ORDINARY COUNCIL MEETING

13 December 2021

Attachment Booklet – December 2021

ATTACHMENT: CC01

Accounts for Payment – November 2021

Attachment 1
Accounts for Payment – November 2021

Shire of Irwin

List of Accounts paid November 2021 for presentation to the Council Meeting 13 December 2021

MUNICIPAL/(TRUST) PAYMENTS

EFT/CHQ #	DATE		DESCRIPTION	PAYMENTS
EFT28044	03/11/2021	AMY CHADBOURNE	COMMUNICATIONS/MEDIA CONSULTANCY	-5,355.00
EFT28045	03/11/2021	SYNERGY	VARIOUS ELECTRICITY CHARGES	-34,273.21
EFT28046	08/11/2021	ROADS 2000 PTY LTD	MORETON TERRACE SEALING WORKS	-672,096.06
EFT28047	08/11/2021	PEERMONT HOLDINGS PTY LTD	LAND USE AGREEMENT	-11,198.63
EFT28048	11/11/2021	RICHARD ANDREW IRVING	ACCOMMODATION	-400.00
EFT28049	11/11/2021	ALTUS TRAFFIC PTY LTD	TRAFFIC MANAGEMENT ON TABLETOP ROAD AND MORETON TCE	-4,516.60
EFT28050	11/11/2021	ALYKA	ANNUAL WEB HOSTING	-1,980.00
EFT28051	11/11/2021	ATC WORK SMART	SCHOOL BASED TRAINEESHIP	-841.06
EFT28052	11/11/2021	AUSTRALIAN TAXATION OFFICE - BAS	BAS RECONCILIATION	-33,554.00
EFT28053	11/11/2021	ATOM	WHITE MARKING PAINT FOR MORETON TCE AND WORKSHOP SUPPLIES	-362.47
EFT28054	11/11/2021	BABA MARDA ROAD SERVICES	MESSAGE BOARDS FOR MORETON TCE WORKS AND TRAFFIC MANAGEMENT FOR WORKS ON TABLETOP ROAD	-17,597.31
EFT28055	11/11/2021	CONSTRUCTION TRAINING FUND	CONSTRUCTION TRAINING FUND RECONCILIATION	-7,421.20
EFT28056	11/11/2021	BENARA NURSERIES	SUPPLY AND DELIVER AGONIS FLEXUOSA	-489.61
EFT28057	11/11/2021	BL'S BOBCAT AND MECHANICAL SERVICES	SERVICE OF IRWIN BRIGADE FIRE VEHICLES	-3,278.37
EFT28058	11/11/2021	BRAND MECHANICAL SERVICES	SERVICE OF TOWN HINO FIRE TRUCK	-1,383.27
EFT28059	11/11/2021	DEPARTMENT OF MINES INDUSTRY REGULATION AND SAFETY	BUILDING SERVICES LEVY RECONCILIATION	-5,172.21
EFT28060	11/11/2021	BOB WADDELL & ASSOCIATES	ASSISTANCE WITH 2022/23 ANNUAL BUDGET DOCUMENT PREP	-363.00
EFT28061	11/11/2021	CANINE CONTROL	CONTRACT RANGER SERVICES	-5,500.00
EFT28062	11/11/2021	CORINA JOAN BOTHE	INSPECTION OF VILLAGE UNITS	-1,050.00
EFT28063	11/11/2021	CLEANAWAY DANIELS PTY LTD	CLINICAL WASTE COLLECTION	-497.45
EFT28064	11/11/2021	CLEARWATER CONSTRUCTIONS PTY LTD	MODIFICATIONS AND REPAIRS TO DRIVE PROJECTOR ROOM	-4,879.77
EFT28065	11/11/2021	CENTRAL WEST PEST CONTROL	TERMITE TREATMENT TO SHIRE INFRASTRUCTURE	-1,238.00
EFT28066	11/11/2021	DAZFAB ENGINEERING	REPAIRS TO WINDSOCK AT AIRSTRIP AND PLAYGROUND EQUIPMENT AT BLUE WATER GARDENS	-2,860.00
EFT28067	11/11/2021	DONGARA FREIGHT	FREIGHT CHARGES	-27.50
EFT28068	11/11/2021	DELTA CLEANING SERVICES	CLEANING CONTRACT	-14,835.83
EFT28069	11/11/2021	DONGARA BOBCAT & CONTRACTING SERVICES	SAND FOR MORETON TCE PROJECT, EXCAVATOR HIRE FOR WORKS ON FORESHORE AND DRY HIRE FOR WORKS ON BURMA ROAD	-7,095.00
EFT28070	11/11/2021	DONGARA BUILDING & TRADE SUPPLIES	PARKS, GARDEN, BUILDING & ROAD MAINTENANCE SUPPLIES	-1,109.00
EFT28071	11/11/2021	DONGARA CONCRETE SERVICES	WORKS ON MORETON TCE INCLUDING CONCRETE, HAUNCHING, HIAB TRUCK TO CART LIGHT POLES, CROSSOVER INSTALLATION AND SAND	-19,696.05
EFT28072	11/11/2021	DONGARA MARINE PTY LTD	MATERIALS FOR PLAYGROUND MAINTENANCE	-23.85
EFT28073	11/11/2021	DONGARA DISTRICT HIGH SCHOOL	VISITOR CENTRE STOCK	-336.60
EFT28074	11/11/2021	DONGARA DRILLING & ELECTRICAL	ANNUAL AIR-CON SERVICING TO SHIRE INFRASTRUCTURE AND ELECTRICAL REPAIRS AT UNIT 25 AND RICHARDSON ROAD	-3,249.95
EFT28075	11/11/2021	DONGARA HARDWARE	GAS BOTTLES FOR RICHARDSON RESIDENCE AND WATER FOR TRANSFER STATION, DEPOT AND ADMIN	-847.50
EFT28076	11/11/2021	TYREPOWER DONGARA	TYRE SEALANT IN TYRES ON GROUNDMASTER MOWER	-152.00
EFT28077	11/11/2021	EJ DIESEL	VEHICLE INSPECTION OF NEW JOHN DEERE MOWER	-168.20
EFT28078	11/11/2021	FARAH BOKSMATI	REIMBURSEMENT	-130.00
EFT28079	11/11/2021	FIRST HEALTH SERVICES	PRACTISE MANAGEMENT SUPPORT SERVICES - MEDICAL CENTRE	-12,833.33
EFT28080	11/11/2021	CITY OF GREATER GERALDTON	MERU WASTE DISPOSAL AND BUILDING CERTIFICATION SERVICES	-17,274.93
EFT28081	11/11/2021	GERALDTON TROPHY & ENGRAVING CENTRE	DOUBLE NICHE WALL PLAQUE	-385.00
EFT28082	11/11/2021	REFUEL AUSTRALIA	FUEL CARD PURCHASES	-1,422.14
EFT28083	11/11/2021	GLASS CO WA	REPAIRS AT TOWN PARK ABLUTIONS, KENNEDY HEIGHTS AND UNIT 25 THE VILLAGE	-491.87
EFT28084	11/11/2021	GERALDTON LIMESTONE RETAINING WALLS	REMOVE DEBRIS AND SOIL ON ALLANOOKA SPRINGS ROAD, INSTALL WAVE GRATE ON CHURCH STREET AND DRAINAGE ON POINT LEANDER DRIVE	-6,281.00
EFT28085	11/11/2021	GLOBAL SPILL & SAFETY	FENCING EQUIPMENT & CAPS FOR FORESHORE SPRINT	-1,222.40
EFT28086	11/11/2021	IRWIN BUSH FIRE BRIGADE	REIMBURSEMENT FOR MATERIALS BOUGHT FOR IRWIN FIRE SHED	-208.08
EFT28087	11/11/2021	ISABELLA MARY SCOTT	DEPUTY PRESIDENTS ALLOWANCE 2021/22	-5,000.00
EFT28088	11/11/2021	JB HI-FI GROUP PTY LTD	IT EQUIPMENT	-6,500.78
EFT28089	11/11/2021	JOSEPH THOMAS CLIFFORD	SURVEYING SERVICES	-1,295.00
EFT28090	11/11/2021	KLEENHEAT GAS	BULK REFILL OF GAS TANK AT REC CENTRE	-3,620.76
EFT28091	11/11/2021	BRYAN HENDRICK KLEINSMAN	FILL OF GARDEN BEDS WITH MULCH IN VARIOUS LOCATIONS, INSTALL PAD FOR EXTENSION OF SHED AT DEPOT, REINSTATE GRAVEL AND SAND ALONG FOOTPATH AT NORTHSHORE & FORESHORE AND CLEAN UP AFTER BURST RETIC	-5,088.60
EFT28092	11/11/2021	STATE LIBRARY OF WESTERN AUSTRALIA	BETTER BEGINNINGS PACKS 2021/22	-159.50
EFT28093	11/11/2021	MARKS WATERTRUCK	WATERTRUCK HIRE FOR WORKS ON BURMA ROAD, PINCHERS ROAD, CASUARINAS AND PIGGERY LANE	-11,434.50
EFT28094	11/11/2021	MOLSEN MAINTENANCE	REPAIRS TO TV TRANSMISSION ISSUES AT THE VILLAGE	-891.00
EFT28095	11/11/2021	MIDWEST SOLAR AND WATER	PLUMBING REPAIRS AT DONGARA OVAL, THE VILLAGE, PLAYGROUP AND MEDICAL CENTRE	-1,217.65
EFT28096	11/11/2021	NORDIC BUILDERS	PROGRESS PAYMENT - HENRY ROAD UNITS 7-12	-161,252.29
EFT28097	11/11/2021	OFFICE NATIONAL	STATIONERY CONSUMABLES	-2,366.10
EFT28098	11/11/2021	PLAYMASTER PTY LTD	HOOKS FOR BANNER INSTALLATION	-247.50
EFT28099	11/11/2021	S & K ELECTRICAL	QUARTERLY TESTING & TAGGING AT DEPOT	-635.80
EFT28100	11/11/2021	SANTA CRUZ BUILDING SERVICES PTY LTD	BUILDING MAINTENANCE WORKS AT SHIRE FACILITIES & ABLUTIONS	-858.00
EFT28101	11/11/2021	PORT DENISON VOLUNTEER SEA RESCUE	HIRE OF SEA RESCUE BUILDING FOR FORESHORE SPRINT 2021	-330.00
EFT28102	11/11/2021	SELWYN RUNEMAN	REIMBURSEMENT	-132.00
EFT28103	11/11/2021	SIMPLY STONE	LIMESTONE BLOCKS FOR MORETON TCE PROJECT	-1,493.80

Shire of Irwin

List of Accounts paid November 2021 for presentation to the Council Meeting 13 December 2021

MUNICIPAL/(TRUST) PAYMENTS

EFT/CHQ #	DATE		DESCRIPTION	PAYMENTS
EFT28104	11/11/2021	S & J HALL	REPAIRS TO FLUE AT UNIT 17, FIT SOAP DISPENSER IN PUBLIC TOILETS & FIT CLOTHESLINE AT RICHARDSON RD RESIDENCE	-228.00
EFT28105	11/11/2021	MICHAEL SMITH	SHIRE PRESIDENTS ALLOWANCE 2021/22	-20,000.00
EFT28106	11/11/2021	SUBTERRANEAN SERVICE LOCATIONS WA	LOCATE UNDERGROUND SERVICES ON MORETON TCE AND TABLETOP ROAD	-1,188.00
EFT28107	11/11/2021	STEVEN TWEEDIE	GOVERNANCE AND RELATED ADVICE	-297.00
EFT28108	11/11/2021	ST JOHN AMBULANCE	FIRST AID TRAINING	-800.00
EFT28109	11/11/2021	TYREPOWER LIMITED	TYRES FOR HAKO SWEEPER	-437.49
EFT28110	11/11/2021	AFGRI EQUIPMENT PTY LTD	PURCHASE NEW JOHN DEERE COMPACT UTILITY TRACTOR MOWER WITH ENCLOSED CAB	-53,634.90
EFT28111	11/11/2021	WA LOCAL GOVERNMENT ASSOCIATION - WALGA	2021 WA LOCAL GOVERNMENT CONVENTION - REGISTRATION	-3,595.00
EFT28112	11/11/2021	WA NATURALLY PUBLICATIONS	VISITOR CENTRE STOCK	-262.70
EFT28113	11/11/2021	SYNERGY	VARIOUS ELECTRICITY CHARGES	-12,199.33
EFT28114	11/11/2021	WESTRAC EQUIPMENT	HYDRAULIC OIL	-104.35
EFT28115	11/11/2021	WESTERN POWER CONNECTIONS	RELOCATION OF WESTERN POWER ASSETS ON MORETON TCE	-15,698.00
EFT28116	11/11/2021	WOODLANDS DISTRIBUTORS & AGENCIES PTY LTD	REPLACEMENT DOG DUMPAGE BAGS AND DISPENSERS	-1,651.65
EFT28117	11/11/2021	YOUNG MOTORS PTY LTD	SERVICE OF HOLDEN COLORADO'S	-1,078.44
EFT28118	11/11/2021	BARRY WYSE	2021 ORDINARY ELECTION NOMINATION REFUND	-80.00
EFT28119	11/11/2021	ELYCE TUNBRIDGE	2022 ORDINARY ELECTION NOMINATION REFUND	-80.00
EFT28120	11/11/2021	ISABELLA MARY SCOTT	2023 ORDINARY ELECTION NOMINATION REFUND	-80.00
EFT28121	11/11/2021	KELLIE LOUISE WILSON	2024 ORDINARY ELECTION NOMINATION REFUND	-80.00
EFT28122	11/11/2021	MARK LEONARD	2025 ORDINARY ELECTION NOMINATION REFUND	-80.00
EFT28123	26/11/2021	AUSTRALIA POST	POSTAGE & FREIGHT CHARGES	-586.57
EFT28124	26/11/2021	BABA MARDA ROAD SERVICES	TRAFFIC MANAGEMENT FOR FORESHORE SPRINT, MORETON TCE AND TABLETOP ROAD	-20,895.60
EFT28125	26/11/2021	BOS CIVIL PTY LTD	PROGRESS CLAIM - MORETON TERRACE PROJECT	-81,911.25
EFT28126	26/11/2021	CANINE CONTROL	CONTRACT RANGER SERVICES	-5,600.00
EFT28127	26/11/2021	CORINA JOAN BOTHE	INSPECTION OF VILLAGE UNITS	-2,700.00
EFT28128	26/11/2021	TOLL	FREIGHT CHARGES	-143.85
EFT28129	26/11/2021	DC TWO PTY LTD	VOIP PHONE CHARGES	-1,078.00
EFT28130	26/11/2021	DONGARA DISTRICT HIGH SCHOOL P & C (CANTEEN)	CATERING	-715.00
EFT28131	26/11/2021	DONGARA BODY BUILDERS	SUPPLY AND FIT VOLTAGE REDUCER AND BATTERY CHARGER TO ISUZU TRUCK AND REPAIRS TO SKIDS ON SLASHER	-1,515.25
EFT28132	26/11/2021	ELEMENTAIRE	VISITOR CENTRE STOCK	-162.35
EFT28133	26/11/2021	ELYCE TUNBRIDGE	REIMBURSEMENT - WALGA NEW COUNCILLOR SEMINAR	-295.83
EFT28134	26/11/2021	FIVESTAR BUSINESS SOLUTIONS & INNOVATION	PRINTER CHARGES - ADMIN, REC CENTRE & LIBRARY	-692.55
EFT28135	26/11/2021	GERALDTON TURF FARM	SUPPLY AND DELIVER 2 PALLETS OF KIKUYU TURF	-1,387.00
EFT28136	26/11/2021	REFUEL AUSTRALIA	BULK DIESEL FUEL PURCHASE	-25,838.52
EFT28137	26/11/2021	GERALDTON GYMNASTICS CLUB	GYMNASTIC ENTRY FEE - FLIP INTO SUMMER	-1,250.00
EFT28138	26/11/2021	GLOBAL SPILL & SAFETY	BOLLARD BASES AND SIGNAGE	-1,411.41
EFT28139	26/11/2021	INTEGRITY MANAGEMENT SOLUTIONS PTY LTD	ATTAIN COMPLIANCE CALENDAR ANNUAL SUBSCRIPTION RENEWAL FEE	-1,650.00
EFT28140	26/11/2021	JAMES HALL	BUILDING MAINTENANCE REPAIRS AT HENRY ROAD, THE VILLAGE & RICHARDSON ROAD	-313.50
EFT28141	26/11/2021	JOSH BYRNE & ASSOCIATES	SITE VISIT AND MASTERPLANS PRESENTATION - FORESHORE MASTER PLAN AND ENTRY STATEMENT AND RIVER TRAILS	-7,912.00
EFT28142	26/11/2021	JOCKS BOBCAT & TRUCK HIRE	CLEAN UP SAND AT SURF BEACH CARPARK & OCEAN DRIVE AND FILL IN HOLE ON FORESHORE	-330.00
EFT28143	26/11/2021	BRYAN HENDRICK KLEINSMAN	EARTHWORKS ON BURMA ROAD AND MORETON TCE	-7,425.00
EFT28144	26/11/2021	KIRSTIN MCDOWALL	PURCHASE OF GYMNASTICS EQUIPMENT	-1,500.00
EFT28145	26/11/2021	NODE 1 PTY LTD	NBN FIBRE CONNECTION FEE	-179.90
EFT28146	26/11/2021	MID COAST CIVIL	DRY HIRE OF LOADER AND REMOVE AND REPLACE SEWER MTCE SHAFT COVERS ON MORETON TCE	-6,480.10
EFT28147	26/11/2021	MIDWEST PEST MANAGEMENT	SPRAYING OF RURAL AND SPECIAL ROAD NETWORK	-40,397.00
EFT28148	26/11/2021	OZTROLOGY	VISITOR CENTRE STOCK	-441.00
EFT28149	26/11/2021	OFFICE NATIONAL	STATIONERY CONSUMABLES	-1,720.12
EFT28150	26/11/2021	POSITION PARTNERS PTY LTD	MAGNET SITE SUBSCRIPTION - 12 MONTHS RENEWAL	-2,563.00
EFT28151	26/11/2021	S.D FLETCHER CONSTRUCTION	INSTALL PLATFORM & RAMP TO UNIT 18 THE VILLAGE	-770.00
EFT28152	26/11/2021	SONYA NEDEVA	REIMBURSEMENT	-220.10
EFT28153	26/11/2021	DONGARA IGA	MONTHLY CONSUMABLES	-506.01
EFT28154	26/11/2021	TERRA FORM CONTRACTING	VEGETATION CLEARANCE ON ALLANOOKA SPRINGS ROAD	-12,375.00
EFT28155	26/11/2021	TOTALLY WORKWEAR GERALDTON	PROTECTIVE CLOTHING	-2,965.12
EFT28156	26/11/2021	CLEANAWAY CO PTY LTD	RESIDENTIAL, COMMERCIAL AND STREET 240LT AND FRONT LIFT COLLECTION INCLUDING TRANSFER STATION	-30,031.80
EFT28157	26/11/2021	UNIQUE BINDING	STATIONERY - THERMAL BINDING MATERIALS	-975.50
EFT28158	26/11/2021	VANGUARD PRESS	BROCHURE DISPLAY, TRANSPORT, HANDLING AND WAREHOUSING FEE	-294.27
EFT28159	26/11/2021	VISIMAX SAFETY	INFRINGEMENT BOOKS - BUSHFIRE, CAMPING & DOG ACT	-216.65
EFT28160	26/11/2021	PUBLIC TRANSPORT AUTHORITY OF WA	BUS TICKET SALES	-826.47
EFT28161	26/11/2021	WELL DONE INTERNATIONAL	MONTHLY CALL CENTRE CHARGES	-472.23
EFT28162	26/11/2021	THURKLE'S EARTHMOVING & MAINTENANCE PTY LTD	PUSH UP GRAVEL FOR WORKS ON PIGGERY LANE	-27,175.50
32085	24/11/2021	DEPARTMENT OF TRANSPORT	SHIRE OF IRWIN NUMBER PLATES	-200.00
32086	25/11/2021	SHIRE OF IRWIN	CONTAINER DEPOSIT SCHEME	-7,536.30
DD21268.1	01/11/2021	TELSTRA AUSTRALIA	VARIOUS MOBILE & DATA CHARGES	-1,776.73
DD21299.1	24/11/2021	TELSTRA AUSTRALIA	FREE WIFI DATA CHARGES	-80.00
DD21303.1	30/11/2021	TELSTRA AUSTRALIA	VARIOUS MOBILE & DATA CHARGES	-2,094.99

Shire of Irwin

List of Accounts paid November 2021 for presentation to the Council Meeting 13 December 2021

MUNICIPAL/(TRUST) PAYMENTS

EFT/CHQ #	DATE		DESCRIPTION	PAYMENTS
DD21276.1	04/11/2021	WA TREASURY CORPORATION	LOAN 99 - MEDICAL CENTRE	-44,623.21
DD21288.1	08/11/2021	WA TREASURY CORPORATION	LOAN 93 - RECREATION CENTRE	-20,727.35
SOL 11/21	16/11/2021	SHINE TECH SOLAR	SOLAR REPAYMENT NOVEMBER 2021	-1,947.66
CR 021121	02/11/2021	NAB BUSINESS VISA	NAB BUSINESS VISA TRANSACTIONS INCLUDING VOUCHERS FOR SPRINT VOLUNTEER MARSHALLS, COUNCILLOR DINNER EXPENSES, MOBILE DEVICE MANAGEMENT PROGRAM, ACCOMMODATION FOR CESM OFFICER AND REC CENTRE EXPENSES	-2,752.53
68561/21	22/11/2021	DEPARTMENT OF MINES, INDUSTRY REGULATION & SAFETY	BONDS ADMINISTRATION - BOND FOR 73 RICHARDSON ROAD	-1,860.00
DD21301.1	30/11/2021	CLEARMATCH ORIGINATE PTY LTD	INSURANCE PREMIUM FUNDING REPAYMENT - FIFTH INSTALMENT	-33,567.95
DD21266.1	01/11/2021	CLEARMATCH ORIGINATE PTY LTD	INSURANCE PREMIUM FUNDING REPAYMENT - FORTH INSTALMENT	-33,567.95
DD21306.1	10/11/2021	PEERMONT HOLDINGS PTY LTD	LAND USE AGREEMENT	-1,041.66
				-1,663,895.37

Sundry Creditors as at 30/11/2021 **1,000.00**

The Payments included in the above list of Accounts Paid, have been authorised by the Chief Executive Officer under delegation from Council.

8/12/21
DATE

Shane Ivers
Chief Executive Officer

Shire of Irwin

Corporate Credit Card Expenditure - Payment Reference CR 021121

S.Ivers Credit Card Expenses		
Southerlys	Vouchers for Volunteer Marshalls - Foreshore Sprint	$ 200.00
Southerlys	Councillor Dinner	$ 780.00
Spotify	Rec Centre Gym Music	$ 11.99
CPP Convention Centre	Parking	$ 23.22
NAB	Card Fee	$ 9.00
		$ 1,024.21
D.Chandler Credit Card Expenses		
Links Modular	Program - Rec Centre	$ 205.02
JAMF Software	Mobile Device Management Program	$ 1,181.80
Omega Argo Pty Ltd	Accomodation for CESM	$ 332.50
NAB	Card Fee	$ 9.00
		$ 1,728.32
TOTAL PAYMENT TO CORPORATE CREDIT CARD ACCOUNT		$ 2,752.53

ATTACHMENT: CC02

Monthly Financial Statements for the Period Ended 30 November 2021

Attachment 1
Monthly Financial Statements for the Period Ended 30 November 2021

SHIRE OF IRWIN

MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
For the Period Ended 30 November 2021

LOCAL GOVERNMENT ACT 1995

LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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SHIRE OF IRWIN

KEY TERMS AND DESCRIPTIONS

FOR THE PERIOD ENDED 30 NOVEMBER 2021

NATURE OR TYPE DESCRIPTIONS

REVENUE

RATES
All rates levied under the Local Government Act 1995. Includes general, differential, specific area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts offered. Exclude administration fees, interest on instalments, interest on arrears and service charges.

OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS
Refer to all amounts received as grants, subsidies and contributions that are not non-operating grants.

NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS
Amounts received specifically for the acquisition, construction of new or the upgrading of non-current assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

PROFIT ON ASSET DISPOSAL
Profit on the disposal of assets including gains on the disposal of long term investments. Losses are disclosed under the expenditure classifications.

FEES AND CHARGEES
Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

SERVICE CHARGES
Service charges imposed under Division 6 of Part 6 of the Local Government Act 1995. Regulation 54 of the Local Government (Financial Management) Regulations 1996 identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services. Exclude rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

INTEREST EARNINGS
Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

OTHER REVENUE / INCOME
Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

EXPENSES

EMPLOYEE COSTS
All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

MATERIALS AND CONTRACTS
All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)
Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

INSURANCE
All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

LOSS ON ASSET DISPOSAL
Loss on the disposal of fixed assets.

DEPRECIATION ON NON-CURRENT ASSETS
Depreciation expense raised on all classes of assets.

INTEREST EXPENSES
Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

OTHER EXPENDITURE
Statutory fees, taxes, provision for bad debts, member's fees or State taxes. Donations and subsidies made to community groups.

SHIRE OF IRWIN
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 NOVEMBER 2021

BY NATURE OR TYPE

	Note	Annual Budget	Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)	Var. % (b)-(a)/(a)	Var. ▲▼	Significant Var. S
		$	$	$	$	$	%		
Opening Funding Surplus (Deficit)	1	808,457	785,602	785,602	**785,602**	0	0%		
Revenue from operating activities									
Rates	6	5,645,606	5,645,606	5,639,686	**5,664,415**	24,729	0%	▲	
Operating Grants, Subsidies and Contributions	12	791,224	791,224	325,716	**289,278**	(36,439)	(11%)	▼	S
Fees and Charges		2,063,150	2,063,150	1,257,100	**1,312,910**	55,810	4%	▲	
Service Charges		0	0	0	**0**	0			
Interest Earnings		45,478	45,478	21,635	**29,849**	8,214	38%	▲	
Other Revenue		191,000	191,000	64,810	**76,580**	11,770	18%	▲	S
Profit on Disposal of Assets	7	100,000	100,000	15,000	**0**	(15,000)	(100%)	▼	S
Gain FV Valuation of Assets		0	0	0	**0**	0			
		8,836,458	**8,836,458**	**7,323,947**	**7,373,032**				
Expenditure from operating activities									
Employee Costs		(2,947,371)	(2,947,371)	(1,256,183)	**(1,270,392)**	(14,209)	(1%)	▼	
Materials and Contracts		(2,953,769)	(2,953,769)	(1,246,438)	**(1,283,779)**	(37,341)	(3%)	▼	
Utility Charges		(356,800)	(356,800)	(152,805)	**(102,698)**	50,107	33%	▲	S
Depreciation on Non-Current Assets		(4,373,611)	(4,373,611)	(1,822,285)	**(1,889,776)**	(67,491)	(4%)	▼	
Interest Expenses		(228,839)	(228,839)	(92,434)	**(66,166)**	26,268	28%	▲	S
Insurance Expenses		(210,188)	(210,188)	(125,293)	**(129,436)**	(4,143)	(3%)	▼	
Other Expenditure		(206,416)	(206,416)	(54,309)	**(86,972)**	(32,663)	(60%)	▼	S
Loss on Disposal of Assets	7	0	0	0	**0**	0			
Loss FV Valuation of Assets		0	0	0	**0**	0			
		(11,276,994)	**(11,276,994)**	**(4,749,747)**	**(4,829,219)**				
Operating activities excluded from budget									
Add back Depreciation		4,373,611	4,373,611	1,822,285	**1,889,776**	67,491	4%	▲	
Adjust (Profit)/Loss on Asset Disposal	7	(100,000)	(100,000)	(15,000)	**0**	15,000	(100%)	▲	
Movement in Leave Reserve (Added Back)		190,418	190,418	170	**208**	38	22%	▲	
Movement in Deferred Pensioner Rates/ESL		0	0	0	**0**	0			
Movement in Employee Benefit Provisions		0	0	0	**0**	0			
Rounding Adjustments		0	0	0	**0**	0			
Movement Due to Changes in Accounting Standards		0	0	0	**0**	0			
Loss on Asset Revaluation		0	0	0	**0**	0			
Adjustment in Fixed Assets		0	0	0	**0**	0			
Amount attributable to operating activities		**2,023,493**	**2,023,493**	**4,381,655**	**4,433,797**				
Investing activities									
Non-Operating Grants, Subsidies and Contributions	13	3,396,931	3,396,931	0	**0**	0			
Proceeds from Disposal of Assets	7	1,631,184	1,631,184	27,500	**24,270**	(3,230)	(12%)	▼	
Land Held for Resale	8	0	0	0	**0**	0			
Land and Buildings	8	(1,693,981)	(1,693,981)	(697,215)	**(676,377)**	20,838	3%	▲	
Plant and Equipment	8	(924,300)	(924,300)	(125,800)	**(125,719)**	81	0%	▲	
Furniture and Equipment	8	(114,000)	(114,000)	0	**0**	0			
Infrastructure Assets - Roads	8	(2,777,844)	(2,777,844)	(1,269,471)	**(1,622,900)**	(353,429)	(28%)	▼	S
Infrastructure Assets - Drainage	8	0	0	0	**0**	0			
Infrastructure Assets - Footpaths	8	0	0	0	**0**	0			
Infrastructure Assets - Public Facilities	8	0	0	0	**0**	0			
Infrastructure Assets - Other	8	(2,418,771)	(2,418,771)	(130,762)	**(84,757)**	46,005	35%	▲	S
Amount attributable to investing activities		**(2,900,781)**	**(2,900,781)**	**(2,195,748)**	**(2,485,483)**				
Financing Activities									
Proceeds from New Debentures		674,000	674,000	0	**0**	0			
Repayment of Debentures	9	(427,905)	(427,905)	(163,740)	**(182,302)**	(18,562)	(11%)	▼	S
Repayment of Lease Financing	9	(20,474)	(20,474)	(8,520)	**(8,518)**	2	0%	▲	
Advances to Community Groups		0	0	0	**0**	0			
Proceeds from Advances		0	0	0	**0**	0			
Self-Supporting Loan Principal	9	41,513	41,513	4,153	**20,669**	16,516	398%	▲	S
Transfer to Restricted Cash - Other		(150,000)	(150,000)	0	**0**	0			
Transfer from Restricted Cash - Other		160,081	160,081	0	**0**	0			
Transfer from Reserves	10	290,345	290,345	0	**0**	0			
Transfer to Reserves	10	(295,000)	(295,000)	(2,080)	**(2,484)**	(404)	(19%)	▼	
Amount attributable to financing activities		**272,560**	**272,560**	**(170,187)**	**(172,635)**				
Closing Funding Surplus (Deficit)	1	**203,729**	**180,875**	**2,801,322**	**2,561,281**				

▲▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.
Refer to Note 15 for an explanation of the reasons for the variance.
The material variance adopted by Council for the 2021/22 year is $10,000 and 10%.

