level will now commence. (September 2018). November 2018</p> | <p>May 2019 Work is ongoing, current focus is on Road Infrastructure assets.</p> |

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| | <ul style="list-style-type: none"> An assessment as to whether the Shire is revenue short or expenditure long by undertaking a comparison of neighbouring and similar sized Shires in relation to the level of own source revenue (i.e. rates, fees and charges) compared to expenditure. | | <p>Work is ongoing. December 2018 Work is ongoing February 2019 Work is ongoing, current focus is on Road Infrastructure assets April 2019 Work is ongoing, current focus is on Road Infrastructure assets.</p> <p>This assessment will occur following completion of the 2017/18 annual financial statements (September 2018). November 2018 The 2017/18 annual financial statements are now complete and the audit report is pending. This assessment will now be undertaken and results presented to the first Audit Committee meeting to be held in 2019. December 2018 Data collection has commenced February 2019 Results of data analysis to be presented to the Audit Committee Meeting scheduled for 18 March 2019 March 2019 A report on the analysis of data collected was considered by the Audit Committee at its meeting held 18 March 2019. The Committee resolved that further investigation into this Shire's level of rating income, other revenue sources, employee costs and insurance expense compared to benchmark Councils be undertaken. April 2019 Work is ongoing</p> | <p>May 2019 Work is ongoing. Results of the further investigations as identified in March will be presented to the Audit Committee at its September 2019 meeting.</p> | |
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| | <ul style="list-style-type: none"> • Develop a policy to guide future Council decisions in relation to the allocation of funds to renewal works versus upgrade works. • That various scenarios are modelled during the next review of Council's Long Term Financial Plan in relation to achieving minimum ratio benchmarks. The results of these scenarios to be workshopped with Council. | | <p>Policy will be developed following full review of Council's asset depreciation expenditure in point 1 above.</p> <p>November 2018 No progress since last report</p> <p>December 2018 No progress since last report as point 1 is ongoing</p> <p>A review of Council's Long Term Financial Plan will commence in conjunction with the Corporate Business Plan and 10 Year Capital Works plans annual reviews.</p> <p>The draft Long Term Financial Plan will be workshopped at Council's October 2018 Concept Forum before formal presentation to Council (September 2018).</p> <p>LTFP presented to October Concept Forum, final draft will now be prepared and presented to Council in November. (October 2018)</p> <p>November 2018 The 2018/19 to 2032/33 Long Term Financial Plan is included in this agenda for Council endorsement.</p> <p>December 2018 Council adopted its Long Term Financial Plan (LTFP) in November. It should be noted that this will be an annual process. The workshop approach for Council's review of the draft LTFP including predicted ratio results is suggested.</p> <p>April 2019 Next revision of the LTFP has commenced.</p> | <p>May 2019 No progress since last report as point 1 is ongoing.</p> <p>May 2019 Works are continuing on the LTFP. The plan is being updated with results from Council's review of the 10 year asset/works plans and Corporate Business Plan.</p> | |
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| <p>C.06/0418 Proposed Road Closure for Amalgamation – Adjoining Roe Street, Bridgetown</p> | <p>That Council, in relation to the proposed closure for amalgamation of the road adjoining Roe Street, Bridgetown, as per Attachment 8:</p> <ol style="list-style-type: none"> Notes the public submissions received, as per Attachment 10, and the Shire staff responses in the Schedule of Submissions, as per Attachment 11. Pursuant to s.58 of the Land Administration Act 1997 supports the proposed closure of unmade and unnamed road adjoining Roe Street, Bridgetown, between Lot 3 (99) and Lot 4 (101) Roe Street, Bridgetown, for amalgamation with adjoining land. Directs the Chief Executive Officer to forward relevant information to the Department of Planning, Lands and Heritage seeking approval from the Minister for Lands in relation to Point 2. | <p>S Donaldson</p> | <ol style="list-style-type: none"> Noted. Noted. Referred to DPLH on 2 May 2018, response pending. <p>November 2018 A list of all outstanding actions referred to the Department Planning, Lands and Heritage (as listed in this Rolling Action Sheet) is to be compiled and a meeting requested with relevant staff of that department in order to progress them to conclusion.</p> <p>December 2018 No progress since November update.</p> <p>January 2019 Decision of DPLH pending on proposed road closure. Overall audit of outstanding matters not progressed.</p> <p>March 2019 Decision of DPLH pending on proposed road closure. Overall audit of outstanding matters commenced and liaison continuing with DPLH staff.</p> | <p>May 2019 DPLH response still pending.</p> | |
| <p>C.08/0718 Licence to Occupy – Greenbushes Railway Station</p> | <p>That Council:</p> <ol style="list-style-type: none"> Writes to Arc Infrastructure advising the Greenbushes Discovery Centre Incorporated has expressed a long- term goal to relocate the Greenbushes Railway | <p>T Clynh</p> | <p>Correspondence has been forwarded to Arc Infrastructure (September 2018)</p> <p>November 2018 A response to the Shire’s correspondence is</p> | <p>May 2019 A meeting is currently being sought with Arc Infrastructure to progress this and other rail related issues.</p> | |

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| | <p>Station Building to the Greenbushes Discovery Centre, 38 Blackwood Road, Greenbushes as an extension to that facility.</p> <ol style="list-style-type: none"> 2. Inform Arc Infrastructure that the Shire of Bridgetown Greenbushes and Greenbushes Discovery Centre have received letters from the Public Transport Authority giving permission for the relocation of the building when finances/grant funding opportunities enable this to occur. 3. Enquire whether a Licence to Occupy the land and buildings would be necessary given the agreement with the PTA for community end-use for the building. 4. Assist the Greenbushes Discovery Centre finalise the business plan for consideration by all parties, including potential funding partners. | | yet to be received. | | |
| C.14/0718 Bridgetown Information Bays | <p>That Council:</p> <ol style="list-style-type: none"> 1. Endorses the removal of all structures and signage at the Information Bay at the southern end of Hampton Street. 2. Endorses the replacement of structures and signage at the Information Bay at the northern end of Hampton Street. 3. Endorses the installation of a new, static Information Bay structure and information boards at the information bay located at the northern end of Hampton Street based upon the concept at Attachment 14. 4. Determines to consider interactive technology options for the visitor centre in a review of | E Denniss | <p>The Shire has been invited to submit an application in the Stronger Communities Program Round 4 by Rick Wilson's office. This project has been identified as a suitable option to apply for (seeking 50% of total project cost). Applications closed 11 October 2018 (September 2018). Rick Wilson's office has verbally advised that the Shire's application did not make the funding round for October but will be included in the January non-competitive round (October 2018).</p> <p>November 2018 No progress since last report.</p> <p>December 2018</p> | <p>May 2019 Architect has completed the detailed design and awaiting engineering certification prior to seeking quotes.</p> <p>There has been no advice regarding funding opportunities.</p> | |

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| | Visitor Centre service levels to be conducted in 2018/19. | | <p>Email sent to Rick Wilson's office seeking assurance/confirmation of the opportunity for consideration in January, response pending.</p> <p>January 2019 Rick Wilson's Office has advised that the exact date has not been set for the next funding round. They will contact us in February with further information.</p> <p>February 2019 A scope of works is currently being prepared for the project to seek Expressions of Interest from local/interested builders. No further advice from Rick Wilson's office has been received regarding funding round.</p> <p>March 2019 Scope of works was reviewed/finalized at the Executive Leadership Team meeting held on 20/03/19 and will be advertised seeking quotes and timelines for work to begin construction prior to 30 June 2019. There has been no update from Rick Wilson's office re: Stronger Communities Program Funding.</p> <p>April 2019 Executive Leadership Team determined to proceed to detailed design and engineering prior to construction expressions of interest/tender. These are currently being prepared, to be completed by 30 April with expressions of interest/tender.</p> | |
| C.03/0818 Installation of Condom Dispensing Machines in Library Toilets | <p>That Council approves the installation of condom dispensing machines in the male and female toilets at the Bridgetown Regional Library subject to the following conditions:</p> <ol style="list-style-type: none"> 1. The machines are being installed on a 6 month trial basis after which a review into making the installations permanent will be | T Clynych | <p>Advice of the Council decision was conveyed to Blackwood Youth Action.</p> <p>November 2018 Advice has recently been received from Blackwood Youth Action that it is progressing the acquisition and installation of the</p> | <p>May 2019 A process is being put in place for library cleaners to monitor and record stock and replace when necessary.</p> |

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| | <p>held.</p> <ol style="list-style-type: none"> 2. That Blackwood Youth Action is responsible for purchase of the dispensing machines and purchase of stock noting that the CEO has discretion to provide a one-off monetary donation to assist in this initiative. 3. That the Shire will be responsible for installation of the dispensing machines, storage of stock (condoms) and replenishing the stock in the machines using the stock purchased by Blackwood Youth Action. 4. That signage (posters) be displayed in the male and female toilets explaining the importance of having free condom dispensing machines in our community. 5. That Blackwood Youth Action coordinates the making of suitable posters for display in the male and female toilets requesting respect for the initiative and responsible use of stock | | <p>machines and stock.</p> <p>December 2018 The CEO provided a \$200 donation to BYA to assist with purchase of machines and stock.</p> <p>February 2019 A project update has been requested from Blackwood Youth Action</p> <p>March 2019 Blackwood Youth Action has secured the machines and installation will occur shortly.</p> <p>April 2019 Condom machines curranty being installed.</p> | | |
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| C.09/0818 Library Green Roof | That Council approves the following revised scope of works for the library green roof noting: a) All existing vegetation to be removed; b) No weed matting to be installed; c) New plantings of a mix of <i>Carpobrotus</i> (also known as Pigface) and <i>Mesembryanthemum</i> ; and d) Inspection and minor vegetation management program (no more than twice per annum). | T Clynych | Works to be scheduled. November 2018 Staff are in the process of employing a Elevated Work Platform contractor now that the weather is more suitable. December 2018 The works commenced in the late November with removal of all vegetation and spraying. As a significant seed bank has built up regermination of weeds and vegetation is expected so the roof will be sprayed again in 6-8 weeks with the new "pigface" vegetation to be planted in autumn. | |
| C.14/0818 ACROD Parking | That Council: 1. Directs the CEO to install an ACROD parking bay in the Bridgetown Community Resource Centre car park area in place of the proposed Post Office car park ACROD parking bay. 2. Reduce the time limit placed on the 6 parallel car parking bays on the western side of Hampton Street outside IGA from 2 hours to 1 hour. 3. Reduce the time limit on the two parking bays on the western side of Hampton Street that are currently infirm bays from 2 hours to 20 minutes. 4. The current infirm bay at the front of the post office be changed to a 20 minute parking bay. | S Gannaway | Works to be scheduled. November 2018 Sourcing of suitable contractors in progress December 2018 No progress since November update. January 2019 Works have commenced. February 2019 Preferred Contractor is not available so alternative contractors are being sought. March 2019 Works on bay next to lawyers office due to commence by end of March. | |
| C.15/0818 Proposed Land Purchase – Western Portion of Lot 150 (39) | That Council: 1. Resolves to purchase the western portion of Lot 150 (39) Hampton Street, Bridgetown (currently on Diagram 60989 Volume/Folio 2763/62) for the sum of | S Donaldson | The land owner has formally accepted the offer and the process to subdivide the land off the existing property has commenced (October 2018). | May 2019 Shire Solicitor currently organising settlement. |

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| Hampton Street, Bridgetown | <p>\$43,000 plus subdivision and legal costs of approximately \$7,000, as shown in Attachment 1.</p> <p>2. That the unbudgeted expenditure of \$43,000 purchase price and estimated \$7000 subdivision and legal (transfer of land) costs be funded by withdrawal of an amount of up to \$50,000 from the Land & Buildings Reserve.</p> <p>3. That the CEO be authorised to submit an application to the Western Australian Planning Commission for the subdivision of Lot 150 (on Diagram 60989), with the western portion to be amalgamated with adjoining Lot 14 (on Plan 222161).</p> | | <p>November 2018 Subdivision application posted to WAPC on 12 November 2018.</p> <p>December 2018 No progress since November update.</p> <p>January 2019 WAPC decision still pending.</p> <p>February 2019 WAPC approval granted. Surveyor has been directed to finalise Deposited Plan for endorsement of Department of Lands and Heritage.</p> <p>March 2019 Deposited Plan sent to DPLH on 11 March 2019 for endorsement, pending.</p> <p>April 2019 Deposited Plan endorsed by DPLH and finalised at Landgate. Shire Solicitor instructed on 4 April 2019 to commence settlement proceedings.</p> | |
| C.08/1218 Proposed Road Closure – Portion of Perry Road, Greenbushes | That Council notes the submissions received, as per Attachment 8, and pursuant to section 58 of the Land Administration Act supports closure of the northern portion of Perry Road, Greenbushes, as per Attachment 9, for conversion to Unallocated Crown Land, and directs the Chief Executive Officer to seek support from the Minister for Lands through the Department of Planning, Lands and Heritage. | S Donaldson | <p>January 2019 Correspondence sent to Department of Planning, Lands and Heritage. Support received from Land Use Planning Division (Regional South West Office) on 16.1.2019. Decision pending from Land Use Management Division (Perth office).</p> <p>March 2019 Shire staff met with DPLH staff on 27 February 2019. Decision of Minister for Lands pending.</p> <p>April 2019 DPLH response still pending.</p> | <p>May 2019 DPLH response still pending.</p> |

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| <p>C.03/0119 Proposed Mine Access Road</p> | <p>That Council:</p> <ol style="list-style-type: none"> 1. Note the submissions received on the mine access road proposal. 2. Notes that in addition to its approval the approval of relevant Government agencies will be required for this proposal to proceed. 3. Approve in principle the proposed route of the mine access road noting that detailed road design plans will be required for local government approval. 4. Notes the potential reopening of the rail line between Greenbushes and Picton, with further upgrades to the line between Picton and the Bunbury Port, Picton and Kemerton complete with in-loading and out-loading facilities at Greenbushes, Bunbury Port, Kemerton and Kwinana, is currently being investigated by State Government agencies, the rail corridor lessee and industry, including Talison Lithium. In-principle Council supports the reopening of the rail from Greenbushes northwards but acknowledges the need for a full business case to be developed to the satisfaction of all parties for this to be progressed, and that the community impacts of the reopening of the line be evaluated against the potential benefits of mitigating some of the future truck movements. 5. Requests the CEO to liaise with the proponent to ensure that the following areas of concern are addressed in the detailed design plans: <ol style="list-style-type: none"> i. Pedestrian crossings near the | <p>T Clynych</p> | <p>February 2019 Notice of Council's decision has been conveyed to the proponent.</p> <p>March 2019 The CEO will be attending a meeting with Talison on 25 March to discuss project.</p> <p>April 2019 CEO attended a meeting with Talison and Grow Greenbushes representatives on 25 March to discuss detailed design issues.</p> | | |
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| | <ul style="list-style-type: none"> ii. All intersection design and treatments; iii. The need for fencing in proximity to Greenbushes Pool; and iv. Noise attenuation design especially in proximity to Greenbushes Pool and Greenbushes Sportsground. | | | | |
| C.03/0219 Construction of Intersection Improvements at Entrance to Bridgetown Gardens Estate | <p>That Council:</p> <ol style="list-style-type: none"> 1. Note the legal advice received (Confidential Attachment 2). 2. Reaffirm its intent to widen Kangaroo Gully Road at the intersection of Claret Ash Rise in order to improve the intersection for traffic travelling eastwards on Kangaroo Gully Road. 3. Advise the Council of Owners for Bridgetown Gardens Estate that the bonded funds obtained in 2006 from the developer of Bridgetown Gardens Estate are only able to be used for works at the intersection of Kangaroo Gully Road and Claret Ash Rise and therefore Council is unable to reassign the funds for other works within the Estate. 4. Request the CEO to progress the widening of Kangaroo Gully Road at its intersection with Claret Ash Rise by June 2019 if capacity and weather permits, or alternatively in the 2019/20 road construction program. | T Clynych | <p>March 2019</p> <p>Correspondence sent to Council of owners of Bridgetown Gardens Estate confirming Council's decision.</p> <p>The works will be scheduled for 2019/20.</p> | | |

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| <p>C.08/0219 Proposed Excision and Change in Purpose to Bush Fire Station</p> | <p>That Council gives support to the proposed excision and change in purpose from Landscape Protection to Bush Fire Station for a portion of Reserve 21157, Lot 11306 Mokerdillup Road, Wandillup, as shown on Attachment 12, with the Chief Executive officer to seek approval from the Minister for Lands through the Department of Planning, Lands and Heritage, including any necessary Management Order changes.</p> | <p>S Donaldson</p> | <p>March 2019 Correspondence sent to Department of Planning, Lands and Heritage on 8 March 2019, decision pending.</p> <p>April 2019 Preliminary response received from DPLH. Shire staff investigating land surveying and management order issues.</p> | <p>May 2019 Pending additional surveyor quotes to inform Budget preparation.</p> | |
| <p>C.14/0219 Community Engagement Strategy - Visitor Information Management Model and Visitor Information Services Location</p> | <p>That Council endorses the Community Engagement Strategy - Visitor Information Management Model and Visitor Information Services Location with the following minor changes:</p> <ul style="list-style-type: none"> • Under the heading 'Options' – remove dot points 4 and 5 of the '6 location options'. | <p>E Denniss</p> | <p>March 2019 Draft wording for the Special Edition of the Insight to inform community re: Visitor Centre management models and locations (consultative document) was presented at the Council Workshop on 7th March. The wording and layout is complete, currently with printer expected distribution period to commence 25th March with additional consultation dates set as follows:</p> <ul style="list-style-type: none"> • 28th March – Hampton Street Kiosk • 7th April – River Markets • 2 April - BGBTA • 2nd May – Community Meeting <p>Additional consultation opportunities to be explored with:</p> <ul style="list-style-type: none"> • Probus • Community Gardens • BFCC • Grow Greenbushes <p>Survey questions prepared and survey ready to 'go live' 25th March (to coincide with Insight delivery). FB posts promoting the survey will also go live on 25th March.</p> <p>April 2019</p> | <p>May 2019 Community consultation process is complete. Survey results will be reviewed in May with an item to Council regarding the management model and location of visitor information services will be prepared for the June Council Meeting.</p> | |

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| | | | Community engagement currently in process | |
| C.09/0319 Proposed Gym Expansion | That Council: <ol style="list-style-type: none"> 1. Approves unbudgeted expenditure of \$332,615 for expansion of the gym at the Bridgetown Leisure Centre. 2. Accepts receipt of \$108,205 income from the Australian Sports Commission as a grant towards the gym expansion project. 3. Transfers an amount of \$224,410 from reserve, comprising \$174,410 from the Land and Building Reserve and \$50,000 from the Bridgetown Leisure Centre Reserve, as its contribution towards the gym expansion project. 4. Authorises the CEO to prepare tender documentation and call tenders for the construction of the gym extension. | E Denniss | April 2019 Grant agreement signed, invoice of first payment issued. Draft procurement plan prepared by WALGA is currently being finalized. Tender to be advertised late April/early May. | May 2019 First funding invoice has been issued to Australian Sports Commission. Tender currently in progress (closes Friday 31 May 2019). CEO, EMCOR and EMCS will participate on the asset panel in June with the preferred tender report to be presented to Council at the June 2019 Council meeting. |
| C.10/0319 Exclusive Leasing Agreement – Bridgetown Leisure Centre Health & Fitness Room | That Council: <ol style="list-style-type: none"> 1. Note the 2 public submissions responding to the proposal to lease the Health & Fitness Room at the Bridgetown Leisure Centre exclusively to Health on Hampton. 2. Direct the CEO to enter into a 3 year lease agreement of the Health & Fitness Room at the Bridgetown Leisure Centre to Health on Hampton. 3. Authorise the CEO to seek legal review of the proposed lease agreement at Attachment 13 prior to finalizing and signing the document with the CEO | E Denniss | April 2019 Legal review of the proposed lease agreement to be finalized by 30 April prior to final review by proponent and sign off. | May 2019 Lease agreement currently being reviewed by proponent, with minor adjustments to be included post legal review of the document. BLC staff currently preparing to vacate the H&F Room, review storage of equipment and look at delivery of classes on courts (Fit 50's) instead of in H&F Room. |

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| | authorised to modify the lease agreement in accordance with the legal advice received. | | | | |
| C.02/0419 Desktop Review of Strategic Community Plan | <p>That Council:</p> <ol style="list-style-type: none"> 1. Adopt the revised Strategic Community Plan 2019 following the desktop review process with the following minor changes: <ul style="list-style-type: none"> • Page 6 – Last paragraph change “at a depth of 45-50 degrees” to read “at depth at 45-50 degrees”. • Page 8 – First paragraph delete “as these workers are permanently based elsewhere” from last sentence. • Page 8 – Fifth paragraph amend first sentence to read “.... within the Shire of Bridgetown-Greenbushes of 853 persons, equating to an approximate 18% population increase by 2022/23.” 2. Request the CEO to report back by March 2020 on the recommended community engagement processes for the full review of the Strategic Community Plan in 2020/21, including budget considerations. | T Clynch | | | |
| C.08/0419 Proposed Land Purchase – Part Lot 84 (42) Forrest Street, Bridgetown | <p>That Council:</p> <ol style="list-style-type: none"> 1. Resolves to purchase the southern portion of Part Lot 84 (42) Forrest Street, Bridgetown (on Plan 222161, Volume/Folio 1327/46) for the sum of \$50,000 plus subdivision and legal costs of approximately \$7,000, as shown in Attachment 10. | S Donaldson | May 2019 | 1. Correspondence sent to landowner on 6 May 2019 confirming Council resolution to support partial purchase. | |

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| | <p>2. That the unbudgeted expenditure of \$50,000 purchase price and estimated \$7,000 subdivision and legal (transfer of land) costs be funded by withdrawal of an amount of up to \$57,000 from the Land & Buildings Reserve.</p> <p>3. That the CEO be authorised to submit an application to the Western Australian Planning Commission for the subdivision of Part Lot 84 (42) Forrest Street, Bridgetown (on Plan 22161), and amalgamation with adjoining Lot 873 (83) Steere Street, Bridgetown (on Diagram 98062).</p> | | <p>2. Noted.</p> <p>3. Surveyor quotes currently being sourced.</p> | | |
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2019/20 Fees & Charges

Shire of Bridgetown-Greenbushes

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| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
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|------|----------------------------------|----------------------------------|---------------|-----|------------|

Shire of Bridgetown-Greenbushes

Many fees (e.g. – development application fees, building fees, swimming pool inspection fees, dog/cat fees, FOI fees, etc.) are regulatory and Council does not have the discretion to set fees higher than permitted by the applicable legislation. If these fees are changed during the year the revised fee automatically replaces the fee referenced in Council's schedule of fees & charges without the need for Council to formally modify the schedule.

General Financing Charges

| | | | | | |
|---|----------|----------|-------|---|---------|
| Rate Enquiry Fee | \$50.10 | \$51.75 | 3.29% | N | Council |
| Orders & Requisition Request | \$127.60 | \$131.80 | 3.29% | N | Council |
| Enquiries not of a general nature requiring research per hour providing information is not of a regulatory nature | \$64.60 | \$66.75 | 3.33% | Y | Council |
| Rate Instalment Fee – administration fee | \$25.05 | \$25.05 | 0.00% | N | Council |
| Payment of Rates by Direct Debit – administration fee | \$38.15 | \$39.40 | 3.28% | N | Council |
| Payment of Rates by Direct Debit – debit return fee | \$7.35 | \$7.60 | 3.40% | N | Council |
| Dishonoured Cheque Fee | \$19.85 | \$20.50 | 3.27% | N | Council |

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| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
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Governance Charges

Photocopying Per Page

Black & White

| | | | | | |
|----------------|--------|--------|-------|---|---------|
| A4 Single Side | \$0.65 | \$0.65 | 0.00% | Y | Council |
| A4 Double Side | \$0.90 | \$0.90 | 0.00% | Y | Council |
| A3 Single Side | \$1.10 | \$1.10 | 0.00% | Y | Council |
| A3 Double Side | \$1.65 | \$1.65 | 0.00% | Y | Council |

Colour

| | | | | | |
|----------------|--------|--------|-------|---|---------|
| A4 Single Side | \$2.20 | \$2.20 | 0.00% | Y | Council |
| A4 Double Side | \$3.35 | \$3.35 | 0.00% | Y | Council |
| A3 Single Side | \$3.80 | \$3.80 | 0.00% | Y | Council |
| A3 Double Side | \$5.00 | \$5.00 | 0.00% | Y | Council |

Maps

| | | | | | |
|----------------|--------|--------|-------|---|---------|
| Cadastral A4 | \$1.10 | \$1.10 | 0.00% | Y | Council |
| Cadastral A3 | \$1.90 | \$1.90 | 0.00% | Y | Council |
| Topographic A4 | \$2.50 | \$2.50 | 0.00% | Y | Council |
| Topographic A3 | \$4.65 | \$4.65 | 0.00% | Y | Council |

Other Governance Charges

| | | | | | |
|---|--------|--------|-------|---|---------|
| Copy of Council Meeting Audio Recording | \$6.30 | \$6.30 | 0.00% | N | Council |
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Freedom of Information Charges

| | | | | | |
|---|---------|---------|----------------------|---|------------|
| Personal information or amendment of personal information about yourself | | | Free | N | Regulatory |
| Application for documents (which are non-personal in nature) – application fee | \$30.00 | \$30.00 | 0.00% | N | Regulatory |
| Costs associated with dealing with an application – per hour | \$30.00 | \$30.00 | 0.00% | N | Regulatory |
| Supervision by staff when access is given to view documents – per hour | \$30.00 | \$30.00 | 0.00% | N | Regulatory |
| Charge for time taken by staff to prepare a transcript or make photocopies – per hour | \$30.00 | \$30.00 | 0.00% | N | Regulatory |
| Photocopies in relation to a FOI request | \$0.20 | \$0.20 | 0.00% | N | Regulatory |
| Preparing a copy of a tape, film or computerised information, or arranging delivery, packaging and postage of documents | | | Actual Cost Incurred | N | Regulatory |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Law, Order & Public Safety

Dog Registrations

| | | | | | |
|--|----------|----------|-------|---|------------|
| Unsterilised Dog/Bitch 1 Year | \$50.00 | \$50.00 | 0.00% | N | Regulatory |
| Unsterilised Dog/Bitch 3 Years | \$120.00 | \$120.00 | 0.00% | N | Regulatory |
| Unsterilised Dog/Bitch Lifetime | \$250.00 | \$250.00 | 0.00% | N | Regulatory |
| Unsterilised Dog/Bitch Working Dog 1 Year | \$12.50 | \$12.50 | 0.00% | N | Regulatory |
| Unsterilised Dog/Bitch Working Dog 3 Years | \$30.00 | \$30.00 | 0.00% | N | Regulatory |
| Unsterilised Dog/Bitch Working Dog Lifetime | \$62.50 | \$62.50 | 0.00% | N | Regulatory |
| Unsterilised Dog/Bitch Pensioner Concession 1 Year | \$25.00 | \$25.00 | 0.00% | N | Regulatory |
| Unsterilised Dog/Bitch Pensioner Concession 3 Years | \$60.00 | \$60.00 | 0.00% | N | Regulatory |
| Unsterilised Dog/Bitch Pensioner Concession Lifetime | \$125.00 | \$125.00 | 0.00% | N | Regulatory |
| Sterilised Dog/Bitch 1 Year | \$20.00 | \$20.00 | 0.00% | N | Regulatory |
| Sterilised Dog/Bitch 3 Years | \$42.50 | \$42.50 | 0.00% | N | Regulatory |
| Sterilised Dog/Bitch Lifetime | \$100.00 | \$100.00 | 0.00% | N | Regulatory |
| Sterilised Dog/Bitch Working Dog 1 Year | \$5.00 | \$5.00 | 0.00% | N | Regulatory |
| Sterilised Dog/Bitch Working Dog 3 Year | \$10.60 | \$10.60 | 0.00% | N | Regulatory |
| Sterilised Dog/Bitch Working Dog Lifetime | \$25.00 | \$25.00 | 0.00% | N | Regulatory |
| Sterilised Dog/Bitch Pensioner Concession 1 Year | \$10.00 | \$10.00 | 0.00% | N | Regulatory |
| Sterilised Dog/Bitch Pensioner Concession 3 Years | \$21.25 | \$21.25 | 0.00% | N | Regulatory |
| Sterilised Dog/Bitch Pensioner Concession Lifetime | \$50.00 | \$50.00 | 0.00% | N | Regulatory |
| Dangerous Dog 1 Year | \$50.00 | \$50.00 | 0.00% | N | Regulatory |

Dog/Cat Pound Fees

| | | | | | |
|---|----------|----------|-------|---|---------|
| Seizure & Impounding of Registered Dog/Cat | \$101.35 | \$104.70 | 3.31% | N | Council |
| Seizure & Impounding of Unregistered Dog/Cat | \$155.60 | \$160.75 | 3.31% | N | Council |
| Surrender/Destruction/Disposal of Dog/Cat | \$157.90 | \$163.10 | 3.29% | Y | Council |
| Kennel Fee of Impounded Dog – per day | \$25.75 | \$26.60 | 3.30% | Y | Council |
| Kennel Fee of Impounded Cat – per day | \$15.45 | \$15.95 | 3.24% | Y | Council |
| Seizure and Vehicle Impound of Registered Dog/Cat | \$36.05 | \$37.25 | 3.33% | Y | Council |
| Seizure and Vehicle Impound of Unregistered Dog/Cat | \$51.50 | \$53.20 | 3.30% | Y | Council |

Kennel Licence Fees

| | | | | | |
|--|----------|----------|-------|---|---------|
| Kennel Licence (initial 12 months including application fee) | \$263.35 | \$272.05 | 3.30% | N | Council |
| Kennel Licence Renewal | \$131.80 | \$136.15 | 3.30% | N | Council |
| Kennel Licence Transfer | \$65.90 | \$68.05 | 3.26% | N | Council |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Cat Registrations

| | | | | | |
|--|----------|----------|-------|---|------------|
| Sterilised Microchipped 1 Year (50% reduction if paid between June and October) | \$20.00 | \$20.00 | 0.00% | N | Regulatory |
| Sterilised Microchipped 3 Years | \$42.50 | \$42.50 | 0.00% | N | Regulatory |
| Sterilised Microchipped Pensioner Concession 1 Year (50% if paid between June and October) | \$10.00 | \$10.00 | 0.00% | N | Regulatory |
| Sterilised Microchipped Pensioner Concession 3 Years | \$21.25 | \$21.25 | 0.00% | N | Regulatory |
| Lifetime Registration | \$100.00 | \$100.00 | 0.00% | N | Regulatory |
| Lifetime Registration Pensioner Concession | \$50.00 | \$50.00 | 0.00% | N | Regulatory |
| Cat Breeders Permit Annual Fee | \$100.00 | \$100.00 | 0.00% | N | Regulatory |

Cattery Fee

| | | | | | |
|--|----------|----------|-------|---|---------|
| Cattery Permit (initial 12 months including application fee) | \$263.35 | \$272.05 | 3.30% | N | Council |
| Cattery Permit Renewal | \$131.65 | \$136.00 | 3.30% | N | Council |
| Cattery Permit Transfer | \$66.00 | \$68.20 | 3.33% | N | Council |

Other

| | | | | | |
|--|---|----------|-------|---|---------|
| Dangerous Dog/Restricted Breeds Inspection Fee | \$0.00 | \$65.00 | ∞ | Y | Council |
| Application for exemption to be able to keep more than prescribed number of dogs under Dogs Local Law | \$56.65 | \$58.50 | 3.27% | N | Council |
| Application for exemption to be able to keep more than prescribed number of cats under Keeping & Welfare of Cats Local Law | \$56.65 | \$58.50 | 3.27% | N | Council |
| Hire of Animal Trap Bond | \$50.00 | \$50.00 | 0.00% | N | Trust |
| Private Hire Rate Animal Trap 1-7 Days | \$9.45 | \$9.75 | 3.17% | Y | Council |
| Private Hire Rate Animal Trap 7+ Days (per day) | \$2.00 | \$2.05 | 2.50% | Y | Council |
| Barking Dog Collar Bond | \$100.00 | \$100.00 | 0.00% | N | Trust |
| Application to keep any animal other than a dog/cat | \$53.25 | \$55.00 | 3.29% | N | Council |
| Microchipping of Dog/Cat | \$56.80 plus cost of sterilisation if required | | | Y | Council |
| | Min. Fee: \$51.64 | | | | |
| | Last YR Fee \$55.00 plus cost of sterilisation if required | | | | |
| | Min. Fee: \$50.00 | | | | |

Impounding Fees

Below fees include driving, leading transporting up to 3kms

| | | | | | |
|--|----------|----------|-------|---|---------|
| Entire horses, mules, asses, camels, etc. impound after 6am before 6pm | \$52.75 | \$54.50 | 3.32% | N | Council |
| Entire horses, mules, asses, camels, etc. impound after 6pm before 6am | \$105.45 | \$108.95 | 3.32% | N | Council |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Impounding Fees [continued]

| | | | | | |
|--|---------|---------|---------|---|---------|
| Mares, geldings, colts etc. impound after 6am before 6pm | \$26.30 | \$27.15 | 3.23% | N | Council |
| Mares, geldings, colts etc. impound after 6pm before 6am | \$52.75 | \$54.50 | 3.32% | N | Council |
| Wethers, ewes, lambs, goats etc. after 6am before 6pm | \$26.30 | \$27.15 | 3.23% | N | Council |
| Wethers, ewes, lambs, goats etc. after 6pm before 6am | \$52.75 | \$54.50 | 3.32% | N | Council |
| Under 6mths running with mother no impounding charge | | | Free | N | Council |
| Over 3kms – actual cost | | | At Cost | N | Council |

Sustenance Fees

| | | | | | |
|--|---------|---------|-------|---|---------|
| Entire horses, mules, asses etc. above 2 years first 4 hours | \$13.90 | \$14.35 | 3.24% | N | Council |
| Entire horses, mules, asses etc. above 2 years sub 24 hours | \$6.85 | \$7.10 | 3.65% | N | Council |
| Entire horses, mules, asses etc. under 2 years first 4 hours | \$13.90 | \$14.35 | 3.24% | N | Council |
| Entire horses, mules, asses etc. under 2 years sub 24 hours | \$3.65 | \$3.75 | 2.74% | N | Council |
| Mares, geldings, colts, cows, etc. first 4 hours | \$6.85 | \$7.10 | 3.65% | N | Council |
| Mares, geldings, colts, cows, etc. sub 24 hours | \$1.45 | \$1.50 | 3.45% | N | Council |
| Wethers, ewes, lambs, goats first 4 hours | \$2.80 | \$2.90 | 3.57% | N | Council |
| Wethers, ewes, lambs, goats sub 24 hours | \$1.45 | \$1.50 | 3.45% | N | Council |
| Under 6 months running with mother no sustenance charge | | | Free | N | Council |

Firebreaks Non-Compliant Land

| | | | | | |
|-------------------------------|----------|----------|---------|---|---------|
| Administration Fee | \$184.45 | \$190.55 | 3.31% | N | Council |
| Contractors Fee – actual cost | | | At Cost | N | Council |

Vehicle Impounding

| | | | | | |
|-----------------------|----------|----------|------------|---|---------|
| Impounding Fee | \$103.00 | \$106.40 | 3.30% | N | Council |
| Storage Fee – per day | \$2.90 | \$3.00 | 3.45% | N | Council |
| Towing Fee | | | Cost + 20% | N | Council |

Infringements

| | | | | | |
|--|---------|---------|-------|---|------------|
| Enforcements Final Demand | \$18.50 | \$18.50 | 0.00% | N | Regulatory |
| Enforcements Registry Certificate | \$15.75 | \$15.75 | 0.00% | N | Regulatory |
| Enforcements Registry Registration Fee | \$59.00 | \$59.00 | 0.00% | N | Regulatory |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Health

All fees are to be paid upon application

Food Business

| | | | | | |
|---|----------|----------|--------|---|---------|
| Charitable or Community Groups | | | Exempt | N | Council |
| Bed & Breakfast, Home Producers, River markets etc. | \$65.00 | \$67.15 | 3.31% | N | Council |
| Restaurants, Cafes, Food Vans etc. | \$150.00 | \$154.95 | 3.30% | N | Council |
| Change in Notification Details | \$42.00 | \$43.39 | 3.31% | N | Council |

Annual Food Business Surveillance Fee

Determination of low, medium or high risk will be made by the Manager Environmental Health using the Health Department classification chart.

| | | | | | |
|--|----------|----------|--------|---|---------|
| Exempt or Charitable or Community Groups | | | Exempt | N | Council |
| Low Risk Rating | \$66.00 | \$68.20 | 3.33% | N | Council |
| Medium Risk Rating | \$131.70 | \$136.05 | 3.30% | N | Council |
| High Risk Rating | \$197.55 | \$204.05 | 3.29% | N | Council |

Bed & Breakfast

New Bed & Breakfast accommodation establishments are required to pay the initial Food Notification/Assessment Fee.

Lodging Houses (Application/Renewal registration)

Initial Assessment of new Lodging Houses.

| | | | | | |
|---------------------------------|----------|----------|-------|---|---------|
| Short Term Hostel (Backpackers) | \$126.45 | \$130.60 | 3.28% | N | Council |
|---------------------------------|----------|----------|-------|---|---------|

Other Health Fees

Inspections on Request, Complaint investigations for Lodging Houses, Other Business (i.e. Hairdresser, Personal care) and Re-inspection of Food Business.

| | | | | | |
|-------------------------------------|----------|----------|-------|---|---------|
| Health/Environmental Inspection Fee | \$110.00 | \$113.63 | 3.30% | N | Council |
| Late Payment of Invoice Penalty | \$20.00 | \$20.66 | 3.30% | N | Council |

Caravan Parks & Camping Grounds

| | | | | | |
|---|----------|---|-------|---|------------|
| Caravan & Camping Facility Minimum Fee | \$200.00 | \$200.00 | 0.00% | N | Regulatory |
| Long and Short Stay Sites (per site) | | \$6.00 per site | | N | Regulatory |
| Camp Site (per site) | | \$3.00 per site | | N | Regulatory |
| Overflow site (per site) | | \$1.50 per site | | N | Regulatory |
| Additional Fee for renewal after expiry | \$20.00 | \$20.00 | 0.00% | N | Regulatory |
| Temporary Licence | | Pro rata of renewal fee - minimum \$100 | | N | Regulatory |
| Transfer of Licence | \$100.00 | \$100.00 | 0.00% | N | Regulatory |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Recreation Campsite

| | | | | | |
|-----|----------|----------|-------|---|---------|
| Fee | \$126.45 | \$130.60 | 3.28% | N | Council |
|-----|----------|----------|-------|---|---------|

Stallholders/Traders (Thoroughfares & Public Places Local Law)

Community groups conducting street stalls will be exempted from fees at the discretion of the Chief Executive Officer.

| | | | | | |
|--|----------|----------|--------|---|---------|
| Charitable or Community Nature Groups | | | Exempt | N | Council |
| Blackwood River Market Stallholders/Traders (Food stalls/traders require a food business registration) | | | Exempt | N | Council |
| Blues Festival Food Stallholder Event 2 Day Permit | \$145.00 | \$149.80 | 3.31% | N | Council |
| Blues Festival Food Stallholder Single Day Permit | \$93.05 | \$96.10 | 3.28% | N | Council |
| Blues Festival Stallholder (non-food) Event Permit | \$33.00 | \$34.10 | 3.33% | N | Council |
| Blues Festival Business Stallholder Single Day Permit (Adjacent to business premises) | | | Free | N | Council |
| Traders Annual Permit (daily use) | \$414.85 | \$428.55 | 3.30% | N | Council |
| Traders Weekly Permit (not exceeding once per week) | \$202.65 | \$209.35 | 3.31% | N | Council |
| Traders Monthly Permit (not exceeding once per month) | \$135.60 | \$140.05 | 3.28% | N | Council |
| Traders Single Day Permit | \$33.00 | \$34.10 | 3.33% | N | Council |
| Traders (outdoor eating facilities) Annual Permit + \$10 per m2 of Public Area | \$132.00 | \$136.35 | 3.30% | N | Council |
| Transfer of Traders Permit | \$13.15 | \$13.60 | 3.42% | N | Council |

Park Homes/Annexes

| | | | | | |
|---------------------------|----------|----------|-------|---|---------|
| Application for Park Home | \$132.00 | \$136.35 | 3.30% | N | Council |
| Annexe | \$66.00 | \$68.20 | 3.33% | N | Council |

Temporary Accommodation Approval/Renewal

| | | | | | |
|------------------------------------|----------|----------|-------|---|---------|
| Initial Approval (up to 12 months) | \$350.00 | \$361.55 | 3.30% | N | Council |
| Approval (12 months extension) | \$350.00 | \$361.55 | 3.30% | N | Council |

Water Testing

| | | | | | |
|---------------------------|---------|---------|-------|---|---------|
| Public Pool Water Testing | \$78.95 | \$81.55 | 3.29% | N | Council |
| Drinking Water Testing | \$78.95 | \$81.55 | 3.29% | N | Council |

Certificates

| | | | | | |
|---|----------|----------|-------|---|---------|
| Public Building Certificate of Approval – Licensed Premises | \$207.40 | \$214.25 | 3.30% | N | Council |
| Public Building Certificate of Approval – Other Premises | \$138.35 | \$142.90 | 3.29% | N | Council |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Certificates [continued]

| | | | | | |
|---|----------|----------|--------|---|---------|
| Section 39 Liquor Licence Premises – Permanent Facilities | \$142.60 | \$147.30 | 3.30% | N | Council |
| Section 39 Liquor Licence Premises – Temporary Facilities | \$28.85 | \$29.80 | 3.29% | N | Council |
| Section 39 Liquor Licence Premises – Charitable Events | | | Exempt | N | Council |

Septic Tanks

| | | | | | |
|---------------------------|----------|----------|-------|---|------------|
| Septic Tank Application | \$118.00 | \$118.00 | 0.00% | N | Regulatory |
| Septic Tank Permit to Use | \$118.00 | \$118.00 | 0.00% | N | Regulatory |

DRAFT

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Community Amenities

Rubbish Removal Charges

The following rubbish collection charge is to be applied to all occupied premises within the area prescribed under the provisions of the Waste Avoidance and Resource Recovery Act 2007 Section 66-68.

Pro-rata collection service charges apply from the 1st of the month following the delivery of the bin (occupiers requesting a new collection service where there was no previous service)

| | | | | | |
|--|--|--------|--|---|---------|
| Kerbside Rubbish Collection – per 120/140 litre MGB collected once per week | | Budget | | N | Council |
| Kerbside Rubbish Collection – per 240 litre MGB collected once per week | | Budget | | N | Council |
| Kerbside Recycling collection – per 240 litre MGB collected once per fortnight | | Budget | | N | Council |

Bridgetown Waste Management Facility

Please note:

Special conditions apply for the disposal of asbestos sheeting at the Bridgetown Waste Facility. Contact the Waste Management Officer or Manager Environmental Health for information regarding the disposal of asbestos and other hazardous waste products.

| | | | | | |
|---|---------|--|-------|---|---------|
| Domestic Loads of Green Waste < 50mm Stem Diameter (lawn clippings & small cuttings) | | Free | | N | Council |
| Domestic Loads of Green Waste > 50mm Stem Diameter | | As per charge for size of vehicle/trailer load | | Y | Council |
| 1 x 120/140 litre Mobile Garbage Bin – 1 token | \$4.70 | \$4.85 | 3.19% | Y | Council |
| 1 x 240 litre Mobile Garbage Bin – 2 tokens | \$9.40 | \$9.70 | 3.19% | Y | Council |
| Car/Station Wagon Boot Load – 2 tokens | \$9.40 | \$9.70 | 3.19% | Y | Council |
| Van/Utility/Trailer Not Exceeding 1.8m x 1.2m – 5 tokens | \$23.50 | \$24.25 | 3.19% | Y | Council |
| Truck – 8 tokens per cubic metre | | \$38.80 per m3 | | Y | Council |
| | | Last YR Fee \$37.60 per m3 | | | |
| Bulk Bins – 8 tokens per cubic metre | | \$38.80 per m3 | | Y | Council |
| | | Last YR Fee \$37.60 per m3 | | | |
| White Goods – per item | | Free | | Y | Council |
| Degassing Fridges | \$32.80 | \$33.90 | 3.35% | Y | Council |
| Disposal of Old Mattresses | \$32.90 | \$33.95 | 3.19% | Y | Council |
| Car and Truck Tyres (maximum of 4 tyres per customer) – 1 token per tyre | \$4.70 | \$4.85 | 3.19% | Y | Council |
| Tractor and Grader Tyres (maximum of 4 tyres per customer) < 1 metre – 6 tokens per tyre | \$28.20 | \$29.10 | 3.19% | Y | Council |
| Tractor and Grader Tyres (maximum of 4 tyres per customer) < 2 metre – 14 tokens per tyre | \$65.80 | \$67.90 | 3.19% | Y | Council |
| Disposal of Old Gas Bottles – 1 token per kg | | \$4.85 per kg | | Y | Council |
| | | Last YR Fee \$4.70 per kg | | | |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Bridgetown Waste Management Facility [continued]

| | | | | | |
|--|---------|--|--------|---|---------|
| Asbestos Up To 0.2m ³ Maximum – volumes in excess of 0.2m ³ must be taken to Manjimup Waste Facility | \$66.00 | \$68.20 | 3.33% | Y | Council |
| Uncontaminated inert waste eg rubble – 8 tokens per cubic metre | | \$38.80 per m ³ Min. Fee: \$34.18 | | Y | Council |
| | | Last YR Fee \$37.60 per m ³ Min. Fee: \$34.18 | | | |
| Clean Fill suitable as cover material eg soil (no particles greater than 100 mm) | | Free | | N | Council |
| Recyclable Materials eg glass, plastics, batteries, cardboard etc. | | Free | | N | Council |
| Car Bodies | | Free | | N | Council |
| Steel Suitable for Recycling | | Free | | N | Council |
| Liquid Waste Disposal Casual Charge – per cubic metre | \$35.00 | \$60.00 | 71.43% | Y | Council |
| Additional Tokens – 10 minimum | \$47.00 | \$48.50 | 3.19% | Y | Council |

Greenbushes Transfer Station

| | | | | | |
|--|---------|---------|-------|---|---------|
| 1 x 120/140 litre Mobile Garbage Bin – 1 token | \$4.70 | \$4.85 | 3.19% | Y | Council |
| 1 x 240 litre Mobile Garbage Bin – 2 tokens | \$9.40 | \$9.70 | 3.19% | Y | Council |
| Car/Station Wagon Boot Load – 2 tokens | \$9.40 | \$9.70 | 3.19% | Y | Council |
| Van/Utility/Trailer Not exceeding 1.8m x 1.2m – 5 tokens | \$23.50 | \$24.25 | 3.19% | Y | Council |
| Additional Tokens – 10 minimum | \$47.00 | \$48.50 | 3.19% | Y | Council |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Town Planning

Pursuant to the Planning and Development (Local Government Planning Fees) Regulations 2000, fees are to be paid at the time of application and are non-refundable, unless stated below.

Part 1 – Development Applications

Notes:

- Applicants are to provide details of estimated cost of development (includes any earthworks, materials, labour, design, car parking, etc.)
- Delegated Authority has been provided to the Chief Executive Officer to estimate the value of proposed development. If applicants disagree with the estimate made by the Shire reconsideration can be requested if evidence of the cost of development can be provided. If applicants still dispute the estimated cost determined by the Shire the matter can be referred to the Fees Arbitration Panel (WAPC, WALGA) for determination.
- The setback and policy variation fees are in addition to base development application fee.
- The application fee for establishment of a Home Business may be waived for applicants registered on the New Enterprise Incentives Scheme.
- Council has resolved to waive development application fees associated with the development of fire bunkers in any of the rural parts of the Shire of Bridgetown-Greenbushes.
- If the development has commenced or is been carried out without approval, an additional amount will be charged by way of a penalty that is twice the amount of the maximum fee payable for determination of the application.
- The fee for assessment of reports related to Bushfire regulations is in an addition to the base development application fee.
- Determination of whether an application for amended plans is a “minor” or “major” will be made by the Manager Planning, dependent upon the complexity of the application. Applicants aggrieved by that determination can appeal to the Chief Executive Officer.

Determination of a development application (other than for an extractive industry) where the estimated cost of the development is

| | | | | | |
|---|--|-------------|-------|---|------------|
| not more than \$50,000 | \$147.00 | \$147.00 | 0.00% | N | Regulatory |
| more than \$50,000 but not more than \$500,000 | 0.32% of the estimated cost of development | | | N | Regulatory |
| more than \$500,000 but not more than \$2.5 million | \$1,700 + 0.257% for every dollar in excess of \$500,000 | | | N | Regulatory |
| more than \$2.5 million but not more than \$5 million | \$7,161 + 0.206% for every dollar in excess of \$2.5 million | | | N | Regulatory |
| more than \$5 million but not more than \$21.5 million | \$12,633 + 0.123% for every dollar in excess of \$5 million | | | N | Regulatory |
| more than \$21.5 million | \$34,196.00 | \$34,196.00 | 0.00% | N | Regulatory |
| Single House/Grouped Dwelling/Ancillary Accommodation/Second Rural Dwelling | \$295.00 | \$295.00 | 0.00% | N | Regulatory |
| Grouped Dwellings/Multiple Dwellings (two or more) | \$295.00 | \$295.00 | 0.00% | N | Regulatory |
| Additions to Single House/Grouped Dwelling including Outbuildings | \$147.00 | \$147.00 | 0.00% | N | Regulatory |
| Bushfire Regulation Assessment | \$147.00 | \$147.00 | 0.00% | N | Regulatory |
| Advertising Signage/External Changes | \$147.00 | \$147.00 | 0.00% | N | Regulatory |
| Afforestation (Plantations) | \$295.00 | \$304.75 | 3.31% | N | Regulatory |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Additional/Change of Use (including Change of Non-Conforming Use)

| | | | | | |
|---|----------|----------|-------|---|------------|
| Change of Use/Additional Use/Change of Non-Conforming Use | \$295.00 | \$295.00 | 0.00% | N | Regulatory |
| Home Based Business | \$222.00 | \$222.00 | 0.00% | N | Regulatory |
| Bed & Breakfast Accommodation/Holiday Accommodation | \$295.00 | \$295.00 | 0.00% | N | Regulatory |
| Consulting Rooms/Professional Office | \$295.00 | \$295.00 | 0.00% | N | Regulatory |
| Light/General/Service/Rural Industry (Use Only) | \$295.00 | \$295.00 | 0.00% | N | Regulatory |

Extractive Industry

| | | | | | |
|---------------------------------------|----------|----------|-------|---|------------|
| Onsite Works | \$393.50 | \$406.50 | 3.30% | N | Council |
| Standard – Small Operation | \$506.80 | \$523.50 | 3.30% | N | Council |
| Standard – Medium and Large Operation | \$739.00 | \$739.00 | 0.00% | N | Regulatory |

Building Envelopes

| | | | | | |
|---|----------|----------|-------|---|---------|
| Minor Extension, Major Modification or Relocation | \$303.85 | \$313.90 | 3.31% | N | Council |
|---|----------|----------|-------|---|---------|

Setback Variation

| | | | | | |
|--|----------|----------|-------|---|---------|
| Residential Design Codes Variation / Setback Variation up to 75% | \$140.30 | \$144.95 | 3.31% | N | Council |
| Residential Design Codes Variation / Setback Variation greater than 75% (Council determination required) | \$278.40 | \$287.60 | 3.30% | N | Council |

Policy Variation

| | | | | | |
|---|----------|----------|-------|---|---------|
| Shire Policy Variation (Council determination required) | \$278.40 | \$287.60 | 3.30% | N | Council |
|---|----------|----------|-------|---|---------|

Amended Plans/Approval Extension

| | | | | | |
|---|----------|----------|-------|---|---------|
| Minor Applications | \$66.00 | \$68.20 | 3.33% | N | Council |
| Major Applications | \$132.00 | \$136.40 | 3.33% | N | Council |
| Development Approval Extension/Cancellation | \$66.00 | \$68.20 | 3.33% | N | Council |

Part 2 – Scheme Amendments

Notes:

- Fee to be estimated (Officer time, overheads, external costs) in accordance with Part 2 (Schedule of Fees) of the Planning and Development (Local Government Planning Fees) Regulations 2015.
- Determination of whether an amendment is Basic, Standard or Complex is the responsibility of the Manager Planning, in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015.
- Details of the calculation used to derive the fee are to be made available to the applicant upon request.
- Any specialist external studies (soil reports, land capability analysis, engineering reports, etc.) are to be provided at the applicants cost. Such costs are separate to the fees stipulated in this schedule.

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Part 2 – Scheme Amendments [continued]

- Time sheets are to be kept by Shire officers showing all time expended on the processing of each scheme amendment.
- Any fees not expended are to be refunded when a scheme amendment is discontinued.
- At the conclusion of an amendment (final approval/refusal) the costs of processing a scheme amendment are to be calculated and any fees not expended are to be refunded. The overall cost (officer time and advertising) of the amendment is to be calculated and these areas should not be calculated and refunded separately.
- If the costing reveals that the Shire incurred expenses greater than that collected by the fee no additional fees are to be paid by the applicant to make up the difference.
- If an applicant is not satisfied that the fee calculated by the Shire is a reasonable estimate of the service, the matter may be referred to the Fees Arbitration Panel (WAPC, WALGA) for determination.

| | | | | | |
|--------------------|------------|----------------------|-------|---|---------|
| Basic Amendment | | At Cost + 20% | | N | Council |
| | | Min. Fee: \$1,840.00 | | | |
| Standard Amendment | \$4,738.00 | \$4,894.35 | 3.30% | N | Council |
| Complex Amendment | \$6,777.00 | \$7,000.65 | 3.30% | N | Council |

Part 3 – Structure Plans, Local/Detailed Area Plans

Notes:

- Fee to be estimated (Officer time, overheads, external costs) in accordance with Part 3 (Schedule of Fees) of the Planning and Development (Local Government Planning Fees) Regulations 2015.
- Details of the calculation used to derive the fee are to be made available to the applicant upon request.
- Any specialist external studies (soil reports, land capability analysis, engineering reports, etc.) are to be provided at the applicants cost. Such costs are separate to the fees stipulated in this schedule.
- Time sheets are to be kept by Shire officers showing all time expended on the processing of each application.
- Any fees not expended are to be refunded when an application is discontinued.
- At the conclusion of an application the costs of processing an application are to be calculated and any fees not expended are to be refunded. The overall cost (officer time and advertising) of the application is to be calculated and these areas should not be calculated and refunded separately.
- If the costing reveals that the Shire incurred expenses greater than that collected by the fee no additional fees are to be paid by the applicant to make up the difference.
- If an applicant is not satisfied that the fee calculated by the Shire is a reasonable estimate of the service, the matter may be referred to the Fees Arbitration Panel (WAPC, WALGA) for determination.

| | | | | | |
|-------------------------------------|--|----------|--|---|------------|
| Structure Plan – Proposed | | Estimate | | N | Regulatory |
| Structure Plan – Revised | | Estimate | | N | Regulatory |
| Local/Detailed Area Plans | | Estimate | | N | Regulatory |
| Local/Detailed Area plans – Revised | | Estimate | | N | Regulatory |

Part 4 – Subdivision Clearance

Notes:

- Staged clearances of subdivisions will be treated as separate subdivision clearances.
- Preparation of a necessary legal documentation is the responsibility of the applicant however such documents must be assessed by the Shire's Solicitor at the cost of the applicant.
- Any performance bonds will be subject to a 5% non-refundable administration fee plus 15% service fee refundable unless the Shire undertakes to complete outstanding works.

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Provision of Subdivision Clearance

| | | | | | |
|---|------------|---|-------|---|------------|
| not more than 5 lots | | \$73 per lot | | N | Regulatory |
| | | Min. Fee: \$73.00 | | | |
| more than 5 lots but not more than 195 lots | | \$73 per lot for the first 5 lots and then \$35 per lot | | N | Regulatory |
| | | Min. Fee: \$73.00 | | | |
| more than 195 lots | \$7,393.00 | \$7,393.00 | 0.00% | N | Regulatory |
| Supporting Report Assessment | | \$106.50 per hour plus 20% | | N | Regulatory |
| | | Min. Fee: \$106.50 | | | |
| Built Strata 1-5 allotments | | \$656 plus \$65 per lot | | N | Regulatory |
| | | Min. Fee: \$721.00 | | | |
| Built Strata 6 or more allotments | | \$981 plus \$43.50 per lot | | N | Regulatory |
| | | Min. Fee: \$1,024.50 | | | |

Part 5 – Planning Advice/Research

Notes:

- A fee for written planning advice will generally only be required if specific research is required and the advice is determined to be greater than “normal” planning advice, of a general planning subject matter.

| | | | | | |
|---|---------|---------|-------|---|------------|
| Issue of written planning advice (per hour) | \$73.00 | \$73.00 | 0.00% | N | Regulatory |
| Zoning Certificate | \$73.00 | \$73.00 | 0.00% | N | Regulatory |
| Replying to a Property Settlement Questionnaire | \$73.00 | \$73.00 | 0.00% | N | Regulatory |

Part 6 – Advertising/Notification of Proposals (Not Scheme Amendments/Structure Plans or Local/Detailed Area Plans)

Notes:

- Advertising fees are to be paid in addition to any development application fees (as set out in Part 1 of this Schedule)
- If newspaper advertising of proposals is required both of the above fees will be charged (in addition to development application fee)
- Advertising may be required to comply with the Shire’s Town Planning Scheme(s), Policies or may be determined as being a requirement of the development assessment process by Shire officers.

| | | | | | |
|-----------------------------------|---------|------------|-------|---|---------|
| Local Newspaper Advertising | | Cost + 20% | | Y | Council |
| Landowner Referral (Letters only) | \$52.55 | \$54.30 | 3.33% | Y | Council |

Part 7 – Other Fees and Bonds

OTHER FEES ADDRESSING APPLICATIONS PROCESSED BY PLANNING DEPARTMENT BUT CONCERN ISSUES NOT APPLICABLE TO THE PLANNING AND DEVELOPMENT ACT 2005

| | | | | | |
|---|----------|----------|-------|---|---------|
| Road/Pedestrian Access Way Closure Application (Fee covers assessment and reporting to Council. An additional fee is payable to cover costs of advertising) | \$400.50 | \$413.70 | 3.30% | N | Council |
|---|----------|----------|-------|---|---------|

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Part 7 – Other Fees and Bonds [continued]

| | | | | | |
|---|---|----------|-------|---|---------|
| Road/Pedestrian Access Way Closure Finalisation (Costs for liaison with Department of Lands – All other costs will be the responsibility of the applicant) | \$263.10 | \$271.80 | 3.31% | N | Council |
| Directional Sign (Assessment Fee Only – other costs for ordering, manufacturing and erection listed under Works & Services fees) | \$94.80 | \$97.95 | 3.32% | N | Council |
| Section 40 Certificate (Liquor Licenses) | \$94.80 | \$97.95 | 3.32% | N | Council |
| Application for Recreational Use/Hire Site | \$335.50 | \$346.60 | 3.31% | N | Council |
| Legal Fees (including preparation of notifications charged at 0.5 hours only) | \$120.95 per hour plus legal costs Min. Fee: \$109.95 | | | Y | Council |
| | Last YR Fee \$106.50 per hour plus legal costs Min. Fee: \$106.50 | | | | |

Inspection Fees

Note:

- The initial inspection fee is included in the base development application fee (excluding relocated dwellings).

| | | | | | |
|--------------------------------------|---------|--|-------|---|---------|
| Relocated Dwelling Inspection Fee | | \$110.00 per hour Min. Fee: \$110.00 | | N | Council |
| | | Last YR Fee \$106.50 per hour Min. Fee: \$106.50 | | | |
| Development Condition Inspection Fee | \$51.50 | \$53.20 | 3.30% | N | Council |

Bonds

Notes:

- Should legal advice be required, fees for the Shire's solicitor may be at the cost of the applicant. This fee is to cover costs of having the Shire's solicitor assess legal documents submitted by an applicant in order to satisfy a condition of development approval or subdivision approval.
- All bonds will be subject to a 5% non-refundable administration fee plus 15% service fee refundable unless the Shire undertakes to complete outstanding works.

| | | | | | |
|--|---|------------|-------|---|-------|
| Earthworks (Cut and Fill Policy) | \$500.00 | \$500.00 | 0.00% | N | Trust |
| Relocated Dwellings | \$4,000.00 | \$4,000.00 | 0.00% | N | Trust |
| Relocated Outbuildings | \$500.00 | \$500.00 | 0.00% | N | Trust |
| Re-vegetation Works (Subdivisions) | Agreement of Quotation | | | N | Trust |
| Extractive Industry Rehabilitation Bond (Clay, sand or similar grained material) | \$1,500.00 per ha Min. Fee: \$1,500.00 | | | N | Trust |
| Extractive Industry Rehabilitation Bond (Stone, gravel or other aggregate) | \$2,000.00 per ha Min. Fee: \$2,000.00 | | | N | Trust |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Cemeteries

Grant of Right of Burial

| | | | | | |
|--------------------------------------|----------|----------|-------|---|---------|
| Grave in Lawn Section | \$276.95 | \$286.10 | 3.30% | Y | Council |
| Grave in Traditional Section | \$276.95 | \$286.10 | 3.30% | Y | Council |
| Copy of Grant of Right of Burial | \$41.20 | \$42.55 | 3.28% | Y | Council |
| Renewal of Grant of Right of Burial | \$88.35 | \$91.25 | 3.28% | Y | Council |
| Transfer of Grant of Right of Burial | \$88.35 | \$91.25 | 3.28% | Y | Council |

Burials (Add Grant of Right of Burial if Required)

| | | | | | |
|---|------------|------------|-------|---|---------|
| Interment in Traditional Section | \$1,060.70 | \$1,095.70 | 3.30% | Y | Council |
| Interment in Traditional Section including Grant of Right of Burial | \$1,337.65 | \$1,381.80 | 3.30% | Y | Council |
| Interment of Stillborn Child | \$565.70 | \$584.35 | 3.30% | Y | Council |
| Interment in Lawn Section | \$1,687.70 | \$1,743.40 | 3.30% | Y | Council |
| Interment in Lawn Section including Grant of Right of Burial | \$1,964.70 | \$2,029.55 | 3.30% | Y | Council |

Extra Charges for Burials

| | | | | | |
|--|----------|----------|-------|---|---------|
| Additional fee for Interment on a Saturday, Sunday, Public Holiday or without due notice | \$526.80 | \$544.20 | 3.30% | Y | Council |
| Reservation of specific site including Grant of Right of Burial | \$276.95 | \$286.10 | 3.30% | Y | Council |
| Administration fee for Registration of Exhumation of Grave | \$88.35 | \$91.25 | 3.28% | Y | Council |
| Administration fee for Registration of Re-opening of Grave | \$88.35 | \$91.25 | 3.28% | Y | Council |

Registration and Placement of Ashes

| | | | |
|--------------|---|---|---------|
| Single Niche | \$236.35 + actual cost of plaque Min. Fee: \$214.86 Last YR Fee \$228.80 + actual cost of plaque Min. Fee: \$208.00 | Y | Council |
| Double Niche | \$236.35 + actual cost of plaque Min. Fee: \$214.86 Last YR Fee \$228.80 + actual cost of plaque Min. Fee: \$208.00 | Y | Council |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Registration and Placement of Ashes [continued]

| | | | | | |
|--|---|----------|-------|---|---------|
| Second Ashes in Double Niche | \$236.35 + actual cost of plaque Min. Fee: \$214.86 | | | Y | Council |
| | Last YR Fee \$228.80 + actual cost of plaque Min. Fee: \$208.00 | | | | |
| Existing Gravesite | \$282.90 | \$292.25 | 3.31% | Y | Council |
| New Gravesite (including Grant) | \$559.90 | \$578.40 | 3.30% | Y | Council |
| Boronia Memorial Wall Bridgetown | \$236.35 + actual cost of plaque Min. Fee: \$214.86 | | | Y | Council |
| | Last YR Fee \$228.80 + actual cost of plaque Min. Fee: \$208.00 | | | | |
| Memorial Wall Greenbushes | \$236.35 + actual cost of plaque Min. Fee: \$214.86 | | | Y | Council |
| | Last YR Fee \$228.80 + actual cost of plaque Min. Fee: \$208.00 | | | | |
| Remembrance Wall Greenbushes | \$105.6 + actual cost of plaque Min. Fee: \$96.00 | | | Y | Council |
| | Last YR Fee \$102.25 + actual cost of plaque Min. Fee: \$92.95 | | | | |
| Special location within Cemetery other than Niche Wall plus cost of plaque/tree/rose/seat etc. | \$236.35 + actual cost Min. Fee: \$214.86 | | | Y | Council |
| | Last YR Fee \$228.80 + actual cost Min. Fee: \$208.00 | | | | |
| Registration of Ashes Placed by Family | \$88.35 | \$91.25 | 3.28% | Y | Council |

Extra Charges for Ashes

| | | | | | |
|---|----------|----------|-------|---|---------|
| Additional Fee for Placement of Ashes on a Saturday, Sunday or Public Holiday | \$119.25 | \$123.20 | 3.31% | Y | Council |
| Reservation of Specific Site in Niche & Memorial Walls | \$88.35 | \$91.25 | 3.28% | Y | Council |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Extra Charges for Ashes [continued]

| | | | | | |
|---|----------|---|-------|---|---------|
| Transfer of Ashes to a new position in Cemetery plus any associated costs | | \$267 + actual cost Min. Fee: \$242.73 | | Y | Council |
| | | Last YR Fee \$258.50 + actual cost Min. Fee: \$235.00 | | | |
| Removal of Ashes from Cemetery to Authorised Person | \$147.35 | \$152.20 | 3.29% | Y | Council |
| Vase or Perpetual Emblem Attachment (at time of original placement) | | Actual cost of attachment | | Y | Council |

Miscellaneous Fees

| | | | | | |
|---|----------|--|-------|---|---------|
| Funeral Directors Annual Licence Fee | \$144.60 | \$149.35 | 3.28% | N | Council |
| Funeral Directors Single Funeral Permit | \$101.40 | \$104.75 | 3.30% | N | Council |
| Monumental Masons Annual Licence Fee | \$144.60 | \$149.35 | 3.28% | N | Council |
| Monumental Masons Single Monument Permit | \$101.40 | \$104.75 | 3.30% | N | Council |
| Single Permit to Erect Headstone or Memorial (Non-Monumental Mason) | \$153.20 | \$158.25 | 3.30% | N | Council |
| Placement and Registration of Memorial (No Ashes) | | \$105.60 + actual cost Min. Fee: \$96.00 | | Y | Council |
| | | Last YR Fee \$102.25 + actual cost Min. Fee: \$92.95 | | | |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Recreation & Culture

Hire of Community Bus

| | | | | | |
|--|----------|----------|-------|---|---------|
| Booking fee (Includes administration and cleaning) | \$50.00 | \$50.00 | 0.00% | Y | Council |
| Stakeholder Groups per km | \$0.85 | \$0.90 | 5.88% | Y | Council |
| All other community groups per km | \$1.30 | \$1.35 | 3.85% | Y | Council |
| Private Groups/Individuals/Businesses per km | \$1.70 | \$1.75 | 2.94% | Y | Council |
| Community Bus Bond | \$300.00 | \$300.00 | 0.00% | N | Trust |

Greenbushes Community Bus Service

| | | | | | |
|-------------------|--------|--------|-------|---|---------|
| Fee per passenger | \$8.00 | \$8.50 | 6.25% | Y | Council |
|-------------------|--------|--------|-------|---|---------|

Bridgetown Main Hall Hire

Notes:

- Half day hire is only applicable if the function (including setting up) is either completed by 2pm of the said day or commences (including setting up) after 2pm.
- Sporting Clubs who do not have Public Liability Insurance cannot use the halls, but can apply to the Bridgetown Leisure Centre Manager to operate under a Leisure Centre managed program. Where a sporting club applies to hire the Leisure Centre, the final decision will be at the discretion of the CEO as per Council Policy O.2
- The Bridgetown Town & Lesser Halls will not be made available for hire of sport or recreational pursuits where these can occur in the Leisure Centre.
- Incorporated bodies, schools and commercial operators who cannot provide proof of Public Liability Insurance may not use the Shire Halls (as per Council Policy O.2)

| | | | | | |
|----------------------------------|----------|----------|-------|---|---------|
| Full Day Hire | \$165.40 | \$170.85 | 3.30% | Y | Council |
| Half Day Hire | \$90.45 | \$93.45 | 3.32% | Y | Council |
| Recreation Activities – per hour | \$21.95 | \$22.65 | 3.19% | Y | Council |

Bridgetown Lesser Hall Hire

| | | | | | |
|---------------|----------|----------|-------|---|---------|
| Full Day Hire | \$137.90 | \$142.45 | 3.30% | Y | Council |
| Half Day Hire | \$75.40 | \$77.90 | 3.32% | Y | Council |

Bridgetown Both Halls Hire

| | | | | | |
|---------------|----------|----------|-------|---|---------|
| Full Day Hire | \$242.65 | \$250.65 | 3.30% | Y | Council |
| Half Day Hire | \$132.65 | \$137.05 | 3.32% | Y | Council |

Greenbushes Hall & Other Halls Hire

| | | | | | |
|----------------------------------|----------|----------|-------|---|---------|
| Full Day Hire | \$137.90 | \$142.45 | 3.30% | Y | |
| Half Day Hire | \$75.40 | \$77.90 | 3.32% | Y | Council |
| Recreation Activities – per hour | \$21.95 | \$22.65 | 3.19% | Y | Council |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Miscellaneous Fees

| | | | | | |
|-------------------|----------|----------|---------|---|---------|
| Alcohol Surcharge | \$50.00 | \$50.00 | 0.00% | Y | Council |
| Bond | \$100.00 | \$500.00 | 400.00% | N | Trust |

Facility Hire

| | | | | | |
|---|---------|---------|-------|---|---------|
| Greenbushes Court House – Greenbushes Playgroup | \$15.35 | \$15.85 | 3.26% | Y | Council |
| Community Street Stall Hire | | | Free | N | Council |
| Community Street Stall Bond | \$50.00 | \$50.00 | 0.00% | N | Trust |

Sporting Venues

| | | | | | |
|---|------------|------------|-------|---|---------|
| Football Club Seniors (Bridgetown Oval) | \$1,820.90 | \$1,881.00 | 3.30% | Y | Council |
| Football Club Juniors (Bridgetown Oval) | \$319.40 | \$329.95 | 3.30% | Y | Council |
| Hockey Club | \$274.60 | \$283.65 | 3.30% | Y | Council |
| Soccer Club Seniors (Greenbushes Oval) | \$931.05 | \$961.75 | 3.30% | Y | Council |
| Soccer Club Juniors (Greenbushes Oval) | \$318.20 | \$328.70 | 3.30% | Y | Council |
| Cricket Club Seniors (Bridgetown Oval) | \$188.55 | \$194.80 | 3.31% | Y | Council |
| Cricket Club Juniors (Bridgetown Oval) | \$153.20 | \$158.25 | 3.30% | Y | Council |
| Trotting Club | \$688.30 | \$711.00 | 3.30% | Y | Council |
| School Sports Carnival | | | Free | N | Council |
| Miscellaneous Daily Hire of Sporting Facilities | \$83.65 | \$86.40 | 3.29% | Y | Council |

Exclusive Hire of Public Reserves

If connection to Council power supplies required, a separate charge for this use will be calculated.

| | | | | | |
|---|----------|----------|-------|---|---------|
| Less than 250 m2 One Day Hire | \$166.15 | \$171.65 | 3.31% | Y | Council |
| Greater than 250 m2 One Day Hire | \$337.05 | \$348.15 | 3.29% | Y | Council |
| Less than 250 m2 Between Two and Seven Days (consecutive) – rate per day | \$111.00 | \$114.65 | 3.29% | Y | Council |
| Greater than 250 m2 Between Two and Seven Days (consecutive) – rate per day | \$221.95 | \$229.25 | 3.29% | Y | Council |
| Less than 250 m2 Seven or More Days (consecutive) – rate per day | \$83.25 | \$86.00 | 3.30% | Y | Council |
| Greater than 250 m2 Seven or More Days (consecutive) – rate per day | \$166.45 | \$171.95 | 3.30% | Y | Council |

Bridgetown Leisure Centre

Leisure Centre Memberships

Concession on all Leisure Centre fees and charges for Pensioner Concession Card and Veterans' Affairs Pensioner Concession Card.