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

OPERATING ACTIVITIES
NOTE 1
ADJUSTED NET CURRENT ASSETS

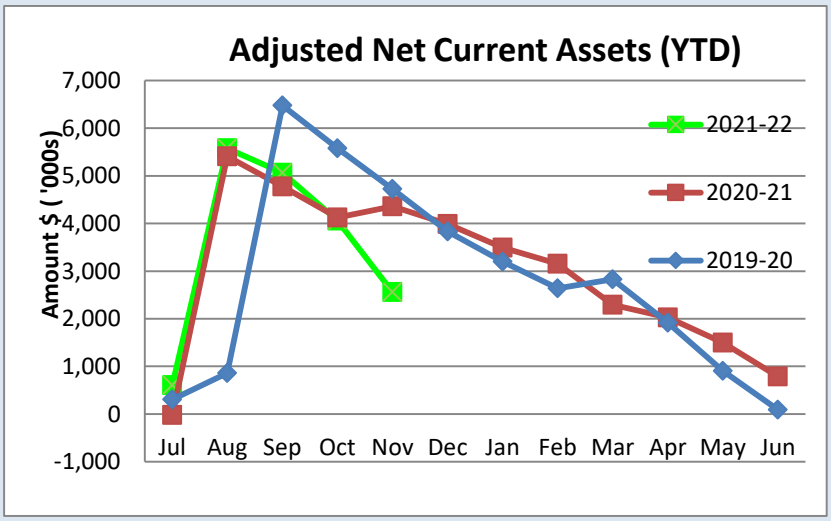
Adjusted Net Current Assets	Note	Last Years Closing 30/06/2021	This Time Last Year 30/11/2020	Year to Date Actual 30/11/2021
		$	$	$
Current Assets				
Cash Unrestricted	2	2,960,321	5,196,311	3,131,793
Cash Restricted - Reserves	2	1,480,544	1,295,608	1,483,028
Cash Restricted - General	2	362,875	362,875	362,875
Cash Restricted - Bonds & Deposits	2	210,591	200,769	211,066
Receivables - Rates	3	387,388	1,161,987	1,377,400
Receivables - Other	3	653,932	132,948	727,230
Inventories	4	28,018	18,521	28,018
		6,083,668	8,369,018	7,321,409
Less: Current Liabilities				
Payables	5	(1,273,170)	(453,830)	(498,472)
Contract Liabilities	11	(1,356,232)	(1,624,439)	(1,610,910)
Financial Liabilities	5	(140,508)	(140,508)	(140,508)
Bonds & Deposits	14	(210,591)	(200,769)	(211,066)
Loan and Lease Liability	9	(448,379)	(212,838)	(257,559)
Provisions	11	(415,874)	(416,446)	(415,874)
		(3,844,754)	(3,048,830)	(3,134,389)
Less: Cash Reserves	10	(1,480,544)	(1,295,608)	(1,483,028)
Add Back: Component of Leave Liability not Required to be funded		123,748	123,455	123,955
Add Back: Loan and Lease Liability		448,379	212,838	257,559
Less : Loan Receivable - clubs/institutions		(41,513)	(4,075)	(20,844)
Less : Restricted Cash General	15	(503,383)	0	(503,383)
Net Current Funding Position		**785,602**	**4,356,799**	**2,561,281**

SIGNIFICANT ACCOUNTING POLICIES

Please see Note 1(a) for information on significant accounting polices relating to Net Current Assets.

KEY INFORMATION

The amount of the adjusted net current assets at the end of the period represents the actual surplus (or deficit if the figure is a negative) as presented on the Rate Setting Statement.



This Year YTD Surplus(Deficit)

$2.56 M

Last Year YTD Surplus(Deficit)

$4.36 M

OPERATING ACTIVITIES
NOTE 3
RECEIVABLES

Receivables - Rates & Rubbish	30 June 2021	30 Nov 21
	$	$
Opening Arrears Previous Years	472,740	444,976
Levied this year	6,130,640	6,422,203
Less Collections to date	(6,158,404)	(5,432,190)
Equals Current Outstanding	444,976	1,434,988
Net Rates Collectable	**444,976**	**1,434,988**
% Collected	93.26%	79.10%

Receivables - General	Current	30 Days	60 Days	90+ Days	Total
	$	$	$	$	$
Receivables - General	1,556	34,398	933	29,959	66,845
Percentage	2%	51%	1%	45%	
Balance per Trial Balance					
Sundry Debtors					66,845
Receivables - Other					660,384
Total Receivables General Outstanding					**727,230**

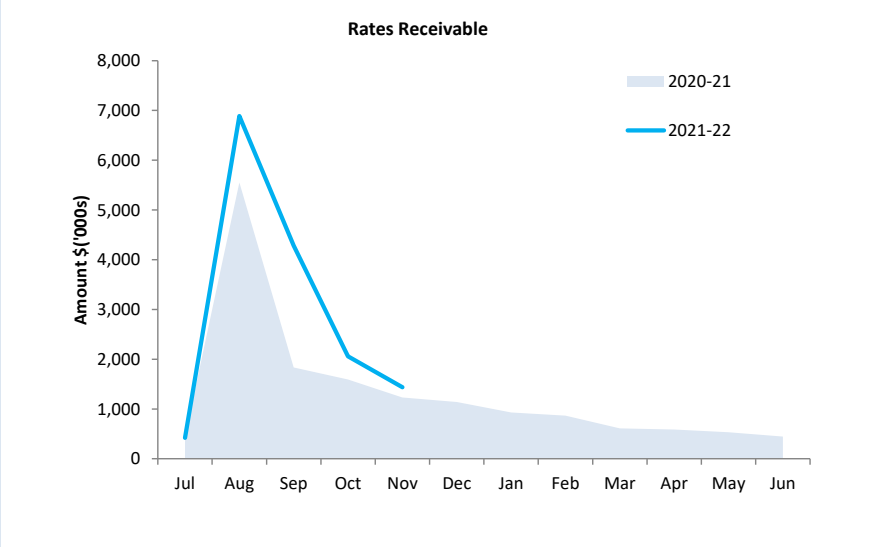
Amounts shown above include GST (where applicable)

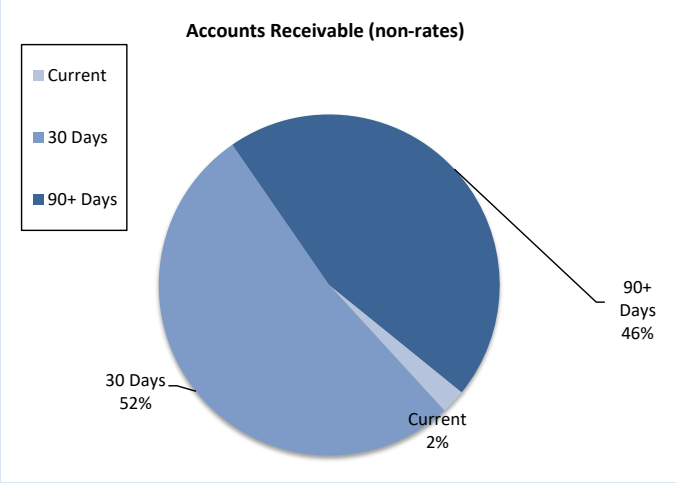
KEY INFORMATION

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

SIGNIFICANT ACCOUNTING POLICIES

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





Collected	Rates Due
79%	$1,434,988

Debtors Due
$727,230

Over 30 Days
98%

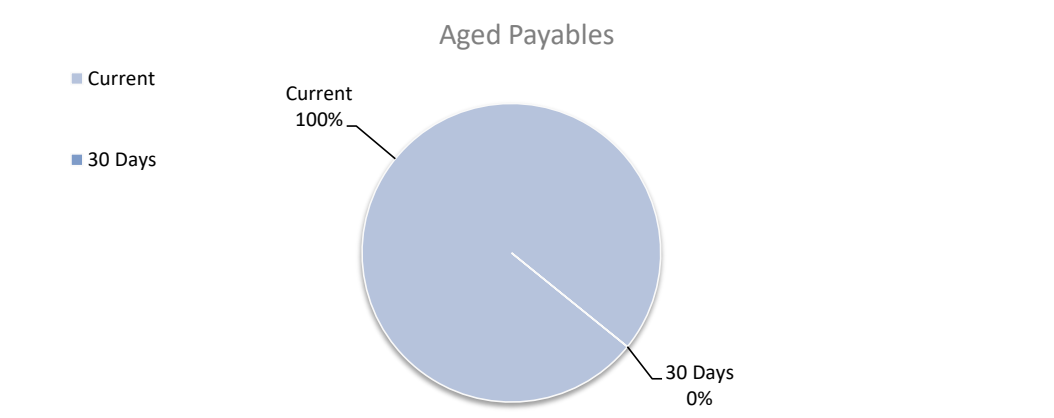
Over 90 Days
45%

OPERATING ACTIVITIES
NOTE 5
Payables

Payables - General	Current	30 Days	60 Days	90+ Days	Total
	$	$	$	$	$
Payables (Sundry Creditors) - General	1,000	0	0	0	1,000
Percentage	100%	0%	0%	0%	
Balance per Trial Balance					
Sundry creditors - General					1,000
Other creditors					453,278
Accrued salaries and wages					0
ATO liabilities					44,193
Financial liabilities (Developer Contributions)					140,508
Other accruals/payables					0
Total Payables General Outstanding					**638,980**
Amounts shown above include GST (where applicable)					

KEY INFORMATION

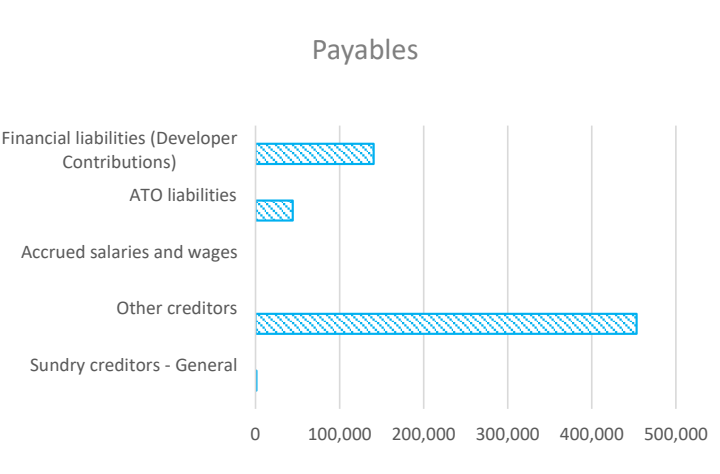
Trade and other payables represent liabilities for goods and services provided to the Shire that are unpaid and arise when the Shire becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition.

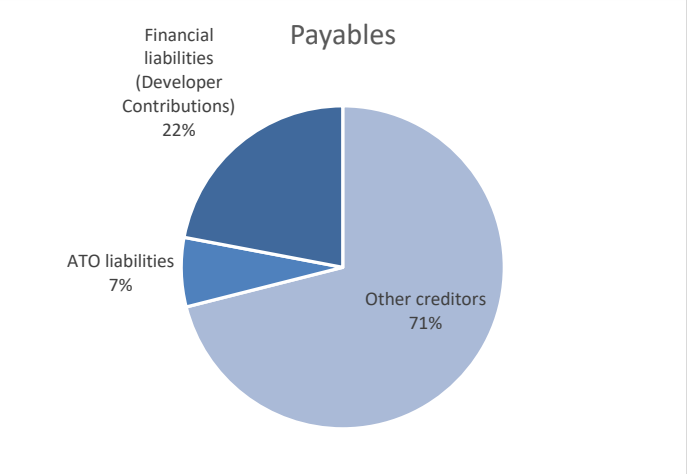


Creditors Due
$638,980

Over 30 Days
0%

Over 90 Days
0%





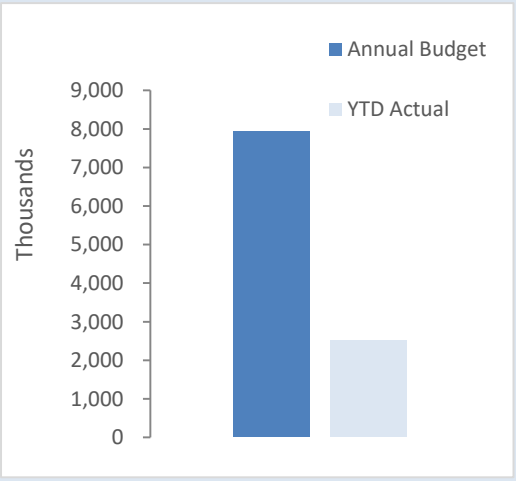
INVESTING ACTIVITIES
NOTE 8
CAPITAL ACQUISITIONS

Capital Acquisitions	Adopted Annual Budget	Amended YTD Budget	Amended Annual Budget	YTD Actual Total	YTD Budget Variance
	$	$	$	$	$
Land Held for Resale	0	0	0	**0**	0
Land and Buildings	1,693,981	697,215	1,693,981	**676,377**	(20,838)
Plant and Equipment	924,300	125,800	924,300	**125,719**	(81)
Furniture and Equipment	114,000	0	114,000	**0**	0
Infrastructure Assets - Roads	2,777,844	1,269,471	2,777,844	**1,622,900**	353,429
Infrastructure Assets - Drainage	0	0	0	**0**	0
Infrastructure Assets - Footpaths	0	0	0	**0**	0
Infrastructure Assets - Public Facilities	0	0	0	**0**	0
Infrastructure Assets - Other	2,418,771	130,762	2,418,771	**84,757**	(46,005)
Capital Expenditure Totals	7,928,896	2,223,248	7,928,896	**2,509,753**	286,505
Capital acquisitions funded by:					
	$	$	$	$	$
Capital Grants and Contributions	3,396,931	0	3,396,931	**0**	0
Borrowings	674,000	0	674,000	**0**	0
Other (Disposals & C/Fwd)	1,631,184	27,500	1,631,184	**24,270**	(3,230)
Council contribution - Cash Backed Reserves					
Various Reserves		0	290,345	**0**	0
Council contribution - operations		**2,195,748**	**1,936,436**	**2,485,483**	289,735
Capital Funding Total		**2,223,248**	**7,928,896**	**2,509,753**	**286,505**

SIGNIFICANT ACCOUNTING POLICIES

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

KEY INFORMATION



Acquisitions	Annual Budget	YTD Actual	% Spent
	$7.93 M	$2.51 M	32%

Capital Grant	Annual Budget	YTD Actual	% Received
	$3.4 M	$. M	0%

INVESTING ACTIVITIES
NOTE 8
CAPITAL ACQUISITIONS

Capital Expenditure Total
Level of Completion Indicators
0%
20%
40%
60%
80%
100%
Over 100%

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

Level of completion indicator, please see table at the top of this note for further detail.

% of Completion	Assets	Account Number	Balance Sheet Category	Job Number	Adopted Annual Budget	Amended Annual Budget	YTD Budget	Total YTD	Variance (Under)/Over
					$	$	$	$	$
	Buildings								
	Housing								
0.41	AGED APPROPRIATE HOUSING - STAGE 2	2574	1311	CJ18	(1,647,481)	(1,647,481)	(686,175)	(672,417)	13,758
0.00	BUILDING - THE VILLAGE - RENEWAL	2584	1311	CJ02	(26,500)	(26,500)	(11,040)	0	11,040
	Total - Housing				**(1,673,981)**	**(1,673,981)**	**(697,215)**	**(676,377)**	**20,838**
	Community Amenities								
0.00	TRANSFER STATION RETAINING WALL	1944	1311	CJ67	(20,000)	(20,000)	0	0	0
	Total - Community Amenities				**(20,000)**	**(20,000)**	**0**	**0**	**0**
0.40	**Total - Buildings**				**(1,693,981)**	**(1,693,981)**	**(697,215)**	**(676,377)**	**20,838**
	Plant & Equipment								
	Other Law, Order & Public Safety								
0.00	COMMUNITY RANGER VEHICLE - REG 502IR	0884	1312	V502	(35,000)	(35,000)	0	0	0
	Total - Other Law, Order & Public Safety				**(35,000)**	**(35,000)**	**0**	**0**	**0**
	Recreation & Culture								
1.00	PARKS & GARDENS - TRACTOR MOWER - REG IR420	2844	1312	V420	(48,800)	(48,800)	(48,800)	(48,759)	41
1.00	NEW TRUCK - PARKS & GARDENS	2844	1312	V852	(77,000)	(77,000)	(77,000)	(76,960)	40
	Total - Recreation & Culture				**(125,800)**	**(125,800)**	**(125,800)**	**(125,719)**	**81**
	Transport								
0.00	PRIME-MOVER	3534	1312	V850	(309,000)	(309,000)	0	0	0
0.00	SIDE TIPPING SEMI TRAILER	3534	1312	V851	(221,000)	(221,000)	0	0	
0.00	GRADER MOUNTED RUBBER TYRE ROLLER	3534	1312	V853	(60,000)	(60,000)	0	0	
0.00	BACK UP GENERATOR - DEPOT	3534	1312	V854	(15,000)	(15,000)	0	0	
0.00	DROP DECK TRAILER MODIFY HYDRAULICS	3534	1312	V855	(8,000)	(8,000)	0	0	
0.00	MOSQUITO FOGGER	3534	1312	V856	(5,500)	(5,500)	0	0	
	Total - Transport				**(618,500)**	**(618,500)**	**0**	**0**	**0**
	Other Property & Services								
0.00	CEO VEHICLE - REG 510IR	0554	1312	V510	(61,000)	(61,000)	0	0	0
0.00	HOLDEN TRAILBLAZER WAGON	0554	1312	V527	(34,000)	(34,000)	0	0	0
0.00	SURVEY VEHICLE	0554	1312	V528	(35,000)	(35,000)	0	0	0
0.00	DEPOT POOL VEHICLE	0554	1312	V529	(15,000)	(15,000)	0	0	0
	Total - Other Property & Services				**(145,000)**	**(145,000)**	**0**	**0**	**0**
0.14	**Total - Plant & Equipment**				**(924,300)**	**(924,300)**	**(125,800)**	**(125,719)**	**81**
	Furniture & Equipment								
	Recreation & Culture								
0.00	GYM EQUIPMENT	2824	1314	CJ90	(50,000)	(50,000)	0	0	0
	Total - Recreation & Culture				**(50,000)**	**(50,000)**	**0**	**0**	**0**
	Other Property & Services								
0.00	IT - HARDWARE SERVER UPGRADE	0264	1314	CJ33	(50,000)	(50,000)	0	0	0
0.00	OFFICE / CHAMBERS FURNITURE & EQUIPMENT	0264	1314	CJ96	(14,000)	(14,000)	0	0	0
	Total - Other Property & Services				**(64,000)**	**(64,000)**	**0**	**0**	**0**
0.00	**Total - Furniture & Equipment**				**(114,000)**	**(114,000)**	**0**	**0**	**0**

INVESTING ACTIVITIES
NOTE 8
CAPITAL ACQUISITIONS

Capital Expenditure Total
Level of Completion Indicators
0%
20%
40%
60%
80%
100%
Over 100%

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

% of Completion	*Level of completion indicator, please see table at the top of this note for further detail.* Assets	Account Number	Balance Sheet Category	Job Number	Adopted Annual Budget	Amended Annual Budget	YTD Budget	Total YTD	Variance (Under)/Over
					$	$	$	$	$
	Roads								
	Housing								
0.00	THE VILLAGE - FOOTPATHS, HANDRAILS, KERBS	2586	1317	CJ45	(44,700)	(44,700)	(11,175)	0	11,175
	Total - Housing				**(44,700)**	**(44,700)**	**(11,175)**	**0**	**11,175**
	Transport								
0.08	RURAL ROAD RESHEETING	6614	1317	CJ97	(270,000)	(270,000)	(112,490)	(21,910)	90,580
0.00	R2R - FANE ROAD	6644	1317	CJ75	(64,000)	(64,000)	(35,190)	0	35,190
0.48	R2R - PIGGERY LANE	6644	1317	CJ76	(129,540)	(129,540)	(71,237)	(62,773)	8,464
0.00	R2R - BELAURA PLACE	6644	1317	CJ77	(21,259)	(21,259)	(11,683)	0	11,683
2.06	MORETON TERRACE	6664	1317	CJ22	(244,496)	(244,496)	(134,470)	(504,721)	(370,251)
0.69	TABLETOP ROAD - SEAL - RRG	6674	1317	CJ78	(126,388)	(126,388)	(52,660)	(86,790)	(34,130)
0.13	ALLANOOKA SPRINGS ROAD - SEAL - RRG	6674	1317	CJ79	(115,715)	(115,715)	(48,210)	(15,485)	32,725
1.00	CASUARINAS ROAD - RRG	6674	1317	CJ72	0	0	0	(2,420)	(2,420)
0.54	BURMA ROAD - RRG	6674	1317	CJ74	(127,550)	(127,550)	(70,146)	(68,261)	1,885
0.00	RRG GRANT - ALLANOOKA SPRINGS RD 2021/22	6674	1317	CJ98	(215,501)	(215,501)	(89,780)	(94)	89,686
0.00	RRG GRANT - CASUARINA RD 2021/22	6674	1317	CJ99	(253,000)	(253,000)	(105,405)	0	105,405
0.00	RRG GRANT - BOOKARA EAST RD 2021/22	6674	1317	CJ100	(42,695)	(42,695)	(17,775)	0	17,775
1.06	MORETON TERRACE	6684	1317	CJ88	(813,000)	(813,000)	(338,750)	(857,979)	(519,229)
0.00	BLENHEIM ROAD	6694	1317	CJ24	(310,000)	(310,000)	(170,500)	0	170,500
	Total - Transport				**(2,733,144)**	**(2,733,144)**	**(1,258,296)**	**(1,622,900)**	**(364,604)**
0.58	**Total - Roads**				**(2,777,844)**	**(2,777,844)**	**(1,269,471)**	**(1,622,900)**	**(353,429)**
	Infrastructure - Other								
	Community Amenities								
0.74	CEMETERY REVITALISATION	2644	1318	CJ03	(103,797)	(103,797)	(103,797)	(76,645)	27,152
	Total - Community Amenities				**(103,797)**	**(103,797)**	**(103,797)**	**(76,645)**	**27,152**
	Recreation And Culture								
1.00	SURF BEACH STABILISATION	8054	1318	CJ87	0	0	0	(10)	(10)
0.00	GOLF CLUB ENTRY/CARPARK	8054	1318	CJ91	(10,000)	(10,000)	0	0	0
0.00	CRICKET PITCH	8054	1318	CJ92	(8,000)	(8,000)	0	0	0
0.00	COUNCIL PROJECTS	8054	1318	PJ01	(2,071,052)	(2,071,052)	0	0	0
0.00	SHADE SAILS - PARKS	2864	1318	1429	(24,000)	(24,000)	0	0	0
1.00	SKATE PARK - PUMP TRACK	2864	1318	CJ37	0	0	0	(47)	(47)
	Total - Recreation And Culture				**(2,113,052)**	**(2,113,052)**	**0**	**(57)**	**(57)**
	Transport								
0.06	RURAL SIGNS	6794	1318	CJ10	(30,422)	(30,422)	(26,965)	(1,862)	25,103
0.03	DRAINAGE, KERBING & FOOTPATH RENEWAL	6794	1318	CJ94	(70,000)	(70,000)	0	(2,280)	(2,280)
0.05	DEPOT WASHDOWN BAY	6794	1318	CJ95	(86,500)	(86,500)	0	(3,913)	(3,913)
	Total - Transport				**(186,922)**	**(186,922)**	**(26,965)**	**(8,054)**	**18,911**
	Economic Services								
0.00	KAILIS DRIVE ENTRY STATEMENT	3914	1318	CJ36	(15,000)	(15,000)	0	0	0
	Total - Economic Services				**(15,000)**	**(15,000)**	**0**	**0**	**0**
0.04	**Total - Infrastructure - Other**				**(2,418,771)**	**(2,418,771)**	**(130,762)**	**(84,757)**	**46,005**
0.32	**Grand Total**				**(7,928,896)**	**(7,928,896)**	**(2,223,248)**	**(2,509,753)**	**(286,505)**

NOTE 15
EXPLANATION OF SIGNIFICANT VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date budget materially.
The material variance adopted by Council for the 2021/22 year is $10,000 and 10%.