Note: Does not include Health Card Cards.

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Gym

| | | | | | |
|--|----------|----------|-------|---|---------|
| Annual Gym – Adult | \$250.00 | \$258.20 | 3.28% | Y | Council |
| Annual Gym – Youth 14-17 years | \$224.00 | \$231.40 | 3.30% | Y | Council |
| Annual Gym – Emergency Services Personnel | \$124.50 | \$128.60 | 3.29% | Y | Council |
| Annual Gym – Adult Concession | \$225.00 | \$232.45 | 3.31% | Y | Council |
| Annual Gym – Youth Concession 14-17 years | \$201.60 | \$208.25 | 3.30% | Y | Council |
| Annual Gym – Emergency Services Personnel Concession | \$110.85 | \$114.50 | 3.29% | Y | Council |
| 6 Months – Adult | \$136.30 | \$140.80 | 3.30% | Y | Council |
| 6 Months – Youth 14– 17 years | \$122.65 | \$126.70 | 3.30% | Y | Council |
| 6 Months – Adult Concession | \$122.65 | \$126.70 | 3.30% | Y | Council |
| 6 Months – Youth Concession 14-17 years | \$110.35 | \$114.00 | 3.31% | Y | Council |
| 3 Months – Adult | \$77.00 | \$79.55 | 3.31% | Y | Council |
| 3 Months – Youth 14-17 years | \$69.30 | \$71.60 | 3.32% | Y | Council |
| 3 Months – Adult Concession | \$69.30 | \$71.60 | 3.32% | Y | Council |
| 3 Months – Youth Concession 14-17 years | \$62.40 | \$64.45 | 3.29% | Y | Council |
| 1 Month – Adult | \$28.55 | \$29.50 | 3.33% | Y | Council |
| 1 Month – Youth 14-17 years | \$25.70 | \$26.55 | 3.31% | Y | Council |
| 1 Month – Adult Concession | \$25.70 | \$26.55 | 3.31% | Y | Council |
| 1 Month – Youth Concession 14-17 years | \$23.10 | \$23.85 | 3.25% | Y | Council |

Gym & Pool

| | | | | | |
|---|----------|----------|-------|---|---------|
| Annual Gym & Pool Only – Adult | \$394.00 | \$407.00 | 3.30% | Y | Council |
| Annual Gym & Pool Only – Youth 14-17 years | \$322.25 | \$332.90 | 3.30% | Y | Council |
| Annual Gym & Pool Only – Adult Concession | \$354.60 | \$366.30 | 3.30% | Y | Council |
| Annual Gym & Pool Only – Youth Concession 14-17 years | \$290.00 | \$299.55 | 3.29% | Y | Council |

Pool

Under 2 years free entry

| | | | | | |
|--|----------|----------|-------|---|---------|
| Annual Family Pass – 2 adults & 2 children or 1 adult & 3 children | \$350.00 | \$361.55 | 3.30% | Y | Council |
| Annual Family Pass – Extra Child 2-17 years | \$50.00 | \$51.65 | 3.30% | Y | Council |
| Annual Adult Pass | \$200.00 | \$206.60 | 3.30% | Y | Council |
| Annual Child Pass 2-17 years | \$125.00 | \$129.15 | 3.32% | Y | Council |
| Annual Family Pass – Concession | \$315.00 | \$325.40 | 3.30% | Y | Council |
| Annual Family Pass – Concession Extra Child 2-17 years | \$45.00 | \$46.50 | 3.33% | Y | Council |
| Annual Adult Pass – Concession | \$180.00 | \$185.95 | 3.31% | Y | Council |
| Annual Child Pass – Concession 2 – 17 years | \$112.50 | \$116.20 | 3.29% | Y | Council |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Recreation

Sports Court – Permanent Bookings

| | | | | | |
|------------------------------|---------|---------|-------|---|---------|
| Groups per hour | \$32.95 | \$34.05 | 3.34% | Y | Council |
| Training per hour | \$26.40 | \$27.25 | 3.22% | Y | Council |
| Training Half Court per hour | \$13.20 | \$13.65 | 3.41% | Y | Council |

Sports Court – Casual Bookings

| | | | | | |
|-------------------------------|----------|----------|-------|---|---------|
| Groups Casual per hour | \$42.20 | \$43.60 | 3.32% | Y | Council |
| Training 1/2 Court | \$32.95 | \$34.05 | 3.34% | Y | Council |
| Casual Court Use (per person) | \$4.05 | \$4.20 | 3.70% | Y | Council |
| Single Court Full Day | \$186.40 | \$192.55 | 3.30% | Y | Council |

Programs

| | | | | | |
|--|---------|---------|------------|---|---------|
| Camp School Fee Per Person | \$6.75 | \$6.95 | 2.96% | Y | Council |
| Term Programs (leisure per class) | | | Cost + 20% | Y | Council |
| Term Programs (leisure 10 class pass) | | | Cost + 20% | Y | Council |
| Sports Competitions Registration | \$13.00 | \$13.45 | 3.46% | Y | Council |
| Sports Competitions Per Game | \$45.95 | \$47.45 | 3.26% | Y | Council |
| Living Longer Living Stronger – casual per session | \$8.05 | \$8.30 | 3.11% | Y | Council |
| Living Longer Living Stronger – 10 Class Pass | \$72.30 | \$74.70 | 3.32% | Y | Council |
| Living Longer Living Stronger Appraisal | \$62.30 | \$64.35 | 3.29% | Y | Council |
| BLC Seniors Program – Casual per session | \$6.70 | \$6.90 | 2.99% | Y | Council |
| BLC Seniors Program – 10 Class pass | \$60.25 | \$62.25 | 3.32% | Y | Council |
| Specialised Children's programs | \$11.30 | \$11.65 | 3.10% | Y | Council |
| School Holiday Programmes | | | Cost + 20% | Y | Council |

Gymnasium

| | | | | | |
|--|----------|----------|-------|---|---------|
| Gym Appraisal | \$49.95 | \$51.60 | 3.30% | Y | Council |
| Gym Appraisal – Concession | \$44.95 | \$46.45 | 3.34% | Y | Council |
| Gym Casual Entry | \$14.95 | \$15.45 | 3.34% | Y | Council |
| Gym Casual Entry – Concession | \$13.35 | \$13.80 | 3.37% | Y | Council |
| Gym 10 Class Entry | \$134.20 | \$138.65 | 3.32% | Y | Council |
| Gym 10 Class Entry – Concession | \$119.85 | \$123.80 | 3.30% | Y | Council |
| Gym Casual Entry – Youth 14-17 years | \$10.30 | \$10.65 | 3.40% | Y | Council |
| Gym 10 Class Entry – Youth 14-17 years | \$92.70 | \$95.75 | 3.29% | Y | Council |
| Personal Training Casual Visit (30 minutes) | \$46.35 | \$47.90 | 3.34% | Y | Council |
| Personal Training Casual Visit (60 minutes) | \$72.10 | \$74.50 | 3.33% | Y | Council |
| Personal Training 10 Pass Entry (30 minutes) | \$417.15 | \$430.90 | 3.30% | Y | Council |
| Personal Training 10 Pass Entry (60 minutes) | \$648.90 | \$670.30 | 3.30% | Y | Council |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Gymnasium [continued]

| | | | | | |
|---|----------|----------|-------|---|---------|
| Personal Training Casual Visit (30 minutes) – Concession | \$41.70 | \$43.10 | 3.36% | Y | Council |
| Personal Training Casual Visit (60 minutes) – Concession | \$64.90 | \$67.05 | 3.31% | Y | Council |
| Personal Training 10 Pass Entry (30 minutes) – Concession | \$375.45 | \$387.85 | 3.30% | Y | Council |
| Personal Training 10 Pass Entry (60 minutes) – Concession | \$584.00 | \$603.25 | 3.30% | Y | Council |

Other Recreation Charges

| | | | | | |
|--|----------|----------|-------|---|---------|
| Non-returned/Replacement Membership Card/Fob | \$25.00 | \$25.00 | 0.00% | Y | Council |
| Direct Debit Cancellation Fee | \$100.00 | \$100.00 | 0.00% | Y | Council |
| Hire of sound system equipment for delivery of fitness classes | \$13.00 | \$13.45 | 3.46% | Y | Council |
| Bib Hire (Netball/Basketball) – per game | \$4.05 | \$4.20 | 3.70% | Y | Council |
| Skate Entry | \$5.30 | \$5.50 | 3.77% | Y | Council |
| Skate Equipment Hire | \$5.30 | \$5.50 | 3.77% | Y | Council |
| Table Tennis | \$5.55 | \$5.75 | 3.60% | Y | Council |
| Casual Social Sports Entry Fee | \$5.15 | \$5.30 | 2.91% | Y | Council |
| Nordic Walking Pole Hire | \$3.60 | \$3.70 | 2.78% | Y | Council |

Aquatic

Aquatic Fees

Under 2 year free entry

| | | | | | |
|--|----------|----------|-------|---|---------|
| Adult Entry | \$6.00 | \$6.20 | 3.33% | Y | Council |
| Spectator (inc Vac swim) | | | Free | Y | Council |
| Child Entry 2-17 years | \$3.50 | \$3.60 | 2.86% | Y | Council |
| Adult Entry – Concession | \$5.40 | \$5.60 | 3.70% | Y | Council |
| Spectator – Concession | | | Free | Y | Council |
| Child Entry – Concession 2-17 years | \$3.15 | \$3.25 | 3.17% | Y | Council |
| Aqua Aerobics Casual | \$13.50 | \$13.95 | 3.33% | Y | Council |
| Aqua Aerobics Casual – Concession | \$12.15 | \$12.55 | 3.29% | Y | Council |
| Aqua Aerobics 10 Class Entry | \$121.50 | \$125.50 | 3.29% | Y | Council |
| 10 Entry Pass – Adult | \$54.00 | \$55.80 | 3.33% | Y | Council |
| 10 Entry Pass – Child | \$31.50 | \$32.55 | 3.33% | Y | Council |
| 10 Entry Pass – Adult Concession | \$48.60 | \$50.20 | 3.29% | Y | Council |
| 10 Entry Pass – Child Concession 2-17 years | \$28.35 | \$29.30 | 3.35% | Y | Council |
| Lil Fishes – 1 parent + 1 child per class | \$8.50 | \$8.80 | 3.53% | Y | Council |
| Learn 2 Swim – 1 parent + 1 child per class | \$8.50 | \$8.80 | 3.53% | Y | Council |
| Individual 1 on 1 Swimming Lesson – 30 mins | \$35.00 | \$36.15 | 3.29% | Y | Council |
| Individual 1 on 1 Swimming Lesson – 30 mins Concession | \$31.50 | \$32.55 | 3.33% | Y | Council |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Carnivals

| | | | | | |
|---|----------|----------|-------|---|---------|
| Daily Hire Carnivals/Events – Full Day Entry & Venue Hire | \$360.50 | \$372.40 | 3.30% | Y | Council |
| Daily Hire Carnivals/Events – Half Day Entry & Venue Hire | \$216.30 | \$223.45 | 3.31% | Y | Council |

Other Aquatic Charges

| | | | | | |
|---|----------|----------|-------|---|---------|
| Inflatable Hire + Life Guard Supervision Per Hour | \$114.85 | \$118.65 | 3.31% | Y | Council |
| Lane Hire Per Hour | \$17.50 | \$18.05 | 3.14% | Y | Council |

Bridgetown Regional Library

Library Fees

| | | | | | |
|--|---------|-------------------------|-------|---|------------|
| Library Programs | | Cost + 20% | | Y | Council |
| Administration Fee Lost/Damaged Book | \$10.60 | \$10.95 | 3.30% | Y | Council |
| Replacement of Lost Book – as per SLWA depreciated value table | | As per value SLWA table | | Y | Regulatory |
| Exhibition or Book Launch | | 10% Comm | | Y | Council |
| Book Club – per month | \$10.50 | \$10.85 | 3.33% | Y | Council |
| CD/DVD Cleaning | \$5.30 | \$5.50 | 3.77% | Y | Council |

Photocopying B&W

| | | | | | |
|----------------|--------|--------|-------|---|---------|
| Single Side A4 | \$0.65 | \$0.65 | 0.00% | Y | Council |
| Double Side A4 | \$0.90 | \$0.90 | 0.00% | Y | Council |
| Single Side A3 | \$1.10 | \$1.10 | 0.00% | Y | Council |
| Double Side A3 | \$1.65 | \$1.65 | 0.00% | Y | Council |

Photocopying Colour

| | | | | | |
|----------------|--------|--------|-------|---|---------|
| Single Side A4 | \$2.20 | \$2.20 | 0.00% | Y | Council |
| Double Side A4 | \$3.35 | \$3.35 | 0.00% | Y | Council |
| Single Side A3 | \$3.80 | \$3.80 | 0.00% | Y | Council |
| Double Side A3 | \$5.00 | \$5.00 | 0.00% | Y | Council |

Meeting Room

| | | | | | |
|----------------------------|----------|----------|-------|---|---------|
| Commercial Hire – Full Day | \$113.00 | \$116.75 | 3.32% | Y | Council |
| Commercial Hire – Half Day | \$56.50 | \$58.35 | 3.27% | Y | Council |
| Bond | \$50.00 | \$50.00 | 0.00% | N | Trust |

Summer Outdoor Film Festival

| | | | | | |
|--------|--------|--------|-------|---|---------|
| Adults | \$6.00 | \$6.50 | 8.33% | Y | Council |
|--------|--------|--------|-------|---|---------|

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Summer Outdoor Film Festival [continued]

| | | | | | |
|-------------------------------------|---------|---------|--------|---|---------|
| Child – under 16 years | \$3.00 | \$3.50 | 16.67% | Y | Council |
| Family Pass – 2 adults + 2 under 16 | \$12.00 | \$12.50 | 4.17% | Y | Council |

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| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Tourism

Bridgetown Greenbushes Visitor Information Centre

Display/Advertising Fees

| | | | | | |
|-------------------------------------|----------|----------|-------|---|---------|
| Trade Show Brochure Display | \$53.05 | \$54.80 | 3.30% | Y | Council |
| 1m2 Window Display Monthly Rental | \$64.80 | \$66.95 | 3.32% | Y | Council |
| 1m2 Window Display Quarterly Rental | \$165.00 | \$170.45 | 3.30% | Y | Council |
| 1m2 Floor Display Monthly Rental | \$58.95 | \$60.90 | 3.31% | Y | Council |
| 1m2 Floor Display Quarterly Rental | \$141.40 | \$146.05 | 3.29% | Y | Council |
| Brochure Racking | \$71.90 | \$74.25 | 3.27% | Y | Council |

Peak Window Display Fees 31/10-14/11 (Inc. Festival of Country Gardens and Blues Festival)

| | | | | | |
|---|----------|----------|-------|---|---------|
| Whole Window | \$377.15 | \$389.60 | 3.30% | Y | Council |
| Half Window (minimum of 2 businesses to participate, price per business) | \$235.65 | \$243.45 | 3.31% | Y | Council |
| Quarter Window (minimum of 4 businesses to participate, price per business) | \$157.90 | \$163.10 | 3.29% | Y | Council |

Commission Rates

| | | | | | |
|--|--|------------------------|--|---|---------|
| Online event ticket sales where cost of ticket => \$50.00 each | | \$4.00 + 1% | | Y | Council |
| | | Min. Fee: \$3.64 | | | |
| Online event ticket sales where cost of ticket < \$50.00 each | | 5% Comm | | Y | Council |
| | | Last YR Fee 5% Comm | | | |
| Merchandise items on consignment | | 25% | | Y | Council |
| Accommodation/Tour Bookings | | 12.5% | | Y | Council |

Membership Fees Accommodation Providers

| | | | | | |
|-------------------|----------|----------|-------|---|---------|
| Small 1-4 units | \$362.35 | \$374.30 | 3.30% | Y | Council |
| Medium 5-10 units | \$434.30 | \$448.65 | 3.30% | Y | Council |
| Large >10 units | \$506.80 | \$523.50 | 3.30% | Y | Council |

Food Outlets/Wineries attractions

| | | | | | |
|--------------------------------------|----------|----------|-------|---|---------|
| Food Outlets, Wineries & Attractions | \$362.35 | \$374.30 | 3.30% | Y | Council |
| Medium – seating 30-59 | \$434.30 | \$448.65 | 3.30% | Y | Council |
| Large – seating >60 | \$506.80 | \$523.50 | 3.30% | Y | Council |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Retail & Main Street Traders

| | | | | | |
|------------------------------|----------|----------|-------|---|---------|
| Retail & Main Street Traders | \$362.35 | \$374.30 | 3.30% | Y | Council |
| Medium < 8 staff | \$434.30 | \$448.65 | 3.30% | Y | Council |
| Large > 8 staff | \$506.80 | \$523.50 | 3.30% | Y | Council |

Members from Another Shire

| | | | | | |
|-------------------|----------|----------|-------|---|---------|
| Small 1-4 units | \$253.45 | \$261.80 | 3.29% | Y | Council |
| Medium 5-10 units | \$289.95 | \$299.50 | 3.29% | Y | Council |
| Large >10 units | \$362.35 | \$374.30 | 3.30% | Y | Council |

Other Charges

| | | | | | |
|--|----------|----------|-------|---|---------|
| Jigsaw Gallery – Adult | \$2.00 | \$2.00 | 0.00% | Y | Council |
| Jigsaw Gallery – Child | \$1.00 | \$1.00 | 0.00% | Y | Council |
| Jigsaw Gallery – Family | \$5.00 | \$5.00 | 0.00% | Y | Council |
| Associate membership or not for profit organisations | \$253.45 | \$261.80 | 3.29% | Y | Council |
| Advertising Signs at Information bays (display only, sign to be purchased by applicant) – Annual Fee | \$394.80 | \$407.85 | 3.31% | Y | Council |

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| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Building Control

All fees as per Building Regulations 2012.

Application Building Permit – Class 1 and 10 building

| | | | |
|-------------------------|---|---|------------|
| Uncertified Application | 0.32% of est. value (Inc. GST) of the Building work as determined by the permit authority but not less than \$105 Min. Fee: \$105.00 | N | Regulatory |
| | Last YR Fee 0.32% of est. value (Inc. GST) of the Building work as determined by the permit authority but not less than \$97.70 Min. Fee: \$97.70 | | |
| Certified Application | 0.19% of est. value (Inc. GST) of the Building work as determined by the permit authority but not less than \$105 Min. Fee: \$105.00 | N | Regulatory |
| | Last YR Fee 0.19% of est. value (Inc. GST) of the Building work as determined by the permit authority but not less than \$97.70 Min. Fee: \$97.70 | | |

Application Building Permit – Class 2-9

| | | | |
|-----------------------------------|---|---|------------|
| Certified Application – Class 2-9 | 0.09% of est. value (Inc. GST) of the Building work as determined by the permit authority but not less than \$105 Min. Fee: \$105.00 | N | Regulatory |
| | Last YR Fee 0.09% of est. value (Inc. GST) of the Building work as determined by the permit authority but not less than \$97.70 Min. Fee: \$97.90 | | |

Application Demolition Permit

| | | | | | |
|---------------------------------------|---------|--|-------|---|------------|
| Demolition of Class 1 and 10 Building | \$97.70 | \$105.00 | 7.47% | N | Regulatory |
| Demolition of Class 2-9 Building | | \$105 per storey Min. Fee: \$105.00 | | N | Regulatory |
| | | Last YR Fee \$97.90 per storey Min. Fee: \$97.90 | | | |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Other Application Permits

| | | | | | |
|--|---|----------|-------|---|------------|
| Application to extend the time during which a building or demolition permit has effect | \$97.70 | \$105.00 | 7.47% | N | Regulatory |
| Application to amend a building permit – all classes | Same calculation as for application for building permit based on change to contract value but not less than \$105 Min. Fee: \$105.00 | | | N | Regulatory |
| | Last YR Fee Same calculation as for application for building permit based on change to contract value but not less than \$97.90 Min. Fee: \$97.90 | | | | |
| Application for an occupancy permit for a completed Building Class 2-9 Building | \$97.70 | \$105.00 | 7.47% | N | Regulatory |
| Application for a temporary occupancy permit for an incomplete building | \$97.70 | \$105.00 | 7.47% | N | Regulatory |
| Application for modification of an occupancy permit for additional use of a building on a temporary basis | \$97.70 | \$105.00 | 7.47% | N | Regulatory |
| Application for a replacement occupancy permit for permanent change of building's use classification | \$97.70 | \$105.00 | 7.47% | N | Regulatory |
| Application for an occupancy permit or building approval certificate for registration of strata scheme, plan of re-subdivision | \$115 or \$11.60 per strata which ever is greater Min. Fee: \$115.00 | | | N | Regulatory |
| | Last YR Fee \$107.70 or \$10.80 per strata which ever is greater Min. Fee: \$107.70 | | | | |
| Application for an occupancy permit for unauthorised Class 2-9 (Certified) | 0.18% of the est. value (Inc. GST) of the unauthorised work, but not less than \$105 Min. Fee: \$105.00 | | | N | Regulatory |
| | Last YR Fee 0.18% of the est. value (Inc. GST) of the unauthorised work, but not less than \$97.70 Min. Fee: \$97.70 | | | | |
| Application for a building approval certificate for unauthorised Class 1 and 10 | 0.38% of the est. value (Inc. GST) of the unauthorised work, but not less than \$105 Min. Fee: \$105.00 | | | N | Regulatory |
| | Last YR Fee 0.38% of the est. value (Inc. GST) of the unauthorised work, but not less than \$97.70 Min. Fee: \$97.70 | | | | |
| Application to replace an occupancy permit for an existing building | \$97.70 | \$105.00 | 7.47% | N | Regulatory |
| Application for a building approval certificate for building with existing authorisation Class 1 and 10 | \$97.70 | \$105.00 | 7.47% | N | Regulatory |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Other Application Permits [continued]

| | | | | | |
|---|--|----------|-------|---|------------|
| Application to extend the time during which an occupancy permit or building approval certificate has effect | \$97.70 | \$105.00 | 7.47% | N | Regulatory |
| Swimming Pool Inspection Fee (annual) | \$57.30 | \$57.30 | 0.00% | N | Regulatory |
| Unscheduled Pool Inspection (additional to 4 yearly regulatory inspection) | \$100 per hour but not less than \$150 Min. Fee: \$150.00 | | | N | Council |

Shire Building Services

Building Services Certification Service

| | | | | | |
|---|--|--|--|---|---------|
| Request for Certificate of Design Compliance – Class 1 and 10 building (within Shire district) | 0.13% of est. value but not less than \$500 Min. Fee: \$454.54 | | | Y | Council |
| Request for Certificate of Design Compliance – Class 2-9 buildings (within Shire District) | 0.11% of the est. value (Inc. GST) of the Building work, but not less than \$1,000 Min. Fee: \$909.09 | | | Y | Council |
| Request for Certificate of Construction Compliance, Building Compliance, or Other Compliance (within Shire district) | \$100 per hour but not less than \$500.00 Min. Fee: \$454.54 | | | Y | Council |
| Request for Certificate of Construction Compliance, Building Compliance, Design Compliance or Other Compliance (outside Shire district) | \$150 per hour (including travel) but not less than \$500 Min. Fee: \$454.54 | | | Y | Council |
| Request for seeking confirmation Planning, Environmental Health, Infrastructure requirements have been met | \$100 per hour but not less than \$100 Min. Fee: \$90.91 | | | Y | Council |

Copy of Building and/or Septic Tank Plans

| | | | | | |
|---|---------|---------|-------|---|---------|
| Copy of Building and/or Septic Tank Plans | \$55.00 | \$56.80 | 3.27% | Y | Council |
|---|---------|---------|-------|---|---------|

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Works & Services

Residential Crossovers

A minimum standard crossover (for the purposes of the Local Government Act 1995) has the following dimensions:

- Length (verge width) = 7m Width at boundary line = 3m Width at edge of road = 6m Area = 31.5m²
- Thickness for concrete = 100mm Thickness for Asphalt = 25mm
- Thickness of base course for Asphalt/Spray Seal = 100mm Thickness of sub base course for Asphalt/Spray seal = 100mm

| | | | | | |
|--|----------|----------|-------|---|---------|
| Shire contribution to a concrete crossover is half the cost of the crossover to a maximum of | \$870.90 | \$882.20 | 1.30% | N | Council |
| Shire contribution to a brick paved crossover is half the cost of the crossover to a maximum of | \$870.90 | \$882.20 | 1.30% | N | Council |
| Shire contribution to an asphalt crossover is half the cost of the crossover to a maximum of | \$735.15 | \$744.70 | 1.30% | N | Council |
| Shire contribution to a 2 coat, 5mm stone, spray seal crossover is half the cost to a maximum of | \$689.95 | \$698.90 | 1.30% | N | Council |
| Shire contribution to a gravel crossover is half the cost to a maximum of | \$452.45 | \$458.35 | 1.30% | N | Council |

Culverts

In addition to the above construction costs, a Shire contribution is available if a culvert is required.

| | | | | | |
|--|----------|----------|-------|---|---------|
| Shire Contribution – Two Pipes/Headwalls 300mm | \$339.35 | \$343.75 | 1.30% | N | Council |
| Shire Contribution – Two Pipes/Headwalls 375mm | \$463.70 | \$469.75 | 1.30% | N | Council |
| Shire Contribution – Three Pipes/Headwalls 300mm | \$384.60 | \$389.60 | 1.30% | N | Council |
| Shire Contribution – Three Pipes/Headwalls 375mm | \$463.70 | \$469.75 | 1.30% | N | Council |
| Shire Contribution – Two Pipes Only 300mm | \$169.65 | \$171.85 | 1.30% | N | Council |
| Shire Contribution – Three Pipes Only 300mm | \$192.30 | \$194.80 | 1.30% | N | Council |
| Shire Contribution – Three Pipes Only 375mm | \$231.85 | \$234.85 | 1.29% | N | Council |

Accessing Water from Shire Standpipes

| | | | | | |
|---------------------------------|--------|---------|---------|---|---------|
| Standpipe Water – per kilolitre | \$3.75 | \$11.00 | 193.33% | N | Council |
|---------------------------------|--------|---------|---------|---|---------|

Evaluation of Traffic Management Plans

| | | | | | |
|---|---------|---------|-------|---|---------|
| AB Evaluation of Traffic Management Plans | \$40.80 | \$42.15 | 3.31% | N | Council |
| Evaluation of Traffic Management Plans | \$94.25 | \$97.35 | 3.29% | N | Council |

Directional Signs

| | | | | | |
|--|----------|----------|------------|---|---------|
| Ordering and Erection (fingerboards signs only) | \$394.80 | \$407.85 | 3.31% | Y | Council |
| Ordering and Erection (other than fingerboard & larger signs cost + 30% administration charge) | | | Cost + 30% | Y | Council |

| Name | Year 18/19 Fee (incl. GST) | Year 19/20 Fee (incl. GST) | Increase % | GST | Class Type |
|------|----------------------------------|----------------------------------|---------------|-----|------------|
|------|----------------------------------|----------------------------------|---------------|-----|------------|

Other Fees & Charges

| | | | | | |
|---|----------|--------------------|------------|---|---------|
| Charge for quotation to set up physical road closure | \$151.45 | \$156.45 | 3.30% | Y | Council |
| Temporary Heavy Haulage Approvals | \$193.00 | \$199.35 | 3.29% | N | Council |
| Private Works Jobs Wet Hire of Machinery & Materials | | | Cost + 30% | Y | Council |
| Bridgetown Greenbushes Local Authority Plate Fee | \$31.80 | \$32.85 | 3.30% | Y | Council |
| Replacement Rural Street Numbering Sign | \$62.45 | \$64.50 | 3.28% | Y | Council |
| Pesticide Free Notification Signs | \$62.45 | \$64.50 | 3.28% | Y | Council |
| Non-Pesticide Use of Section of Road Adjacent to Private Property Signs | \$62.45 | \$64.50 | 3.28% | Y | Council |
| Electric Vehicle Recharge Station | | 0.45 cents per kWh | | Y | Council |

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OBJECTIVES AND REASONS FOR PROPOSED DIFFERENTIAL RATES FOR THE YEAR ENDING 30 JUNE 2020

In accordance with Section 6.36 of the Local Government Act 1995, the Shire of Bridgetown-Greenbushes is required to publish its Objects and Reasons for implementing Differential Rates.

Overall Objective

The purpose of the levying of rates is to meet Council's budget requirements in each financial year in order to deliver services and community infrastructure. The Shire of Bridgetown-Greenbushes maintains facilities for and provides services to a diverse and changing district comprising of residential, commercial, industrial, rural, urban farmland and mining land.

Property valuations provided by the Valuer General are used as the basis for the calculation of rates each year. Section 6.33 of the Local Government Act 1995 provides the ability to differentially rate properties based on zoning and/or land use as determined by the Shire of Bridgetown-Greenbushes. The application of differential rating maintains equity in the rating of properties across the Shire, enabling the Council to provide facilities, infrastructure and services to the entire community.

As part of its budget deliberations Council has determined the budget deficiency by:

- Reviewing all revenue sources and expenditure
- Assessing the current corporate business plan taking into consideration the Shire's strategic community plan and long term financial plan
- Consideration and introduction of the following efficiency measures:
 - ongoing monitoring and review of the Bridgetown Leisure Centre operations and services
 - implementation of the recently endorsed Workforce Plan which identifies a number of efficiency measures
 - a commitment in the corporate business plan to progressively review service levels
 - implementation or administration of various operational procedures including some relating to procurement
 - financial ratios report with improvement action plan
 - adoption of a new project management framework requiring prioritisation of projects that are in accordance with Council's strategic plan

- improved budgeting processes for costing of major capital works projects
- commencement of a monthly cost efficiency review of recurrent operational expenditure items (includes reporting to Council)

The estimated budget deficiency of \$4.72m will result in an increase to the total rate yield of 3.8% from the 2018/19 rate yield (adjusted for natural growth).

In setting the rates in the dollar Council has considered its existing differential rating categories in line with the key values contained within the Rating Policy Differential Rates (s.6.33) released by the Department of Local Government, Sport and Cultural Industries, being:

- Objectivity
- Fairness and equity
- Consistency
- Transparency and administrative efficiency

For the 2019/20 financial year Council will maintain its existing differential rating categories of rural and mining land in an attempt to ensure that the rates revenue from these classes is collected on an equitable basis, taking into consideration the cost of delivering services to each of the respective land classes in the district. Council will maintain existing relativities between all rating categories to those that applied in 2018/19 (adjusted for natural growth). This will ensure an equitable distribution of the required rates yield from one year to the next.

RATING CATEGORIES

Gross Rental Value (GRV)

The Local Government Act 1995 determines that properties of a non-rural purpose be rated using the Gross Rental Valuation (GRV) as the basis for the calculation of annual rates. The Shire of Bridgetown-Greenbushes applies one general GRV rate in the dollar to all such properties. The rate in the dollar applied ensures this rating category will pay a particular percentage of the overall rate yield to reflect the level of services provided.

General Gross Rental Value (GRV) Rate

| | <u>Rate in the \$</u> | <u>Minimum Rate</u> |
|--------------------------|-----------------------|---------------------|
| Gross Rental Value (GRV) | 8.8471 cents | \$942.00 |

Unimproved Value (UV)

The Local Government Act 1995 indicates that where the land is used predominantly for rural or for mining purposes, the unimproved value of the land will be used as the basis for the rates. Unimproved value (UV) means the capital amount that an estate of fee simple in the land might reasonably be expected to realise upon sale, assuming that any improvements to the land had not been made. Unimproved values are supplied and updated by the Valuer General on

an annual basis. Council applies the following differential unimproved value rating categories:

Rural UV - Consists of properties that are exclusively for rural use and is considered to be the base rate by which all other UV rated properties are assessed. The rate in the dollar applied ensures this rating category will pay a particular percentage of the overall rate yield to reflect the level of services provided.

Mining UV – Consists of mining and exploration tenements located in the district. The higher rate applied to this category reflects the Shire’s experience that mining activities associated with these tenements impact as follows:

- there is substantially greater burden on the Shire’s internal road network caused by heavy haulage mining vehicles;
- disturbance to the landscape on and adjacent to tenements requires Shire oversight and input with noxious weed mitigation and management; and
- administration and oversight of the application and approvals process for new tenement areas noting that these applications do not attract a fee to the Shire.

Differential Unimproved Value (UV) Rates

| | <u>Rate in the \$</u> |
|-------------|-----------------------|
| Rural (UV) | 0.6417 cents |
| Mining (UV) | 8.1436 cents |

Differential Minimum Payment (UV)

A reduced minimum rate will apply to Mining (UV) properties. This will ensure not more than 50% of properties within this category are on the minimum rate as required by Section 6.35 of the Local Government Act 1995.

| | <u>Minimum Rate</u> |
|-------------|---------------------|
| Rural (UV) | \$1,168.00 |
| Mining (UV) | \$554.00 |

SUMMARY

In arriving at the proposed rates in the dollar the Council has attempted to balance the need for revenue to fund essential services and facilities with the desire to limit any increase on ratepayers to an affordable level in an equitable manner.

Submissions addressed to the Chief Executive Officer, Shire of Bridgetown-Greenbushes, P.O. Box 271, Bridgetown WA 6255, by electors or ratepayers in respect of the proposed Differential Rates shall be lodged and received at the Shire Offices by close of business Thursday, 27 June 2019.



SHIRE OF BRIDGETOWN-GREENBUSHES

MONTHLY FINANCIAL REPORT

For the Period Ended 30 April 2019

LOCAL GOVERNMENT ACT 1995

LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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Detailed account schedules will be provided with financial reports to be presented at the following Council meetings:

October 2018

March 2019 (Budget Review)

July 2019

SHIRE OF BRIDGETOWN-GREENBUSHES
STATEMENT OF FINANCIAL ACTIVITY
(Statutory Reporting by Program)
For the Period Ended 30 April 2019

| | Amended Annual Budget | Amended YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)-(a)/(a) |
|--|-----------------------|------------------------|------------------|-----------------|--------------------|
| Note | \$ | \$ | \$ | \$ | % |
| Operating Revenues | | | | | |
| Governance | 369 | 219 | 220 | 1 | 0.62% |
| General Purpose Funding - Rates | 4,640,351 | 4,575,274 | 4,573,278 | (1,996) | (0.04%) |
| General Purpose Funding - Other | 1,058,135 | 791,893 | 786,403 | (5,490) | (0.69%) |
| Law, Order and Public Safety | 895,434 | 332,928 | 336,862 | 3,934 | 1.18% |
| Health | 15,200 | 15,000 | 13,393 | (1,607) | (10.71%) |
| Education and Welfare | 20,509 | 2,050 | 399 | (1,651) | (80.52%) |
| Housing | 21,000 | 17,140 | 17,935 | 795 | 4.64% |
| Community Amenities | 1,070,765 | 1,047,837 | 1,035,946 | (11,891) | (1.13%) |
| Recreation and Culture | 478,107 | 372,735 | 390,494 | 17,759 | 4.76% |
| Transport | 1,193,173 | 980,848 | 966,874 | (13,974) | (1.42%) |
| Economic Services | 113,388 | 100,927 | 101,797 | 870 | 0.86% |
| Other Property and Services | 149,226 | 113,094 | 107,462 | (5,632) | (4.98%) |
| Total Operating Revenue | 9,655,657 | 8,349,945 | 8,331,065 | (18,880) | |
| Operating Expenses | | | | | |
| Governance | (1,037,244) | (770,169) | (765,203) | 4,966 | 0.64% |
| General Purpose Funding | (185,077) | (93,045) | (92,179) | 866 | 0.93% |
| Law, Order and Public Safety | (993,103) | (780,334) | (734,890) | 45,444 | 5.82% |
| Health | (85,618) | (70,891) | (69,983) | 908 | 1.28% |
| Education and Welfare | (227,959) | (176,261) | (160,244) | 16,017 | 9.09% |
| Housing | (34,105) | (28,739) | (24,989) | 3,750 | 13.05% |
| Community Amenities | (1,800,247) | (1,465,114) | (1,432,384) | 32,730 | 2.23% |
| Recreation and Culture | (3,106,462) | (2,446,872) | (2,254,961) | 191,911 | 7.84% |
| Transport | (3,799,058) | (3,114,913) | (2,973,535) | 141,378 | 4.54% |
| Economic Services | (625,917) | (520,136) | (478,607) | 41,529 | 7.98% |
| Other Property and Services | (149,805) | (114,508) | (163,637) | (49,129) | (42.90%) |
| Total Operating Expenditure | (12,044,595) | (9,580,982) | (9,150,612) | 430,370 | |
| Funding Balance Adjustments | | | | | |
| Add back Depreciation | 3,449,719 | 2,883,288 | 2,870,968 | (12,320) | |
| Adjust (Profit)/Loss on Asset Disposal | 34,391 | 8,660 | 6,723 | (1,937) | |
| Adjust Provisions and Accruals | 0 | 0 | 3,213 | 3,213 | |
| Net Cash from Operations | 1,095,172 | 1,660,911 | 2,061,357 | 400,446 | |
| Capital Revenues | | | | | |
| Proceeds from Disposal of Assets | 269,228 | 213,652 | 176,460 | (37,192) | (17.41%) |
| Total Capital Revenues | 269,228 | 213,652 | 176,460 | (37,192) | |
| Capital Expenses | | | | | |
| Land and Buildings | (1,122,424) | (548,534) | (327,800) | 220,734 | 40.24% |
| Infrastructure - Roads | (1,650,236) | (1,619,432) | (1,377,273) | 242,159 | 14.95% |
| Infrastructure - Footpaths | 0 | 0 | 0 | 0 | |
| Infrastructure - Drainage | (139,099) | (104,929) | (87,225) | 17,704 | 16.87% |
| Infrastructure - Parks and Ovals | (53,210) | (24,210) | (8,627) | 15,583 | 64.37% |
| Infrastructure - Bridges | (332,216) | (332,216) | (332,216) | 0 | 0.00% |
| Infrastructure - Other | (502,925) | (393,367) | (367,000) | 26,367 | 6.70% |
| Plant and Equipment | (975,281) | (366,093) | (362,717) | 3,376 | 0.92% |
| Furniture and Equipment | (16,500) | (16,500) | 0 | 16,500 | 100.00% |
| Total Capital Expenditure | (4,791,891) | (3,405,281) | (2,862,858) | 542,423 | |

SHIRE OF BRIDGETOWN-GREENBUSHES
STATEMENT OF FINANCIAL ACTIVITY
(Statutory Reporting by Program)
For the Period Ended 30 April 2019

| | Note | Amended Annual Budget | Amended YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)-(a)/(a) |
|--|------|-----------------------|------------------------|--------------------|-----------------|--------------------|
| | | \$ | \$ | \$ | \$ | % |
| Net Cash from Capital Activities | | (4,522,663) | (3,191,629) | (2,686,398) | 505,231 | |
| Financing | | | | | | |
| Proceeds from New Debentures | 10 | 200,000 | 0 | 0 | 0 | |
| Self-Supporting Loan Principal | 10 | 8,337 | 4,130 | 4,130 | 0 | 0.00% |
| Transfer from Reserves | 7 | 2,305,580 | 1,401,417 | 1,401,417 | 0 | 0.00% |
| Repayment of Debentures | 10 | (268,034) | (132,795) | (132,795) | 0 | 0.00% |
| Transfer to Reserves | 7 | (766,658) | (123,926) | (123,926) | 0 | 0.00% |
| Net Cash from Financing Activities | | 1,479,225 | 1,148,826 | 1,148,826 | 0 | |
| Net Operations, Capital and Financing | | (1,948,266) | (381,892) | 523,785 | 905,677 | |
| Opening Funding Surplus(Deficit) | 2 | 1,948,266 | 1,948,266 | 1,948,267 | 1 | |
| Closing Funding Surplus(Deficit) | 2 | 0 | 1,566,374 | 2,472,052 | 905,678 | |

In accordance with Council's variance policy explanation of material variances are reported at sub program level.

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

SHIRE OF BRIDGETOWN-GREENBUSHES
STATEMENT OF FINANCIAL ACTIVITY
(By Nature or Type)
For the Period Ended 30 April 2019

| | Note | Amended Annual Budget | Amended YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)-(a)/(a) |
|---|------|-----------------------|------------------------|--------------------|-----------------|--------------------|
| | | \$ | \$ | \$ | \$ | % |
| Operating Revenues | | | | | | |
| Rates | 11 | 4,529,351 | 4,476,957 | 4,474,246 | (2,711) | (0.06%) |
| Operating Grants, Subsidies and Contributions | | 1,579,842 | 1,226,073 | 1,187,604 | (38,469) | (3.14%) |
| Grants, Subsidies and Contributions for the Development of Assets | | 1,593,701 | 871,583 | 914,670 | 43,087 | 4.94% |
| Fees and Charges | | 1,620,459 | 1,525,611 | 1,498,817 | (26,794) | (1.76%) |
| Interest Earnings | | 204,821 | 157,362 | 157,096 | (266) | (0.17%) |
| Other Revenue | | 121,446 | 86,322 | 91,172 | 4,850 | 5.62% |
| Profit on Disposal of Assets | 8 | 6,037 | 6,037 | 7,460 | 1,423 | 23.57% |
| Total Operating Revenue | | 9,655,657 | 8,349,945 | 8,331,065 | (18,880) | |
| Operating Expenses | | | | | | |
| Employee Costs | | (4,590,710) | (3,662,127) | (3,491,778) | 170,349 | 4.65% |
| Materials and Contracts | | (3,037,301) | (2,210,576) | (1,993,113) | 217,463 | 9.84% |
| Utility Charges | | (268,000) | (227,220) | (205,934) | 21,286 | 9.37% |
| Depreciation on Non-Current Assets | | (3,449,719) | (2,883,288) | (2,870,968) | 12,320 | 0.43% |
| Interest Expenses | | (77,918) | (38,908) | (39,892) | (984) | (2.53%) |
| Insurance Expenses | | (264,694) | (264,612) | (265,150) | (538) | (0.20%) |
| Other Expenditure | | (315,825) | (279,554) | (269,594) | 9,960 | 3.56% |
| Loss on Disposal of Assets | 8 | (40,428) | (14,697) | (14,183) | 514 | 3.50% |
| Total Operating Expenditure | | (12,044,595) | (9,580,982) | (9,150,612) | 430,370 | |
| Funding Balance Adjustments | | | | | | |
| Add back Depreciation | | 3,449,719 | 2,883,288 | 2,870,968 | (12,320) | |
| Adjust (Profit)/Loss on Asset Disposal | 8 | 34,391 | 8,660 | 6,723 | (1,937) | |
| Adjust Provisions and Accruals | | 0 | 0 | 3,213 | 3,213 | |
| Net Cash from Operations | | 1,095,172 | 1,660,911 | 2,061,357 | 400,446 | |
| Capital Revenues | | | | | | |
| Proceeds from Disposal of Assets | 8 | 269,228 | 213,652 | 176,460 | (37,192) | (17.41%) |
| Total Capital Revenues | | 269,228 | 213,652 | 176,460 | (37,192) | |
| Capital Expenses | | | | | | |
| Land and Buildings | | (1,122,424) | (548,534) | (327,800) | 220,734 | 40.24% |
| Infrastructure - Roads | | (1,650,236) | (1,619,432) | (1,377,273) | 242,159 | 14.95% |
| Infrastructure - Footpaths | | 0 | 0 | 0 | 0 | |
| Infrastructure - Drainage | | (139,099) | (104,929) | (87,225) | 17,704 | 16.87% |
| Infrastructure - Parks and Ovals | | (53,210) | (24,210) | (8,627) | 15,583 | 64.37% |
| Infrastructure - Bridges | | (332,216) | (332,216) | (332,216) | 0 | 0.00% |
| Infrastructure - Other | | (502,925) | (393,367) | (367,000) | 26,367 | 6.70% |
| Plant and Equipment | | (975,281) | (366,093) | (362,717) | 3,376 | 0.92% |
| Furniture and Equipment | | (16,500) | (16,500) | 0 | 16,500 | 100.00% |
| Total Capital Expenditure | 9 | (4,791,891) | (3,405,281) | (2,862,858) | 542,423 | |
| Net Cash from Capital Activities | | (4,522,663) | (3,191,629) | (2,686,398) | 505,231 | |

SHIRE OF BRIDGETOWN-GREENBUSHES
STATEMENT OF FINANCIAL ACTIVITY
(By Nature or Type)
For the Period Ended 30 April 2019

| | Note | Amended Annual Budget | Amended YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)-(a)/(a) |
|--|------|-----------------------|------------------------|------------------|-----------------|--------------------|
| | | \$ | \$ | \$ | \$ | % |
| Financing | | | | | | |
| Proceeds from New Debentures | 10 | 200,000 | 0 | 0 | 0 | |
| Self-Supporting Loan Principal | 10 | 8,337 | 4,130 | 4,130 | 0 | 0.00% |
| Transfer from Reserves | 7 | 2,305,580 | 1,401,417 | 1,401,417 | 0 | 0.00% |
| Repayment of Debentures | 10 | (268,034) | (132,795) | (132,795) | 0 | 0.00% |
| Transfer to Reserves | 7 | (766,658) | (123,926) | (123,926) | 0 | 0.00% |
| Net Cash from Financing Activities | | 1,479,225 | 1,148,826 | 1,148,826 | 0 | |
| Net Operations, Capital and Financing | | (1,948,266) | (381,892) | 523,785 | 905,677 | |
| Opening Funding Surplus(Deficit) | 2 | 1,948,266 | 1,948,266 | 1,948,267 | 1 | |
| Closing Funding Surplus(Deficit) | 2 | 0 | 1,566,374 | 2,472,052 | 905,678 | |

In accordance with Council's variance policy explanation of material variances are reported at sub program level.

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

SHIRE OF BRIDGETOWN-GREENBUSHES
STATEMENT OF FINANCIAL ACTIVITY
(Statutory Reporting by Sub Program)
For the Period Ended 30 April 2019

| | Amended Annual Budget | Amended YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)-(a)/(a) | Var. |
|--------------------------------------|-----------------------|------------------------|----------------|-----------------|--------------------|------|
| Note | \$ | \$ | \$ | \$ | % | |
| Operating Revenues | | | | | | |
| Governance | | | | | | |
| Members of Council | 50 | 0 | 0 | 0 | | |
| Other Governance | 319 | 219 | 220 | 1 | 0.62% | |
| General Purpose Funding - Rates | | | | | | |
| Rates | 4,640,351 | 4,575,274 | 4,573,278 | (1,996) | (0.04%) | |
| Other General Purpose Funding | 1,058,135 | 791,893 | 786,403 | (5,490) | (0.69%) | |
| Law, Order and Public Safety | | | | | | |
| Fire Prevention | 848,832 | 289,918 | 293,096 | 3,178 | 1.10% | |
| Animal Control | 23,850 | 21,250 | 22,396 | 1,146 | 5.39% | |
| Other Law, Order and Public Safety | 22,752 | 21,760 | 21,370 | (390) | (1.79%) | |
| Health | | | | | | |
| Prev Services - Inspection and Admin | 15,200 | 15,000 | 13,393 | (1,607) | (10.71%) | ▼ |
| Education and Welfare | | | | | | |
| Other Education | 509 | 384 | 399 | 15 | 4.01% | |
| Aged and Disabled - Other | 0 | 0 | 0 | 0 | | |
| Other Welfare | 20,000 | 1,666 | 0 | (1,666) | (100.00%) | ▼ |
| Housing | | | | | | |
| Staff Housing | 21,000 | 17,140 | 17,935 | 795 | 4.64% | |
| Community Amenities | | | | | | |
| Sanitation - General Refuse | 981,242 | 975,442 | 966,755 | (8,687) | (0.89%) | |
| Sanitation - Other | 50 | 0 | 200 | 200 | | |
| Sewerage | 24,700 | 19,352 | 16,918 | (2,434) | (12.58%) | ▼ |
| Town Planning and Regional Develop | 44,273 | 35,733 | 32,865 | (2,868) | (8.03%) | |
| Other Community Amenities | 20,500 | 17,310 | 19,208 | 1,898 | 10.97% | ▲ |
| Recreation and Culture | | | | | | |
| Public Halls and Civic Centres | 17,009 | 14,339 | 13,250 | (1,089) | (7.59%) | |
| Other Recreation and Sport | 446,478 | 345,745 | 366,411 | 20,666 | 5.98% | ▼ |
| Libraries | 11,713 | 10,232 | 9,215 | (1,017) | (9.94%) | |
| Heritage | 1,407 | 919 | 865 | (54) | (5.86%) | |
| Other Culture | 1,500 | 1,500 | 753 | (747) | (49.82%) | |
| Transport | | | | | | |
| Streets and Road Construction | 1,020,496 | 821,706 | 808,106 | (13,600) | (1.66%) | |
| Streets and Road Maintenance | 172,522 | 159,042 | 158,768 | (274) | (0.17%) | |
| Parking Facilities | 55 | 0 | 0 | 0 | | |
| Traffic Control | 100 | 100 | 0 | (100) | (100.00%) | |
| Economic Services | | | | | | |
| Tourism and Area Promotion | 61,938 | 51,537 | 53,060 | 1,523 | 2.95% | |
| Building Control | 40,450 | 39,150 | 36,270 | (2,880) | (7.36%) | |
| Economic Development | 500 | 400 | 295 | (105) | (26.17%) | |
| Other Economic Services | 10,500 | 9,840 | 12,171 | 2,331 | 23.69% | ▲ |
| Other Property and Services | | | | | | |
| Private Works | 73,200 | 52,628 | 45,904 | (6,724) | (12.78%) | ▼ |
| Plant Operation Costs | 30,000 | 25,830 | 25,156 | (674) | (2.61%) | |
| Salaries and Wages | 5,000 | 0 | 0 | 0 | | |
| Corporate Services Department | 4,000 | 4,000 | 4,000 | 0 | 0.00% | |
| Admin and Finance Activity Units | 200 | 160 | 144 | (16) | (9.84%) | |
| Planning and Environment Department | 0 | 0 | 100 | 100 | | |

SHIRE OF BRIDGETOWN-GREENBUSHES
STATEMENT OF FINANCIAL ACTIVITY
(Statutory Reporting by Sub Program)
For the Period Ended 30 April 2019

| | Note | Amended Annual Budget | Amended YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)-(a)/(a) | Var. |
|---------------------------------------|------|-----------------------|------------------------|----------------|-----------------|--------------------|------|
| | | \$ | \$ | \$ | \$ | % | |
| Operating Revenues (Continued) | | | | | | | |
| Community Services Department | | 0 | 0 | 149 | 149 | | |
| Unclassified | | 36,826 | 30,476 | 32,009 | 1,533 | 5.03% | |
| Total Operating Revenue | | 9,655,657 | 8,349,945 | 8,331,065 | (18,880) | | |
| Operating Expenses | | | | | | | |
| Governance | | | | | | | |
| Members of Council | | (319,679) | (263,463) | (258,097) | 5,366 | 2.04% | |
| Other Governance | | (717,565) | (506,706) | (507,107) | (401) | (0.08%) | |
| General Purpose Funding | | | | | | | |
| Rates | | (184,162) | (92,799) | (91,861) | 938 | 1.01% | |
| Other General Purpose Funding | | (915) | (246) | (318) | (72) | (29.21%) | |
| Law, Order and Public Safety | | | | | | | |
| Fire Prevention | | (853,684) | (664,463) | (623,237) | 41,226 | 6.20% | ▲ |
| Animal Control | | (76,992) | (63,053) | (59,985) | 3,068 | 4.87% | |
| Other Law, Order and Public Safety | | (62,427) | (52,818) | (51,668) | 1,150 | 2.18% | |
| Health | | | | | | | |
| Maternal and Infant Health | | (6,000) | (6,000) | (6,000) | 0 | 0.00% | |
| Prev Services - Inspection and Admin | | (72,202) | (59,092) | (58,485) | 607 | 1.03% | |
| Preventative Services - Pest Control | | (1,188) | (799) | (762) | 37 | 4.61% | |
| Preventative Services - Other | | (6,228) | (5,000) | (4,735) | 265 | 5.30% | |
| Education and Welfare | | | | | | | |
| Other Education | | (27,646) | (23,476) | (22,153) | 1,323 | 5.63% | |
| Care of Families and Children | | (88,949) | (76,109) | (71,995) | 4,114 | 5.40% | ▲ |
| Aged and Disabled - Other | | (51,636) | (44,352) | (43,600) | 752 | 1.69% | |
| Other Welfare | | (59,728) | (32,324) | (22,495) | 9,829 | 30.41% | ▲ |
| Housing | | | | | | | |
| Staff Housing | | (34,105) | (28,739) | (24,989) | 3,750 | 13.05% | ▲ |
| Community Amenities | | | | | | | |
| Sanitation - General Refuse | | (871,940) | (719,831) | (705,580) | 14,251 | 1.98% | |
| Sanitation - Other | | (36,806) | (21,449) | (23,864) | (2,415) | (11.26%) | ▼ |
| Sewerage | | (50,478) | (30,678) | (31,544) | (866) | (2.82%) | |
| Urban Stormwater Drainage | | (274,874) | (228,701) | (236,700) | (7,999) | (3.50%) | |
| Protection of Environment | | (75,830) | (69,591) | (69,400) | 191 | 0.27% | |
| Town Planning and Regional Develop | | (256,077) | (201,308) | (200,305) | 1,003 | 0.50% | |
| Other Community Amenities | | (234,242) | (193,556) | (164,990) | 28,566 | 14.76% | ▲ |
| Recreation and Culture | | | | | | | |
| Public Halls and Civic Centres | | (162,619) | (137,440) | (108,205) | 29,235 | 21.27% | ▲ |
| Swimming Areas and Beaches | | (16,710) | (14,218) | (9,319) | 4,899 | 34.45% | ▲ |
| Other Recreation and Sport | | (2,339,284) | (1,799,383) | (1,671,565) | 127,818 | 7.10% | ▲ |
| Television and Radio Re-Broadcasting | | (4,494) | (4,041) | (3,986) | 55 | 1.35% | |
| Libraries | | (444,022) | (374,014) | (357,073) | 16,941 | 4.53% | |
| Heritage | | (76,424) | (62,341) | (52,707) | 9,634 | 15.45% | ▲ |
| Other Culture | | (62,909) | (55,435) | (52,105) | 3,330 | 6.01% | ▲ |
| Transport | | | | | | | |
| Streets and Road Maintenance | | (3,755,192) | (3,097,900) | (2,957,738) | 140,162 | 4.52% | |
| Parking Facilities | | (39,728) | (13,088) | (12,668) | 420 | 3.21% | |
| Traffic Control | | (3,138) | (2,925) | (2,129) | 796 | 27.22% | |

SHIRE OF BRIDGETOWN-GREENBUSHES
STATEMENT OF FINANCIAL ACTIVITY
(Statutory Reporting by Sub Program)
For the Period Ended 30 April 2019

| | Note | Amended Annual Budget | Amended YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)-(a)/(a) | Var. |
|--|------|-----------------------|------------------------|------------------|-----------------|--------------------|------|
| | | \$ | \$ | \$ | \$ | % | |
| Operating Expenses (Continued) | | | | | | | |
| Aerodromes | | (1,000) | (1,000) | (1,000) | 0 | 0.00% | |
| Economic Services | | | | | | | |
| Tourism and Area Promotion | | (385,746) | (317,434) | (295,863) | 21,571 | 6.80% | ▲ |
| Building Control | | (190,042) | (158,494) | (140,145) | 18,349 | 11.58% | ▲ |
| Economic Development | | (32,969) | (31,133) | (28,986) | 2,147 | 6.90% | |
| Other Economic Services | | (17,160) | (13,075) | (13,613) | (538) | (4.11%) | |
| Other Property and Services | | | | | | | |
| Private Works | | (75,006) | (60,830) | (61,178) | (348) | (0.57%) | |
| Works and Services Management | | 5,462 | 153 | (13,075) | (13,228) | (8645.63%) | ▼ |
| Waste Activity Unit | | 1,059 | 2,795 | (3,068) | (5,863) | (209.77%) | ▼ |
| Works Activity Unit | | (4,025) | 681 | 7,108 | 6,427 | 943.77% | ▲ |
| Fleet Activity Unit | | (4,850) | (2,936) | (1,021) | 1,915 | 65.22% | ▲ |
| Plant Operation Costs | | 0 | (38,436) | (38,992) | (556) | (1.45%) | |
| Salaries and Wages | | (5,000) | 5,780 | 5,780 | (0) | | |
| Corporate Services Department | | (5,005) | 3,172 | (13,077) | (16,249) | (512.26%) | ▼ |
| Chief Executive Office Department | | 0 | 16,858 | 812 | (16,046) | (95.18%) | ▼ |
| Admin and Finance Activity Units | | (15,500) | (164) | 0 | 164 | | |
| Planning and Environment Department | | 7,500 | 5,009 | (12,130) | (17,139) | (342.16%) | ▼ |
| Community Services Department | | (1,780) | 1,379 | (8,487) | (9,866) | (715.42%) | ▼ |
| Unclassified | | (52,660) | (47,969) | (26,310) | 21,659 | 45.15% | ▲ |
| Total Operating Expenditure | | (12,044,595) | (9,580,982) | (9,150,612) | 430,370 | | |
| Funding Balance Adjustments | | | | | | | |
| Add back Depreciation | | 3,449,719 | 2,883,288 | 2,870,968 | (12,320) | | |
| Adjust (Profit)/Loss on Asset Disposal | 8 | 34,391 | 8,660 | 6,723 | (1,937) | | |
| Adjust Provisions and Accruals | | 0 | 0 | 3,213 | 3,213 | | |
| Net Cash from Operations | | 1,095,172 | 1,660,911 | 2,061,357 | 400,446 | | |
| Capital Revenues | | | | | | | |
| Proceeds from Disposal of Assets | 8 | | | | | | |
| Governance | | | | | | | |
| Other Governance | | 17,200 | 17,200 | 17,555 | 355 | 2.06% | |
| Law, Order & Public Safety | | | | | | | |
| Fire Prevention | | 46,200 | 8,624 | 8,624 | (0) | (0.00%) | |
| Other Law, Order & Public Safety | | 16,364 | 16,364 | 16,364 | (0) | (0.00%) | |
| Health | | | | | | | |
| Preventative Services | | 18,000 | 18,000 | 18,182 | 182 | 1.01% | |
| Community Amenities | | | | | | | |
| Sanitation - General Refuse | | 0 | 0 | 0 | 0 | | |
| Town Planning | | 17,500 | 17,500 | 17,982 | 482 | 2.75% | |
| Transport | | | | | | | |
| Road Plant Purchases | | 135,964 | 135,964 | 97,755 | (38,209) | (28.10%) | ▼ |
| Economic Services | | | | | | | |
| Building Control | | 18,000 | 0 | 0 | 0 | | |
| Total Capital Revenues | | 269,228 | 213,652 | 176,460 | (37,192) | | |
| Capital Expenses | | | | | | | |
| Governance | | | | | | | |
| Members of Council | | (5,000) | (5,000) | 0 | 5,000 | 100.00% | ▲ |

SHIRE OF BRIDGETOWN-GREENBUSHES
STATEMENT OF FINANCIAL ACTIVITY
(Statutory Reporting by Sub Program)
For the Period Ended 30 April 2019

| | Note | Amended Annual Budget | Amended YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)-(a)/(a) | Var. |
|--|------|-----------------------|------------------------|--------------------|-----------------|--------------------|------|
| | | \$ | \$ | \$ | \$ | % | |
| Capital Expenses (Continued) | | | | | | | |
| Other Governance | | (137,583) | (112,582) | (72,236) | 40,346 | 35.84% | ▲ |
| Law, Order and Public Safety | | | | | | | |
| Fire Prevention | | (512,732) | (34,525) | (31,475) | 3,050 | 8.84% | ▲ |
| Other Law, Order and Public Safety | | (37,000) | (37,000) | (36,682) | 318 | 0.86% | |
| Health | | | | | | | |
| Preventative Services | | (28,368) | (28,368) | (28,368) | (0) | (0.00%) | |
| Housing | | | | | | | |
| Staff Housing | | (17,000) | (15,000) | (9,767) | 5,233 | 34.89% | ▲ |
| Community Amenities | | | | | | | |
| Sanitation - General Refuse | | (159,875) | (159,875) | (151,627) | 8,248 | 5.16% | ▲ |
| Sewerage | | (193,050) | (193,048) | (188,723) | 4,325 | 2.24% | |
| Urban Stormwater Drainage | | (139,099) | (104,929) | (87,225) | 17,704 | 16.87% | ▲ |
| Other Community Amenities | | (36,000) | (36,000) | (32,425) | 3,575 | 9.93% | |
| Recreation and Culture | | | | | | | |
| Public Halls and Civic Centres | | (114,550) | (92,350) | (36,591) | 55,759 | 60.38% | ▲ |
| Swimming Areas and Beaches | | (8,750) | (8,750) | (3,078) | 5,672 | 64.82% | ▲ |
| Other Recreation and Sport | | (674,925) | (228,754) | (132,810) | 95,944 | 41.94% | ▲ |
| Libraries | | (11,500) | (11,500) | (8,663) | 2,837 | 24.67% | ▲ |
| Transport | | | | | | | |
| Streets and Road Construction | | (2,005,452) | (1,974,648) | (1,718,224) | 256,424 | 12.99% | ▲ |
| Road Plant Purchases | | (370,681) | (271,700) | (271,692) | 8 | 0.00% | |
| Economic Services | | | | | | | |
| Tourism and Area Promotion | | (25,000) | 0 | 0 | 0 | | |
| Building Control | | (32,000) | 0 | 0 | 0 | | |
| Other Property and Services | | | | | | | |
| Unclassified | | (283,326) | (91,252) | (53,269) | 37,983 | 41.62% | ▲ |
| Total Capital Expenditure | 9 | (4,791,891) | (3,405,281) | (2,862,858) | 542,423 | | |
| Net Cash from Capital Activities | | (4,522,663) | (3,191,629) | (2,686,398) | 505,231 | | |
| Financing | | | | | | | |
| Proceeds from New Debentures | 10 | 200,000 | 0 | 0 | 0 | | |
| Self-Supporting Loan Principal | 10 | 8,337 | 4,130 | 4,130 | 0 | 0.00% | |
| Transfer from Reserves | 7 | 2,305,580 | 1,401,417 | 1,401,417 | 0 | 0.00% | |
| Repayment of Debentures | 10 | (268,034) | (132,795) | (132,795) | 0 | 0.00% | |
| Transfer to Reserves | 7 | (766,658) | (123,926) | (123,926) | 0 | 0.00% | |
| Net Cash from Financing Activities | | 1,479,225 | 1,148,826 | 1,148,826 | 0 | | |
| Net Operations, Capital and Financing | | (1,948,266) | (381,892) | 523,785 | 905,677 | | |
| Opening Funding Surplus(Deficit) | 2 | 1,948,266 | 1,948,266 | 1,948,267 | 1 | | |
| Closing Funding Surplus(Deficit) | 2 | 0 | 1,566,374 | 2,472,052 | 905,678 | | |

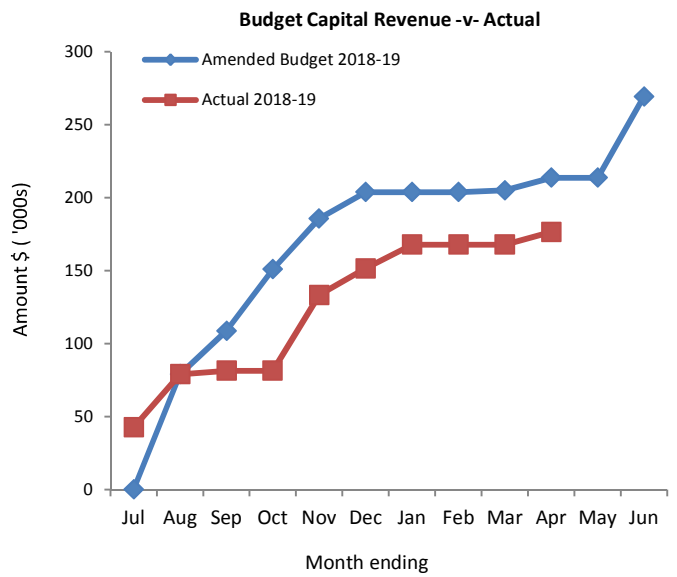
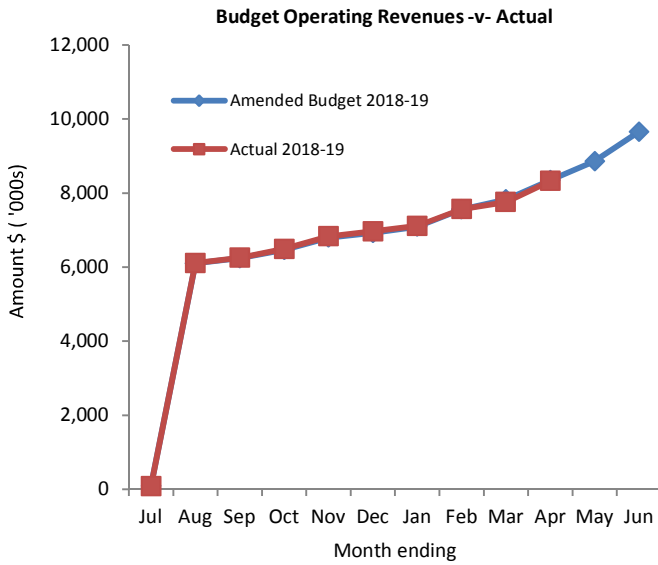
▼Deficit ▲Surplus - Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold. Refer to Note 3 for an explanation of the reasons for the variance.

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

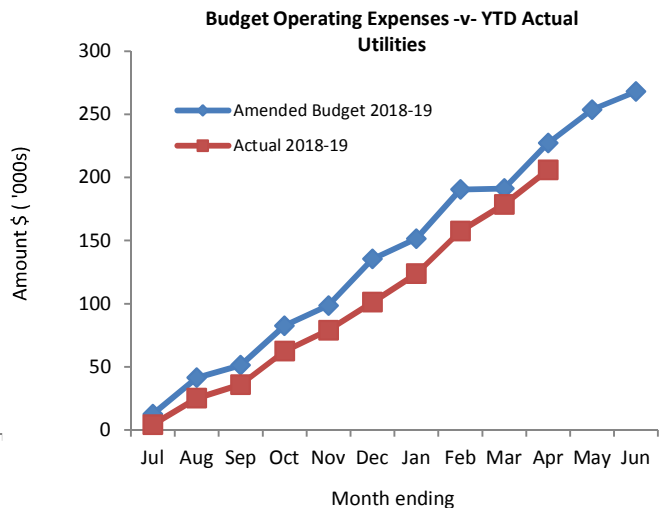
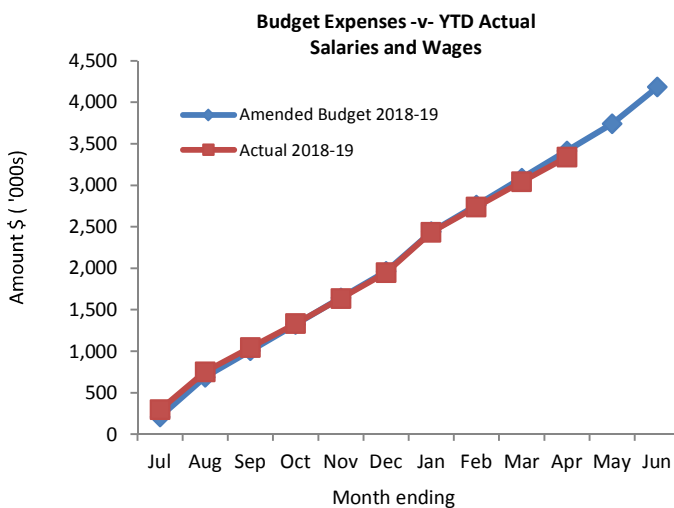
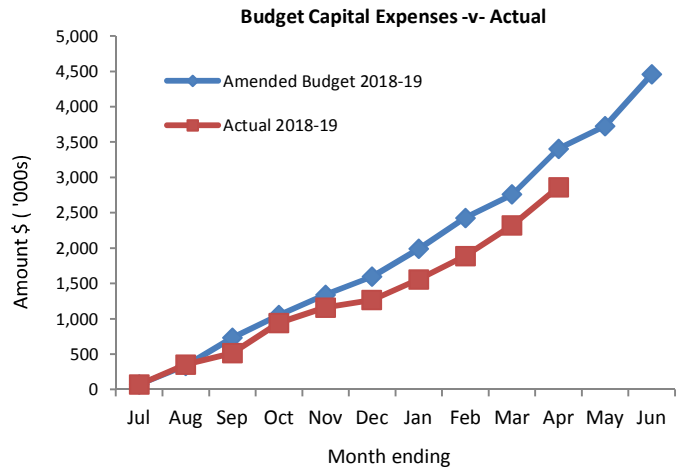
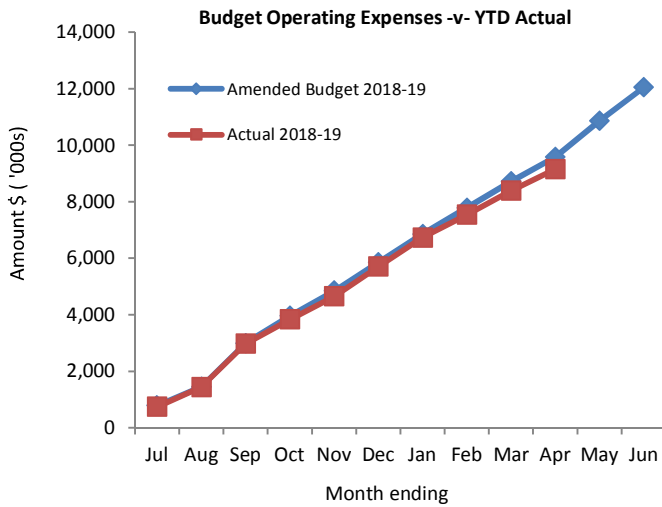
SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 1: GRAPHICAL REPRESENTATION - Source Statement of Financial Activity

Revenues



Expenditure

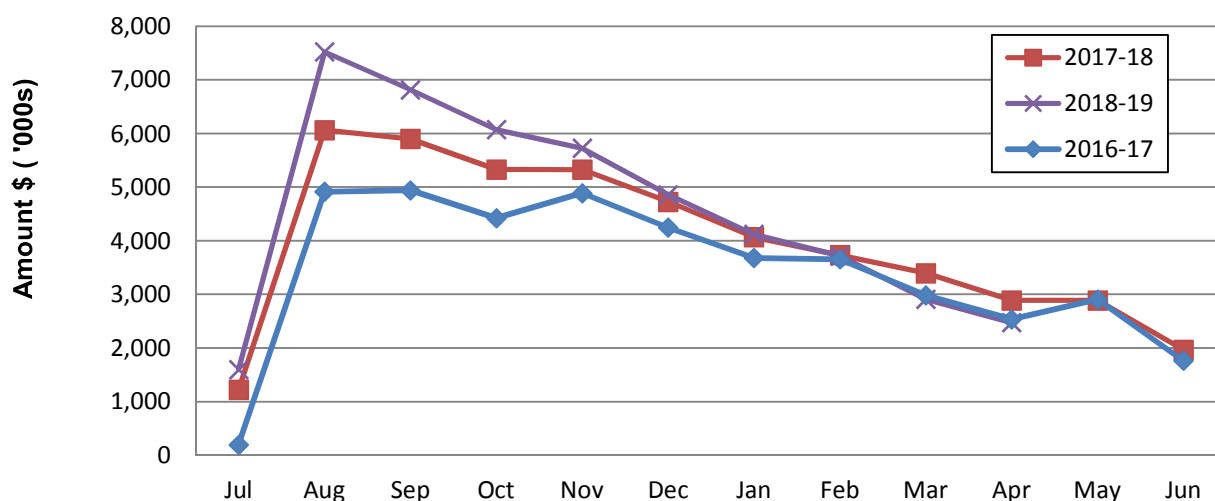


SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 2: NET CURRENT FUNDING POSITION

| | | Positive=Surplus (Negative=Deficit) | | |
|--|---|-------------------------------------|------------------|---------------------------|
| | | YTD 30 Apr 2019 | Last Period | Estimated 30 June 2018 |
| | | \$ | \$ | \$ |
| Current Assets | | | | |
| Cash Unrestricted | 5 | 2,787,624 | 3,297,078 | 3,073,791 |
| Cash Restricted | 5 | 2,805,201 | 2,805,201 | 4,082,692 |
| Receivables - Rates | 6 | 402,978 | 783,249 | 126,308 |
| Receivables - Sundry Debtors | 6 | 649,488 | 149,805 | 77,720 |
| Receivables - Other | | 136,548 | 133,135 | 73,286 |
| Inventories | | 28,245 | 29,609 | 22,013 |
| | | 6,810,085 | 7,198,078 | 7,455,811 |
| Less: Current Liabilities | | | | |
| Payables | | (912,300) | (863,741) | (929,773) |
| Provisions | | (931,887) | (931,887) | (931,887) |
| | | (1,844,187) | (1,795,628) | (1,861,660) |
| Less: Cash Reserves | 7 | (2,805,201) | (2,805,201) | (4,082,692) |
| Less: Loans - Clubs/Institutions | | (4,207) | (4,207) | (8,337) |
| Add: Current Leave Provision Cash Backed | | 180,325 | 180,325 | 177,112 |
| Add: Current Loan Liability | | 135,238 | 135,238 | 268,033 |
| Net Current Funding Position | | 2,472,052 | 2,908,604 | 1,948,267 |

Note 3 - Liquidity Over the Year



SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 3: EXPLANATION OF MATERIAL VARIANCES BY SUB PROGRAM

| Reporting Program | Variance \$ | Variance % | Var. | Reason | Explanation of Variance |
|--------------------------------------|-------------|------------|------|-------------|---|
| Operating Revenues | | | | | |
| Health | | | | | |
| Prev Services - Inspection and Admin | (1,607) | (10.71%) | ▼ | Timing | Health licence fees less than estimated at this time. |
| Education and Welfare | | | | | |
| Other Welfare | (1,666) | (100.00%) | ▼ | Timing | Income for Youth programmes less than estimated at this time, offset by reduced expenditure. |
| Community Amenities | | | | | |
| Sewerage | (2,434) | (12.58%) | ▼ | Timing | Income received for septic tank applications, inspections and waste disposal fees less than estimated at this time. |
| Other Community Amenities | 1,898 | 10.97% | ▲ | Permanent | Income for community bus greater than estimated. |
| Recreation and Culture | | | | | |
| Other Recreation and Sport | 20,666 | 5.98% | ▼ | Timing | Final instalment for Lotterywest bridle trail grant not yet received. |
| Economic Services | | | | | |
| Other Economic Services | 2,331 | 23.69% | ▲ | Permanent | Sale of water from standpipe greater than estimated. |
| Other Property and Services | | | | | |
| Private Works | (6,724) | (12.78%) | ▼ | Timing | Commission revenue for Department of Transport licensing in March not yet received. |
| Operating Expenses | | | | | |
| Law, Order and Public Safety | | | | | |
| Fire Prevention | 41,226 | 6.20% | ▲ | Timing | Bushfire mitigation \$25,046, hazard reduction \$9,073 and fire fighting expenses \$14,531 less than estimated at this time. Balance relates to minor variances in DFES jobs. |
| Education and Welfare | | | | | |
| Care of Families and Children | 4,114 | 5.40% | ▲ | Timing | Variance due to timing of leave and training being taken. |
| Other Welfare | 9,829 | 30.41% | ▲ | Timing | Various youth projects expenditure less than estimated at this time. |
| Housing | | | | | |
| Staff Housing | 3,750 | 13.05% | ▲ | Timing | Expenditure for staff housing building maintenance less than estimated at this time. |
| Community Amenities | | | | | |
| Sanitation - Other | (2,415) | (11.26%) | ▼ | Allocations | Variance in wages and overheads allocated to this sub program offset by allocations in other sub programs. |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 3: EXPLANATION OF MATERIAL VARIANCES BY SUB PROGRAM

| Reporting Program | Variance \$ | Variance % | Var. | Reason | Explanation of Variance |
|-------------------------------------|-------------|------------|------|-------------|---|
| Other Community Amenities | 28,566 | 14.76% | ▲ | Timing | Public conveniences \$13,198, community bus \$3,271 and cemeteries expenditure \$6,862 less than estimated at this time. Balance relates to other community buildings maintenance. |
| Recreation and Culture | | | | | |
| Public Halls and Civic Centres | 29,235 | 21.27% | ▲ | Timing | Costs are less than estimated in building maintenance and operations of halls and civic centres at this time. |
| Swimming Areas and Beaches | 4,899 | 34.45% | ▲ | Timing | Costs are less than estimated for Greenbushes pool building maintenance at this time. |
| Other Recreation and Sport | 127,818 | 7.10% | ▲ | Timing | Leisure Centre expenses \$27,676, building operations and maintenance \$34,636 are less than estimated. Works on parks and gardens less due to staff vacancy \$63,664. Balance relates to trails expenditure less than estimated at this time. |
| Heritage | 9,634 | 15.45% | ▲ | Timing | Heritage building maintenance expenditure less than estimated at this time. |
| Other Culture | 3,330 | 6.01% | ▲ | Timing | Various Art & Culture programs expenditure less than estimated at this time. |
| Economic Services | | | | | |
| Tourism and Area Promotion | 21,571 | 6.80% | ▲ | Timing | One-off project Visitor Centre retaining wall not yet commenced \$8,260. Promotional events expenditure \$3,347, building maintenance and operations \$\$3,396 less than estimated. Balance relates to timing of leave and training been taken. |
| Building Control | 18,349 | 11.58% | ▲ | Timing | Building contractors expenditure less than estimated \$1,701 at this time. Balance relates to timing of leave and training being taken. |
| Other Property and Services | | | | | |
| Works and Services Management | (13,228) | (8645.63%) | ▼ | Timing | Variance due to timing of leave being taken. |
| Waste Activity Unit | (5,863) | (209.77%) | ▼ | Timing | Variance due to timing of leave and training being taken. |
| Works Activity Unit | 6,427 | 943.77% | ▲ | Timing | Reduced internal allocation of supervision and administration costs at this time. |
| Fleet Activity Unit | 1,915 | 65.22% | ▲ | Allocations | Vehicle costs greater than budget estimate. |
| Corporate Services Department | (16,249) | (512.26%) | ▼ | Timing | Variance due to timing of leave and training being taken. |
| Chief Executive Office Department | (16,046) | (95.18%) | ▼ | Timing | Variance due to timing of leave and training being taken. |
| Planning and Environment Department | (17,139) | (342.16%) | ▼ | Timing | Variance due to timing of leave being taken. |
| Community Services Department | (9,866) | (715.42%) | ▼ | Timing | Variance due to timing of leave and training being taken. |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 3: EXPLANATION OF MATERIAL VARIANCES BY SUB PROGRAM

| Reporting Program | Variance \$ | Variance % | Var. | Reason | Explanation of Variance |
|--------------------------------|-------------|------------|------|-----------|---|
| Unclassified | 21,659 | 45.15% | ▲ | Timing | Expenditure relating to general building maintenance less than estimated at this time. |
| Capital Revenues | | | | | |
| Transport | | | | | |
| Road Plant Purchases | (38,209) | (28.10%) | ▼ | Timing | Sale of light fleet not yet finalised. |
| Capital Expenses | | | | | |
| Governance | | | | | |
| Members of Council | 5,000 | 100.00% | ▲ | Timing | Purchase order for honour boards has been raised. |
| Other Governance | 40,346 | 35.84% | ▲ | Timing | Administration building renewal works less than estimated at this time. |
| Law, Order and Public Safety | | | | | |
| Fire Prevention | 3,050 | 8.84% | ▲ | Permanent | Light vehicle purchase. Reserve transfer to be adjusted. |
| Housing | | | | | |
| Staff Housing | 5,233 | 34.89% | ▲ | Timing | Various works on staff housing less than estimated at this time. |
| Community Amenities | | | | | |
| Sanitation - General Refuse | 8,248 | 5.16% | ▲ | Timing | Expenditure at inert waste site less than estimated at this time. |
| Urban Stormwater Drainage | 17,704 | 16.87% | ▲ | Timing | Works on drainage jobs less than estimated at this time. |
| Recreation and Culture | | | | | |
| Public Halls and Civic Centres | 55,759 | 60.38% | ▲ | Timing | Expenditure on halls less than estimated at this time. |
| Swimming Areas and Beaches | 5,672 | 64.82% | ▲ | Timing | Greenbushes pool toilet works less than estimated at this time. |
| Other Recreation and Sport | 95,944 | 41.94% | ▲ | Timing | Various works not yet undertaken or ongoing - Bridgetown Leisure Centre renewal works \$27,970, Four Seasons Estate tree planting \$13,795, Greenbushes Golf Club \$22,535, Trotting club works \$5,000, horse stalls \$7,124, Greenbushes sportsground renewal works \$3,937 and Bridgetown Leisure Centre infrastructure works. |
| Libraries | 2,837 | 24.67% | ▲ | Timing | Bridgetown Library roof leaks expenditure less than estimated at this time. |
| Transport | | | | | |
| Streets and Road Construction | 256,424 | 12.99% | ▲ | Timing | Works on various road construction jobs less than estimated at this time. |
| Other Property and Services | | | | | |
| Unclassified | 37,983 | 41.62% | ▲ | Timing | Asbestos removal works less than estimated at this time. |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 4: BUDGET AMENDMENTS

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

| GL Account Code | Description | Council Resolution | Classification | Non Cash Adjustment | Increase in Available Cash | (Decrease) in Available Cash | Amended Budget Running Balance |
|-----------------|--|--------------------|--------------------------|---------------------|----------------------------|------------------------------|--------------------------------|
| | | | | \$ | \$ | \$ | \$ |
| | Budget Adoption | | Opening Surplus | | | | 0 |
| | Permanent Changes | | | | | | 0 |
| 1790040 | Purchase of Land - Lot 150 Hampton Street | C.15/0818a | Capital Expenses | | | (50,000) | (50,000) |
| Reserve 103 | Land & Building reserve | C.15/0818a | Reserve Transfer | | 50,000 | | 0 |
| 1065940 | Purchase of Plant & Vehicles - Bushfire Logistics | C.05/0918 | Capital Expenses | | 7,000 | | 7,000 |
| Reserve 103 | Light Fleet Reserve | C.05/0918 | Reserve Transfer | | | (7,000) | 0 |
| 06IN | Bridgetown Leisure Centre shade sails | C.09/1018 | Capital Expenses | | | (8,400) | (8,400) |
| Reserve 131 | Bridgetown Leisure Centre reserve | C.09/1018 | Reserve Transfer | | 8,400 | | 0 |
| 1790220 | General insurance claims - shade sails | C.09/1018 | Operating Expenses | | | (6,600) | (6,600) |
| 1790130 | Insurance claims reimbursement - shade sails | C.09/1018 | Operating Revenue | | 6,600 | | 0 |
| 83MA | Bridgetown Library building maintenance | C.05/1218 | Operating Expenses | | | (3,867) | (3,867) |
| Reserve 125 | Building maintenance reserve | C.05/1218 | Reserve Transfer | | 3,867 | | 0 |
| 59CA | Bridgetown Leisure Centre building operations | C.10/1218 | Operating Expenses | | | (3,500) | (3,500) |
| Reserve 131 | Bridgetown Leisure Centre Reserve | C.10/1218 | Reserve Transfer | | 3,500 | | 0 |
| PJ47 | Highlands Public Open Space - Concept plans | C.09/0219 | Operating Expenses | | | (15,000) | (15,000) |
| Reserve 126 | Strategic Projects Reserve | C.09/0219 | Reserve Transfer | | 15,000 | | 0 |
| | Budget Review Changes | | | | | | |
| Various | Budget Review Changes to Operating Revenue | C.06/0319 | Operating Revenue | | | (182,888) | (182,888) |
| Various | Budget Review Changes to Operating Expenses | C.06/0319 | Operating Expenses | | 7,340 | | (175,548) |
| Various | Budget Review Changes to Capital Revenue | C.06/0319 | Capital Revenue | | | (68,636) | (244,184) |
| Various | Budget Review Changes to Capital Expenses | C.06/0319 | Capital Expenses | | 528,977 | | 284,793 |
| Various | Budget Review Changes to Reserve Transfers | C.06/0319 | Reserve Transfer | | | (251,485) | 33,308 |
| Various | Increase in Opening Funds as at 1 July 2018 | C.06/0319 | Opening Surplus(Deficit) | | 19,524 | | 52,832 |
| Various | Adjustment to loss and profit on sale of assets and depreciation | C.06/0319 | Non Cash Item | 41 | | | 52,873 |
| Various | Transfer of Budget review surplus | C.06/0319 | Reserve Transfer | | | (52,873) | 0 |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 4: BUDGET AMENDMENTS

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

| GL Account Code | Description | Council Resolution | Classification | Non Cash Adjustment | Increase in Available Cash | (Decrease) in Available Cash | Amended Budget Running Balance |
|-----------------|--|--------------------|-------------------|---------------------|----------------------------|------------------------------|--------------------------------|
| | | | | \$ | \$ | \$ | \$ |
| | Permanent Changes After Budget Review | | | | | | |
| 06BN | Bridgetown Leisure Centre gym expansion | C.09/0319 | Capital Expenses | | | (332,615) | (332,615) |
| 1344230 | Other Recreation & Sport grants - gym expansion | C.09/0319 | Operating Revenue | | 108,205 | | (224,410) |
| Reserve 131 | Bridgetown Leisure Centre Reserve | C.09/0319 | Reserve Transfer | | 50,000 | | (174,410) |
| Reserve 103 | Land & Building reserve | C.09/0319 | Reserve Transfer | | 174,410 | | 0 |
| 1790040 | Purchase of Land - Lot 60 Hester Street | C.11/0319a | Capital Expenses | | | (20,000) | (20,000) |
| Reserve 103 | Land & Building reserve | C.11/0319a | Reserve Transfer | | 20,000 | | 0 |
| 1790040 | Purchase of Land - Lot 104 Lockley Ave & Lot 115 Nelson St | C.07/0419 | Capital Expenses | | | (80,000) | (80,000) |
| Reserve 103 | Land & Building reserve | C.07/0419 | Reserve Transfer | | 80,000 | | 0 |
| 1790040 | Purchase of Land - Lot 84 Forrest Street | C.08/0419 | Capital Expenses | | | (57,000) | (57,000) |
| Reserve 103 | Land & Building reserve | C.08/0419 | Reserve Transfer | | 57,000 | | 0 |
| | | | | 41 | 1,139,823 | (1,139,864) | |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 5: CASH AND INVESTMENTS

| | Interest Rate | Unrestricted | Restricted | Trust | Investments | Total Amount | Institution | Maturity Date |
|------------------------------|---------------|------------------|------------------|----------------|-------------|------------------|-------------|---------------|
| | | \$ | \$ | \$ | \$ | \$ | | |
| (a) Cash Deposits | | | | | | | | |
| Municipal Bank Account | Various | 438,282 | | | | 438,282 | CBA | At Call |
| Municipal On-Call Account | 1.50% | 24,516 | | | | 24,516 | Bankwest | At Call |
| Trust Bank Account | Various | | | 171,857 | | 171,857 | CBA | At Call |
| Visitor Centre Trust Account | Nil | | | 28,338 | | 28,338 | CBA | At Call |
| Cash On Hand | Nil | 2,100 | | | | 2,100 | N/A | On Hand |
| (b) Term Deposits | | | | | | | | |
| Municipal Funds | 2.65% | 604,053 | | | | 604,053 | Westpac | 03-May-19 |
| Municipal Funds | 2.55% | 503,205 | | | | 503,205 | Bankwest | 20-May-19 |
| Municipal Funds | 2.50% | 400,000 | | | | 400,000 | Bankwest | 21-May-19 |
| Municipal Funds | 2.35% | 308,863 | | | | 308,863 | Bankwest | 04-Jun-19 |
| Municipal Funds | 2.00% | 506,605 | | | | 506,605 | Westpac | 10-Jul-19 |
| Reserve Funds | 2.60% | | 2,805,201 | | | 2,805,201 | Westpac | 30-Apr-19 |
| Total | | 2,787,624 | 2,805,201 | 200,195 | 0 | 5,793,021 | | |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 6: RECEIVABLES

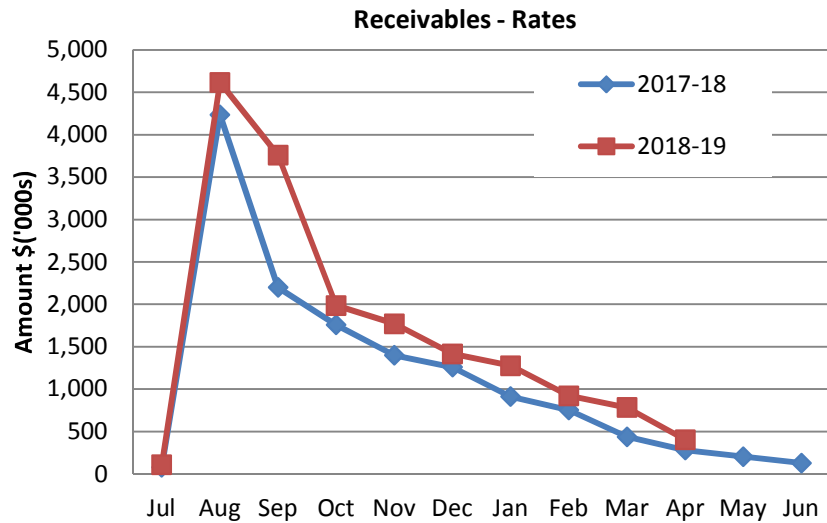
Receivables - Rates

Opening Arrears Previous Years
 Levied this year
 Less Collections to date
 Equals Current Outstanding

| | YTD 30 Apr 2019 | 30 June 2017 |
|-----------------------------------|-------------------|----------------|
| | \$ | \$ |
| Opening Arrears Previous Years | 126,308 | 102,877 |
| Levied this year | 4,538,293.12 | 4,371,071 |
| Less Collections to date | (4,261,624) | (4,345,704) |
| Equals Current Outstanding | 402,977.87 | 128,244 |
| Net Rates Collectable | 402,978 | 128,244 |
| % Collected | 91.36% | 97.13% |

Net Rates Collectable

% Collected



Receivables - Sundry Debtors

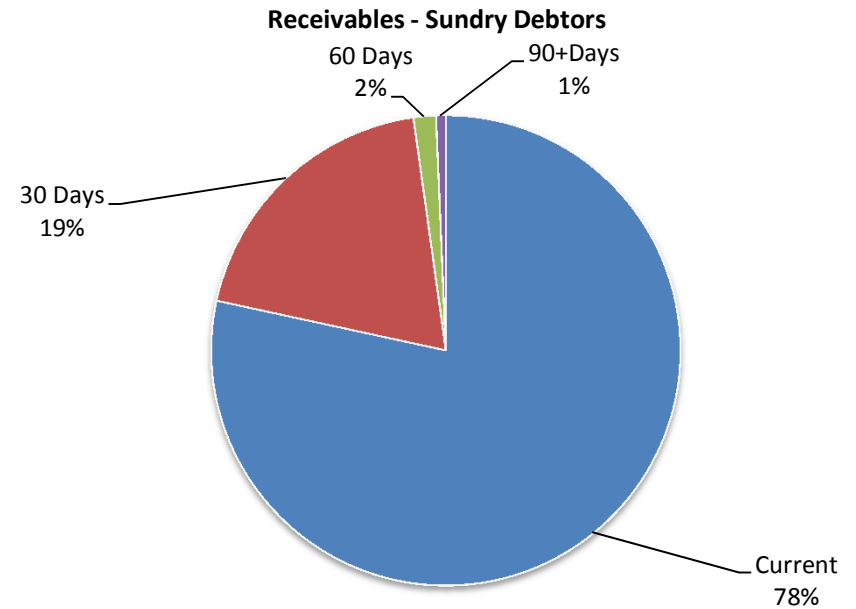
Receivables - Sundry Debtors

| | Current | 30 Days | 60 Days | 90+Days |
|------------------------------|---------|---------|---------|---------|
| | \$ | \$ | \$ | \$ |
| Receivables - Sundry Debtors | 511,325 | 126,516 | 10,040 | 4,388 |

Total Sundry Debtor Receivables Outstanding

652,268

Amounts shown above include GST (where applicable)



SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 7: CASH BACKED RESERVE

| 2018-19 | | | | | | | | | | |
|---------|---|-----------------|--------------------------------|------------------------|---------------------------------|-------------------------|----------------------------------|--------------------------|--------------------------------|----------------------------|
| Res No. | Name | Opening Balance | Amended Budget Interest Earned | Actual Interest Earned | Amended Budget Transfers In (+) | Actual Transfers In (+) | Amended Budget Transfers Out (-) | Actual Transfers Out (-) | Amended Budget Closing Balance | Actual YTD Closing Balance |
| | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 101 | Leave Reserve | 177,112 | 5,705 | 3,213 | | | | | 182,817 | 180,325 |
| 102 | Plant Reserve | 318,625 | 5,338 | 4,205 | 237,550 | | (138,435) | (138,435) | 423,078 | 184,395 |
| 103 | Land and Building Reserve | 709,401 | 21,389 | 12,868 | 25,000 | | (426,736) | | 329,054 | 722,269 |
| 104 | Bush Fire Reserve | 687 | 183 | 12 | 10,000 | | | | 10,870 | 699 |
| 105 | Maranup Ford Road Maintenance Reserve | 101,525 | 114 | 1,679 | | | (98,000) | (98,000) | 3,639 | 5,204 |
| 106 | Subdivision Reserve | 379,565 | 12,548 | 6,885 | 10,000 | | | | 402,113 | 386,450 |
| 107 | Sanitation Reserve | 19,903 | 133 | 1,208 | 102,222 | 74,475 | (69,375) | | 52,883 | 95,586 |
| 109 | Recreation Centre Floor and Solar Reserve | 175,310 | 5,969 | 3,180 | 10,000 | | | | 191,279 | 178,490 |
| 111 | Mobile Garbage Bins Reserve | 74,222 | 0 | 253 | | | (74,222) | (74,475) | (0) | 0 |
| 112 | Refuse Site Post Closure Reserve | 208,099 | 6,445 | 3,775 | 5,000 | | (13,000) | | 206,544 | 211,873 |
| 113 | Drainage Reserve | 10,747 | 668 | 195 | 10,000 | | | | 21,415 | 10,942 |
| 114 | Community Bus Reserve | 48,985 | 1,578 | 889 | | | | | 50,563 | 49,873 |
| 115 | SBS Tower and Infrastructure Reserve | 30,718 | 989 | 557 | | | | | 31,707 | 31,275 |
| 118 | Playground Equipment Reserve | 25,846 | 929 | 469 | | | | | 26,775 | 26,315 |
| 119 | Swimming Pool Reserve | 4,307 | 139 | 78 | 3,000 | | | | 7,446 | 4,385 |
| 121 | Car Park Reserve | 922 | 30 | 17 | | | | | 952 | 938 |
| 123 | ROMANS Reserve | 4,591 | 148 | 83 | | | | | 4,739 | 4,674 |
| 125 | Building Maintenance Reserve | 145,551 | 4,688 | 2,634 | | | (3,867) | (3,867) | 146,372 | 144,318 |
| 126 | Strategic Projects Reserve | 64,136 | 2,227 | 1,163 | 32,873 | | (20,000) | | 79,236 | 65,300 |
| 127 | Matched Grants Reserve | 30,287 | 976 | 549 | 10,000 | | (10,000) | | 31,263 | 30,837 |
| 128 | Aged Care Infrastructure Reserve | 54,477 | 1,755 | 988 | | | | | 56,232 | 55,465 |
| 129 | Equipment Reserve | 5,844 | 188 | 106 | | | | | 6,032 | 5,950 |
| 130 | Assets and GRV Valuation Reserve | 84,308 | 1,693 | 1,484 | 35,767 | | (67,500) | (4,000) | 54,268 | 81,792 |
| 131 | Bridgetown Leisure Centre Reserve | 124,897 | 3,739 | 2,231 | | | (70,700) | (20,700) | 57,936 | 106,428 |
| 132 | Trails Reserve | 20,698 | 667 | 375 | | | | | 21,365 | 21,074 |
| 133 | Light Fleet Vehicle Reserve | 19,500 | 4 | 354 | 94,830 | | (99,692) | | 14,642 | 19,854 |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 7: CASH BACKED RESERVE

| 2018-19 | | | | | | | | | | |
|---------|---|------------------|--------------------------------|------------------------|---------------------------------|-------------------------|----------------------------------|--------------------------|--------------------------------|----------------------------|
| Res No. | Name | Opening Balance | Amended Budget Interest Earned | Actual Interest Earned | Amended Budget Transfers In (+) | Actual Transfers In (+) | Amended Budget Transfers Out (-) | Actual Transfers Out (-) | Amended Budget Closing Balance | Actual YTD Closing Balance |
| | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| | Cash Backed Reserves (Continued) | | | | | | | | | |
| 134 | Prepaid Rates Reserve | 0 | 966 | | 30,000 | | | | 30,966 | 0 |
| 135 | Blackspot Reserve | 0 | 322 | | 10,000 | | | | 10,322 | 0 |
| 201 | Unspent Grans Reserve | 1,242,429 | 0 | | 60,886 | | (1,214,053) | (1,061,940) | 89,262 | 180,489 |
| | | 4,082,692 | 79,530 | 49,451 | 687,128 | 74,475 | (2,305,580) | (1,401,417) | 2,543,770 | 2,805,201 |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 8: CAPITAL DISPOSALS

| YTD Actual Replacement | | | Disposals | Amended Current Budget | | | |
|------------------------|----------------|----------------|--|------------------------|----------------|-----------------|------------------------|
| Net Book Value | Proceeds | Profit (Loss) | | Net Book Value | Proceeds | Profit (Loss) | Profit (Loss) Variance |
| \$ | \$ | \$ | | \$ | \$ | \$ | \$ |
| | | | Plant and Equipment | | | | |
| 11,818 | 9,800 | (2,018) | P3055 2014 Subaru Liberty (EMCOR) | 11,818 | 9,800 | (2,018) | (0) |
| 8,426 | 7,755 | (671) | P3060 2013 Holden Cruze (Pool Vehicle) | 8,427 | 7,755 | (672) | 1 |
| 15,000 | 16,364 | 1,364 | P2051 2014 Holden Colorado (Ranger) | 15,000 | 16,364 | 1,364 | (0) |
| | | | P4135 1998 Hino Fire Tender (Hester Brook) | 65,047 | 40,000 | (25,047) | 25,047 |
| 6,000 | 8,624 | 2,624 | P4155 2005 Nissan (Btwn Support) | 5,000 | 6,200 | 1,200 | 1,424 |
| 18,266 | 18,182 | (84) | P3020 2014 Nissan Pathfinder (MEH) | 18,000 | 18,000 | 0 | (84) |
| 16,909 | 17,982 | 1,073 | P3010 2014 Holden Colorado (MP) | 16,427 | 17,500 | 1,073 | (0) |
| | | | P2082 2006 Cat Tracked Loader (Landfill) | 0 | 0 | 0 | 0 |
| 20,603 | 16,391 | (4,212) | P3065 2014 Nissan Pathfinder (EMWS) | 20,603 | 16,391 | (4,212) | 0 |
| | | | P3035 2014 Nissan Pathfinder (SETO) | 18,492 | 18,000 | (492) | 492 |
| | | | P2280 2008 Ford Ranger (General Hand) | 8,960 | 8,854 | (106) | 106 |
| | | | P2165 2009 Ford Ranger (BMO) | 11,000 | 11,000 | 0 | 0 |
| 40,122 | 36,364 | (3,758) | P2037 2009 Mitsubishi Tip Truck | 40,122 | 36,364 | (3,758) | (0) |
| 12,000 | 11,800 | (200) | P2092 2007 John Deere Tractor | 12,000 | 11,800 | (200) | 0 |
| 1,761 | 1,200 | (561) | 54674 New Holland Nugget Slasher | 1,761 | 1,200 | (561) | 0 |
| 32,278 | 29,600 | (2,678) | P2236 2014 New Holland Tractor | 32,278 | 29,600 | (2,678) | 5,356 |
| 0 | 1,200 | 1,200 | 54658 Metro count Traffic Classifier | 0 | 1,200 | 1,200 | (2,400) |
| 0 | 1,200 | 1,200 | 54682 Metro count Traffic Classifier | 0 | 1,200 | 1,200 | 0 |
| | | | P3090 2014 Holden Colorado (PBS) | 18,684 | 18,000 | (684) | 0 |
| 183,183 | 176,460 | (6,723) | | 303,619 | 269,228 | (34,391) | 29,940 |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 9: CAPITAL ACQUISITIONS

| Assets | General Ledger/Job No. | YTD 30 Apr 2019 | | | | Comment |
|---|------------------------|-----------------------|--------------------|---------------|-----------------------|-------------------------------|
| | | Amended Annual Budget | Amended YTD Budget | YTD Actual | Variance (Under)/Over | |
| | | \$ | \$ | \$ | \$ | |
| Land and Buildings | | | | | | |
| Other Governance | | | | | | |
| Records Storage Facility | 07BN | 63,783 | 63,782 | 62,421 | (1,361) | Works continuing |
| Shire Administration Building | 07BU | 62,300 | 37,300 | 9,815 | (27,485) | Works continuing |
| | | 126,083 | 101,082 | 72,236 | (28,846) | |
| Fire Prevention | | | | | | |
| Bridgetown Bushfire Brigade Garage | 05BN | 5,500 | 5,500 | 5,500 | 0 | Job completed |
| | | 5,500 | 5,500 | 5,500 | 0 | |
| Staff Housing | | | | | | |
| 146 Hampton Street | 26BU | 5,000 | 3,000 | 4,889 | 1,889 | Carpet installation completed |
| 144 Hampton Street | 38BU | 6,000 | 6,000 | 745 | (5,255) | Works continuing |
| 31 Gifford Road | 28BU | 6,000 | 6,000 | 4,134 | (1,866) | Works continuing |
| | | 17,000 | 15,000 | 9,767 | (5,233) | |
| Other Community Amenities | | | | | | |
| Hampton Street Toilets | 46BU | 6,000 | 6,000 | 484 | (5,516) | Works continuing |
| Bridgetown Cemetery Toilets | 02BN | 30,000 | 30,000 | 31,941 | 1,941 | Job completed |
| | | 36,000 | 36,000 | 32,425 | (3,575) | |
| Public Halls and Civic Centres | | | | | | |
| Bridgetown Civic Centre | 02BU | 34,850 | 34,850 | 9,231 | (25,619) | Works continuing |
| Greenbushes Hall | 20BU | 72,200 | 50,000 | 25,002 | (24,999) | Works continuing |
| Greenbushes Offices | 21BU | 7,500 | 7,500 | 2,358 | (5,142) | Works continuing |
| | | 114,550 | 92,350 | 36,591 | (55,759) | |
| Swimming Areas and Beaches | | | | | | |
| Greenbushes Pool Toilet | 05BU | 8,750 | 8,750 | 3,078 | (5,672) | Works continuing |
| | | 8,750 | 8,750 | 3,078 | (5,672) | |
| Other Recreation and Sport | | | | | | |
| Bridgetown Leisure Centre - Gym expansion | 06BN | 332,615 | 0 | 0 | 0 | |
| Bridgetown Leisure Centre Renewals | 16BU | 99,300 | 99,300 | 71,330 | (27,970) | Works continuing |
| Bridgetown Trotting Club | 23BU | 5,000 | 5,000 | 0 | (5,000) | Works not yet commenced |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 9: CAPITAL ACQUISITIONS

| Assets | General Ledger/Job No. | Amended Annual Budget | YTD 30 Apr 2019 | | | Comment |
|---|------------------------|-----------------------|--------------------|----------------|-----------------------|--------------------------|
| | | | Amended YTD Budget | YTD Actual | Variance (Under)/Over | |
| | | \$ | \$ | \$ | \$ | |
| Other Recreation and Sport (Continued) | | | | | | |
| Greenbushes Golf Club | 39BU | 24,750 | 24,750 | 2,215 | (22,535) | Preliminary planning |
| Bridgetown Sports Ground Horse Stalls | 56BU | 30,000 | 30,000 | 22,876 | (7,124) | Job completed |
| Greenbushes Sportsground Toilets/Kiosk | 45BU | 5,050 | 5,050 | 1,113 | (3,937) | Works continuing |
| | | 496,715 | 164,100 | 97,535 | (66,565) | |
| Libraries | | | | | | |
| Bridgetown Library | 1365540 | 11,500 | 11,500 | 8,663 | (2,837) | Works continuing |
| | | 11,500 | 11,500 | 8,663 | (2,837) | |
| Streets and Road Construction | | | | | | |
| Shire Depot | 08BU | 23,000 | 23,000 | 8,735 | (14,265) | Works continuing |
| | | 23,000 | 23,000 | 8,735 | (14,265) | |
| Unclassified | | | | | | |
| Geegelup Brook Land | 1790040 | 248,326 | 83,752 | 35,910 | (47,842) | Land purchase continuing |
| Asbestos Removal | 1790240 | 35,000 | 7,500 | 17,360 | 9,860 | Works continuing |
| | | 283,326 | 91,252 | 53,269 | (37,983) | |
| Land and Buildings Total | | 1,122,424 | 548,534 | 327,800 | (220,734) | |
| Roads | | | | | | |
| Streets and Road Construction | | | | | | |
| Winnejup Road Regional Road Group 17/18 | RR21 | 213,000 | 212,998 | 113,051 | (99,947) | Works continuing |
| Mockerdillup Road Regional Road Group | RR16 | 9,000 | 9,000 | 9,399 | 399 | Job completed |
| Kerbing | KB01 | 5,000 | 5,000 | 0 | (5,000) | Works not yet commenced |
| Glentulloch Road Roads to Recovery | RT10 | 156,109 | 156,109 | 156,109 | 0 | Job completed |
| Tweed Road Roads to Recovery | RT52 | 35,963 | 35,963 | 35,963 | 0 | Job completed |
| Maranup Ford road | RC32 | 796,013 | 796,013 | 669,305 | (126,708) | Works continuing |
| Kangaroo Gully Road | RC33 | 30,800 | 0 | 0 | 0 | |
| Blackwood Park Road | RC46 | 60,843 | 60,843 | 54,886 | (5,957) | Works continuing |
| Nelson Street | RC41 | 43,173 | 43,173 | 52,210 | 9,037 | Job completed |
| Roadside Vegetation Removal | RC43 | 80,735 | 80,735 | 76,190 | (4,545) | Job completed |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 9: CAPITAL ACQUISITIONS

| Assets | General Ledger/Job No. | YTD 30 Apr 2019 | | | | Comment |
|--|------------------------|-----------------------|--------------------|------------------|-----------------------|-------------------------|
| | | Amended Annual Budget | Amended YTD Budget | YTD Actual | Variance (Under)/Over | |
| | | \$ | \$ | \$ | \$ | |
| Streets and Road Construction (Continued) | | | | | | |
| Brockman Highway Blackspot | BK02 | 219,600 | 219,598 | 210,159 | (9,439) | Works continuing |
| | | 1,650,236 | 1,619,432 | 1,377,273 | (242,159) | |
| Roads Total | | 1,650,236 | 1,619,432 | 1,377,273 | (242,159) | |
| Footpaths | | | | | | |
| Streets and Road Construction | | | | | | |
| Footpaths Disability Access | FP28 | 0 | 0 | 0 | 0 | |
| | | 0 | 0 | 0 | 0 | |
| Footpaths Total | | 0 | 0 | 0 | 0 | |
| Drainage | | | | | | |
| Urban Stormwater Drainage | | | | | | |
| Geegelup Brook | DR17 | 22,800 | 0 | 0 | 0 | |
| Palmers Road | DR21 | 20,000 | 20,000 | 20,000 | 0 | Job completed |
| Four Seasons Estate | DR24 | 11,364 | 0 | 0 | 0 | |
| Barlee Street | DR26 | 5,754 | 5,754 | 5,754 | (0) | Job completed |
| Dusting Drive | DR28 | 9,667 | 9,667 | 9,667 | 0 | Job completed |
| Forest/Padbury Street | DR29 | 13,975 | 13,973 | 13,975 | 2 | Job completed |
| Sunridge Drive | DR30 | 5,973 | 5,973 | 5,974 | 1 | Job completed |
| Claret Ash Rise | DR31 | 9,000 | 8,998 | 0 | (8,998) | Works not yet commenced |
| Moultin Street | DR32 | 40,566 | 40,564 | 31,856 | (8,708) | Works continuing |
| | | 139,099 | 104,929 | 87,225 | (17,704) | |
| Drainage Total | | 139,099 | 104,929 | 87,225 | (17,704) | |
| Parks and Ovals | | | | | | |
| Other Recreation and Sport | | | | | | |
| Somme Park (Fitness Trail Equipment) | 05IU | 7,010 | 3,010 | 3,089 | 79 | |
| Bridgetown Leisure Centre Shade Sails | 06IN | 21,200 | 21,200 | 5,537 | (15,663) | Works continuing |
| | | 28,210 | 24,210 | 8,627 | (15,583) | |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 9: CAPITAL ACQUISITIONS

| Assets | General Ledger/Job No. | Amended Annual Budget | YTD 30 Apr 2019 | | | Comment |
|---|------------------------|-----------------------|--------------------|----------------|-----------------------|------------------|
| | | | Amended YTD Budget | YTD Actual | Variance (Under)/Over | |
| | | \$ | \$ | \$ | \$ | |
| Tourism & Area Promotion | | | | | | |
| Bridgetown Information Bays | 11IN | 25,000 | 0 | 0 | 0 | |
| | | 25,000 | 0 | 0 | 0 | |
| Parks and Ovals Total | | 53,210 | 24,210 | 8,627 | (15,583) | |
| Bridges | | | | | | |
| Streets and Road Construction | | | | | | |
| Maranup Ford Road Bridge 3318A | BR06 | 88,206 | 88,206 | 88,206 | 0 | Job completed |
| Catterick Bridge 3703A | BR13 | 19,307 | 19,307 | 19,307 | (0) | Job completed |
| Hester Cascades Bridge 3704A | BR08 | 43,010 | 43,010 | 43,010 | (0) | Job completed |
| Blackbutt Bridge 3707A | BR14 | 129,114 | 129,114 | 129,114 | (0) | Job completed |
| Fletchers Bridge 3329A | BR16 | 15,729 | 15,729 | 15,729 | (0) | Job completed |
| Blackbutt Road Bridge 3706A (RTR) | BR17 | 18,847 | 18,847 | 18,847 | 0 | Job completed |
| Blackbutt Road Bridge 3707A (RTR) | BR18 | 18,003 | 18,003 | 18,003 | 0 | Job completed |
| | | 332,216 | 332,216 | 332,216 | (0) | |
| Bridges Total | | 332,216 | 332,216 | 332,216 | (0) | |
| Infrastructure Other | | | | | | |
| Sanitation - General Refuse | | | | | | |
| Bridgetown Landfill - Reticulation | WA01 | 142,075 | 142,075 | 135,811 | (6,264) | Job completed |
| Bridgetown Inert Waste | WA03 | 17,800 | 17,800 | 15,817 | (1,983) | Works continuing |
| | | 159,875 | 159,875 | 151,627 | (8,248) | |
| Sewerage | | | | | | |
| New Bridgetown Septic Pit Site | WA05 | 193,050 | 193,048 | 188,723 | (4,325) | Works continuing |
| | | 193,050 | 193,048 | 188,723 | (4,325) | |
| Other Recreation and Sport | | | | | | |
| Blackwood River Boardwalk | 10IN | 50,000 | 4,080 | 4,080 | 0 | |
| Four Seasons Estate - POS Reserve | 03IN | 45,454 | 0 | 0 | 0 | |
| Four Seasons Estate - Stream Protection | 04IN | 18,182 | 0 | 0 | 0 | |
| Construct New Sportsground Dam | 12IN | 0 | 0 | 0 | 0 | |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 9: CAPITAL ACQUISITIONS

| Assets | General Ledger/Job No. | Amended Annual Budget | YTD 30 Apr 2019 | | | Comment |
|---|------------------------|-----------------------|--------------------|----------------|-----------------------|--------------------------------------|
| | | | Amended YTD Budget | YTD Actual | Variance (Under)/Over | |
| | | \$ | \$ | \$ | \$ | |
| Other Recreation and Sport (Continued) | | | | | | |
| Four Seasons Estate - Street Tree Planting | 05IN | 36,364 | 36,364 | 22,569 | (13,795) | Works continuing |
| | | 150,000 | 40,444 | 26,649 | (13,795) | |
| Infrastructure Other Total | | 502,925 | 393,367 | 367,000 | (26,367) | |
| Plant and Equipment | | | | | | |
| Fire Prevention | | | | | | |
| Fire Fighting Equipment - Brigades Funded | 1065540 | 5,000 | 4,025 | 4,036 | 11 | |
| Vehicles for Brigade | 1065940 | 502,232 | 25,000 | 21,938 | (3,062) | Vehicle purchased, some savings made |
| | | 507,232 | 29,025 | 25,975 | (3,050) | |
| Other Law, Order and Public Safety | | | | | | |
| Rangers Vehicle | 1080240 | 37,000 | 37,000 | 36,682 | (318) | Vehicle purchased, some savings made |
| | | 37,000 | 37,000 | 36,682 | (318) | |
| Health | | | | | | |
| EHO Vehicle | 1145540 | 28,368 | 28,368 | 28,368 | 0 | Vehicle purchased |
| | | 28,368 | 28,368 | 28,368 | 0 | |
| Community Amenities | | | | | | |
| Tracked Loader | PL14 | 0 | 0 | 0 | 0 | |
| | | 0 | 0 | 0 | 0 | |
| Road Plant Purchases | | | | | | |
| Tractor | PL03 | 60,600 | 60,600 | 60,600 | (0) | Job completed |
| Tip truck | PL04 | 156,799 | 156,799 | 156,798 | (1) | Job completed |
| Works and Services Fleet | 1405040 | 127,892 | 43,900 | 43,892 | (8) | Vehicle purchased |
| Sundry Equipment | 1403740 | 25,390 | 10,401 | 10,401 | 0 | |
| | | 370,681 | 271,700 | 271,692 | (8) | |
| Economic Services | | | | | | |
| PBS Vehicle | 1470140 | 32,000 | 0 | 0 | 0 | |
| | | 32,000 | 0 | 0 | 0 | |
| Plant and Equipment Total | | 975,281 | 366,093 | 362,717 | (3,376) | |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 9: CAPITAL ACQUISITIONS

| Assets | General Ledger/Job No. | Amended Annual Budget | YTD 30 Apr 2019 | | | Comment |
|--|------------------------|-----------------------|--------------------|------------------|-----------------------|-----------------------|
| | | | Amended YTD Budget | YTD Actual | Variance (Under)/Over | |
| | | \$ | \$ | \$ | \$ | |
| <i>Furniture and Equipment</i> | | | | | | |
| Members of Council | | | | | | |
| Council Honour Boards | 1040040 | 5,000 | 5,000 | 0 | (5,000) | Purchase order raised |
| | | 5,000 | 5,000 | 0 | (5,000) | |
| Other Governance | | | | | | |
| IT Communications Equipment and Software | 1055140 | 11,500 | 11,500 | 0 | (11,500) | Purchase order raised |
| | | 11,500 | 11,500 | 0 | (11,500) | |
| Furniture and Equipment Total | | 16,500 | 16,500 | 0 | (16,500) | |
| | | | | | | |
| Capital Expenditure Total | | 4,791,891 | 3,405,281 | 2,862,858 | (542,423) | |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 10: INFORMATION ON BORROWINGS

(a) Debenture Repayments

| Particulars | Principal 1/07/2018 | New Loans | Principal Repayments | | Principal Outstanding | | Interest Repayments | |
|--|------------------------|-----------|----------------------|----------------|-----------------------|------------------|---------------------|----------------|
| | | Actual | Actual | Amended Budget | Actual | Amended Budget | Actual | Amended Budget |
| | | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Community Amenities | | | | | | | | |
| Loan 108 Landfill Plant | 96,654 | | 11,235 | 22,703 | 73,951 | 73,951 | 1,996 | 3,760 |
| Loan 113 Landfill Site New Cell | 306,774 | | 49,691 | 99,949 | 206,825 | 206,825 | 3,497 | 6,428 |
| Loan 114 Liquid & Inert Waste Sites | 120,000 | | 11,281 | 22,716 | 97,284 | 97,284 | 1,638 | 3,122 |
| Loan 115 Landfill Cell Extension | 0 | | | 0 | | 100,000 | | 0 |
| Loan 116 Liquid Waste Facility | 0 | | | 0 | | 100,000 | | 0 |
| Recreation and Culture | | | | | | | | |
| Loan 105 Memorial Park Improvements | 27,987 | | 13,778 | 27,987 | 14,209 | 0 | 875 | 1,319 |
| Loan 106 Somme Creek Parkland | 22,137 | | 10,898 | 22,137 | 11,239 | 0 | 692 | 1,043 |
| Loan 110 Bridgetown Bowling Club - SSL | 25,964 | | 4,130 | 8,337 | 21,834 | 17,627 | 484 | 891 |
| Loan 112 Bridgetown Swimming Pool | 1,532,099 | | 31,781 | 64,205 | 1,500,318 | 1,467,894 | 30,948 | 61,255 |
| | 2,131,615 | 0 | 132,795 | 268,034 | 1,925,659 | 2,063,581 | 40,130 | 77,818 |

(b) New Debentures

| Particulars | Amount to be Borrowed Budget | Institution | Loan Type | Term Years | Amount Borrowed Actual |
|----------------------------------|------------------------------|-------------|-----------|------------|------------------------|
| | \$ | | | | \$ |
| Community Amenities | | | | | |
| Loan 115 Landfill Cell Extension | 100,000 | WATC | Debenture | 5 | 0 |
| Loan 116 Liquid Waste Facility | 100,000 | WATC | Debenture | 10 | 0 |
| | 200,000 | | | | 0 |

No new debentures were raised during the reporting period.

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 11: RATING INFORMATION

| RATE TYPE | Rate in Dollar | Number of Properties | Rateable Value | Rate Revenue | Interim Rates | Back Rates | Total Revenue | Amended Budget Rate Revenue | Amended Budget Interim Rate | Amended Budget Back Rate | Amended Budget Total Revenue |
|----------------------------------|-------------------|----------------------|----------------|--------------|---------------|------------|------------------|-----------------------------|-----------------------------|--------------------------|------------------------------|
| | \$ | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Differential General Rate | | | | | | | | | | | |
| GRV Shire | 0.090434 | 1,684 | 25,684,292 | 2,322,733 | 6,840 | 100 | 2,329,673 | 2,322,733 | 9,000 | 1,000 | 2,332,733 |
| UV Shire Rural | 0.006222 | 490 | 185,418,000 | 1,139,982 | 1,462 | 28 | 1,141,473 | 1,153,671 | | | 1,153,671 |
| UV Bridgetown Urban Farmland | 0.000000 | 0 | 0 | 13,688 | | | 13,688 | 0 | | | 0 |
| UV Mining | 0.078450 | 14 | 911,447 | 71,503 | 1,363 | | 72,866 | 71,503 | | | 71,503 |
| Sub-Totals | | 2,188 | 212,013,739 | 3,547,907 | 9,665 | 128 | 3,557,700 | 3,547,907 | 9,000 | 1,000 | 3,557,907 |
| Minimum Payment | Minimum \$ | | | | | | | | | | |
| GRV Shire | 897.00 | 793 | 4,030,005 | 711,321 | (307) | | 711,014 | 711,321 | | | 711,321 |
| UV Shire Rural | 1,112.00 | 239 | 31,385,900 | 265,768 | (2,877) | | 262,891 | 265,768 | | | 265,768 |
| UV Bridgetown Urban Farmland | 0.00 | 0 | 0 | 0 | | | 0 | 0 | | | 0 |
| UV Mining | 534.00 | 12 | 27,764 | 6,408 | 281 | | 6,689 | 6,408 | | | 6,408 |
| Sub-Totals | | 1,044 | 35,443,669 | 983,497 | (2,904) | 0 | 980,593 | 983,497 | 0 | 0 | 983,497 |
| Rates Paid in Advance | | | | | | | 4,538,293 | | | | 4,541,404 |
| Amount from General Rates | | | | | | | (61,994) | | | | (10,000) |
| Discounts/concessions | | | | | | | 4,476,299 | | | | 4,531,404 |
| Totals | | | | | | | (2,053) | | | | (2,053) |
| | | | | | | | 4,474,246 | | | | 4,529,351 |

SHIRE OF BRIDGETOWN-GREENBUSHES
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2019

Note 12: TRUST FUND

Funds held at balance date over which the Shire has no control and which are not included in this statement are as follows:

| Description | Opening Balance 1-Jul-17 | Amount Received | Amount Paid | Closing Balance 30-Apr-19 |
|---|--------------------------------|--------------------|--------------------|------------------------------|
| | \$ | \$ | \$ | \$ |
| BCITF | 3,366 | 11,817 | (14,971) | 212 |
| Builders Registration Board Levy | 5,584 | 27,067 | (31,130) | 1,521 |
| Traffic Act | 0 | 1,023,408 | (1,023,408) | 0 |
| Relocated Housing Bonds | 6,077 | 26 | (603) | 5,500 |
| Subdivision Clearance Bonds | 22,103 | 97 | | 22,200 |
| Cat Trap Bonds | 100 | 450 | (500) | 50 |
| Community Bus Bonds | 1,800 | 4,700 | (4,400) | 2,100 |
| Community Stall Bonds | 100 | 1,100 | (1,000) | 200 |
| Earthworks Bonds | 50,884 | 2,612 | (4,879) | 48,617 |
| Hall Hire Bonds | 1,200 | 4,700 | (3,700) | 2,200 |
| Standpipe Card Bonds | 7,783 | 1,086 | (421) | 8,448 |
| Council Built Asset Bonds | 17,632 | 76 | (515) | 17,193 |
| Bushfire Donations | 5,399 | 24 | | 5,422 |
| Accommodation - Visitor Centre | 53,929 | 150,085 | (177,160) | 26,855 |
| South West Coach Lines | 467 | 5,588 | (5,880) | 175 |
| Other Visitor Centre | 744 | 3,202 | (3,683) | 264 |
| TransWA | 1,408 | 11,225 | (11,588) | 1,045 |
| Local Drug Action Group | 762 | 3 | | 766 |
| Coral Marble - Extractive Industries Bond | 4,497 | 20 | | 4,516 |
| Department of Agriculture - Bond | 7,138 | 31 | | 7,169 |
| Bridgetown Tidy Town Bank A/C | 829 | 4 | | 833 |
| Perry - Fee Relating to Caveat | 104 | 0 | | 104 |
| Seagate Holdings - Turning Lane Bond | 37,608 | 164 | | 37,772 |
| Ouch Festival | 619 | 3 | | 621 |
| R Witlen Overpayment | 21 | | | 21 |
| Visitor Centre Accommodation Payment | 230 | | | 230 |
| Dress Down Donations | 610 | 264 | | 874 |
| R Edwards Bond Gifford Rd | 200 | | | 200 |
| BG Hockey Windup of Assn | 3,860 | 17 | | 3,877 |
| M Olsen - Rental bond | 0 | 440 | | 440 |
| Frank Draper Cemetery Fees | 0 | 700 | | 700 |
| Interest to be Distributed | 0 | 880 | (807) | 72 |
| | 235,054 | 1,249,786 | (1,284,645) | 200,195 |

SHIRE OF BRIDGETOWN-GREENBUSHES

LIST OF ACCOUNTS PAID IN APRIL TO BE RECEIVED

| Cheque/ Voucher No. | Date of Payment | Payee | Payment Description | Payment Amount |
|--------------------------------|----------------------------|--------------------------------------|--|---------------------------|
| <u>MUNICIPAL FUND</u> | | | | \$ |
| <u>DIRECT DEBITS</u> | | | | |
| DD13672.3 | 07/04/2019 | CALTEX STARCARD | FUEL FOR THE MONTH OF MARCH | 4,742.30 |
| DD13672.1 | 08/04/2019 | LES MILLS ASIA PACIFIC | MONTHLY LES MILLS LICENCE FEES FOR APRIL | 286.85 |
| DD13685.1 | 10/04/2019 | WA SUPER | PAYROLL DEDUCTIONS | 16,672.19 |
| DD13685.10 | 10/04/2019 | COMMONWEALTH BANK SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 92.46 |
| DD13685.11 | 10/04/2019 | COLONIAL FIRST STATE PERSONAL SUPER | SUPERANNUATION CONTRIBUTIONS | 135.88 |
| DD13685.12 | 10/04/2019 | ANZ CHOICE SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 80.63 |
| DD13685.13 | 10/04/2019 | HOST PLUS EXECUTIVE SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 101.97 |
| DD13685.14 | 10/04/2019 | AMP SUPERANNUATION SAVINGS TRUST | SUPERANNUATION CONTRIBUTIONS | 95.34 |
| DD13685.2 | 10/04/2019 | COLONIAL FIRST STATE SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 44.02 |
| DD13685.3 | 10/04/2019 | BT SUPER FOR LIFE | SUPERANNUATION CONTRIBUTIONS | 89.42 |
| DD13685.4 | 10/04/2019 | TAL SUPER | SUPERANNUATION CONTRIBUTIONS | 53.65 |
| DD13685.5 | 10/04/2019 | WAIKAWA DREAMING SUPERANNUATION | PAYROLL DEDUCTIONS | 678.46 |
| DD13685.6 | 10/04/2019 | MLC SUPER FUND | SUPERANNUATION CONTRIBUTIONS | 221.15 |
| DD13685.7 | 10/04/2019 | GUILD SUPER | SUPERANNUATION CONTRIBUTIONS | 251.30 |
| DD13685.8 | 10/04/2019 | COLONIAL FIRST CHOICE PERSONAL SUPER | SUPERANNUATION CONTRIBUTIONS | 120.21 |
| DD13685.9 | 10/04/2019 | HESTA SUPER | SUPERANNUATION CONTRIBUTIONS | 173.98 |
| DD13672.2 | 15/04/2019 | WATERLOGIC AUSTRALIA PTY LTD | MONTHLY HIRE/SERVICE OF WATER COOLER ADMIN BUILDING | 136.88 |
| DD13700.1 | 24/04/2019 | WA SUPER | PAYROLL DEDUCTIONS | 17,588.78 |
| DD13700.10 | 24/04/2019 | COLONIAL FIRST STATE PERSONAL SUPER | SUPERANNUATION CONTRIBUTIONS | 140.64 |
| DD13700.11 | 24/04/2019 | ANZ CHOICE SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 46.56 |
| DD13700.12 | 24/04/2019 | HOST PLUS EXECUTIVE SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 101.97 |
| DD13700.13 | 24/04/2019 | REST INDUSTRY SUPER | SUPERANNUATION CONTRIBUTIONS | 65.26 |
| DD13700.14 | 24/04/2019 | AMP SUPERANNUATION SAVINGS TRUST | SUPERANNUATION CONTRIBUTIONS | 95.34 |
| DD13700.2 | 24/04/2019 | COLONIAL FIRST STATE SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 74.29 |
| DD13700.3 | 24/04/2019 | BT SUPER FOR LIFE | SUPERANNUATION CONTRIBUTIONS | 66.04 |
| DD13700.4 | 24/04/2019 | TAL SUPER | SUPERANNUATION CONTRIBUTIONS | 57.78 |
| DD13700.5 | 24/04/2019 | WAIKAWA DREAMING SUPERANNUATION | PAYROLL DEDUCTIONS | 678.46 |
| DD13700.6 | 24/04/2019 | MLC SUPER FUND | SUPERANNUATION CONTRIBUTIONS | 221.15 |
| DD13700.7 | 24/04/2019 | GUILD SUPER | SUPERANNUATION CONTRIBUTIONS | 257.85 |
| DD13700.8 | 24/04/2019 | HESTA SUPER | SUPERANNUATION CONTRIBUTIONS | 154.01 |
| DD13700.9 | 24/04/2019 | COMMONWEALTH BANK SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 126.79 |
| B/S | 02/04/2019 | COMMONWEALTH BANK | MERCHANT FEES | 763.54 |
| B/S | 10/04/2019 | COMMONWEALTH BANK | TOTAL WAGES FOR 28/03/2019 - 10/04/2019 | 106,950.73 |
| B/S | 15/04/2019 | COMMONWEALTH BANK | ACCOUNT KEEPING FEES | 42.52 |
| B/S | 15/04/2019 | COMMONWEALTH BANK | BPOINT/BPAY FEES | 566.65 |
| B/S | 24/04/2019 | COMMONWEALTH BANK | TOTAL WAGES FOR 11/04/2019 - 27/04/2019 | 109,074.30 |
| B/S | 29/04/2019 | COMMONWEALTH BANK | RETURNED EFT/CHEQUE FEES | 10.00 |
| B/S | 29/03/2019 | COMMONWEALTH BANK - CREDIT CARD | ACCOMMODATION LG PRO CONFERENCE | 304.00 |
| B/S | 05/04/2019 | COMMONWEALTH BANK - CREDIT CARD | MEETING WITH WORKFORCE PLAN CONSULTANT | 9.00 |
| B/S | 06/04/2019 | COMMONWEALTH BANK - CREDIT CARD | PARKING FOR MEETING - CEO | 16.00 |
| B/S | 09/04/2019 | COMMONWEALTH BANK - CREDIT CARD | LUNCH - OSH MEETING | 37.20 |
| B/S | 09/04/2019 | COMMONWEALTH BANK - CREDIT CARD | ACCOMMODATION - SMG STRATEGIC PLANNING SESSION DENMARK | 600.00 |

SHIRE OF BRIDGETOWN-GREENBUSHES

LIST OF ACCOUNTS PAID IN APRIL TO BE RECEIVED

| Cheque/ Voucher No. | Date of Payment | Payee | Payment Description | Payment Amount |
|--------------------------------|----------------------------|------------------------------------|--|---------------------------|
| B/S | 11/04/2019 | COMMONWEALTH BANK - CREDIT CARD | LUNCH - WORK MEETING | 91.60 |
| B/S | 12/04/2019 | COMMONWEALTH BANK - CREDIT CARD | ADVERT - BUILDING ASSETS COORDINATOR POSITION | 308.00 |
| B/S | 14/04/2019 | COMMONWEALTH BANK - CREDIT CARD | WINE FOR COUNCIL BAR | 72.00 |
| B/S | 15/04/2019 | COMMONWEALTH BANK - CREDIT CARD | GROCERIES -SENIOR MANAGEMENT STRATEGIC PLANNING SESSION DENMARK | 271.28 |
| B/S | 18/04/2019 | COMMONWEALTH BANK - CREDIT CARD | ULTRAMON LICENSE COUNCIL CHAMBERS | 55.92 |
| B/S | 18/04/2019 | COMMONWEALTH BANK - CREDIT CARD | ULTRAMON LICENSE COUNCIL CHAMBERS - TRANSACTION FEE | 1.40 |
| B/S | 24/04/2019 | COMMONWEALTH BANK - CREDIT CARD | WINE FOR COUNCIL BAR | 132.00 |
| B/S | 27/04/2019 | COMMONWEALTH BANK - CREDIT CARD | FILE BOXES FOR CEO OFFICE | 23.91 |
| ELECTRONIC PAYMENTS | | | | |
| EFT28091 | 04/04/2019 | ABCO PRODUCTS PTY LTD | CLEANING PRODUCTS | 122.20 |
| EFT28092 | 04/04/2019 | AFGRI EQUIPMENT AUSTRALIA PTY LTD | V BELT PART FOR RIDE ON MOWER | 70.53 |
| EFT28093 | 04/04/2019 | AUSTRALIAN SAFETY ENGINEERS | ANNUAL SERVICE TO SELF CONTAINED BREATHING APPARATUS SET FOR SWIMMING POOL | 344.92 |
| EFT28094 | 04/04/2019 | ANTHONY JAMES BALLARD | VARIOUS SHIRE MAINTENANCE WORKS | 1,400.00 |
| EFT28095 | 04/04/2019 | BENGINEERING TRANSPORT EQUIPMENT | LINEAR ACTUATOR FOR MAINTENANCE TIP TRUCK | 456.50 |
| EFT28096 | 04/04/2019 | BLISS FOR DESIGN | MINOR ITEMS | 47.58 |
| EFT28097 | 04/04/2019 | BOC LIMITED | FREIGHT CHARGES | 73.15 |
| EFT28098 | 04/04/2019 | BRIDGETOWN MUFFLER & TOWBAR CENTRE | SUPPLY AND INSTALL JOCKEY WHEEL ON SES TRAILER | 179.00 |
| EFT28099 | 04/04/2019 | BRIDGETOWN LIQUID WASTE DISPOSAL | PUMP-OUT FEMALE SEPTIC TANK GREENBUSHES HALL | 500.00 |
| EFT28100 | 04/04/2019 | BRIDGETOWN TIMBER SALES | VARIOUS MATERIALS & EQUIPMENT FOR SHIRE WORKS | 1,043.36 |
| EFT28101 | 04/04/2019 | BTOWN COMMUNITY RESOURCE CENTRE | SES POWER CONSUMPTION - 21 DEC 2018 TILL 25 FEB 2019 | 242.01 |
| EFT28102 | 04/04/2019 | BRIDGETOWN GLASS SERVICE | REPAIRS TO VANDALISED WINDOWS AT THE BRIDGETOWN TENNIS CLUB | 1,505.25 |
| EFT28103 | 04/04/2019 | BLACKWOOD AUTO ELECTRICAL SERVICES | REPAIRS TO HOSE REEL MOTOR ON GENERAL HANDS UTE | 435.40 |
| EFT28104 | 04/04/2019 | BRIDGETOWN FAMILY & COMMUNITY | SERVICE AGREEMENT | 8,800.00 |
| EFT28105 | 04/04/2019 | BRIDGETOWN VOLUNTEER BUSH FIRE | REIMBURSEMENT FOR MEAL SUPPLIES PURCHASED FOR KLAUSE RD FIRE & LEWANA FIRE | 464.84 |
| EFT28106 | 04/04/2019 | B-TOWN G-BUSHES BUSINESS & TOURISM | BGBTA'S FEES FOR BRIDGETOWN VISITOR CENTRE FULL MEMBERSHIPS PAID FOR 2018/2019 | 862.50 |
| EFT28107 | 04/04/2019 | BRIDGETOWN MITRE 10 & RETRAVISION | VARIOUS MINOR ITEMS | 53.65 |
| EFT28108 | 04/04/2019 | BRIDGETOWN PAINT SALES | CANS OF LINE MARKING PAINT | 46.61 |
| EFT28109 | 04/04/2019 | BRIDGETOWN TYRES | GLOBES & 3 X 7 PIN TRAILER PLUGS | 110.00 |
| EFT28110 | 04/04/2019 | BRIDGETOWN NEWSAGENCY | 10 BOXES WHITE A4 COPIER PAPER & MONTHLY NEWSPAPER CHARGES FOR MARCH | 342.70 |
| EFT28111 | 04/04/2019 | BUILT RIGHT APPROVALS | BUILDING SURVEYING CONTRACTOR SERVICES | 264.00 |
| EFT28112 | 04/04/2019 | BUNBURY PRINT | 34 X KANGAROO GULLY BUSH FIRE BRIGADE T-SHIRTS | 1,020.00 |
| EFT28113 | 04/04/2019 | BUNBURY TRUCKS | CLUTCH KIT FOR HINO TIP TRUCK WITH CRANE | 1,315.60 |
| EFT28114 | 04/04/2019 | CAKES BY TASTY EDIBLES | 2 X RANGER SHIRTS | 100.00 |
| EFT28115 | 04/04/2019 | CAMPBELLS | SNACKS AND CONFECTIONERY FOR THE BLC CAFE | 361.24 |
| EFT28116 | 04/04/2019 | CASTLEDEX | FULLVUE EXPANDING FILES | 219.73 |
| EFT28117 | 04/04/2019 | CHILD SUPPORT AGENCY | PAYROLL DEDUCTIONS | 275.98 |
| EFT28118 | 04/04/2019 | CJD EQUIPMENT PTY LTD | MOTOR & BLADE PART FOR VOLVO ROAD GRADER | 690.46 |
| EFT28119 | 04/04/2019 | COURIER AUSTRALIA | FREIGHT CHARGES | 419.81 |
| EFT28120 | 04/04/2019 | CROWN HOTELS | ACCOMMODATION & MEALS FOR 2 X FINANCE CONFERENCE ATTENDEES 12/3/2019 - 15/3/2019 | 937.60 |
| EFT28121 | 04/04/2019 | CUSTOM SERVICE LEASING LTD | VEHICLE LEASING FOR APRIL | 393.31 |
| EFT28122 | 04/04/2019 | DAVMECH | REPAIRS TO GREENBUSHES 2.4 & BTOWN LT FIRE TRUCKS & CLUTCH REPLACEMENT FOR TIP TRUCK | 6,595.31 |
| EFT28123 | 04/04/2019 | DELRON CLEANING BUNBURY | MACHINE HIRE & CLEANING FOR COURTS AT BLC - MARCH | 672.08 |
| EFT28124 | 04/04/2019 | PERRY DICKINSON | ROOFING REPAIRS AND RENOVATIONS FOR BRIDGETOWN CRC | 825.00 |
| EFT28125 | 04/04/2019 | DOMESTIC MAINTENANCE SW | TILE SKIRTING, WALL REPAIRS & PAINTING FOR DOWNSTAIRS ADMIN TOILETS | 1,700.00 |