	Var. $	Var. %	Var. ▲▼	Significant Var. S	Timing/ Permanent	Explanation of Variance
Revenue from operating activities						
Operating Grants, Subsidies and Contributions	(36,439)	(11%)	▼	S	Timing	Grant funds to be received after audits completed
Other Revenue	11,770	18%	▲	S	Timing	Unbudgeted Insurance reimbursement received
Expenditure from operating activities						
Utility Charges	50,107	33%	▲	S	Timing	Timing of budget ahead of actual invoices.
Interest Expenses	26,268	28%	▲	S	Timing	Timing of budget ahead of actual invoices.
Investing Activities						
Infrastructure Assets - Other	46,005	35%	▲	S	Timing	Timing of construction works
Financing Actvities						
Repayment of Debentures	(18,562)	(11%)	▼	S	Timing	Timing of loan repayments
Self-Supporting Loan Principal	16,516	398%	▲	S	Timing	Timing of Self Supporting Loan repayment

ATTACHMENT: ID01

Delegated and Authorised Actions for November 2021 – Development

Attachment 1
Table of Delegated Actions for November 2021

Records of exercise of delegated powers or duties

Reference	Function	Officer	Date of decision	Decision	Description	Person or classes of persons	Address
EMP200	Grant a Building Permit	Manager Development	2 Nov 2021	Granted	Building Permit - Outbuilding	CR Constructions	21 Delmage Street, Dongara
EMP200	Grant a Building Permit	Manager Development	5 Nov 2021	Granted	Building Permit - Carport and Patio Addition	Shoreline Outdoor World	Lot 129 Bottlebrush Cove, Springfield
EMP200	Grant a Building Permit	Manager Development	9 Nov 2021	Granted	Building Permit - Dwelling	Modular WA	Lot 229 (#6) Tyford Road, Dongara
EMP200	Grant a Building Permit	Manager Development	11 Nov 2021	Granted	Building Permit - Water Tank	Huckleberry Tanks	Lot 55 Wimpole Road, Bonniefield
EMP200	Grant a Building Permit	Manager Development	18 Nov 2021	Granted	Building Permit - Dwelling	K Ermacora	Lot 46 Powderbark Loop, Springfield
EMP200	Grant a Building Permit	Manager Development	17 Nov 2021	Granted	Building Permit - Masonry Wall/Fence	Simply Stone	Lot 74 (#5) George Street, Port Denison
EMP200	Grant a Building Permit	Manager Development	17 Nov 2021	Granted	Building Permit - Outbuilding	Starstate Investments Pty Ltd	Lot 165 (#161) Padbury Road, Bookara
EMP200	Grant a Building Permit	Manager Development	30 Nov 2021	Granted	Building Permit - Outbuilding x 2	Tunbridge Construction & Maintenance Pty Ltd	Lot 110 (#43) Moore Road, Dongara

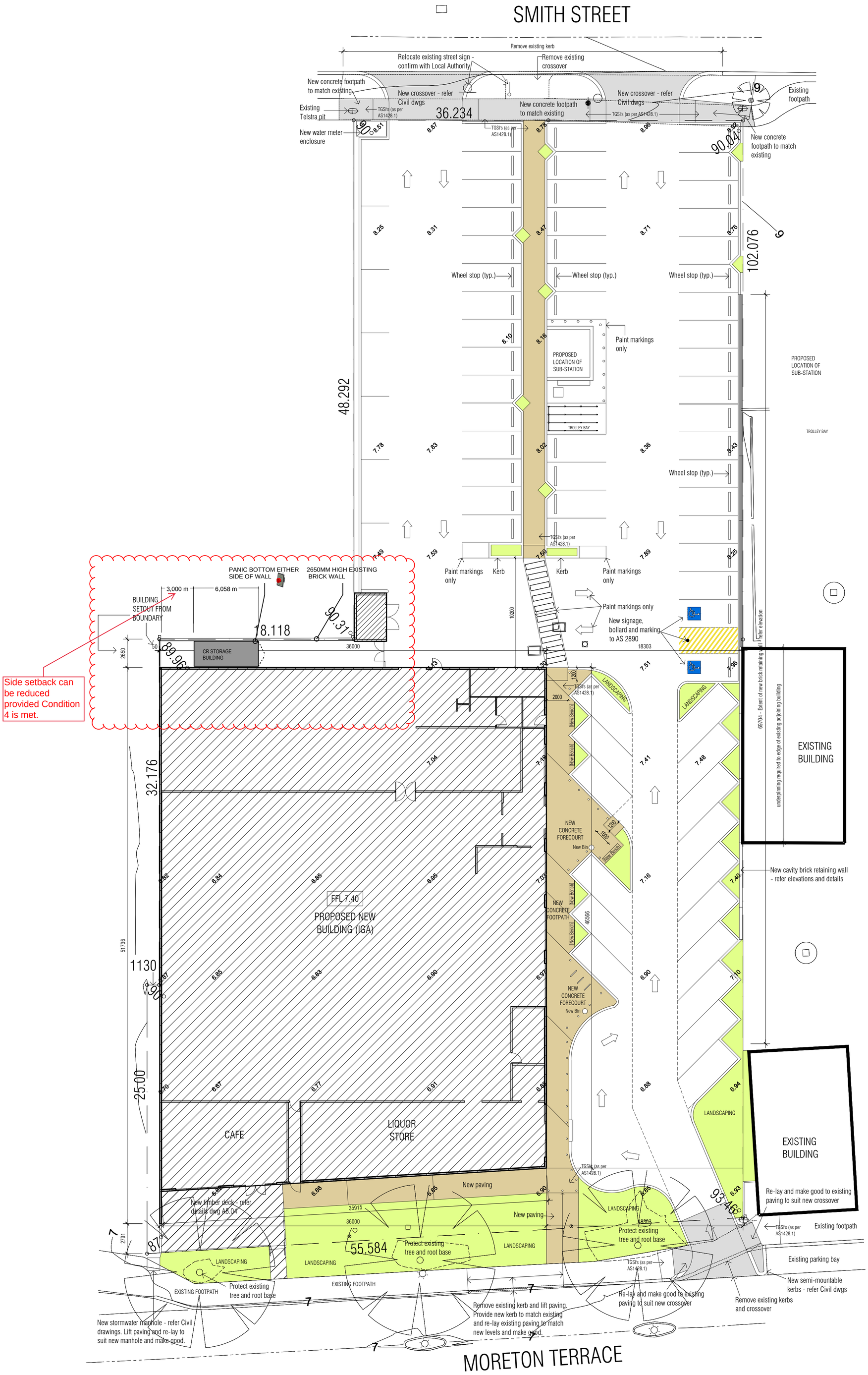
Records of exercise of delegated powers or duties

Reference	Function	Officer	Date of decision	Decision	Description	Person or classes of persons	Address
EMP904	Local Planning Scheme No.5	Manager Development	15 Nov 2021	Granted	Development Approval - Boundary Fence	G & L Alexander	Lot 74 (#5) George Street, Port Denison
EMP904	Local Planning Scheme No.5	Manager Development	22 Nov 2021	Granted	Development Approval - Dwelling & Ancillary Dwelling	TJ Drafting & Design	Lot 1770 (#30959) Brand Highway, Bonniefield
EMP904	Local Planning Scheme No.5	Manager Development	15 Nov 2021	Granted	Development Approval - Extractive Industry	Landwest Planning Consultants	Lot 123 Erjano Springs Road, Milo
EMP904	Local Planning Scheme No.5	Manager Development	24 Nov 2021	Granted	Development Approval - Extractive Industry	M Smith	Lot 128 Wye Farm Road, Yardarino

ATTACHMENT: ID02

Proposed Shipping Container at Lot 150 (#17) Moreton Terrace, Dongara

Attachment 1
Development Plans



BBS BARRON BUILDING SURVEYING
INSPECTION
Completion of Install
PH 0476 000 842
WWW.BBSWA.COM.AU

SITE PLAN
1:200 @ A1

1 0 1 2 3 4 5 10

Drawing Title: SITE PLAN — CR STORAGE BUILDING	Lots 11,57 + 60 Moreton Terrace Lots 58 + 59 Smith Street DONGARA WA	Scale: 1:200 (A1 SHEET)	Cad Ref. No.: 4010_A1.02
		Date: OCT 2016	Job No: 4010
		Drawn: JF	Dwg No: A1.02
			Revision: 0

Standard Refrigerated 20Ft (6m)

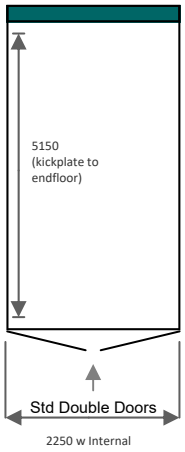
Equipment Description
Standard shipping 20' (6m) 3 phase refrigerated container.
Full Controlled Operation: Variable automatic defrost cycle, Automatic temperature sensing & monitoring. Please check your precise requirements with us. The container will be pre-set for you. Can be set for freezer or chiller application between the range of -25ºC to +25ºC

Stock Available *Various Refrigeration Model Options inc. Carrier, Thermoking & Daikin*

- Hire-A Grade & Brand New
- Sale-Second hand A, B & C Grade
- Sale-Brand new



3Ø Refrigerated Unit



Applications

- Contract Catering/Special Events
- Restaurants
- Food Processors
- Supermarkets
- Butchers
- Seafood Industry
- Food & Beverages
- Ice Cream

Std Structural Features

• Stainless steel interior
• Double doors
• Aluminium Tee Flow Floor



Std Floor Ali Tee Flow



Mod Ali Checker Plate Flat Floor

Upgrade Optional Features
Tick to Confirm your requirements & we will provide a quotation

Item	Mod	Tick
1	Flat Floor-Ali Ch/plte (for trolley use)	
2	Shelving-Usually both side walls but Any layout possible advise requirements	
3	Internal Lights	
4	External light at door end above entry	
5	Dial Thermometer (Additional temp display fitted at door entry)	
6	Lock Box (High Security) (Fit to Doors)	
7	RF unit Anti Tamper (so unit can't be turned off)	
8	Air Curtins	
9	Trapped personnel Emergency Stop with Siren & Light	
10	Ramp (Half)	
11	Remote Monitoring	



3Ø RF Unit at Rear



Std Double Doors

Specifications

EXTERNAL DIMENSIONS

LENGTH	WIDTH	HEIGHT
20'	8'	8'6"
6,058 mm	2,438 mm	2,591 mm



Aluminium Tee Flow Floor

INTERNAL DIMENSIONS

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT
17'8"	7'5"	7'5"	7'5"	7'3"
5,425 mm	2,275 mm	2,260 mm	2,258 mm	2,216 mm

CAPACITY	TARE WEIGHT	MAXI PAYLOAD	MAX GROSS
1,000 Cft	7,040 Lbs	45,760 Lbs	52,800 Lbs
28.3 Cu.m	3,200 Kgs	20,800 Kgs	24,000 Kgs

CONTAINER POWER REQUIREMENTS
This unit is designed to operate on 380/460 volts ac 3 phase 50/60 hertz power

Phase	Volt	Full Running Amp Draw Per Phase	Power Connection Plug Type / Cable	Temp Range	OUTLET YOU NEED
3	440	21 Amps	4 Pin 32 Amp Australian Wilco with Approx 18 m of Cable	-25°C to +25°C	32 Amp Socket Female

Ph: 08 9335 6299 sales@crcr.com.au
www.crcr.com.au

ATTACHMENT: ID03

Proposed Scheme Amendment for Additional Uses at Lot 16 Brand Highway, Dongara

Attachment 1
Scheme Amendment Documentation

Attachment 2
Schedule of Modifications

SHIRE OF IRWIN

LOCAL PLANNING SCHEME NO. 5

AMENDMENT NO. 19

AYTON BAESJOU
PLANNING

ABN: 15 061 140 172

59 Peels Place
Albany WA 6330
Ph 9842 2304 Fax 9842 8494

MINISTER FOR PLANNING

PROPOSAL TO AMEND A LOCAL PLANNING SCHEME

LOCAL AUTHORITY:	**SHIRE OF IRWIN**
DESCRIPTION OF LOCAL PLANNING SCHEME:	**LOCAL PLANNING SCHEME No. 5**
TYPE OF SCHEME:	**DISTRICT SCHEME**
SERIAL No. OF AMENDMENT:	**AMENDMENT No. 19**

PROPOSAL:

i. To rezone portions Lot 16 Brand Highway and Moore Road Dongara from the Light Industrial and Special Residential zones to the Special Use Zone.

ii. To transfer portions Lot 16 Brand Highway and Moore Road Dongara from the Local Reserve to the Special Use Zone.

iii. To include Lot 16 Brand Highway and Moore Road Dongara within Schedule 4 – Special Use Zones along with associated Permitted Uses and Specific Conditions.

LOCAL PLANNING SCHEME No. 5

AMENDMENT No. 19

CONTENTS

1. RESOLUTION
2. REPORT
3. EXECUTION

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION TO PREPARE AMENDMENT
TO LOCAL PLANNING SCHEME

SHIRE OF IRWIN

LOCAL PLANNING SCHEME No. 5

DISTRICT SCHEME

AMENDMENT No. 19

RESOLVED that the local government pursuant to Section 72 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

i. Rezoning portions Lot 16 Brand Highway and Moore Road Dongara from the Light Industrial and Special Residential zones to the Special Use Zone.

ii. Transferring portions Lot 16 Brand Highway and Moore Road Dongara from the Local Reserve to the Special Use Zone.

iii. Including Lot 16 Brand Highway and Moore Road Dongara within Schedule 4 – Special Use Zones along with associated Permitted Uses and Specific Conditions.

iv. Amending the Scheme Maps accordingly.

The amendment is a Complex Amendment under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason.

- It is an amendment that is not addressed by any local planning strategy.

Dated this _____ day of _____ _____

_____
CHIEF EXECUTIVE OFFICER

SHIRE OF IRWIN

LOCAL PLANNING SCHEME NO. 5

AMENDMENT NO. 19

PROPOSED ROADHOUSE
& ASSOCIATED USES
LOT 16 BRAND HIGHWAY & MOORE ROAD
DONGARA

PLANNING REPORT

AYTON BAESJOU
PLANNING

ABN: 15 061 140 172

59 Peels Place
Albany WA 6330
Ph 9842 2304 Fax 9842 8494

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Excerpt - Local Planning Scheme No. 5 2
2.2 SITE DESCRIPTION 4
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APPENDIX A: TRANSPORT IMPACT STATEMENT- LOT 16 MOORE ROAD - DONALD VEAL CONSULTANTS

APPENDIX B: BUSHFIRE MANAGEMENT PLAN- LOT 16 MOORE ROAD - BIODIVERSE SOLUTIONS PTY LTD

1. INTRODUCTION

United Petroleum Pty Ltd propose to establish a Roadhouse on Lot 16 Moore Road, Dongara.

Lot 16 is zoned Light Industry and Special Residential with a portion in the Local Reserve under the provisions of the Shire of Irwin Local Planning Scheme No. 5. As the use "Roadhouse" is not a permitted use within these zones and as there is no specific zone set aside for the "roadhouse", it is proposed to amend the zoning on the site. This amendment will include the land in the Special Use zone along with associated development provisions. This action meets with the convention under Scheme No. 5 as the Special Use zone accommodates the bulk of the Shire's other Roadhouses.

Local Planning Scheme No. 5 identifies the use "Roadhouse" as "land and a building or buildings used primarily as a service station, but with a supplementary use as a restaurant, take away food outlet or as a shop providing an approved, limited range of day-to-day travel commodities and services and may include motor vehicle repairs."

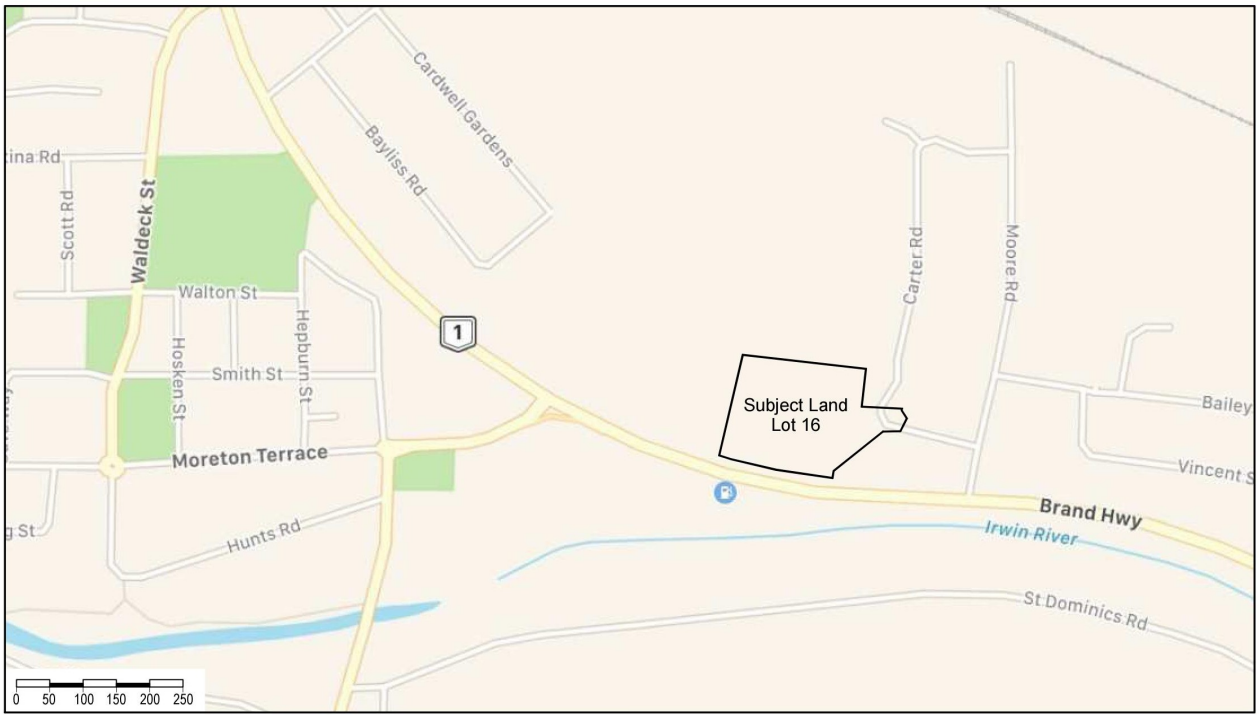
The following report provides the background and supports the amendment of Scheme No. 5

2. BACKGROUND

2.1 Location, Area & Zoning

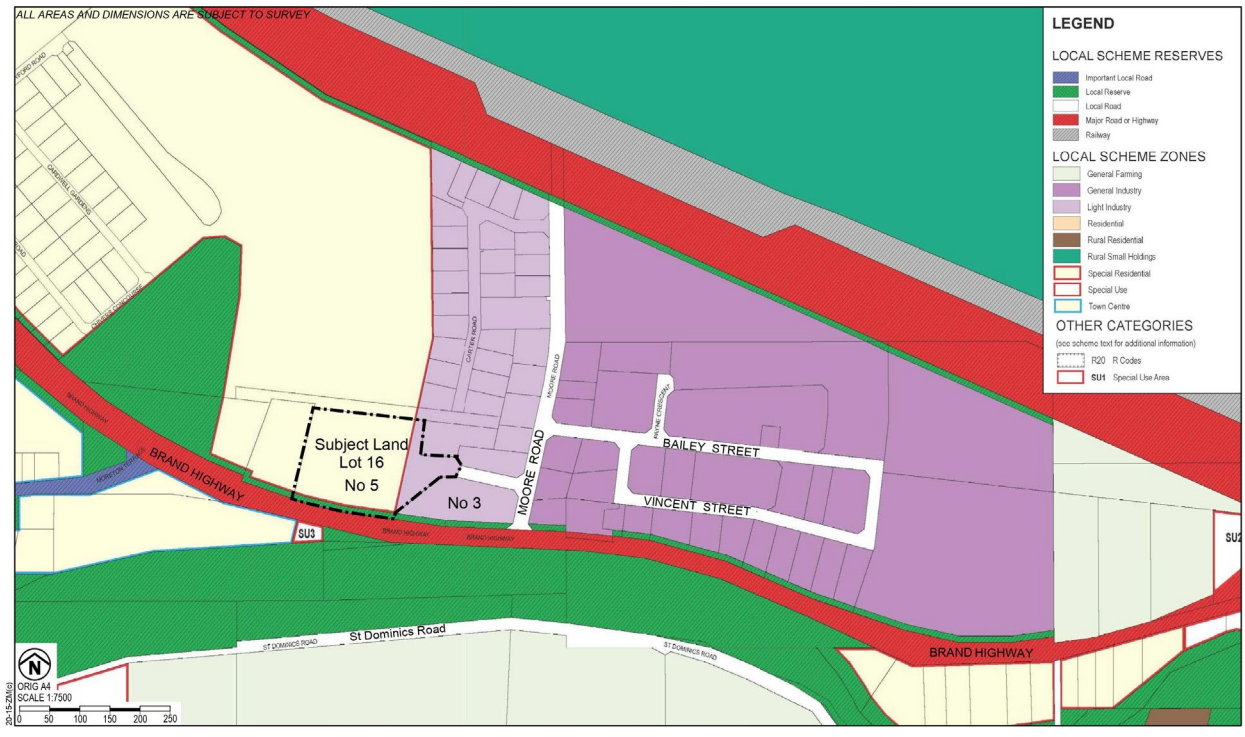
The subject land is located to the west of the entrance to the Dongara Industrial Estate on the south west corner of Moore Road and the Brand Highway intersection.

The site is approximately 2km to the east of the town centre. Refer to the Location Plan below.



Location Plan

Lot 16 is 3.3753ha in area with the eastern portion zoned Light Industry and the western portion Special Residential under the provisions of the Local Planning Scheme No. 5. In addition, a thin strip of the lot abutting Brand Highway is included in the Local Reserve.



Excerpt - Local Planning Scheme No. 5

In terms of surrounding Scheme No. 5 zoning, refer to the Zoning Map and below:

- Land to the north is zoned a mixture of Light Industry (eastern portion) and Special Residential (western portion).
- Land to the south is zoned a mixture of Light Industry (eastern portions) and a thin strip of Parks and Recreation Reserve in the area fronting Brand Highway.
- Land to the west is zoned Special Residential.
- Land to the east, on the opposite side of Moore Road, is zoned General Industry.

The Parks & Recreation Reservation that runs parallel with the Brand Highway on its northern side provides for a row of trees to partially screen the industrial area and limit direct access onto the Highway.

While a Roadhouse is permitted in the General Industry zone which exists on the opposite side of Moore Road, the use is not permitted in the prevailing zones.

The amendment is a "Complex Amendment" under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* as it is a proposal that is not specifically addressed by the Local Planning Strategy. As a result, there are formal referral requirements to the Environmental Protection Authority as well as specific WA Planning Commission assessment and public advertising requirements.

Given this use is a specific landuse activity that does not lend to broad scale zoning categories, it is not surprising that the Local Planning Strategy does not proactively include specific provision for the activity on the particular identified parcel of land. With this noted, the proposal does not conflict with the broader scale proposals of the Local Planning Strategy or any of its specific Policy Actions.

It is for these reasons that throughout both the State and the Shire, such landuse activities are often specifically zoned following the preparation and approval of a detailed proposal and are then included within either Special Use or Additional Use zones.

2.2 Site Description

Lot 16 is vacant and slopes very gently down to Brand Highway to the south. The lot comprises cleared pasture in the south with scrubby regrowth in the north. Soils appear sandy and without unconventional or compromising qualities for conventional construction or development methods.

The site has a 20m frontage to a public road leg accessing Moore Road in the east and an approximate 172m frontage to Brand Highway to the south.

With the area abutting Brand Highway being unfenced, the parking and maneuvering of private vehicles has extended from the road reserve into the land, particularly in the south west opposite the existing BP Roadhouse and associated Café. This area has been cleared and graveled and is utilised as an informal roadside stopping area, particularly for caravans and trucks.

Being located on the entrance to town between urban areas and the industrial estate, the site has access to all conventional infrastructure services.

Water

The site has good access to reticulated water supplies. Reticulation mains exist in the western verge of Moore Road and the northern verge of Brand Highway with distribution mains in the eastern verge of Moore Road and northern verge of Brand Highway. Reticulation mains are also provided with street hydrants as necessary.

Sewer

The are no deep sewer services in the area. The closest such services are located in the Tyford/Cardwell Gardens residential area and in the town urban area, both some 750m to the west. As a result, the existing rural, semi-rural and industrial activities in the area use on site treatment technologies proven effective in the capable local soils.

Electrical Power

The site has good access to electrical power supplies. Low voltage overhead distribution lines exist in the western verge of Moore Road with high voltage overhead distribution lines running east-west centrally within the 20m wide Lot 70 to the north. Low voltage underground cables are located in the western verge of Moore Road and the southern verge of Brand Highway.

Telecoms

The site has access to telecom services both wireless/mobile and landline. Telstra and NBN copper and optical cables exist on both sides of the Moore Road reserve and in the northern verge of the Brand Highway.

2.3 Landuse Context

Lot 16 is located in an area of transition between the existing developed urban areas and the developing Dongara Industrial Estate. This is reflected by the western portion of the site being zoned for possible Special Residential development as a transition from the residential areas further west and the industrial zoning that exists on the eastern portion of the land and continues further east.

While zoning within the area promotes Industrial, Special Residential and Parks (Local Reserve) activities, the area accommodates the following land uses and activities:

- Developed and vacant industrial lots to the east with activities such as garden supplies, storage units, upholstery, vehicle body repair, mechanical repairs, freight depot.

- To the west, Lot 11 at 1.2ha is a smaller rural retreat block accommodating the remaining listed historic Tyford Farm buildings (two stone dwellings, stone rainwater tank and privy). While this site has been used for holiday accommodation purposes, the current use is rural retreat living.

- Land further west and north remains vacant and is either grazed or cropped as a part of existing and adjoining broadacre agricultural operations.

- Apart from the existing BP Roadhouse and Café, land to the south of the Highway is mainly vacant accommodating remnant vegetation and parkland clearing in the environs of the Irwin River.

3. PLANNING CONTEXT

3.1 Regional Strategies

WAPC Mid-West Regional Planning and Infrastructure Framework 2015

Dongara is identified as a Sub-Regional Centre on the MWRPIF. Development of the townsite is promoted to support the population and economic activities within the surrounding hinterland. Development and infrastructure to support the important and growing tourism and petroleum (gas) sectors are strongly supported.

The development proposal will provide and improve service for these sectors as well as the local community.

WAPC DLPH Guilderton to Kalbarri Sub-Regional Strategy 2019

Dongara is also identified as a Sub-Regional Centre on the GKSRS. The Strategy strongly promotes Dongara-Denison as a service centre on the regionally important tourist and transport route (see following plan).

As above, the development proposal will provide for and improve the function of Dongara as a service centre by providing a new full-service roadhouse facility on the entrance to town, co-located with industrial development but designed and laid out to contemporary high standards.

3.2 State Planning Policies & Guidelines

State Planning Policy 3.7 – Planning for Bushfire Protection

The land is located within an identified Bushfire Prone Area and a Bushfire Management Plan has been prepared to SPP3.7 standards.

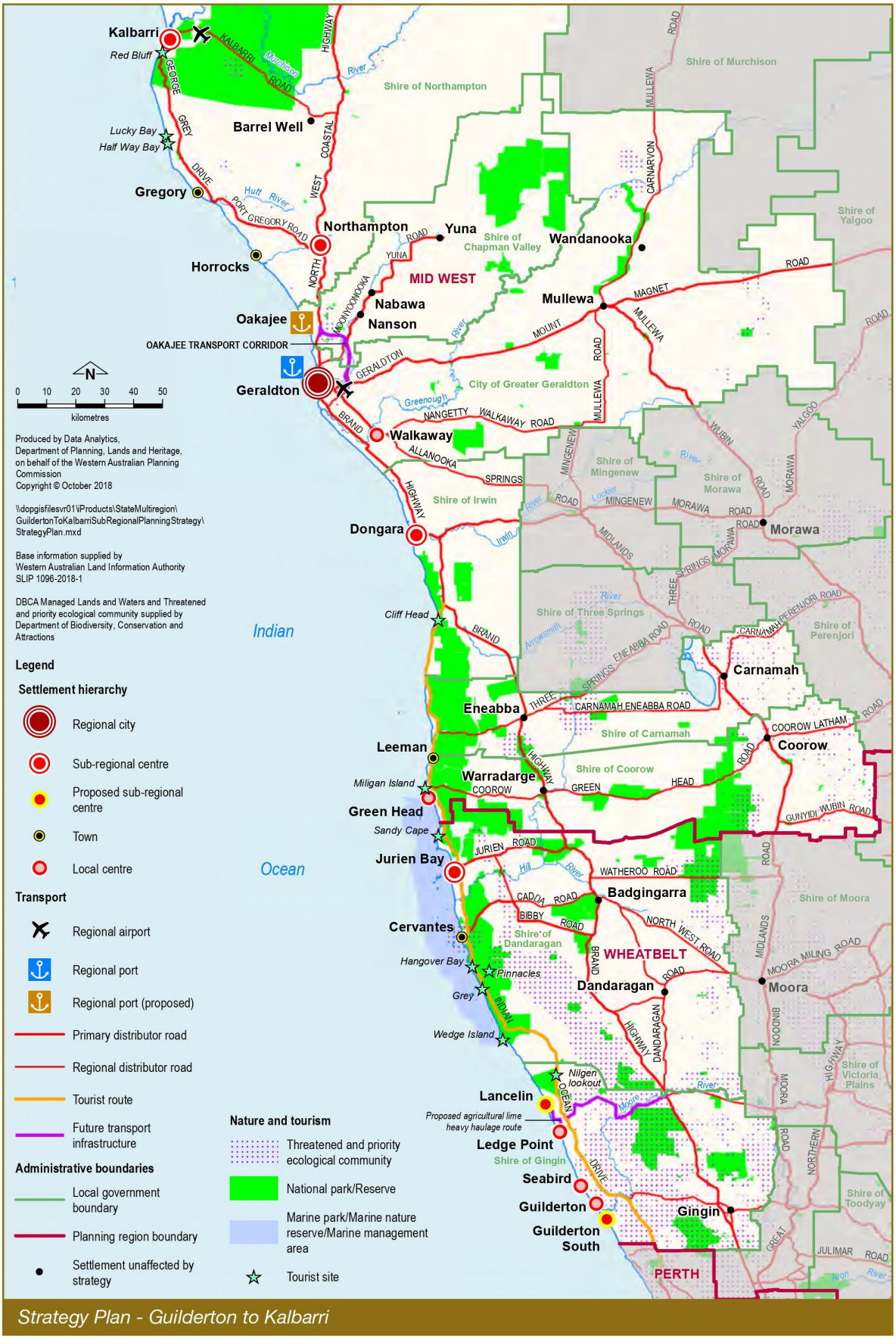
The development meets and accommodates all necessary fire protection requirements and can be accommodated within BAL-19 and BAL-12.5 zones. At the Development Application stage of development, a "Risk Management Plan" will need to be prepared.

State Planning Policy 5.4 - Road and Rail Noise

Under SPP 5.4, Brand Highway is identified as a "Strategic Freight and/or Major Traffic Route" wherein triggers for noise sensitive development exist within 300m of the carriageway.

In this instance, the development proposed is both dependent on the "Major Traffic Route" function of the Highway and does not trigger application of the policy.

WAPC DLPH Guilderton to Kalbarri Sub-Regional Strategy 2019



WAPC/DPLH Transport Impact Assessment Guidelines 2016

These guidelines set out the circumstances where a Transport Impact Assessment (TIA) is required for individual developments, the form and scope of assessments as well as their approval requirements.

The proposed development triggers the need for a TIA. As a result, one has been prepared in accord with the guidelines and is included within Appendix A.

3.3 Development Control Policies

WAPC DC5.1 Regional Roads (Vehicular Access) 1998

DC5.1 provides guidance for the control of development adjacent to "regional roads" particularly with regards access control, maintenance of road function and safety of through and turning traffic. Brand Highway falls within the description of "regional road".

The Transport Impact Statement and concept design have been prepared to and specifically meet the requirements of this policy.