SHIRE OF BRIDGETOWN-GREENBUSHES

LIST OF ACCOUNTS PAID IN APRIL TO BE RECEIVED

| Cheque/ Voucher No. | Date of Payment | Payee | Payment Description | Payment Amount |
|--------------------------------|----------------------------|-----------------------------------|--|---------------------------|
| EFT28126 | 04/04/2019 | LGRCEU | PAYROLL DEDUCTIONS | 82.00 |
| EFT28127 | 04/04/2019 | FIRE & RESCUE SAFETY AUSTRALIA | 4 X PETZL PIXA 3 HEADLAMPS FOR SES | 452.22 |
| EFT28128 | 04/04/2019 | FLYING DUCK CAFE | MEALS FOR VARIOUS COUNCIL MEETINGS & CONCEPT FORUMS | 885.00 |
| EFT28129 | 04/04/2019 | GEOGRAPHE CIVIL PTY LTD | RECONSTRUCTION OF MARANUP FORD ROAD SECTION - CLAIM 1 | 49,747.53 |
| EFT28130 | 04/04/2019 | HANSON CONSTRUCTION MATERIALS | 12.41TN OF 10MM BLUE METAL FOR WINNEJUP ROAD WORKS | 848.00 |
| EFT28131 | 04/04/2019 | H C JONES & CO | ANNUAL BACKFLOW TESTING, REPLACE VARIOUS TAPS & BASIN & OTHER PLUMBING WORKS | 9,358.70 |
| EFT28132 | 04/04/2019 | HILLVIEW ELECTRICAL SERVICE | RECTIFY PUMP FAULT | 110.00 |
| EFT28133 | 04/04/2019 | JASON SIGNMAKERS | VARIOUS SIGNS FOR SWIMMING POOL & LIBRARY | 590.54 |
| EFT28134 | 04/04/2019 | JOLYON ELLIOTT TREE SERVICES | REMOVAL OF MARRI LIMB ON PHILLIP ST | 750.00 |
| EFT28135 | 04/04/2019 | JOHNSON'S FOOD SERVICES | FOODS AND SNACKS FOR THE BLC CAFE | 1,328.04 |
| EFT28136 | 04/04/2019 | KEIDY CONTRACTORS | HIRE OF EXCAVATOR & OPERATOR FOR WORKS FOR MOULTON STREET & BLACKWOOD PARK ROAD | 6,231.50 |
| EFT28137 | 04/04/2019 | ALBERT KLAASSEN ELECTRICAL | VARIOUS MINOR ELECTRICAL WORKS FOR SHIRE BUILDINGS | 935.00 |
| EFT28138 | 04/04/2019 | RADOVAN KOLOC | INSTALL PROJECTOR & SCREEN IN COUNCIL CHAMBERS & WORKS AT BTOWN CEMETERY TOILETS | 900.00 |
| EFT28139 | 04/04/2019 | LANDGATE | LAND VALUATION ENQUIRY CHARGES | 51.40 |
| EFT28140 | 04/04/2019 | LUCKY 7 BRIDGETOWN | WREATH FOR MEMORIAL SERVICE - BOYUP BROOK 11.9.18 | 80.00 |
| EFT28141 | 04/04/2019 | MARKETFORCE | MONTHLY SHIRE ADVERTISEMENTS | 917.59 |
| EFT28142 | 04/04/2019 | J.L & G.F MAY | SLASH GRASS & REMOVED FLAMMABLE MATERIAL FROM PRIVATE PROPERTY | 770.00 |
| EFT28143 | 04/04/2019 | MCG FIRE SERVICES | 6 MONTHLY FIRE EQUIPMENT SERVICE | 2,433.36 |
| EFT28144 | 04/04/2019 | MICK TUCK GRADER SERVICES PTY LTD | CONTRACT GRADER SERVICE | 7,815.50 |
| EFT28145 | 04/04/2019 | MOMAR AUSTRALIA PTY LTD | MATERIALS & EQUIPMENT FOR FLEET SERVICES | 467.50 |
| EFT28146 | 04/04/2019 | QUALITY SHOP | PRINTING & FINISHING OF INSIGHT NEWSLETTER - FEB/MARCH EDITION | 2,016.08 |
| EFT28147 | 04/04/2019 | RACKMART PTY LTD | 16 X 2 DOOR LOCKERS FOR DFES & SES EQUIPMENT | 3,520.00 |
| EFT28148 | 04/04/2019 | RAECO | MINOR ITEMS FOR LIBRARY | 65.41 |
| EFT28149 | 04/04/2019 | REDWOOD HILLS | SUPPLY GRAVEL FOR BLACKWOOD PARK RD RE-SHEET | 4,853.36 |
| EFT28150 | 04/04/2019 | REPCO | TWIN PACK UHF HANDHELD TWO WAY RADIOS FOR WORKS SUPERVISOR FOR SURVEY WORK | 185.57 |
| EFT28151 | 04/04/2019 | RICHFEEDS AND RURAL SUPPLIERS | 2 X BUNDLES OF 900 FENCE DROPPERS FOR WINNEJUP RD RECONSTRUCTION & WORK BOOTS | 371.50 |
| EFT28152 | 04/04/2019 | STUART RUSSELL ROMERO | MOVNAT SOFTWARE HOSTING FOR 2019 | 156.40 |
| EFT28153 | 04/04/2019 | SONJA SEHM | REIMBURSEMENT FOR GROCERIES FOR BLC VENDING | 61.78 |
| EFT28154 | 04/04/2019 | SHIRE STAFF CLUB | STAFF SOCIAL CLUB DEDUCTIONS FOR MARCH | 128.00 |
| EFT28155 | 04/04/2019 | SIGMA POOL & SPA SUPPLIES | PHOSPHATE TEST KIT | 24.20 |
| EFT28156 | 04/04/2019 | SOUTH WEST FIRE UNITS | REPLACEMENT STEPS FOR KANGAROO GULLY 2.4, HESTER BROOK 2.4 & GREENBUSHES 2.4 | 1,815.00 |
| EFT28157 | 04/04/2019 | SOUTH WEST OIL SUPPLIES | 200LT KEROSENE SOLVENT | 786.50 |
| EFT28158 | 04/04/2019 | SOUWEST GLASS SERVICE | REPAIRS TO SINGLE LEADLIGHT DOOR IN THE COUNCIL CHAMBERS | 825.00 |
| EFT28159 | 04/04/2019 | STATE LIBRARY OF QUEENSLAND | 2018 SUMMER READING CLUB PROMOTIONAL MATERIALS | 84.15 |
| EFT28160 | 04/04/2019 | STANS MANJIMUP FARM MACHINERY | MINOR PARTS | 35.40 |
| EFT28161 | 04/04/2019 | DION STEVEN | ENVIRONMENTAL WORKS FOR THE MONTH OF MARCH | 2,424.00 |
| EFT28162 | 04/04/2019 | SUPERLIGHT | SUPERLIGHT 275 SERIES LED BULKHEAD FIXTURE FOR BLC | 196.90 |
| EFT28163 | 04/04/2019 | SYNERGY | ELECTRICITY | 5,061.10 |
| EFT28164 | 04/04/2019 | THE STABLES IGA | VARIOUS SHIRE GROCERIES & SUPPLIES | 283.50 |
| EFT28165 | 04/04/2019 | THE LINEN PRESS | VC STOCK - LINEN PRODUCTS | 609.40 |
| EFT28166 | 04/04/2019 | SUZANNE WILLIAMS | DOG REGISTRATION REFUND | 20.00 |
| EFT28167 | 04/04/2019 | WINC AUSTRALIA PTY LTD | 6 X FOLDING TABLE FOR CIVIC HALL, BULK CLEANING SUPPLIES & OFFICE STATIONERY | 1,887.63 |
| EFT28168 | 04/04/2019 | WISEMAN SIGNS | RANGER SIGNAGE FOR THE NEW RANGER VEHICLE & 8 X EASTER ROADWISE CAR MAGNETS | 2,442.00 |
| EFT28169 | 04/04/2019 | WORKWEAR GROUP | CORPORATE UNIFORMS | 421.75 |

SHIRE OF BRIDGETOWN-GREENBUSHES

LIST OF ACCOUNTS PAID IN APRIL TO BE RECEIVED

| Cheque/ Voucher No. | Date of Payment | Payee | Payment Description | Payment Amount |
|--------------------------------|----------------------------|-------------------------------------|---|---------------------------|
| EFT28170 | 11/04/2019 | EASISALARY | EMPLOYEE SALARY PACKAGED ITEMS | 667.35 |
| EFT28171 | 15/04/2019 | AUSTRALIAN TAXATION OFFICE | SUPERANNUATION COMPLIANCE AUDIT | 39,090.77 |
| EFT28172 | 16/04/2019 | AUSTRALIAN TAXATION OFFICE | BAS MARCH 2019 | 29,712.00 |
| EFT28173 | 18/04/2019 | ALL WEST BUILDING APPROVALS PTY LTD | CERTIFICATE OF DESIGN COMPLIANCE - SHADE SAILS | 300.00 |
| EFT28174 | 18/04/2019 | AMPAC DEBT RECOVERY (WA) PTY LTD | RATES DEBT COLLECTION CHARGES | 1,595.34 |
| EFT28175 | 18/04/2019 | TONY ARNOLD | LAY RETAINING WALL IN FRONT OF LIBRARY ENTRANCE FOOTPATH | 3,410.00 |
| EFT28176 | 18/04/2019 | ASTRON ENVIRONMENTAL SERVICES | BRIDGETOWN WASTE SITE BORE SAMPLING ANNUAL REPORT | 1,224.85 |
| EFT28177 | 18/04/2019 | AUSTRALIA POST | SHIRE POSTAGE FOR MARCH | 1,233.61 |
| EFT28178 | 18/04/2019 | B & J CATALANO PTY LTD | 42TON OF SAND FOR BRIDGETOWN SPORTS GROUND | 1,183.99 |
| EFT28179 | 18/04/2019 | ANTHONY JAMES BALLARD | REPLACE GUTTERS & DOWNPIPES FOR GREENBUSHES HALL & ASSIST WITH BLC COURT LIGHTING | 3,640.00 |
| EFT28180 | 18/04/2019 | CRAIG & TAMMY BESWICK | RATES REFUND | 1,024.61 |
| EFT28181 | 18/04/2019 | BLACKWOOD RURAL SERVICES | TROLLEY JACK FOR BUSH FIRE BRIGADES & VARIOUS MONTHLY MINOR ITEMS FOR MARCH | 549.22 |
| EFT28182 | 18/04/2019 | BLACKWOOD ENVIRONMENT SOCIETY | COMMUNITY LANDCARE SERVICE FOR 01/01/2019 - 30/06/2019 | 23,163.38 |
| EFT28183 | 18/04/2019 | BLACKWOODS | PPE FOR THE BRIDGETOWN LEISURE CENTRE AQUATIC STAFF | 68.47 |
| EFT28184 | 18/04/2019 | BLACKWOOD FRESH | REFRESHMENTS FOR MEETINGS | 78.93 |
| EFT28185 | 18/04/2019 | BLACKWOOD HEAVY TILT | TRANSPORT VEHICLE TO PERTH FOR AUCTION & 16 X 2 DOOR LOCKERS BACK FROM PERTH | 440.00 |
| EFT28186 | 18/04/2019 | BLISS FOR DESIGN | MINOR ITEMS | 88.39 |
| EFT28187 | 18/04/2019 | BOOEASY AUSTRALIA PTY LTD | BOOEASY BOOKING RETURNS/MONTHLY FEES - MARCH | 220.00 |
| EFT28188 | 18/04/2019 | BRIDGETOWN MUFFLER & TOWBAR CENTRE | REPLACE HEADLIGHT IN SUNNYSIDE LIGHT TANKER | 115.00 |
| EFT28189 | 18/04/2019 | BRIDGETOWN TIMBER SALES | MINOR ITEMS FOR MAINTENANCE REPAIRS | 149.40 |
| EFT28190 | 18/04/2019 | BRIDGETOWN HISTORICAL SOCIETY INC. | 36 X HISTORICAL PHOTOS | 324.00 |
| EFT28191 | 18/04/2019 | BLACKWOOD AUTO ELECTRICAL SERVICES | SUPPLY & INSTALL RADIO & AERIAL TO NEW RANGERS UTE | 1,030.00 |
| EFT28192 | 18/04/2019 | BRIDGETOWN COMPUTERS | 1 YEAR MICROSOFT OFFICE SUBSCRIPTION | 144.00 |
| EFT28193 | 18/04/2019 | BRIDGETOWN MITRE 10 & RETRAVISION | 1 X LASER DISTANCE RANGE MEASURE & VARIOUS MINOR ITEMS | 436.93 |
| EFT28194 | 18/04/2019 | BRIDGETOWN PAINT SALES | 15 X CANS LINE MARKING PAINT & MINOR ITEMS | 221.39 |
| EFT28195 | 18/04/2019 | BRIDGETOWN TYRES | VARIOUS REPAIRS/REPLACEMENT OF TRUCK TYRES FOR DEPOT FLEET & NEW 12V BATTERY | 2,045.00 |
| EFT28196 | 18/04/2019 | BRIDGETOWN NEWSAGENCY | MONTHLY NEWSPAPER CHARGES FOR MARCH | 103.10 |
| EFT28197 | 18/04/2019 | BURGESS RAWSON (WA) PTY LTD | WATER USAGE CHARGES FOR ASHBIL COMMUNITY GARDEN FOR 17/02/2019 - 04/04/2019 | 228.57 |
| EFT28198 | 18/04/2019 | BUSINESS FUEL CARDS PTY LTD | FUEL CARD FEE - MARCH | 5.49 |
| EFT28199 | 18/04/2019 | CET CENTRE FOR ENVIRONMENTAL | SOIL TALSMA-HALLAM PERMEAMETER | 462.50 |
| EFT28200 | 18/04/2019 | CHILD SUPPORT AGENCY | PAYROLL DEDUCTIONS | 275.98 |
| EFT28201 | 18/04/2019 | CJD EQUIPMENT PTY LTD | MINOR PARTS | 75.11 |
| EFT28202 | 18/04/2019 | CLOVERS GENERAL & LIQUOR STORE | MONTHLY GROCERY FOR BLC FOR MARCH & APRIL | 410.05 |
| EFT28203 | 18/04/2019 | TIMOTHY PATRICK CLYNCH | REFRESHMENTS - MEETING WITH CANDIDATE FOR EMD&I | 20.00 |
| EFT28204 | 18/04/2019 | COURIER AUSTRALIA | FREIGHT CHARGES | 36.20 |
| EFT28205 | 18/04/2019 | COUNTRY WOMENS ASSOCIATION | MORNING TEA - BLESSING OF THE ROADS | 600.00 |
| EFT28206 | 18/04/2019 | ELIZABETH DENNISS | IPHONE COVER & REPAIRS | 269.00 |
| EFT28207 | 18/04/2019 | FIRE & RESCUE SAFETY AUSTRALIA | 6 X PETZL PIXA 3 HEADLAMPS FOR SES | 678.34 |
| EFT28208 | 18/04/2019 | FLYING DUCK CAFE | MEAL FOR COUNCIL WORKSHOP AND COUNCIL MEETING | 423.00 |
| EFT28209 | 18/04/2019 | GEOFABRICS | 1 ROLL OF 3.8M X 75M TX160A14 GRID FOR WINNEJUP ROAD WORKS | 1,567.50 |
| EFT28210 | 18/04/2019 | GEOGRAPHE CIVIL PTY LTD | RECONSTRUCTION OF MARANUP FORD ROAD - CLAIM 2 | 247,907.58 |
| EFT28211 | 18/04/2019 | GREENACRES MILL | WBSR - WILLOW SPRINGS YARDS | 231.50 |
| EFT28212 | 18/04/2019 | H C JONES & CO | WBSR - WATER TAP FOR BRIDGETOWN CAMP | 500.00 |
| EFT28213 | 18/04/2019 | HEMA MAPS PTY LTD | VC STOCK - BOOKS & ATLASES & MAPS | 357.47 |

SHIRE OF BRIDGETOWN-GREENBUSHES

LIST OF ACCOUNTS PAID IN APRIL TO BE RECEIVED

| Cheque/ Voucher No. | Date of Payment | Payee | Payment Description | Payment Amount |
|--------------------------------|----------------------------|--------------------------------------|---|---------------------------|
| EFT28214 | 18/04/2019 | HILLVIEW ELECTRICAL SERVICE | MATERIALS & LABOUR FOR THE COURT LIGHTING PROJECT AT THE BLC | 16,500.00 |
| EFT28215 | 18/04/2019 | DI HOLLETT | REIMBURSEMENT FOR LLLS INSTRUCTOR REFRESHER TRAINING | 137.50 |
| EFT28216 | 18/04/2019 | INTERPHONE | NBN FOR ADMIN OFFICE - APRIL | 130.90 |
| EFT28217 | 18/04/2019 | JASON SIGNMAKERS | 9 X NO PARKING SIGNS (VARYING DESIGNS & FORMAT) | 337.04 |
| EFT28218 | 18/04/2019 | ADAM JENKINS TREE SERVICES | 13 DAYS VEGETATION PRUNING & REMOVAL | 42,900.00 |
| EFT28219 | 18/04/2019 | JOHNSON'S FOOD SERVICES | FROZEN FOODS AND GOODS FOR THE BLC KIOSK | 265.64 |
| EFT28220 | 18/04/2019 | ALBERT KLAASSEN ELECTRICAL | SKATE PARK ELECTRICAL WORKS & SUPPLY & FIT WATERPROOF OUTLET FOR HERITAGE PARK | 880.00 |
| EFT28221 | 18/04/2019 | RADOVAN KOLOC | REPLACE GUTTERS & DOWNPIPES FOR GREENBUSHES HALL & ASSIST WITH BLC COURT LIGHTING | 3,640.00 |
| EFT28222 | 18/04/2019 | LANDGATE | LAND VALUATION ENQUIRY CHARGES | 302.19 |
| EFT28223 | 18/04/2019 | MALATESTA ROAD PAVING & HOTMIX | SUPPLY AND LAY 30MM BLACK ASPHALT ON BROCKMAN HWY | 6,207.00 |
| EFT28224 | 18/04/2019 | J.L & G.F MAY | DIG TRENCH TO DIVERT STORMWATER FOR FIRE CONTROL CENTRE | 220.00 |
| EFT28225 | 18/04/2019 | MCG FIRE SERVICES | MONTHLY TESTS FOR FDAS/EWIS AT BRIDGETOWN RECREATION CENTRE - MARCH | 115.50 |
| EFT28226 | 18/04/2019 | MICK TUCK GRADER SERVICES PTY LTD | CONTRACT GRADER SERVICES | 10,606.75 |
| EFT28227 | 18/04/2019 | MOORE STEPHENS | 2 X REGISTRATIONS TO THE ANNUAL FINANCIAL REPORTING WORKSHOP | 2,816.00 |
| EFT28228 | 18/04/2019 | NATURALISTE TURF | DETHATCH AND CORE BRIDGETOWN SPORTSGROUND | 4,800.00 |
| EFT28229 | 18/04/2019 | NEV'S STEEL | 2M 80MM GALVANISED PIPES - BOLLARDS FOR MAF PROJECT | 442.00 |
| EFT28230 | 18/04/2019 | PRESTON POWER EQUIPMENT | PARTS TO REPAIR FERRIS RIDE ON MOWER | 628.00 |
| EFT28231 | 18/04/2019 | PROMACO GEODRAFT | WBSR - MAPPING | 7,078.50 |
| EFT28232 | 18/04/2019 | QUALITY SHOP | SPECIAL INSIGHT NEWSLETTER - MARCH 2019 - REVIEW OF VISITOR INFORMATION SERVICES | 1,077.15 |
| EFT28233 | 18/04/2019 | RAECO | MINOR ITEMS | 60.81 |
| EFT28234 | 18/04/2019 | REBECCA REDMAN | REIMBURSEMENT FOR 2 X DVD'S PURCHASED FOR THE YOUTH WEEK MOVIE NIGHT | 22.96 |
| EFT28235 | 18/04/2019 | R&N CONTRACTING | MULCHING MAF TREATMENT 2244 BROCKMAN HIGHWAY BRIDGETOWN | 20,340.85 |
| EFT28236 | 18/04/2019 | SCAVENGER FIRE AND SAFETY | FIRE FIGHTING EQUIPMENT & PPE | 1,023.00 |
| EFT28237 | 18/04/2019 | SCHWEPPE'S AUSTRALIA PTY LTD | DRINKS FOR THE BLC KIOSK | 153.12 |
| EFT28238 | 18/04/2019 | SCULLEY'S SMASH REPAIRS | 2 X INSURANCE POLICY EXCESS'S | 600.00 |
| EFT28239 | 18/04/2019 | SOUTH WEST ISUZU | CLUTCH MASTER CYLINDER PART FOR ISUZU TIP TRUCK | 136.32 |
| EFT28240 | 18/04/2019 | SOUTH WEST OIL SUPPLIES | 205LTS OF ADD BLUE FOR FLEET SERVICES | 291.50 |
| EFT28241 | 18/04/2019 | SOUTHERN FOREST PEST MANAGEMENT | TREAT TERMITES - BRIDGETOWN SPORTS GROUND KIOSK/SBS CONTROL ROOM | 242.00 |
| EFT28242 | 18/04/2019 | SPRINT EXPRESS | FREIGHT CHARGES | 255.20 |
| EFT28243 | 18/04/2019 | STEWART & HEATON CLOTHING CO PTY LTD | NAME BADGES - BUSH FIRE BRIGADES | 24.53 |
| EFT28244 | 18/04/2019 | SUPACHOOK CARVERY | MEALS FOR FIRE CREWS | 779.00 |
| EFT28245 | 18/04/2019 | SYNERGY | ELECTRICITY | 12,318.20 |
| EFT28246 | 18/04/2019 | THE STABLES IGA | GROCERIES & SUPPLIES FOR SHIRE OFFICES | 99.33 |
| EFT28247 | 18/04/2019 | TPG NETWORK PTY LTD | NBN FOR LIBRARY - APRIL | 159.50 |
| EFT28248 | 18/04/2019 | WATTLEBROOK CONTRACTING PTY LTD | HIRE OF 1 X TRUCK FOR CARTING TO BROCKMAN HWY | 5,687.00 |
| EFT28249 | 18/04/2019 | WESTERN AUSTRALIAN LOCAL GOV ASSOC | CEO PERFORMANCE APPRAISALS WORKSHOP | 515.00 |
| EFT28250 | 18/04/2019 | L M WHITNEY | REFUND - DOG REGISTRATION | 37.50 |
| EFT28251 | 18/04/2019 | WINC AUSTRALIA PTY LTD | MINOR ITEMS | 31.25 |
| EFT28252 | 24/04/2019 | JOHN CARTER BOOKLESS | MONTHLY COUNCILLOR ALLOWANCE | 880.00 |
| EFT28253 | 24/04/2019 | JULIA ANN BOYLE | MONTHLY COUNCILLOR ALLOWANCE | 880.00 |
| EFT28254 | 24/04/2019 | DOREEN MACKMAN | MONTHLY COUNCILLOR ALLOWANCE | 880.00 |
| EFT28255 | 24/04/2019 | JOANN ROBERTA MOORE | MONTHLY COUNCILLOR ALLOWANCE | 880.00 |
| EFT28256 | 24/04/2019 | JOHN DIGBY NICHOLAS | MONTHLY COUNCILLOR ALLOWANCE | 880.00 |
| EFT28257 | 24/04/2019 | ANTONINO PRATICO | MONTHLY COUNCILLOR ALLOWANCE | 1,730.00 |

SHIRE OF BRIDGETOWN-GREENBUSHES

LIST OF ACCOUNTS PAID IN APRIL TO BE RECEIVED

| Cheque/ Voucher No. | Date of Payment | Payee | Payment Description | Payment Amount |
|--------------------------------|----------------------------|------------------------------|--|---------------------------|
| EFT28258 | 24/04/2019 | PATRICK M SCALLAN | MONTHLY COUNCILLOR ALLOWANCE | 880.00 |
| EFT28259 | 24/04/2019 | ALAN JOSEPH WILSON | MONTHLY COUNCILLOR ALLOWANCE | 1,057.08 |
| EFT28260 | 26/04/2019 | BCE SURVEYING PTY LTD | FEATURE SURVEY FOR HORSE TRAIL & CONTOUR SURVEY FOR PROPOSED DAM AT SPORTSGROUND | 2,959.00 |
| EFT28261 | 26/04/2019 | CB TRAFFIC SOLUTIONS PTY LTD | TRAFFIC CONTROLLERS FOR TREE PRUNING WORKS & WINNEJUP ROAD CONSTRUCTION | 33,251.08 |
| EFT28262 | 26/04/2019 | CITY & REGIONAL FUELS | BULK FUEL FOR MARCH | 15,408.60 |

SHIRE OF BRIDGETOWN-GREENBUSHES

LIST OF ACCOUNTS PAID IN APRIL TO BE RECEIVED

| Cheque/ Voucher No. | Date of Payment | Payee | Payment Description | Payment Amount |
|--|----------------------------|---------------------------------|---|----------------------------|
| EFT28263 | 26/04/2019 | CITY OF BUSSELTON | CONTRIBUTION - SW REGIONAL PROJECT OFFICER | 2,735.70 |
| EFT28264 | 26/04/2019 | CLEANAWAY PTY LTD | WASTE COLLECTION SERVICES FOR MARCH 2019 | 26,326.45 |
| EFT28265 | 26/04/2019 | DAVMECH | MANUFACTURE HYDRAULIC HOSE FOR GRADER | 159.05 |
| EFT28266 | 26/04/2019 | DORMAKABA | SERVICE & REPAIR OF ELECTRONIC DOOR OPENERS AT LIBRARY & BLC | 502.33 |
| EFT28267 | 26/04/2019 | EASISALARY | EMPLOYEE SALARY PACKAGED ITEMS | 667.35 |
| EFT28268 | 26/04/2019 | FE TECHNOLOGIES PTY LTD | ANNUAL MAINTENANCE - LIBRARY COMPUTER KIOSK & CIRCULATION ASSIST | 2,134.00 |
| EFT28269 | 26/04/2019 | ISA TECHNOLOGIES | MONTHLY IT SUPPORT - MARCH | 1,694.00 |
| EFT28270 | 26/04/2019 | KEIDY CONTRACTORS | HIRE OF TRUCK AND OPERATOR TO CART FILL OUT TO WINNEJUP ROAD WORKS | 2,601.50 |
| EFT28271 | 26/04/2019 | LUMITEX LIMITED | 57 X LUMITEX SKYCAST 200W HIGH BAY LIGHT FITTINGS FOR LEISURE CENTRE COURT LIGHTS | 18,496.50 |
| EFT28272 | 26/04/2019 | ROOF ACCESS WA | ROOF ACCESS SYSTEM COMPLIANCE RE-CERTIFICATION & INSTALL ROOF WALKWAY FOR BLC | 1,155.00 |
| EFT28273 | 26/04/2019 | SCOPE BUSINESS IMAGING | MONTHLY PRINTING & PHOTOCOPYING CHARGES | 3,606.90 |
| EFT28274 | 26/04/2019 | SOUTH WEST ISUZU | TURBO CHARGER ARM INCLUDING MINOR ITEMS FOR ISUZU TIP TRUCK REPAIRS | 4,796.06 |
| EFT28275 | 26/04/2019 | WATTLEBROOK CONTRACTING PTY LTD | HIRE OF 1 X TRUCK FOR WATERS PIT CARTING | 2,238.50 |
| EFT28276 | 26/04/2019 | WORKWEAR GROUP | CORPORATE UNIFORM | 530.00 |
| CHEQUES | | | | |
| 30824 | 04/04/2019 | ROSEMARY GRESSIER | RATES REFUND | 497.15 |
| 30825 | 04/04/2019 | MAGSHOP | ANNUAL SUBSCRIPTION TO EMPIRE MAGAZINE | 59.99 |
| 30826 | 04/04/2019 | SHIRE OF BRIDGETOWN-GREENBUSHES | STAFF DEBTOR DEDUCTIONS FOR MARCH | 1,810.00 |
| 30827 | 04/04/2019 | COMMISSIONER OF STATE REVENUE | REFUND | 6.94 |
| 30828 | 04/04/2019 | TELSTRA | TELEPHONE | 2,864.91 |
| 30829 | 18/04/2019 | PHARMACY 777 BRIDGETOWN | FIRST AID SUPPLIES FOR STAFF | 30.94 |
| 30830 | 18/04/2019 | PIVOTEL SATELLITE PTY LTD | MONTHLY TRACK SPOT TRACKERS FEES APRIL | 155.00 |
| 30831 | 18/04/2019 | TELSTRA | TELEPHONE | 25.00 |
| 30832 | 18/04/2019 | WATER CORPORATION | WATER USAGE | 14,955.86 |
| | | | | <u>1,064,804.64</u> |
| TRUST FUND | | | | |
| DIRECT DEBITS - LICENSING TRUST | | | | |
| 22648 | 01/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 01/04/2019 | 11,257.80 |
| 22649 | 02/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 02/04/2019 | 1,674.85 |
| 22650 | 03/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 03/04/2019 | 2,730.55 |
| 22651 | 04/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 04/04/2019 | 3,695.15 |
| 22652 | 05/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 05/04/2019 | 2,800.10 |
| 22653 | 08/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 08/04/2019 | 3,458.60 |
| 22654 | 09/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 09/04/2019 | 4,615.55 |
| 22655 | 10/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 10/04/2019 | 6,754.65 |
| 22656 | 11/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 11/04/2019 | 3,693.10 |
| 22657 | 12/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 12/04/2019 | 6,268.75 |
| 22658 | 15/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 15/02/2019 | 4,922.85 |
| 22659 | 16/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 16/04/2019 | 6,311.55 |
| 22660 | 17/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 17/04/2019 | 7,059.65 |
| 22661 | 18/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 18/04/2019 | 5,158.40 |
| 22662 | 23/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 23/04/2019 | 6,092.80 |
| 22663 | 24/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 24/04/2019 | 5,689.90 |
| 22664 | 26/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 26/04/2019 | 5,267.80 |

SHIRE OF BRIDGETOWN-GREENBUSHES

LIST OF ACCOUNTS PAID IN APRIL TO BE RECEIVED

| Cheque/ Voucher No. | Date of Payment | Payee | Payment Description | Payment Amount |
|--------------------------------|----------------------------|-------------------------|-----------------------------------|---------------------------|
| 22665 | 29/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 29/04/2019 | 5,234.95 |

SHIRE OF BRIDGETOWN-GREENBUSHES

LIST OF ACCOUNTS PAID IN APRIL TO BE RECEIVED

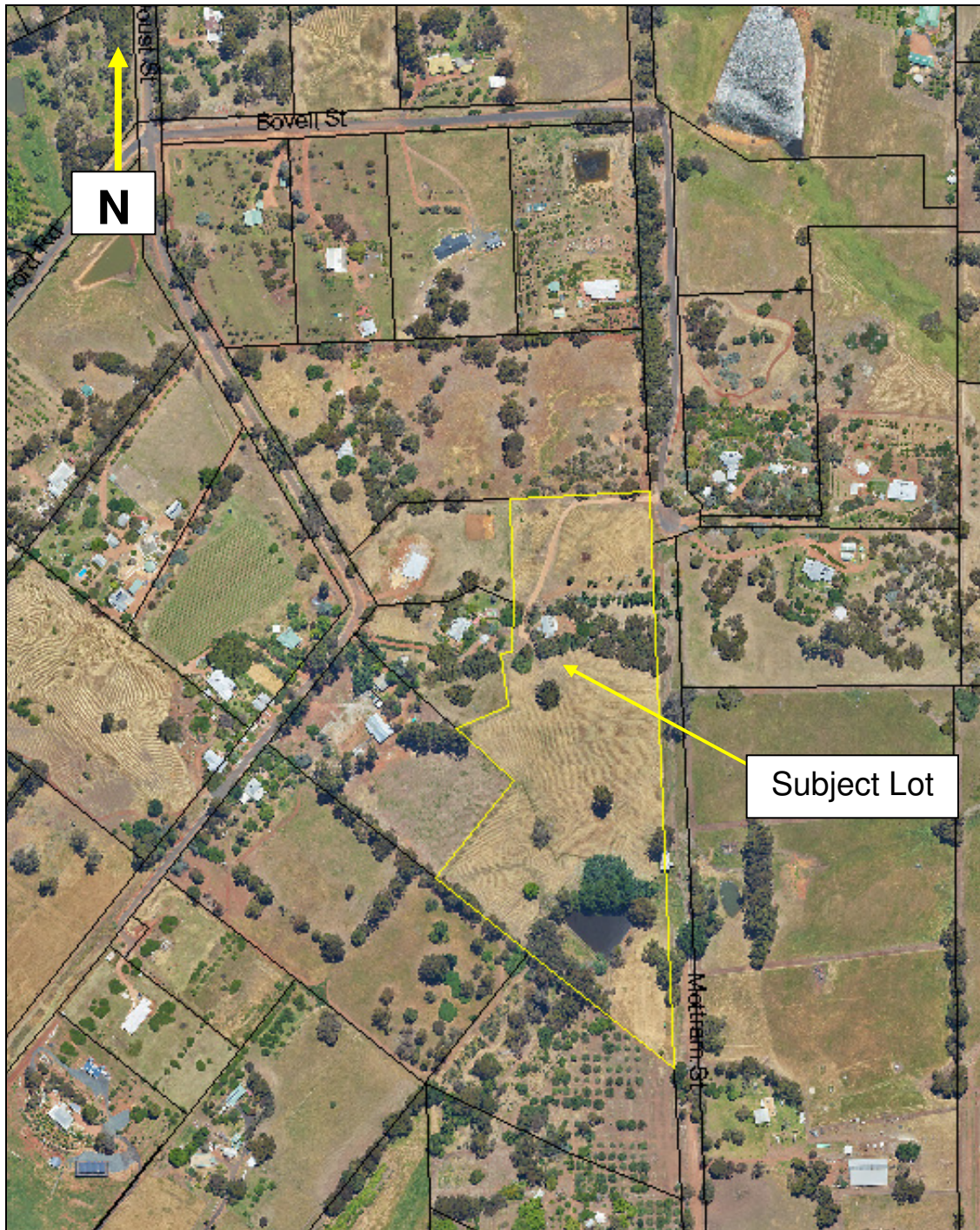
| Cheque/ Voucher No. | Date of Payment | Payee | Payment Description | Payment Amount |
|---|----------------------------|---------------------------------------|--|---------------------------|
| 22666 | 30/04/2019 | DEPARTMENT OF TRANSPORT | LICENSING PAYMENTS FOR 30/04/2019 | 3,151.70 |
| CHEQUES - GENERAL TRUST | | | | |
| 2259 | 29/04/2019 | BUILDING & CONSTRUCTION TRAINING FUND | BCITF LEVIES COLLECTED FOR THE MONTH OF MARCH | 3,386.81 |
| 2260 | 29/04/2019 | GAIL HAY | COMMUNITY STALL BOND REFUND | 50.00 |
| 2261 | 29/04/2019 | SHIRE OF BRIDGETOWN-GREENBUSHES | SHIRES COMMISSION'S & FEES RETAINED FOR MARCH | 1,319.65 |
| ELECTRONIC PAYMENTS - GENERAL TRUST | | | | |
| EFT28277 | 29/04/2019 | BLACKWOOD BIOSECURITY INC. | HALL HIRE BOND REFUND | 100.00 |
| EFT28278 | 29/04/2019 | BUILDING COMMISSION | BSL'S COLLECTED OF THE MONTH OF MARCH | 13,089.39 |
| EFT28279 | 29/04/2019 | MATTHEW DAY | ANIMAL TRAP BOND REFUND | 50.00 |
| EFT28280 | 29/04/2019 | GREENBUSHES DISCOVERY CENTRE INC. | COMMUNITY BUS BOND REFUND LESS MILEAGE CHARGES | 94.60 |
| EFT28281 | 29/04/2019 | NADINE PITTS | COMMUNITY STALL BOND REFUND | 50.00 |
| EFT28282 | 29/04/2019 | ROLAND DAVID STRATTON | ANIMAL TRAP BOND REFUND | 50.00 |
| EFT28283 | 29/04/2019 | BRUCE JOHN TAYLOR | COMMUNITY STALL BOND REFUND | 50.00 |
| EFT28284 | 29/04/2019 | TOM WORTHINGTON & VICTORIA PRINCE | EARTHWORKS BOND REFUND | 582.75 |
| CHEQUES - VISITOR CENTRE TRUST | | | | |
| 1301 | 29/04/2019 | SHIRE OF BRIDGETOWN-GREENBUSHES | SHIRES COMMISSION'S & FEES RETAINED FOR MARCH | 385.58 |
| ELECTRONIC PAYMENTS - VISITOR CENTRE TRUST | | | | |
| EFT28285 | 29/04/2019 | INFORMATION FOR ACTION INC | CONSIGNMENT STOCK SOLD FOR MARCH | 17.25 |
| EFT28286 | 29/04/2019 | PUBLIC TRANSPORT AUTHORITY OF WA | BUS TICKETS SOLD FOR THE MONTH OF MARCH | 783.20 |
| EFT28287 | 29/04/2019 | SOUTH WEST COACH LINES | BUS TICKETS SOLD FOR THE MONTH OF MARCH | 595.70 |
| EFT28288 | 29/04/2019 | WUD | CONSIGNMENT STOCK SOLD FOR MARCH | 184.73 |
| V300176 | 09/04/2019 | COMMONWEALTH BANK | TOTAL ACCOMMODATION FOR THE MONTH OF MARCH | 13,323.38 |
| | | | | <u>129,951.74</u> |

This schedule of accounts paid for the Municipal Fund totalling **\$1,064,804.64** and for the Trust Fund totalling **\$129,951.74** which was submitted to each member of the Council on 30th May 2019 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 castings.

Total creditor accounts outstanding as at 30/04/2019 - \$262,706.99


.....
CHIEF EXECUTIVE OFFICER

30 May 2019

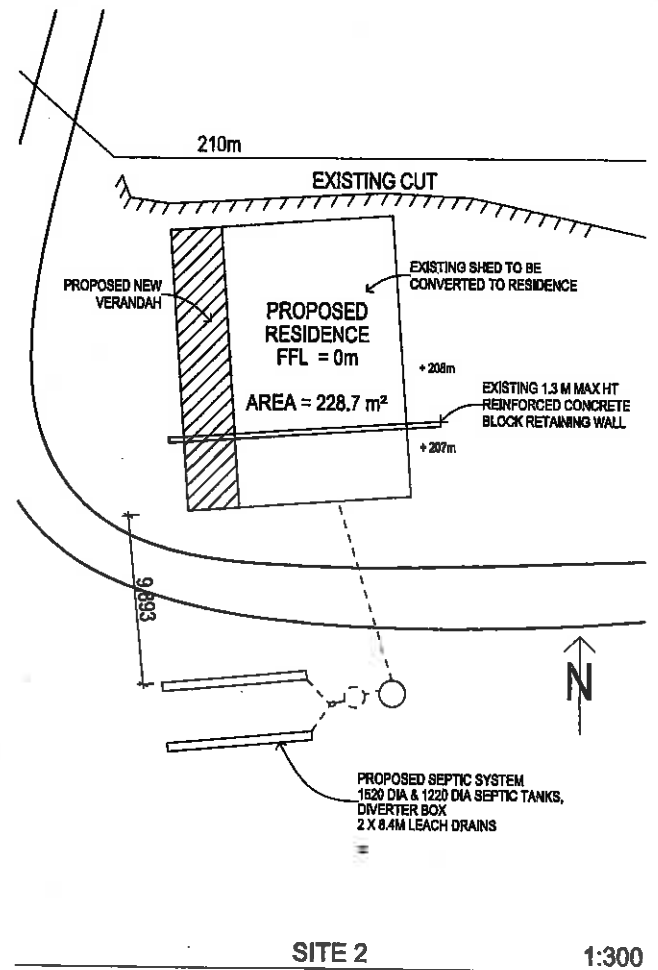
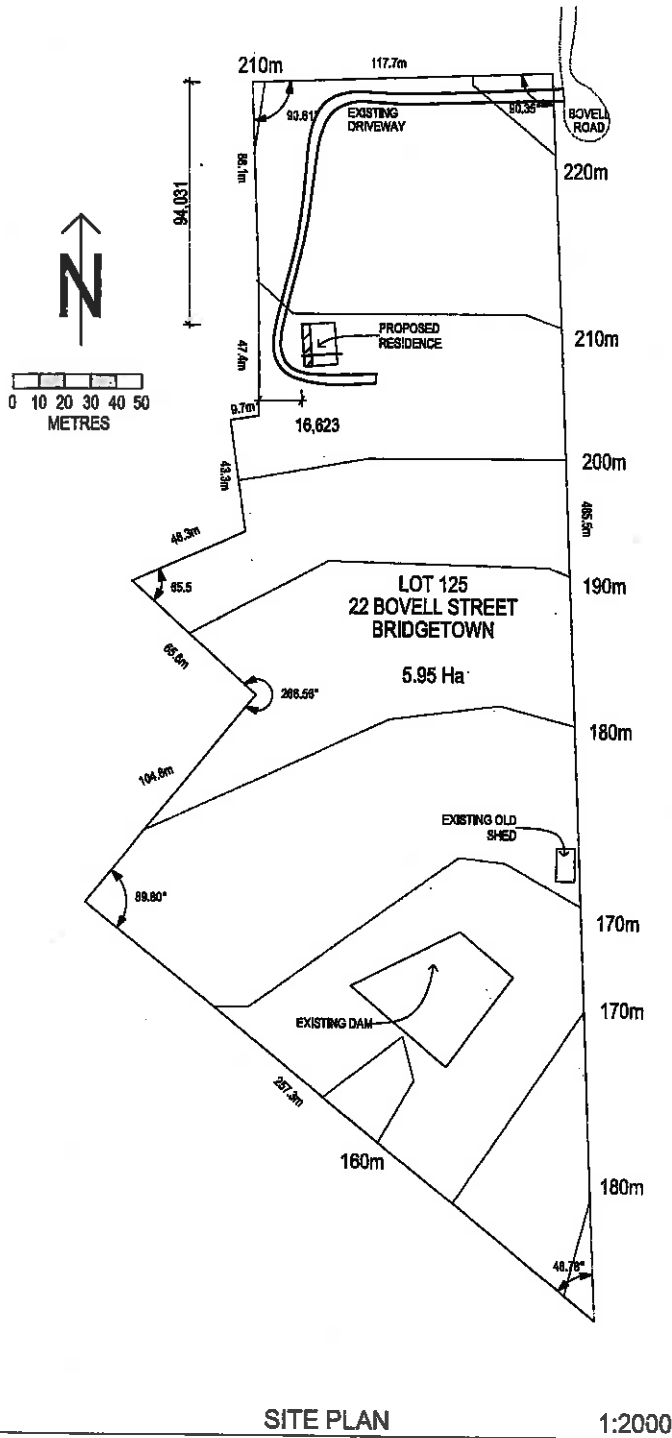


Proposed Single House and Additions/Alterations (Conversion of Barn to Dwelling) – Lot 125 (22) Bovell Street, Bridgetown

(Shire of Bridgetown-Greenbushes – Aerial Photograph November 2017)

Design Criteria

- Dead, live, wind and earthquake loads to AS1170 and AS4055
- Design site wind classification N3.
Design gust wind speed = 50 m/sec (limit state)
- Floor live load – 1.5kPa, Deck – 2.0kPa

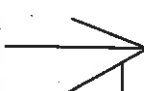


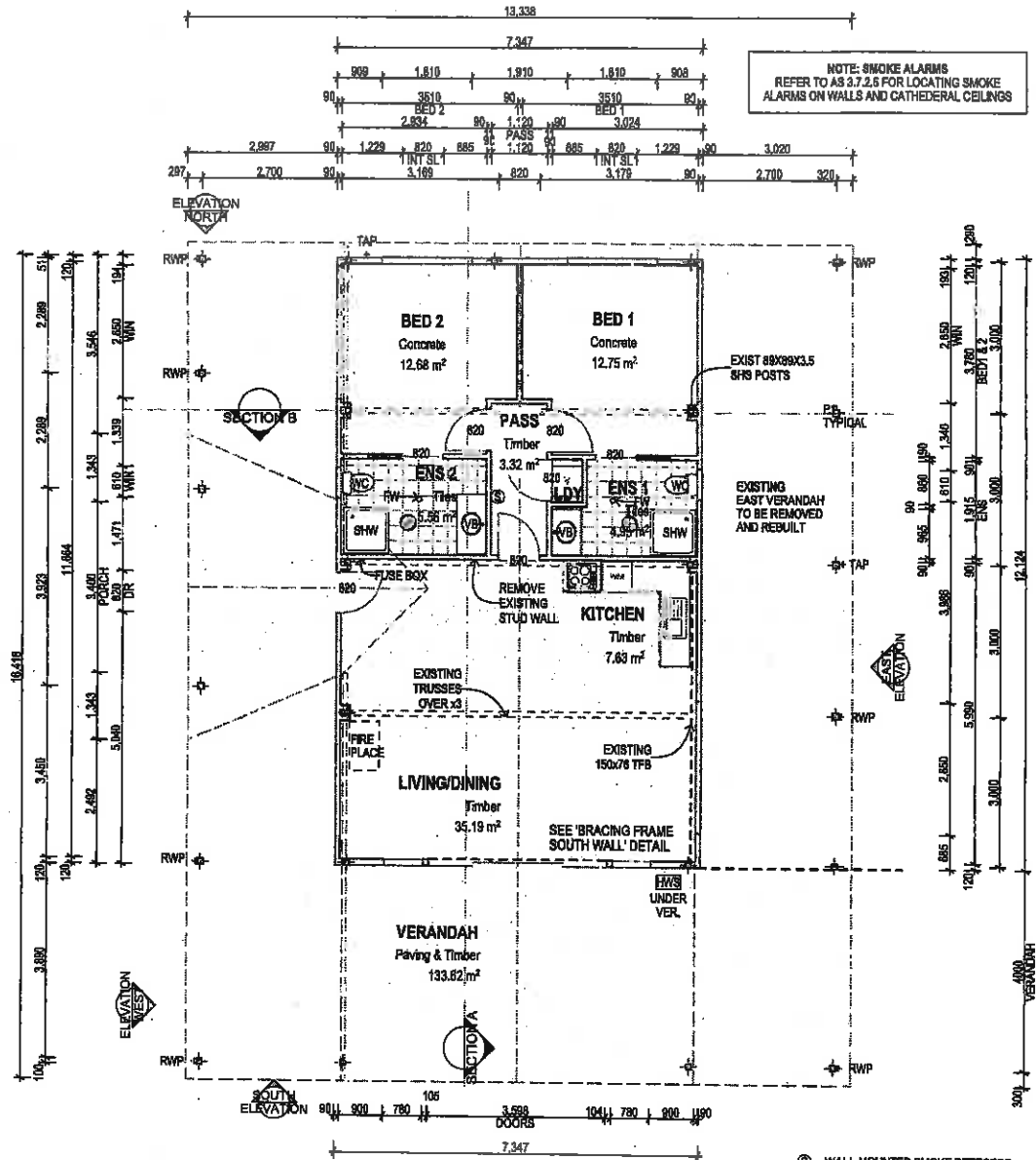
**PROPOSED RESIDENCE FOR
JAMES & GILL MILLER
22 BOVELL ST BRIDGETOWN 6255**

DRAWN BY : S.SCHRAMA
JOB NO. : 2018-004
PRINTED ON A3 : 16/05/2019

REVISION : J
PAGE : 2 OF 13

**DRAFTING &
DESIGN SW
0438 711 263**





NOTES
 ALL DIMENSIONS AND LEVELS TO BE CHECKED AND VERIFIED ON THE JOB BEFORE ORDERING MATERIALS AND COMMENCING CONSTRUCTION.

INSULATION
 WALLS - R2.0 BATTS TO ALL EXTERNAL WALLS. R2.0 BATT INSULATION TO ALL INTERNAL WALLS. ROOF - MIN R3.5 BATTS

Ⓢ WALL MOUNTED SMOKE DETECTOR
 WM WASHING MACHINE
 HWS HOT WATER SYSTEM UNDER VERANDAH

GROUND FLOOR

1:100

PROPOSED RESIDENCE FOR
 JAMES & GILL MILLER
 22 BOVELL ST BRIDGETOWN 6255

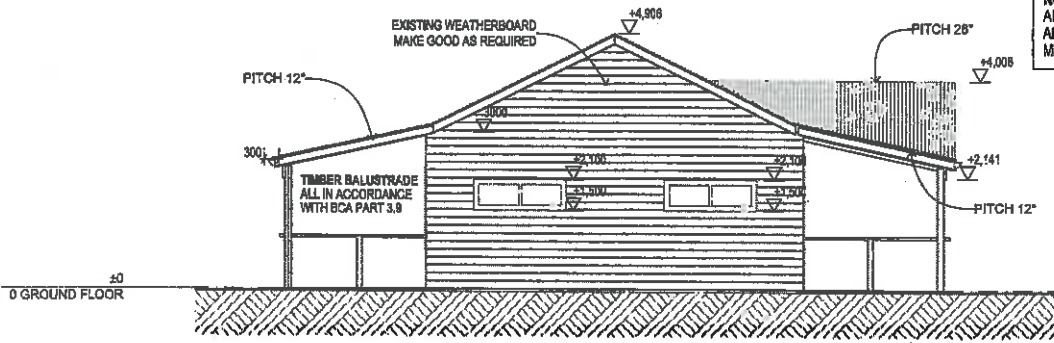
DRAWN BY : S.SCHRAMA
 JOB NO. : 2018-004
 PRINTED ON A3 : 16/05/2019

REVISION : J
 PAGE : 3 OF 13

DRAFTING &
 DESIGN SW
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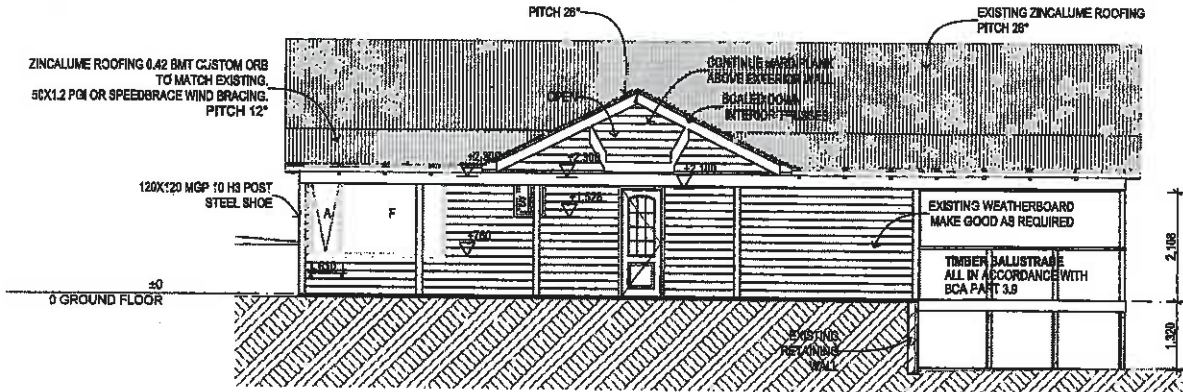


NOTES
 ALL DIMENSIONS AND LEVELS TO BE CHECKED
 AND VERIFIED ON THE JOB BEFORE ORDERING
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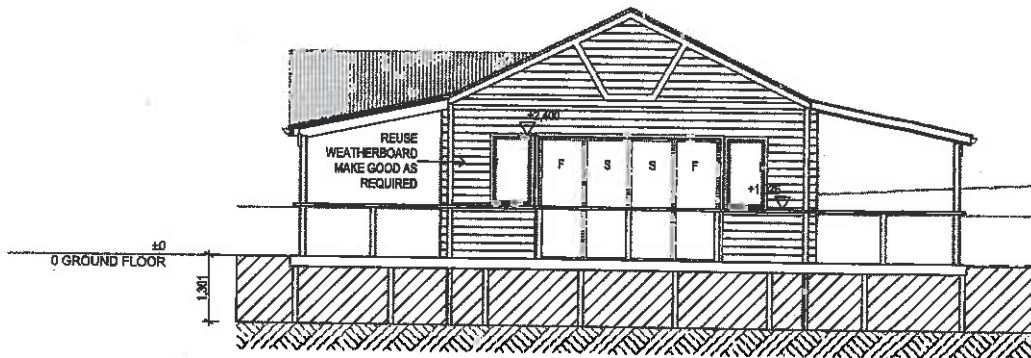
NORTH ELEVATION

1:100



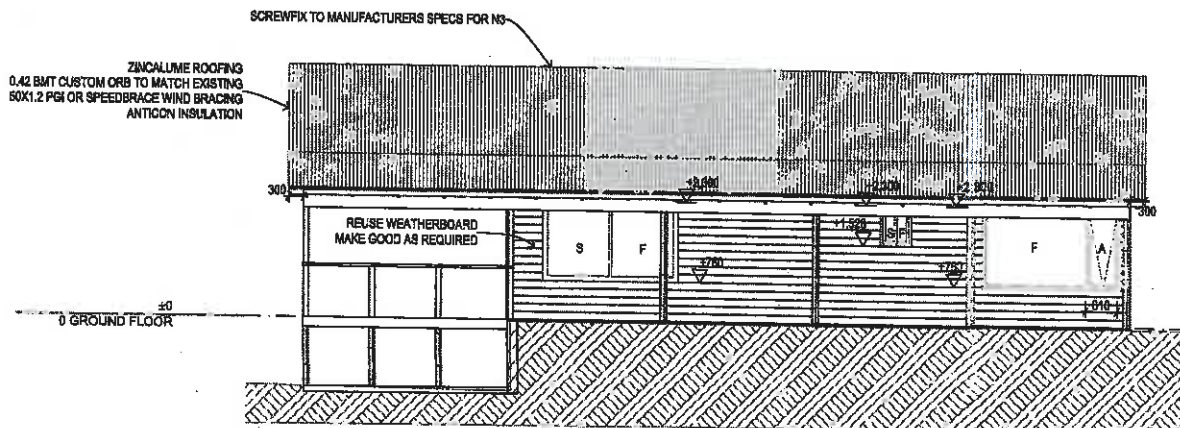
WEST ELEVATION

1:100



SOUTH ELEVATION

1:100



EAST ELEVATION

1:100

**PROPOSED RESIDENCE FOR
 JAMES & GILL MILLER
 22 BOVELL ST BRIDGETOWN 6255**

DRAWN BY : S.SCHRAMA
 JOB NO. : 2018-004
 PRINTED ON A3 ; 16/05/2019

REVISION : J
 PAGE : 4 OF 13

**DRAFTING &
 DESIGN SW**
 0438 711 263



Chief Executive Officer
Shire of Bridgetown-Greenbushes

28 February 2019

| | |
|---------------------------------|-----------|
| Shire of Bridgetown-Greenbushes | |
| File No: | |
| Document No: | 1-PA 2019 |
| - 5 MAR 2019 | |
| Officer | MP |
| Copy | |

Re: Development Application for 22 Bovell Street Bridgetown

We refer to the attached development application. Our intention is to convert the Jarrah weatherboard and iron barn into a dwelling in which to reside. Its existing character is already befitting the cultural and historical nature of Bridgetown's apple growing history. Our plan is to retain the weatherboard and iron exterior while improving the livability of the building.

The barn is situated on land that was subdivided and previously part of a larger property belonging to 15 Doust Street on which there is a historic federation home situated. The previous owners built two identical barns on the property. When the land was subdivided, one barn ended up on the land we now own, and the other identical barn was converted into a residence at 17 Doust Street in which Mike and Judy Fletcher now live.

We seek the granting of approval for our development application, and request that the same consideration be given to us that was afforded the Fletchers given their conversion of an identical barn.

Yours Sincerely



James and Gillian Miller
0408 946 703



Existing Barn at Lot 125 (22) Bovell Street, Bridgetown



Existing Barn at Lot 125 (22) Bovell Street, Bridgetown



Existing Barn at Lot 125 (22) Bovell Street, Bridgetown

Scott Donaldson

From: BTNSHIRE
Sent: Tuesday, 9 April 2019 10:38 AM
To: Scott Donaldson
Subject: FW: I-EML201952630 - Re: Road Naming

SynergySoft: I-EML201952630

Eileen Kneale

Records Officer
Shire of Bridgetown-Greenbushes
PO Box 271
BRIDGETOWN WA 6255
PH: (08) 9761 0800
FAX: (08) 9761 2023
Website: www.bridgetown.wa.gov.au

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From: Lance Chambers [<mailto:lance1949@inet.net.au>]
Sent: Monday, 8 April 2019 3:10 PM
To: BTNSHIRE
Subject: I-EML201952630 - Re: Road Naming

Dear Madam/Sir,

I would prefer Botany Lane as opposed to Lipple Lane which I feel could easily be bastardized into Nipple Lane much to the merriment of some people.

I recognise the benefits that Bridgetown gained from Mrs Lipple's endeavours but still feel that her surname should not be used.

Best regards, Lance D Chambers

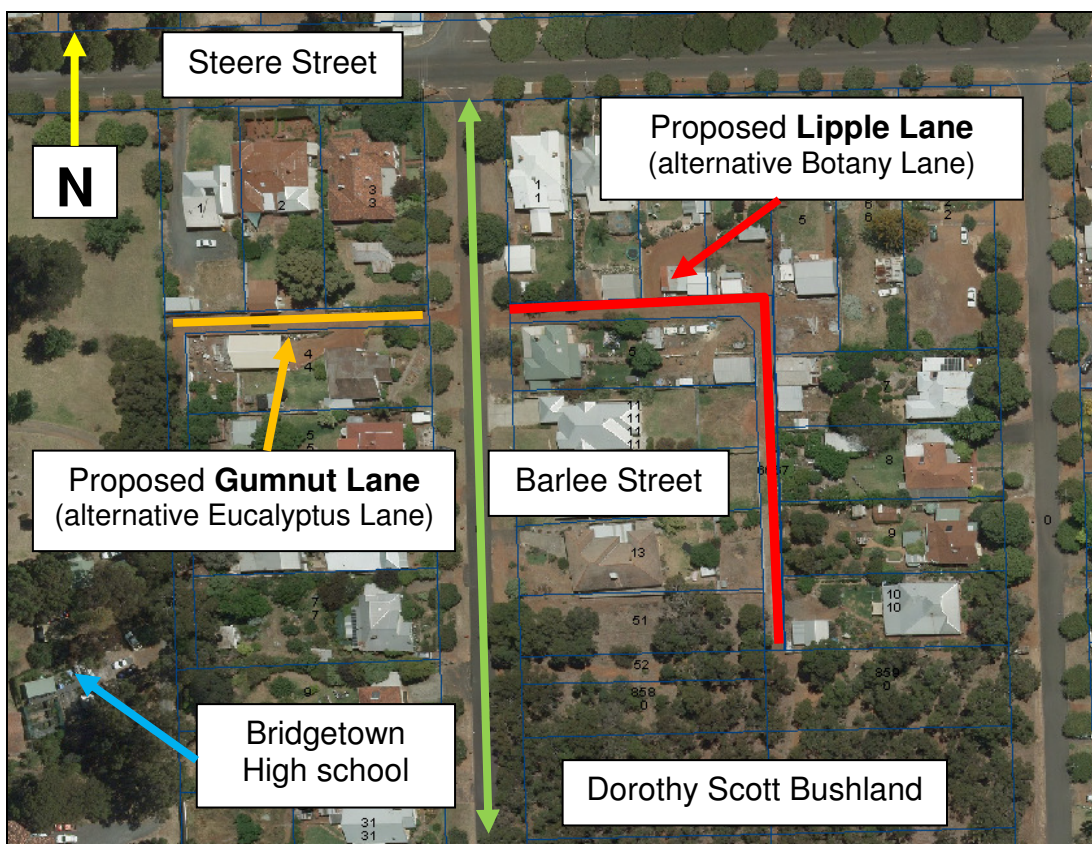
2 McAlinden St



Virus-free. www.avast.com

**PROPOSED ROAD NAMING OF FORMER LANEWAYS
ADJOINING BARLEE STREET, BRIDGETOWN
SECTION 26 – LAND ADMINISTRATION ACT 1997**

The Shire of Bridgetown-Greenbushes is proposing to name two former laneways, now dedicated roads, in Bridgetown. The road between Barlee Street and the Dorothy Scott Bushland reserve is to be named as **Lipple Lane** and the road between Barlee Street and the Bridgetown High School is to be named as **Gumnut Lane**. The alternative names of Botany Lane and Eucalyptus Lane are proposed respectively should the first names not be supported by Landgate.



Background of the proposed names can be inspected at the Shire Office, 1 Steere Street, Bridgetown or are available on the Shire's website at www.bridgetown.wa.gov.au. Written submissions must be lodged with the Chief Executive Officer, Shire of Bridgetown-Greenbushes, PO Box 271, Bridgetown WA 6255 or via btshire@bridgetown.wa.gov.au on or before **Friday 26 April 2019**. All queries should be directed to Scott Donaldson, Manager Planning on 9761 0800 or via sdonaldson@bridgetown.wa.gov.au.

This proposal is available for inspection in order to provide an opportunity for public comment and it should not be construed that final approval will be granted.

**TIM CLYNCH
CHIEF EXECUTIVE OFFICER**



**PROPOSED ROAD NAMING OF FORMER LANEWAYS
ADJOINING BARLEE STREET, BRIDGETOWN
SECTION 26 – LAND ADMINISTRATION ACT 1997**

Road No. 1 (east of Barlee Street)

This newly dedicated road is a former Right-of-Way originally owned by Frederick Patrick McAlinden (deceased 1938), before being closed and converted to a road in 2018. The former laneway is constructed to a gravel standard running east of Barlee Street for approximately 65 metres, then continuing southwards for approximately 82 metres terminating at the Dorothy Scott Bushland. This road provides primary or secondary access to fourteen residential properties.

Proposed Name: **Lipple Lane**

In 1978, the Shire planned to develop housing in the bushland area bounded by Barlee, Blechynden and McAlinden Streets, Bridgetown. Local residents lead by Mrs Joan Lipple however carried out a prolonged lobbying campaign at both local and state government level, until eventually on 21 June 1979 the bushland was set aside as a reserve for 'Recreation and Parkland' and vested in the Shire of Bridgetown-Greenbushes. In 1989 another attempt to develop the reserve resulted in an inspection by experts from Kings Park who were enthusiastic about its retention and recommended management strategies. Joan Lipple lived at the top of the reserve on the corner of Blechynden Street and Phillips Street (formerly Davidson Street). She was a member of the Dorothy Scott Bushland Advisory Committee for many years and had an active role in care of the bushland, until her passing in October 2008.

Alternative Name: **Botany Lane**

The Dorothy Scott Bushland reserve, bounded by Blechynden, Barlee and McAlinden Streets, is a small 1.5 hectare remnant of bushland in the residential Bridgetown, within a canopy of Jarrah and Marri trees healthy understory of shrubs and ground covers. The reserve was named in honour of Dorothy Scott (1891-1989) who was a pioneer, farmer, botanist and visionary environmentalist, as well as the first patron of the Bridgetown-Greenbushes Friends of the Forest.

The proposed road name of Botany Lane is further recognition of Dorothy Scott as a renowned botanist, with the road terminating at the northern side of the bushland reserve.

Road No. 2 (west of Barlee Street)

This newly dedicated road was a Right-of-Way originally owned by John Charles Moriarty (deceased 1942), before being closed and dedicated as a road in 2018. The former laneway is constructed to a gravel standard running west of Barlee Street for approximately 65 metres, with the last 5 metres blocked off by a pine bollard to prevent vehicular access into the Bridgetown High School grounds. This road provides primary or secondary access to four properties plus could provide access to the high school if the bollard was removed.

Proposed Name: **Gumnut Lane**

The proposed road name of Gumnut Lane recognises both the small and large gumnuts dispersed by the locally native Jarrah and Marri trees, growing within the grounds of the Bridgetown High School, residential properties and the nearby Dorothy Scott Bushland.

Alternative Name: **Eucalyptus Lane**

The proposed road name of Eucalyptus Lane recognises the *Eucalyptus marginata* scientific name of the locally native Jarrah trees growing within the grounds of the Bridgetown High School, residential properties and the nearby Dorothy Scott Bushland.

SUMMARY OF FUNDING & DONATIONS

| FUNDING TYPE | REQUESTED VALUE | RECOMMENDED VALUE |
|--|--------------------|----------------------|
| Total of Existing Service Agreements | \$ 39,061 | \$ 39,061 |
| Total New Service Agreement Applications | \$ 20,951 | \$ 10,851 |
| Total New Community Grant Applications | \$ 34,020 | \$ 20,500 |
| Total Non-Contestable Funding Applications | \$ 25,450 | \$ 25,450 |
| Total CEO and All Other Donations | \$ 52,246 | \$ 52,246 |
| Total - All Funding & Donations | \$ 171,728 | \$ 148,108 |
| Allocation | \$ 160,000 | \$ 160,000 |
| Shortfall | -\$ 11,728 | \$ 11,892 |

EXISTING SERVICE AGREEMENTS

| EXISTING SERVICE AGREEMENTS | VALUE | YEAR ENDING | SUMMARY OF BENEFITS |
|--|------------------|-------------|--|
| Bridgetown Equine Group | \$ 3,850 | 2019-20 | <i>Traffic management plan</i> |
| Bridgetown Historical Society | \$ 2,735 | 2019-20 | <i>Internet, phone, insurance, rubbish collection, cleaning, advertising</i> |
| Bridgetown Scouts Group | \$ 1,580 | 2019-20 | <i>Contribution to lease agreement inc utilities, rubbish collection, upkeep</i> |
| Geegeelup Village Inc | \$ 25,000 | 2019-20 | <i>50% rebate of rates & rubbish collection</i> |
| Blackwood Youth Action | \$ 1,651 | 2020-21 | <i>Bin collection, internet costs, promotional material.</i> |
| Grow Greenbushes | \$ 2,745 | 2020-21 | <i>Fun run marquee hire</i> |
| WA Volunteer Bush Fire Brigades Historical Group | \$ 1,500 | 2020-21 | <i>Rental costs</i> |
| TOTAL COST FOR 2019-20 FINANCIAL YEAR | \$ 39,061 | | |

SERVICE AGREEMENT APPLICATIONS 2019 - 2020

| Applicant Group | Project or Purpose of Grant | Link to Outcomes or Strategies in Council's Strategic Community Plan | Total Project Budget | Applicant (or other Grant) Contribution | Amount Requested from Shire | Amount Recommended by Working Group | Officer Comment | Reason for Recommendation & Purpose of Funds | Working Group Comment | Previous Grants Acquired |
|--|--|---|----------------------|---|-----------------------------|-------------------------------------|--|--|-----------------------|--------------------------|
| Blackwood Valley Wine Industry Association Inc | Hall hire for annual WA Single Vineyard & Boutique Wine Show | <p>Strategy 1.1.10 Deliver or support a range of events where a demonstrable community benefit can be shown</p> <p>Action 1.1.10.1 Support festivals and events that promote local business and encourage community participation</p> | \$27,360 | <p>\$500 - Shire of Nannup (unconfirmed)</p> <p>\$500 - Shire of Boyup Brook (unconfirmed)</p> <p>\$8,715 - Entry fees & function tickets</p> <p>\$3,400 - Sponsorship (unconfirmed)</p> <p>\$3,394 - Other funding</p> <p>\$10,000 - Volunteer hours in kind</p> | \$851 | \$851 | Event does not generate profit for association - aimed at promoting regional wines and economic injection of approx \$7K to Bridgetown | Yes | Yes | |
| Bridgetown Agricultural Society Inc | Entertainment at annual show | <p>Strategy 1.1.9 Support tourism activities that focus on events, agriculture, food, heritage and the natural environment</p> <p>Strategy 1.1.10 Deliver or support a range of events where a demonstrable community benefit can be shown</p> <p>Strategy 2.4.2 Encourage the community to have sustainable lifestyles and inform the community on ways to use our environment sustainably</p> <p>Strategy 4.1.1 Deliver and support a wide range of community activities, events and associated infrastructure</p> <p>Strategy 4.1.2 Deliver programs that encourage community interaction and participation</p> | \$59,000 | <p>\$8,900 - Entertainment sponsors</p> <p>\$10,205 - Other sponsors</p> <p>\$3,000 - Talison Lithium</p> <p>\$19,282 - Gate entry sales</p> <p>\$1,000 - Volunteer hours in kind</p> | \$10,000 | \$5,000 | Ag Society have stated that assistance with funding for the Show will enable the Society to invest other funds in upgrade of internal roads. | Yes | Yes | |

SERVICE AGREEMENT APPLICATIONS 2019 - 2020

| Applicant Group | Project or Purpose of Grant | Link to Outcomes or Strategies in Council's Strategic Community Plan | Total Project Budget | Applicant (or other Grant) Contribution | Amount Requested from Shire | Amount Recommended by Working Group | Officer Comment | Reason for Recommendation & Purpose of Funds | Working Group Comment | Previous Grants Acquitted |
|-------------------------------|--|---|----------------------|--|-----------------------------|-------------------------------------|--|---|-----------------------|---------------------------------------|
| Bridgetown Child Health Inc | Rent of Child Health Clinic premises at Bridgetown Family Community Centre | <p>Strategy 4.2.3 Support relevant local or outreach support services and programs</p> <p>Strategy 4.2.5 Support initiatives that develop confidence, self-esteem and resilience</p> <p>Strategy 4.2.10 Maintain and enhance community services, including education and health</p> <p>Strategy 4.4.1 Acknowledge volunteers and the contribution they make to our community</p> <p>Strategy 4.4.2 Promote to the community, both individually and at the community level, the important and benefits of volunteering</p> <p>Strategy 5.1.4 People receive Shire information, services and opportunities according to their needs</p> <p>Strategy 5.1.5 Support groups that deliver programs, activities and services for the benefit of the community</p> | \$6,353 | \$353.32 - Cash (applicant) | \$6,000 | \$3,000 | | Concerned re: rent being paid to BFCC a recipient of separate funding but agreed to 50% Yes | | |
| Greenbushes Golf Club Inc | Electricity costs associated with pumping water | None - statement provided in application | \$6,000 | \$4,500 - Cash (applicant) | \$1,500 | \$0 | | This is a basic operational expense for a golf club and the club needs to cover these type of ongoing expenses. | Yes | |
| Jubilee Singers of Bridgetown | Blackwood Rhapsody concert costs | Strategy 1.1.10 Deliver or support a range of events where a demonstrable community benefit can be shown | \$4,350 | \$2,350 - Cash (applicant) | \$2,000 | \$2,000 | | Event has proven worth developing | NA | |
| Greenbushes Masonic Lodge | Rates reduction | None - statement provided in application | \$1,322 | \$1,100 - Membership income Volunteer hours in kind | \$600 | \$0 | This application was submitted late - received Wed 27 February 9.30am as applicant advised they were at the Shire office at 4.25pm on closing day but the doors were closed. | recurring requests not supported under grant guidelines | | 2017-18 acquittal outstanding (Rates) |
| TOTAL | | | | | \$20,951 | \$10,851 | | | | |

COMMUNITY GRANT APPLICATIONS 2019-20

| Applicant Group | Project or Purpose of Grant | Link to Outcomes or Strategies in Council's Strategic Community Plan | Total Project Budget | Applicant (or other Grant) Contribution | Amount Requested from Shire | Amount Recommended by Working Group | Officer Comment | Reason for Recommendation & Purpose of Funds | Working Group Comment | Previous Grants Acquired |
|---|---|--|----------------------|--|-----------------------------|-------------------------------------|--|---|-----------------------|--|
| Blackwood Country Gardens T/A the Festival of Country Gardens | The Festival of Country Gardens \$5,000 - Celebrity speaker \$5,000 - TV & radio promotions | Objective 1.1 A diverse economy that proves a range of business and employment opportunities | \$504,875 | \$40,000 - Tourism WA \$15,000 - Lotterywest \$22,000 - Corporate sponsorship \$289,875 - Ticket sales, ads, stall fees \$8,000 - Takings from raffles \$120,000 - volunteer hours in kind | \$10,000 | \$5,000 | The festival has key events in both spring and autumn. New organizing committee have plans to significantly expand the existing festival in line with international models in alignment with their 20th Anniversary. | conditional on procurement of external funding and sponsorship as identified in application | | Yes |
| Blackwood Poetry Prize Group | The Blackwood Poetry Prize Payment of performers, administration costs | Strategy 1.1.10 Deliver or support a range of events where a demonstrable community benefit can be shown | \$6,000 | \$4,000 - Volunteer hours in kind \$400 - Cash from supporters \$600 - Poet entry fees | \$1,000 | \$1,000 | Funding to assist with event; aligns with Writers Festival and Winter Festival. | | | No previous grants |
| Blackwood Youth Action | Basics of Yoga for Youth \$800 - Yoga instructor \$720 - Yoga mats and equipment | Strategy 4.2.1 Encourage events, activities, programs and services relevant to, and accessible for, local youth Strategy 4.2.2 Increase the awareness and acceptance of diversity and needs in local youth Strategy 4.2.5 Support initiatives that develop confidence, self-esteem and resilience | \$6,640 | \$1,000 - Cash (applicant) \$2,500 - Euroz Limited \$1,500 - GP Down South | \$1,520 | \$0 | Teen Yoga activity during 4 school terms of 8 weeks duration - instructor fee and yoga mats/equipment. | highly oversubscribed funding round, project not considered a high priority in the competitive assessment | | Yes |
| Bridgetown Croquet Group (Bridgetown Lawn Tennis Club) | Purchase of croquet equipment | Strategy 4.1.2 Deliver programs that encourage community interaction and participation Strategy 3.2.1 Community spaces and buildings accommodate a wide range of interests and activities. Age Friendly Community Plan 2016-2020 | \$2,000 | \$300 - Volunteer hours in kind \$250 - Participant fees \$450 - Fundraising & membership | \$1,000 | \$1,000 | Equipment purchase to generate member growth. | | | 2017-18 Service agreement acquittal outstanding (Easter tournament) |
| Bridgetown Greenbushes Business and Tourism Association | BridgetownPuzzleTown 2019 | Strategy 1.1.10 Deliver or support a range of events where a demonstrable community benefit can be shown Action 1.1.10.1 Support festivals and events that promote local businesses and encourage community participation | \$78,120 | \$6,000 - Cash (applicant, confirmed) \$15,000 - Tourism WA \$12,000 - Lotterywest \$10,000 - Healthways \$1,100 - Hampton Partners \$18,000 - Sponsorship sought from other organisations \$16,020 - entry fees and sales | \$5,000 | \$5,000 | This event has been identified by BGBTA as the signature opening event of the 2019 Winter Festival - request is for 6.6% of total event budget. Healthway grant has been approved (\$10K). | subject to procurement of grant funding as identified in application | | 2017-18 Service agreement acquittal outstanding (Bridgetown in the Winter) |

COMMUNITY GRANT APPLICATIONS 2019-20

| Applicant Group | Project or Purpose of Grant | Link to Outcomes or Strategies in Council's Strategic Community Plan | Total Project Budget | Applicant (or other Grant) Contribution | Amount Requested from Shire | Amount Recommended by Working Group | Officer Comment | Reason for Recommendation & Purpose of Funds | Working Group Comment | Previous Grants Acquired |
|--|--|---|----------------------|--|-----------------------------|-------------------------------------|---|---|-----------------------|---------------------------------------|
| Bridgetown Historical Society | Purchase and installation of visual interpretation panels for Police Station Museum - development of interpretive content. | <p>Strategy 3.13 Work with community to identify and implement projects that promote the unique heritage and history of each town</p> <p>Objective 4.1 A cohesive community with a sense of pride</p> <p>Objective 4.4 Promoting volunteerism</p> | \$6,500 | \$1,000 - Cash (applicant) \$1,000 - Volunteer hours in kind (M Elgar) | \$4,500 | \$1,500 | | valuable project, highly competitive process, \$1,500 provided for electrical works and as seed funding for a potential Lotterywest or other external grant application | | Yes |
| Bridgetown Repertory Club Inc | Replacement of ageing stage lighting and control equipment | <p>Strategy 4.1.2 Deliver programs that encourage community interaction and participation</p> <p>Strategy 4.2.1 Encourage events, activities, programs and services relevant to, and accessible for, local youth</p> | \$22,000 | \$13,000 - Lotterywest \$5,000 - Cash (applicant) | \$4,000 | \$4,000 | Seeking energy efficiency as part of this project. | subject to procurement of grant funding as identified in application | | Yes |
| Bridgetown Masonic Lodge (Freemasons Bridgetown) | Repairs to Freemason lodge wall | <p>Key Goal 3 Our built environment is maintained, protected and enhanced</p> <p>Key Goal 4 A community that is friendly and welcoming</p> <p>Objective 4.1 A cohesive community with a sense of pride</p> <p>Objective 4.2 Programs and facilities that encourage community resilience</p> | \$5,425 | \$600 - Cash (applicant) \$825 - Volunteer hours in kind | \$4,000 | \$0 | | working group did not sehighly competitive process, project was not assessed as a priority in the competitive process | | 2017-18 acquittal outstanding (Rates) |
| Grow Greenbushes | Schwenke's Sunup Banquet \$500 Promotional material - Gangster Newton \$100 Postage & stationery \$400 Flyers & posters \$1,000 Equipment hire \$1,000 Other expenses | <p>Strategy 1.1.9 Support tourism activities that focus on events, agriculture, food, heritage and the natural environment</p> <p>Strategy 1.1.10 Deliver or support a range of events where a demonstrable community benefit can be shown</p> | \$15,900 | \$4,000 - Talison Lithium \$6,500 - Ticket sales \$1,900 - Cash (applicant) \$500 - Volunteer hours in kind | \$3,000 | \$3,000 | This event has been established to link/be 'sister event' to Bridgetown's Long Table Lunch and aligns with Greenbushes' celebration of 130 years of mining and timber (aligned with Mine Open Day) - anniversary was actually 2018 - decision made to not plan celebratory events until 2019 due to Bridgetown's 150th in 2018. | seeding funding for inaugural event strongly supported | | Yes |
| TOTAL | | | | | \$34,020 | \$ 20,500 | | | | |

NON-CONTESTABLE FUNDING

| Applicant Group | Project or Purpose of Grant | Link to Outcomes or Strategies in Council's Strategic Community Plan | Total Project Budget | Applicant (or other Grant) Contribution | Amount Requested from Shire | Amount Recommended by Working Group | Officer Comment | Reason for Recommendation & Purpose of Funds | Working Group Comment | Previous Grants Acquired |
|--|--|--|----------------------|---|-----------------------------|-------------------------------------|--|---|---|--------------------------|
| Bridgetown Family and Community Centre | Shire rates and insurance | <p>Strategy 1.1.10 Deliver or support a range of events where a demonstrable community benefit can be shown</p> <p>Strategy 2.4.2 Encourage the community to have sustainable lifestyles and inform the community on ways to use our environment sustainably</p> <p>Strategy 3.2.1 Community spaces and buildings accommodate a wide range of interests and activities</p> <p>Strategy 3.2.2 Social and recreation programs make the most of existing built facilities</p> <p>Strategy 3.2.5 Provide and maintain a range of facilities that cater for the community's needs</p> <p>Strategy 4.1.1 Deliver and support a wide range of community activities, events and associated infrastructure</p> <p>Strategy 4.1.2 Deliver programs that encourage community interaction and participation</p> <p>Strategy 4.2.5 Support initiatives that develop confidence, self-esteem and resilience</p> <p>Strategy 4.2.10 Maintain and enhance community services, including education and health</p> <p>Strategy 4.4.1 Acknowledge volunteers and the contribution they make to our community</p> <p>Strategy 4.4.2 Promote to the community, both individually and at the community level, the important and benefits of volunteering</p> <p>Strategy 4.6.2 Support community education and information programs in relation to fire protection</p> <p>Strategy 5.1.5 Support groups that deliver programs, activities and services for the benefit of all the community</p> | \$144,800 | <p>\$100,000 - Department of Communities</p> <p>\$10,000 - Volunteer hours in kind</p> <p>\$2,000 - Participant fees</p> <p>\$24,200 - Tenant rent & utilities</p> <p>\$600 - Income from venue hire</p> | \$8,000 | \$8,000 | RECURRING FUNDING REQUEST. Discussed with applicant, however no other operating expenses identified to assist with the provision of this community service identified. | | Yes | |
| Greenbushes Playgroup | Weekly rent costs for Old Courthouse Building | <p>Key Goal 4 A community that is friendly and welcoming</p> <p>Objective 4.2 Programs and facilities that encourage community resilience</p> | \$890 | <p>\$120 - Cash (applicant)</p> <p>\$320 - Participant fees</p> | \$450 | \$450 | RECURRING FUNDING REQUEST. Discussed with applicant, however no other operating expenses identified to assist with the provision of this community service identified. | | 2016-17 acquittal outstanding (rent assistance) | |
| Henri Nouwen House Inc | Coordinator and bookkeeper costs | <p>Strategy 4.2.3 Support relevant local or outreach support services and programs</p> <p>Strategy 4.2.5 Support initiatives that develop confidence, self-esteem and resilience</p> <p>Action 5.2.5.2 Identify activities that will support young people look after their wellbeing</p> | \$26,000 | <p>\$4,000 - Cash (applicant)</p> <p>\$2,000 - Fundraising events</p> <p>\$1,500 - Donations</p> <p>\$8,500 - Volunteer hours in kind</p> | \$10,000 | \$10,000 | RECURRING FUNDING REQUEST. Discussed with applicant, however no other operating expenses identified to assist with the provision of this community service identified. | | 2017-18 acquittal outstanding (operation and admin costs) | |
| Bridgetown Lawn Tennis Club | Assistance towards Easter tennis tournament | <p>Strategy 1.1.9 Support tourism activities that focus on events, agriculture, food, heritage and the natural environment</p> <p>Strategy 1.1.10 Deliver or support a range of events where a demonstrable community benefit can be shown</p> <p>Strategy 4.1.1 Deliver and support a wide range of community activities, events and associated infrastructure</p> <p>Strategy 5.1.5 Support groups that deliver programs, activities and services for the benefit of all the community</p> | \$49,434 | <p>\$12,125 - Volunteer hours in kind</p> <p>\$9,750 - Participant fees</p> <p>\$21,609 - Entry fees, bar & food sales</p> <p>\$3,950 - Other sponsorship</p> | \$2,000 | \$2,000 | | Recurring funding, event has great benefit to town. | 2017-18 Service agreement acquittal outstanding (Easter tournament) | |
| Rotary Club of Bridgetown Inc | Blackwood Marathon Relay - contribution to Traffic Management Plan | <p>Strategy 1.1.10 Deliver or support a range of events where a demonstrable community benefit can be shown</p> <p>Action 1.1.10.1 Support festivals and events that promote local businesses and encourage community participation</p> | \$70,600 | <p>\$10,000 - Volunteer hours in kind</p> <p>\$1,800 - Cash (applicant)</p> <p>\$4,000 - Healthway (unconfirmed)</p> <p>\$1,500 - Dept of Racing grant funding (unconfirmed)</p> <p>\$38,000 - Participant fees</p> <p>\$5,300 - Program advertising revenue</p> <p>\$5,000 - Food & beverage sales</p> | \$5,000 | \$5,000 | | recurring event, has great benefit to town | Yes | |

NON-CONTESTABLE FUNDING

| Applicant Group | Project or Purpose of Grant | Link to Outcomes or Strategies in Council's Strategic Community Plan | Total Project Budget | Applicant (or other Grant) Contribution | Amount Requested from Shire | Amount Recommended by Working Group | Officer Comment | Reason for Recommendation & Purpose of Funds | Working Group Comment | Previous Grants Acquired |
|-----------------|-----------------------------|--|----------------------|---|-----------------------------|-------------------------------------|-----------------|--|-----------------------|--------------------------|
| TOTAL | | | | | \$25,450 | \$25,450 | | | | |

| ALL OTHER DONATIONS | | |
|---|-----------|---------------|
| CEO DONATIONS | | |
| Chief Executive Officer Donations | \$ | 2,385 |
| Chief Executive Officer Hall Hire Donations | \$ | 3,500 |
| Rubbish & Recycling Collection - Community Groups | \$ | 680 |
| Rubbish & Recycling Collection - Shire Leased Facilities | \$ | 200 |
| Total CEO Donations | \$ | 6,765 |
| OTHER FINANCIAL SUPPORT PROVIDED BY COUNCIL (ANNUALLY) | | |
| Landcare Officer | \$ | 42,366 |
| Bridgetown Biosecurity Group | \$ | - |
| SW Academy of Sport | \$ | 500 |
| Agricultural Society School Art Prizes | \$ | 250 |
| Manjimup Airfield Contribution | \$ | 1,000 |
| Greenbushes Australia Day Breakfast Event | \$ | 1,000 |
| Bridgetown High School Awards | \$ | 365 |
| Total | \$ | 45,481 |
| TOTAL CEO & OTHER DONATIONS | \$ | 52,246 |





Shire of
Bridgetown-Greenbushes
.... simply beautiful

FUNDING APPLICATION

FOR FINANCIAL YEAR 2019-2020

ORGANISATION NAME

Blues at Bridgetown Inc

PROJECT OR EVENT NAME

Annual Blues at Bridgetown Festival

FUNDING TYPE REQUESTED

Community Grant
1 year

Service Agreement
3 years

THE APPLICATION PROCESS

Applications must be received by 4.30pm on the last Friday in February.

All applications will receive a written acknowledgment. Consideration of applications will take place by Council through its budget deliberation process. The outcome will only be announced once Council's Annual Budget has been adopted.

APPLICATION CHECKLIST

Prior to submitting your application, please complete the checklist below to confirm that all requested information has been included. Incomplete applications will not be considered.

- The application form has been signed by the Chairperson or President of the organisation.
- The application clearly specifies what the funding is to be used for, AND answers have been provided for every question – please attach any additional information you feel will give more weight to your application.
- Any previous funding (Service Agreement or Community Grant) has been acquitted.
- A copy of an Audited Financial Statement (or alternative documentation) providing an overview of the financial status of the applicant is enclosed.
- If your application is for capital works, copies of plans and costings have been attached (with a letter of permission if the applicant is not the owner of the premise).
- If your application is for capital works and the organisation is not the owner of the premises, written permission from the owner has been included.
- You (or a representative from your group) have met with a member of the Shire's Community Services Department to discuss your project. Name of officer met with: [Elizabeth Dennis](#) Date: [21/02/2018](#)
- If your application is for an event, a copy of the event budget including all projected income and expenditure has been included.

Please address applications to:

Executive Manager Community Services
Community Grant Application
Shire of Bridgetown-Greenbushes
PO Box 271
BRIDGETOWN WA 6255

APPLICANT DETAILS

| | | | |
|------------------------------------|-----------------------------------|--------------|--------------|
| Organisation Name | Blues at Bridgetown Inc | | |
| Chairperson or President | Nick Petroff | | |
| Organisation Postal Address | PO. Box 206, Bridgetown, WA. 6255 | | |
| | | | |
| Main Contact Person | Nick Petroff | | |
| Position | Chairperson | Phone | 0408 240 288 |
| Email | nick@bridgetownhotel.com.au | | |

GRANT TYPE

Please indicate (✓) which is the correct grant type for your project.

| | |
|--|---|
| | Community Grant For projects occurring within the financial year (12 months). |
| | Service Agreement For projects occurring annually over a 3 year period. |

PROJECT SUMMARY

| | |
|--|---------------------|
| Amount requested | \$ 24,500.00 |
| Amount contributed by you (the applicant) | \$ 19,700.00 |

Project Description - CLEARLY explain what you want the funding for

Blues at Bridgetown Inc is a non-profit community association producing an annual music festival since 1993. Held on the second weekend of November each year, the three-day festival features blues and roots music. This 3-day festival showcases 'Simply Beautiful Bridgetown' while attracting visitors from across the state, interstate and overseas.

| | | | |
|---|------------------------------|--|-------------|
| Has this organisation previously received a Community Grant or Service Agreement from the Shire of Bridgetown-Greenbushes? | | <input checked="" type="checkbox"/> Yes | |
| If yes, please provide the following details for the most recent Community Grant or Service Agreement you have received. | | <input type="checkbox"/> No | |
| Project Name | Blues at Bridgetown Festival | | |
| Organisation Name | Blues at Bridgetown Inc | | |
| Grant amount | \$ 18,700.00 | | |
| Year grant funded | 2015 - 2017 | Year grant acquitted | 2015 - 2017 |

APPLICANT DETAILS

| Status of organisation | |
|--------------------------|---|
| <input type="checkbox"/> | Incorporated Association (Include a copy of Certificate of Incorporation) |
| <input type="checkbox"/> | Cooperative |
| <input type="checkbox"/> | Established Community Group |
| <input type="checkbox"/> | Other – provide details: |

| | | | |
|--|--------------------------|------------|---------------------|
| Does your organisation have an ABN? | <input type="checkbox"/> | Yes | ABN: 35 041 069 417 |
| | <input type="checkbox"/> | No | |

| | | | | |
|---|--------------------------|------------|--------------------------|-----------|
| Is your organisation registered for GST? | <input type="checkbox"/> | Yes | <input type="checkbox"/> | No |
|---|--------------------------|------------|--------------------------|-----------|

| | |
|---|--|
| When was your organisation established? | 1993 |
| How many members in the organisation? | 40 |
| What is the membership fee? | \$50 |
| How many paid staff in the organisation? | None |
| How many volunteers in the organisation? | 15 year round & 300 plus over the festival weekend |

| | | |
|---|--------------------------|------------|
| Has your organisation changed its name since its last application? | <input type="checkbox"/> | Yes |
| | <input type="checkbox"/> | No |
| If yes, state previous name: | N/A | |

PROJECT TIMEFRAME AND BENEFITS

| | |
|------------------------------------|--|
| Projected Commencement Date | The second weekend in November each year |
| Projected Completion Date | The second weekend in November each year |

Why is this project important?

Blues at Bridgetown is by far the largest direct tourism contributor to the town, & one of the flagship music festivals of the southwest region putting Bridgetown 'on the map' across the state and interstate.

Have you applied for other grant funding? If yes, who did you apply to and how much was that application for? Please CLEARLY show this in the project budget.

Not to date.

Does your project just benefit your own group OR provide benefit to the wider community? Please CLEARLY explain how others will benefit from your project.

This iconic festival benefits the entire community – through visitation & 'exposure to Bridgetown' and with a direct tourism dollar spend. This combination has a well-established flow on effect both beyond the Festival weekend and beyond traditional hospitality businesses onto the wider community.

The Festival has a direct economic impact of over \$2.5M annually with over 2,500 weekend visitors and an estimated 10-12,000 day visitors.

Are you working with any other community groups to achieve your project? If yes, please list each group involved in the project AND how they are supporting the project.

A wide variety of community groups participate as Festival volunteers, others market and fundraise for themselves, others as perform on stage for large audiences.

Some of the groups directly involved are – Bridgetown Agricultural Society, Bridgetown & Greenbushes Primary Schools P&C, Bridgetown High School P&C, Bridgetown Repertory, Bridgetown CWA, Ashbil Country Gardens, Bridgetown SES & SES Cadets, Bridgetown Volunteer Fire & Bridgetown St Johns.

Does your project meet any of the strategic objectives of the Shire of Bridgetown-Greenbushes? If you are not sure, please discuss this project with the Executive Manager of Community Services on 9761 1555.

Yes

If yes, please state which strategic objective your project meets and how your project will help achieve that strategic outcome.

No

1.1.2 Develop and implement strategic plans and actions that attract economic development – iconic events such as the Blues at Bridgetown help to promote the Shire as a tourism destination

4.1.2 Develop programs that encourage community interaction and participation – this event helps to support a community based approach to art and cultural development through the committee (volunteers) and the volunteers during the event and the provision of an iconic music festival event to improve the quality of life for residents through art and culture

4.2.1 Encourage events, activities, programs and services relevant to and accessible for local youth – this event provides opportunity for arts, cultural and music experiences specifically designated for young people to participate in as musicians via the Youth Stage and to be exposed to a range of musical events and activities during the street party and entire festival.

If no, please provide a comprehensive explanation as to why Council should fund your proposal.

N/A

PROJECT BUDGET

- Project budgets are required for applications to be considered.
- Item numbers in left column assist with calculating final budget totals.
- Please complete all sections. If you have any queries please contact the Executive Manager of Community Services on 9761 1555.

| INCOME | | | |
|--|---|-------------------|-----------|
| INTERNAL FUNDING – CASH | | | AMOUNT |
| 1 | Applicant's cash contribution | | \$ |
| 2 | Other cash contribution from: | | \$ |
| 3 | Volunteer hours: <input style="width: 100px;" type="text"/> | hours @ \$25/hour | \$ |
| 4 | Other: | | \$ |
| 5 | TOTAL INTERNAL FUNDING (SUM 1:4) | | \$ |
| EXTERNAL FUNDING | | | AMOUNT |
| 6 | Shire of Bridgetown-Greenbushes funding | | \$ |
| 7 | Funding organisation 1: | | \$ |
| 8 | Funding organisation 2: | | \$ |
| 9 | Participant fees (if applicable) | | \$ |
| 10 | Other: | | \$ |
| 11 | Other: | | \$ |
| 12 | TOTAL EXTERNAL FUNDING (SUM 6:11) | | \$ |
| 13 | TOTAL INCOME (5 + 12) | | \$ |
| Note: total income (13) must be equal to total expenditure (36) | | | |
| EXPENDITURE | | | |
| PROFESSIONAL SERVICES | | FUNDING ORG | AMOUNT |
| 14 | Consultant fees | | \$ |
| 15 | Accounting & bookkeeping costs | | \$ |
| 16 | Salaries for paid staff | | \$ |
| 17 | Honoraria of service providers | | \$ |
| 18 | Other: | | \$ |
| 19 | Other: | | \$ |
| 20 | TOTAL PROFESSIONAL SERVICES (SUM 14:19) | | \$ |

| PROMOTIONS & ADMINISTRATION | | FUNDING ORG | AMOUNT |
|--|---|-------------|-----------|
| 21 | Promotional material | | \$ |
| 22 | Telephone | | \$ |
| 23 | Postage and stationery | | \$ |
| 24 | Photocopying | | \$ |
| 25 | Insurance | | \$ |
| 26 | Other: | | \$ |
| 27 | Other: | | \$ |
| 28 | TOTAL PROMOTIONS & ADMINISTRATION EXPENSES (SUM 21:27) | | \$ |
| TRANSPORTATION & VENUES | | FUNDING ORG | AMOUNT |
| 29 | Travel & accommodation costs | | \$ |
| 30 | Venue hire | | \$ |
| 31 | Equipment hire | | \$ |
| 32 | Refreshments | | \$ |
| 33 | Other: | | \$ |
| 34 | Other: | | \$ |
| 35 | TOTAL TRANSPORTATION & VENUES EXPENSES (SUM 29:34) | | \$ |
| 36 | TOTAL EXPENDITURE (20 + 28 + 35) | | \$ |
| Note: Total Income (13) must be equal to Total Expenditure (36) | | | |

| | |
|---|-----------|
| Total Cost of Project/Event (36) | \$ |
| Amount of Council Funding (6) | \$ |
| Your Internal Funding (5) | \$ |
| Contribution from Other Sources (12 minus 6) | \$ |

GENERAL FUNDING CONDITIONS

1. The Shire of Bridgetown-Greenbushes will determine terms of payment of grant funding.
2. Successful applicants who receive funding of \$5,000 or more are required to present to Council (annually) on the outcome of the funded activity.
3. Council may use the information provided by the funded entity for its own promotional purposes.
4. All funded entities will be required to enter into an agreement with the Shire of Bridgetown-Greenbushes which will detail specific conditions and terms relevant to that project.
5. All funded entities must acknowledge the support of the Shire of Bridgetown-Greenbushes in all their promotional material.
6. Funded entities must advise the Shire of Bridgetown-Greenbushes of any change to office bearers and their contact details.
7. Payments of grant or service agreement funding may be suspended at any time if, in the opinion of Council, any of the conditions of the funding agreement, or satisfactory progress, has not been achieved.
8. Any change to a funded project cannot proceed without a formal resolution from Council – the applicant must submit a written grant variation request to the Shire of Bridgetown-Greenbushes clearly stating any proposed changes to the project and the reason why the changes are required. This will be considered by Council and a determination made.

SPECIFIC GRANT CONDITIONS

If there are any specific grant conditions, unique to your application these will be included in the letter of advice confirming your application has been successful, following the Assessment Working Group recommendations and Council's consideration of those recommendations.

PROPOSED SPECIAL CONDITION

CONDITIONAL ON THE STREET PARTY CARRIED ON IN THE SAME FORM AS 2014-2017

IE: ON HAMPTON ST TO MAXIMISE THE BENEFIT FOR ALL LOCAL TRADERS

(NOT MOVED TO ANY OTHER LOCATION AS IN 2013)

AND CONTINUED ENGAGEMENT WITH LOCAL TRADERS & COMMUNITY GROUPS TO ENCOURAGE & MAXIMISE BENEFITS FOR ALL FROM LOCAL PARTICIPATION

Public Liability Insurance

If you are a community group that uses Council facilities more than ten times in a financial year, you will need to provide a Public Liability Insurance Certificate of Currency. If you are an Incorporated Body or affiliated to a sporting body, you will require Public Liability Insurance to use Council facilities.

If the activity is officially managed by the Shire, eg. a class coordinated by the Shire's Recreation Centre, your own Public Liability Insurance is not required.

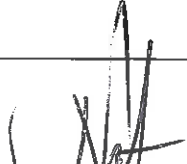
Does your organisation have Public Liability Insurance? If yes, please state the value of your current Public Liability Insurance and attach a copy of the insurance policy.

| | | | | | | |
|--|-----|--|---------------|--|-----------------|--------|
| | Yes | | Copy enclosed | | Insured amount: | \$ 20M |
| | No | | | | | |

Only the Chairperson or President of your group should sign this application.

I, the undersigned, certify that to the best of my knowledge the statements made within this application are true.

I understand that if the Shire of Bridgetown-Greenbushes Council approves this application for funding, I will be required to accept the Funding Conditions as outlined above.

| | | | |
|-----------|---|------|--------|
| Name | Nick Petroff | | |
| Position | Chairperson | | |
| Signature |  | Date | 8/5/19 |



2019 -2021 BLUES AT BRIDGETOWN HAMPTON STREET PARTY BUDGET

| INCOME | Supplier | Service | Original Amount | Shire Grant Contribution | Blues Contribution |
|---|------------------------------|--|-----------------|--------------------------|--------------------|
| Food Vendors | Various | Day Food Traders | 2,500 | | 2,500 |
| Merchandise Vendors | Various | Market Traders | 9,000 | 0 | 9,000 |
| | | | \$11,500 | \$0 | \$11,500 |
| EXPENSES | Supplier | Service | | | |
| Advertising | Radiowest / Triple M | Pro-rata Advertising | 3,000 | | 3,000 |
| | Universal Productions | Pro-rata Program | 500 | | 500 |
| Bands & Entertainers | Various | Street Performers | 500 | | 500 |
| | Various | Stage Performers | 2,500 | | 2,500 |
| Production | Street Hassle | Staging Hire | 4,000 | | 4,000 |
| | Lounge Backline | Backline Equipment Hire | 1,500 | | 1,500 |
| | Totally Sound | PA Sound & Lighting | 7,500 | | 7,500 |
| Cleaning | Bridgetown Cleaning Service | Pro-rata Facilities Cleaning | 1,200 | | 1,200 |
| Fees & Charges | Shire of B/town-G/bushes | Food Vendor Stall Fees | 600 | | 600 |
| | Shire of B/town-G/bushes | Merch Vendor Stall Fees | 1,400 | | 1,400 |
| Hire Equipment | Bridgetown Party Hire | Marquee & Equipment Hire | 2,500 | | 2,500 |
| | Trade Hire | Street Party Equipment Hire | 1,000 | | 1,000 |
| | TR Hire | Pro-rata Two-way Radio Hire | 2,500 | | 2,500 |
| Security | GJD Security Services | Pro-rata Security & Crowd Control | 2,500 | | 2,500 |
| Road Closure | Trafficforce | TMP & Traffic Contollers | 4,500 | 4,500 | 0 |
| | Trade Hire | Traffic Control Warning Signs & Barriers etc | 5,000 | 5,000 | 0 |
| | Various Community Groups | Traffic Marshalls | 3,000 | 3,000 | 0 |
| | Shire of B/town-G/bushes | TMP - Shire Staff | 600 | 600 | 0 |
| | Shire of B/town-G/bushes | Ranger Services - Shire Staff | 1,000 | 1,000 | 0 |
| Cleaning | Bridgetown Cleaning Service | Pro-rata Facilities Cleaning | 1,200 | 1,200 | 0 |
| | B&B Street Sweeping Services | Post-event Street Sweep | 1,000 | 1,000 | 0 |
| | Shire of B/town-G/bushes | Post-event Pavement Sweep - Shire Staff | 750 | 750 | 0 |
| | Shire of B/town-G/bushes | Post-event Venue(s) Clean-up - Shire Staff | 750 | 750 | 0 |
| Waste Management | Shire of B/town-G/bushes | Rubbish Collection - Shire Staff | 1,200 | 1,200 | 0 |
| | Shire of B/town-G/bushes | Rubbish Skips - Shire Tip Fees | 500 | 500 | 0 |
| Venue Hire | Shire of B/town-G/bushes | Shire Venue Hire Fees | 5,000 | 5,000 | 0 |
| TOTAL STREET PARTY COSTS: | | | \$55,700 | | |
| Less SHIRE (GRANT) CONTRIBUTION: | | | | \$24,500 | |
| OUTSTANDING EXPENSES: | | | | | \$31,200 |
| Less STREET PARTY INCOME: | | | | | \$11,500 |
| REMAINING EXPENSES - BLUES CONTRIBUTION: | | | | | \$19,700 |



BRIDGETOWN YOUTH PRECINCT COMMUNITY CONSULTATION

Prepared by Skate Sculpture
for The Shire of Bridgetown-Greenbushes

November 26th 2018



31°57 S · 115°52 E



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ABOUT SKATE SCULPTURE

Founded by Perth based skateboarders Tim Yuen and Mat de Koning, Skate Sculpture is a specialty skate park design consultancy that is closely connected with the WA skateboarding community and active in advocacy of skateboarding to local councils and town planners throughout Australia. Through their advocacy efforts and community outreach they have been able to deliver quality design solutions that have become concrete reality. From the five-star rated Crimea Skate Plaza, to the Planning Institute of Australia award winning Forrestfield Youth Plaza, Skate Sculpture pride themselves on creating innovative skate facilities on the cutting edge of modern skate park design.

The Bridgetown Youth Precinct Community Consultation was project managed by **Tim Yuen** from Skate Sculpture;

Email: timyuen@skatesculpture.com.au

Mobile: 0450 405 510

The point of contact from from the Shire of Bridgetown-Greenbushes was **Megan Richards;**

Email: mrichards@bridgetown.wa.gov.au

Mobile: (08) 9761 0800



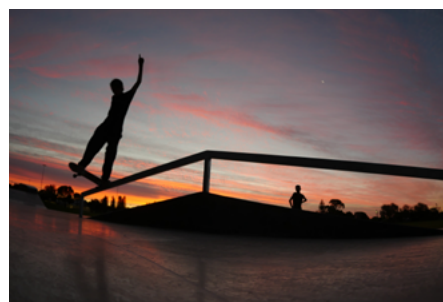
PROJECT BRIEF

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Skate Sculpture were commissioned by the Shire of Bridgetown-Greenbushes to conduct a site assessment of the current Bridgetown Skatepark, with the aim to determine if the site was suitable for the addition of skate / youth elements and hence become the destination of the future Bridgetown Youth Precinct. Whilst on site, the Skate Sculpture design team were to engage with the local riders to gauge the popularity of the current Bridgetown Skatepark and which additional skatepark, youth recreation facilities and supporting infrastructure they would hope to see included into the future Bridgetown Youth Precinct.

The design team were then to undertake a full day consultation with the youth of Bridgetown. This required visiting three local schools to give presentations on international design trends, seeking design inspiration and conducting surveys with the students to further gauge the most popular objects that the Bridgetown youth hope to see in the future Youth Precinct.

The findings of the consultation were then to be compiled to show the most popular youth activities requested and approximate costings associated. This exercise would assist the Shire of Bridgetown-Greenbushes to allocate a budget to provide a sufficient Youth Precinct to serve the youth of Bridgetown for the next 30 years. The data was also to be used in shaping the design brief for a concept design, which will show constituents the vision for the future facility whilst creating the required support material to seek additional funding for detailed design and construction of the proposed Youth Precinct.



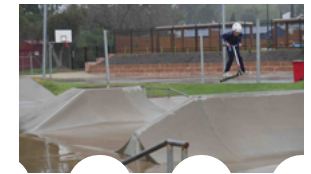
SITE CONTEXT

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Located between the Bridgetown Leisure Centre and the library on Steer Street, the Bridgetown Skatepark was constructed in 2008. The park is a transition dominate (ramp-based) design featuring quarter pipes, a half pipe, box jump and spine ramp plus various street objects including a stair set with rail and down ledge, flat rail, hip and ledge.

Now 11 years old, the Bridgetown skatepark is showing several signs of deterioration including large cracks, exposed aggregate, holes and rough surfaces. There have recently been repair jobs to fill in the various cracks throughout the park, however to reach a 20-year life span, it is recommended that a professional skate park construction company are contracted to render repairs to the facility, improving safety and increasing functionality.

With its proximity to the Bridgetown Leisure Centre and library, plus a pre-existing skatepark with plenty of space available for expansion, the current skatepark site on Steer Street has been identified as the most suitable location for the future Bridgetown Youth Precinct.



YOUTH CONSULTATION

Skate Sculpture staff conducted workshops at Bridgetown Skatepark on the 7th of September to engage with local parents and skatepark users regarding the need for a new and improved skatepark and additional youth elements in Bridgetown.

After assessing possible alternative locations throughout Bridgetown, it was determined that the current skatepark site was the most suitable area for a future facility. This can be attributed to its close proximity to the Leisure Centre and the new Bridgetown Library, proximity to local schools, and the remaining surface life of the current skatepark.

Areas within the current skatepark site were then identified and documented through photos to demonstrate where a future skatepark and youth elements could be situated. The findings from the first site visit were aimed to assist in the planning for a future consultation with the youth of Bridgetown.

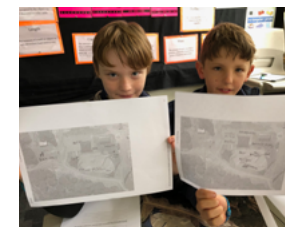
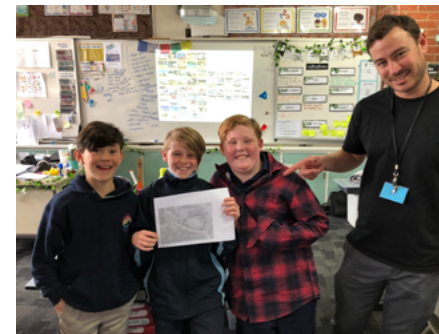
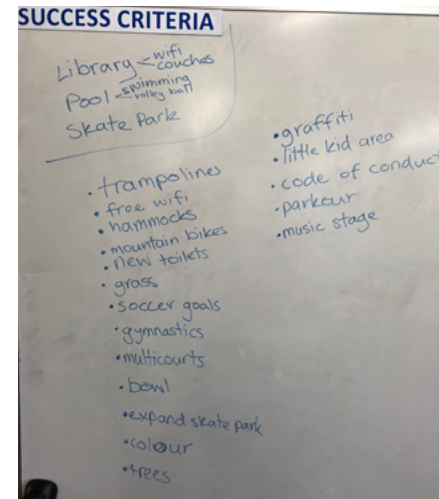


Skate Sculpture staff returned in September 2018 where they conducted workshops at Bridgetown Primary School, Bridgetown High School and Kearnan College, followed by an after school workshop at the Bridgetown Skatepark.

Each workshop commenced with a photographic presentation on current local and international trends in skatepark and youth facility implementation, with the aim of inspiring the participants and encouraging creativity to express their ideas for the future Bridgetown Youth Precinct.

This was followed by a brainstorming activity where participants were asked to list the various youth facilities, infrastructure and skate elements they would like to see incorporated into the future Bridgetown Youth Precinct. Common suggestions included multicourts, parkour, pump tracks, more trees, gymnastics, free wifi, graffiti walls, upgraded toilets and drink fountain, trampolines, and a music stage

A catalogue of 75 popular youth elements and skate obstacles were then handed to all participants, accompanied by a black and white aerial of the site where students had the opportunity to design their dream youth precinct using their top 10 youth and skate elements. The students were encouraged to work in groups, after which they had the opportunity to present their designs to the other students, discussing the popular activities and exploring potential lay out options for the future facility.



During each workshop, the participants were also given a survey to complete where they were asked to choose their top 10 favourite youth and skate elements from the catalogue and share their thoughts on what they hope to see for a potential future Bridgetown Youth Precinct.

A final consultation took place after school at the current Bridgetown Skatepark where local riders discussed what they do and don't like about the current skate park, explored ideas for the future facility and showcased their skills on skateboards and scooters for a series of photos.

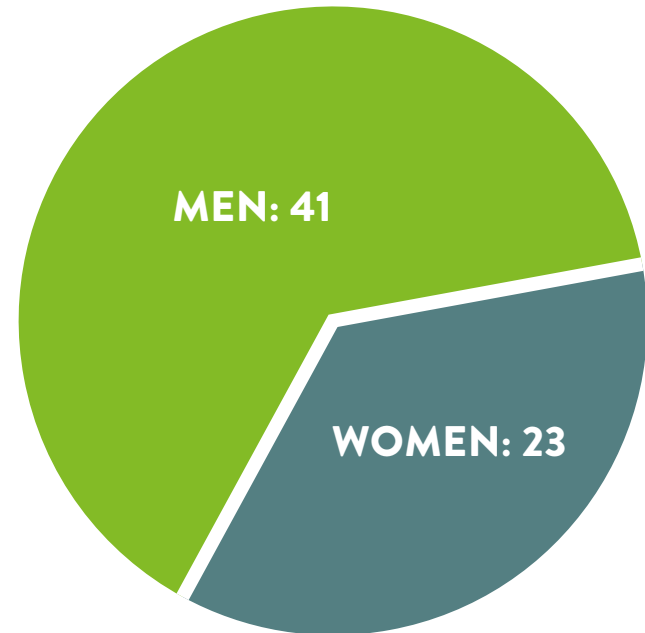


YOUTH CONSULTATION RESULTS

The key objective of the consultation was to determine the most popular youth, skate and placemaking items that the young people of Bridgetown hope to see in a potential youth precinct.

64 surveys were completed resulted in the following findings:

PARTICIPANTS



| SKATE ELEMENTS | | |
|---------------------------|----------|------------|
| Obstacle | Response | Percentage |
| Bowl | 29 | 45 |
| Volcano | 13 | 20 |
| Taco | 11 | 17 |
| Kicker to kicker | 11 | 17 |
| Stairs / hubba / handrail | 10 | 16 |
| Sushi dish | 7 | 11 |
| Rail | 7 | 11 |
| Euro gap | 7 | 11 |
| Mini ramp | 6 | 9 |
| Pimple | 5 | 8 |
| Rainbow rail | 5 | 8 |
| Curved street bank | 4 | |
| Hip | 4 | |
| Wave ramp | 4 | |
| Up down ledge | 3 | |
| Street bank | 3 | |
| Hump to kicker | 3 | |
| Kicker | 3 | |

continued ↗

| SKATE ELEMENTS | | |
|---------------------------------------|----------|------------|
| Obstacle | Response | Percentage |
| Wally pole | 3 | |
| Quarter pipe with hip | 2 | |
| Quarter pipe with bank | 2 | |
| Curved ledge | 2 | |
| Up ledge | 2 | |
| Out rail | 2 | |
| Wheelchair ramp | 2 | |
| Out rail | 2 | |
| Spine | 2 | |
| Wallride | 1 | |
| Flatbank | 1 | |
| Up rail | 1 | |
| Bench | 1 | |
| Ledge with bank | 1 | |
| Rail on manual pad | 1 | |
| A-frame | 1 | |
| Different areas for beginner/advanced | 1 | |



| NON-SKATE ELEMENTS | | |
|-------------------------|----------|------------|
| Activity | Response | Percentage |
| Trampolines | 36 | 56 |
| Parkour / gymnastics | 24 | 38 |
| Dirt pump track / jumps | 19 | 30 |
| Art murals | 13 | 20 |
| Basketball | 7 | 11 |
| Climbing wall | 7 | 11 |
| Flying fox | 7 | 11 |
| Multi courts | 6 | 9 |
| Big kids playground | 4 | 6 |
| Obstacle course | 4 | 6 |
| ALF | 4 | 6 |
| Soccer | 4 | 6 |
| Motor cross | 3 | |
| Grass area | 3 | |
| Water park | 3 | |
| MTB track | 2 | |

continued ↗

| NON-SKATE ELEMENTS | | |
|-------------------------------|----------|------------|
| Activity | Response | Percentage |
| Tree house | 2 | |
| Water slides | 2 | |
| Bins | 2 | |
| Sport areas | 2 | |
| Netball | 2 | |
| Concrete pump track | 2 | |
| Parkour box | 1 | |
| Modern art | 1 | |
| Art club | 1 | |
| Tree climbing course | 1 | |
| Cross country course | 1 | |
| Circle track around skatepark | 1 | |
| Chalk drawing area | 1 | |
| School kid created art | 1 | |
| Beach volleyball | 1 | |



SUPPORTING INFRASTRUCTURE

| Element | Response | Percentage |
|-----------------------------|----------|------------|
| Wi-Fi | 23 | 36 |
| Hammocks | 16 | 25 |
| Toilets | 14 | 22 |
| Outdoor speakers | 13 | 20 |
| Seating | 12 | 19 |
| Music stage / hangout space | 11 | 17 |
| Lights | 11 | 17 |
| Shade structure | 11 | 17 |
| Drinking fountain | 10 | 16 |
| Picnic / chill areas | 6 | 9 |
| Outdoor cinema | 5 | 8 |
| Charging points | 4 | |
| BBQ | 3 | |
| Drama club | 1 | |
| Youth centre | 1 | |
| Café | 1 | |
| Games room | 1 | |
| Security cameras | 1 | |

WHERE DO YOU HANG OUT IN BRIDGETOWN?

| Place | Response | Percentage |
|-------------------------|----------|------------|
| Skatepark | 31 | 48 |
| Library | 25 | 39 |
| Pool | 12 | 19 |
| Park | 9 | 17 |
| Rec centre | 9 | 14 |
| Chooks | 9 | 14 |
| Memorial park | 8 | 14 |
| Home | 7 | 13 |
| River park | 6 | 11 |
| Friend's house | 6 | 9 |
| Shops | 6 | 9 |
| Clovers | 5 | 8 |
| 2 step | 5 | 8 |
| IGA | 4 | |
| Bridge | 3 | |
| Lolly shop | 2 | |
| Abandoned train station | 2 | |
| In trees | 1 | |
| Pins Pottery | 1 | |
| School | 1 | |
| River track | 1 | |

The survey then asked participants to share their final thoughts / ideas on what they hope to see in the final Bridgetown Youth Precinct. The following are some of the highlights from the comments:

.....

Chloe, 14

“More things to do for people who don’t skate, and more things for young people, not just skating because lots of people don’t skate”

Kytell, 14

“I would like to see an improvement in the readability of the skatepark”

Ashlea, 15

“Courts for Sport”

Hayden

“New toilet, new drink fountain”

Joss, 14

“I hope there will be something for everyone to do”

Bronte, 15

“They’re basically the only places we have to hang out, playgrounds, places to sit and hang”

Sarah, 15

“Definitely a new improved court- new drink fountain and toilets. Give it a modern upgrade”

Jack, 12

“I would like to see a new basketball court, water fountain and toilet”

Bryce, 13

“I hope to see structures such as art wall, parkour, rest area (with wifi) and maybe let us do graffiti on the skatepark again but nothing offensive of course”

Bella, 13

“I would like to see kids having fun young and old”

Finley, 15

“A PUMP TRACK and a charging station”

Isaac 13

“I hope to see a good friendly skatepark”

Jonathon

“Free wifi would be pretty cool”

Laura, 12

“I hope you can do a good job with our skatepark”

Jonnicka

“Clean the toilets”

Lauren, 14

“Lots of colour”

Emily, 12

“I hope you do a good job that includes lots of our ideas”

Lyla, 11

“Somewhere everyone can go”

YOUTH SPACE ELEMENTS GUIDE

Youth spaces are continuing to evolve and gain in popularity. It is important to acknowledge that a youth space is not a playground or nature playground, designed for younger children. There are many different types of elements which may be included and should be dependent on the desire and popularity of the community. The purpose therefore in defining different youth elements is to provide information regarding the general diversity in facilities and desires to consider. Below is a brief description of some of the more popular youth elements requested by the young people of Bridgetown.

Trampolines

The growing popularity of trampolines in leisure environments, rather than family backyards has taken off recent years. In-ground trampolines that can be installed in parks and public places are most often surrounded by soft fall and made durable to withstand wear and tear, however they are still susceptible to fire damage from ill willed vandals.

Indicative Pricing: \$12,000 - \$20,000



Parkour

Parkour is defined by PKV Parkour Visions as ‘an athletic activity based on creating and attempting movement challenges in the built environment using a vocabulary of jumping, climbing and acrobatic techniques.’ Parkour is sometimes also referred to as Free running, although this emphasises a more aesthetic or acrobatic element related to the sport. Other related (but different) forms of parkour include gymnastics and acrobatic equipment such as trampolines, slacklining, landing pads, etc.

Indicative Pricing: \$30,000 - \$50,000



BMX Pump Track

A pump track is a continuous loop of dirt berms and “rollers” (smooth dirt mounds) that you ride without pedalling. The name “pump track” comes from the pumping motion used by the rider’s upper and lower body as they ride around the track. Bitumen tracks are becoming popular, as they require little maintenance.

Indicative Pricing: \$60,000 - \$80,000



BMX Jumps

A jump trail consists of multiple jumps, rollers and berms in a line or connecting track. They can differ in size according to the skill level required. They are commonly built out of clay. Concrete lips on jumps are becoming popular, as they require little maintenance.

Indicative Pricing: \$60,000 - \$80,000

Art Mural Walls

By providing an art wall in the context of a youth space, regular art works can be created by local and visiting artists and exhibited for all to see. Art walls are most successful when a dedicated project manager can facilitate the artists and ensure any vandalism is promptly addressed.



Climbing Walls / Climbing Rocks

Public climbing walls are artificially constructed with grips for hands and feet, most often on walls or artificial rocks surrounded by soft fall or mulch. Climbing provides opportunities to build physical, cognitive and social skills.

Indicative Pricing: \$70,000 - \$80,000



Flying Fox

The flying fox, also known as a zip-line or zip-wire, has become a regular feature in youth parks over the past decade. They require taking off from an elevated starting point, are often between 30 to 50 meters in length and usually feature single or double lines over a soft ground such as sand, soft fall or mulch.

Indicative Pricing: \$70,000 - \$80,000



Multi Purpose Courts

Multi Courts use distinctive line markings to accommodate a number of different sports and activities on the one court including netball, tennis, basketball, volleyball, badminton, 4 square, and roller hockey.

Indicative Pricing: \$60,000 - \$80,000



Gathering and Hangout Spaces

Places for youth to gather with comfortable seating can take several forms, including decks, patios, verandas, gazebos, hammocks, etc. Unsupervised passive recreation areas with natural surveillance are important for the development and independence of youth and should be adequately provided.



RECOMMENDATIONS

With its proximity to the Bridgetown Leisure Centre and library, plus a pre-existing skatepark with plenty of space available for expansion, the current skatepark site on Steer Street has been identified as the most suitable location for the future Bridgetown Youth Precinct.

To improve the quality of the pre-existing skatepark, Skate Sculpture recommend the Shire of Bridgetown-Greenbushes commission a professional skatepark construction company to make a series of repairs to the facility – fixing the cracks, holes, uneven joints and deteriorating concrete to improve safety and maximise functionality.

Due to its remote setting and limited neighbouring skate facilities, the future Bridgetown Youth Precinct needs to provide a mix of street and transition skate terrain, whilst appealing to skate, scooter and BMX riders of all abilities. The design needs to provide low level items for beginner riders and advanced obstacles for ongoing skill development of experienced riders. The facility needs to be capable of hosting skill development workshops from the likes of Skateboarding WA and Freestyle Now, whilst providing challenging obstacles for competitions with shaded seating and viewing areas for spectators and resting riders.

The current skate facility is transition (ramp) dominate, however it lacks an enclosed bowl, which was the most frequently requested object throughout the community consultation. The current facility also has a lack of street items with the current stairs, ledges and rail not designed to ideal specification and showing signs of deterioration. Therefore, to best cater to the local riders of Bridgetown,

Skate Sculpture recommend the addition of an enclosed bowl with a proposed height variation of 4 – 8 feet, plus the creation of a street inspired skate plaza. In response to the community consultation, the most frequently requested street objects to incorporate within the plaza include a stair set with down rail and hubba, kicker to kicker, sushi dish, euro gap, rail, up-down ledge and street bank. Popular transition objects to consider designing within the plaza include a volcano, taco and wave ramp.

Due to the pre-existing skatepark’s age, Skate Sculpture recommend all additional skate objects are not designed as extensions to the pre-existing concrete, but rather separate additions. This will prove to be more cost effective and improve construction logistics when the current skatepark reaches the end of its surface life and needs to be removed.

Commonly requested skate items (sized by popularity):



Taking into consideration the results of the community consultation, available space and financial viability, Skate Sculpture recommend the addition of a BMX pump track, parkour course and revitalization of the current basketball court. This will ensure activities are on offer for those who do not participate in wheeled action sports. For supporting infrastructure additional seating and shade are necessities, with the added recommendation of free Wi-Fi and shaded grassed hang out areas.



Aesthetics also need to be taken into consideration, ensuring that the facility will be visually appealing when captured on photo and videos which park users will share across various social media platforms including Instagram and Facebook. It is also important that the facility seamlessly fits into the built and natural landscape of the surrounding precinct.

With the Shire of Bridgetown-Greenbushes proposing a construction budget of \$500,000 for the future Youth Precinct, Skate Sculpture recommend the following allocation of budget:

Skate Park Additions: \$300,000

Non-Skate Youth Elements: \$120,000

Supporting Infrastructure: \$80,000

TOTAL: \$500,000

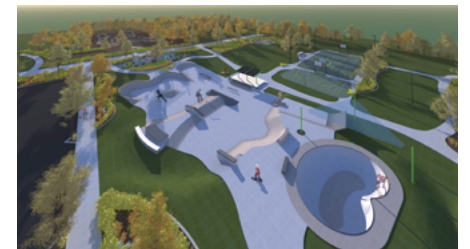


WHERE TO FROM HERE?

Based on the information provided from the youth consultation, Skate Sculpture recommends that the Shire of Bridgetown-Greenbushes identify the items that are important to include in the proposed youth precinct. Skate Sculpture can assist with allocating a budget according to the amount and scale of items identified. A design brief should then be written stating what the Shire wants to achieve within the space with the proposed construction budget and youth items listed.

The Shire could then engage a youth facility design company to produce a concept design and cost estimate reflective of the project brief and consultation findings. After the first concept design has been created, another community consultation is proposed to ensure local youth are satisfied with the design. After making any necessary changes, the report, costings and final concept design can be used as support material to apply for funding.

Following the funding approval, a youth facility design company should be engaged to complete the detailed design ready for tender. During this stage another consultation is recommended as project development can take time and design trends are ever evolving.



BRIDGETOWN SKATEPARK SAFETY INSPECTION

To ensure the wellbeing of all users, it is advised that quarterly safety inspections are conducted at the current Bridgetown Skatepark. The most common hazards that need to be identified include:

Deterioration of concrete under coping



The coping is the area on a transition where tricks are most often performed. The concrete directly under the coping can become deteriorated, causing sections of concrete to chip away leaving gaps and holes. Wheels can become wedged and dislodge the user causing potential injuries.

Holes / cracks greater than 10mm



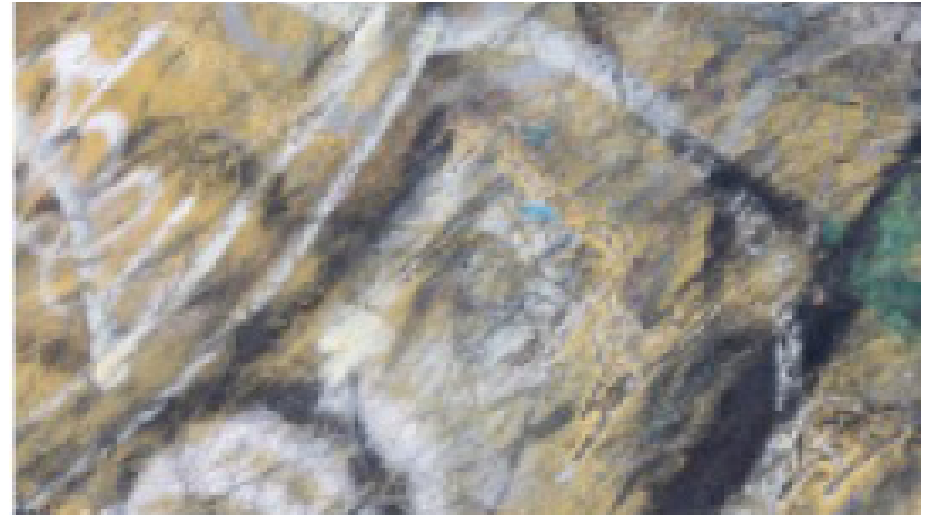
Any hole larger than 10mm is a concern as a wheel may potentially become wedged and dislodge the user causing potential injuries.

Uneven joints that require filling



Uneven joints evident throughout the park where surfaces meet. The joints can separate and lift causing a lip between the joining surfaces. This can be dangerous as the wheel diameter of a skateboard can be relatively smaller than the uneven joint and may cause disruption and result in future accidents occurring.

Build-up of grime & excessive paint deposits



Any build-up of excessive layers of paint or grime can create an uneven and bumpy riding surface. It is not recommended to paint over graffiti, a suitable graffiti removing product is the preferred option.



Rating System

Each obstacle within the skatepark can be inspected using the following rating system to record its current condition.

OK – The element is currently in functional condition and does not require any repair at this point of time or the immediate future.

RECOMMENDED – The element cannot perform to its optimum use, however it is not considered there is any immediate hazard to its users. The element will require repair in a 1-5 year period.

CRITICAL – The element cannot perform to its optimum use and may cause future accidents to its users. Immediate repair is required.


The table below can be used as a template to conduct regular inspections of the skate park. It is encouraged to customise the table with the issues occurring in the skatepark and add any other issue identified. Each obstacle should have its own table. Pictures should be taken and labeled of each obstacle to compare the issue in future inspections.

The following tables over the next three pages have been customised to assist in the inspection of Bridgetown Skatepark.


| OBSTACLE # – (Name of Obstacle) – DD/MM/YYYY | | | | | |
|--|-------------------------------------|--|----------------------------------|--|--------------|
| | Uneven joints that require grinding | Deterioration of concrete under coping | Holes / cracks greater than 10mm | Build-up of grime & excessive paint deposits | Other issues |
| CONDITION | | | | | |
| CRITICAL | | | | | |
| RECOMMENDED | | | | | |
| OKAY | | | | | |
| N/A | | | | | |



OBSTACLE 1 – HALF PIPE / SPINE – DD/MM/YYYY


| | | | | | |
|---|-------------------------------------|--|----------------------------------|--|--------------|
|  | Uneven joints that require grinding | Deterioration of concrete under coping | Holes / cracks greater than 10mm | Build-up of grime & excessive paint deposits | Other issues |
| CONDITION | | | | | |
| CRITICAL | | | | | |
| RECOMMENDED | | | | | |
| OKAY | | | | | |
| N/A | | | | | |

OBSTACLE 2 – DOWN LEDGE / RAILS / STAIRS – DD/MM/YYYY


| | | | | | |
|--|-------------------------------------|--|----------------------------------|--|--------------|
|  | Uneven joints that require grinding | Deterioration of concrete under coping | Holes / cracks greater than 10mm | Build-up of grime & excessive paint deposits | Other issues |
| CONDITION | | | | | |
| CRITICAL | | | | | |
| RECOMMENDED | | | | | |
| OKAY | | | | | |
| N/A | | | | | |



OBSTACLE 3 – FLAT RAIL & LEDGE – DD/MM/YYYY


| | | | | | |
|---|-------------------------------------|--|----------------------------------|--|--------------|
|  | Uneven joints that require grinding | Deterioration of concrete under coping | Holes / cracks greater than 10mm | Build-up of grime & excessive paint deposits | Other issues |
| CONDITION | | | | | |
| CRITICAL | | | | | |
| RECOMMENDED | | | | | |
| OKAY | | | | | |
| N/A | | | | | |

OBSTACLE 4 – TABLE TOP – DD/MM/YYYY


| | | | | | |
|--|-------------------------------------|--|----------------------------------|--|--------------|
|  | Uneven joints that require grinding | Deterioration of concrete under coping | Holes / cracks greater than 10mm | Build-up of grime & excessive paint deposits | Other issues |
| CONDITION | | | | | |
| CRITICAL | | | | | |
| RECOMMENDED | | | | | |
| OKAY | | | | | |
| N/A | | | | | |



OBSTACLE 5 – CENTRAL HIP FEATURE – DD/MM/YYYY

|  | Uneven joints that require grinding | Deterioration of concrete under coping | Holes / cracks greater than 10mm | Build-up of grime & excessive paint deposits | Other issues |
|---|-------------------------------------|--|----------------------------------|--|--------------|
| CONDITION | | | | | |
| CRITICAL | | | | | |
| RECOMMENDED | | | | | |
| OKAY | | | | | |
| N/A | | | | | |

OBSTACLE 6 – QUARTER PIPE – DD/MM/YYYY

|  | Uneven joints that require grinding | Deterioration of concrete under coping | Holes / cracks greater than 10mm | Build-up of grime & excessive paint deposits | Other issues |
|--|-------------------------------------|--|----------------------------------|--|--------------|
| CONDITION | | | | | |
| CRITICAL | | | | | |
| RECOMMENDED | | | | | |
| OKAY | | | | | |
| N/A | | | | | |



Conducting Repairs

Minor repairs such as filling in cracks can often be conducted internally by a council or shire's works department. For major works including grinding of lips and replacement of objects, it is advised to contact a specialised skatepark construction company.



Guinness World record holder and Thrasher all of Fame member *Russ Howell* inspects a recent repair to Manning Skatepark.



THE NEED TO DEVELOP ENGAGING YOUTH SPACES

.....

Whether it is a capital city like Perth, or a regional town like Bridgetown, teens are often seen ‘ligering’ around shops and popular public spaces. They’re not spending money or working, so what are they doing? And why should we care... What is the relationship between youth and public space?

There is a direct correlation between how designers and decision makers plan our public spaces and how teens can act and how they can be perceived to positively and negatively contribute to public space. And having an appreciation of their thoughts can assist in the path to developing a positive youth to adult interdependence and create a more inclusive, diverse and innovative society.

Landscape architects, designers and decision-makers need to acknowledge that youth are no longer children and they are not attracted to such spaces, which may be perceived as childish or without an engaging interest in their needs. Conversely, an in-depth understanding of local youth needs combined with an authentic design and planning process of open space can positively assist in the development of a proud inclusive community.

Teens enjoy hanging out around shops and town centres and their facilities should represent this obvious locational need with design elements, which encourage social development, active participation and positive energy. However, the Youth Affairs Council of Victoria and other leading professionals provide evidence that young people are seemingly invisible from public space and often provided with token spaces, inappropriate to their needs and aspirations.





Something needs to change...let's involve youth in the design process to better understand their needs and celebrate new fresh ideas with the purpose of creating more innovative popular public spaces! There are so many proven techniques and methods to bring youth together and create an engaging learning process. Some popular examples include trialling pop-up spaces, mapping the unplanned places teen's hang out and discussing why they are popular, playing problem-solving games to design new spaces, using art as a mediator to ask difficult questions, etc.

Because using public space is what we do for simple pleasure and we feel its numerous advantages and positive outcomes: physical, educational, spiritual, social, healthy and so on. Therefore, a space defined for youth and shared with society needs to cater for the growing needs of adolescents and positively assist in an important period of growth, learning, contributing to society and finding new talents.





REQUEST FOR QUOTE

BRIDGETOWN YOUTH PRECINCT COMMUNITY CONSULTATION & CONCEPT DESIGN

SHIRE OF BRIDGETOWN - GREENBUSHES

BRIEF

Create a concept design for the future Bridgetown Youth Precinct with a proposed construction budget of \$500,000. The facility will expand on the current skatepark located on Steer Street Bridgetown with design additions including:

- A half bowl to finish of the original skate park.
- An enclosed bowl.
- Street inspired skate path or skate plaza.
- A pump track and / or jump track.
- Painting of current basketball court.
- Seating.
- Shade.
- WI-Fi.
- Pump track.
- The possible inclusion and trampolines and parkour.

After the creation of the initial concept design, the design team will facilitate a full day community consultation at Bridgetown Primary School, Bridgetown High School and Kearnan Collage, followed by an after-school workshop at the Bridgetown Skatepark.

After making all necessary revisions to the design, the final concept with accompanying report will be submitted to the Shire of Bridgetown-Greenbushes. Upon final approval, a representative from the design team will give a presentation of the project to the Shire of Bridgetown-Greenbushes, answering any questions regarding the design and advising on the best course of action to advance the project.



FEE PROPOSAL


| TASK | FEE |
|---|-----------------------|
| First concept design • Coloured 2d plan, images and cost estimate | \$6,800 |
| Community consultation | \$1,600 |
| Final concept design • Updated 2d coloured plan, images and cost estimate update | \$2,000 |
| Concept report | \$600 |
| Council presentation | \$600 |
| Total | \$11,600 + GST |
| Concept design in 3D renders | \$1,600 |
| Total with 3D renders | \$13,200 + GST |





Department of
Transport

ATTACHMENT 18



WARREN- BLACKWOOD

2050 CYCLING STRATEGY



EXECUTIVE SUMMARY

Towns and regions that support cycling can enjoy a range of economic, environmental and social benefits. In addition to creating more vibrant and welcoming communities, cycling can help families save money and facilitate new industries such as cycle-tourism. Fundamentally, increasing cycling mode share is about improving quality of life – something that is critical for attracting and retaining people in regional areas.

Key to increasing cycling mode share is providing infrastructure that is not only safe and convenient, but also competitive against other modes of transport. To achieve this, cycling needs to be prioritised ahead of other modes in appropriate locations and integrated with adjoining land use. If we are serious about reducing car dependency and helping people make better transport choices, particularly for short trips, these priorities need to be reflected in the way our communities are planned.