3.4 Local Strategies

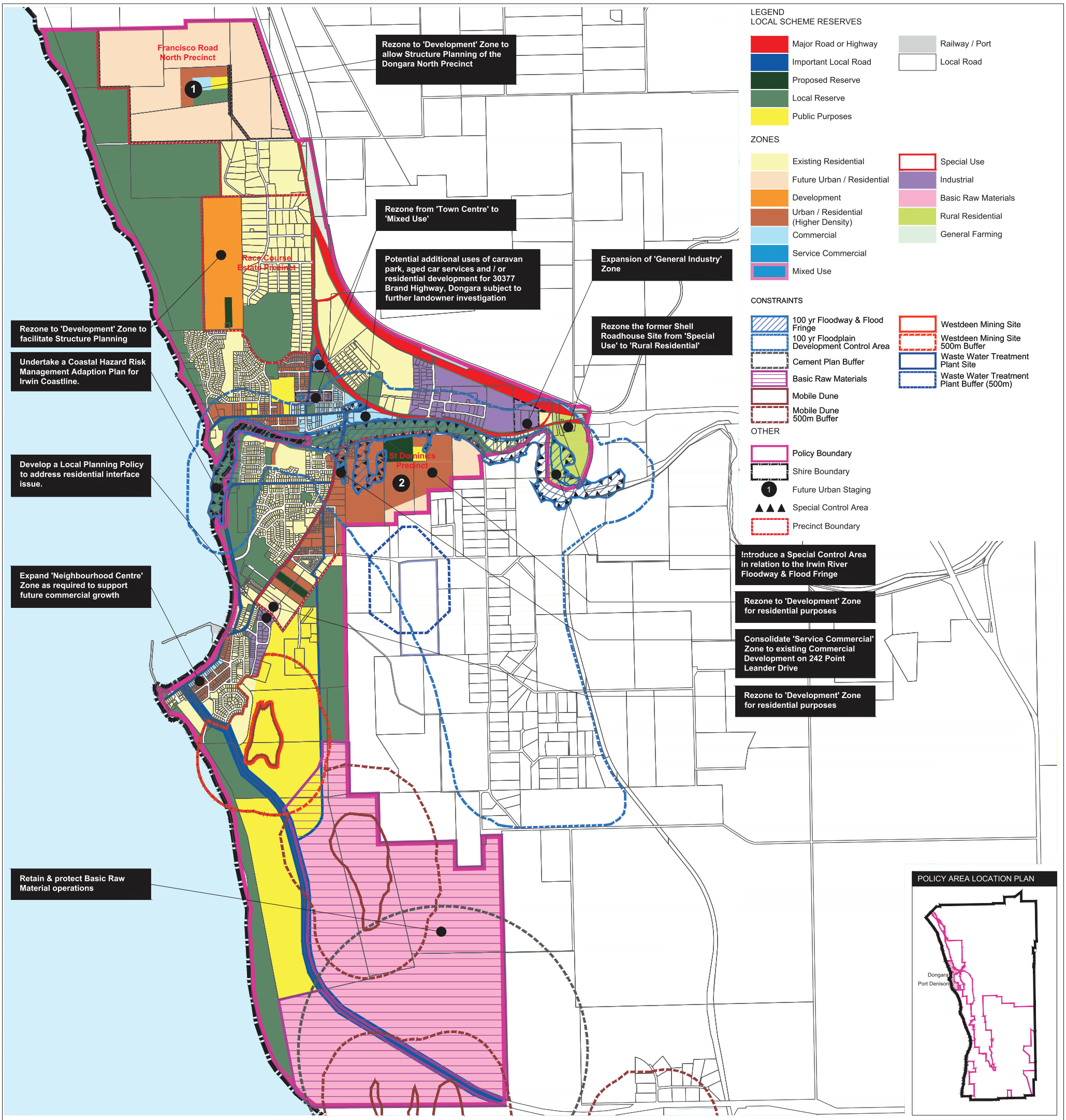
Shire of Irwin Local Planning Strategy 2017

The Local Planning Strategy (LPS) sets out the Shires vision for specific policy areas. Policy Area B of the Strategy shows the eastern portion of the subject land zoned Industrial and the western portion zoned Residential.

Other relevant recommendations of the LPS include:

- Expand industrial area to provide for possible significant shortfall by 2025.
- Promote businesses leveraging opportunities provided by Brand Highway.
- Extension of the Commercial area east to just south of the subject land.
- Provide for tourist and transport support services.
- Require traffic assessments for developments that may have impact on Brand Highway.

Figure 3 - Policy Area B



POLICY ACTIONS

1.1.1 The Shire shall not support the release of new housing land within the:

1. Residential zone, by way of Local Structure Plans; or
2. Rural Residential and Rural Smallholdings by way of rezoning;

unless the demand for housing is adequately aligned with the supply of housing land within these zones, after consideration of the Shire's Housing Land Audit and Market Analysis.

1.1.2 Promote the orderly release of land for residential purposes generally on the following basis:

1. Promote density infill of existing vacant residential zoned land as a priority in accordance with the Dongara Port Denison District Structure Plan. Promote the delivery of diversity of lot / dwelling product within these areas;
2. Prioritise the delivery of residential land in close proximity to the town centre and existing services over land identified for future urban;
3. Following the infill of existing zoned and serviced land, release future urban land in the following priority order:
   i. Dongara North Precinct;
   ii St Dominics Precinct.
4. Subdivision of land within the Rural Residential zone that is not serviced by reticulated services will not be supported.

1.1.3 New urban land is to be rezoned to a 'Urban Development' Zone to require the preparation of a structure plan prior to subdivision and development.

1.1.4 Specifically rezone Lot 250 Oceanside Boulevard to 'Development' Zone to facilitate structure planning to achieve a varied lot mix within the parameters of Special Residential and Residential R12.5.

1.1.5 Rezone the former Shell Roadhouse Site at 30183 Brand Highway, Dongara from 'Special Use' to 'Rural Residential' to integrate the site with the zoning of surrounding land.

1.1.6 30377 Brand Highway, Dongara is identified as potentially being suitable for additional land uses such as caravan park, aged care services and / or residential development. Any proposal would need to be progressed by the landowner and will be assessed on its individual merits.

1.2.1 Expand the existing 'General Industrial' zone located on Brand Highway eastwards in accordance with the DSP.

1.3.1 Introduce Development Contribution Areas by way of Special Control Areas within the Local Planning Scheme to establish the statutory requirement for development contributions.

1.3.2 Develop a Development Contribution Plan and cost schedule to provide a framework for the collection of developer contributions towards key infrastructure.

1.4.1 Consolidate the new 'Commercial' zone by rezoning surplus commercial land to 'Mixed Use' generally in accordance with the recommendations of the Dongara Town Centre Revitalisation Plan.

1.4.2 Undertake a detailed review of the 2009 Town Centre Precinct plan in light of the recommendations contained in the Town Centre Revitalisation Plan to ensure appropriate use and development outcomes are achieved and incorporated into the Local Planning Scheme.

1.4.3 Rezone the existing 'Service Commercial' zoned land on Point Leander Drive to a 'Urban Development' zone for residential purposes so that key retail tenancies are not 'pulled' from the existing core town centre area.

1.4.4 Undertake a feasibility analysis to explore options for location of a larger supermarket site to support the district. This analysis should examine issues around site area requirements, land tenure issues, landowner intensions, site selection criteria with a view to protecting the viability of the existing town centre and other matters.

1.4.5 Expand the Commercial zone to support future commercial growth in Port Denison in accordance with the recommendation of the Dongara Port Denison District Structure Plan.

1.5.1 Undertake a Land Audit of the Shire's assets and determine recommendations for development/lease/sale of excess land.

1.6.1 Undertake the recommendations of the Site Selection Study in relation to identifying a site for a new Waste Management Facility.

1.6.2 Undertake a site selection study to identify future sites for cemetery use.

1.6.3 Undertake a site selection study to identify future sites for re-location of the pistol club.

1.7.1 Prepare a set of Design Guidelines for lots along Point Leander Drive located adjacent to the foreshore to ensure objectives relating to character, amenity and a positive aesthetic contribution to the adjacent public realm are met.

Shire of Irwin Dongara – Port Denison District Structure Plan 2014

The Dongara – Port Denison District Structure Plan (DPDDSP) acted as an interim LPS providing guidance to the general layout of existing and proposed layout of general landuses and guidance for the development of more detailed Local Structure Plans and development proposals (see following plan).

Similar to the subsequent LPS, the DPDDSP shows the eastern portion of the subject land under the Industrial category and generally promotes the extension of the commercial area east to just south of the subject land and providing for tourist and transport support services.

Shire of Irwin Industrial Land Strategy 2017

Similar to above, the Industrial Land Strategy (ILS) shows the eastern portion of the land in the General Industrial Estate.

The ILS acknowledges the likely imminent "dramatic increase" in demand for industrial land resulting from the burgeoning mining, agribusiness and infrastructure sectors.

The ILS promotes expansion of the shire's industrial areas as well as the investigation of an incubator site.

Local Planning Scheme - Shire of Irwin Local Planning Scheme No. 5

Eastern portions of Lot 16 are under the Light Industry zone, western portions are under the Special Residential zone while a thin strip of the lot abutting Brand Highway is included in the Local Reserve. Further analysis of the Scheme is included above in Section 2.1.

Shire of Irwin Dongara – Port Denison District Structure Plan 2014

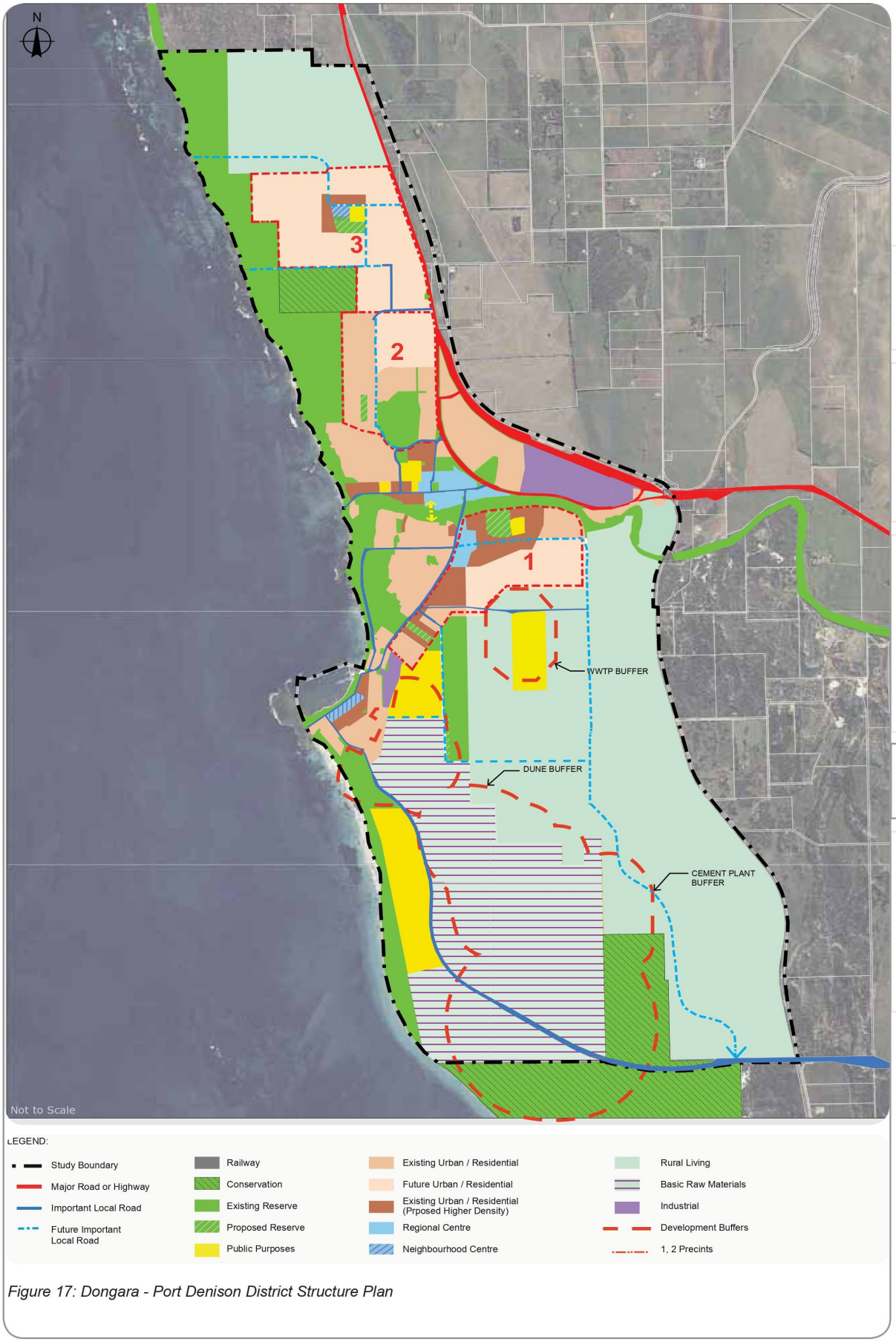


Figure 17: Dongara - Port Denison District Structure Plan

Environmental Guidance - EPA 2005 Environmental Guidance for the Assessment of Environmental Factors – Separation Distances No. 3

The EPA's Guidance Statement No. 3 notes that service stations potentially have "gaseous, noise, odours and risk impacts". Separation distances of 50 metres for service stations operating during normal hours and 200 metres for a non- freeway service station operating 24 hours a day are nominated as a guide.

`The nearest residential dwellings to the west on Lot 11 are located approximately 145 metres distance from the service station site and 155 metres from the nearest petrol bowsers.
Improved technology and regulations associated with a modern service station have removed the potential gaseous odours and risk impacts. As a result of these improvements, it is now common practice for service stations to be located within residential areas and to incorporate cafes/restaurants and take away food outlets.

As noted in section 2.2 above, an existing service station is already in closer proximity to the residential dwellings on Lot 11 and is located diagonally opposite on the south side of the Brand Highway. An associated informal roadside stopping area has also been developed opposite this service station on the northern side of the Brand Highway for vehicles, including caravans and trucks.

Noise associated with traffic on the Brand Highway will mitigate any impact that noise associated with the proposed service station will have on the residential area to the west. A large shed is located on the eastern boundary of Lot 11 which provides a buffer to the proposed service station. Additional planting along the western boundary of Lot 16 will be provided to further screen and buffer development on the subject land.

It is also proposed to remove the informal roadside stopping area which will be a significant improvement on the amenity of the residences on Lot 11. Provision will instead be made for trucks and caravans to park within the proposed service station as shown on the attached concept plan. These vehicles will be required to exit the site via Moore Road to the east which will minimise any impact on lot 11.

Summary Table

Planning Instrument	Compliance	Comment
WAPC Mid-West Regional Planning and Infrastructure Framework 2015	No Conflict	Proposal generally promotes aims by providing additional tourist, transport & industry service.
WAPC DLPH Guilderton to Kalbarri Sub-Regional Strategy 2019	No Conflict	Proposal generally promotes aims by providing additional tourist, transport & industry service.
State Planning Policy 3.7 – Planning for Bushfire Protection	Compliant	Meets SPP3.7. Compliant Bushfire Management Plan prepared. At Development Application stage of development, a "Risk Management Plan" will need to be prepared.
State Planning Policy 5.4 - Road and Rail Noise	Compliant	Meets SPP5.4.
WAPC/DPLH Transport Impact Assessment Guidelines 2016	Compliant	Meets Guidelines. Compliant Assessment prepared.
WAPC DC5.1 Regional Roads (Vehicular Access) 1998	No Conflict	Access to and from Brand Highway is supported By Main Roads WA.
Shire of Irwin Local Planning Strategy 2017	No Conflict	Proposed use is site specific and outside the scope and general landuse categories included in the LPS.
Shire of Irwin Dongara – Port Denison District Structure Plan 2014	No Conflict	Proposed use is site specific and outside the scope and general landuse categories included in the DSP.
Shire of Irwin Industrial Land Strategy 2017	No Conflict	Proposed use compatible with aims of ILS.
Shire of Irwin Local Planning Scheme No. 5	Non-Compliant	Proposed use not included within prevailing zone. Proposed use is identified in the Scheme with best practice under a Special Use zoning. Scheme Amendment (this process) required.
EPA 2005 Environmental Guidance for the Assessment of Environmental Factors – Separation Distances No. 3	Compliant	Meets specific requirements for proposed use.

4. DEVELOPMENT PROPOSAL

United Petroleum Pty Ltd propose to establish a Roadhouse on Lot 16 Moore Road Dongara. The Roadhouse is to occupy some 1.3ha of the existing 3.37ha site. The Roadhouse is to be located in the south east third of the site adjacent to existing industrial operations and connecting directly to existing industrial Moore Road. The portion of land concerned is cleared and flat, primed for development. The proposal will provide a rest stop and facilities for truck drivers as well as a 24/7 Roadhouse. It is anticipated that between 4 to 8 permanent jobs will be created together with an investment of around $5 m. The associated convenience store will service the industrial area as well as the passing trade.

The proposed roadhouse falls within the Local Planning Scheme No. 5 definition as "land and a building or buildings used primarily as a Roadhouse, but with a supplementary use as a restaurant, take away food outlet or as a shop providing an approved, limited range of day-to-day travel commodities and services and may include motor vehicle repairs."

A Concept Plan has been prepared as a guide for the development of the Roadhouse. Refer overleaf. The main components of this plan include:

- Double Car Bowsers (8) under Canopy.
- Double Truck Bowsers (3) under Truck Canopy.
- Provision for Truck/Trailer (5), Caravan (5), private vehicle and convenience parking (21 incl ACROD Bay).
- Roadhouse & Convenience shopping.
- Road access to both the Highway and Moore Road, traffic circulation and manoeuvring areas including all constructed accessways and hardstand.
- Road access and internal traffic design informed by an MRWA approved Transport Impact Statement (see Appendix A).
- Setbacks and buffers to adjoining developed and vacant land.
- Provision for drainage and landscaping areas (including landscaping of the frontage to the highway both inside and outside of the future 10m wide "reserve" and a 10m wide landscape buffer adjacent to the western boundary.
- A Bushfire Management Plan completed to SPP3.7 requirements. (See Appendix B).
- Provision for future connection to Carter Road (industrial) as shire planning proceeds.

Development of balance of Property to be subject to preparation of a Local Development Plan

MOORE ROAD

BRAND HWY

INTERIM ISSUE ONLY
DATE: 09.09.2021

1 PROPOSED SITE PLAN
SCALE: 1:500 @ A1

NOTE:
THIS FEASIBILITY STUDY IS SUBJECT TO THE FOLLOWING:
- FEATURE SITE SURVEY
- PLANNING ADVICE
- TRAFFIC ADVICE

LANDSCAPE PLAN REQUIRED

N

a	aa	a	a	xx.xx.2018
revision/ issue	description	drawn	checked	alpha

project: PROPOSED ROADHOUSE
location: 5 MOORESROAD, DONGARA

Drawn: MS
checked: NP

description: PROPOSED SITE PLAN

scale: 1:500 @ A1

date: 09.09.2021

project no: 33.21

DWG no: SK06

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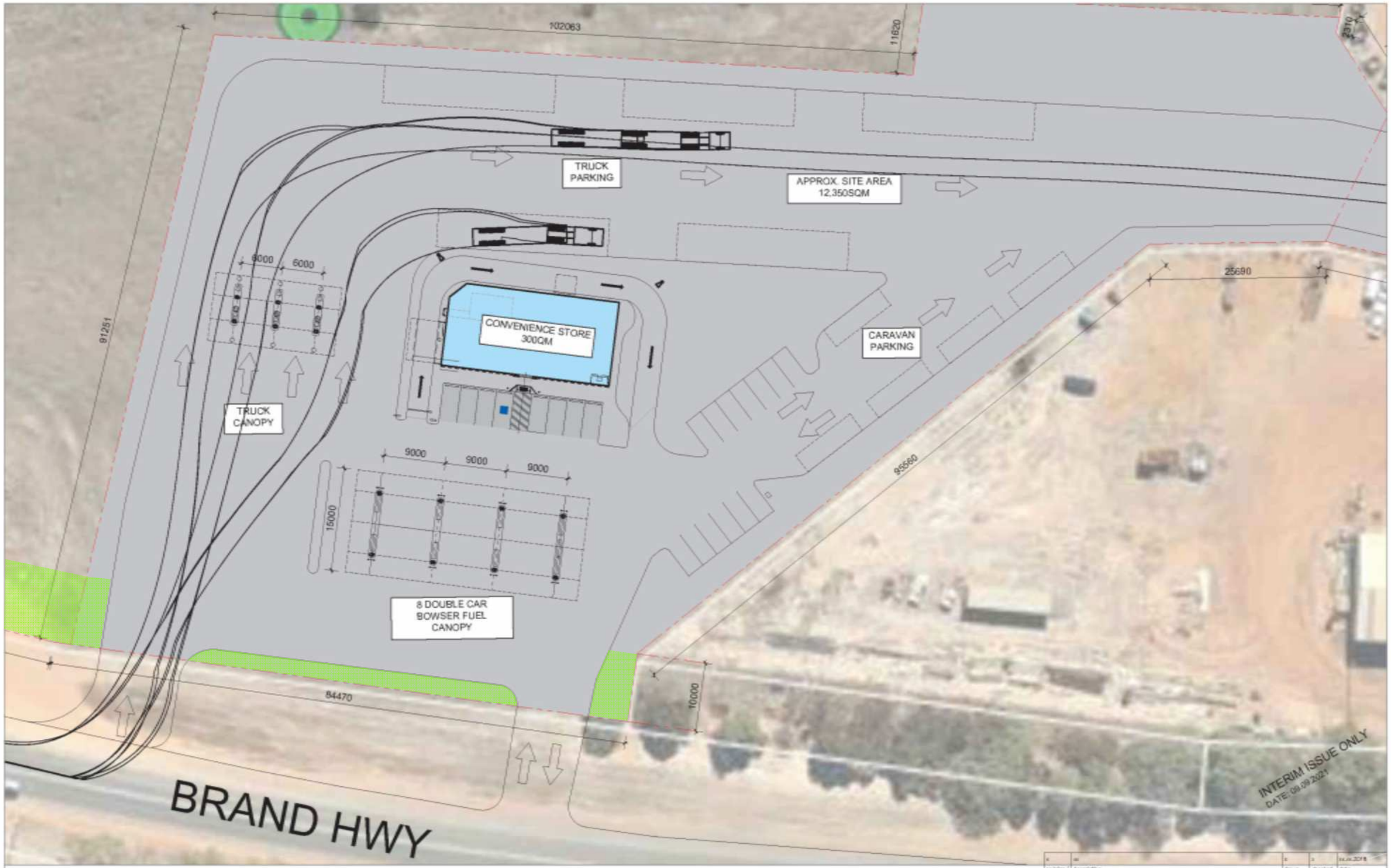

1 PROPOSED SITE PLAN
SCALE: 1:250 @ A1

NOTE:
THIS FEASIBILITY STUDY IS SUBJECT TO THE FOLLOWING:

- FEATURE SITE SURVEY
- PLANNING ADVICE
- TRAFFIC ADVICE

LANDSCAPE PLAN REQUIRED

N

a	aa		s	y	xx.xx.20YY
revision/ date	description		drawn	checked	date

project: PROPOSED ROADHOUSE
location: 5 MOORESROAD, DONGARA

drawn: MS
checked: NP

description: PROPOSED SITE PLAN

scale: 1:@25 @ A1
date: 09.09.2021
project no: 33.21
dwg no / rev: SK07 / P

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The balance land will be retained in a low fuel state, predominantly under pasture pending future planning, assessment and approvals.

The Special Use zone provides the discretion for a number of uses to be considered within the balance of the property to the west of the Roadhouse. The proponents have no plans to develop the balance of the property at this stage, however, it is prudent to anticipate that the site maybe developed in the future. Given the nature of the proposed Roadhouse, which will cater for large trucks, it is considered that light and service industry uses, including a Showroom and/or Warehouse would be compatible and by definition, also be compatible with the "Special Residential" uses to the west and north. DVC Consultants advise that the access provided for the Roadhouse would be capable of also accommodating an appropriate use of the balance of the property. A separate accessway to and from Brand Highway is not proposed.

It is recommended that development of the balance of the property be subject to the preparation of a Local Development Plan which would address key issues such as access, bushfire management, suitability with adjacent landuse and landscaping / buffers.

With regards to the land further west and north currently identified in planning strategies for Special Residential subdivision and development, it is noted that:

- The WA Planning Commission via the Department for Planning, Lands & Heritage has the intention to phase out Special Residential zones and replace these with suitable low-density R-Design Codes.
- Subdivision and development of Special Residential zones, pursuant to cl5.26 of the scheme is dependent on an Outline Development Plan. These requirements have been superseded by the Planning & Development Regulations which now dictate Local Structure Plan requirements.

This LSP process will commence at the time adjoining landowners seek to pursue higher development. The LSP will identify constraints and issues associated with the development of this land and identify particular subdivision and development measures necessary to accommodate future development, such as:

- Bushfire Safety.
- Buffers to and impact from the Highway.
- Integration with surrounding landuse and development (including the subject land and light and general industry in the locality as well as adjoining Special Residential development areas).
- Access restrictions associated with the Highway (controlled access).
- Access and servicing provision including integration with adjoining Special Residential development areas.

The Transport Impact Statement, attached in Appendix A, is based on the Concept Plan layout and concludes:

- All transport and traffic aspects and impacts from the development will not have an adverse impact on the surrounding area.
- The development proposed is assessed as a "moderate impact" development based on assessment standard criteria. It is not a "high" or significant impact proposal.
- There are no traffic capacity issues associated with the proposal.
- Intersections, site access and internal layout will not have significant impact on traffic and existing road use and intersections.

5. MANAGEMENT PROVISIONS

The Special Use zone provisions of the scheme provide for the identification of specific Special Uses and the conditions under which these uses can be exercised.

Common with contemporary Roadhouse activities, the identified uses are "Roadhouse, Restaurant, Car Park, Convenience Store, Fast Food Outlet & Manager's Accommodation". In accord with prudent and proper planning, also included is "Incidental Uses to the Permitted uses" which may be considered by council on a case-by-case basis.

Conditions are proposed to provide council with the framework to assess and approve development application/s. Commensurate with other similar uses these are to be brief and simply address the most significant development and site issues, i.e.:

- Development to generally follow that depicted on the Concept Plan for the proposed Roadhouse.
- Traffic Assessment to be prepared and implemented. Assessment to be approved by MRWA and Council prior to development.
- Bushfire Management Plan to be prepared and implemented. Plan to be approved by Council prior to development. At the Development Application stage, a "Risk Management Plan" will be required to be prepared in accordance with SPP3.7 guidelines.
- Landscaping Plan to be prepared and implemented. Plan to be approved by Council and include landscaping within 10m of the western portions of Brand Highway outside of the Roadhouse development footprint and a 10m wide landscape buffer adjacent to the western boundary.
- Development of the balance of the property will require a Local Development Plan to be prepared to the satisfaction of the Shire.

6. CONCLUSION

This report confirms that the Amendment is consistent with the planning framework and the site is both suitable and capable of accommodating the Roadhouse use.

Implementation of the Amendment will facilitate a new future for the site and will be a catalyst for positive change in the locality, as proposed by the Local Planning Strategy.

The Amendment establishes the appropriate zoning for the site and future development. Existing and proposed Local Planning Scheme No. 5 provisions will ensure that development will be effectively managed.

Appendix A

Transport Impact Statement

Lot 16 Moore Road

Donald Veal Consultants



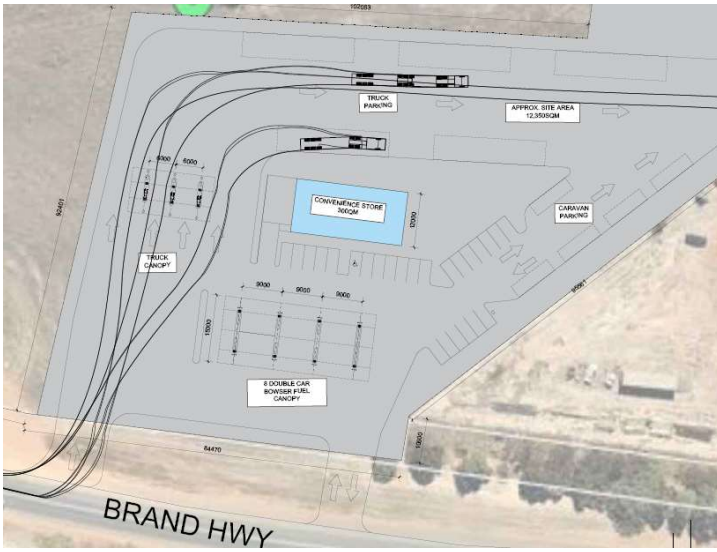
October 2021

Final Rev 2

5 Moore Road, Dongara

Prepared For: Convenience Retail Group Pty Ltd

Transport Impact Statement Report



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DOCUMENT ISSUE AUTHORISATION

Issue	Rev	Date	Description	Prepared by	Checked by	Approved by
0	0	16/04/2021	Draft Report	KPL	DNV	DNV
1	0	21/04/2021	Final Report	KPL	DNV	DNV
1	1	22/04/2021	Final Report -minor edits	KPL	DNV	DNV
1	2	1/10/2021	Final Report -revised layout	KPL	DNV	DNV

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Donald Veal Consultants Pty Ltd

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1. INTRODUCTION

1.1 BACKGROUND

This Transport Impact Statement has been prepared by Donald Veal Consultants (DVC) on behalf of Convenience Retail Group Pty Ltd, with regard to the proposed development of the service station, truck stop and convenience store on a portion of the site at 5 Moore Road, Dongara. The site is located approximately 1 km from the town centre of Dongara at near the intersection of Moore Road and Brand Highway as shown in **Figures 1.1 & 1.2**.