The *Warren-Blackwood 2050 Cycling Strategy* has been developed by the Department of Transport (DoT) in collaboration with the South West Development Commission (SWDC) and the shires of Boyup Brook, Bridgetown-Greenbushes, Manjimup and Nannup. Consultation was also undertaken with key stakeholders and the local community. In addition to refining the overarching aims and objectives of the strategy, this process also clarified the needs and expectations of different user groups.

This long-term aspirational strategy reflects the priorities shared by local and State governments. It includes a short-term action plan which will help to inform future investment through the Regional Bike Network Grants Program, as well as other funding sources.

The strategy sets out a blueprint for making cycling an attractive mode of transport within the subregion's towns, through the development of an interconnected network of off-road shared paths, protected on-road bike lanes and low-stress residential streets. The growing popularity, practicality and affordability of electric bicycles (e-bikes) is also documented, which has the potential to revolutionise how people undertake short urban trips in hilly towns such as Bridgetown, Nannup, Pemberton and Boyup Brook.

This document also outlines how best to capitalise on the growing popularity of long-distance cycle touring. While the existing Munda Biddi Trail caters to experienced riders who enjoy remote adventures, there are several opportunities to develop less demanding trails, catering for people with a wider range of abilities and fitness levels.

One opportunity is repurposing the extensive network of inactive rail lines that exist throughout the subregion, while also providing connections to Bunbury, Busselton, Kojonup and Katanning. A similar opportunity exists in linking the towns located along the Blackwood River, through the formalisation and promotion of a cycle-tourism route which follows quiet rural roads and forestry tracks.

Figure 1.1 highlights various opportunities for inter-town and inter-regional cycling routes which could be developed to connect towns across the South West region.

Finally, this strategy outlines measures that can be used to enhance the safety of road cyclists. With the Tour of Margaret River recently relocating to Nannup, road cyclists are increasingly travelling to the Warren-Blackwood subregion for its steep climbs, beautiful scenery and welcoming hospitality.

In developing paths and trails, it is important to consider the potential environmental impact of development and ensure that the unique characteristics of the area are maintained. Some locations may be limited by legislation and policy which could result in alignments changing as further feasibility and planning are undertaken.

The *Warren-Blackwood 2050 Cycling Strategy* outlines how the subregion can realise its cycling potential, leading to a happier, healthier and more engaged community.



Figure 1.1 The south west corner of WA is well positioned to become one of Australia's best regions for long-distance cycling.

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WHY WE WANT MORE PEOPLE CYCLING

TO ENABLE PEOPLE TO ENJOY HEALTHIER AND MORE ACTIVE LIVES

Obesity rates are 10 per cent higher in regional WA compared to Perth. As a result, people living in regional areas are 1.25 times more likely to suffer from cardiovascular disease and 1.4 times more likely to be hospitalised for diabetes.

TO IMPROVE MENTAL HEALTH AND SOCIAL INCLUSION

People who engage in regular exercise experience reduced stress, improved sleeping patterns, improved concentration and a better outlook on life. More people riding and walking provides greater opportunities for incidental interaction on the streets, enhancing a sense of community.

TO HELP FAMILIES SAVE MONEY AND INCREASE TRANSPORT OPTIONS

Families who have at least one person commuting by bike (instead of car) save on average \$8 per day, which equates to nearly \$2,000 per year. Cycling provides an economic and independent travel option for those who might otherwise have their travel options restricted.

TO IMPROVE THE STRENGTH AND RESILIENCE OF OUR REGIONAL COMMUNITIES

The popularity of outdoor and adventure tourism is increasing all over the world, with cycle-tourism identified as a key growth area. In 2015, almost three million people went cycling while on holiday in Australia.

TO REDUCE PRESSURE ON THE PUBLIC PURSE

A study commissioned by the RAC found the economic, social, health and environmental benefits attributed to cycling infrastructure outweigh their costs incurred by between 3.4 and 5.4 times. In dollar terms, it is estimated that for every kilometre cycled, \$1.42 of economic benefits are generated for the community.

TO REDUCE TRANSPORT IMPACTS ON THE ENVIRONMENT

Transport is Australia's third largest source of greenhouse gas emissions, with emissions from transport increasing nearly 60 per cent since 1990 – more than any other sector. In Australia, cars are responsible for roughly half of all transport emissions.



1. INTRODUCTION

1.1 Guiding principles

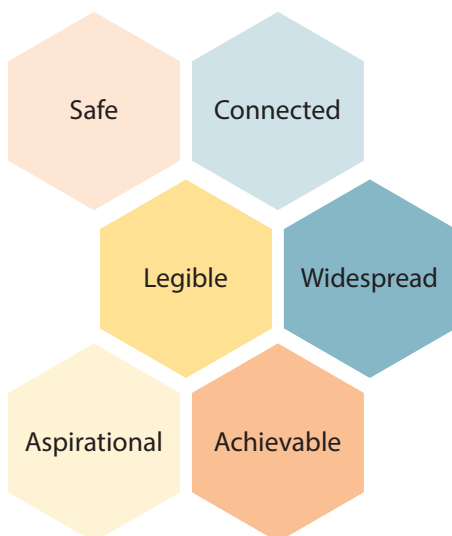
This strategy sets out a long-term vision to create a comfortable, direct and integrated cycling network for the Warren-Blackwood subregion, connecting people to activity centres, key attractions and destinations.

The proposed network has been developed to facilitate cycling for transport, recreation and tourism purposes. Cycling disciplines dependent on purpose-built recreational facilities (such as BMX parks, downhill mountain bike trails and velodromes for track cycling) typically perform non-transport related functions, and therefore fall outside the scope of this strategy.

This document is one of three 2050 cycling strategies covering the South West region. These strategies are:

- the Warren-Blackwood subregion, comprising the shires of Boyup Brook, Bridgetown-Greenbushes, Manjimup and Nannup (this document);
- the Bunbury-Wellington subregion, comprising the City of Bunbury and the shires of Capel, Collie, Dardanup, Donnybrook-Balingup and Harvey; and
- the Leeuwin-Naturaliste subregion, comprising the City of Busselton and Shire of Augusta Margaret River.

While separate, these three documents have been developed simultaneously and should be considered together.



The “8 to 80” design philosophy is about creating people-oriented towns and cities which are suitable for everyone. For example, if you design a cycle path that caters for the needs of an 8 or 80 year old, it is likely to be suitable for everyone.

The networks proposed in each of the strategies have been developed based on the following principles:

Safe: The 2050 cycling network should be built to a standard which reflects the “8 to 80” design philosophy. People of all ages should be able to cycle safely to the places they need and want to go to. Unprotected cycling facilities located on busy roads are not considered suitable for vulnerable road users, and will not encourage more people to cycle, more often.

Connected: Like a road network, all cycling routes should connect to something at each end – whether that be a destination, or another cycling route.

Widespread: Within towns, the cycling network should be extensive enough for people to safely assume they can ride to their destination without encountering hostile traffic conditions. When cycling networks reach a certain level of density it enables families to live comfortably without a second car.

Legible: The cycling network needs to be both intuitive and direct. To achieve this, it makes sense to locate major cycling routes parallel to natural land forms such as rivers and coastlines or within existing road and rail corridors. The development of coherent way-finding initiatives is also important in supporting legibility.

Aspirational: Given the long-term nature of this strategy, several ambitious ideas have been put forward to help position the Warren-Blackwood subregion as one of Australia’s best regions for cycling. This includes several long-distance cycle-touring routes as shown in Figure 1.1.

Achievable: For the most part, the ideas proposed in this strategy adopt tried-and-tested planning principles. The case studies found in Section 4 provide local, interstate and international examples of similar projects undertaken in recent years.

1.2 Warren-Blackwood in context

The Warren-Blackwood subregion, comprising the shires of Boyup Brook, Bridgetown-Greenbushes, Manjimup and Nannup, is home to approximately 17,000 people. The subregion is bordered by the Leeuwin-Naturaliste subregion to the west, the Bunbury-Wellington subregion to the north, the Wheatbelt region to the north east and the Great Southern region to the south east. Renowned for its tall jarrah and karri forests, rolling hills and rugged coastline, the area is highly productive in terms of agriculture, forestry and mining. These natural assets combined with proximity to the regional cities of Busselton, Bunbury and Albany have also made the Warren-Blackwood subregion a popular tourism and lifestyle destination.

The **Shire of Boyup Brook** is home to approximately 1,700 people. With an economy mainly focused on agriculture, Boyup Brook plays host to several major events throughout the year including the Boyup Brook Country Music Festival, the Blackwood River Marathon and Harvey Dickson's Country Music Show and Rodeo.

The town offers a range of services and amenities for residents including a high school, hospital and a variety of recreation and sporting facilities. Areas of remnant bushland (such as Kura Kartaga Langa Nature Reserve) attract visitors to the region aspiring to see rare native animals including numbats and ringtail possums.

The **Shire of Bridgetown-Greenbushes** is located in the centre of the Warren-Blackwood subregion and features some of the most spectacular and rugged countryside in the South West. Bridgetown is the second largest town in the subregion and the primary administrative and service hub for the Shire of Bridgetown-Greenbushes.

The Shire has a population of around 4,600 (with 2,800 in Bridgetown itself) and covers an area of approximately 1,340 square kilometres. The town is linked to Bunbury via the South Western Highway. Being an accessible distance from Perth, the Shire has seen an increase in tourism and visitor numbers in recent years, as well as new residents seeking a laidback rural lifestyle. The town of Greenbushes, located approximately 17 kilometres north of Bridgetown has recently experienced an economic resurgence due to a major expansion of the Talison Lithium mine.

The **Shire of Manjimup** has the largest population of the four shires, being home to approximately 9,300 people. The Shire's four townsites of Manjimup, Pemberton, Northcliffe and Walpole are connected by the Munda Biddi Trail, while the Bibbulmun Track also passes through the latter three towns, making them attractive destinations for adventure tourists.



Figure 1.2 Landscapes comprising undulating farmland and tall forests are typical of the Warren-Blackwood subregion.¹

¹LH Image courtesy of [Tour of Margaret River](#)

Manjimup is the primary commercial and administrative centre for the Shire, servicing the surrounding agricultural and forestry industries. The smaller towns of Pemberton, Northcliffe and Walpole have an international reputation for their outstanding forests and biodiversity. Key attractions within the Shire of Manjimup include several giant tree climbs, many sporting (including cycling) and cultural events, the D'Entrecasteaux and Walpole-Nornalup national parks, as well as a range of local food and wine producers.

The **Shire of Nannup** has the smallest population of the four Warren-Blackwood shires, with approximately 1,300 people. Nestled in the heart of the Blackwood River Valley, residents of

Nannup enjoy a relaxed rural lifestyle while being within commuting distance of the nearby centres of Busselton and Margaret River. Nannup, which was originally developed as a timber milling town, now has a diverse economy including agriculture, horticulture and tourism. Despite its small population, the town regularly plays host to major events such as the Nannup Music Festival and the Tour of Margaret River road cycling race. Also located in the Shire of Nannup is the Donnelly River Village, a former timber mill town that has been transformed into short stay accommodation suitable for families and school groups, as well as people undertaking the Munda Biddi Trail and Bibbulmun Track.

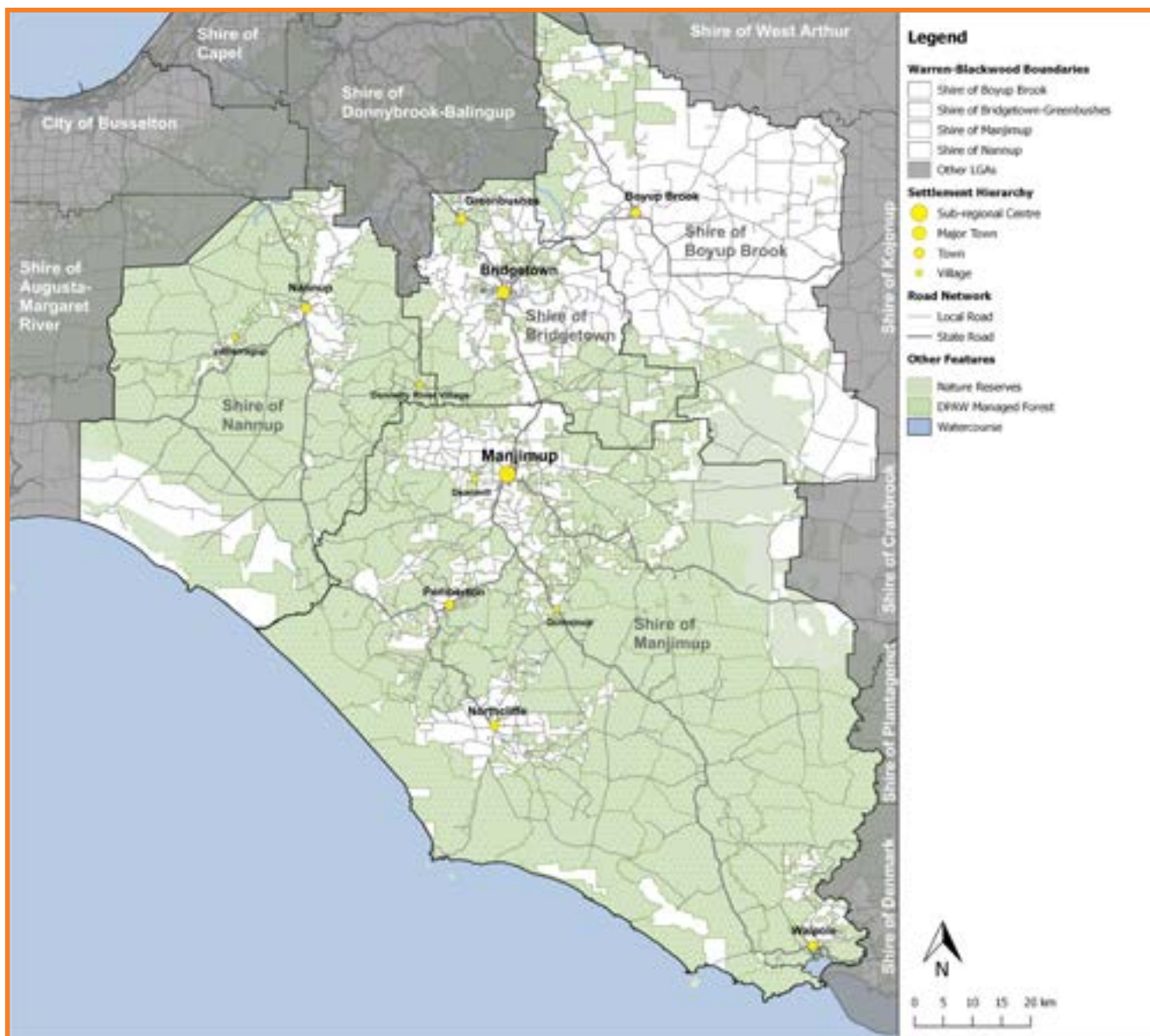


Figure 1.3 Warren-Blackwood subregion and settlement hierarchy.

1.3 The need for a long-term regional cycling strategy

This strategy is designed to help guide investment in cycling in the Warren-Blackwood subregion over the coming three decades. Other important reasons for preparing this cycling strategy include:

- To address key opportunities that may have previously been overlooked, particularly in relation to future land use and transport developments;
- To help guide investment between neighbouring local governments, and between local and State governments;
- To facilitate the planning and development of long-distance or inter-regional cycling routes, especially those that connect with other regions and subregions;
- To ensure the standard of future cycling facilities meets current best practice; and
- To adopt a consistent approach with other 2050 cycling strategies being developed across WA.



1.4 Expected changes in population, land use and transport

Over the past decade the Warren-Blackwood subregion's population has remained relatively stable. The Shire of Bridgetown-Greenbushes recorded the highest increase over this period, growing by approximately 12 per cent. While it is difficult to accurately forecast the subregion's population over the long-term, the relative stability seen over the past 10 years is anticipated to continue.

That said, several sub-divisions are underway in Manjimup, Bridgetown and Nannup to accommodate future increases in population. Additional land is also earmarked for residential development on the eastern side of the Blackwood River in Boyup Brook.

When it comes to the subregion's transport network, there are several potential projects that may be delivered prior to 2050.

These include further upgrades and realignments to the South Western Highway between Donnybrook and Walpole, upgrading of the Muir Highway from Manjimup to Nyamup, upgrading of passing lanes along Brockman Highway between Augusta and Nannup, and improvements to Manjimup Airport.

The future of the subregion's primary rail connection, the Bunbury-Northcliffe rail corridor, remains uncertain. While the section between Bunbury and Greenbushes is being maintained for potential future haulage purposes, there may be less economic justification for maintaining the segment between Greenbushes and Northcliffe. Section 4.1.2 explores potential options regarding the use of this corridor for rail trail development, either with or without train services.

1.5 Relationship with other documents

The *Western Australian Bicycle Network (WABN) Plan* identifies the need to review cycling facilities in WA's regional areas. Although many regional local governments have their own local bike plans, it is recognised that there is a need to develop long-term regional strategies which span across entire regions or subregions. Key objectives of this process include improving connections to activity centres and schools, identifying inter-regional routes and harnessing the potential of cycle-tourism.

Funding applications for the development of key strategic projects within these areas are often made through the Regional Bike Network (RBN) grants program. This program makes State Government funds available for the planning,

design and construction of cycling infrastructure by local governments in regional WA, matched on a dollar-for-dollar basis.

Long-term regional cycling strategies such as this do not preclude local governments from preparing and implementing their own local bike plans.

While the purpose of this strategy is to set out a blueprint for Warren-Blackwood's 2050 cycling network, local bike plans are still valuable in terms of identifying short-term priorities such as new local facilities, upgrades to existing infrastructure and maintenance requirements. Local bike plans are also important for outlining strategies around the activation of cycling infrastructure, behaviour change and education.

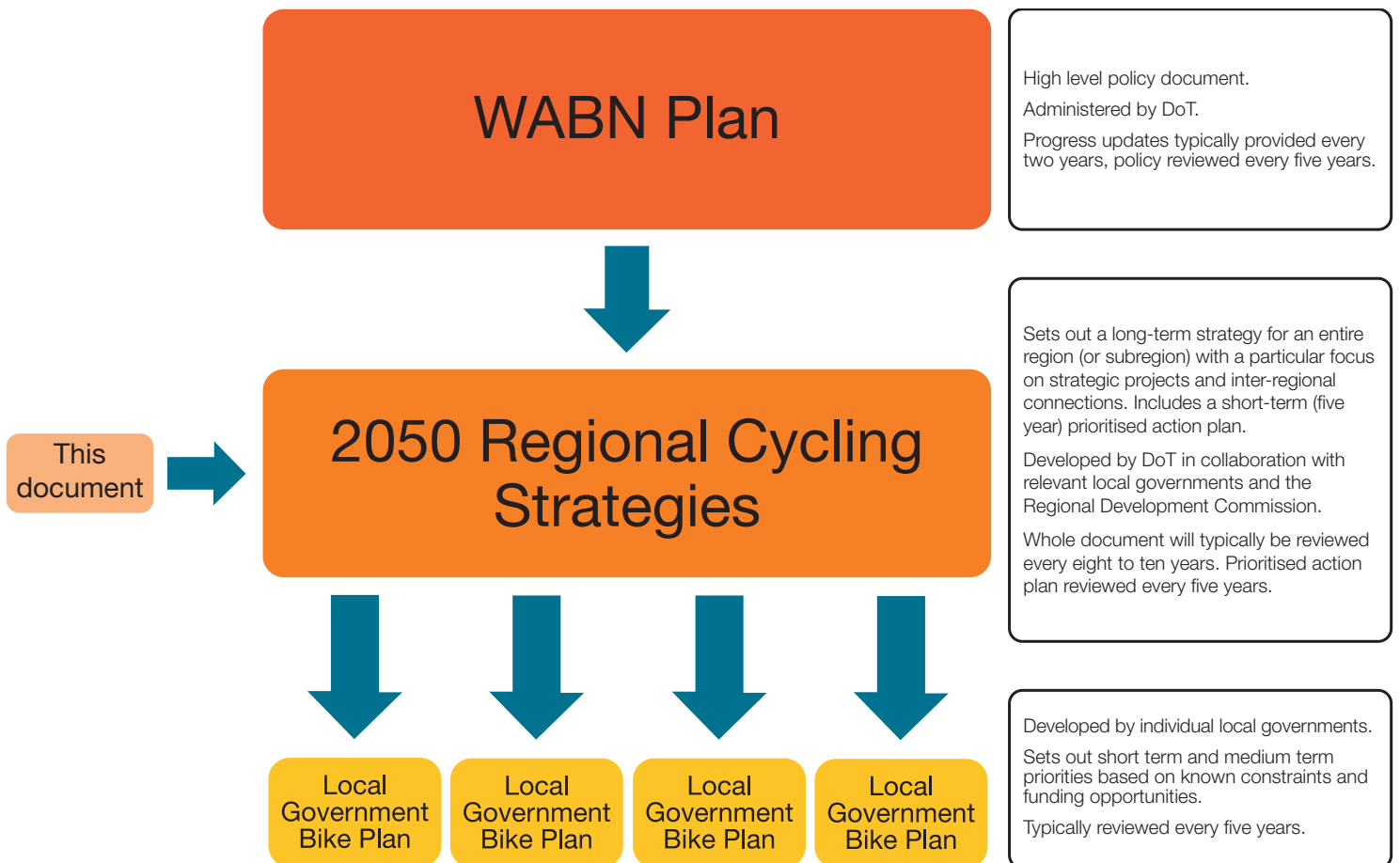


Figure 1.4 Flow chart illustrating the relationship between the *WABN Plan*, this document and local government bike plans.

1.6 Background research and analysis

1.6.1 Document review

In preparing this strategy several documents were reviewed pertaining to land use and transport in the Warren-Blackwood subregion. Combined with extensive stakeholder engagement, these documents were critical to understanding each local government's current approach to bike planning. A list of these documents is contained in Appendix B.

1.6.2 Mapping of current and future trip generators

Before commencing the development of the network, a mapping exercise was undertaken where all existing and known future trip attractors were mapped. Trip attractors are defined as any place someone could reasonably be expected to need or want to cycle to – these include places such as schools, shopping centres, industrial areas, health campuses and sporting precincts. The trip attractors for the Warren-Blackwood subregion are shown in the figures contained in Section 3.

1.6.3 Review of the existing cycling network

While there are some good examples of cycling infrastructure in the Warren-Blackwood subregion, most townsite cycling networks are not mature enough (in terms of their coverage, connectivity and separation from motorised traffic) to enable cycling to be a preferable transport mode for most people. There are some good examples of high-quality shared path infrastructure throughout the subregion, including the Linear Park, Deanmill and Perup Road paths in Manjimup, the Gloucester Tree Walk in Pemberton and the Coalmine Beach Shared Path in Walpole.

In terms of inter-town and inter-regional connections, most cycling currently takes place on low volume rural roads, with little to no dedicated cycling infrastructure or way-finding. The exception is the Munda Biddi Trail, a predominantly unsealed trail running from Mundaring (near Perth) to Albany. The trail links together various towns in the subregion, including Nannup, Manjimup, Pemberton, Northcliffe and Walpole. The Sidings Rail Trail forms part of the Munda Biddi and links Nannup to Jarrahwood.



Figure 1.5 A recently sealed section of the Deanmill Heritage Trail in Manjimup forms part of the Munda Biddi Trail.

1.6.4 Analysis of crash data

The most recent (2013-2017) five-year crash statistics were obtained from Main Roads Western Australia's (MRWA) Crash Analysis Reporting System. Both pedestrian and cyclist crash data was reviewed, noting pedestrians and cyclists often share infrastructure and dangerous areas for pedestrians are often also dangerous for cyclists. An analysis of this data is provided in Appendix B.

1.6.5 Analysis of GPS travel data

GPS mapping tool Strava Labs was employed to better understand which parts of the subregion's road and path networks are most heavily used by cyclists. Strava is a website and mobile app used to track athletic activity via GPS. Despite the usefulness of this information, it should be noted that GPS travel data is typically representative of people who cycle for training or high-intensity recreational purposes. An analysis of this data is contained in Appendix B.

1.6.6 Stakeholder and community consultation

This strategy was developed in collaboration with the South West Development Commission and the shires of Boyup Brook, Bridgetown-Greenbushes, Manjimup and Nannup. As part of its development, consultation was undertaken with various government and non-government agencies.

Consultation with the local community was central to the development of the *Warren-Blackwood 2050 Cycling Strategy*.

The objectives of the consultation were to:

- Help refine the overarching aims and objectives of the strategy;
- Gain an understanding of the community's expectations when it comes to cycling infrastructure, as well as the needs of different user groups;
- Reveal the major issues and missing links associated with the subregion's existing cycling network;
- Provide the community the opportunity to share their ideas; and
- Seek local buy-in and ongoing community support for the strategy.

The community consultation was carried out in two distinct phases. Phase 1 was undertaken shortly after project commencement and involved informal drop-in sessions at the shires of Nannup and Bridgetown-Greenbushes. Drop-in sessions were not held in the Shire of Manjimup due to the recent consultation undertaken as part of the *Shire of Manjimup Local Bicycle and Footpath Plan 2017-2027*, which also informed this document. In Boyup Brook, targeted meetings were held with interested residents and stakeholders.

Phase 2 consisted of a public comment period. A detailed analysis of the community consultation undertaken is contained in Appendix C.



2. REGIONAL ROUTE HIERARCHY

A hierarchy comprising five types of cycling route has been used to illustrate Warren-Blackwood's 2050 cycling network. This hierarchy will be adopted for all future cycling strategies in WA. An important aspect of the hierarchy is that unlike many traditional cycling infrastructure plans, routes are defined primarily by function, rather than built form. The key differences between the five types of route are explained in Sections 2.1 to 2.5, with additional detail provided in Appendix A.

2.1 Primary routes

Primary routes generally form the backbone of a cycling network. Sometimes referred to as freeways for bikes, primary routes afford cyclists with safe and generally uninterrupted journeys.

Primary routes should be completely separated from motorised traffic. Due to this, major road and rail corridors, as well as river and ocean foreshores tend to be the most practical locations for these types of facilities.

In terms of built form, primary routes predominantly consist of high-quality shared paths and ideally, are at least three metres wide. To ensure high levels of rideability and legibility, red asphalt is usually the preferred surface treatment.

An important consideration for shared paths is managing safety and ensuring etiquette between different users. In areas of high pedestrian activity, it may be necessary to provide separate walking and cycling facilities.



Shared path parallel to a major road



Shared path along former rail corridor



Shared path along river foreshore



Shared path along coastal foreshore

Figure 2.1 Primary routes form the backbone of a cycling networks and allow cyclists to safely undertake long, uninterrupted journeys.

2.2 Secondary routes

Secondary routes are typically located within urban or built-up environments. The aim of these routes is to provide users with access to and from important trip attractors such as shopping centres, industrial areas, as well as education, health and sporting precincts.

In most cases, secondary routes are located adjacent to arterial roads and take the form of protected on-road bike lanes. Going forward, it is important the design of all new cycling infrastructure (including secondary routes) incorporates the “8 to 80” design philosophy.

To ensure on-road cycling infrastructure is safe and attractive to a wide range of users, separation in the form of concrete kerbing is desirable to minimise the interaction between cyclists and motorised traffic – particularly on busier roads.

Where this is not possible, softer measures such as painted hatching, mountable plastic kerbing or flexible bollards can be considered, however these treatments are normally only acceptable in low speed environments. In some cases, off-road shared paths are the best option for secondary routes.

Unlike primary routes, secondary routes do not necessarily provide users with uninterrupted journeys. Due to this, it is important that appropriate consideration is given to the design of secondary routes at all intersecting roads, but particularly those controlled by either traffic signals or roundabouts. Where possible, priority should be given to the cycle route at intersecting minor roads and driveways.



Bike lane protected by concrete kerb



Bi-directional bike lane separated with bollards



Bike lane separated by mountable plastic kerbing



Shared path with priority over minor road

Figure 2.2 Secondary routes are typically found in busier, built-up environments and can consist of either on-road or off-road cycling infrastructure.

2.3 Local routes

The objective of local routes is to collect cycling traffic from local residential areas and distribute it to the secondary and primary networks. Local routes are used by cyclists to access a range of lower-order destinations such as local shops and parks. The look and feel of these types of route is distinctively different from primary and secondary routes and may include:

- 30 km/h safe active streets which adopt “self-explaining street” and “filtered permeability” urban design principles;
- very quiet suburban streets, communicated using way-finding and other signage;

- sections of shared path (normally linking two or more quiet streets together); or
- on-road bike lanes (but only on quiet roads with low traffic volumes and where posted speed limits are less than or equal to 50 km/h).

In many cases, a local route may consist of a combination of two or more types of treatment. Where this is the case, the transition from one type of facility to another needs to be carefully considered.



30 km/h safe active street



Residential street with sharrows²



Shared path linking two quiet streets together



One-way slow point with bicycle-bypass facilities³

Figure 2.3 Local routes are typically used to connect residential areas with higher-order cycling facilities.

²Sharrows are a wayfinding tool that assist cyclists with on road positioning and also alert motorists to the likely presence of people on bikes.

³Image courtesy of Malcolm Daff

2.4 Tourist trails

Tourist trails are long-distance, predominantly unsealed trails which are typically used to connect towns. Unlike downhill mountain biking trails, tourist trails are non-technical in design. While there will be some level of crossover, tourist trails provide users with a more passive cycling experience.

In some cases, tourist trails cater for other types of user including bushwalkers, horse-riders and motorbike-riders. On such trails, it is essential that paths are managed appropriately to ensure the safety and satisfaction of all user groups.

In terms of their built form, tourist trails should ideally be wide enough to allow two people to ride comfortably side-by-side. As they are often located in remote locations, it is important extensive way-finding signage is used to direct users to, from and along the route.

Tourist trails are often constructed along the alignments of disused or closed railways, commonly referred to as rail trails. Other potential corridors for tourist trails include watercourses (such as rivers, drains and irrigation channels), utility corridors (such as electricity, gas or water supply), as well as fire breaks and other tracks through forested areas, including nature reserves and national parks.

Depending on land ownership, the planning, design, construction and maintenance of tourist trails is typically led by local government or the Department of Biodiversity, Conservation and Attractions. Funding is often sought through the Department of Local Government, Sport and Cultural Industries or Lotterywest. Other government agencies such as the DoT and Tourism WA can assist in the planning, design and promotion of these facilities.



Trail along river foreshore



Trail along closed railway



Trail within utility corridor



Trail along firebreak adjacent to property boundary

Figure 2.4 Unsealed tourist trails play an important role in connecting towns. They can also be used in areas where higher standard facilities cannot be justified or where they would spoil the natural environment.

2.5 Road cycling routes

Cycling is one of the most popular forms of recreation in WA, ranking third for males and fifth for females. There are two broad types of recreational cyclist in WA – leisure cyclists and sports cyclists. While investment has traditionally been directed towards providing infrastructure that supports leisure cycling, there is an emerging need to provide road cycling routes that cater for the needs and aspirations of people cycling long distances for training, sport or recreational purposes. For this user group, distances of 100 kilometres or more are achievable.

This type of cycling, which is often undertaken by groups or clubs, is commonly carried out on rural and semi-rural roads which tend to feature nice scenery, challenging terrain and low traffic volumes, but are also selected in order to minimise the likelihood of interactions with pedestrians and lower speed cyclists.

Around WA there is a growing need to review the key routes being used by road cyclists in order to improve safety and user experience.

Initiatives may include shoulder widening, pull-off bays, advisory signage and electronic flashing warning signage that detects when groups of cyclists are using certain sections of road. A detailed assessment is required in partnership with cycling bodies to determine appropriate locations and preferred safety measures, which will likely differ on each route.

Further supporting the safety of road cyclists in WA is the introduction of safe passing legislation. From 30 November 2017, a driver of a motor vehicle must pass a bicycle travelling in the same direction at a safe distance (one metre on roads with a posted speed limit of 60 km/h or less and 1.5 metres on roads greater than 60 km/h). While legislation for passing safely has always existed in WA, these amendments to the *Road Traffic Code 2000* clarify the minimum distance a driver is required to keep between their vehicle and a bicycle when overtaking. The results of the two-year trial will be evaluated by the Road Safety Commission in 2020.



Road cycling is often undertaken by groups or clubs



Advisory signage (WA)



Advisory signage (Victoria)



Dynamic flashing warning lights (Victoria)

Figure 2.5 Road cycling routes are predominantly used by people riding for training, sport or recreational purposes over longer distances and consist of advisory measures, such as signage and electronic flashing warning lights.

3. PROPOSED NETWORK

3.1 Overall network

Figure 3.1 provides an overview of the proposed 2050 Warren-Blackwood cycling network. The network features a dense core of primary, secondary and local routes in the main population centres of Boyup Brook, Bridgetown, Greenbushes, Manjimup, Nannup, Northcliffe, Pemberton and Walpole, connected by a series of inter-regional routes providing the following links:

- Boyup Brook to Donnybrook and Katanning via the Donnybrook-Katanning rail corridor;
- Bridgetown to Northcliffe and Bunbury via the Bunbury-Northcliffe rail corridor;
- Nannup to Busselton via an extension of the Sidings Rail Trail;

- Bridgetown to Nannup and Boyup Brook via a tourist trail along the Blackwood River Valley; and
- Nannup to the Leeuwin-Naturaliste subregion via the informal Coast to Nannup Track.

The exact alignment of some routes may change following further feasibility assessment and consideration of local environmental, heritage and engineering constraints. Of particular relevance to the South West region are public drinking water source areas. Prior to the development of paths or trails in these areas, it is critical that consultation is undertaken with the Department of Water and Environmental Regulation.





Figure 3.1 Proposed 2050 cycling network for the Warren-Blackwood subregion.

3.2 Northern towns

Figure 3.2 illustrates the cycling routes proposed for the northern towns of Nannup, Boyup Brook, Greenbushes and Bridgetown. Key features include:

→ Nannup:

- A primary route following the Blackwood River from Nannup Caravan Park to the creek near the intersection of Brockman Highway and Vasse Highway;
- Secondary routes that run along major arterial roads including the main street (from Brockman Street to the Cockatoo Valley subdivision), Brockman Street and Kearney Street;
- A series of local routes linking residential areas to higher-order cycling facilities; and
- Several inter-town tourist trails linking Nannup to Jarrahwood and Busselton (via the existing Sidings and Old Timberline rail trails), Donnelly River Village (via the existing Munda Biddi Trail), the Margaret River region (via the Coast to Nannup Track) and Bridgetown (via a formalised/signposted trail following the Blackwood River Valley).

→ Boyup Brook:

- A primary route alongside the railway (from Jayes Road to the Flaxmill Caravan Park);
- A number of secondary routes around town including Railway Parade and Abel, Beatty, Bridge and Jackson streets;
- A series of local routes connecting residential areas to secondary routes; and
- Several inter-town tourist trails linking Boyup Brook to Donnybrook and Katanning (via a future potential rail trail) and Bridgetown (via a formalised/signposted trail following the Blackwood River Valley).

→ Bridgetown:

- Two primary routes, one along the Blackwood River (between Mattamattup Street and South West Highway) and one along the railway corridor (between William Street and the Blackwood River);
- Secondary routes along key corridors including Nelson Street, Hampton Street, Roe Street, Steere Street, Gifford Road and Bridgetown-Boyup Brook Road (providing a link to the sporting complex);
- Numerous local routes linking residential areas to higher-order cycling facilities; and
- Two inter-regional tourist trails including a trail along the Blackwood River Valley (connecting Bridgetown to Nannup and Boyup Brook) and a trail following the Bunbury-Northcliffe rail corridor (connecting Bridgetown to Greenbushes and Manjimup).

→ Greenbushes:

- A secondary route along Blackwood Road extending from Greenbushes Primary School to Greenbushes Sports Complex;
- A handful of local routes connecting residential areas to high-order cycling facilities; and
- Two tourist trails including a trail following the Bunbury-Northcliffe rail corridor (connecting North Greenbushes to Balingup and Bridgetown) and an extension of the Greenbushes Link Trail connecting Greenbushes to the proposed Bunbury-Northcliffe trail.

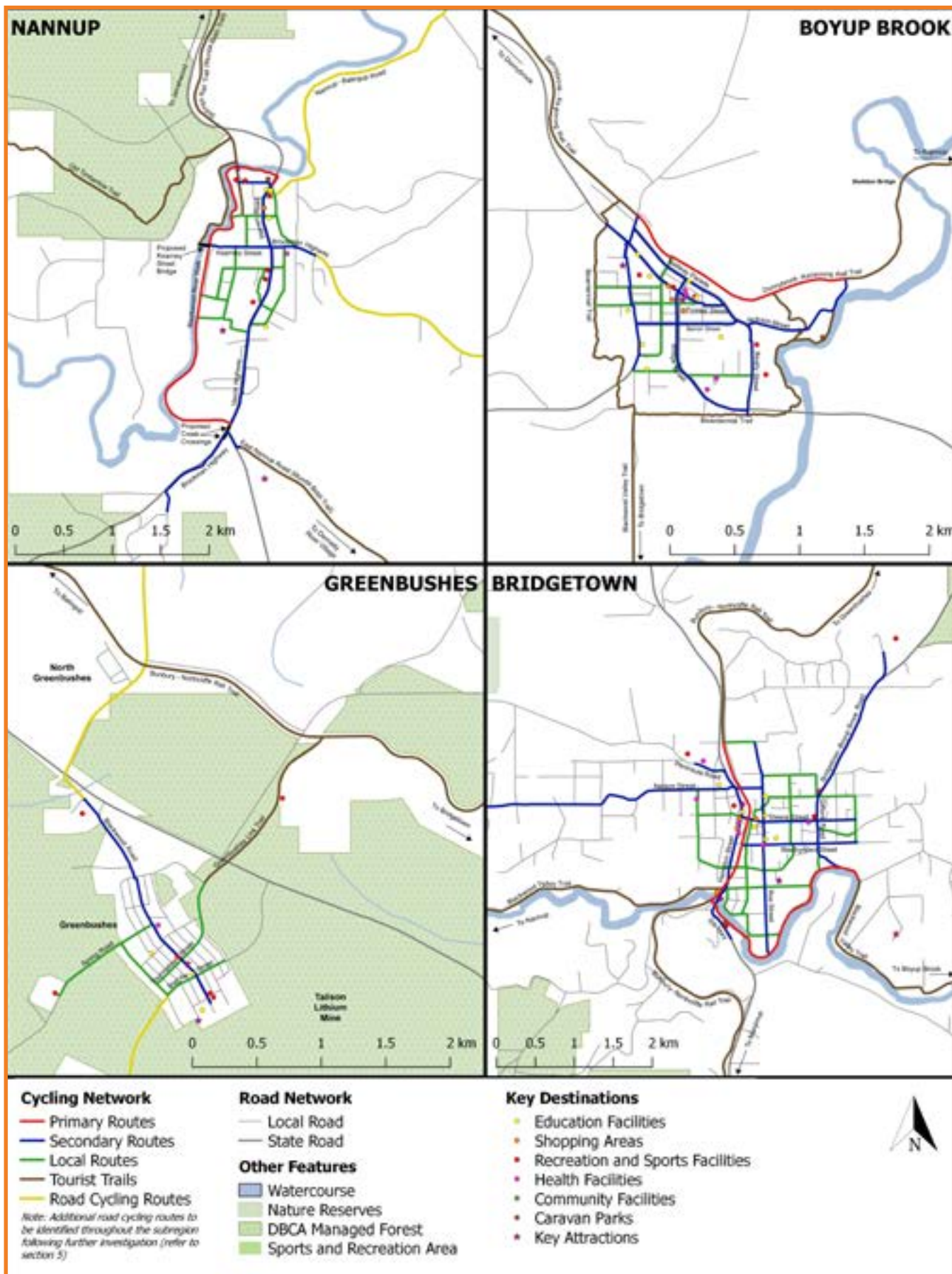


Figure 3.2 Proposed 2050 cycling networks for Nannup, Boyup Brook, Greenbushes and Bridgetown.

3.3 Southern towns

Figure 3.2 illustrates the cycling routes proposed for the southern towns of Manjimup, Pemberton, Northcliffe and Walpole. Key features include:

→ Manjimup:

- A series of secondary routes along key corridors including Graphite Road, Mount Street, Rutherford Street, Brockman Street, Ipsen Street, Rose Street, Somerville Street, O'Connor Street, Wetherell Street, Blechynden Road and Pritchard Street;
- Various local routes linking residential areas to higher-order cycling facilities; and
- Inter-town tourist trails linking Manjimup to Donnelly River Village and Quinninup (via the existing Munda Bididi Trail) and Bridgetown and Pemberton (via a trail along the Bunbury-Northcliffe rail corridor).

→ Pemberton:

- A primary route running parallel to the railway between Golf Links Road and Vasse Highway/Brockman Street;
- A series of secondary routes across the Pemberton township including the main street (Vasse Highway/Brockman Street), Widdeson Street, Ellis Street and Kennedy Street;
- Several local routes connecting residential areas to higher-order cycling facilities; and
- Inter-regional tourist trails connecting Pemberton to surrounding townships including Quinninup and Northcliffe (via the Munda Bididi Trail) and Manjimup and Northcliffe (via a future trail along the Bunbury-Northcliffe rail corridor).

→ Northcliffe:

- A primary route running parallel to Wheatley Coast Road (between the sports ground and Old Mill Road);
- Secondary routes along Zamia Street and Main Road;
- A handful of local routes connecting residential areas to higher-order cycling facilities; and
- Two inter-town tourist trails including a trail along the Bunbury-Northcliffe rail corridor (providing a connection to Pemberton) and the existing Munda Bididi Trail (providing connections to Pemberton and Walpole).

→ Walpole:

- A primary route that encircles the Walpole townsite, including a future potential bridge across the channel linking the Walpole and Nornalup inlets (refer to Section 4.2.5);
- Secondary routes along several key corridors including Walpole Street, Boronia Street, Vista Street, Swarbrick Street and Karri Street;
- A network of local roads forming connections between primary and secondary routes; and
- The existing Munda Bididi Trail connecting Walpole to Northcliffe and Denmark.

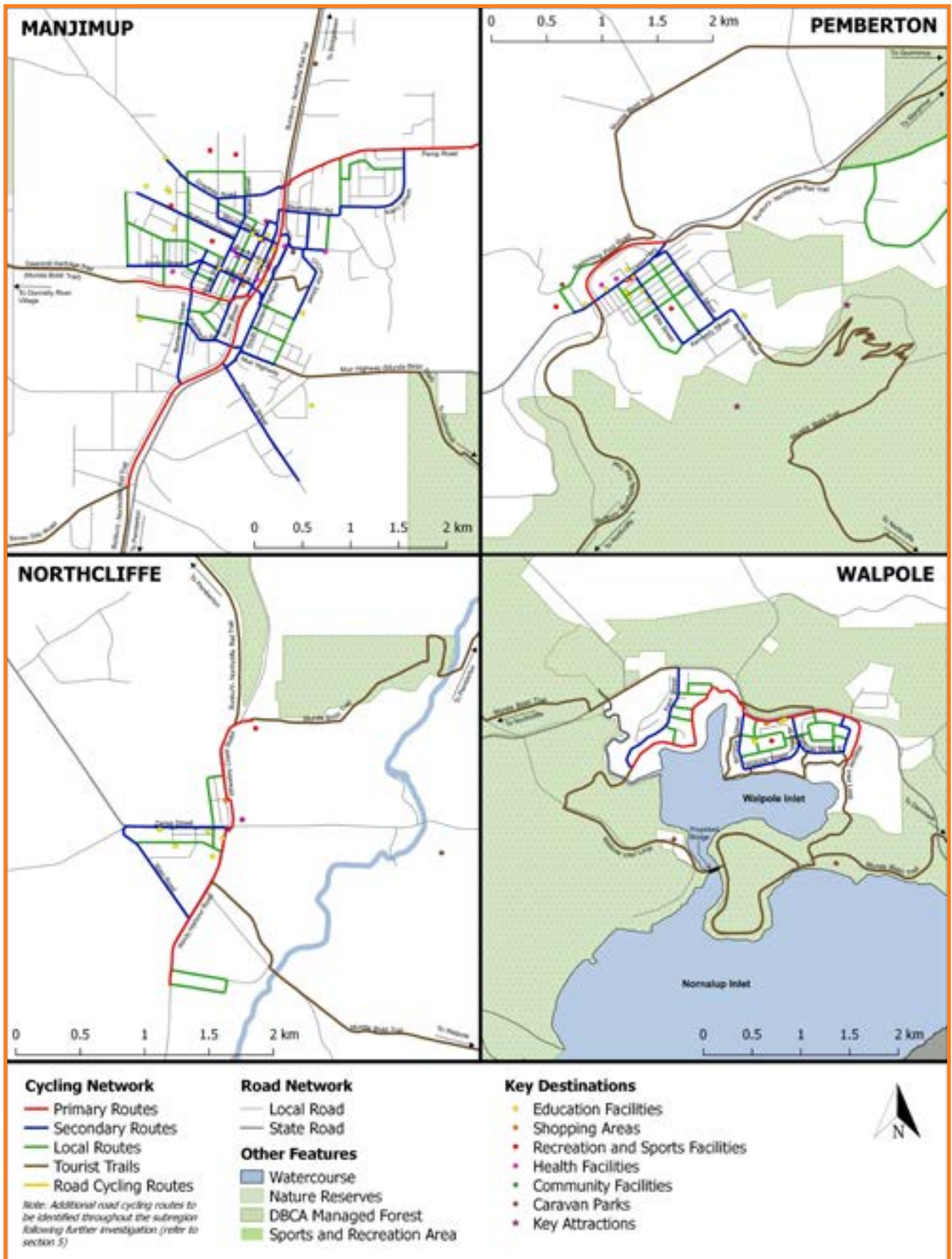


Figure 3.3 Proposed 2050 cycling networks for Manjimup, Pemberton, Northcliffe and Walpole.

4. THE WAY FORWARD

This section outlines the way forward for Warren-Blackwood through the identification of key themes and opportunities for cycling throughout the subregion. Case studies are used to illustrate where similar outcomes have been achieved elsewhere.

4.1 Harnessing the potential of rail corridors

The intrinsic characteristics of rail corridors make them especially appealing for cycling infrastructure. Not only do they provide continuous and uninterrupted rights-of-way, rail corridors also tend to have relatively gentle gradients, making for more comfortable cycling experiences, particularly over long distances.

Other benefits associated with co-locating cycling infrastructure within rail corridors include:

- Highlighting the natural, cultural and heritage values of a local area;
- Providing additional connections between towns and suburbs;
- Increasing the profile of a region and opening up tourism opportunities (refer to Section 4.1.5); and

→ Preserving rail corridors for future use, also known as railbanking (refer to Section 4.1.7).

4.1.1 Summary of rail trail opportunities

Within the south west corner of WA there is significant potential to re-purpose the region's extensive network of non-operational railways as a world-class network of walking, cycling and (potentially) horse-riding trails. Connecting virtually every town in the region, there are over 500 kilometres of closed, disused and dormant railways.

Table 4.1 summarises the status, management and opportunities associated with the three rail corridors which pass through the Warren-Blackwood subregion.

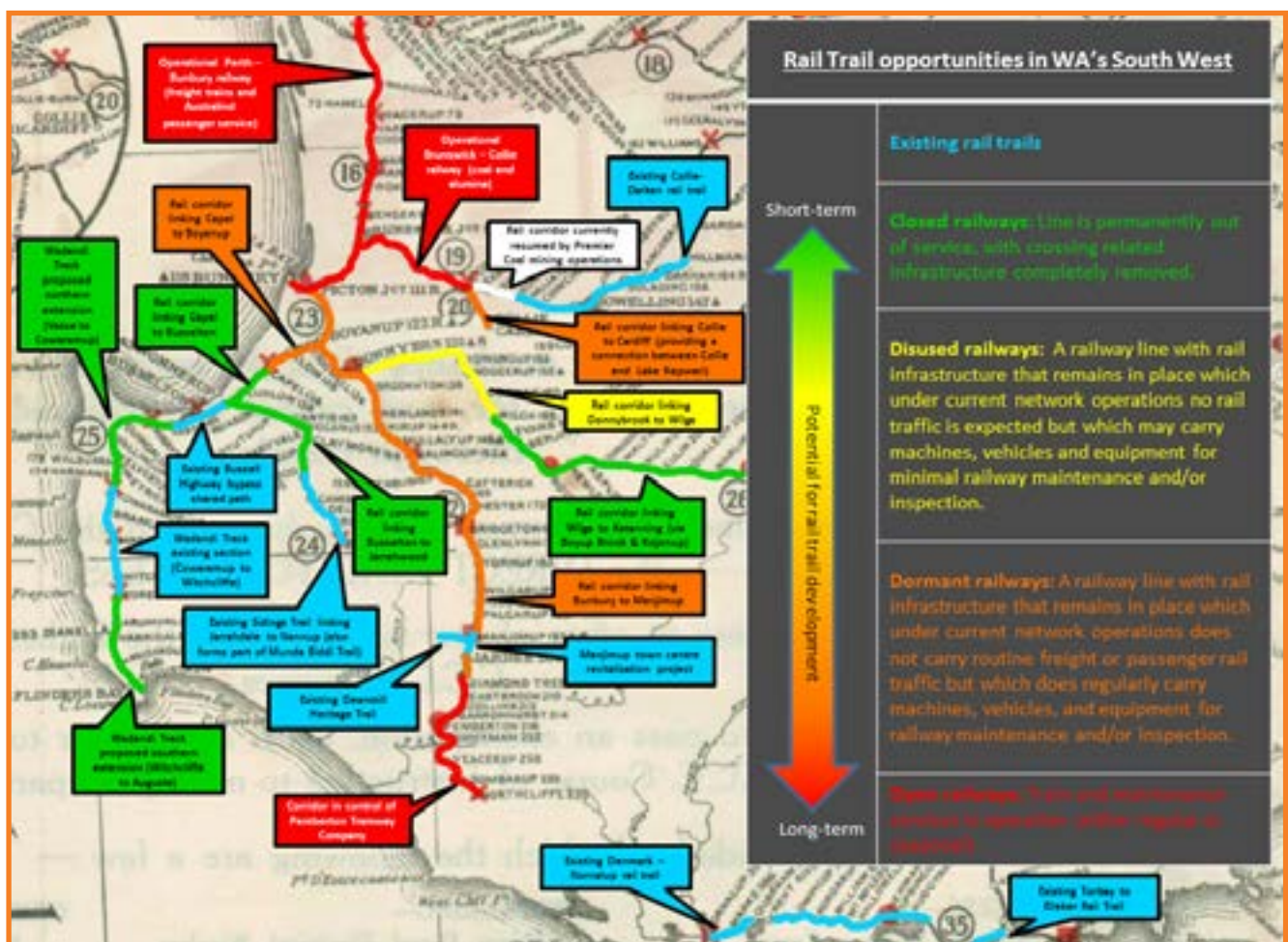


Figure 4.1 There are more than 500 km of dormant, disused and closed railways located in the south west corner of WA.

| Line | Section / Status | Managed by | Length | Potential opportunities |
|---------------------------------------|--|--|---------|---|
| Bunbury – Northcliffe Railway | Open between Bunbury and Picton | Arc Infrastructure | ~4 km | <ul style="list-style-type: none"> Arguably one of the best rail trail candidates in WA, linking together many towns and traversing a range of unique and diverse landscapes Provides a much safer (and flatter) alternative to the South Western Highway Complements the Munda Biddi Trail, providing the opportunity to create “figure 8” loops |
| | Dormant between Picton and Bunbury | Arc Infrastructure | ~133 km | |
| | Dormant between Graphite Road and 100 m south of Seven Day Road (Manjimup) | Shire of Manjimup | ~3 km | |
| | Dormant between Ipsen Street and Lambert | Arc Infrastructure | ~9 km | |
| | Open between Lambert and Northcliffe | Pemberton Tramway Company | ~56 km | |
| Donnybrook – Katanning Railway | Disused between Donnybrook and Wilga | Arc Infrastructure | ~53 km | <ul style="list-style-type: none"> Section between Donnybrook and Boyup Brook provides food and wine tourism opportunities for horticulture businesses located in the Preston Valley Provides linkages to small communities at Lowden, Yabberup and Mumballup Opportunity for potential inter-regional connection to Kojonup, Katanning and other towns located in the Great Southern region |
| | Closed between Wilga and Katanning (excluding a short section operating by Kojonup Tourist Railway) | Public Transport Authority | ~159 km | |
| Busselton – Nannup Railway | Closed between Busselton and Jarrahwood (also known as the Ruabon – Tutunup rail reserve) | Public Transport Authority Existing Sidings Trail between Jarrahwood and Nannup | ~35 km | <ul style="list-style-type: none"> Provides link between Leeuwin-Naturaliste and Warren-Blackwood subregions Links together the Wadandi Track and Munda Biddi Trail |
| | Existing Rail Trail between Jarrahwood and Nannup (known as the Sidings Trail) | Public Transport Authority, but leased to Shire of Nannup | ~27 km | |

Table 4.1 Summary of rail trail opportunities in the Warren-Blackwood subregion.

4.1.2 Opportunity: Developing a rail trail between Bunbury and Northcliffe

This strategy, together with the *Bunbury-Wellington 2050 Cycling Strategy*, recognises the significant potential surrounding transforming the Bunbury-Northcliffe rail corridor into a world-class multiuse rail trail.

In addition to creating a north-south cycling link through the Warren-Blackwood subregion, this corridor provides an opportunity to create an inter-regional link to the Bunbury-Wellington subregion.

A number of factors make this corridor particularly conducive to rail trail development, including:

- The corridor's gentle gradient (generally less than two per cent) making it a far easier undertaking than the Munda Biddi Trail;
- Complete separation from motorised traffic (making it an attractive riding environment for children and families);
- A diverse range of scenery ranging from the flat Swan Coastal Plain and undulating farmland to the tall jarrah and karri forests;
- Short distances between settlements (approximately one town every 15 to 20 kilometres, which is unique for WA) providing many points of interest;
- Easy access to food, water and accommodation, mitigating the need for users to carry heavy supplies and camping equipment;
- The ability to provide synergies with the Munda Biddi Trail, enabling the creation of a "figure 8" loop linking Manjimup, Pemberton and Northcliffe which is suitable for day-trippers and families; and
- The potential to repurpose heritage station buildings and other rail-related infrastructure.



Figure 4.2 The Bunbury-Northcliffe rail corridor has the right ingredients to become one of Australia's best multiuse rail trails.

Issues preventing the immediate transformation of this corridor into a rail trail pertain mainly to asset management, funding and land tenure. As shown in Figure 4.3, the majority of the Bunbury-Northcliffe rail corridor is managed by Arc Infrastructure through a lease agreement set to expire in 2049. Although out of operation since the early 2000s, certain sections could become operational again with the Talison Lithium mine commencing operations at Greenbushes.

Due to the deteriorated state of the railway, it is understood that significant works are required to return it to a condition capable of supporting freight services. If this were to occur, it may be possible to leverage this investment as a way of establishing a parallel multiuse trail. Section 4.1.7

explores the concept of railbanking. Railbanking involves using rail corridors for trail development until such time as rail operations become economically feasible again.

In addition to the above, the section between Lambert and Northcliffe is currently managed by the Pemberton Tramway Company. While this may further complicate potential future trail development, it should be noted that the tourist tramway only operates along a 10 kilometre section between Pemberton and the Warren River Bridge, for which there are several parallel alternatives.

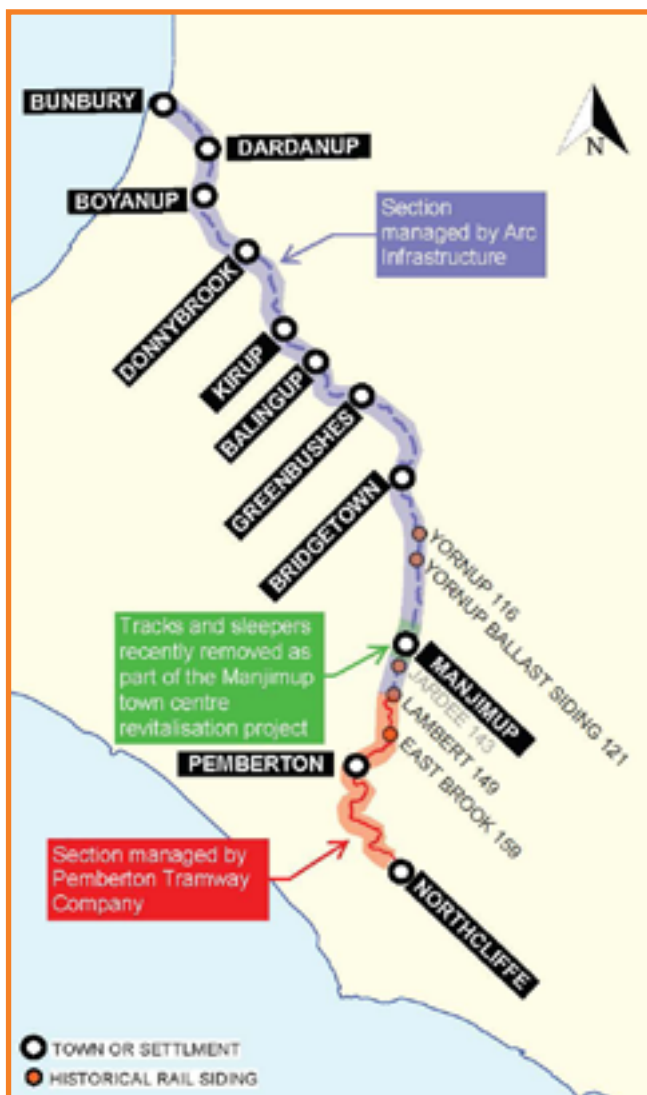


Figure 4.3 The Bunbury-Northcliffe rail corridor links together 11 population centres, which are collectively home to over 90,000 people.

4.1.3 Opportunity: Developing a rail trail between Donnybrook and Katanning

The disused railway between Donnybrook and Katanning represents another significant rail trail opportunity for the subregion. As shown in Figure 4.4, the corridor connects a number of towns and settlements, including Donnybrook, Boyup Brook, Kojonup and Katanning. Of relevance to this strategy is the section extending from Wilga to Qualeup, which falls within the Shire of Boyup Brook. The remainder of this corridor is located in the shires of Donnybrook-Balingup, Kojonup and Katanning.

The Boyup Brook section, which is approximately 70 kilometres in length, remains under management of the Public Transport Authority. In addition to creating an east-west link across the Warren-Blackwood subregion, this rail trail would also provide connectivity to the Great Southern region and the Bunbury-Wellington subregion.

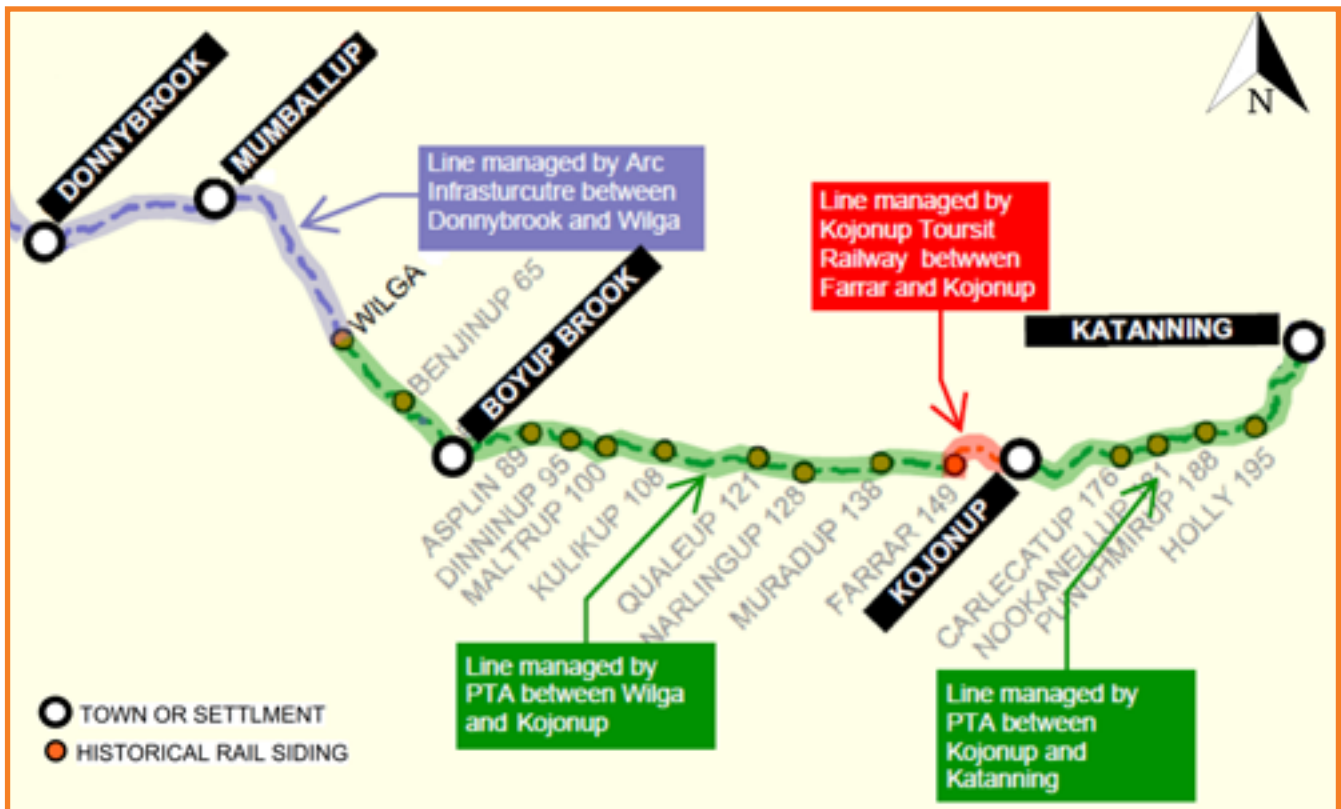


Figure 4.4 Inoperational since 1982, the Donnybrook-Katanning rail corridor has great potential to be reimagined as a 244 kilometre long tourist trail, connecting several towns and settlements.

Attributes that make this corridor particularly conducive to the development of a rail trail include:

- A diverse range of scenery including vineyards, orchards, broadacre farmland and remnant bushland;
- The corridor remains largely intact (unlike many other railway reserves around Australia where sections have been sold or claimed by adjacent land owners);
- The existence of a number of impressive timber bridges, many of which remain in serviceable condition (including the imposing Skeleton Bridge shown in Figure 4.5, located just east of Boyup Brook);

- Several accommodation and service providers already exist along the route; and
- The possibility of staging the development over a number of years (most likely starting in Donnybrook and working east).

Supporting the development of this rail trail are the *Shire of Donnybrook-Balingup Trails Master Plan (2011)*, the *Bunbury-Wellington and Boyup Brook Regional Tourism Development Strategy (2015)* and the *Bunbury-Wellington 2050 Cycling Strategy (2018)*.



Figure 4.5 Skeleton Bridge, located about 2 km east of Boyup Brook, is one of several imposing bridges which would feature along the Donnybrook-Katanning rail trail⁴.

⁴Top image courtesy of Boyup Brook Tourism Association

4.1.4 Opportunity: Extending the Sidings Rail Trail to Busselton

Jarrahwood, located approximately 27 kilometres north of Nannup, is a small historical timber mill community located within the City of Busselton. Until the mill's closure in 1984, the town was connected to Busselton and Nannup via the Nannup Branch Railway. In 2007, the section of railway located between Nannup and Jarrahwood was transformed into the popular Sidings Rail Trail (which now also forms part of the Munda Biddi Trail).

The section of railway north of Jarrahwood is yet to be formally designated as a trail. Known as the Ruabon-Tutunup rail corridor, this thin strip of remnant bushland is a significant biodiversity hotspot. The corridor provides an important environmental link between the jarrah forests of the Whicher Scarp and the internationally recognised (and Ramsar listed) Vasse-Wonnerup Wetlands System.

The development of a rail trail along the Ruabon-Tutunup rail corridor would create an important cycle link between the Leeuwin-Naturaliste and Warren-Blackwood subregions. It would also connect Busselton to the Munda Biddi Trail, helping the Jarrahwood community realise its potential as a cycle-tourism hub, and create additional cycle-tourism related opportunities for the South West more generally.

While issues around environmental sensitivity may present some challenges, the corridor's recreational potential has been recognised in the *Ruabon Tutunup Management Plan (2007)*. The plan highlights how any such development would need to be appropriately planned and managed to ensure access does not degrade the conservation values of the reserve.

While this opportunity sits outside the subregion, it is important the Shire of Nannup works with the City of Busselton in putting steps in place to see this link realised, particularly given the significant potential benefits for the Warren-Blackwood subregion.



Figure 4.6 The Ruabon-Tutunup rail corridor could be used to connect the Leeuwin-Naturaliste and Warren-Blackwood subregions, via Jarrahwood.

4.1.5 CASE STUDY: THE TOURISM POTENTIAL OF RAIL TRAILS

There is strong evidence supporting the economic and social benefits generated by rail trails for regional Australia. Although it is uncommon to charge access fees, users of rail trails contribute to the local economy in several other ways. In addition to food and hospitality industries, other businesses such as bike shops or those providing transport to and from trail heads can also benefit from the development of rail trails.

Rail trails also support slow travel – a term used to describe travellers who explore destinations more thoroughly, taking time to acquaint themselves with the local people, culture and food.

People who adopt the slow travel philosophy tend to report higher rates of spending compared to the average population.

As identified in the *Western Australian Cycle Tourism Strategy*, cycle-tourists are a highly valuable visitor due to their propensity to stay longer, travel outside of urban centres and spend more. In Australia, the average daily spend of a cycle-tourist is approximately \$124 per day⁵.

Some usage and economic statistics for a selection of Australia and New Zealand rail trails are provided in Table 4.2.

| Rail trail example | Usage and economic statistics |
|--|--|
| Hauraki Rail Trail, New Zealand (opened in 2013) ⁶ | <ul style="list-style-type: none"> - Nearly 30,000 riders pass through Paeroa (a town on the trail) per annum. - It has been estimated that visitors spend an average of \$172 per trip, up from \$105 in 2012, with net expenditure between \$2.1 and \$3.3 million per annum. - Approximately 50 full time jobs have been created because of the trail. - 85 per cent of users are visitors to the region, with most being domestic visitors. - 80 per cent of users indicated that the rail trail was their main purpose of visit. - At least 50 per cent of users are in the 45 to 65 age bracket. |
| Otago Central Rail Trail, New Zealand (opened in 1994) ⁷ | <ul style="list-style-type: none"> - Nearly 15,000 people ride the trail end-to-end every year. In addition to this, it is estimated that 80,000 people use sections of the trail to commute or undertake short recreational rides. - The average age of riders is 45 for domestic and 37 for international. There is no significant difference between the number of male and female riders. - Most end-to-end users are first-time visitors to the area and spend an average of 3.8 nights in the region. - The largest international visitor market is from Australia, followed by Europe. Two thirds of domestic visitors are from the North Island of New Zealand. - In 2012 it was estimated that the trail created 120 full time jobs and contributed \$12 million to the Central Otago economy per annum, creating business opportunities and energising small communities. |
| Murray to the Mountains Rail Trail, Victoria (opened in 2002) ⁸ | <ul style="list-style-type: none"> - Construction of the trail between Bright, Wangaratta and Beechworth was completed in 2002, with subsequent sections from Rutherglen to Wahgunyah and Wangaratta to Oxley completed in 2009 and 2011 respectively. - The trail attracts approximately 45,000 users per annum including walkers, with most people spending two or three days on the trail. - For the majority of visitors (59 per cent), cycling is the main reason for undertaking their trip to the region. - In 2011 it was estimated that the trail contributed \$26.2 million per annum in economic output to the region and created 23 full time jobs. |

Table 4.2 Usage and economic statistics of regional rail trails from around Australia and New Zealand.

⁵Western Australian Cycle Tourism Strategy (2018)

⁶Information on the HRT sourced from <https://haurakirailtrail.co.nz/>, <https://www.tcdc.govt.nz>, <http://www.hauraki-dc.govt.nz>

⁷Information on the OCRT sourced from <http://www.otagocentralrailtrail.co.nz>, <http://www.northernriversrailtrail.org.au>

⁸Information on the M2MRT sourced from <https://www.railtrails.org.au>, North East Victorian Tourism Gap Analysis (2012), North East Rail Trail Preliminary Demand and Economic Benefit Assessment (2014)

4.1.6 CASE STUDY: THE WADANDI TRACK

A leading example of a rail trail in WA is the Wadandi Track located in the Shire of Augusta Margaret River. The track, which utilises the former Busselton-Flinders Bay Railway, currently extends approximately 23 kilometres from Cowaramup to Witchcliffe. Although unsealed, the trail has a compacted gravel surface and good drainage, making it suitable for a wide variety of bikes.

In addition to being used for tourism and recreational purposes, the trail also forms an important transport link between the various towns in the Capes region. Over time, the rail trail will be extended south to Augusta and north to Busselton, further enhancing cycle-tourism opportunities in the region.



Figure 4.7 The Wadandi Track, located on the alignment of the former Busselton-Flinders Bay Railway is popular with both tourists and locals in the Margaret River region.⁹

⁹Top image courtesy of the Uncool Cycling Blog; bottom images courtesy of Transplan Pty Ltd

4.1.7 CASE STUDY: RAILBANKING INACTIVE RAIL CORRIDORS FOR FUTURE GENERATIONS

Railbanking is the concept of preserving inactive rail corridors for possible future use. Allowing these corridors to be used for trail development enables bridges, culverts and other infrastructure to remain intact, while simultaneously preserving the corridor for future use should rail transport

become economically feasible again. Depending on agreements between parties, railbanking can potentially relieve the asset owners from trespassing issues and ongoing maintenance costs.



Figure 4.8 Repurposing closed, disused or dormant railways for trail development can help preserve these corridors for future use, should rail operations become economically feasible again.

The Bunbury-Northcliffe rail corridor, discussed in Section 4.1.2, is one such railway that is a potentially good candidate for railbanking. Disused for nearly two decades, it is unlikely train operations will resume in the short-term, particularly south of Greenbushes.

Railbanking is a voluntary agreement between a railway asset owner and another agency to establish a trail within an out-of-service rail corridor until such time that the corridor is needed again for rail service. It works under the evidence that if a public asset is not used, it is eventually lost.

4.2 Capitalising on watercourses

Like rail corridors, cycling routes that follow watercourses tend to provide a high-level of amenity to the people who use them. In addition to being peaceful and relatively flat, these cycling routes tend to be located well away from motorised traffic, making them attractive to a broad range of users. Key opportunities for the Warren-Blackwood subregion include:

- Enhancing local townsite river trails (refer to Section 4.2.1);
- Developing a long-distance cycle-touring trail following the Blackwood River Valley all the way from Nannup to Boyup Brook (refer to Section 4.2.3); and
- Creating a loop around the Walpole Inlet (refer to Section 4.2.5).

4.2.1 Opportunity: Enhancing local river trails within townsites

As illustrated in Figure 4.9, the townsites of Nannup, Bridgetown and Boyup Brook all have existing trails following the Blackwood River. Already popular with recreational users, these kinds of routes (in the right location) can also enable people to ride for transport purposes, such as to work or school, when designed appropriately.

It should be noted that informal tracks have been established along some sections where there is no existing trail, indicating strong desire lines for both pedestrians and cyclists.



River Walk, Nannup



Bicentennial Trail, Boyup Brook



Blackwood River Trail, Bridgetown



Old Rectory Trail, Bridgetown

Figure 4.9 There is scope to improve the river trails in the Nannup, Boyup Brook and Bridgetown townsites to provide better connectivity for people on bikes.

Within each of these townsites there is significant scope to extend or enhance these trails through a range of measures, including:

- Extending the trails further upstream, downstream or developing additional routes on the opposite river banks connected by footbridges to facilitate loops (like that shown in Figure 4.10);
- Widening paths, where appropriate, to enable people walking and riding to share the trails more comfortably;
- Sealing trails, where appropriate, as a way of mitigating erosion issues and providing universal access for people with disability; and
- Formalising and promoting trails through improved way-finding and promotional material.

The Shire of Nannup has undertaken some preliminary feasibility work surrounding the development of a second footbridge across the Blackwood River. The proposed bridge would be located at the western end of Kearney Street, providing a link to existing trails located on the western bank of the Blackwood River, as well as the North Nannup subdivision. Construction of the bridge would create a loop, complementing the Shire of Nannup's recent improvements to the River Walk Trail which includes a significant boardwalk structure.

Going forward, it is envisaged similar types of projects may be feasible for the Bridgetown and Boyup Brook townsites. In developing such routes, careful consideration needs to be given to potential issues such as land tenure, environmental sensitivity, as well as each river's indigenous and non-indigenous heritage.



Figure 4.10 This footbridge in Bridgetown enables pedestrians and cyclists to experience both sides of the Blackwood River.

4.2.2 CASE STUDY: COLLIE RIVER PATHS AND TRAILS

To achieve its vision of becoming a Trails Town, the Shire of Collie recently published the *Collie River Valley Trails Strategy 2018-2021*, which outlines a plan to formalise trails for walking, cycling (on and off-road), horse riding, paddling and diving. Part of this plan includes progressively upgrading and extending the network of paths and trails that run along the banks of the Collie River.

When complete, the Collie River Trail will connect the township of Collie to Minninup Pool via a 6.5 kilometre long, high-quality shared path. Additional sections of trail will ultimately form part of a 29 kilometre walking and cycling loop, much of which follows the Collie River Valley. A smaller river loop between the Coombes Street and East End Bridges has also been created close to the town

centre. Once complete, these trails will enable the realignment of the Munda Biddi Trail and Bibbulmun Track, improving access into Collie for visiting tourists.

These projects are a significant step towards achieving the Shire of Collie's goal of developing a network of trails to provide new economic opportunities for the region through tourism, improved amenity for residents and connection with places of natural and cultural interest.

The Collie River Trail upgrades have been largely funded through a combination of local, State and federal government grants, including through the RBN grants program, as well as funding provided by private enterprise.

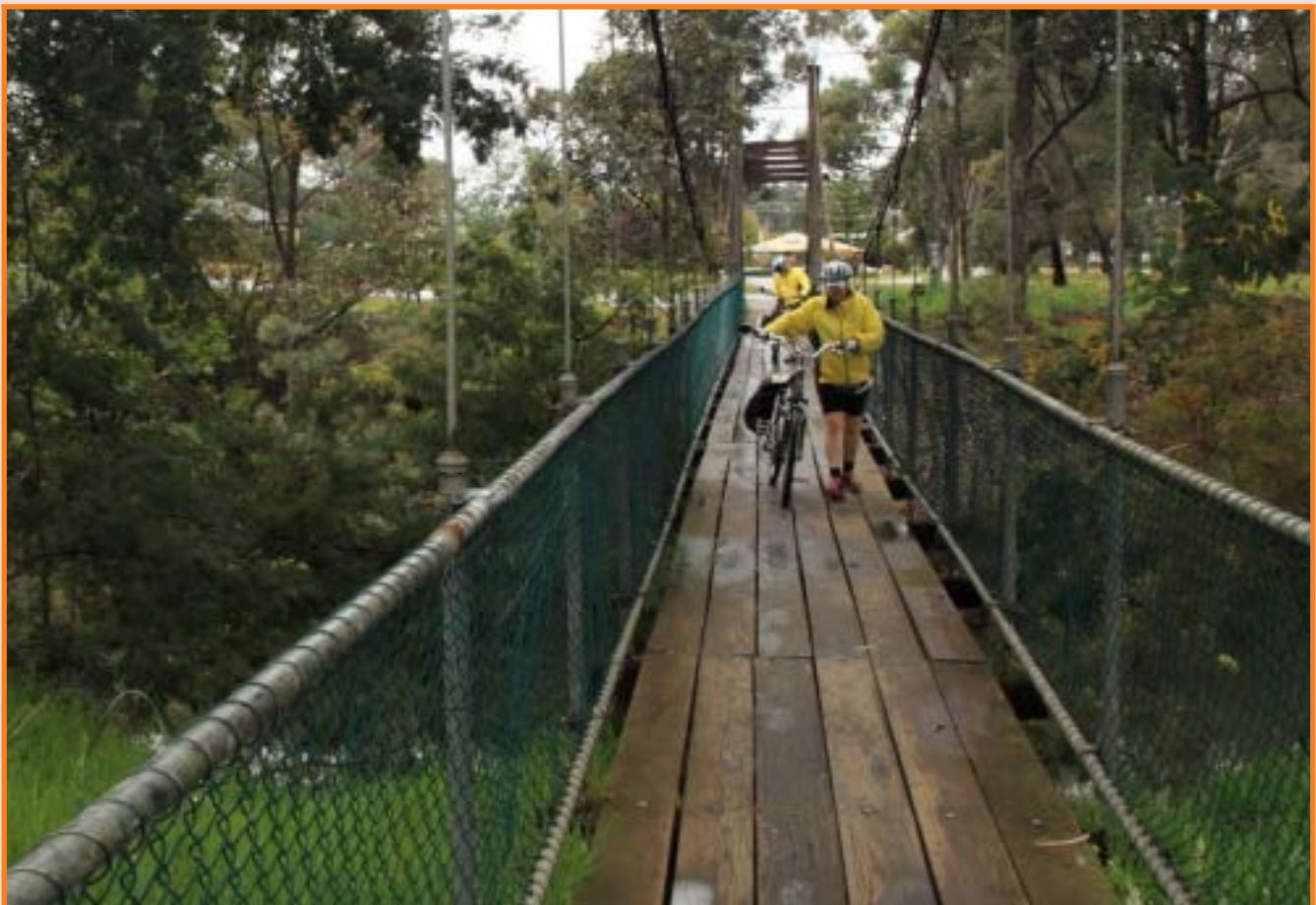


Figure 4.11 The Shire of Collie is progressively upgrading and extending the network of paths and trails that run along the banks of the Collie River.¹⁰

¹⁰Image courtesy of Trails WA

4.2.3 Opportunity: Developing a Blackwood River Valley tourist trail

In the Warren-Blackwood subregion there is a significant long-term opportunity to formalise a 130 kilometre long cycling route following the Blackwood River Valley. The proposed trail would link together Nannup, Bridgetown and Boyup Brook, as highlighted in Figure 4.12.

Primarily using existing back roads, forestry tracks and firebreaks, this trail would offer a scenic (and relatively flat) means of travelling east-west throughout the Warren-Blackwood subregion. In addition to its gentle gradients, the route would provide a safer and more comfortable option by avoiding main roads such as Nannup-Balingup Road and Brockman Highway.

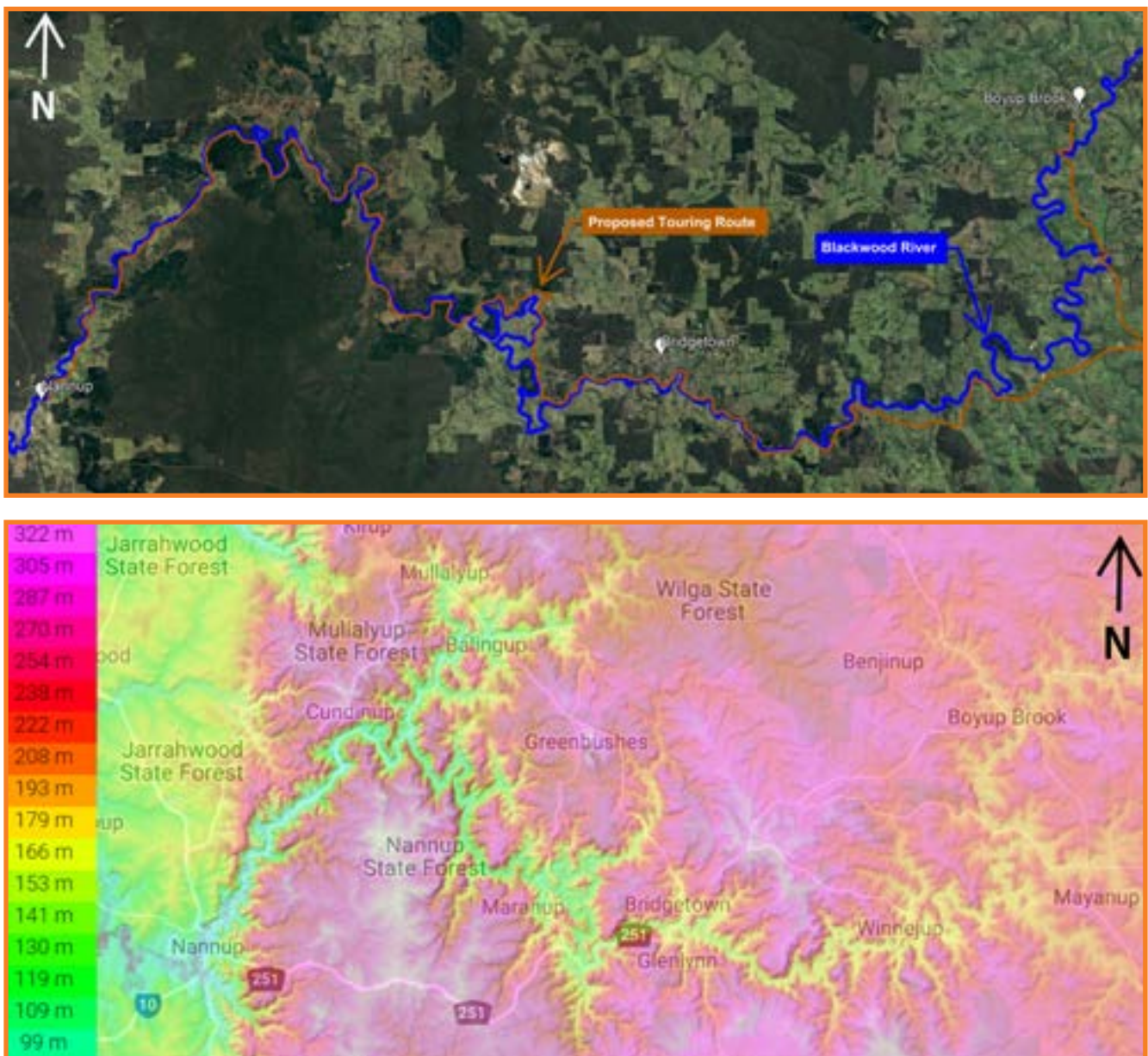


Figure 4.12 There is an opportunity to create a picturesque and relatively flat cycle-touring trail following the Blackwood River Valley linking together Nannup, Bridgetown and Boyup Brook.

The existing (but unformalised) Coast to Nannup Track could also be rebranded as part of this trail, enabling the creation of a Blackwood River Valley tourist trail extending all the way from Boyup Brook to the coast. Linking into the southern section of the Wadandi Track between Witchcliffe and Boranup (refer to the *Leeuwin Naturaliste 2050 Cycling Strategy*), users could also continue through to Augusta on a facility completely separated from vehicle traffic.

There may also be an opportunity to create a spur link to Balingup, using forestry tracks which run parallel to the Nannup-Balingup Road. Such a route would provide an additional connection between the Warren-Blackwood and Bunbury-Wellington subregions.

Before developing such a route, it is important to undertake a detailed constraints analysis. This would consider potential issues in more detail, such as land tenure, environmental sensitivity as well as indigenous and non-indigenous heritage.



Figure 4.13 A Blackwood Valley cycle-touring route could be achieved by signposting existing low-volume rural roads, firebreaks and forestry tracks.¹¹

¹¹Images courtesy of Tour of Margaret River

4.2.4 CASE STUDY: CYCLING THE MURRAY RIVER

One of Australia's best known river touring trails follows the Murray River between New South Wales, Victoria and South Australia. Commencing near Mount Kosciuszko in the Australian Alps, the cycling route follows Australia's longest river downstream for approximately 1,850 kilometres.

Consisting of river tracks, gravel roads and low-volume bitumen roads, the route meanders its way through the border towns of Albury-Wodonga, Echuca and Mildura before entering the South Australian fruit growing regions centred around Renmark, Berri and Murray Bridge.

Taking approximately three to four weeks to complete, the route is attractive to touring cyclists due its gentle gradients, diverse landscapes and

local history. Although quite remote in sections (especially in South Australia), the relatively close spacing of towns enables people to undertake the trail without needing to carry extensive food or water supplies. While not officially signposted, the route is promoted by several tour operators.

It should be noted that similar, albeit more developed cycle-touring routes exist along several major rivers in Europe, including the Rhine, Ruhr and Danube. These routes, which are improving all the time, normally begin as a combination of tow paths, unsealed trails and low traffic rural roads. As infrastructure is improved or new alignments are provided, the routes are updated with new way-finding signage and promotional material.

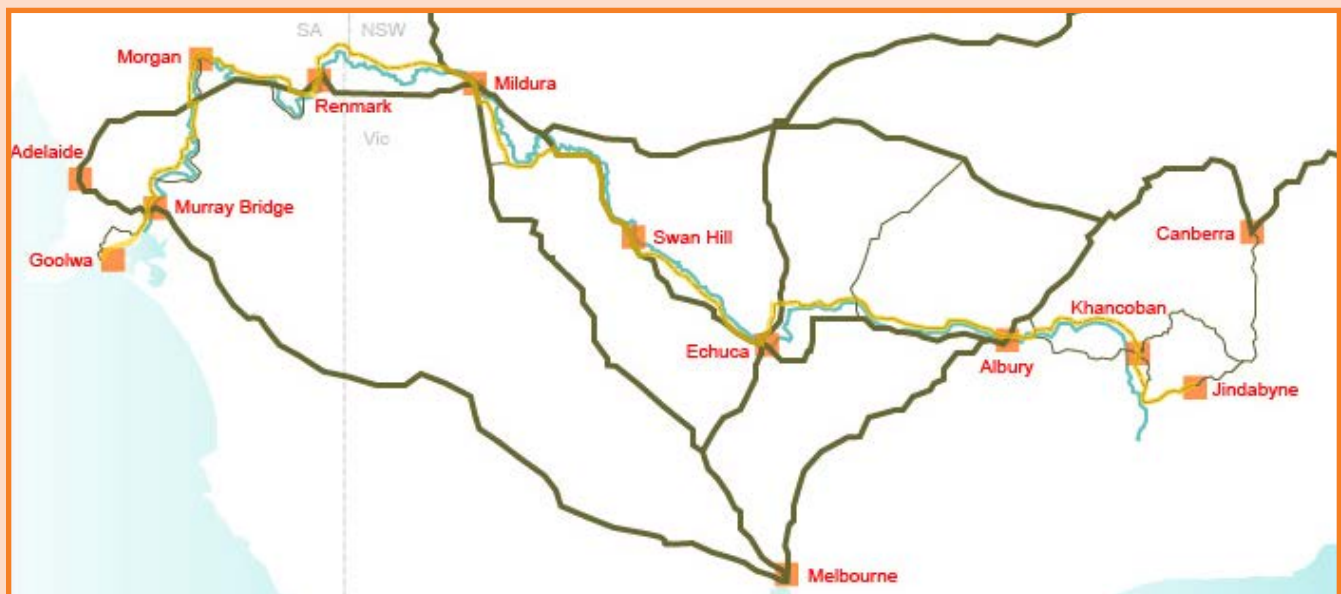


Figure 4.14 The Murray River Cycling Trail links a number of important population centres located throughout regional New South Wales, South Australia and Victoria.¹²

¹²Map courtesy of [Cycle Trails Australia](#); LH image courtesy of [Yarrawonga Mulwala](#); RH image courtesy of [Swaggies Capes](#)

4.2.5 Opportunity: Creating a loop around the Walpole Inlet

Possibly the most ambitious proposal mentioned in this strategy is the creation of a world-class walking and cycling trail around the picturesque Walpole Inlet. While most paths and trails are already existing, the development of this loop would require the construction of a 120 metre long footbridge to span the narrow channel linking the Walpole and Nornalup inlets. In addition to creating an outstanding recreational loop for residents, the development of this bridge would enable the realignment of the Bibbulmun Track and Munda Biddi Trail to pass across The Knolls – a unique piece of WA coastline where the native Tingle forest extends down to the waterline.

If funding became available for such a bridge, careful consideration would be required during planning, design and construction. In addition to managing the area's environmental sensitivity, the bridge would require sufficient clearance to allow for the free passage of yachts and houseboats (as this channel is the only access/egress route linking the Walpole and Nornalup inlets).

While aspirational, it is important to note similar tourism-driven initiatives have been undertaken in other parts of regional WA in recent decades. These include the Granite Skywalk in the Porongurup Ranges, the recently re-constructed Gap Lookout in Albany and the Valley of the Giants Tree Top Walk in nearby Denmark – all of which are valuable contributors to their local economies.

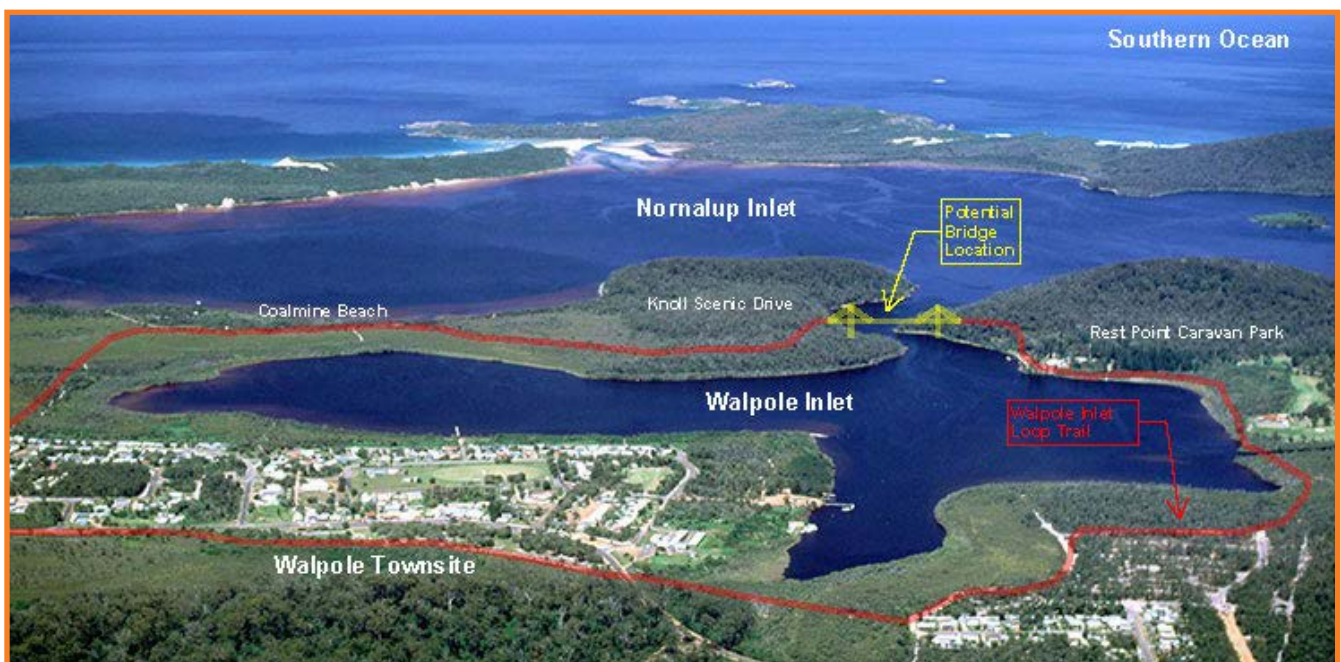


Figure 4.15 A bridge over the Walpole Inlet channel would enable the creation of a spectacular 9 kilometre walking and cycling loop.

4.3 Making cycling an attractive choice for short urban trips

All townsites within the Warren-Blackwood subregion are well positioned to make cycling a compelling mode choice for short, urban trips. To achieve this, it is imperative activity nodes such as shopping centres, schools and industrial areas are serviced by safe, direct and legible cycling facilities. As discussed in Section 2, all cycling facilities should be planned with the “8 to 80” design philosophy in mind.

There are a number of reasons why cycling has the potential to be a genuine transport mode for people living in towns throughout the Warren-Blackwood subregion. These include:

- **Small footprints:** The subregion’s largest town, Manjimup, has an urban area of less than eight square kilometres. This means virtually all residents are located within a 10-minute bike ride from the town centre. For other towns, average distances between key origins and destinations tend to be even shorter.
- **Cool climates:** Like much of the South West, maximum daytime temperatures in the Warren-Blackwood subregion are generally quite cool, even in summer. This, combined with the short distances mentioned above, makes cycling an attractive choice for short trips all year round.
- **Benign traffic conditions:** While there are certainly some busy streets within the subregion (and particularly in the bigger towns of Manjimup and Bridgetown) the vast majority are quiet enough for most people to ride comfortably and confidently.
- **Terrain is becoming less of a barrier:** While Manjimup, Northcliffe, Greenbushes and Walpole are generally quite flat, other towns such as Pemberton, Nannup, Boyup Brook and especially Bridgetown have many streets with steep gradients. The recent emergence of e-bike technology has the potential to make cycling a much easier proposition (refer to section 4.3.3 which highlights the growing affordability and practicality of e-bikes).



4.3.1 Opportunity: Improving the bike-friendliness of main streets

Increasing the bike-friendliness of main streets is paramount to making cycling an attractive transport choice for people living in the Warren-Blackwood subregion. In addition to being where many shops, community and recreational facilities are located, these corridors often perform an important transport function as well.

The exact type of treatment for each main street depends greatly on local context. Factors such as road widths, traffic volumes, vehicle speeds, heavy vehicle volumes and on-street parking requirements all need to be considered when determining the most appropriate type of cycling facility for a given corridor.

While some main streets (such as Vasse Highway in Nannup or South Western Highway in Bridgetown) may lend themselves to dedicated cycling infrastructure, others (such as Giblett Street in Manjimup or Nockolds Street in Walpole) may be more suitable to low speed shared space type treatments. Section 4.3.2 provides an example of a shared space environment within a regional area.

One main street where it will be particularly advantageous to improve bike-friendliness is Vasse Highway in Nannup (known as Warren Road between Forrest Street and Brockman Highway). Providing better cycling conditions along this important corridor has the potential to improve safety for cyclists of all ages and experience levels, reduce conflicts between different groups of road users and improve the overall amenity of the town centre. Improving conditions along this corridor would also support users of the Munda Biddi Trail.



Figure 4.16 There is an opportunity to improve the bike-friendliness of Nannup's main street, improving safety outcomes for both local cyclists as well as Munda Biddi Trail users passing through the town.

4.3.2 CASE STUDY: WARRNAMBOOL CITY CENTRE RENEWAL

Recently the City of Warrnambool in regional Victoria undertook a city centre renewal project aimed at improving the safety and amenity of several streets in the town's central business district. The City Centre Renewal Project involved a suite of measures including traffic calming, streetscape improvements and improved pedestrian and cycling facilities. In terms of cycling, this involved reducing the posted speed limit to 40 km/h, improving safety at roundabouts, and installing shared-lane markings and additional bike parking facilities.

Key to this project's success was ensuring the city centre remained a thriving centre for business, before, during and after construction.

It should be noted that similar shared space type cycling environments can be found on York Street in Albany and Marine Terrace in Geraldton, the latter of which has a 20 km/h advisory speed limit. Low speed limits are an essential element of improving safety and ensuring an adequate level of comfort among people riding in shared road environments.



Figure 4.17 Shared-lane markings, traffic calming and lower posted speed limits have improved cycling safety through Warrnambool's town centre in regional Victoria.

4.3.3 CASE STUDY: THE EMERGENCE OF E-BIKE TECHNOLOGY

Until recently, cycling has relied solely on human power. This has limited the distance and type of terrain most people are prepared to travel on a bicycle, especially when commuting to work or school. E-bikes, or power-assisted bicycles, are fitted with small electric motors which provide mechanical assistance when pedalling. Under Australian road regulations, bikes sold for on-road use are limited to 250 watts, which enables them to travel at speeds of up to 25 km/h.

In recent years, the popularity of e-bikes has increased significantly, with many people finding them a quick, affordable and convenient way of getting to and from work or school.

What makes them especially appealing for commuting in Australia's warm climate is they are less strenuous to ride and may alleviate the need to carry an extra set of clothing.

E-bikes are also becoming an increasingly popular addition to the back of caravans and motorhomes. Providing families and older travellers with a different way to explore their holiday destination, and travel further afield with less effort, e-bikes have the potential to open up more experiences, something which holiday-makers are looking for more and more.

The Warren-Blackwood subregion's 2050 bike network aims to capitalise on the potential of e-bikes, while recognising that regular (human-powered) cycling will continue to remain popular.

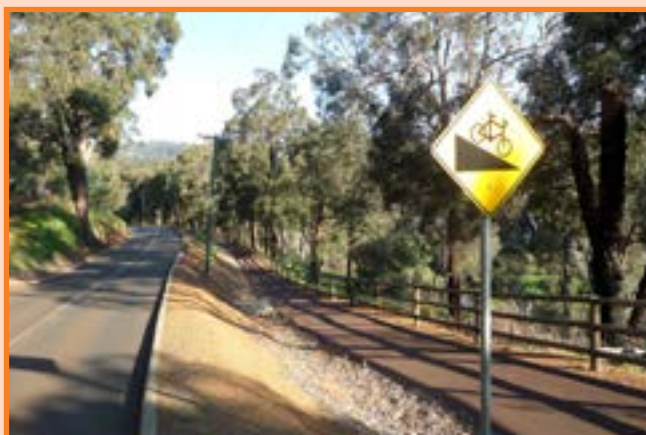


Figure 4.18 E-bikes enable people to commute from further away, which is especially important for hilly towns such as Bridgetown and Boyup Brook.

4.4 Taking advantage of Warren-Blackwood's cycle-tourism potential

Globally, the popularity of outdoor and adventure tourism is increasing, with cycle-tourism accounting for a significant part of this growth.¹³ In the year ending June 2016, 68 per cent of international visitors to Australia engaged in some form of nature-based activity, contributing \$23 billion to the national economy.¹⁴

In recognition of cycle-tourism as a growing niche market, WestCycle and Tourism WA recently developed WA's first cycle-tourism strategy.

The *Western Australian Cycle Tourism Strategy* identifies two main segments within the cycle-tourism market:

Destination Cycle Tourists – cyclists who are motivated to travel to destinations primarily or solely because of the routes, trails and riding experience.

Cyclists While on Holiday – those who will ride while on holiday in a destination, although bike riding is not the primary reason for their holiday.

Research undertaken by Tourism WA has found:

- In the past three years, 29 per cent of Australians had a holiday that involved a cycling experience. Of these, 28 per cent were *Destination Cycle Tourists* while 72 per cent were *Cyclists While on Holiday*.
- In the past three years, seven per cent of Australians had a cycle holiday experience in WA. In addition, 26 per cent of Western Australians undertook a day trip in WA involving cycling.
- The South West region was identified as the most popular cycle-tourism destination in WA outside of Perth; and
- A lack of knowledge is the key barrier preventing more people from the eastern states and overseas visiting WA for a cycling experience.

There are several factors that make the Warren-Blackwood subregion particularly conducive to cycle-tourism, including:

- A mild climate, making outdoor recreation possible year-round;
- Picturesque scenery encompassing a diverse range of landscapes (including tall forests, rolling farmland and rugged coastline);
- Short distances between towns, enabling people to undertake cycle-touring without necessarily needing to carry camping equipment or food supplies;
- A selection of high-quality food and wine producers; and
- An existing program of regular mountain biking and road cycling events.



Figure 4.19 The Warren-Blackwood subregion has the right ingredients to become a world-class cycle-tourism destination.¹³

¹³ *Global Report on Adventure Tourism (2014)*

¹⁴ *WA Strategic Trails Blueprint (2017-2021)*

¹⁵ LH image courtesy of *Tour of Margaret River*; RH image courtesy of *Donnybrook-Bridgetown Mail*

4.4.1 Opportunity: Capitalising on the Munda Biddi Trail

The Munda Biddi Trail is a 1000 kilometre long cycling trail linking Mundaring (near Perth) to Albany. The completed trail, which opened end-to-end in April 2013, is now one of the longest continuous cycle trails of its kind in the world. Frequently mentioned as one of the top 10 cycling holidays in the world, the trail is becoming increasingly popular with cycle-tourists from both interstate and overseas. Several towns in the Warren-Blackwood subregion are well placed to further capitalise on the growing popularity of the Munda Biddi Trail.

One such town is Nannup, situated approximately halfway between the Mundaring and Albany termini. While the southbound approach to Nannup already provides a high level of service, the northbound approach requires users to mix with heavy traffic along Vasse and Brockman highways due to a critical missing link in Nannup's path network as illustrated in Figure 4.21. Requiring approximately 350 metres of new path, as well as two short bridges, the completion of this link will not only improve safety and accessibility for Munda Biddi users, but also residents of the nearby Cockatoo Valley subdivision.



Figure 4.20 It is important certain towns within the Warren-Blackwood subregion work to capitalise on the growing popularity of the Munda Biddi Trail.

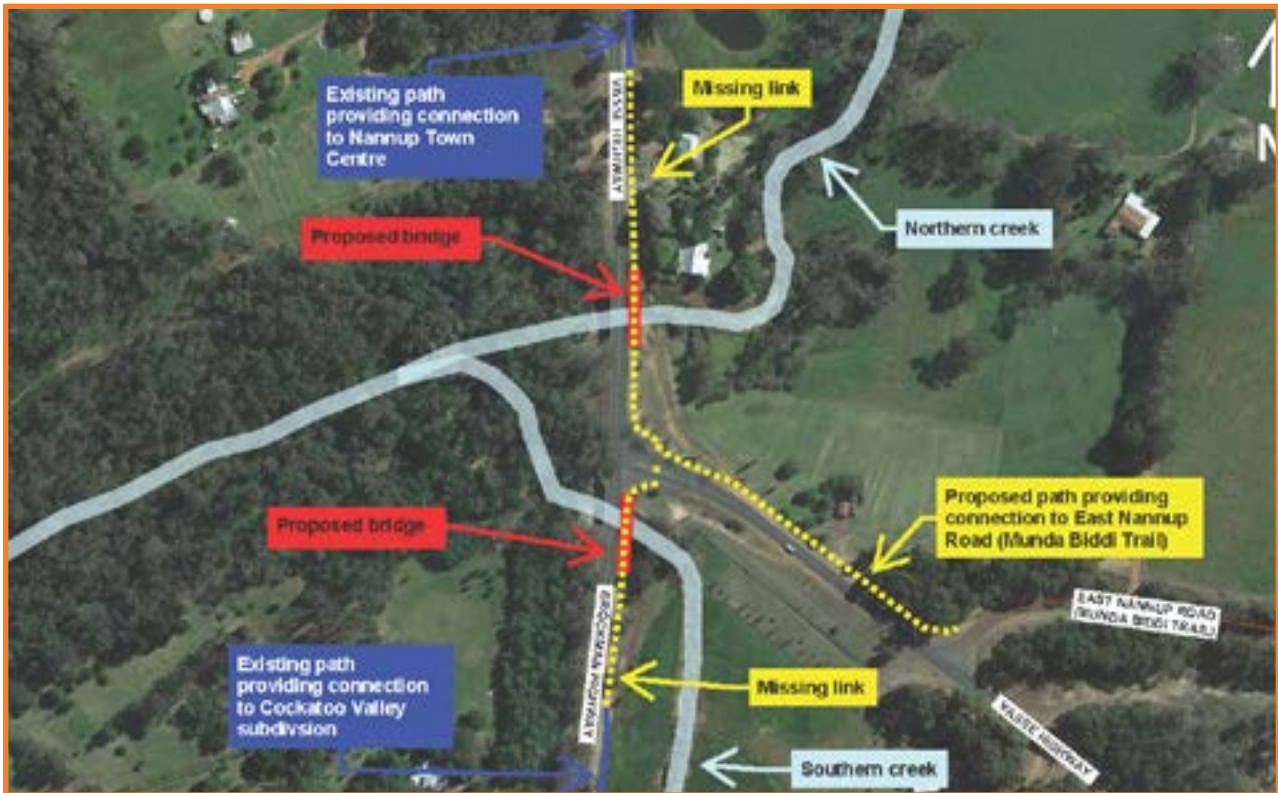


Figure 4.21 On the northbound approach to Nannup, people walking and cycling are required to mix with traffic on the Vasse and Brockman highways as there is no other way of crossing the two small creeks.

4.4.2 CASE STUDY: MANJIMUP AND THE MUNDA BIDDI TRAIL

Recent upgrades undertaken by the Shire of Manjimup have improved accessibility and safety for Munda Biddi Trail users entering the town. For the southbound approach, the unsealed Manjimup-Deanmill Heritage Trail (a former rail line)

has been upgraded to red asphalt upon entry into the townsite. For the northbound approach into Manjimup, sealed shoulders have been provided along Muirs Highway – a busy 110 km/h rural highway.



Figure 4.22 Upgraded Deanmill Heritage Trail



Figure 4.23 Shoulder widening along Muirs Highway

4.4.3 Opportunity: Improving access to mountain biking trails

The popularity of mountain biking in WA has increased significantly in recent years. The *South West Mountain Bike Master Plan (2015)* identifies Pemberton as one of three nationally significant mountain biking areas in the South West, along with Margaret River and Collie. Other mountain bike trail networks in the Warren-Blackwood subregion include Nannup, Hester, Boyup Brook, Northcliffe and Linga Longa, which is privately owned. It is important that path and trail connections are provided between mountain biking trails and nearby townsites, where appropriate.

In Pemberton for example, a shared path connection is being provided between the townsite and the nearby Forest Park trail network. The new pathway along Swimming Pool and Pump Hill roads will enable people of all ages and abilities to ride comfortably to and from these trails. In addition to helping people access the mountain biking trails without needing a car, the development of these linkages will also help solidify Pemberton's reputation as one of WA's best mountain biking towns.



Figure 4.24 Cycling connectivity between the Pemberton townsite and nearby mountain bike trails is being improved.¹⁶

¹⁶Above map courtesy of *Pemberton Visitor Centre*; image courtesy of *Trails WA*

4.4.4 CASE STUDY: BIKE-FRIENDLY BUSINESS ACCREDITATION PROGRAMS

Bike-friendly business accreditation programs are another means of helping boost cycle-tourism in regional areas. In addition to reassuring cyclists that they are welcome, these programs mandate a minimum level of service and help create a recognisable brand for a local town or region.

Tasmania is the first state in Australia to establish a state-wide bike-friendly accreditation program. The program has three primary objectives:

- Creating a community of like-minded businesses who work together to share knowledge and promote or refer each other to cycle-tourists;

- Ensuring that participating businesses adopt a united and welcoming approach to cycle-tourists; and
- Creating a recognisable brand, which reassures cycle-tourists certain businesses are likely cater to their varying needs.¹⁷

With the growing popularity of cycle-tourism and cycling events throughout the Warren-Blackwood subregion, there may be an opportunity to establish a similar program. It should be noted that a bike-friendly business accreditation scheme is in the early stages of development in Collie.



¹⁷Information courtesy of *Tourism Industry Council Tasmania*

4.4.5 Opportunity: Formalising road cycling routes for more confident cyclists

There is an emerging need to develop formalised cycling routes for the subregion's local and visiting road cyclists. Road cycling (as described in Section 2.5) is popular on lower-order, rural and semi-rural roads which have lower traffic volumes, scenic landscapes and changes in elevation. Road cyclists do not typically require (or use) dedicated or protected cycling infrastructure along these routes, such as shared paths. There is an opportunity to review the key routes being used by road cyclists to improve safety and user-experience.

The recent relocation of the Tour of Margaret River has highlighted Nannup and surrounding areas as road cycling destinations. Certain roads including the Nannup-Balingup Road, Brockman

Highway and Maranup Ford Road have become increasingly popular with local and visiting cyclists throughout the year (shown in Figure 4.25).

Potential safety enhancements to such corridors could include shoulder widening (particularly on uphill sections) and advisory signage. There may also be opportunities to consider more sophisticated measures such as time and day activated warning lights (similar to school zone signage) and button activated warning lights, similar to those shown in Figure 4.26.

Further feasibility and consultation is required to identify additional road cycling routes throughout the Warren-Blackwood subregion, as outlined in Section 2.5 of this strategy.



Figure 4.25 A potential road cycling route linking Nannup, Balingup and Greenbushes.



Figure 4.26 Advisory measures such as warning lights could help to improve safety along routes frequently used by road cyclists.¹⁸

¹⁸Right image courtesy of *Cootamundra Herald*

5. ACTION PLAN AND MAINTENANCE

This section outlines the strategic priorities that are proposed to be progressed over the next five years. While it is not possible to implement a comprehensive “8-80” cycle network immediately, this approach will help the Warren-Blackwood subregion to realise its cycling potential over time. The priorities identified have been informed by community and stakeholder consultation throughout the project, as summarised in Appendix C.

5.1 The existing cycling network

To inform the action plan’s strategic priorities, each route within the 2050 cycling network was classified as one of the following:

- **Existing (adequate)** – the level of service reflects current best practice for this type of cycling route (as defined in the route hierarchy);
- **Existing (needs improvement)** – although possible to cycle along this corridor, the level of service provided does not reflect current best practice for this type of cycling route (as defined in the route hierarchy); or
- **Non-existent (proposed)** – It is either not possible to cycle along this route due to the corridor being non-existent or, because of existing road conditions, most people are unable to cycle comfortably.

These classifications are reflected in the maps on the following pages, with each route considered in the context of the five-year timeframe of this action plan.



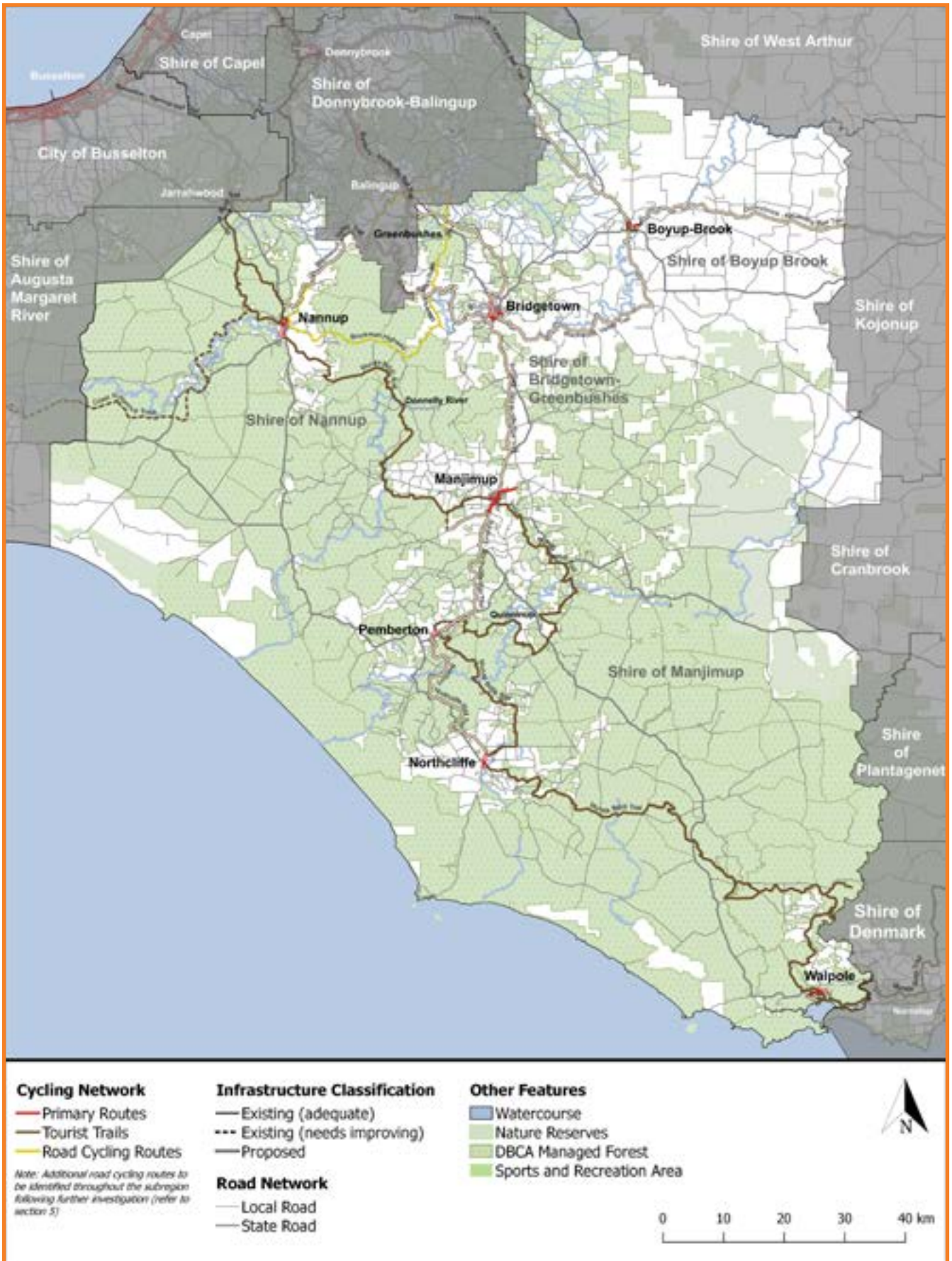


Figure 5.1 Overall 2050 cycling network for entire Warren-Blackwood subregion, with each route classified as either existing (adequate), existing (needs improving) or proposed.



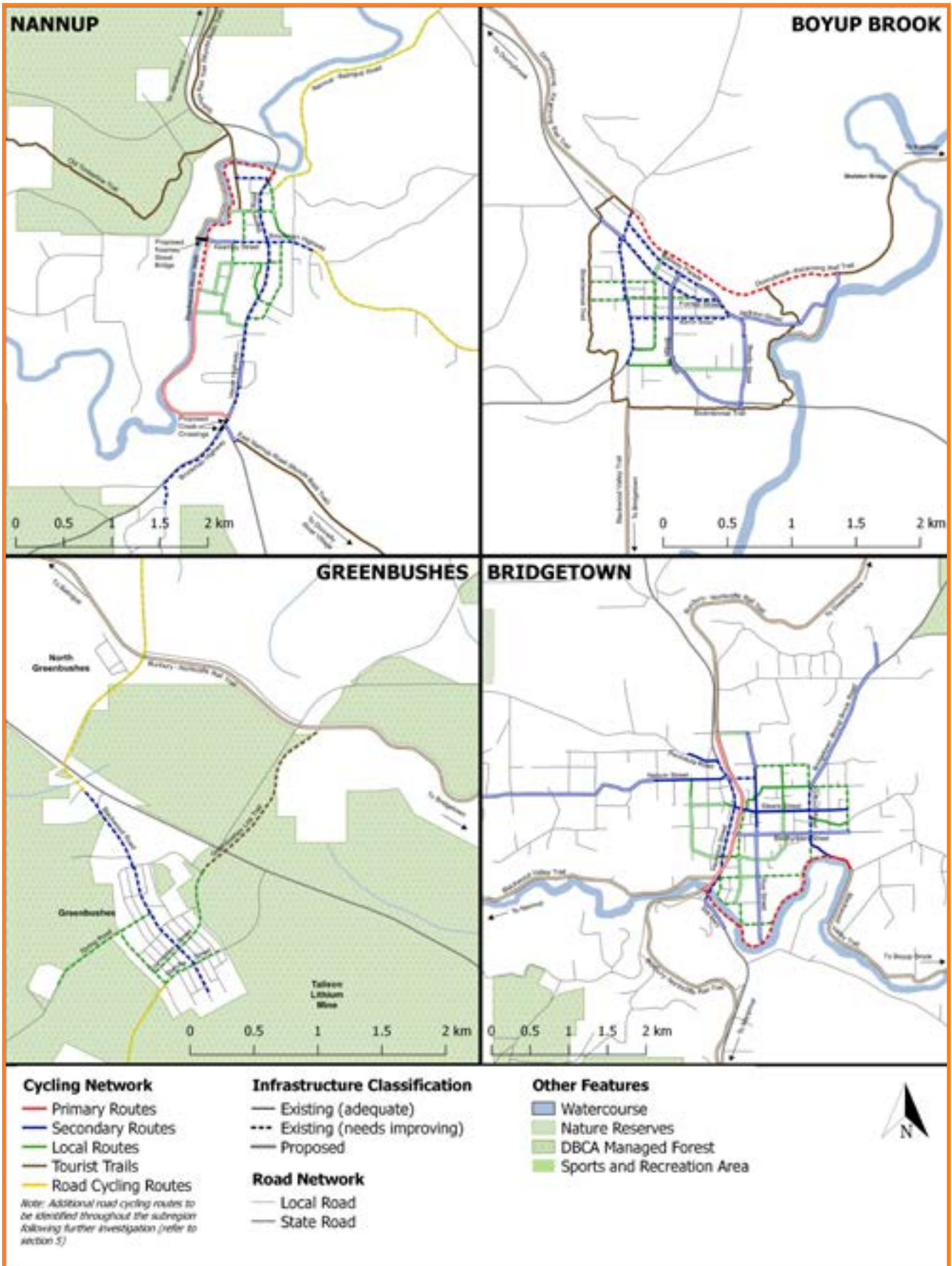


Figure 5.2 Proposed 2050 cycling network for northern towns, with each route classified as either existing (adequate), existing (needs improving) or proposed.

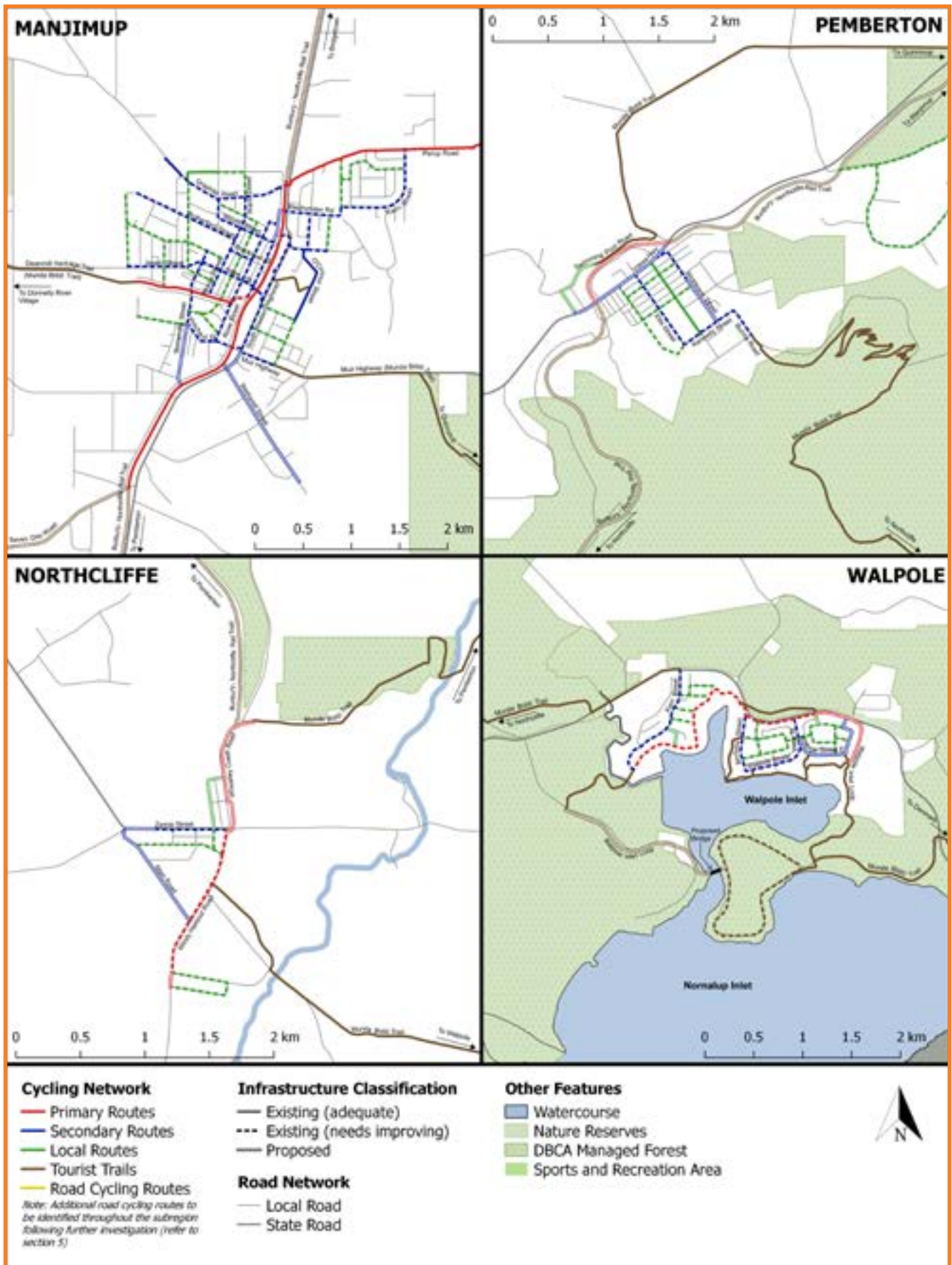


Figure 5.3 Proposed 2050 cycling network for southern towns, with each route classified as either existing (adequate), existing (needs improving) or proposed.

5.2 Priority projects

The following tables identify the strategic priorities for cycling in the Warren-Blackwood subregion over the next five years.

5.2.1 Developing the primary network

| Ref | Project | Project type | Project Description | Lead agency (or agencies) | Time-frame |
|-----|--------------------------------------|--------------------------|--|---------------------------------|----------------|
| 1 | Bridgetown north-south primary route | Planning and feasibility | Shire of Bridgetown-Greenbushes to investigate developing a shared path along the dormant rail corridor through Bridgetown between Williams Street and the Blackwood River. The proposed path would form the primary north-south walking and cycling route through the Bridgetown townsite. | Shire of Bridgetown-Greenbushes | Within 3 years |
| 2 | Nannup River Walk (shared trail) | Planning and feasibility | Shire of Nannup to assess the feasibility of extending the riverside trail southwards from its existing trailhead at Ford Way, past Nannup Timber Processing, before linking back into the existing path which runs parallel to Vasse Highway. In the short term this facility would likely be developed as a tourist trail, and upgraded to primary route standard in the future. | Shire of Nannup | Within 5 years |



5.2.2 Developing the secondary network

| Ref | Project | Project type | Project Description | Lead agency (or agencies) | Time-frame |
|-----|---|--------------|---|---------------------------------|----------------|
| 1 | Beatty / Connolly Street, Boyup Brook | Construction | Shire of Boyup Brook to construct a 300m long shared path along Beatty and Connolly streets between Barron Street and the high school. | Shire of Boyup Brook | Within 2 years |
| 2 | Bridge Street, Boyup Brook | Construction | Shire of Boyup Brook to construct a secondary route on the western side of Bridge Street between Barron Street and the hospital. | Shire of Boyup Brook | Within 5 years |
| | | Advocacy | Shire of Boyup Brook to commence discussions with Main Roads about developing a path along Bridge Street between the hospital and Beatty Street. | | |
| 3 | Jackson Street, Boyup Brook | Construction | Shire of Boyup Brook to provide a secondary route along Jackson Street, providing a connection to the caravan park, Music Park and the Bicentennial Trail along the Blackwood River. | Shire of Boyup Brook | Within 5 years |
| 4 | Beatty Street, Boyup Brook | Construction | Shire of Boyup Brook to develop a secondary route along Beatty Street, linking the high school to Bridge Street (and Bicentennial Walk). Planned widening works for the southern half of Beatty Street are required to enable this linkage. | Shire of Boyup Brook | Within 5 years |
| 5 | Blechynden / Rowley Street, Bridgetown | Construction | Shire of Bridgetown-Greenbushes to develop a secondary route along Blechynden and Rowley streets (from Spencer Street to Giblett Road), improving cycling access to Bridgetown High School. | Shire of Bridgetown-Greenbushes | Within 3 years |
| 6 | Connection to Bridgetown Sports Ground | Construction | Shire of Bridgetown-Greenbushes to develop a secondary route along Bridgetown-Boyup Brook road (from Forrest Street to Les Woodhead Avenue) creating a walking and cycling link to the Bridgetown Sports Ground. | Shire of Bridgetown-Greenbushes | Within 5 years |
| 7 | Widdeson and Kennedy Streets, Pemberton | Construction | Shire of Manjimup to complete and upgrade the secondary cycling route along Widdeson and Kennedy Streets, providing a connection to Pemberton District High School, and a more intuitive and direct link to the Munda Bidli Trail. | Shire of Manjimup | Within 3 years |

| Ref | Project | Project type | Project Description | Lead agency (or agencies) | Time-frame |
|-----|---|--------------------------|--|---|----------------|
| 8 | Main Road and Zamia Street, Northcliffe | Construction | Shire of Manjimup to construct a secondary route along Main Road and Zamia Street providing improved access to the Northcliffe District High School. When combined with the existing path along Wheatley Coast Road, this will form a loop around the southern half of the Northcliffe townsite. | Shire of Manjimup | Within 3 years |
| 9 | Hospital Avenue, Manjimup | Construction | Shire of Manjimup to upgrade the path along Hospital Avenue (between Mottram Avenue and the Warren District Hospital) to secondary route standard. | Shire of Manjimup | Within 5 years |
| 10 | Nannup southern approach to town | Planning and feasibility | Shire of Nannup to assess the feasibility of completing the missing section of path linking the Vasse and Brockman Highways on the southern edge of town. The proposed connection will require two small bridges (necessitating external funding to proceed to construction). A short section of path will also connect users to East Nannup Road (current alignment of the Munda Bidli Trail). In addition to improving access to the Cockatoo Valley subdivision, completion of this link will improve safety for Munda Bidli Trail users. | Shire of Nannup, Munda Bidli Foundation | Within 3 years |
| 11 | Sexton Way, Nannup | Construction | Shire of Nannup to complete the missing link parallel to Sexton Way in the Nannup light industrial area. When combined with the above project this will complete the path network between the Cockatoo Valley subdivision and the Nannup town centre. | Shire of Nannup | Within 3 years |

5.2.3 Developing the local network

| Ref | Project | Project type | Project Description | Lead agency (or agencies) | Time-frame |
|-----|---|--------------|--|---------------------------------|----------------|
| 1 | Spencer Street, Bridgetown | Construction | Shire of Bridgetown-Greenbushes to extend the Spencer Street shared path south to Layman Street, providing an additional connection to the Blackwood River trail circuit. | Shire of Bridgetown-Greenbushes | Within 5 years |
| 2 | Spring Gully Road, Greenbushes | Construction | Shire of Bridgetown-Greenbushes to develop a local route along Mica Street and Spring Gully Road, linking the town centre to Greenbushes Pool. | Shire of Bridgetown-Greenbushes | Within 5 years |
| 3 | Club, Pumphill and Swimming Pool Roads, Pemberton | Construction | Shire of Manjimup to construct a shared path along Club, Pumphill and Swimming Pool roads, linking the Pemberton skate park, swimming pool and mountain bike trails, including the Munda Biddi Trail. | Shire of Manjimup | Within 1 year |
| 4 | Latham Avenue and Jones Road, Walpole | Construction | Shire of Manjimup to construct a shared path along Latham Avenue and Jones Road, creating a link between the existing path along Boronia Avenue and the Walpole Recreation Centre. | Shire of Manjimup | Within 2 years |
| 5 | Wilson Street and Higgins Street, Nannup | Construction | Shire of Nannup to construct a local route along Wilson and Higgins Street, linking the existing path on Higgins Street to Ford Way. | Shire of Nannup | Within 2 years |
| 6 | North Street and Ford Way, Nannup | Construction | Shire of Nannup to develop a local route on North Street (between Higgins Street and Ford Way) and Ford Way (between North Street and the Blackwood River), providing access to Nannup River Walk's existing southern trailhead. | Shire of Nannup | Within 5 years |



5.2.4 Developing tourist trails

| Ref | Project | Project type | Project Description | Lead agency (or agencies) | Time-frame |
|-----|--|--------------------------|---|---|----------------|
| 1 | Potential Donnybrook - Boyup Brook tourist trail | Preliminary discussions | Shires of Donnybrook-Balingup and Boyup Brook to undertake preliminary discussions with rail custodians to determine the feasibility of using the Donnybrook-Katanning rail corridor as a tourist trail. The section between Boyup Brook and Donnybrook is likely to be the initial priority. | Shire of Boyup Brook, Shire of Donnybrook-Balingup, SWDC, DoT | Within 5 years |
| 2 | Potential Blackwood Valley tourist trail | Planning and feasibility | Shires of Boyup Brook, Bridgetown-Greenbushes and Nannup to assess the feasibility of establishing a signposted Blackwood Valley Cycle Touring Route using back roads, firebreaks and forestry tracks linking Boyup Brook, Bridgetown and Nannup. A small section of the proposed route also goes through the Shire of Donnybrook-Balingup. | Shires of Boyup Brook, Bridgetown-Greenbushes and Nannup | Within 3 years |
| 3 | Potential Bunbury - Northcliffe tourist trail | Preliminary discussions | Local governments along the Bunbury-Northcliffe rail corridor to undertake preliminary discussions with rail custodians to determine the feasibility of using the rail corridor as a long-distance tourist trail. Certain sections between Greenbushes and Pemberton are likely to be the most feasible in the short and medium terms. | Shires of Dardanup, Donnybrook-Balingup, Bridgetown-Greenbushes and Manjimup, SWDC, DoT | Within 2 years |
| 4 | Extension of Linear Park path to Diamond Tree | Planning and liaison | Shire of Manjimup to work with relevant authorities in assessing the feasibility of extending the recently completed linear park shared path from Seven Day Road to Diamond Tree. If progressed, the proposed extension will likely consist of an unsealed gravel surface, rather than asphalt, as per the Manjimup Linear Park. | Shire of Manjimup | Within 5 years |
| 5 | Seven Day Road, Manjimup | Planning and feasibility | Shire of Manjimup to undertake a feasibility study investigating the creation of a safe cycling link on Seven Day Road, from South Western Highway to Appadene Road or Paling Roads. A potential link back to Deanmill and/or the Munda Bididi Trail will also be considered. | Shire of Manjimup | Within 3 years |

| Ref | Project | Project type | Project Description | Lead agency (or agencies) | Time-frame |
|-----|-------------------------------|--------------------------|---|---|----------------|
| 6 | Kearney Street Bridge, Nannup | Planning and feasibility | Shire of Nannup to undertake planning for a new footbridge over the Blackwood River at the western end of Kearney Street. This project will also include a new trail on the western side of the Blackwood River, forming a loop between Kearney Street and the existing footbridge near the Nannup Arboretum. | Shire of Nannup, DBCA | Within 5 years |
| 7 | Sidings Rail Trail Extension | Planning and liaison | Shire of Nannup to work with the City of Busselton and DoT in determining the feasibility of extending the Sidings Rail Trail north from Jarrahwood to Busselton. | Shire of Nannup, City of Busselton, DoT | Within 2 years |
| 8 | Coast to Nannup track | Planning | Shire of Nannup to work with the Shire of Augusta Margaret River in formalising the Coast to Nannup Track – a logical extension of the Blackwood Valley Cycle Touring Route mentioned above. | Shires of Nannup and Augusta-Margaret River, DBCA | Within 5 years |

5.2.5 Developing road cycling routes

| Ref | Project | Project type | Project Description | Lead agency (or agencies) | Time-frame |
|-----|--|----------------------|--|--|----------------|
| 1 | Nannup-Balingup-Greenbushes road cycling route | Planning and liaison | Shires of Nannup and Bridgetown-Greenbushes to formalise a road cycling route along Brockman Highway, Nannup-Balingup Road, Jayes Road, Grimwade-Greenbushes Road and Maranup Ford Road. Already popular with local and visiting road cyclists, this 105km long route also forms one of the stages of the Tour of Margaret River cycling race. | Shires of Bridgetown-Greenbushes, Nannup and Donnybrook-Balingup, MRWA Road Safety Commission, DoT | Within 3 years |
| 2 | Other road cycling routes | Planning and liaison | Additional road cycling routes to be considered following implementation of the above trial. Routes to be identified both within the Warren-Blackwood subregion and linking to adjoining subregions. | All LGAs, SWDC, MRWA, Road Safety Commission, DoT | Within 5 years |

5.3 Activation, consultation and evaluation (ACE)

This strategy outlines how new cycling infrastructure can support greater participation in cycling in the Warren-Blackwood subregion. However, planning and building infrastructure in isolation will not necessarily lead to significantly more people riding.

There needs to be an emphasis on creating inclusive infrastructure projects so that the product delivered fully serves the needs of local communities as well as people visiting the region. This can be achieved through a range of engagement and monitoring activities as projects are planned, designed and constructed, and as the infrastructure continues to be used after construction.

Ongoing engagement and evaluation starts by incorporating three essential elements into project delivery - activation, consultation and evaluation. This approach is outlined in the following framework:



Activation includes promotions and programs designed to encourage people onto the infrastructure by raising awareness and appeal. This can be anything from highlighting the new facilities in media releases and creating local maps, to making cycling trips more pleasant through added amenities such as end-of-trip facilities, bike parking, natural landscaping, art works, and other initiatives. Activation can take place throughout all phases of an infrastructure project – starting well before a project is built – and can be temporary (one-off activities), intermittent (such as a monthly group ride) or permanent (such as wayfinding signage).

Consultation is a crucial part of the delivery of inclusive cycling infrastructure to ensure that the facilities meet the needs of users, stakeholders and the local community. Consultation can be undertaken in a variety of formats, and is informed by a local government’s community engagement policy.

Evaluation of the infrastructure is essential to measuring the impact it is having, both for people using the infrastructure and for the wider community experiencing the outcomes of increased transport mobility. These outcomes may include better local liveability, improved congestion and parking management, growth in cycle-tourism and increased spending at local businesses. Ongoing monitoring will ensure facilities are well maintained and that the planning and delivery of cycling initiatives undergo continuous improvement.

All three of these elements are inherently linked and some activities will deliver outputs for more than one, such as a community workshop where people are asked to review existing facilities (evaluation), help prioritise new ones (consultation), and participate in the delivery and promotion of new facilities and amenities (activation).

At its core, this approach acknowledges that cycle networks are part of a richer local landscape and should be delivered in an inclusive way that invites participation and supports a range of community outcomes.

5.4 Plan maintenance

Progress on the priority actions identified in Section 5 of this strategy will be reported to DoT on an annual basis by local government and other lead agencies.

The strategic priorities will be reviewed every five years to ensure current conditions are reflected and relevant projects are prioritised. This review will include reassessing each route's classification as either existing (adequate), existing (needs improving), or non-existent (proposed) and updating the existing network maps.

The 2050 Warren-Blackwood cycling network should remain consistent over the medium term. A review of the whole strategy every 8-10 years will allow new opportunities to be identified and incorporated into a revised document.





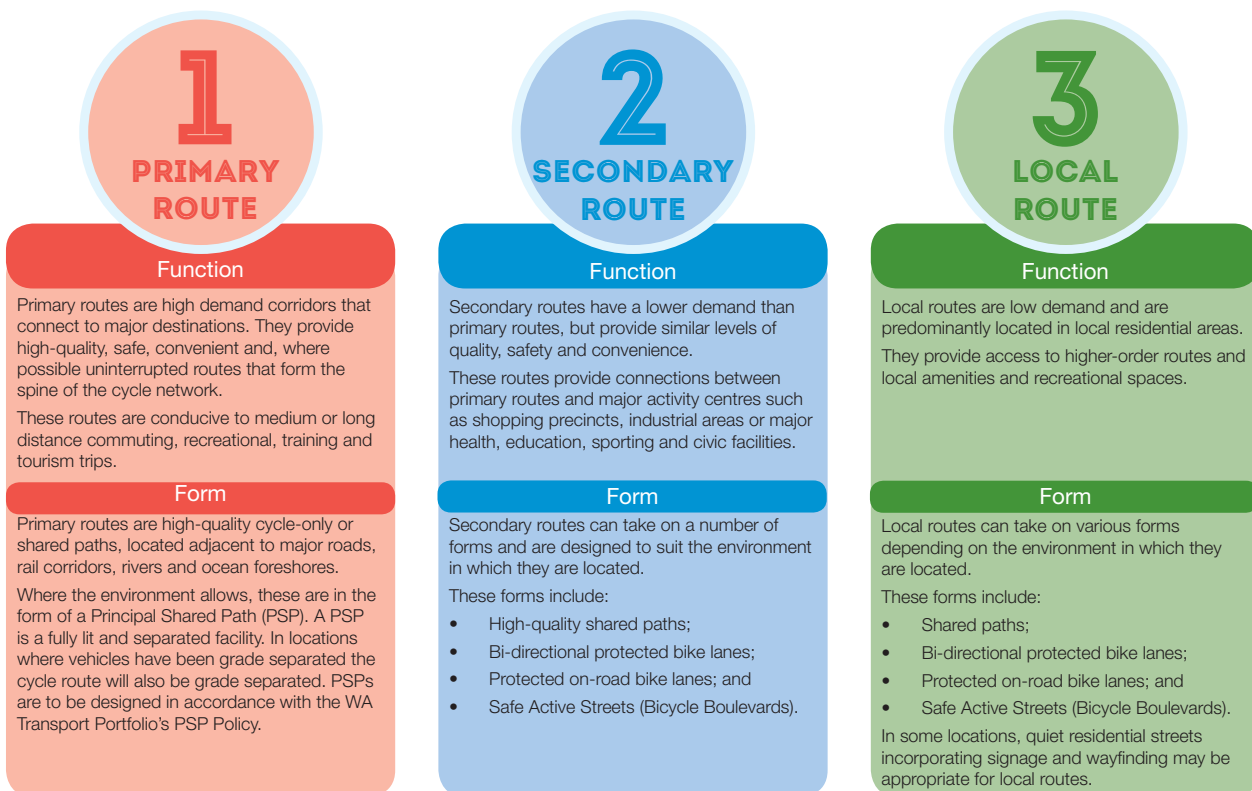
APPENDIX A

ROUTE HIERARCHY

A1. ROUTE HIERARCHY SUMMARY

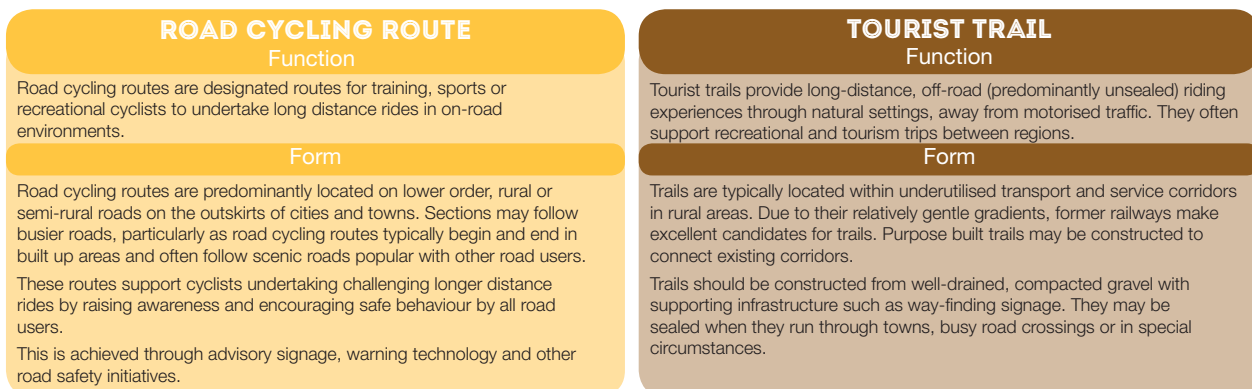
NETWORK PRINCIPLES

The Cycling Network Hierarchy is arranged by route function. The function pertains to the type of activities that take place on the route. A route's built form is based on the physical characteristics of the location. Each form, apart from those supporting road cycling routes, is designed with the "8 to 80" design philosophy in mind.