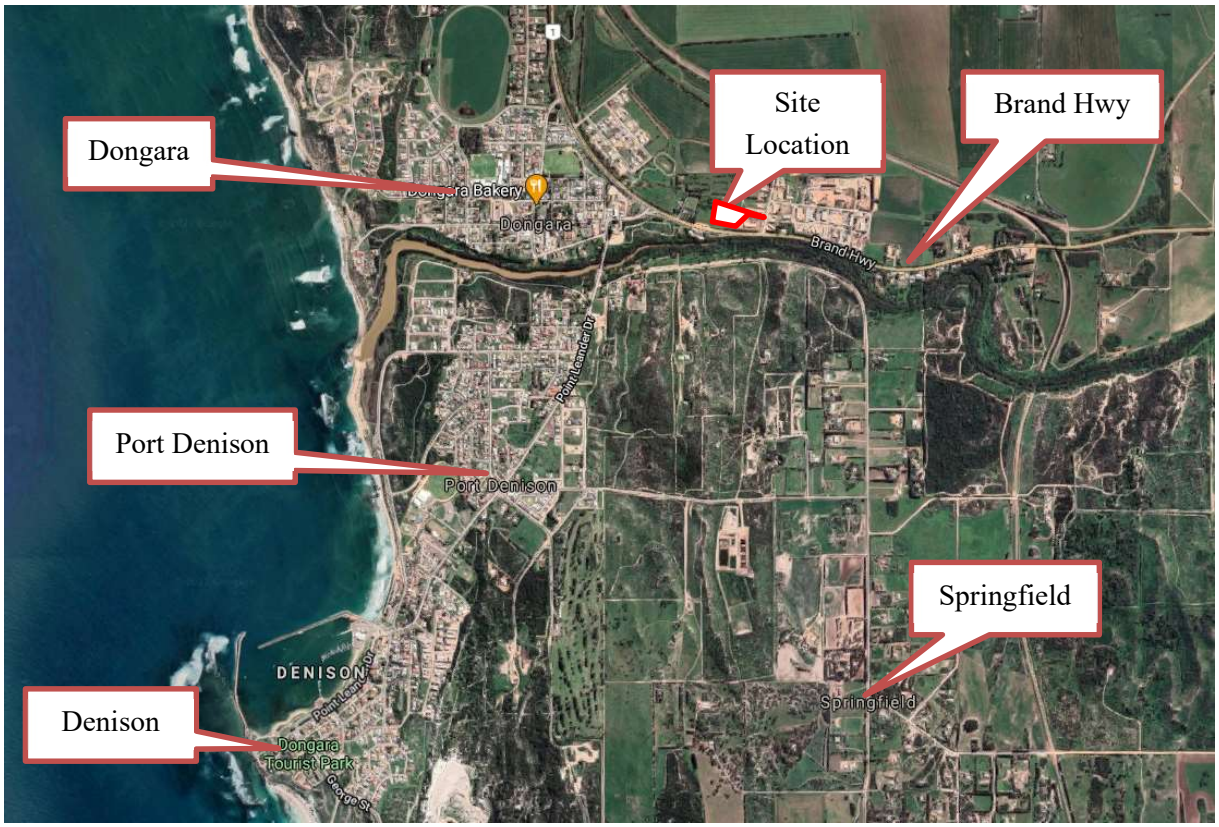


Figure 1.1: Site Location - Local Context *Source: GoogleMaps*

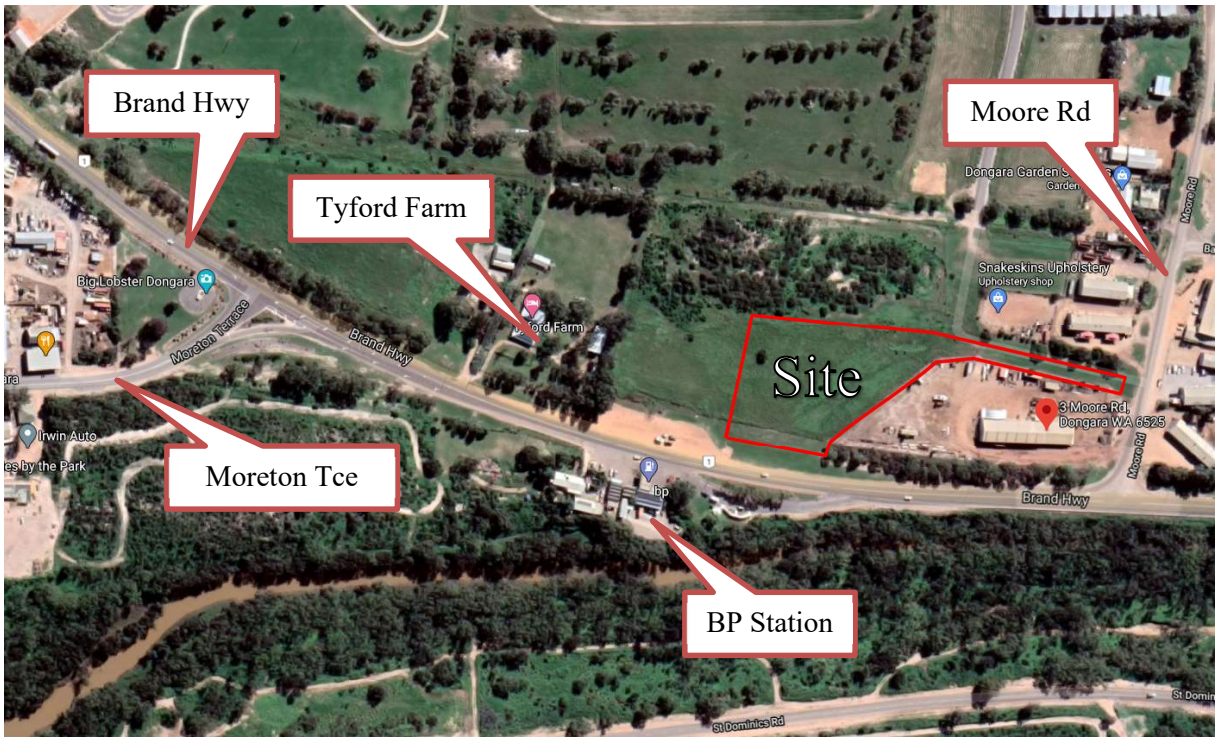


Figure 1.2: Site location – Detailed ***Source: GoogleMaps***

1.2 SCOPE OF ASSESSMENT

This Transport Impact Statement has been prepared in accordance with the Western Australian Planning Commission's (WAPC's) *Transport Assessment Guidelines for Developments Volume 4 Individual Developments* (August 2016).

The intent of this report is to provide the approving authority with sufficient transport information to confirm that the proponent has adequately considered the transport aspects of the development and that it would not have an adverse transport impact on the surrounding area.

It is expected that the vehicles generated during the peak hour will primarily be "passing trade", that is vehicles which are already on the road network. Hence the additional traffic generated is likely to be significantly less than 100 vehicles per hour (vph).

The level of transport generation is therefore considered to be that of a 'moderate impact' development. A "moderate impact" development is one that generates between 10 - 100 *additional* vehicle trips in the development's peak hour. Thus, only a brief Transport Impact Statement is required.

2. CURRENT SITUATION

2.1 LAND USE

Number 5 Moore Road is located partly within the Dongara Light Industrial Estate and the 'Special Residential 'area located immediately to the west of the industrial area. See zoning plan in **Figure 2.1**. The existing buildings on the site will remain as a separate business, unaffected by the proposed development. The remainder of the site is undeveloped and the portion that is subject to this development proposal is largely cleared of vegetation. Tyford Farm borders the western and northern boundaries of the site and Brand Highway forms the southern boundary. An existing service station, limited to serving light vehicles is located opposite the site on the south side of Brand Highway.

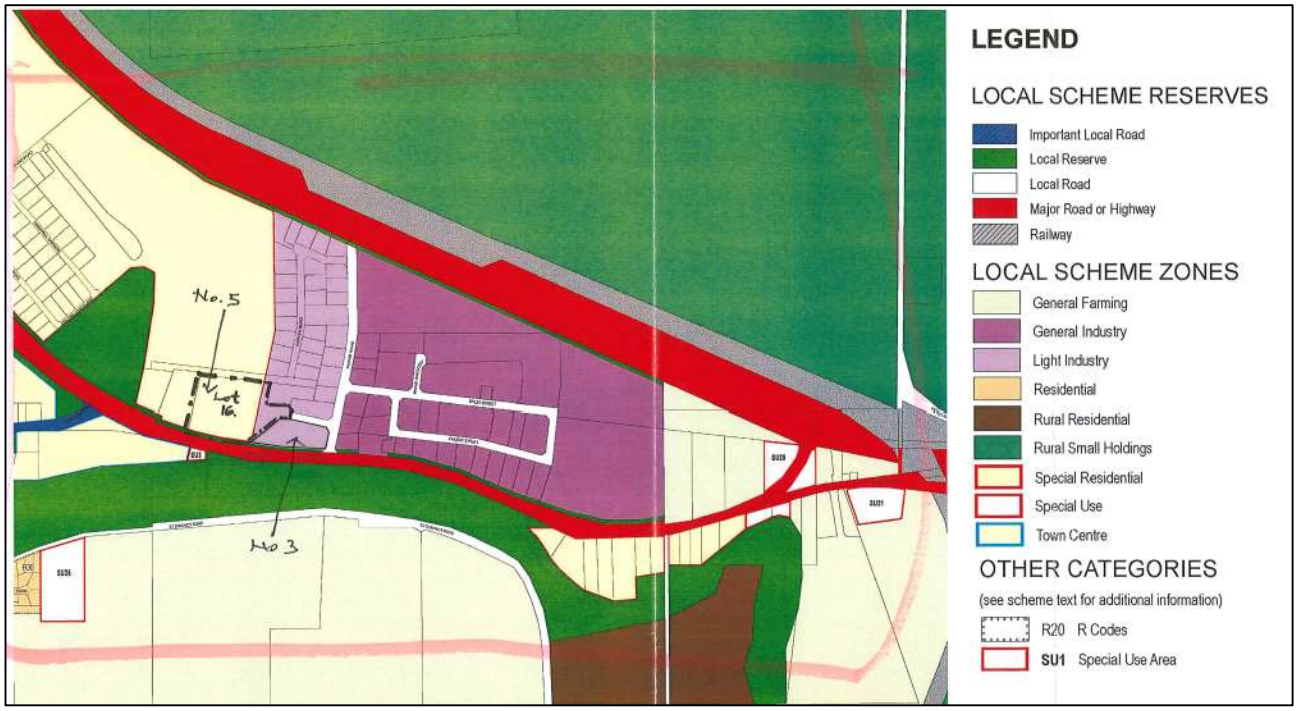


Figure 2.1: Local Scheme Zoning *Source: Local Planning Scheme*

2.2 LOCAL ROAD NETWORK

The road network in the immediate vicinity of the site consists primarily of Brand Highway abutting the southern boundary of the site and Moore Road, which abuts the eastern boundary. The site currently has access from Moore Road only.

Brand Highway and Moore Road are both constructed as undivided single carriageway roads with one lane in each direction. The speed limit along Brand Highway adjacent to the site is 70 km/h, whilst Moore Rd is subject to the speed limit of 60 km/h.

The T-intersection of Brand Highway with Moore Road is 'giveway' controlled and has a left-turn pocket for traffic turning onto Moore Road from Brand Highway as shown in **Figure 2.2**.



Figure 2.2: Existing Layout of Brand Hwy and Moore Rd intersection ***Source: GoogleMaps***

2.3 ROAD HIERARCHY CLASSIFICATION

Brand Highway is classified as a Primary Distributor Road under Main Roads Western Australia's (MRWA) Functional Road Hierarchy, while Moore Road is classified as an Access Road. Brand Highway and Moore Road therefore come under the auspices of MRWA and the Shire of Irwin, respectively. The road hierarchy classification of the surrounding road network is shown in **Figure 2.3**.

2.4 RAV NETWORK

Brand Highway and Moore Road are both classified as RAV 7 in MRWA's RAV network.

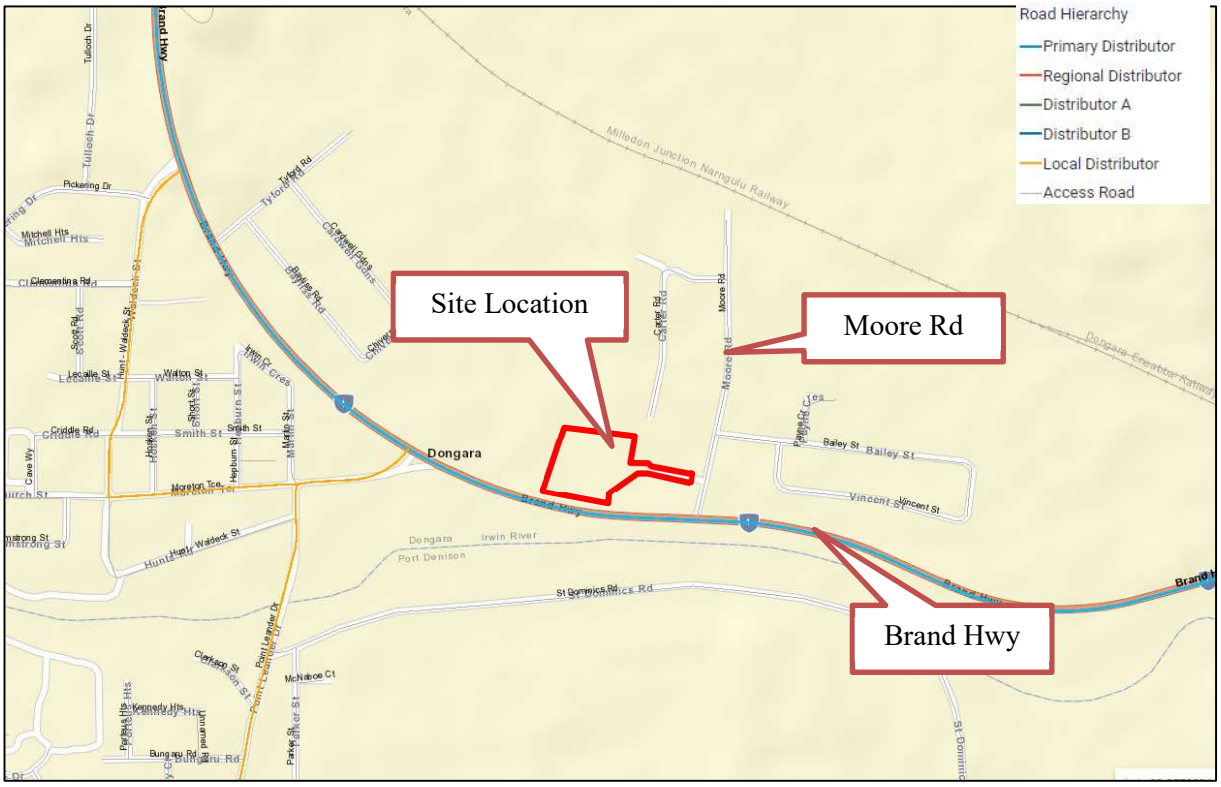


Figure 2.3: Road hierarchy of surrounding road network *Source: Crash Map*

2.5 EXISTING TRAFFIC VOLUMES

The latest available daily traffic data for Brand Highway was sourced from MRWA's Traffic Map (see **Figure 2.4**). The nearest count site is South of Bonniefield Rd East, which is to the north of Dongara, towards Geraldton. Of the 3,180 vehicles per day (vpd) travelling on this portion of Brand Highway on an average day in 2020/21, some 1,514vpd were recorded as travelling southbound, and 1,666 vpd northbound. In the morning peak hour (10am to 11am) the recorded traffic volumes were 152vph southbound and 140vph northbound. Almost 14% of traffic in this location consisted of heavy vehicles.

The traffic data for Brand Highway to the west of Midlands Road (South of Moore Road) recorded 2,711 vpd and 246 vph at peak in 2020/21 with some 16% of heavy vehicles.

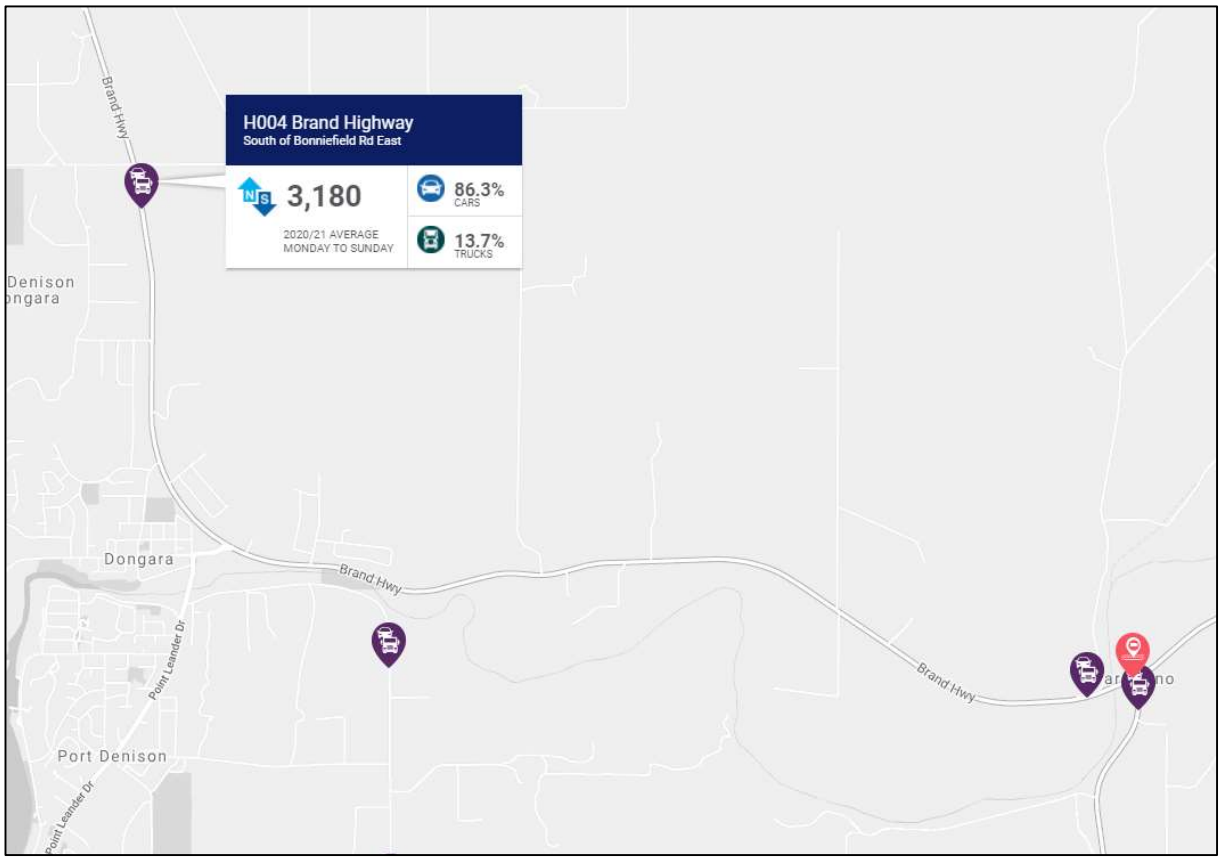


Figure 2.4: Traffic Data *Source: Main Roads Traffic Map*

2.6 CRASH HISTORY

According to MRWA's CARS database, there have been three recorded crashes on Brand Highway over a 1 km section either side of Moore Road between SLK 303.21 and 304.21, including its intersections in the latest reporting period being from January 2016 to December 2020, as shown in **Figure 2.5**. Two of these crashes was classified as major property damage, and one resulted in minor property damage. There have been no injury crashes recorded in this 5-year period.

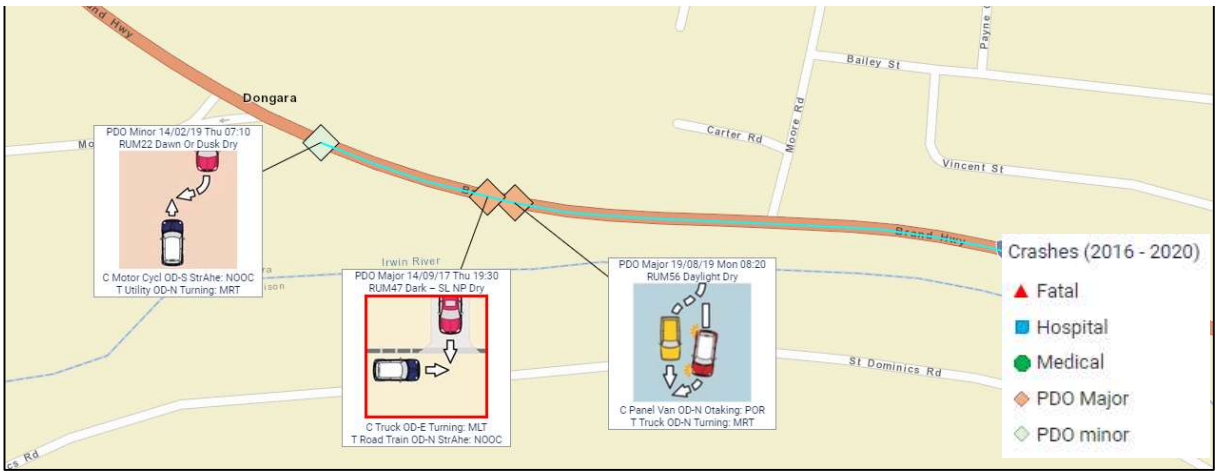


Figure 2.5: Crashes History adjacent Site *Source: Crash Map*

2.7 PLANNED CHANGES TO THE ROAD NETWORK

The Landgate map shows that Carter Road is planned at some stage to link its existing southern end through to Moore Road via a portion of the subject land as indicated in **Figure 2.6**. We are not aware of any other modifications to the road network in this vicinity.

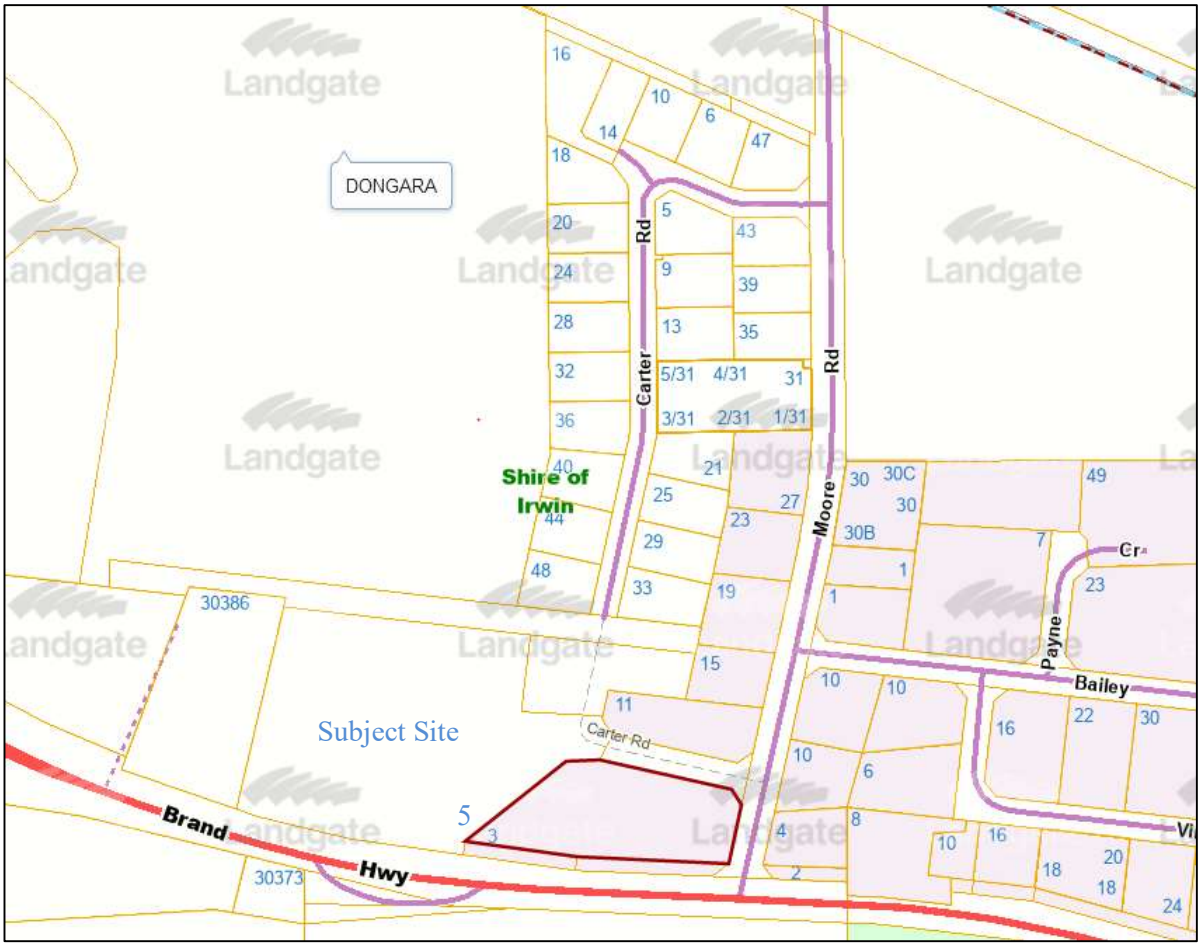


Figure 2.6: Landgate Map showing indicative link for Carter Road *Source: Landgate Map*

3. PROPOSED DEVELOPMENT

3.1 DEVELOPMENT PROPOSAL

The proposed development consists of a service station and convenience store on part of number 5 Moore Road, Dongara. The development proposal would comprise a fuel canopy with 16 bowsers for light vehicles (8 double sided bowsers), 3 double sided truck diesel bowsers capable of refuelling 4 trucks simultaneously, a 300m^2 convenience store with a drive through facility and associated vehicle parking for light vehicles, caravans and trailers and trucks plus manoeuvring areas, signage and landscaping. The General Layout Plan is shown in **Figure 3.1**.

Parking for customers will be in 20 bays including one ACROD bay plus one bay for Air/Water, five caravan/trailer parking bays and five truck parking lots as shown in **Figure 3.2**. Fifteen of the car bays are shown adjacent to the building including the ACROD bay, and an additional five car bays plus the Air/Water bay are located against the south-eastern boundary of the site.



Figure 3.1: Proposed Site Layout ***Source: Hodge Collard Preston Architects***

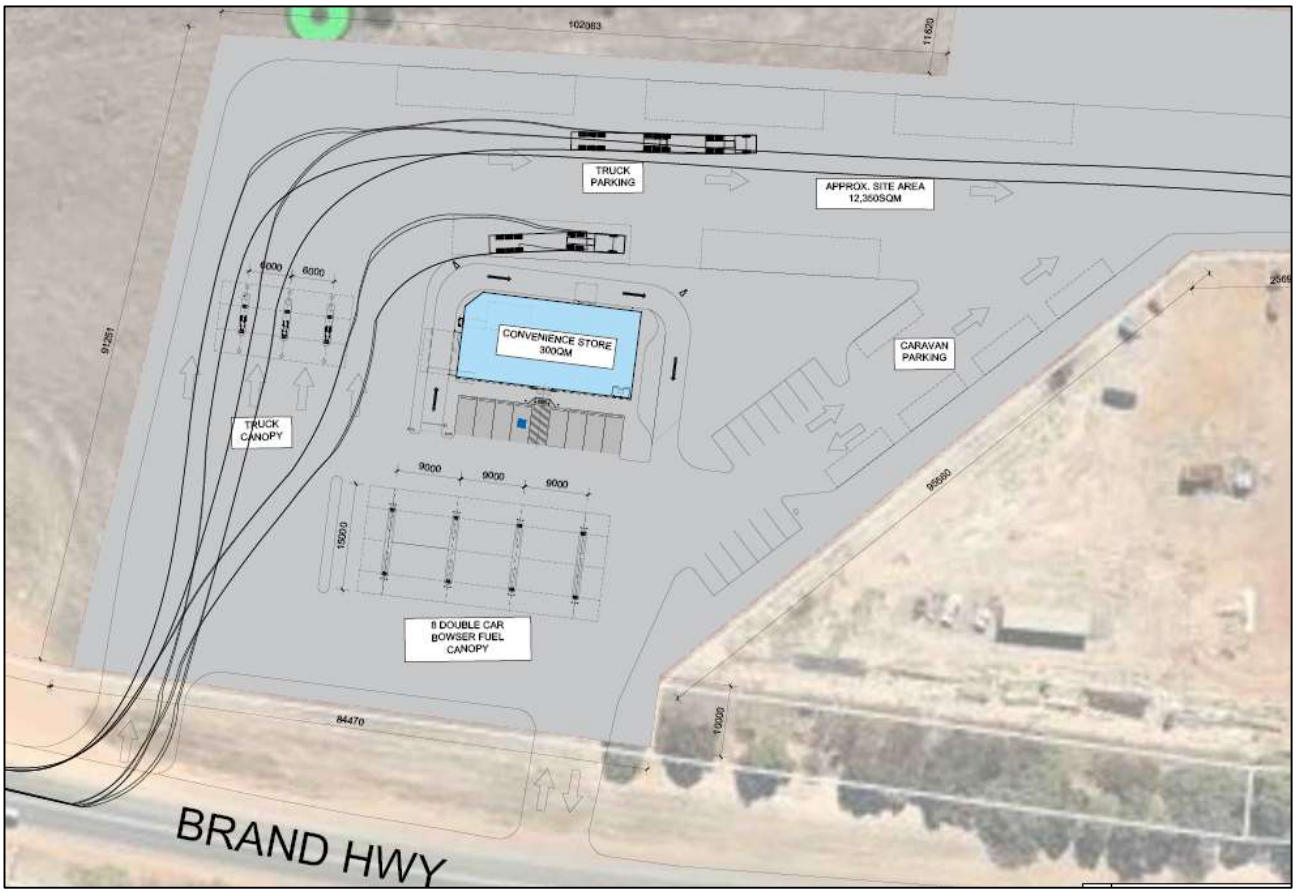


Figure 3.2: Proposed Site Internal Layout ***Source: Hodge Collard Preston Architects***

3.2 ACCESS ARRANGEMENTS

Three vehicular access driveways are proposed, two onto Brand Highway and one onto Moore Road, adopting the alignment of the future Carter Road connection. The western driveway onto Brand Highway will be for inbound movements only and carry all truck traffic entering the site plus provide an option for light vehicles and those towing caravans or trailers. Both left and right turn in movements will be permitted. The eastern driveway onto Brand Highway will cater for all light vehicle movements in and out. Large trucks will not be permitted to enter or exit via this crossover. The connection through to Moore Road will be restricted to exiting traffic only and will carry all exiting trucks plus any light vehicles that wish to use this route.