COMPLEMENTARY NETWORK

While not all areas will include Road Cycling Routes and Tourist Trails, they play an important part in the overall network. These routes are typically used by smaller and more select user groups for recreational purposes.



Dedicated cycling infrastructure - five typologies of route

| | | Primary Routes | Secondary Routes | Local Routes | Tourist Trails | Road Cycling Routes |
|--|------------|---|---------------------------------|---------------------------------|--|--|
| Type of trips | Commuting | ✓ | ✓ | ✓ | x | x |
| | Utility | ✓ | ✓ | ✓ | x | x |
| | Recreation | ✓ | x | x | ✓ | x |
| | Touring | ✓ | x | x | ✓ | ✓ |
| | Training | ✓ | x | x | x | ✓ |
| Responsible agencies (planning, delivery and support): | | DoT MRWA Public Transport Authority (PTA) Local government | DoT MRWA Local government | DoT MRWA Local government | Department of Biodiversity, Conservation and Attractions Local government PTA Department of Water & Environmental Regulation DoT Department of Local Government, Sport and Cultural Industries Lotterywest MRWA | Department of Local Government, Sport and Cultural Industries Road Safety Commission DoT MRWA Local government |
| Infrastructure should be designed for: | | 8 to 80 design philosophy | 8 to 80 design philosophy | 8 to 80 design philosophy | 8 to 80 design philosophy | Confident cyclists |

Other supporting cycling infrastructure – footpaths

Footpaths

Since April 2016 all cyclists, irrespective of age, are permitted to ride on footpaths in WA (unless signposted). Footpaths support low-speed, low-volume cycling, and are particularly important for young and inexperienced user groups.

However there are some reasons why people choose not to ride on footpaths. These include:

- Speed: Because footpaths are rarely afforded priority across intersecting side roads, riding on footpaths is slow, and stop-start. The geometric design of footpaths at many intersections often results in cyclists needing to deviate from their intended desire lines.
- Ride quality: As footpaths are typically constructed from concrete slabs or bricks, the ride quality is lower than that of parallel roadways, or purpose-built (asphalt) shared paths.
- Conflict with pedestrians: In many cases footpaths are insufficient width for pedestrians and cyclists to pass each other safely and comfortably.
- Blind driveways: Riding on footpaths can be dangerous, particularly on streets which contain large numbers of driveways. At walking speed this isn't normally a problem; however, for cyclists it is often impossible to see reversing vehicles until the last minute, particularly where paths butt-up against property boundaries.

Despite footpaths not forming part of the official cycling network, it is important developers and local governments design, construct and maintain footpaths that provide a safe alternative for people who prefer to ride at low speeds and away from motorised traffic.



Figure A.1 Poor ride quality, parked vehicles, blind driveways and unfavourable intersection designs make riding on footpaths unattractive for many people.

Other supporting cycling infrastructure – roads without dedicated cycling infrastructure

Roads without dedicated cycling facilities

Cyclists are, and will continue to remain, legitimate users of all roads in WA (with the exception of freeways and controlled access highways). It is important to remember that roads without purpose-built cycling facilities serve an important function for some cycling journeys. Wayfinding signage can be a valuable tool to direct cyclists (particularly novice cyclists) to the most suitable streets or corridors.



APPENDIX B

DESKTOP ANALYSIS SUMMARY

B1. ANALYSIS OF PEDESTRIAN AND CYCLIST CRASH DATA (2013-2017)

A breakdown of pedestrian and cyclist crashes by severity for the Warren-Blackwood subregion is provided in Figure B1.1.

The key findings from the crash data are:

- Overall there were 10 reported crashes involving pedestrians and cyclists in Warren-Blackwood subregion in the period between 2013 and 2017;
- There have been no fatal crashes involving cyclists in the five years to 2017;
- No crashes were reported where a cyclist required hospitalisation and only one where a cyclist required medical treatment;
- In terms of location, all reported crashes were located either in, or near, townsites;
- Nannup did not record any crashes involving a pedestrian or a cyclist in the five years to 2017; and
- Manjimup registered 80 per cent of the represented crashes, reflecting the higher population of the Shire.

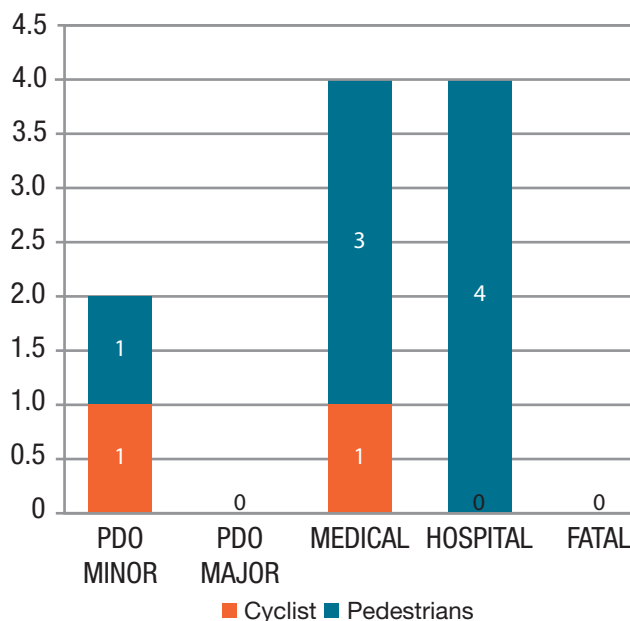
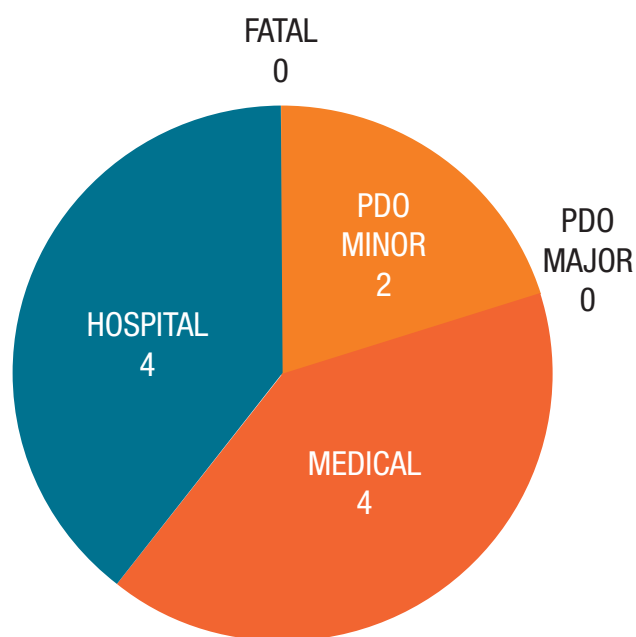


Figure B1.1 Warren-Blackwood subregion cyclist and pedestrian crashes by severity (2013-2017).

Note “PDO” refers to “Property Damage Only”.

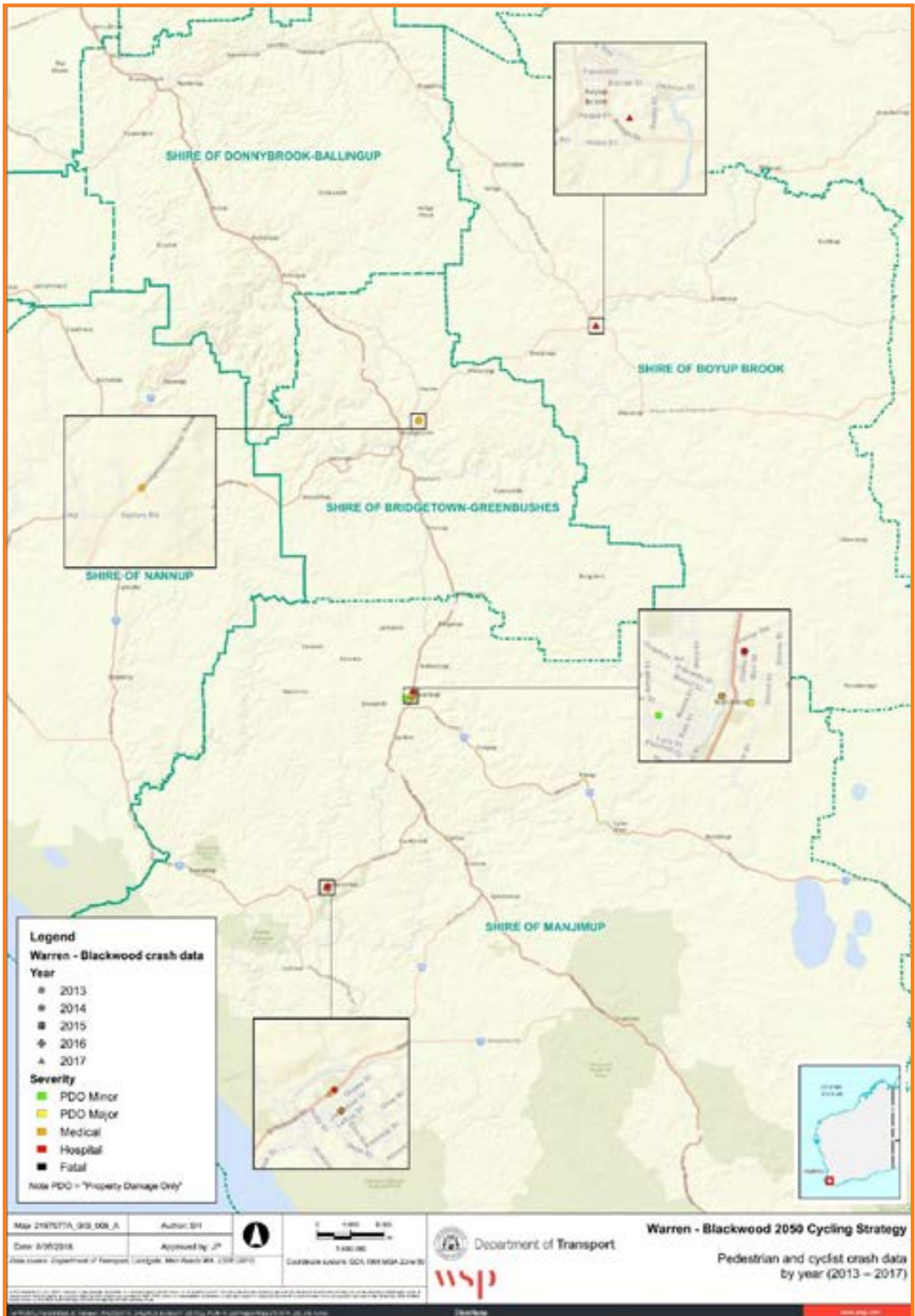


Figure B1.2 Warren-Blackwood subregion cyclist and pedestrian crashes by year (2013-2017).

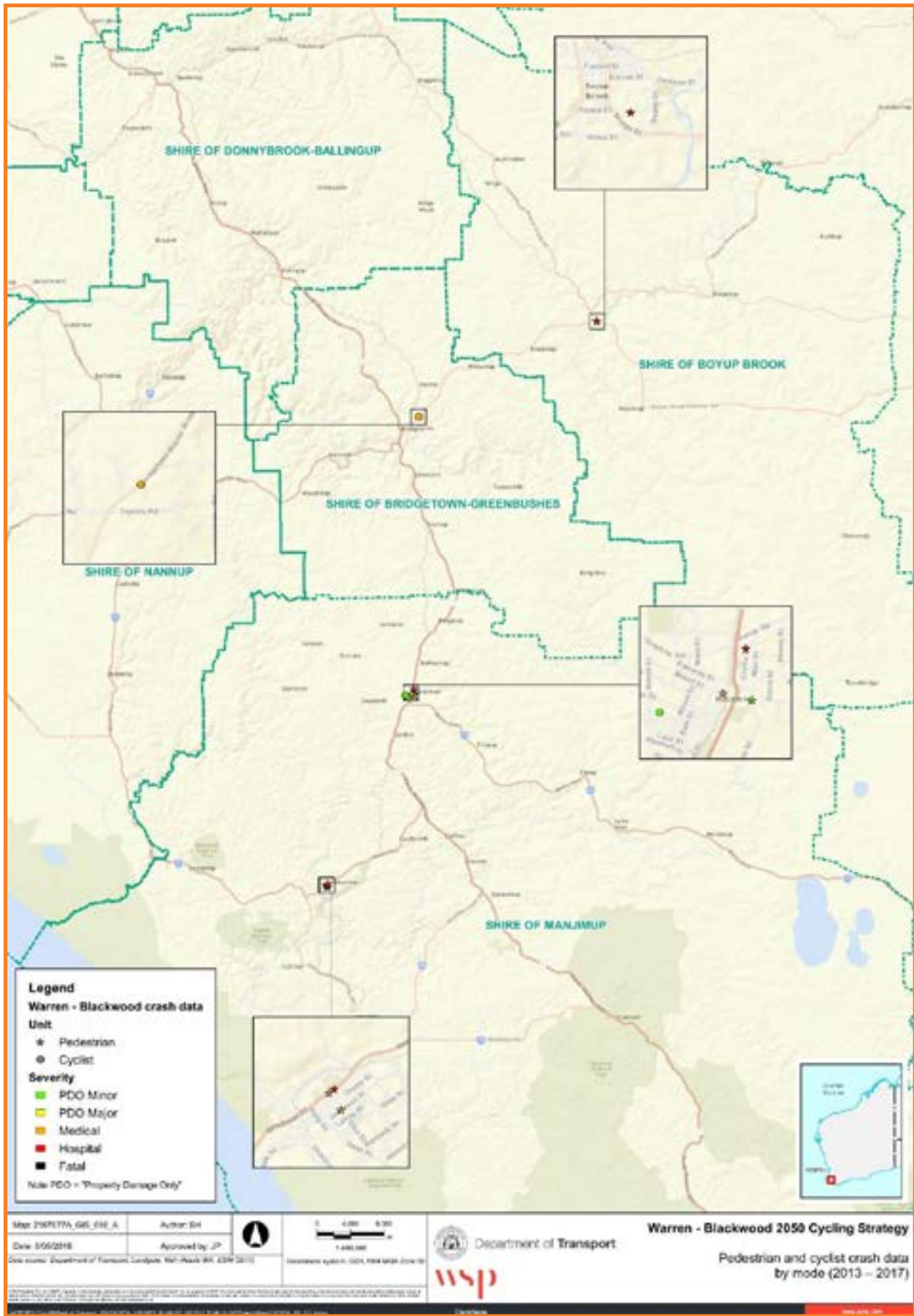


Figure B1.3 Warren-Blackwood subregion cyclist and pedestrian crashes by type (2013-2017).

B2. ANALYSIS OF GPS TRAVEL DATA

GPS mapping tool Strava Labs was employed to better understand which of the Warren-Blackwood subregion's road, path and trail networks are most heavily utilised by cyclists. Strava is a website and mobile app used to track athletic activity via GPS. Despite the usefulness of this information, it should be noted that GPS travel data is typically representative of people who cycle for training or high-intensity recreational purposes.

B2.1 Warren-Blackwood subregion

The heat map for the subregion is shown in Figure B2.1. The key points to note from this data are:

- Unsurprisingly, the major centres of Bridgetown, Manjimup, Pemberton and Nannup indicate high levels of cycling activity;
- Major hotspots outside of these town centres include the Pemberton, Hester and Linga Longa mountain bike trails; and
- The Munda Biddi Trail provides a popular off-road cycling connection between Nannup, Manjimup, Pemberton, Northcliffe and Walpole, which is clearly visible on the heatmap;
- The GPS data indicates several popular road cycling routes linking towns – most are along quiet bitumen roads (rather than the busy South Western, Vasse, Brockman and Muirs highways).

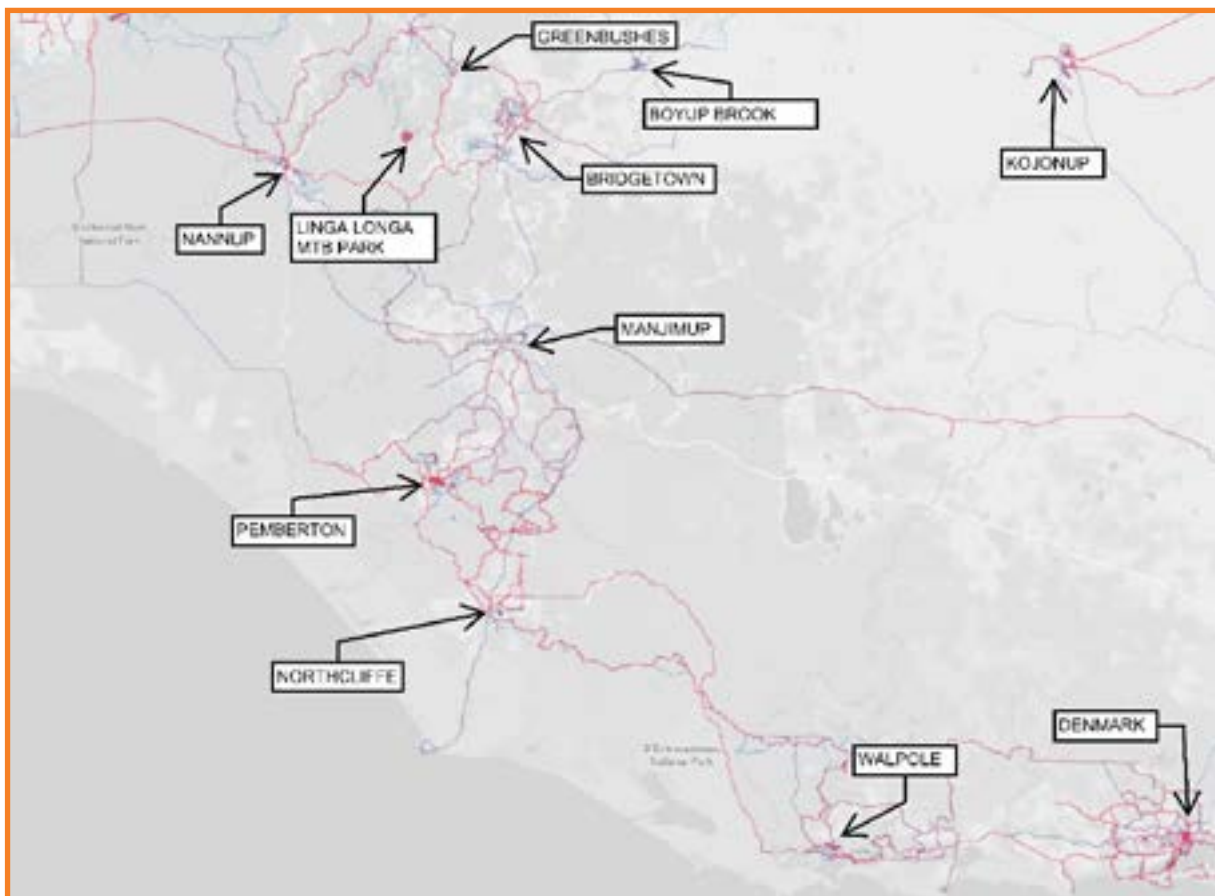


Figure B2.1 GPS heatmap for the Warren-Blackwood subregion.

B2.2 Boyup Brook

The GPS heat map for Boyup Brook is shown in Figure B2.2. The key points to note from this data are:

- Popular streets for cyclists in Boyup Brook include Williams Street, Barron Street, Forrest Street and Knapp Street;
- The Bicentennial Trail encircling Boyup Brook is a popular cycling route, as is the short rail trail extending to Skeleton Bridge;
- The four main roads connecting to neighbouring towns are also used frequently by cyclists. These include the Donnybrook-Boyup Brook Road, Bridgetown-Boyup Brook Road, Boyup Brook-Arthur Road and Blackwood Road; and
- The network of mountain biking trails located at the south-west edge of town also appear well-utilised.

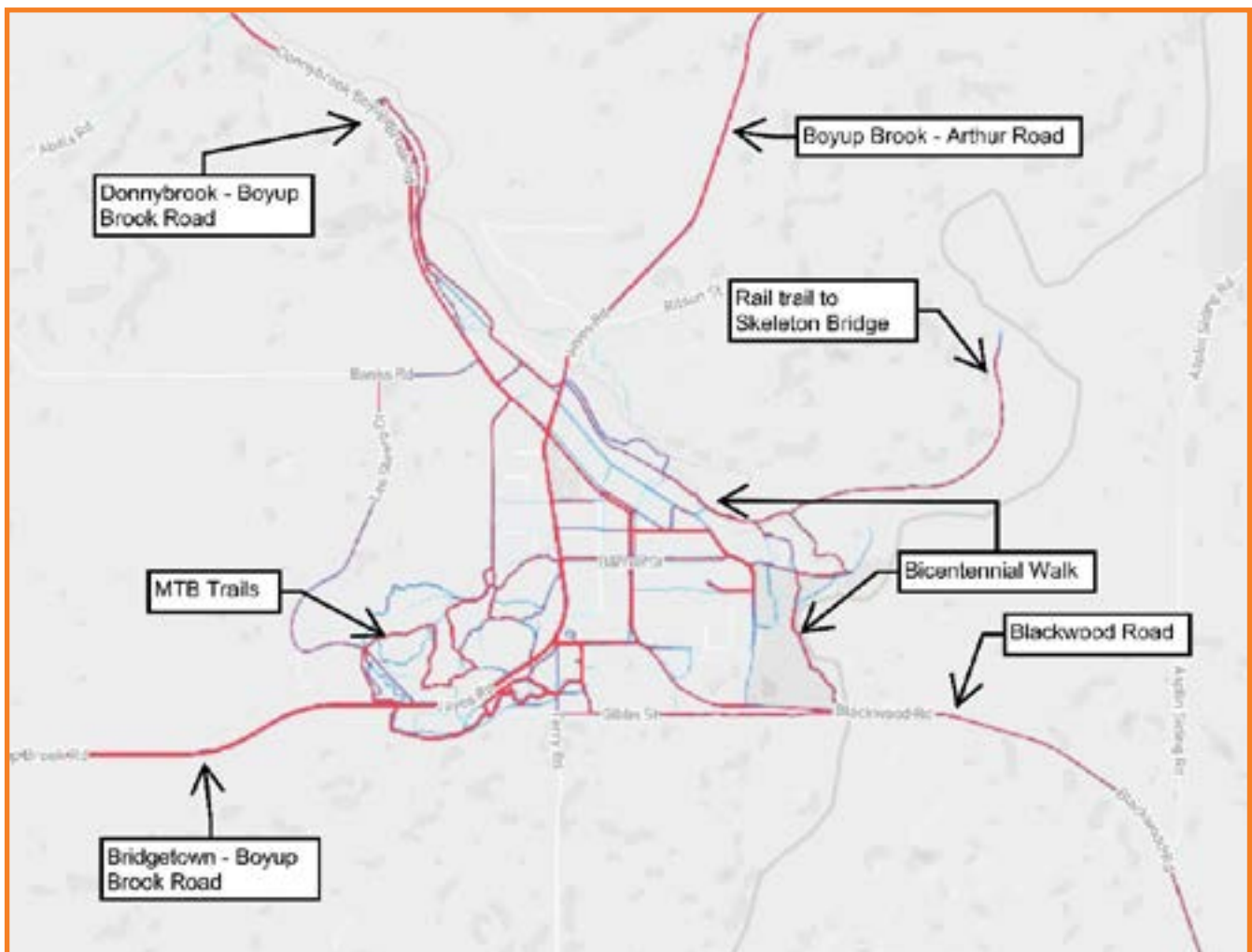


Figure B2.2 GPS heatmap for the Boyup Brook townsite and surrounds.

B2.3 Bridgetown and Greenbushes

The GPS heat map for the Bridgetown and Greenbushes area is shown in Figure B2.3. The map indicates:

- There are several popular cycling routes extending beyond the Bridgetown and Greenbushes townsites. Most of these tend to be along low-volume rural roads including the Greenbushes-Boyup Brook, Bridgetown-Boyup Brook, Winnejup, Mokerdillup, Maranup Ford and Glentulloch roads and Brockman Highway;
- The popularity of mountain biking in the shire is evidenced by the high level of activity present at the Hester Conservation Park and Linga Long mountain bike trails;
- Despite the steep terrain, there appears to be a strong desire line between Bridgetown and the Highlands Estate subdivision with high levels of cycling activity along both Peninsula Road and Nelson, Hackett and Argyll streets;
- It is apparent people are using the service track that runs parallel to Bunbury-Northcliffe Rail Corridor, as a means of safely cycling between Bridgetown and Hester (and to a lesser extent, between Hester and Greenbushes); and
- Despite the popularity of the privately owned Linga Longa Mountain Bike Park, very few people appear to be cycling to or from this facility.

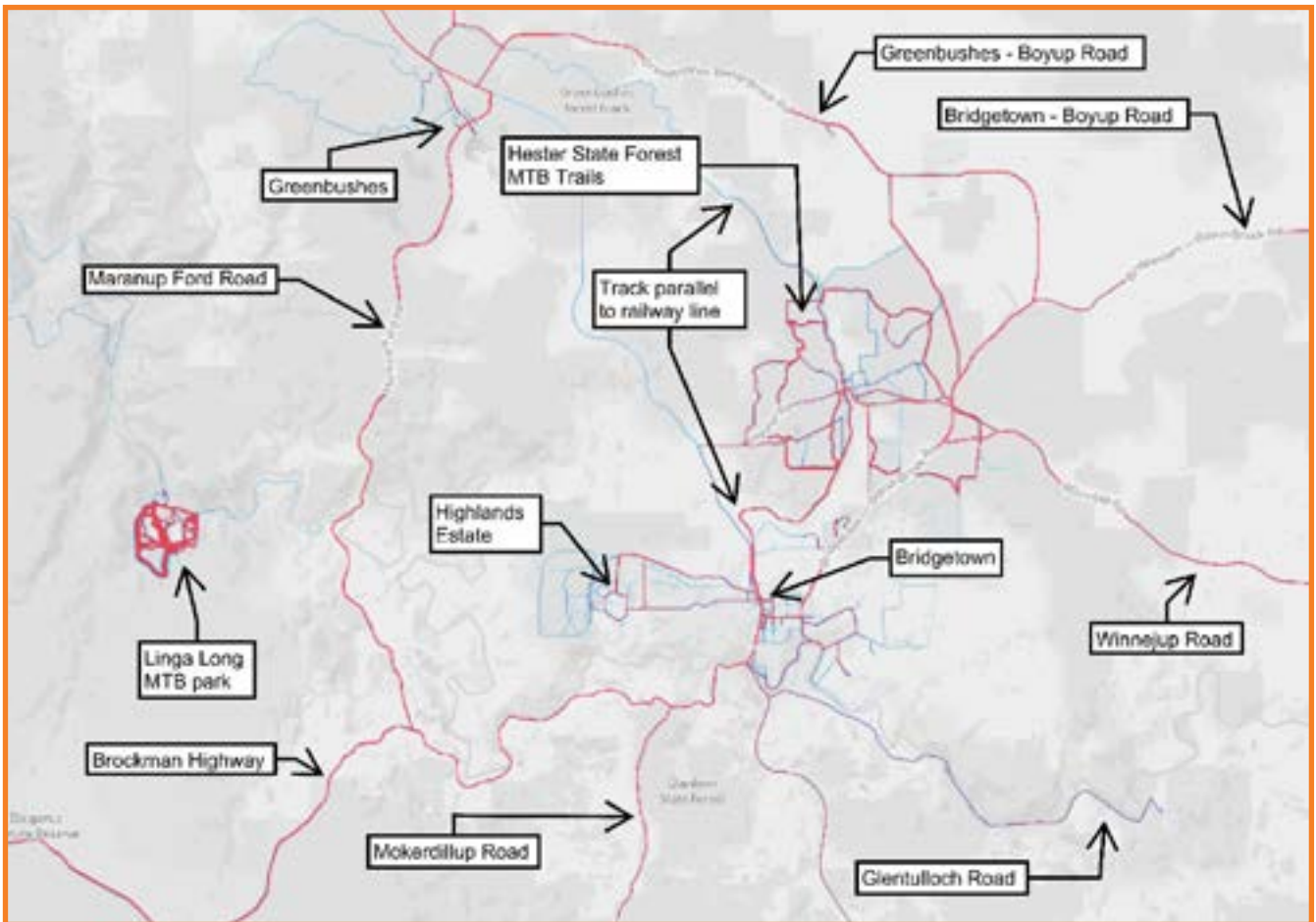


Figure B2.3 GPS heatmap for the Boyup Brook townsite and surrounds.

B2.4 Manjimup, Pemberton, Northcliffe and Walpole

GPS heat maps for Manjimup, Pemberton, Northcliffe and Walpole are shown in Figures B2.4 to B2.7. The maps indicate:

- There are several popular cycling routes extending beyond these four townsites, including:
 - Graphite Road, Ralston Road, Seven Day Road and Peerup Road, on the outskirts of Manjimup;
 - Golf Links Road, Burma Road, Stirling Road and Pemberton-Northcliffe Road, on the outskirts of Pemberton;
 - Middleton Road, Wheatley Coast Road, Pemberton-Northcliffe Road and Windy Harbour Road, on the outskirts of Northcliffe; and
 - South Western Highway, Angove Road and North Walpole Road, on the outskirts of Walpole;
- The network trails just north of the Pemberton townsite are the most popular in the area for mountain biking. Mountain biking also takes place at the Northcliffe Forest Trails, just east of the Northcliffe townsite;
- In the Pemberton, Northcliffe and Manjimup townsites, it is apparent people are riding along the service track that runs parallel to the Bunbury-Northcliffe rail corridor (presumably as an alternative to the busy South Western Highway); and
- The network of paths, trails and low volume roads around the Walpole Inlet generate high levels of cycling activity.



Figure B2.4 GPS heatmap for Manjimup.

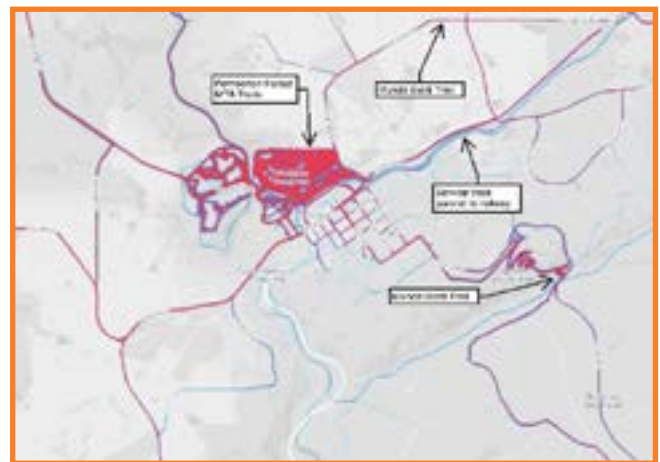


Figure B2.5 GPS heatmap for Pemberton.

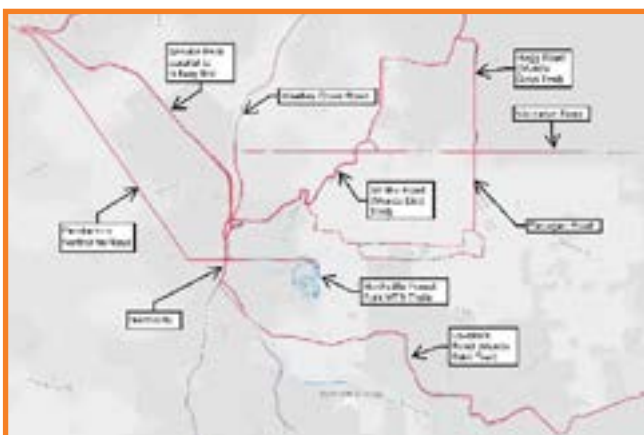


Figure B2.6 GPS heatmap for Northcliffe.



Figure B2.7 GPS heatmap for Walpole.

B2.5 Nannup

A GPS heat map for Nannup is shown in Figure B2.8. The map indicates:

- There are several popular cycling routes extending beyond the Nannup townsite, including Nannup-Balingup Road, Cundinup Road, Mowen Road and East Nannup Road, which forms part of the Munda Biddi Trail;
- The two rail trails connecting Nannup to Jarrahwood (The Sidings and Old Timberline rail trails) are also very popular;
- There is a comprehensive network of mountain bike trails located to the east of Nannup, with the Tank 7 and Tank 8 trails located between Brockman Highway and East Nannup Road the most popular;
- There are also unsanctioned mountain bike trails located off Asplin Road on land owned by the Forest Products Commission. The Shire of Nannup is currently investigating the potential of formalisation;
- The most popular routes for cycling within the Nannup townsite appear to be the main street Warren Road, Kearney Street, North Street and Grange Road; and
- The trail that extends along the Blackwood River from the Caravan Park to Ford Way is also well used.

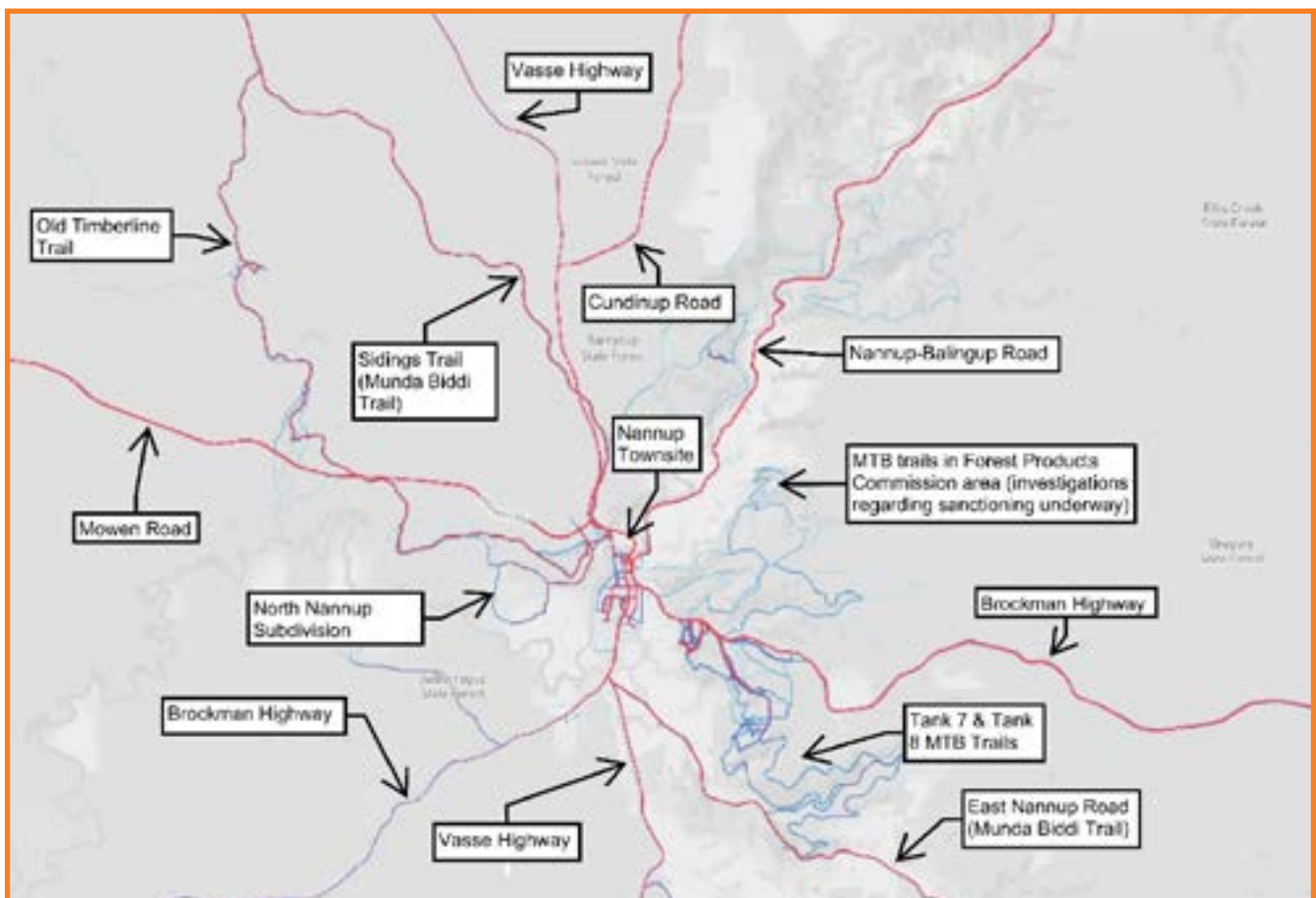


Figure B2.8 GPS heatmap for Shire of Nannup.

B3. DOCUMENT REVIEW

A number of documents have been considered as part of the background review. These include, but are not limited to the following:

- Austroads National Cycling Strategy (2010)
- Bunbury-Wellington and Boyup Brook Regional Tourism Development Strategy (2015-2019)
- Cycling Aspects of Austroads Guidelines (2017)
- Our Bike Path 2014 – 2020 – Westcycle
- Perth and Peel @ 3.5 Million – Transport Network (2018)
- Shire of Boyup Brook Bicycle Network Plan (2015)
- Shire of Bridgetown-Greenbushes Trails Plan (2017-2022)
- Shire of Manjimup Local Footpath and Bicycle Plan (2017-2027)
- Shire of Manjimup Strategic Community Plan 2017-2027 (draft)
- South West Mountain Bike Master Plan (2015)
- South West Regional Blue Print (2014)
- South West Region Economic and Employment Land Strategy (2014)
- South West Regional Planning and Infrastructure Framework (2015)
- Warren-Blackwood Alliance of Councils – Future of Tourism Strategy (2017)
- Warren-Blackwood Alliance of Councils Strategic Plan 2016-2019
- Warren-Blackwood Rural Strategy (2004)
- Western Australian Bicycle Network (WABN) Plan (2014)
- Western Australian Cycle Tourism Strategy (2018)
- Western Australian Strategic Trails Blueprint (2017-2021)





APPENDIX C

COMMUNITY CONSULTATION SUMMARY

C1. PHASE 1 (DROP-IN SESSIONS)

To help inform this strategy, community consultation was undertaken with residents from the Warren-Blackwood subregion.

Drop-in sessions across Nannup and Bridgetown-Greenbushes involved talking with community members in an informal, roundtable setting. Participants were encouraged to highlight routes they currently made by bike as well as ideas they had for expanding or improving the existing network.

Drop-in sessions specific to this strategy were not held in the Shire of Manjimup due to the recent consultation undertaken as part of the Shire's *Local Bicycle and Footpath Plan 2017-2027*. However, information gathered during this consultation process has informed this document. In Boyup Brook, targeted meetings were held with interested residents and stakeholders.

During Phase 1, local governments encouraged some members of the public to make written submissions. This ensured that people who were unable to attend the drop-in sessions could still voice their ideas, while also enabling people with particular areas of focus to provide structured written responses.

C1.1 Findings from Nannup

In May 2017, a drop-in session was undertaken at the Shire of Nannup council offices with approximately 20 community members in attendance. Key themes from this session included:

1. Improving cycling safety along Vasse Highway:

The path that heads south along Vasse Highway towards the Cockatoo Valley subdivision is discontinuous with a significant gap located near two creek crossings. This missing link forces people (including Munda Biddi Trail users) to mix with cars and trucks on Vasse Highway.

2. Providing better linkages to nearby mountain bike trails:

Mountain biking's popularity is rapidly growing in Nannup. There are several mountain bike trail networks located near the town including the Tank 7, Tank 8 and Folley trails. Improving linkages to these mountain biking trails will help boost the popularity of mountain biking, particularly for children and young people who may not have access to cars.

3. Capitalising on the Blackwood River:

The Shire of Nannup is currently assessing the feasibility of improving or extending the trail located along the eastern bank of the Blackwood River (consisting of approximately 70 metres of new boardwalk). Several participants at the drop-in session mentioned that extending this trail to Ford Road would provide an important connection to the southern part of the Nannup townsite. Also suggested was a long-term proposal of another footbridge across the Blackwood River further downstream, enabling the creation of a loop.

4. Creating a connection to Busselton:

It was noted at the drop-in session that the closed railway line on which the Sidings Rail Trail is situated originally extended all the way from Nannup to Busselton. Extending the rail trail north from Jarrahwood would help connect Nannup to the broader South West path and trail networks.

5. Creating a connection to Margaret River:

Officers from the Shire of Nannup mentioned the existence of an informal trail linking Nannup to the Boranup area, known as the Coast to Nannup Track. The track, promoted on the Margaret River Find the Fun mobile app, uses a series of gravel roads, firebreaks and forestry tracks. The formalisation and promotion of this track would help better connect the Warren-Blackwood and Leeuwin-Naturaliste subregions.

6. Developing and formalising a series of on-road training routes for sports cyclists:

Several participants at the drop-in session were representatives from the road cycling community. There was discussion around measures that could be taken to improve the safety of sports cyclists along certain routes, including the Nannup-Balingup Road, Mowen Road and East Nannup Road (which forms part of the Munda Biddi Trail).

C1.2 Findings from Bridgetown-Greenbushes

In November 2017, approximately 20 community members attended a drop-in session at the Greenbushes Community Resource Centre. Key themes from this session included:

1. Harnessing the potential of the Shire's disused rail corridor:

It was evident from the drop-in session that there is strong community support to see the Shire's disused rail corridor transformed into a rail trail. The railway, which transverses the entire shire from north to south, follows the gentle contours of the land and links the main population centres of Greenbushes and Bridgetown, as well other towns in neighbouring shires such as Manjimup and Balingup.

It was noted many locals are already using the service tracks that run alongside the railway tracks as a means of safely riding between towns. The tourism potential of these trails was also discussed. Maureen Murray, a local resident, brought along her proposal known as the *Southern Forest & Food Trail*. The proposal highlights the benefits of developing a rail trail that extends all the way from Bunbury to Northcliffe, opening up the region to cycle-touring.

2. Developing and formalising a series of on-road training routes for sports cyclists:

Several participants at the drop-in session were representatives from the on-road cycling community. Discussion was had around what measures could be put in place to improve the safety of cyclists along certain routes, including:

- Bridgetown to Donnelly River Village, via Mokerdillup Road and Brockman Highway;
- Bridgetown to Boyup Brook, via the Bridgetown-Boyup Brook Road
- Boyup Brook to Bridgetown, via Blackwood Road, the Boyup Brook-Cranbrook Road; and Winnejup Road
- Donnelly River Village to Greenbushes - via Maranup Ford Road.

3. Creating better cycling routes around Bridgetown townsite:

A number of suggestions were put forward by participants, including:

- Enhancing or extending trails along the Blackwood River, which are some of the most popular in Bridgetown;

- Creating a path along Geegeellup Brook linking the town centre (near Henry Street) to the Blackwood River. If coupled with a future trail along the railway these would form an easy loop to and from the river, while avoiding Bridgetown's steep hills. It was noted how a boardwalk could be used in a few locations that are particularly space constrained or environmentally sensitive;
- Providing a better and safer connection to the town oval (located approximately 2.2 kilometres north east of town centre) along the Boyup Brook Road; and
- Providing a better and safer connection to Highlands Estate (located approximately 3.3 kilometres west of the town centre) along either Peninsula Road or Nelson and Hackett streets.

4. Creating better cycling routes around the Greenbushes townsite:

Although Greenbushes already has a number of existing trails (including the Greenbushes Loop, New Zealand Gully Trail, Mining Heritage Trail and Greenbushes Pool Trail) these could be enhanced through better way-finding signage and promotion. Additional input on cycle routes through the town site is required.

5. Providing better connections to mountain biking hubs:

As in many other parts of the South West, the popularity of mountain biking in the Shire of Bridgetown-Greenbushes has grown significantly in recent years. Several participants represented the mountain biking community at the Greenbushes session and saw an opportunity for certain mountain bike trails to be better connected to residential areas. This would allow more people, and especially children, to use the trails without needing access to a car.

Key mountain biking areas for the Shire include:

- Hester (just north of Bridgetown);
- Kangaroo Gully (just east of Bridgetown); and
- Linga Longa (located on Cassia Road, just west of Maranup Ford Road).

C2. PHASE 2 (PUBLIC COMMENT PERIOD)

Local community members and key stakeholders were invited to provide feedback on the draft *Warren-Blackwood 2050 Cycling Strategy* over a three-week period commencing on 24 October 2018. The draft document was hosted on the DoT website, promoted through social media and circulated to all stakeholders and community members that had attended the initial drop-in sessions. A total of 20 submissions were received.

The submissions have been grouped into a number of themes and are listed below in the order of frequency with which they arose in the submissions.

Table C2.1 Summary of community consultation themes

| Community consultation theme | Response | Relevant LGA(s) |
|--|--|---|
| General support for developing walking and cycling paths and trails within or alongside rail corridors and between towns. Acknowledgement of rail trails generally being suitable for people of all ages and abilities, for various reasons. Opportunities to create loops with the Munda Biddi Trail. | This opportunity is captured within the strategy. Specific actions are outlined in Table 5.2.4. | All |
| Specific support for establishing a rail trail along the Bunbury-Northcliffe rail corridor. | This opportunity is captured within the Section 4.1 of the strategy. Specific actions are outlined in Table 5.2.4. | Shires of Bridgetown-Greenbushes, Manjimup, (Capel, Dardanup and Donnybrook-Balingup) |
| Complete the Wadandi Track between Busselton and Augusta, including a link to Dunsborough. The inevitable success of this facility will create momentum to develop similar projects in the Warren-Blackwood subregion. | The Wadandi Track is identified as a priority project in the <i>Leeuwin-Naturaliste 2050 Cycling Strategy</i> . | N/A |
| Support for establishing road cycling routes in the subregion. Some specific ideas around providing wider shoulders, cycle lanes or paths on those roads commonly used by road cyclists. | The potential of formalising road cycling routes in the subregion are captured in Section 4.4.5. Specific actions are outlined in Table 5.2.5. | All |
| Support for connecting Nannup to Busselton via an extension of the Sidings Rail Trail. This could form part of a loop between Busselton, Boranup, Nannup and Jarrahwood. | This opportunity is captured within Section 4.1.4 of the strategy. An action has been included in the <i>Leeuwin-Naturaliste 2050 Cycling Strategy</i> given the extension falls largely within the City of Busselton. | (City of Busselton) |
| Support for formalising a connection between the Leeuwin-Naturaliste subregion and Nannup. This could form part of a loop between Busselton, Boranup, Nannup and Jarrahwood. | This opportunity is captured within Section 4.2.3 of the strategy. Specific actions are outlined in Table 5.2.4. | Shires of Nannup, (and Augusta-Margaret River) |

| Community consultation theme | Response | Relevant LGA(s) |
|---|---|---|
| General support for better linking trails to towns and recognising the potential economic benefits that cycling could generate in the region. | The potential of cycle-tourism in the Warren Blackwood subregion is captured within Section 4.4.3 of the strategy. Several actions have been identified in Section 5.2. | All |
| Clearly identify areas for mountain biking, trail hubs and tourism related opportunities. Consider using Derby in Tasmania as a case study to highlight how their mountain bike track establishment and maintenance program is based on providing employment for local government staff and work crews. | The development of technical mountain bike trails is outside the scope of this strategy, however the importance of linking such facilities to towns is captured in Section 4.4.3. | N/A |
| General support for providing more bicycle paths and off road facilities that the average person feels comfortable using. | This strategy focuses on providing cycling infrastructure that is suitable for people of all ages and abilities. | All |
| General support for using cycling as a means of attracting more tourists to the Warren-Blackwood subregion and the South West more broadly. Acknowledgement of cycle tourists being relatively high spending due to the slow nature of their travel. | The potential of cycle-tourism in the Warren-Blackwood subregion is captured within this strategy. Several actions have been identified in Section 5.2. | All |
| Concerns around the potential overlaps of proposed routes with public water source areas. | This issue will be addressed during detailed planning of individual routes, where applicable. Additional wording added to strategy to highlight the need for consultation with the Department of Water and Environmental Regulation. | All |
| Support for formalising a connection between Boyup Brook, Bridgetown, Nannup (and Augusta) via a trail along the Blackwood River Valley. | This opportunity is captured within Section 4.2.3 of the strategy. Specific actions are outlined in Table 5.2.4. | Shires of Boyup Brook, Bridgetown-Greenbushes, Nannup (and Augusta-Margaret River) |
| Support for creating more access points and/or realigning sections of the Munda Biddi Trail to or through towns. | This opportunity is captured within Section 4.4.1 of the strategy. Specific actions are outlined in Section 5.2. | Shires of Nannup and Manjimup (as well as Shires of Collie, Dardanup and Donnybrook-Balingup) |
| Donnelly River Village lies at the centre of the study area and has established accommodation where people could base themselves. Loops could be created to each of the towns and surrounding areas. | Donnelly River Village is identified as a key connection on the Munda Biddi Trail. The proposed rail trails and Blackwood Valley route would have the potential to create loops throughout the region, albeit not centred on Donnelly River Village. The tourist trails proposed would perform a transport as well as recreational function. Trails centred on Donnelly River Village would likely have a recreational focus and as such are not identified in this strategy. | Shire of Nannup |

| Community consultation theme | Response | Relevant LGA(s) |
|--|--|-------------------|
| Materials that illustrate trails connecting towns should be published. | Mapping and other promotional materials would be developed alongside any new tourist trail routes activation opportunities are discussed in Section 5.3. | All |
| Link outlying subdivisions in Northcliffe to the town to make it safe to cycle into town. | The outlying subdivisions in Northcliffe are very low density and the population is unlikely to increase by any significant extent over the foreseeable future. The proposed rail trail along the Bunbury-Northcliffe corridor would pass through this area. Additional dedicated cycling infrastructure is not considered warranted. | Shire of Manjimup |
| Support for a cycling trail from Manjimup to Diamond Tree (Lambert). | This opportunity is captured within the strategy. It would form part of a potential tourist trail alignment along the rail corridor between Manjimup and Pemberton. Specific actions are outlined in Table 5.2.4. | Shire of Manjimup |
| Signage, wayfinding and maintenance on existing cycle routes (on and off-road) needs improving. | Guidance around specific signage, wayfinding and maintenance is outside the scope of this strategy. Overarching activation principles are discussed in Section 5.3. | All |
| Additional detail should be provided on improving facilities within townsites. | The purpose of this document is to provide a strategic vision for cycling across the subregion. Sections 3.2 and 3.3 provide detail on the proposed town centre cycling networks. | All |
| It should be acknowledged in the strategy that access to rail corridors (leased by Arc Infrastructure) for trails or other general-purpose activities will be assessed by Arc Infrastructure on a case by case basis. There are specific conditions which must be met to enable third party access to the rail corridor. | This strategy identifies several potential opportunities to provide tourist trails (and in some cases, primary routes) along rail corridors throughout the south west region. Detailed investigation is required and will be progressed in collaboration with Arc Infrastructure, the Public Transport Authority and other key stakeholders. | All |
| Ensure that transitions from a tourist trail to a primary route (e.g. through townsites) are appropriately considered. Suggested that the start/end point of primary routes occurs at either a key destination, the edge of a built-up area, or at an intersection with a secondary or local route. This will create a circuit and ensure that a primary route does not unexpectedly turn from asphalt to gravel (or other surface type) that may not be suitable for all bicycle types. | Transitions to/from tourist trails in each of the town centres has been reviewed and minor amendments made to the mapping. | All |



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PROPOSED DRAINAGE CULVERTS AND ROCK PITCHED DRAINAGE CHANNELS TO HYDROLOGIST SPECIFICATIONS TO PREVENT PONDINGS OF WATER AFTER FLOOD EVENTS

EXISTING RECTORY TRAIL PATH TO BE UPGRADED INCLUDING DRAINAGE CULVERTS, NEW GRAVEL BASE AND ASPHALT

PROPOSED TREES TO PROVIDE SHADE TO PATH AS ADVISED BY LOCAL LANDCARE GROUP

PROPOSED COMPACTED GRAVEL PATH TO LINK WITH RECTORY TRAIL PATH

PROPOSED PLANTING BED WITH LOW GROWING NATIVE SPECIES AS ADVISED BY LOCAL LANDCARE GROUP

PROPOSED TURF AREA

PROPOSED SHELTER AT ENTRY

EXTENSION OF EXISTING ROAD TO CONNECT TO BROCKMAN HWY

PROPOSED SCULPTURE GARDEN AREA BY LOCAL ARTIST/S

PROPOSED PASSIVE TURF AREA AS MAIN RECREATIONAL GATHERING AND PICNIC LOCATION AT RIVERS EDGE

EXISTING KAYAK LAUNCHING BAY TO REMAIN

EXISTING PATH TO BE UPGRADED INCLUDING DRAINAGE CULVERTS, NEW GRAVEL BASE AND ASPHALT.

REMOVABLE BOLLARDS TO RESTRICT VEHICLE ACCESS

PROPOSED PATH EXTENSION TO EXISTING KAYAK LAUNCHING BAY. PROVIDE PICNIC SETTING UNDER EXISTING TREE

PROPOSED DRAINAGE CULVERTS AND ROCK PITCHED DRAINAGE CHANNELS TO HYDROLOGIST SPECIFICATIONS TO PREVENT PONDINGS OF WATER AFTER FLOOD EVENTS

EXISTING PATH TO BE UPGRADED WITH DRAINAGE CULVERTS, NEW GRAVEL BASE AND ASPHALT

EXISTING TREES TO BE RETAINED AND AREA REVEGETATED WITH LOW GROWING NATIVE SPECIES AS ADVISED BY LOCAL LANDCARE GROUP TO PREVENT WEED GROWTH AND STABILISE RIVER BANKS

NEW BOARDWALK WITH SHELTER AT WESTERN FORESHORE EXIT

PROPOSED COMPACTED GRAVEL PATH TO LINK WITH RECTORY RTAIL PATH

EXISTING RAIL TRACK

LAND CURRENTLY UNDER TRANSPORT AUTHORITY OWNERSHIP

LEGEND

PROPOSED INTERPRETIVE SIGNAGE LOCATION

DWG • SOBG-02
 REV • C
 DATE • MARCH 2019
 SCALE • 1:1500@ A1 1:3000@ A3

BLACKWOOD RIVER FORESHORE, BRIDGETOWN

CONCEPT MASTER PLAN

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BOARDWALK MESH EXAMPLE - SUBJECT TO DETAIL DESIGN



BOARDWALK EXAMPLE - SUBJECT TO DETAIL DESIGN



PROPOSED DRAINAGE CULVERTS AND ROCK PITCHED DRAINAGE CHANNELS TO HYDROLOGIST SPECIFICATIONS TO ALLOW FOR WATER DRAINAGE THROUGH LOW LYING AREAS AFTER FLOOD EVENTS

PROPOSED TURF AREA FOR PASSIVE RECREATIONAL AND TO STABILISE PATH EDGE

EXISTING PATH TO BE UPGRADED WITH NEW GRAVEL BASE AND ASPHALT WITH SUITABLE PROTECTION FROM HIGH FLOW FLOOD EVENTS

EXISTING TREES TO BE RETAINED AND AREA REVEGETATED WITH LOW GROWING NATIVE SPECIES AS ADVISED BY LOCAL LANDCARE GROUP

EXISTING BEACH AREA TO REMAIN

NEW BOARDWALK WITH SHELTER AT WESTERN FORESHORE EXIT

| LEGEND | | | |
|--------|------------------------------|--|--|
| | EXISTING PATH TO BE UPGRADED | | PROPOSED REVEGETATED AREA AS ADVISED BY LOCAL LANDCARE GROUP |
| | PROPOSED SWALE ROCK PITCHING | | PROPOSED TURF AREA |
| | PROPOSED BOARDWALK | | PROPOSED SHELTER |
| | PROPOSED CULVERT | | |



EXISTING SITE CONDITION



DWG • SOBG-03
 REV • C
 DATE • MARCH 2019
 SCALE • 1:250@ A1 1:500@ A3

BLACKWOOD RIVER FORESHORE, BRIDGETOWN

BOARDWALK CONCEPT PLAN



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EXISTING PATH TO REMAIN

REMOVABLE BOLLARD TO ALLOW FOR MAINTENANCE AND EMERGENCY VEHICLE ACCESS ONLY

EXISTING PATH TO BE UPGRADED

EXISTING KAYAK LAUNCHING BAY TO REMAIN

PROPOSED PATH EXTENSION TO EXISTING KAYAK LAUNCHING BAY

PROPOSED PICNIC SETTING UNDER EXISTING TREE

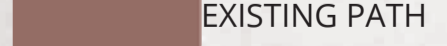

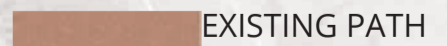
EXISTING PATH TO REMAIN

SOUTHWESTERN HWY



PROPOSED PICNIC SETTING

LEGEND

| | | | |
|---|------------------------------|---|---------------------------|
|  | EXISTING PATH TO REMAIN |  | EXISTING KAYAK LAUNCH BAY |
|  | EXISTING PATH TO BE UPGRADED | | |



EXISTING SITE CONDITION

DWG • SOBG-04
 REV • C
 DATE • MARCH 2019
 SCALE • 1:250@ A1 1:500@ A3
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BLACKWOOD RIVER FORESHORE, BRIDGETOWN

CARRAVAN PARK TRAIL ACCESS CONCEPT PLAN





EXISTING ROAD TO REMAIN
 PROPOSED GRAVEL PATH TO LINK WITH NEW ROAD EXTENSION

EXTENSION OF EXISTING ROAD TO CONNECT TO BROCKMAN HWY

PROPOSED SCULPTURE GARDEN AREA BY LOCAL ARTIST/S

EXISTING ART WORK TO REMAIN

INFORMAL VEHICLE ACCESS TO RIVERBANK TO REMAIN
 EXISTING ROAD TO REMAIN

REMOVABLE BOLLARDS

PROPOSED TURF AREA

EXISTING PATH CONNECTION TO BRIDGE TO REMAIN

EXISTING ROAD TO REMAIN

EXISTING KAYAK LAUNCHING BAY TO REMAIN

PROPOSED REMOVABLE BOLLARDS ALONG TURF AREA FOR MAINTENANCE AND EVENTS ACCESS

LEGEND

| | | | |
|--|------------------------------|--|---------------------------|
| | EXISTING PATH TO REMAIN | | PROPOSED TURF AREA |
| | EXISTING PATH TO BE UPGRADED | | EXISTING KAYAK LAUNCH BAY |



EXISTING SITE CONDITION



DWG • SOB-05
 REV • C
 DATE • MARCH 2019
 SCALE • 1:250@ A1 1:500@ A3

BLACKWOOD RIVER FORESHORE, BRIDGETOWN

INFORMAL TURF AREA CONCEPT PLAN



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EXISTING SITE CONDITION



COMPACTED GRAVEL PATH EXAMPLE - SUBJECT TO DETAIL DESIGN



SHELTER EXAMPLE - SUBJECT TO DETAIL DESIGN



SWALE ROCK PITCHING EXAMPLE - SUBJECT TO DETAIL DESIGN



EXISTING INFORMAL TURF AREA PROVIDING PASSIVE RECREATION AND GATHERING AT RIVERS EDGE

NEW PLANTING BED WITH LOW GROWING NATIVE SPECIES AS ADVISED BY LOCAL LANDSCAPE GROUP

PROPOSED ROCK PITCHED DRAINAGE CHANNELS TO HYDROLOGIST SPECIFICATIONS TO ALLOW FOR WATER DRAINAGE THROUGH LOW LYING AREAS AFTER FLOOD EVENTS

EXISTING PATH TO BE UPGRADED WITH DRAINAGE CULVERTS, NEW GRAVEL BASE AND ASPHALT WITH SUITABLE PROTECTION FROM HIGH FLOW FLOOD EVENTS

PROPOSED NEW SHELTER LOCATION AT ENTRY TO RECTORY TRAIL PATHWAY

EXISTING ROAD TO REMAIN

PROPOSED GRAVEL PATH TO LINK WITH NEW ROAD EXTENSION

EXTENSION OF EXISTING ROAD TO CONNECT TO BROCKMAN HWY

PROPOSED TREES TO PROVIDE SHADE TO PATH AS ADVISED BY LOCAL LANDSCAPE GROUP

PROPOSED SCULPTURE GARDEN AREA BY LOCAL ARTIST/S

LEGEND

- EXISTING PATH TO REMAIN
- EXISTING PATH TO BE UPGRADED
- PROPOSED REVEGETATED AREA AS ADVISED BY LOCAL LANDSCAPE GROUP
- PROPOSED TURF AREA
- PROPOSED SWALE ROCK PITCHING
- PROPOSED SHELTER
- PROPOSED TREE

DWG • SOBG-06
 REV • C
 DATE • MARCH 2019
 SCALE • 1:500@ A1 1:1000@ A3

BLACKWOOD RIVER FORESHORE, BRIDGETOWN

BRIDGE SWALE DRAINAGE CONCEPT PLAN



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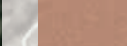




EXISTING SITE CONDITION

EXISTING RECTORY TRAIL PATH TO BE UPGRADED WITH DRAINAGE CULVERTS, NEW GRAVEL BASE AND ASPHALT WITH SUITABLE PROTECTION FROM HIGH FLOW FLOOD EVENTS

PROPOSED ROCK PITCHED DRAINAGE CHANNELS TO HYDROLOGIST SPECIFICATIONS TO ALLOW FOR WATER DRAINAGE THROUGH LOW LYING AREAS AFTER FLOOD EVENTS

LEGEND

-  EXISTING PATH TO BE UPGRADED
-  PROPOSED SWALE ROCK PITCHING
-  PROPOSED CULVERT



SWALE ROCK PITCHING EXAMPLE - SUBJECT TO DETAIL DESIGN



ASPHALT SURFACING EXAMPLE - SUBJECT TO DETAIL DESIGN

DWG • SOBG-07
 REV • C
 DATE • MARCH 2019
 SCALE • 1:250@ A1 1:500@ A3

BLACKWOOD RIVER FORESHORE, BRIDGETOWN

RIVER TRAIL DRAINAGE CONCEPT PLAN



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SHIRE OF BRIDGETOWN – GREENBUSHES
Schedule of Submissions
Blackwood River Foreshore Development
CONCEPT DESIGNS
April 2019

| NO. | NAME/ADDRESS | SUMMARY OF SUBMISSION | OFFICER COMMENT |
|------------|---------------------|--|--|
| 1. | Geoff Bourgault | <p>The plans look really good and are definitely an improvement on the previous set but I have a couple of concerns and some suggestions.</p> <p>I am disappointed that the plans for the rectory trail in plan No.5 still include a new asphalted path. The existing path has a beauty that is quite apparent even in the photos attached to the plan and the picture of the proposed style of path is bland and uninviting. The section of path that is often flooded (photo No. 2) would benefit from some drainage and raising to make the path passable for an extra couple of months a year, I would guess, but this should not entice us to gentrify the entire path.</p> <p>My second point is that the area earmarked for a sculpture garden is not in a very friendly place. It's not particularly close to the river and the highway is in close proximity with the bridge between it and the most popular part of the foreshore. The existing sculpture seems to have been put there to attract the attention of passing motorists, not to wander around meditatively as a sculpture garden would suggest.</p> <p>My last point is that I feel this is a fantastic</p> | <p>Noted</p> <p>The intent of asphalt path in the concept plan is to provide a walk trail close to town that offers universal access – including wheelchair access - wherever possible throughout the project site. Most of the walk trails throughout Bridgetown are in the bush and do not allow access for people with mobility challenges or people that are wheelchair bound. The Old Rectory Trail, with its proximity to town and country vista provides a great opportunity for an accessible walk trail. This will however be subject to further detailed design of grades and confirmation of any budget constraints.</p> <p>Although the sculpture garden is noted in the concept plan its development is not directly involved in the foreshore development project. This site and future development of the sculpture garden is still under discussion between the artist and Council.</p> <p>The use of recyclable products such as park</p> |

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| 2 | <p>Lynette (Tracey) Shea Owner of Riverwood House, 24399 South Western Highway, Bridgetown</p> | <p>opportunity to do something positive on the recycling front. Currently Australia is drowning in plastic waste that has been collected but doesn't have an industry that wants to use it. Replas is one of the only Australian companies that has developed the technology for turning that plastic into furniture and they happen to specialise in three of the items to be purchased in the plans - bollards, picnic tables and extremely durable planks for boardwalks. We do everything we can to get people recycling, but often forget that the most important part of the loop is turning it into something useful.</p> <p>Thanks very much for the opportunity to comment on the revised plans for the Blackwood River Park.</p> <p>I am really pleased to see that all the bitumenised/hardened car parks near the bridge have gone, and that the lawn area will remain. It will retain a much more natural ambience which is great to see.</p> <p>The only comment I now have is that there is an interpretive sign proposed to be erected just in front of my property, Riverwood House, on the river side of the house. Signs can be a blot on the landscape, although I appreciate the importance of true interpretation. The site shown for that sign is at the confluence of the two walking paths. There is currently no sign there and it is quite a high area on a significant slope. I would suggest the sign would be better placed at the lower reaches of the reserve, in the same place as existing signage, or further up near the reserve carpark at the existing children's playground/barbecue area, where the current</p> | <p>furniture, Euromesh decking and other recycled infrastructure can be considered by Council during the detailed design process, subject to the cost of the product and specifications to ensure the product is fit for purpose.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted, the placement of interpretive signage can be undertaken in consultation with neighbouring residents to ensure the location of the sign is beneficial to trail users without negatively impacting on residents.</p> |
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| | | <p>signs about the reserve are already in place. This would avoid the proliferation of signs, which can significantly detract from the amenity of an area.</p> <p>Thanks in advance for considering my comments. I wish you well with the project and congratulate the Shire for committing to this work.</p> | <p>Noted</p> |
| 3 | Bryce Morgan | <p>I would like to put forward an idea for the Blackwood River foreshore development. The idea that I propose would be to paint murals onto the concrete plinths that support the railway bridge. I think the view from the road and bridge down at the murals would add to the already picturesque scenery and work effectively at drawing travellers down to the river bank. Each plinth could have two murals on it, one on each side.</p> | <p>The progression of this art project may be better placed with the local arts community as an addition to the second stage of the Art Trail (currently in the initial planning stages). Before progressing the project will require approvals from the Public Transport Authority and Arc Infrastructure ((railway bridge) or Main Roads (traffic bridge)).</p> |
| 4 | Tony Bloem | <p>Could you please submit a request to consider installing a cement slipway for canoeists and also for those small boats that do the Blackwood river races. As can be seen at the bottom of the photo (attached to this document) there is already a natural washaway carved into the river bank which is only going to get worse with the volume of launches at this site, there would be minimal earthworks required should that washaway be followed, this is already a popular and convenient launch pad and would also help protect inevitable further erosion, a small natural rock wall in this area would also help reduce the existing bank erosion.</p> <p>The replacement of the boardwalk would also be good, I presume that an alternative to wood is being considered such as composite wood or</p> | <p>During the first consultation for this project, the inclusion of a canoe and boat ramp was vigorously and overwhelmingly objected to by community. Due to these objections and other environmental and durability concerns, Council requested the removal of the canoe launch area and boat ramp in the current plans.</p> <p>Council have expressed their commitment to the replacement of the boardwalk with a more durable material, suited to the environment in which it is</p> |

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| | | <p>lightweight grating.</p> <p>Our river walk is very popular with residents and visitors, the bitumen track needs a recoat and repairs.</p> | <p>The River Walk is outside the scope of this project, however the Trails Development Advisory Committee are aware of the condition of sections of the River Walk and maintenance work has been requested.</p> |
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**Water Corporation Sewerage Pump Station –
Lot 261 Loftie Street, Bridgetown**