Longer term, if Carter Road is fully connected between its southern end and Moore Road then the service station access would become a driveway access at the right-angled bend on Carter Road.

4. TRAFFIC ASSESSMENT

In order to assess the potential traffic impacts associated with the site, a trip generation exercise was undertaken. The impact of a development is typically assessed with regard to the number of trips that it will generate and how they will dissipate through the road network. The components of the development generating trips are:

- 16 fuel bowsers for light vehicles;
- 6 fuel bowsers for up to 4 trucks to refuel; and
- A 300m^2 convenience store with drive through facility.

4.1 TRIP GENERATION

Research data suggests that approximately 56 % of urban service station trips are typically passing trade and hence already on the road network. However, in this location, at the regional area in the Shire of Irwin and on a major highway, the expectation is that the proportion of passing trade would be higher, especially for truck traffic.

Oft-quoted, published sources of trip generation rates tend to base their rates for service stations on trip rates per bowser. The Institution of Transportation Engineers (ITE) Trip Generation Rates Handbook (USA publication), for example, uses a peak rate of 13.4 trips/hour/bowser. Using this rate and the 16 bowsers for light vehicles would suggest that some 214 trips could be expected in the peak hour, of which 56% or 120 trips attributed to passing trade (60 inbound and 60 outbound). However, this would require one in five passing motorists to pull into the service station for fuel based on the traffic count on Brand Highway north of the site or one in three if the southern count site figures are used. Clearly, this level of activity is not realistic.

Based on previous studies we have assumed a generous trip generation rate of 2% of passing traffic, which is likely to be high, especially given the close proximity of the BP service station on the south side of Brand Highway. This indicates a peak hour volume of 8 passing trips, plus another 6 generated trips for the light vehicle bowsers.

The truck bowsers may attract a further 6 trips and the convenience store possibly another 40 trips resulting in a total of 60 trips (30 inbound and 30 outbound movements) in the peak hour.

On a daily basis, outside peak holiday periods, the site may attract 50 truck visits and possibly 250 light vehicle visits plus a further 100 vehicle trips exclusively for the drive through facility totalling 400 visits (400 inbound and 400 outbound movements).

4.2 INTERNAL SITE MOVEMENTS

The site layout has been carefully designed for ease of access to the fuel bowsers and parking bays. Large trucks will be able to refuel at one of four bowser bays. They will then be able to either park on site or exit via Carter Road and Moore Road. Vehicles towing caravans or trailers can refuel and either park up and then exit via the same route as larger trucks or use either exit crossover if simply refuelling.

The majority of car parking bays are on the same central island as the convenience store which means that vehicle occupants do not cross any traffic aisles between their vehicle and the store.

4.3 INTERSECTION ANALYSIS

With three access points to the site, the additional peak hour trip generation is not considered to have any significant traffic impact on any intersection on the road network and under WAPC's Transport Impact Assessment Guidelines, no detailed technical analysis is required.

There are no expected traffic capacity issues on the road network associated with the development proposal.

5. OTHER ISSUES

5.1 SERVICE DELIVERIES

Service deliveries to the site will include fuel for the petrol and diesel holding tanks and various goods for the shop. Fuel is expected to be delivered to the site by 19m tankers. There is ample room to accommodate the tanker. At this stage details of the fuel farm filling points are not available. Their appropriateness should be confirmed with a swept path once determined. Fuel deliveries will occur out of peak traffic periods.

Other smaller service vehicles would be able to access the site via either of the Brand Highway crossovers.

No formal loading bay has been provided for delivery trucks. Such vehicles would typically deliver during non-busy periods and would either park in the car bays at the front of the building, in front of the bin store, at one of the bowsers or possibly within one of the caravan/trailer bays. These deliveries would be fairly infrequent and would not significantly affect operations of the filling station or convenience store.

5.2 RUBBISH COLLECTION

Rubbish collection would be undertaken from within the site and not along the road verge. Rubbish bins will be stored in an enclosure to the west of the convenience store as shown in **Figures 3.1**and **3.2**.

5.3 PARKING

The Shire of Irwin Town Planning Scheme No. 5 is prescriptive on the parking requirement for Service Station use and requires a minimum of 20 car parking bays.

The proposed development provides a total of 20 formal car bays including an ACROD bay plus 5 caravan/trailer bays and 5 truck bays.

DVC considers that the provision of formal parking bays meets and indeed exceeds the minimum requirement of the Shire's Town Planning Scheme, and is therefore adequate for the proposed development.

6. SUSTAINABLE TRANSPORT

6.1 PEDESTRIANS & CYCLISTS

There are no pedestrian or cyclist facilities in the vicinity of the site which is located within the Dongara Industrial Estate. Four bicycle racks are recommended to be included on the area to the east of the convenience store to cater for any demand for bicycle parking.

6.2 PUBLIC TRANSPORT

There are no bus routes adjacent to the site along this part of Brand Highway or Moore Road.

7. SUMMARY AND CONCLUSION

7.1 SUMMARY

This Transport Impact Statement has been prepared by Donald Veal Consultants (DVC) on behalf of Convenience Retail Group Pty Ltd, with regard to a proposed service station and convenience store in Dongara, within the Shire of Irwin. The development will be located near the southeast of the intersection of Brand Highway and Moore Road.

Traffic volumes along Brand Highway are reported to be in the order of 3,180 vehicles per day (vpd) on an average day in 2020/21. In the morning peak hour (10am to 11am) the recorded traffic volumes were 292vph. Almost 14% of traffic in this location consisted of heavy vehicles. The crash history on Brand Highway in this location recorded no injury crashes over 5-years and only 3 property damage crashes.

The development proposal would comprise a fuel canopy with 16 bowsers for light vehicles, 3 double sided truck diesel bowsers capable of refuelling 4 trucks simultaneously, a 300m^2 convenience store with drive through facility and associated vehicle parking for light vehicles, caravans and trailers and trucks plus manoeuvring areas, signage and landscaping. The area to be developed is currently vacant land.

Three vehicular access driveways are proposed, two onto Brand Highway and one onto Moore Road. The western driveway onto Brand Highway will be for inbound movements only and carry all truck traffic entering the site plus provide an option for light vehicles and those towing caravans or trailers. Both left and right turn in movements will be permitted. The eastern driveway onto Brand Highway will cater for all light vehicle movements in and out. Large trucks will not be permitted to enter or exit via this crossover. The connection through to Moore Road will be restricted to exiting traffic only and will carry all exiting trucks plus any light vehicles that wish to use this route.

Longer term, if Carter Road is fully connected between its southern end and Moore Road then the service station access would become a driveway access at the right-angled bend on Carter Road.

Based on previous studies a total of 60 trips (30 inbound and 30 outbound movements) are expected in the peak hour and a daily traffic generation, outside peak holiday periods, of some 50 truck visits and possibly 250 light vehicle visits plus a further 100 light vehicle visits generated by the drive through facility, totalling 400 visits in all, being 400 inbound and 400 outbound movements.

Internal circulation works well with ample manoeuvring space for all customer traffic, delivery tankers and other service vehicles.

Adequate parking is provided which satisfies the Shire of Irwin's Town Planning Policy No. 5. Four bicycle racks are recommended to be included to cater for any demand for bicycle parking.

7.2 CONCLUSION

We conclude, based on the assessment described in this report, that the development proposal will have no significant adverse impact on the capacity or safety of the surrounding road network. We therefore fully support the development application in terms of its traffic and road safety impact and recommend its approval.

Appendix B

Bushfire Management Plan

Lot 16 Moore Road

Biodiverse Solutions Pty Ltd

Bushfire Management Plan Coversheet

This Coversheet and accompanying Bushfire Management Plan has been prepared and issued by a person accredited by Fire Protection Association Australia under the Bushfire Planning and Design (BPAD) Accreditation Scheme.

Bushfire Management Plan and Site Details

Site Address / Plan Reference: Lot 16, No 5 Moore Road			
Suburb: Dongara		State: WA	P/code: 6525
Local government area: Shire of Irwin			
Description of the planning proposal: Rezoning			
BMP Plan / Reference Number: AB0047 BMP BAL Contour Plan	Version: 1.0	Date of Issue: 04/11/2021	
Client / Business Name: RPD3 Pty Ltd			

Reason for referral to DFES	Yes	No
Has the BAL been calculated by a method other than method 1 as outlined in AS3959 (tick no if AS3959 method 1 has been used to calculate the BAL)?	☐	☒
Have any of the bushfire protection criteria elements been addressed through the use of a performance principle (tick no if only acceptable solutions have been used to address all of the BPC elements)?	☐	☒

Is the proposal any of the following special development types (see SPP 3.7 for definitions)?

Unavoidable development (in BAL-40 or BAL-FZ)	☐	☒
Strategic planning proposal (including rezoning applications)	☒	☐
Minor development (in BAL-40 or BAL-FZ)	☐	☒
High risk land-use	☒	☐
Vulnerable land-use	☐	☒

If the development is a special development type as listed above, explain why the proposal is considered to be one of the above listed classifications (E.g. considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

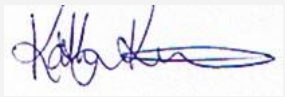
The proposal is a rezoning, future site development is considered a high risk land use.

Note: The decision maker (e.g. local government or the WAPC) should only refer the proposal to DFES for comment if one (or more) of the above answers are ticked "Yes".

BPAD Accredited Practitioner Details and Declaration

Name	Accreditation Level	Accreditation No.	Accreditation Expiry
Kathryn Kinnear	Level 2	BPAD30794	01/02/2022
Company: Bio Diverse Solutions		Contact No.: 9842 1575	

I declare that the information provided within this bushfire management plan is to the best of my knowledge true and correct

Signature of Practitioner 

Date 05/11/2021

Bushfire Management Plan and BAL Contour Plan

Site Details					
Address:	Lot 16, No 5 Moore Road				
Suburb:	Dongara	**State:**	W.A.	**Postcode**	6525
Local Government Area:	Shire of Irwin				
Description of Building Works:	N/A				
Stage of WAPC Planning	Rezoning				

Report Details			
Report / Job Number:	AB0047	**Report Version:**	Final
Assessment Date:	9 September 2020	**Report Date:**	5 November 2021
BPAD Practitioner	Kathryn Kinnear (Level 2)	**Accreditation No.**	BPAD 30794



BIO DIVERSE SOLUTIONS

BPAD Bushfire Planning & Design Accredited Practitioner Level 2

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Appendix: A: Vegetation Classifications to AS3959-2018

Appendix: B: Schedule 1 - WAPC Asset Protection Zone (APZ) standards to apply

Appendix: C: SoI current S33 fire notice

1. Introduction

Bio Diverse Solutions (Bushfire Consultants) were commissioned to prepare a Bushfire Management Plan (BMP) to accompany a rezoning to the Shire of Irwin (SoI) at Lot 16, No 5 Moore Road Dongara (the "subject site").

The Bushfire Management Plan (BMP) is developed to assess the proposal to ensure it is consistent with the current and endorsed 'Guidelines for Planning in Bushfire Prone Areas Version 1.3 (WAPC, 2017)' and 'State Planning Policy 3.7 (WAPC, 2015)' and the Department of Planning, Lands and Heritage (DPLH) 'Position Statement: Tourism Land Uses in Bushfire Prone Areas' (DPLH, 2019b).

1.1 Location

The subject site is located to the north east of the townsite of Dongara, to the west of the current light industrial area within the suburb of Dongara in the municipality of the SoI, as shown in Figure 1.



Figure 1: Location Mapping of the subject site.

1.2 Development Proposal

The development proposal includes the rezoning for the subject land from Light industry, local reserve and Special Residential to enable a future fuel station site. The rezoning is proposed under SoI Local Planning Scheme (LPS) No. 5 Amendment No 19 to rezone portions of Lot 16 Moore Road Dongara from Light Industrial and special residential zones to Special Use Zones. Refer to Site Plan Figure 2 and the proposed development plan Figure 3.



Figure 2: Site plan.

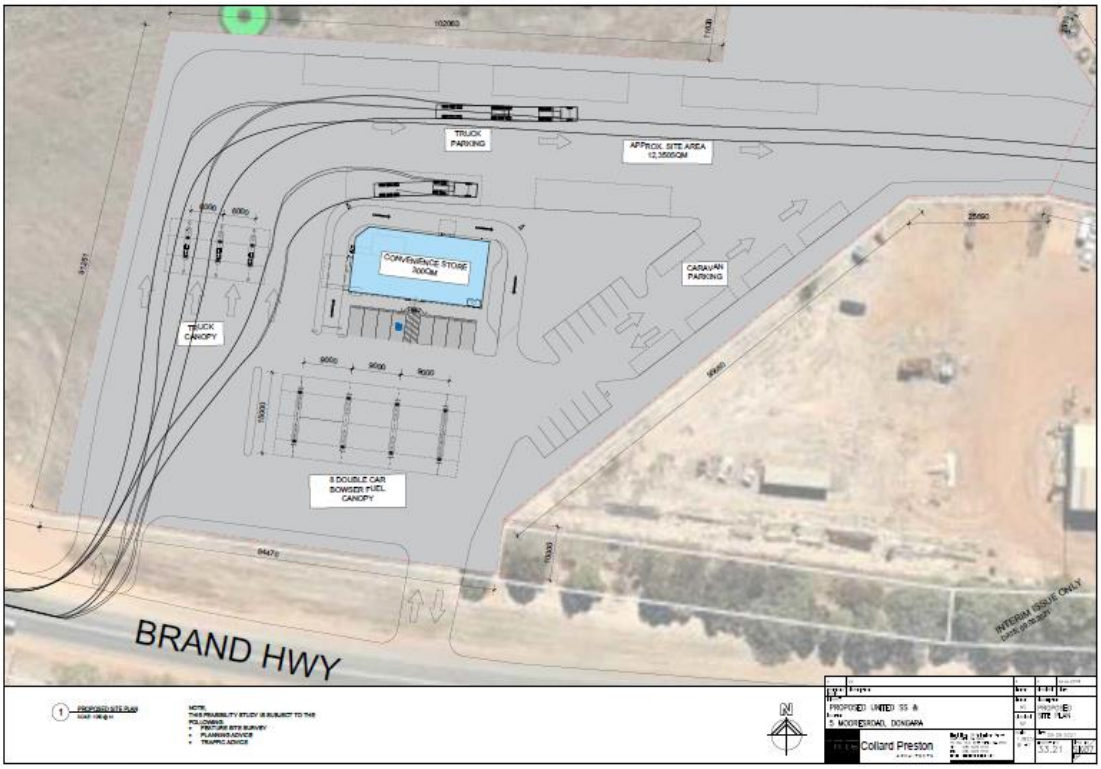

Figure 3: Development proposal

The publicly released Bushfire Prone Area Mapping (OBRM, 2019) shows that the subject site is partially located within a Bushfire Prone Area (within 100m of >1ha of bushfire prone vegetation) and as such is subject to a planning assessment of the bushfire risks. Bushfire Prone Area Mapping (OBRM, 2019) is shown in Figure 4.

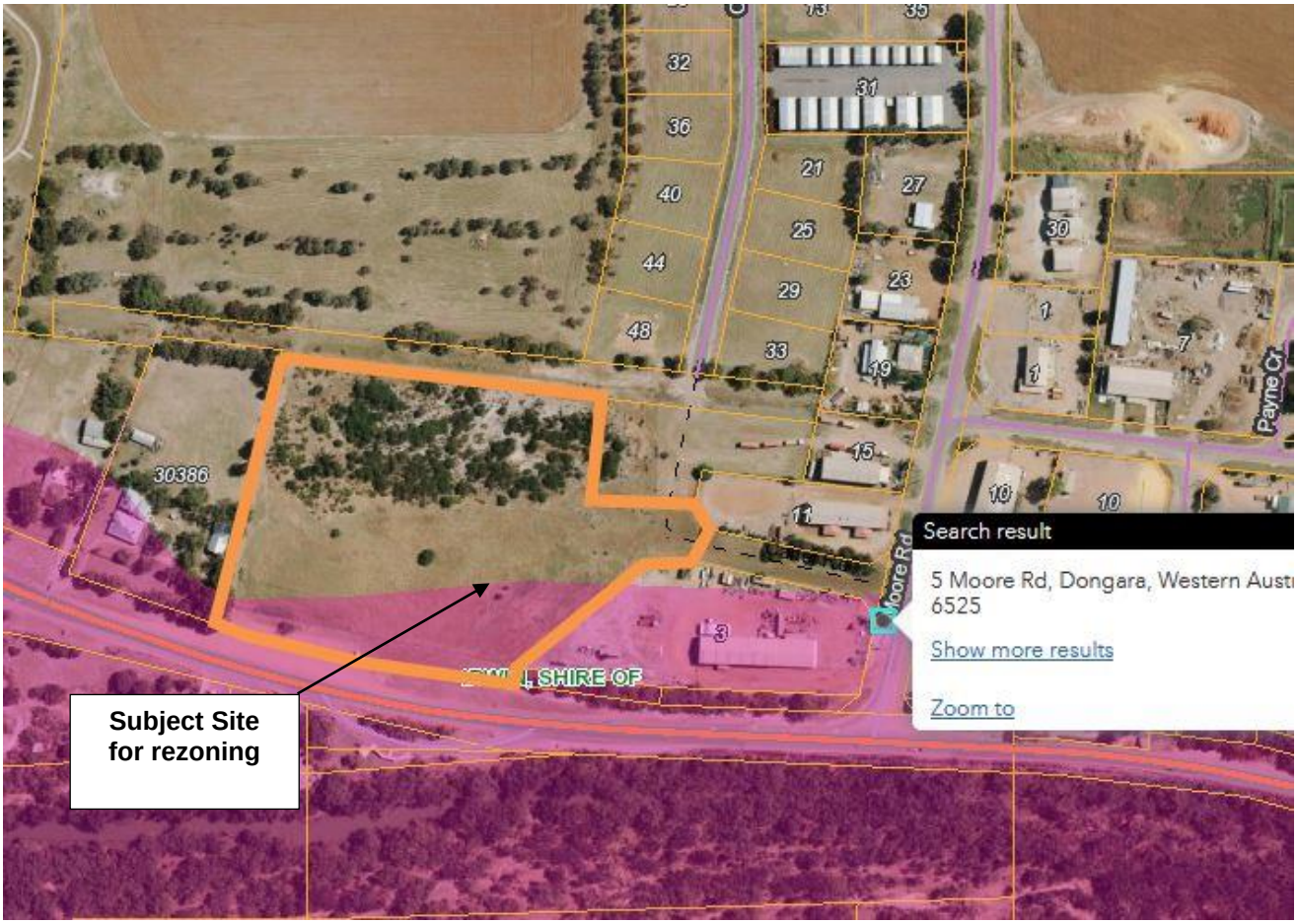

Figure 4: Map of Bushfire Prone Areas and relevance to subject site (OBRM, 2019).

1.3 Statutory Framework

This document and the recommendations contained within are aligned to the following policy and guidelines:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Scheme) Regulations 2015;*
- State Planning Policy (SPP) 3.7 Planning in Bushfire Prone Areas 2015 (WAPC, 2015);
- Guidelines for Planning in Bushfire Prone Areas v1.3 2017 (WAPC, 2017);
- *Building Act 2011;*
- *Building Regulations 2012;*
- Building code of Australia (National Construction Code) (NCC, n.d.);
- *Fire and Emergency Services Act 1998*.
- AS3959-2018 “Construction of Buildings in Bushfire Prone Areas” current and endorsed standards;
- *Bushfires Act 1954*;
- *Environmental Protection Act 1986;*
- *Environmental and Protection and Biodiversity Conservation Act 1999 (EPBC Act);*
- *Biodiversity and Conservation Act 2016;*and
- Shire of Irwin Fire Management Notice (SoI, 2021/2022).

The BMP has been prepared to assess the proposal to WAPC guidelines for rezoning purposes. The rezoning planning application to the SoI and Department of Planning, land and Heritage is to rezone the land for part of the subject lot to be developed into a roadhouse. The High risk land use component has not been assessed within

the scope of this BMP and as per SPP 3.7 allows for this land use to be assessed at a later stage of planning. The development of a fuel station (roadhouse) with fuel storage is deemed a "High Risk" land use as per SPP 3.7 and requires a risk management plan is to be prepared by a suitably qualified person and approved by DFES and the SoI at Development Approval stages, as per the requirements of the WAPC guidelines (2017). Also see further information Section 4.5 of this report.;

1.4 Suitability Qualified Bushfire Practitioner

Kathryn Kinnear (nee White), has 10 years' operational fire experience with Department of Biodiversity Conservation and Attractions (DBCA) (formerly CALM) from 1995-2005. Kathryn has the following national accreditation in bushfire planning, management and fire fighting operations:

- Accredited BPAD Level 2 Bushfire Practitioner (BPAD 30794);
- Incident Control Systems;
- Operations Officer;
- Prescribed Burning Operations;
- Fire and Incident Operations;
- Wildfire Suppression 1, 2 & 3;
- Structural Modules – Hydrants and hoses, Introduction to Structural Fires, and Fire extinguishers; and
- Ground Controller.

Kathryn Kinnear currently has the following Tertiary Qualifications:

- BAS Technology Studies & Environmental Management;
- Diploma Business Studies; and
- Graduate Diploma of Environmental Management.

Kathryn Kinnear has over 26 years of experience in environmental management and bushfire planning. Bio Diverse Solutions are Corporate Silver members of Fire Protection Australia Association (FPAA) and Kathryn is a committee member of the FPAA Bushfire Working Group Western Australia. Kathryn is a suitably qualified practitioner to prepare the BMP for the rezoning of Lot 16 Moore Road Dongara.

2 Environmental Considerations

2.1 Native Vegetation – modification and clearing

The rezoning of this land involves management of the vacant land and vegetation on site into a low threat state. To the north of the land there is regrowth acacia scrub, in the south there is mixed paddock grasses. The subject site is located within the "Urban/Rural Interface" area as designated in the SoI Firebreak Notice (SoI, 2021/2022), refer to Appendix C.

Analysis of aerial photography indicates the land has been cleared for agricultural pursuits since 2010/2012 with the acacia scrub regrowing in the north of the site from circa 2015. Clearing within 20 years to maintain pasture is an exemption under the EPA Clearing Native Vegetation regulations as per regulation 5, item 14. The balance of land for the rezoning proposal (north and western areas of the subject site) is to remain as vacant land and kept in a low fuel state. The Acacia scrub *(Acacia acuminata)* is not deemed a Threated Ecological Community (TEC) as listed by the federal Environmental Biodiversity Protection Act (EPBC) or the WA Biodiversity Conservation Act. Site inspection by Kathryn Kinnear (Environmental and Bushfire Consultant) revealed the vegetation to be degraded and previously grazed by stock. A biological survey of the remnant vegetation on the subject site is not perceived to be required for the area to be maintained in a low fuel state.

As part of the ongoing requirement of this BMP, vegetation on site (and in the balance of land) will be managed in a low threat state as per the WAPC Asset Protection Zone (APZ) Standards (refer to Appendix B). This low fuel zone will be managed in perpetuity as per the requirements as outlined in Section 6 of this report.

2.2 Revegetation or landscaping

There is no revegetation/landscaping proposed for this rezoning application and any future landscaping on or adjacent to the site will be done so as to not negatively impact the BAL rating. It is recommended that landscaping plans are reviewed by the accredited BPAD bushfire practitioner at Development Approval stages to ensure the BAL rating is not increased through the landscaping or streetscaping program.

3 Bushfire Assessment Results

The bushfire assessment for this site has followed the Bushfire Attack Level (BAL) Assessment process and included:

- Vegetation classification to AS3959-2018;
- Assessment of the Subject Site to 150m from the building; and
- Allocation of category of BAL to AS3959-2018.

3.1 Assessment Inputs

Bushfire Assessment inputs for the site has been calculated using the Method 1 BAL Assessment procedure as outlined in AS3959-2018. This incorporates the following factors:

- WA adopted Fire Danger Index (FDI), being FDI 80;
- Vegetation Classes;
- Slope under classified vegetation; and
- Distance between proposed development site and classified vegetation.

3.1.1 Vegetation Classification

Site assessment occurred on the 20th September 2021 by leading Principal Director and Bushfire Consultant of Bio Diverse Solutions, Kathryn Kinnear (BPAD 30794). All vegetation within 150m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified in the following pages and shown on the Vegetation Classes Map, Figure 5. A summary of the Plot data assessed as per Clause 2.2.3 of AS 3959-2018 is provided below in Table 1 below, detailed plot data is provided in Appendix A.

Table 1: Vegetation Classification Table (in accordance with AS 3959-2018) of the subject site

Plot Number	Vegetation Type (Table 2.3)	Slope (Table 2.4.3)
1	Excluded 2.2.3.2 (e)	N/A
2	Excluded 2.2.3.2 (f)	N/A
3	Grassland Type G	Upslope/flat
4	Scrub Type D	Upslope/flat
5	Forest Type A	Upslope/flat
6	Forest Type A	Downslope >0-5 degrees
7	Forest Type A	Downslope >10-15 degrees
8	Woodland Type B	Upslope/flat
9	Grassland Type G	Downslope >0-5 degrees

Plot Number	Vegetation Type	Effective Slope
1	Excluded 2.2.3.2 (e)	N/A
2	Excluded 2.2.3.2 (f)	N/A
3	Grassland Type G	Upslope/flat
4	Scrub Type D	Upslope/flat
5	Forest Type A	Upslope/flat
6	Forest Type A	Downslope >0-5 degrees
7	Forest Type A	Downslope >10-15 degrees
8	Woodland Type B	Upslope/flat
9	Grassland Type G	Downslope >0-5 degrees

Figure 5: Vegetation Classes

Albany Office:
29 Hercules Crescent
Albany, WA 6330
(08) 9842 1575

Denmark Office:
7/40 South Coast Highway
Denmark, WA 6333
(08) 9848 1309

Esperance Office:
2A/113 Dempster Street
Esperance, WA 6450
(08) 9072 1382

BPAD Bushfire Planning & Design Accredited Practitioner Level 2

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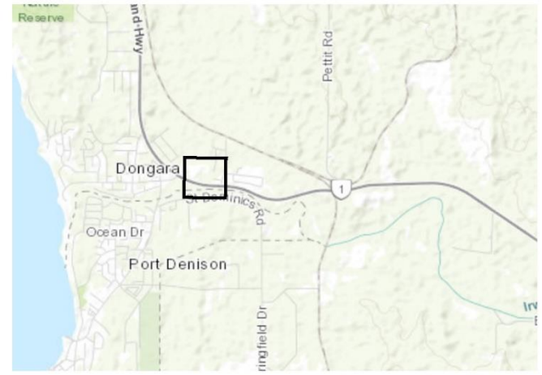

Overview Map Scale 1:100,000

Legend

- Subject Site
- 100m Assessment Boundary
- 150m Assessment Boundary
- Cadastre
- 2m Contours
- Separation Distance
- Slopes Degrees
- Photo Point
- Future Low Fuel
- Vegetation/Plot Boundary

Vegetation

- Forest Type A
- Woodland Type B
- Scrub Type D
- Grassland Type G
- Low fuel or non vegetated 2.2.3.2

Scale
1:2,000 @ A3
GDA MGA 94 Zone 50

Data Sources
Aerial Imagery: WA Now, Landgate Subscription Imagery
Cadastre, Relief Contours and Roads: Landgate 2017
IRIS Road Network: Main Roads Western Australia 2017
Overview Map: World Topographic map service, ESRI 2012

CLIENT
Ayton Baesjou Planning
Lot 16 (No. 5) Moore Road
Dongara, WA 6525

Vegetation Classes

BAL Assessor	*QA Check*	*Drawn by*
KK	CVDM	GSK
STATUS	*FILE*	*DATE*
FINAL	AB0047	04/10/2021

3.2 Assessment Outputs

A Method 1 BAL calculation (in the form of BAL contours) has been completed for the proposed subdivision in accordance with AS3959-2018 methodology. The BAL rating gives an indication of the level of bushfire attack (i.e. the radiant heat flux) that may be received by proposed buildings and subsequently informs the standard of building construction required to increase building tolerance to potentially withstand such impacts in line with the assessed BAL.

The assessed BAL ratings for the subdivision are depicted as BAL contours, as shown on Figure 6 and Table 2.

Table 2: AS3959 Determined BAL Rating for the subject site (to lot boundary).

Plot Number	Vegetation Type (Table 2.3)	Slope (Table 2.4.3)	Separation (m)	BAL Allocation	Modified BAL Contour
1	Excluded 2.2.3.2 (e)	N/A	N/A	BAL – LOW	BAL – LOW
2	Excluded 2.2.3.2 (f)	N/A	N/A	BAL – LOW	BAL – LOW
3	Grassland Type G	Upslope/flat	0m	BAL – FZ	BAL – FZ
4	Scrub Type D	Upslope/flat	0m	BAL – FZ	BAL – FZ
5	Forest Type A	Upslope/flat	0m	BAL – FZ	BAL – FZ
6	Forest Type A	Downslope >0-5 degrees	17m	BAL – FZ	BAL – FZ
7	Forest Type A	Downslope >10-15 degrees	40m	BAL – 40	BAL – 40
8	Woodland Type B	Upslope/flat	30m	BAL – 19	BAL – 19
9	Grassland Type G	Downslope >0-5 degrees	6m	BAL – FZ	BAL – FZ

Assumptions/comments on BAL Contour Plan:

- Method 1 (AS3959-2018) Simplified procedure was used for vegetation classification and BAL Assessment process;
- The BAL Contour Plan was prepared by an Accredited Level 2 Bushfire Planning Practitioner (BPAD30794);
- The BAL Contour Map (Figure 6) has been prepared in accordance with Department of Planning (WAPC) Guidelines for Planning in Bushfire Prone Areas (Version 1.3; WAPC, 2017);
- The vegetation within the subject site (part of Plot 3 Grassland Type and Scrub Type D) has been excluded as this vegetation will be modified to a low threat state, see Future Low Fuel on Figure 5 Vegetation Classes Map;
- Vegetation off site to the lot boundary is not within the control of the land owners;
- Rezoning and development plan as supplied by the client (Figure 2 and 3); and
- Subject site is located in a Bushfire Prone Area, see Figure 4 (OBRM, 2019).

Plot Number	Vegetation Type	Effective Slope
1	Excluded 2.2.3.2 (e)	N/A
2	Excluded 2.2.3.2 (f)	N/A
3	Grassland Type G	Upslope/flat
4	Scrub Type D	Upslope/flat
5	Forest Type A	Upslope/flat
6	Forest Type A	Downslope >0-5 degrees
7	Forest Type A	Downslope >10-15 degrees
8	Woodland Type B	Upslope/flat
9	Grassland Type G	Downslope >0-5 degrees

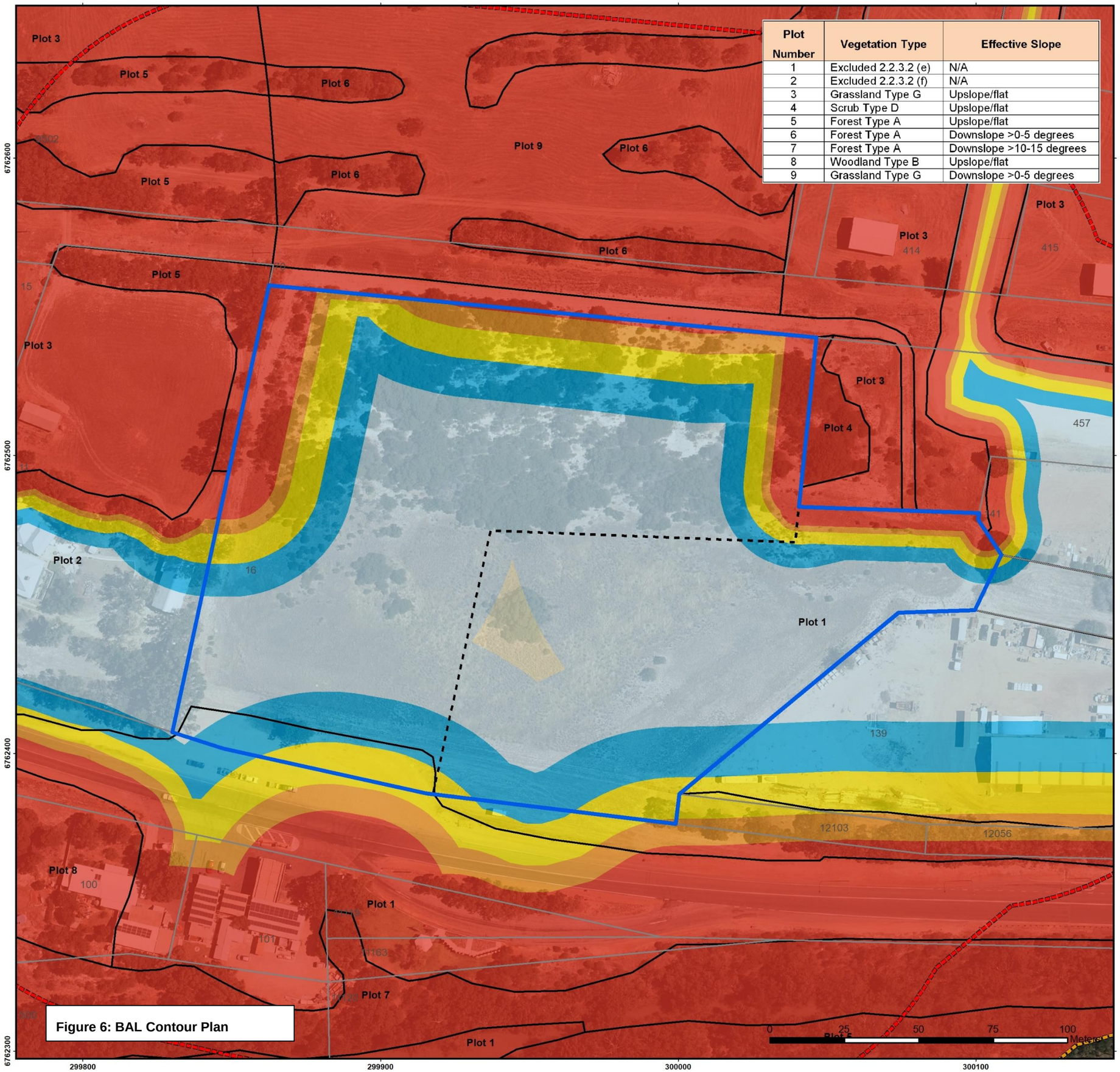

Figure 6: BAL Contour Plan

Albany Office:
29 Hercules Crescent
Albany, WA 6330
(08) 9842 1575

Denmark Office:
7/40 South Coast Highway
Denmark, WA 6333
(08) 9848 1309

Esperance Office:
2A/113 Dempster Street
Esperance, WA 6450
(08) 9072 1382

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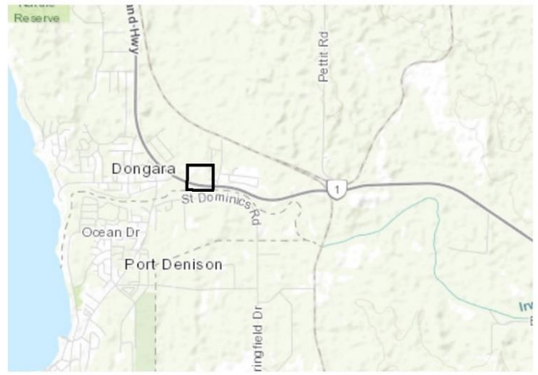


Overview Map Scale 1:100,000

Legend

- Subject Site
- 100m Assessment Boundary
- 150m Assessment Boundary
- Cadastre
- Proposed Subdivision Boundary
- Vegetation/Plot Boundary

BAL Contours

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW

Scale
1:1,250 @ A3
GDA MGA 94 Zone 50

Data Sources
Aerial Imagery: WA Now, Landgate Subscription Imagery
Cadastre, Relief Contours and Roads: Landgate 2017
IRIS Road Network: Main Roads Western Australia 2017
Overview Map: World Topographic map service, ESRI 2012

CLIENT
Ayton Baesjou Planning
Lot 16 (No. 5) Moore Road
Dongara, WA 6525

BAL Contour Plan

BAL Assessor	*QA Check*	*Drawn by*
KK	**BT**	**CV**
STATUS	*FILE*	*DATE*
FINAL	**AB0047**	**06/10/2021**

4 Identification of bushfire hazard issues

4.1 Bushfire hazard level

The identified bushfire risks associated with the subject site is the continuous vegetation to the north and south of the subject site. This area presents as predominantly Forest Type A and Grassland Type G which are defined as Extreme Bushfire Hazard Level (BHL) and Moderate BHL (respectively). Under hot, dry and unstable conditions (Severe to Catastrophic bushfire weather) the subject site is most at risk from bushfire from these directions.

Surrounding the subject site to the north and north west is continuous paddock/pasture (Grassland Type G), if left unmanaged this grassland vegetation poses a moderate BHL to the proposed development and existing lot. To the east and west of the development site, industrial and a farmhouse present as predominately low fuel, presenting a Low BHL. To the south is a thin band of remnant riparian vegetation associated with the foreshore of the Irwin River potential fire run from the south is probable, crossing the Brand Highway (Low BHL), noting potential spotting and radiant heat from a bushfire can occur up to 1km and therefore ember attack and radiant heat from the south possible with bushfires from this direction as shown on the BAL Contour Plan (Figure 6)

The proposed fuel station (roadhouse) development can be located in BAL-19 and BAL-12.5 zones. The balance of land will need to be maintained in a low fuel condition in order to not increase the bushfire risk of the proposed fuel station (roadhouse). Building to BAL and AS3959 only applies to Class 1, 2 and 3 buildings, it is recommended that the proposed building is built to BAL 19 or the National Construction Code (NCC) building requirements as determined by the building surveyor at development application stages.

4.2 Landscape risk

Analysis of the vegetation types and corresponding bushfire fuels (to AS3959-2018) outlines the contiguous vegetation to the north west, north, north east and south which correspondingly has the highest risk of fire run into the subject site. Forest Type A are classified as Extreme BHL and present extreme risks to the subject site. To the south spotting and radiant heat potential from bushfire on high south, southwest or south easterly wind speeds could occur from the foreshore of the Irwin River.

4.3 Access

The subject lot is presently accessed from the road reserve to the east from Moore Road. The subject site also has road frontage to the south onto the Brand Highway which is not currently utilised by the land owner and truck and car parking is evident from the adjacent road house to the south of the subject lot. Future access from the Brand Highway and Moore Road is contemplated in the rezoning and subsequent Development Application (DA) to the SoI. The subject lot confirms to the requirements of the WAPC guidelines and allows for two way access in alternative directions at the completion of the rezoning.

4.4 Water Supply

A reticulated water supply is currently available to the site. The nearest Water Corporation WA standard reticulated mains exists at the verge of Moore Road and the northern verge of Brand Highway with distribution mains in the easter verge of Moore Road and northern verge of Brand Highway.

4.5 High risk land use

A ‘high risk land use’ is defined as “a land use which may lead to the potential ignition, prolonged duration and/or increased intensity of a bushfire. Such uses may also expose the community, firefighters and the surrounding environment to dangerous, uncontrolled substances during a bushfire event”. The WAPC guidelines provide examples of what constitutes a high-risk land use, these include:

Required Additional Information – Flammable On-site Hazards

Development applications for a high-risk land use are to include a risk management plan that addresses the required bushfire risk management measures for any flammable onsite-hazards.

Required Additional Information - Inability to Comply with SPP 3.7

Proposed high risk land uses that cannot meet full compliance with SPP 3.7 and cannot fully comply with the bushfire protection criteria contained in the Guidelines, including if the proposed site is subject to BAL-40 or BAL-FZ, will generally not be supported unless:

1. Sufficient justification can be provided for support as 'unavoidable development' because the "development represents exceptional circumstances where full compliance with SPP 3.7 would be unreasonable as no alternative location exists and it can be proven that it is not contrary to the public interest", as determined by the decision maker.

(Source: State Planning Policy No. 3.7: Planning in Bushfire Prone Areas - December 2015 (SPP 3.7) s7 and pm6.6 and Guidelines for Planning in Bushfire Prone Areas - WAPC 2017 v1.3 (Guidelines) s5.6.

The WAPC guidelines (WAPC, 2017) provides examples of what constitutes a high-risk land use presented but not limited to; service stations, landfill sites, bulk storage of hazardous materials, fuel depots and certain heavy industries as well as military bases, power generating land uses, saw-mills, highways and railways. The proposed future roadhouse, commercial premises, parking centre is a service station with bulk and mixed storage of hazardous materials, falling under the criteria High-Risk Land Use

The subject lot is not deemed unavoidable development as it complies with meeting BAL 29 or less on the balance of land and the future roadhouse site. Areas of BAL FZ and BAL 40 allocated to the subject site can be avoided in any future development of the special use zoning. A risk management plan is to be prepared by a suitably qualified person and approved by DFES and the SoI at Development Approval stages, as per the requirements of SP 3.7.

.

5 Assessment against the Bushfire Protection Criteria

5.1 Compliance table

The Guidelines for Planning in Bushfire Prone Areas (WAPC, 2017) outlines bushfire protection criteria which subdivision and development proposals are assessed for compliance. The bushfire protection criteria (Appendix 4, WAPC, 2017) are performance-based criteria utilised to assess bushfire risk management measures and they outline four elements, being:

- Element 1: Location
- Element 2: Siting and Design of Development;
- Element 3: Vehicle Access; and
- Element 4: Water.

5.2 Compliance Table

The subject site and rezoning proposal will be assessed and are required to meet the “Acceptable Solutions” of each element of the bushfire mitigation measures (WAPC, 2017). The proposal will be assessed against all elements of the bushfire protection criteria (Table 3).

Table 3: Bushfire protection criteria applicable to the subject site

Element	Acceptable Solution	Applicable or not Yes/No	Proposal meets Acceptable Solution
Element 1 – Location	A1.1 Development Location	Yes	Compliant The rezoning proposal allows for buildings located within the subject lot that will be subject to a BAL rating of BAL-29 or lower. BAL-29, BAL-19, BAL-12.5 or BAL-Low (depending on final location of buildings) can apply as demonstrated on Figure 6. The provision of this statement relies on the subject lot 16 Moore Road to be maintained in a low fuel condition. Existing regrowth acacia scrub in the north of the subject lot is to be maintained by the land owner in perpetuity (refer to Section 5.3). Application of BAL/AS3959 or the NCC to be applied to buildings located in the WA bushfire prone area mapping and actioned at DA stages. Proposal meets Acceptable Solution A1.1.
Element 2 – Siting and Design	A2.1 Asset Protection Zone (APZ)	Yes	Compliant APZ standards to Schedule 1 (Appendix B) will apply to the whole of the subject site. Standards and techniques to be applied are as per Section 5.3 of this report and Schedule 1 WAPC APZ standards (WAPC, 2017) Appendix B of this reports in ownership by the developer/landowner at all times. Any landscaping/streetscaping is to conform to WAPC APZ standards (WAPC, 2017). Any landscaping or streetscaping plans are to be reviewed by the BPAD accredited practitioner at DA stages to ensure the bushfire risk is not increased to the subject site. Proposal meets Acceptable Solution A2.1.
Element 3 – Vehicular Access	A3.1 Two Access Routes	Yes	Compliant The subject lot is presently accessed from Moore Road to the east. The subject lot also fronts the Brand Highway. Both access points and future crossovers into the subject site allows for two-way access to the east and west in a bushfire emergency. Proposal meets Acceptable Solution A3.1.
	A3.2 Public Road	Yes	Compliant. Establishing Moore Road to a public road standard will be required at subsequent stages of planning (DA). All public roads will meet the technical requirements established by the guidelines, see Table 4. The Brand Highway meets Main Roads WA (MRWA) minimum technical standards and any modification to this road reserve will be at the approval of MRWA. Proposal meets Acceptable Solution A3.2.
	A3.3 Cul-de-sacs	No	No Cul-de-sacs are proposed. Not assessed to A3.3.
	A3.4 Battle axes	No	No Battle axes are proposed. Not assessed to A3.4.

Table 3 cont.

Element	Acceptable Solution	Applicable or Not Yes/No	Proposal meets Acceptable Solution
Element 3 – Vehicular Access	A3.5 Private driveways	Yes	Compliant. Internal driveways are to be installed by the new lot owner at DA stages when the building location(s) are confirmed and are to meet minimum technical requirements as shown in Table 4. Proposal meets Acceptable Solution A3.5.
	A3.6 Emergency Access Ways	No	No emergency access ways are proposed. Not assessed to A3.6.
	A3.7 Fire Service Access Ways	No	No fire service access ways are proposed. Not assessed to A3.7.
	A3.8 Firebreaks	No	Compliant The subject site is located within the "Urban/Rural Interface" area as designated in the SoI Firebreak Notice (SoI, 2021/2022) Firebreaks are required by the SoI and are to be applied as per the requirement of the annual gazetted fire notice. A copy of the current notice is provided in Appendix C. Firebreaks are to be maintained by the landowners as it applies to the property. Proposal meets Acceptable Solution A3.8.
Element 4 – Water	A4.1 Reticulated areas	Yes	Compliant. The development will be provided with reticulated scheme water in accordance with the specifications of the relevant water supply authority (Water Corporation WA) (WCWA). This is detailed in the approved engineering drawings and subject to approval from WCWA and the SoI at DA condition and clearance stages, meeting the Acceptable Solution. Fire hydrant (street) outlets are required, these must be installed to WCWA standards installed in accordance with the Water Corporation's No 63 Water Reticulation Standard (WC, 2016) and are to be identified by standard pole and/or road markings and installed by the Developer. Proposal meets Acceptable Solution A4.1.
	A4.2 Non-reticulated areas	No	Not assessed to A4.2.
	A4.3 Individual lots in non-reticulated areas	No	Not assessed to A4.3.

Further to the provisions of Element 2 in Table 3 above, the following vehicular access standards (Table 4) are to apply.

Table 4: Vehicular Access Technical Requirements (WAPC, 2017)

Technical requirements	Public Roads	Private Driveways
Minimum trafficable surface (m)	6*	4
Horizontal clearance (m)	6	6
Vertical clearance (m)	4.5	4.5
Maximum grades	1 in 10	1 in 10
Minimum weight capacity (t)	15	15
Maximum crossfall	1 in 33	1 in 33
Curves minimum inner radius (m)	8.5	8.5

5.3 Other bushfire mitigation measures

The bushfire risk assessment (Section 4.0) has outlined the extreme bushfire risks adjacent to the site for any future development of new facilities. The following section outlines additional measures to assist in mitigating the bushfire risk for the proposed rezoning and any subsequent development.

5.3.1 Minimise ignition sources

There is little control of offsite ignition sources, however the following is recommended to be undertaken by the developer while in ownership of the land.

Prior to the bushfire season (August/September) the following activities are undertaken:

- Mowing, slashing and brush cutting (noting illegal to do so on Total fire ban days);
- Maintenance of road access into and out of the site.
- Noting to any sub-contractors elements of these bushfire mitigation requirements and are aware of their obligations through contractual requirements.

During the designated fire periods maintenance activities internal to the site should be planned and risk assessed prior to commencement. This includes but not limited to:

- Mowing, slashing and brush cutting (noting illegal to do so on Total fire ban days);
- Welding, grinding and hot works (not undertaken on Total fire ban days) ;
- Temporary waste disposal areas and green waste dumps – ensure piles are not exceeding 1.5m high and have bare mineral earth surrounding (min of 10m); and
- A water tender (min of 200L) fast attack unit is on site during the fire season or any future construction periods.

The land manager and any subcontractors on site are responsible for safety in during the bushfire season and are to ensure safety of the site and adjacent properties at all times from potential ignition sources.

5.3.2 Fuel reduction and APZ management

Fuel reduction through mechanical slashing and mowing will be required to be undertaken regularly to ensure all internal grasses are maintained. Any future buildings are to be inspected regularly for build-up of wind-borne debris and leaf accumulation in gutters and at penetrations to buildings (doors, windows, etc). For any future buildings or construction sites (associated with the future DA), the lessee or site manager is to be responsible for implementation of the maintenance schedule which should generally reflect the following actions, refer to Table 5.

Table 5: Maintenance Schedule

Frequency	*Activity*
Weekly **(during fire designated periods operations and preparations prior to a bushfire event)**	Check all buildings for wind borne debris build up and remove.
	Check waste materials collected from site are correctly sorted and stored (i.e. green waste, refuelling in designated areas only).
	Check personal safety equipment before each use.
	Check dust filters on outdoor equipment.
	Visually check vehicles and equipment for leaks or potential oil spills, check on fuel storage areas (if applicable).
	Check signage, gates and access gates are unlocked and accessible on emergency cues points.
	Check noise and spark suppression devices on equipment prior to working.
	Check gutters are free from vegetation or overhand.
	Trimming and removing dead plants or leaf litter.
	Pruning climbing vegetation (such as vines) on a trellis, to ensure it does not connect to a building, particularly near windows and doors.
	Removing vegetation in close proximity to a water tank to ensure it is not touching the sides of a tank.
	Check fire firefighting water tanks are full and serviceable.
	Check outdoor objects around buildings (see list below).
	Raking and cleaning underfloor spaces (if applicable).
Monthly	Mowing, slashing and maintaining grasses, more frequent during spring and Autumn growth periods.
	Whipper snipper/grass cutter around all buildings.
	Ensure all driveways, internal roads and tracks are traversable and no erosion or washouts.
	Ensure public access is restricted in construction periods and signage in place.
	Check no combustible materials are store near buildings or penetrations of building s(windows doors etc), includes but not limited to – gas bottles, fences stored combustible material, vines, plants etc.
Yearly **(prior to designated fire period)**	Undertake any fuel reduction burning (if applicable).
	Maintain firebreaks and fire service access tracks, check gates can easily be opened and closed.
	Check locks are in working order, check gates which are not eb locked (i.e. for emergency access) are not locked).
	Ensure weeds or woody material is not encroaching into the APZ area around any future buildings (20m minimum), attend to any dead material through trimming and pruning, raking and removing to green waste
	Any material from pre fire season preparation is either disposed to green waste or burn in piles away for the buildings with a 10m mineral earth break around the pile

The above is recommended to be combined into the bushfire risk assessment prepared by a Level 3 bushfire practitioner at DA stages. Any future leases or managers of the land are to be made aware of this BMP report, its obligations and management requirements. Prior to a fire event best practice recommends that objects within the APZ zone (20m around buildings) are moved away from the building.

Objects may include, but are not limited to:

- Door mats
- Outdoor furniture
- Potted plants
- Shade sails or umbrellas
- Plastic garbage bins
- Firewood stacks
- Flammable sculptures
- Playground equipment and children's toys.

These should always be considered in the proximity to buildings and stored appropriately when not in attendance at site. Any replanting or landscaping should consider techniques as documented in the Country Fire Authority's Landscaping for Bushfire: Garden Design and Plant Selection (CFA, 2012) – Plant Selection Key or aim for plants within the APZ that have the following characteristics:

- Grow in a predicted structure, shape and height.
- Are open and loose branching with leaves that are thinly spread.
- Have a coarse texture and low surface-area-to-volume ratio.
- Will not drop large amounts of leaves or limbs, that require regular maintenance.
- Have wide, flat, and thick or succulent leaves.
- Trees that have bark attached tightly to their trunk or have smooth bark.
- Have low amounts of oils, waxes, and resins (which will often have a strong scent when crushed).
- Do not produce or hold large amounts of fine dead material in their crowns.
- Will not become a weed in the area.

5.3.3 Barrier Fencing

In November 2010, the Australian Bushfire CRC issued a "Fire Note" (Bushfire CRC, 2010), which outlined the potential for residential fencing systems to act as a barrier against radiant heat, burning debris and flame impingement during bushfire. The research aimed to observe, record, measure and compare the performance of commercial fencing of Colourbond steel and timber (treated softwood and hardwood).

The findings of the research found that:

"*.. Colourbond steel fencing panels do not ignite and contribute significant heat release during cone calorimeter exposure"* (exposure to heat)

.."Colourbond steel (fencing) had the best performance as a non-combustible material. It maintained structural; integrity as a heat barrier under all experimental exposure conditions, and it did not spread flame laterally and contribute to fire intensity during exposure"

It is also noted that non-combustible fences are recommended by WAPC (2017), through APZ standards: Fences and sheds within the APZ are constructed using non-combustible materials e.g. colourbond iron, brick, limestone, metal post and wire. The developer will be encouraged to build Colourbond or non-combustible fences where applicable.

5.3.4 Evaporative Air Conditioners

Evaporative air conditioning units can catch fire as a result of embers from bushfires entering the unit. These embers can then spread quickly through the home causing rapid destruction. It can be difficult for fire-fighters to put out a fire in the roof spaces of homes.

It is also recommended that any new buildings:

- Ensure that suitable external ember screens are placed on roof top mounted evaporative air conditioners compliant with AS3959-2018 (current and endorsed standards) and that the screens are checked annually; and
- Maintain evaporative air conditioners regularly as per DFES recommendations, refer to the DFES website for further details: http://www.dfes.wa.gov.au

5.3.5 Individual fire plan

Land owners should prepare their own individual fire plans, as they need to make a commitment to develop a bushfire survival plan detailing preparations and actions to take if a bushfire threatens. By compiling information as outlined above, the individual lot owner can be prepared for their response in a bushfire emergency. Home owners should not rely on emergency personnel to attend their home and thus it is stressed to prepare an individual bushfire emergency plan regarding their intentions and property. This Bushfire Management Plan is not an individual bushfire emergency plan. More information can be gained from the DFES website (s) (Figure 7) located at:

www.dfes./wa.gov.au

www.emergency.wa.gov.au

The DFES FDR ratings and warning systems are shown over the page in Figure 8.

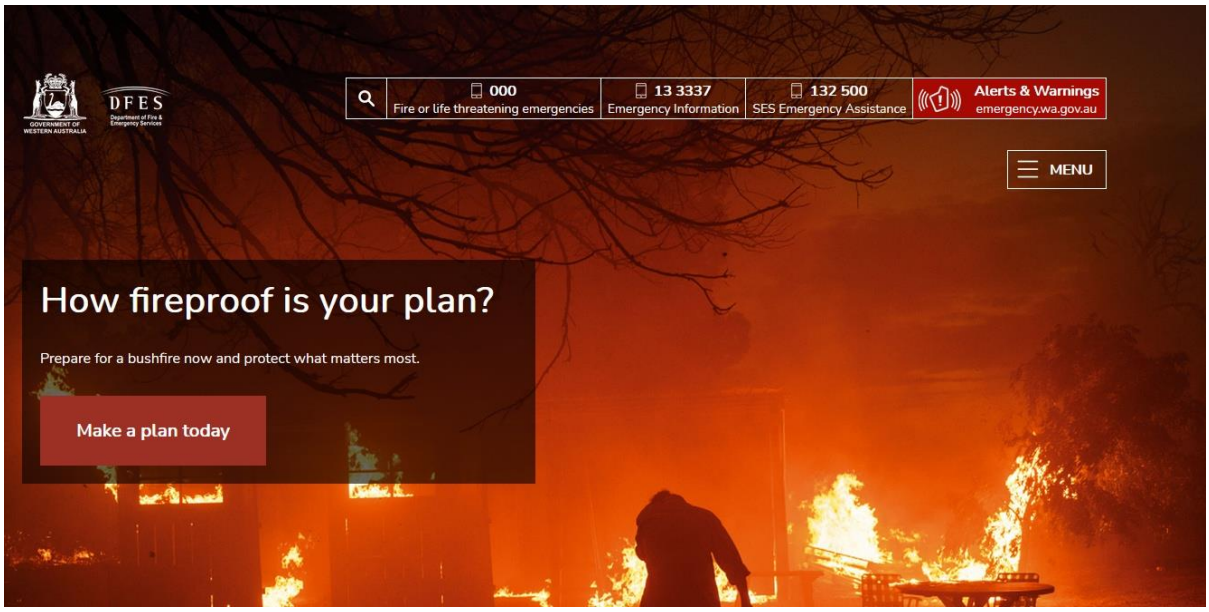


Figure 7: DFES emergency access plan home page (DFES, 2021).

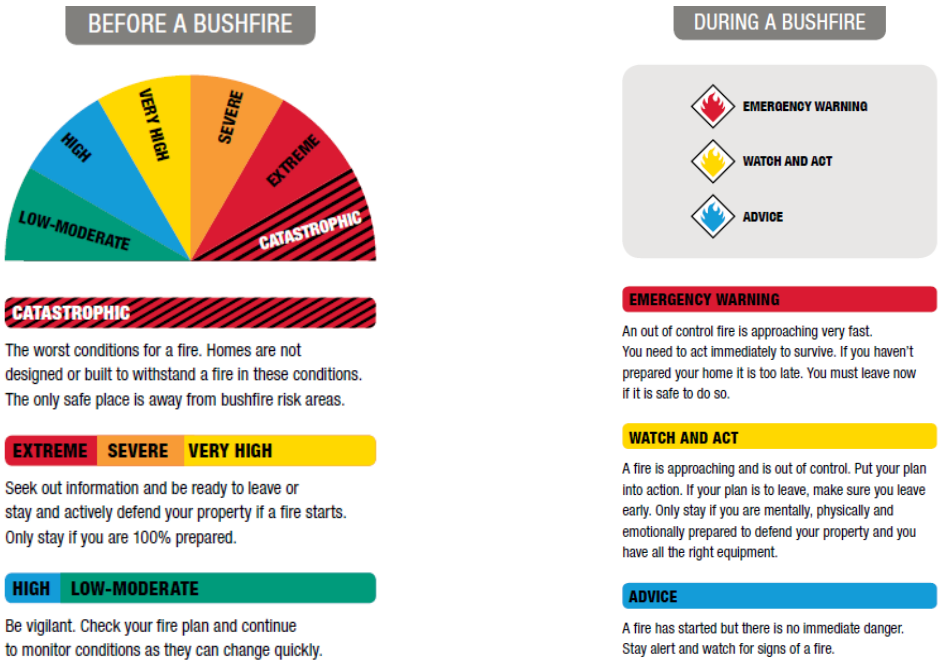


Figure 8: DFES Warning Systems (DFES, 2021).

6 Implementation Actions

The responsibilities of the developer(s), Landowners and local government are shown in Table 6 and 7.

6.1 Developer's and landowners responsibility

It is recommended the developer be responsible for the following:

Table 6: Implementation actions current land owners/developer.

Developer		
No	**Implementation Action**	**D/A Clearance**
1	Continue to manage lots in ownership as per the SoI Fire Management Notice.	✓
2	Ensure public roads are constructed to the required standards stated in the BMP.	✓
3	All buildings WA bushfire prone area mapping are to be located in BAL-29, BAL-19 and BAL-12.5 zones. Increased construction standards to BAL/AS3959-2018 or application of the NCC by the building surveyor applies.	✓
4	Landscaping plans are reviewed by the accredited BPAD bushfire practitioner at Development Approval stages	✓
5	Ensure reticulated water is suppled in accordance with the Water Corporation's No 63 Water Reticulation Standard (WC, 2016) and hydrants are to be identified by standard pole and/or road markings.	✓
6	Ensure prospective buyers (if applicable) are aware of the BAL Contour Plan and the applicable BAL to their property through provision of BAL Contour Plan. Update the BAL contour plan and provide certification of BAL Contour at Development Approval Stages	✓
7	Prior to sale (if applicable) the subject site is to be compliant with the relevant local government's annual firebreak notice issued under s33 of the *Bushfires Act 1954*.	✓
8	Any future leases or managers of the land are to be made aware of this BMP report, its obligations and management requirements.	
9	The BMP should be reviewed and updated as a minimum every 5 years or as the site conditions are changed.	
10	A risk management plan is to be prepared by a suitably qualified person and approved by DFES and the SoI at Development Approval stages, as per the requirements of SP 3.7.	

6.3 Local Government Responsibility

It is recommended the local government be responsible for the following:

Table 7: Implementation actions Shire of Irwin

LGA		
No	**Implementation Action**	**D/A Clearance**
1	All buildings in the WA bushfire prone area mapping are to be located in BAL-29, BAL-19 and BAL-12.5 zones. Increased construction standards to BAL/AS3959-2018 or application of the NCC by the building surveyor applies.	✓
2	All public roads, driveways crossovers and access ways designated/ installed for access into the subject site areas are to be to the minimum technical standards as required by WAPC (Table 4). To be demonstrated to SoI at Planning approval/building approval stages.	✓
3	Ensure reticulated water is suppled in accordance with the Water Corporation's No. 63 Water Reticulation Standard (WC, 2016) and hydrants are to be identified by standard pole and/or road markings.	✓
4	Monitor landowner compliance with the Bushfire Management Plan and the annual SoI Fire Management Notice as gazetted annually by the SoI.	✓
5	A risk management plan is to be prepared by a suitably qualified person and approved by DFES and the SoI at Development Approval stages, as per the requirements of SP 3.7.	✓

7 Disclaimer

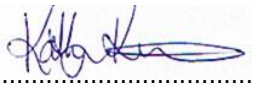
The recommendations and measures contained in this assessment report are based on the information available at the time of writing following the instructions of the regulatory authorities and following the requirements of the Australian Standards 3959-2018 – Building in Bushfire Prone Areas, WAPC State Planning Policy 3.7 (WAPC, 2015), WAPC Guidelines for Planning in Bushfire Prone Areas (WAPC, 2017) Vers 1.3, and applying best practise as described by Fire Protection Association Australia. These are considered the minimum standards required to balance the protection of the dwellings and occupants with the aesthetic and environmental conditions required by local, state and federal government authorities. They DO NOT guarantee that a building will not be destroyed or damaged by a bushfire, people injured, or fatalities occur either at the site or while evacuating. All surveys and forecasts, projections and recommendations made in this assessment report and associated with this proposed development are made in good faith on the basis of the information available to the fire protection consultant at the time of assessment. The achievement of the level of implementation of fire precautions will depend amongst other things on actions of the landowner or occupiers of the land, over which the bushfire consultant has no control. Notwithstanding anything contained within, the consultant/s will not, except as the law may require, be liable for any loss or other consequences (whether or not due to negligence of the bushfire consultant) arising out of the services rendered by the consultant.

AS3959-2018 disclaimer: It should be borne in mind that the measures contained within this Standard (AS3959-2018) cannot guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the unpredictable nature and behaviour of fire and extreme weather condition.

Building to AS3959-2018 is a standard primarily concerned with improving the ability of buildings in designated bushfire prone areas to better withstand attack from bushfire thus giving a measure of protection to the building occupants (until the fire front passes) as well as to the building itself (AS3959, 2018).

8 Certification

I hereby certify that I have undertaken the assessment of the above site and determined the Bushfire Attack Level (s) stated in this document have been prepared in accordance with the requirements of AS 3959-2018 and the Guidelines for Planning in Bushfire Prone Areas Ver 1.3 (WAPC, 2017).

SIGNED, ASSESSOR:  DATE: 5/11/2021

Kathryn Kinnear, Bio Diverse Solutions

Accredited Level 2 Bushfire Practitioner (Accreditation No: BPAD30794)

9 Revision Record

Revision	Prepared By	Summary	Reviewed By	Date
Draft Id 2/11/2021	Kathryn Kinnear	Internal QA review	Melanie Haymont	4/11/2021
Draft Id 2 4/11/2021	Kathryn Kinnear	Internal Technical review	Jason Benson	4/11/2021
Vers 1.0 Final Id 5/11/2021	Kathryn Kinnear	Issued to client as final		

10 References

AS3959-2018 Australian Standard, *Construction of buildings in bushfire-prone areas*, Building Code of Australia, Primary Referenced Standard, Australian Building Codes Board and Standards Australia.

Bushfire CRC (2010). *Bushfire CRC 2003-2010.* Accessed at: https://www.bushfirecrc.com/sites/default/files/managed/1102_bcrc_ar_p01-60_final.pdf

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Water Corporation (WC) (2016) *Design standards DS63-01, Water Reticulation Standard – Supplement – Dual Water Supply Systems.*

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11 Appendices

Appendix A: Vegetation Classifications to AS3959-2018

Appendix B: Schedule 1 - WAPC Asset Protection Zone (APZ) standards to apply

Appendix C: Shire of Irwin Firebreak Notice 2021-2022

Appendix A

Vegetation Classifications to AS3959-2018

Vegetation classification to AS3959-2018

Site Details			
Address:	Lot 16 (No. 5) Moore Road		
Suburb:	Dongara	**State:**	W.A.
Local Government Area:	Shire of Irwin		
Stage of WAPC Planning	Rezoning		

BMP Plan Details			
Report / Job Number:	AB0047	**Report Version:**	Final
Assessment Date:	20 September 2021	**Report Date:**	4 November 2021
BPAD Practitioner	Kathryn Kinnear	**Accreditation No.**	BPAD 30794

Vegetation Classification

Site assessment occurred on the 11th February 2020 by Kathryn Kinnear (BPAD 30794, Level 2). All vegetation within 150m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified in the following pages and shown on the Vegetation Classes Map Page 3.

Plot number	Vegetation Type (Table 2.3)	Slope (Table 2.4.3)
1	Excluded 2.2.3.2 (e)	N/A
2	Excluded 2.2.3.2 (f)	N/A
3	Grassland Type G	Upslope/flat
4	Scrub Type D	Upslope/flat
5	Forest Type A	Upslope/flat
6	Forest Type A	Downslope >0-5 degrees
7	Forest Type A	Downslope >10-15 degrees
8	Woodland Type B	Upslope/flat
9	Grassland Type G	Downslope >0-5 degrees

Plot Number	Vegetation Type	Effective Slope
1	Excluded 2.2.3.2 (e)	N/A
2	Excluded 2.2.3.2 (f)	N/A
3	Grassland Type G	Upslope/flat
4	Scrub Type D	Upslope/flat
5	Forest Type A	Upslope/flat
6	Forest Type A	Downslope >0-5 degrees
7	Forest Type A	Downslope >10-15 degrees
8	Woodland Type B	Upslope/flat
9	Grassland Type G	Downslope >0-5 degrees

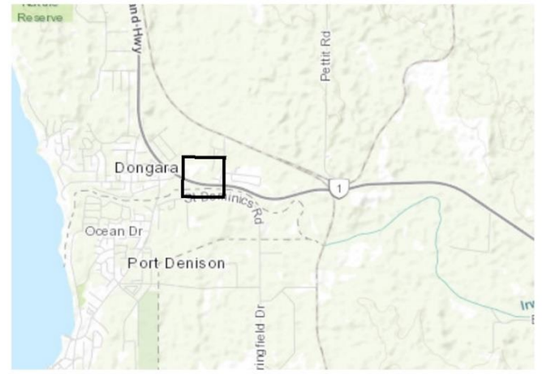
Albany Office:
29 Hercules Crescent
Albany, WA 6330
(08) 9842 1575

Denmark Office:
7/40 South Coast Highway
Denmark, WA 6333
(08) 9848 1309

Esperance Office:
2A/113 Dempster Street
Esperance, WA 6450
(08) 9072 1382

BPAD Bushfire Planning & Design Accredited Practitioner Level 2

BIO DIVERSE SOLUTIONS



Overview Map Scale 1:100,000

Legend

- Subject Site
- 100m Assessment Boundary
- 150m Assessment Boundary
- Cadastre
- 2m Contours
- Separation Distance
- Slopes Degrees
- Photo Point
- Future Low Fuel
- Vegetation/Plot Boundary

Vegetation

- Forest Type A
- Woodland Type B
- Scrub Type D
- Grassland Type G
- Low fuel or non vegetated 2.2.3.2

Scale
1:2,000 @ A3
GDA MGA 94 Zone 50

Data Sources
Aerial Imagery: WA Now, Landgate Subscription Imagery
Cadastre, Relief Contours and Roads: Landgate 2017
IRIS Road Network: Main Roads Western Australia 2017
Overview Map: World Topographic map service, ESRI 2012

CLIENT
Ayton Baesjou Planning
Lot 16 (No. 5) Moore Road
Dongara, WA 6525

Vegetation Classes

BAL Assessor	QA Check	Drawn by
KK	CVDM	GSK
STATUS	**FILE**	**DATE**
FINAL	AB0047	04/10/2021

Plot	1	Classification or Exclusion Clause	Low fuel or non-vegetated areas exclusion 2.2.3.2 (e)



Location: East and south of the subject site.

Description: Roads, buildings and hardstand areas. Includes water bodies.

As per exclusion clause 2.2.3.2 (e) of AS3959-2018.

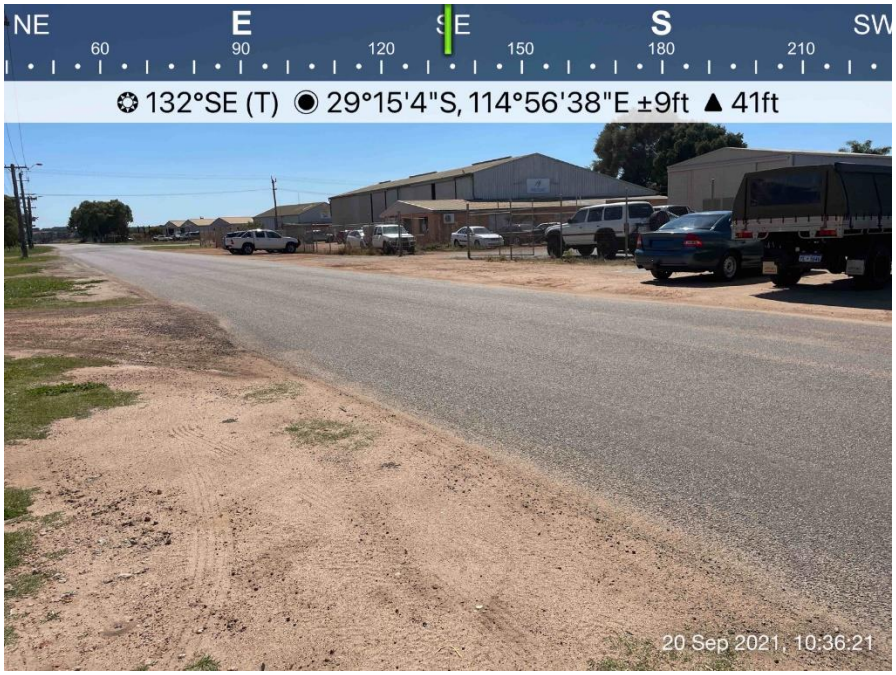
Photo Id 1: View to the west-northwest along the Brand Highway through Plot 1, located to the southeast of the subject site.

Plot	1 cont.	Classification or Exclusion Clause	Low fuel or non-vegetated areas exclusion 2.2.3.2 (e)



Additional Photo of Plot 1

Photo Id 2: View to the south-southwest towards hardstand area parallel to the Brand Highway, located to the south, internal to the subject site.

Plot	1 cont.	Classification or Exclusion Clause	Low fuel or non-vegetated areas exclusion 2.2.3.2 (e)
			**Additional Photo of Plot 1**
Photo Id 3: View to the south-southwest towards industrial lot hardstand area adjacent to the Brand Highway, located to the east of the subject site.			
Plot	**1 cont.**	**Classification or Exclusion Clause**	**Low fuel or non-vegetated areas exclusion 2.2.3.2 (e)**
			**Additional Photo of Plot 1**
Photo Id 4: View to the southeast along Moore Road, located to the east of the subject site.			

Plot	1 cont.	Classification or Exclusion Clause	Low fuel or non-vegetated areas exclusion 2.2.3.2 (e)
			**Additional Photo of Plot 1**

Photo Id 5: View to the east-southeast towards industrial lot hardstand area, located to the east of the subject site.

Plot	1 cont.	Classification or Exclusion Clause	Low fuel or non-vegetated areas exclusion 2.2.3.2 (e)
			**Additional Photo of Plot 1**

Photo Id 6: View to the west northwest towards existing fuel station adjacent to the Brand Highway, located to the south of the subject site.

Plot	2	Classification or Exclusion Clause	Low fuel or non-vegetated areas exclusion 2.2.3.2 (f)



Location: Internal to the west, south and east, and external to the west, south and east of the subject site.

Description: Firebreaks, Asset Protection Zone (APZ) areas associated with existing residential areas, parks and verges in a managed state.

Excluded as per AS3959 exclusion clause 2.2.3.2 (f).

Available fuel loading: <2 t/ha.

Photo Id 7: View facing east-northeast towards managed roadside vegetation, to the southeast of the subject site.

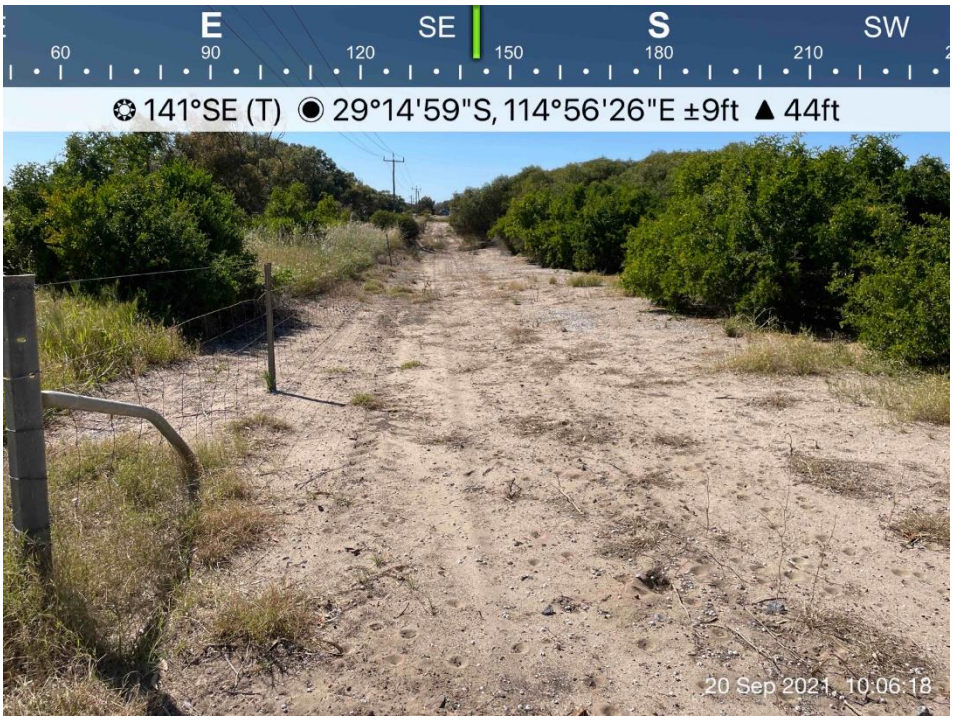
Plot	2 cont.	Classification or Exclusion Clause	Low fuel or non-vegetated areas exclusion 2.2.3.2 (f)



Additional Photo of Plot 2.

Photo Id 8: View facing west towards managed roadside vegetation, located internal to the subject site, to the southwest.

Plot	2 cont.	Classification or Exclusion Clause	Low fuel or non-vegetated areas exclusion 2.2.3.2 (f)
			**Additional Photo of Plot 2.**
Photo Id 9: View to northeast along the western perimeter firebreak internal to the site.			

Plot	2 cont.	Classification or Exclusion Clause	Low fuel or non-vegetated areas exclusion 2.2.3.2 (f)
			**Additional Photo of Plot 2.**
Photo Id 10: View to southeast along a firebreak, located to the north, external to the site.			

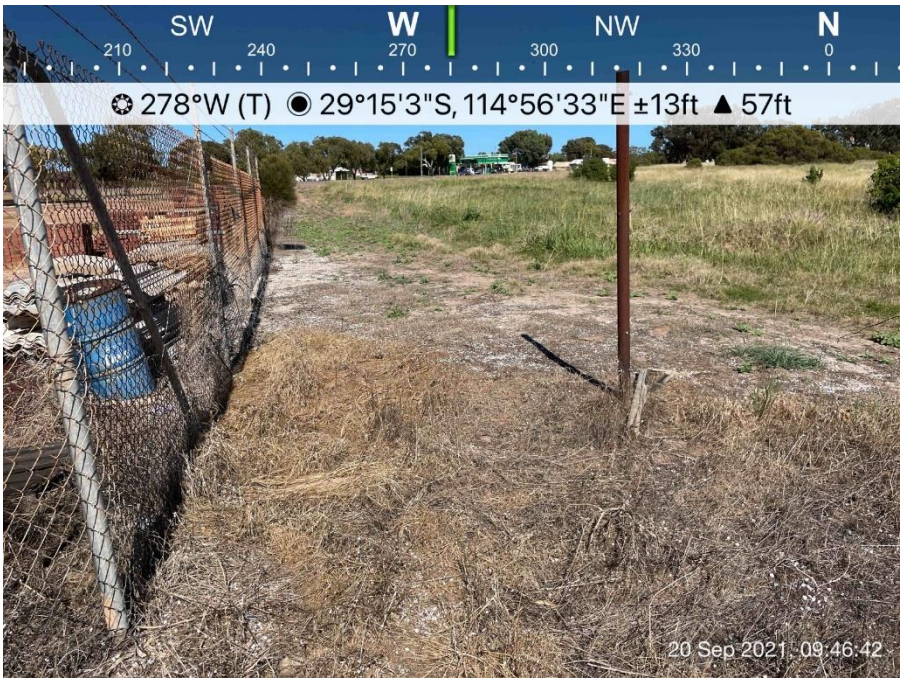
Plot	2 cont.	Classification or Exclusion Clause	Low fuel or non-vegetated areas exclusion 2.2.3.2 (f)
			**Additional Photo of Plot 2.**

Photo Id 11: View to west along the eastern firebreak, located to the east, internal to the site.

Plot	3	Classification or Exclusion Clause	Grassland Type G
			**Location:** Located internal to the site and external to the northeast, northwest and west of the subject site. **Separation Distance:** 0-6m. **Description:** Unmaintained paddock grasses, of Rye grass and Veldt grass, Wild crops of hay and other mixed species. **Average vegetation height:**300-400mm. **Vegetation Coverage:** <10% trees. **Available fuel loading**: 4.5 t/ha. **Effective slope:** Upslope/flat.

Photo Id 12: View to the north-northwest towards grassland, located to the south, internal to the subject site.

Plot	3 cont.	Classification or Exclusion Clause	Grassland Type G
			**Additional Photo of Plot 3**

Photo Id 13: View to the north towards grassland, located west, internal to the subject site.

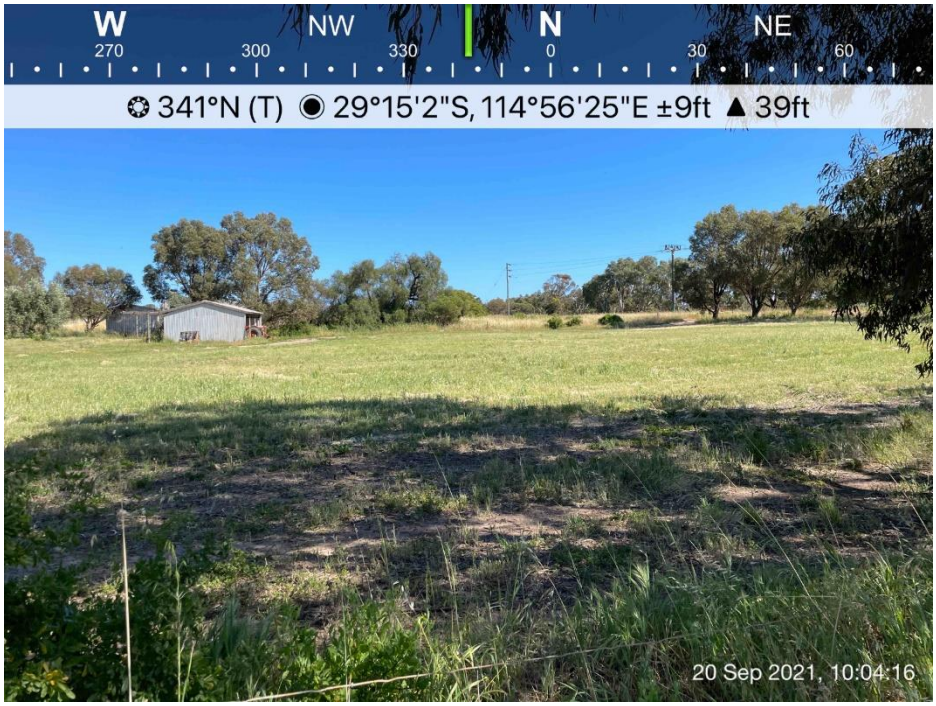
Plot	3 cont.	Classification or Exclusion Clause	Grassland Type G
			**Additional Photo of Plot 3**

Photo Id 14: View to the north-northwest towards grassland, located external to the site in adjacent property west of the subject site.

Plot	3 cont.	Classification or Exclusion Clause	Grassland Type G
			**Additional Photo of Plot 3**
Photo Id 15: View to the west-northwest towards grassland, located external to the site in adjacent property northwest of the subject site.			

Plot	3 cont.	Classification or Exclusion Clause	Grassland Type G
			**Additional Photo of Plot 3**
Photo Id 16: View to the northwest towards grassland, located external to the site in adjacent property northeast of the subject site.			

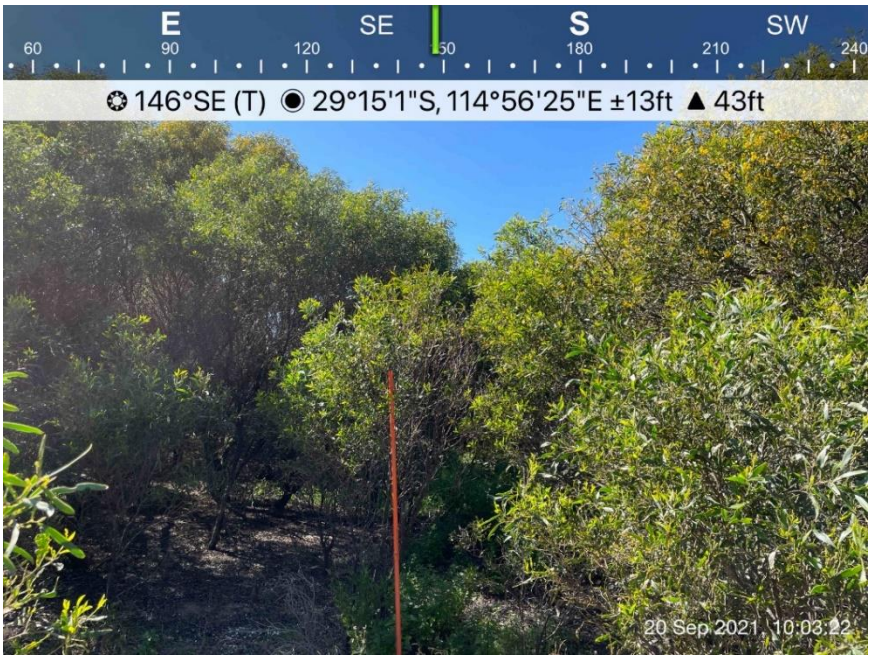
Plot	3 cont.	Classification or Exclusion Clause	Grassland Type G
			**Additional Photo of Plot 3**

Photo Id 17: View to the northeast towards grassland, located external to the site in adjacent property northeast of the subject site.

Plot	3 cont.	Classification or Exclusion Clause	Grassland Type G
			**Additional Photo of Plot 3**

Photo Id 18: View to the west-southwest towards grassland, located external to the site in adjacent property northeast of the subject site.

Plot	4	Classification or Exclusion Clause	Scrub Type D



Location: internal to the subject site in the north and external to the east.

Separation Distance: 0m.

Description: *Acacia acuminata* scrub, previously cleared, in a regrowth state. Grassy understorey, on rocky outcrop.

Average vegetation height: 3m.

Vegetation Coverage: 30% foliage cover.

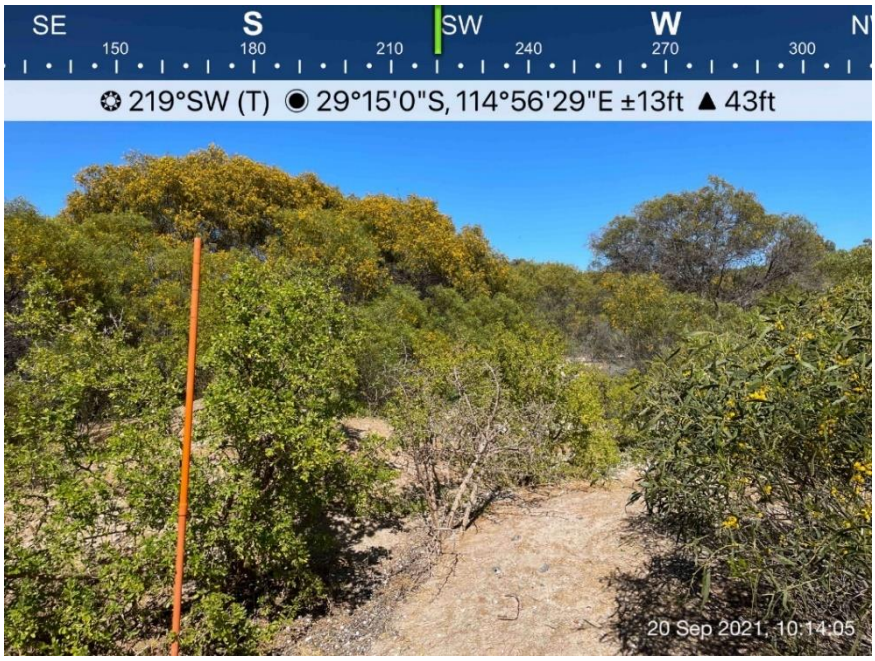
Available fuel loading: 25 t/ha.

Effective slope: Upslope/flat.

Analysis of aerial photography indicates the land has been cleared for agricultural pursuits since 2010/2012 with the Acacia scrub (plot 4) regrowing in the subject lot from circa 2015.

Photo Id 19: View facing southeast towards scrub vegetation, located internal to the west of the subject site. Note 2m height staff.

Plot	4 cont.	Classification or Exclusion Clause	Scrub Type D



Additional Photo of Plot 4

Photo Id 20: View facing southwest towards scrub vegetation, located internal in the north of the subject site. Note 2m height staff.

Plot	5	Classification or Exclusion Clause	Forest Type A
			**Location:** Internal to the east and external to the northwest, west, east and south of the subject site. **Separation Distance:** 0m. **Description:** Planted trees not always in single rows with dense mixed grasses and weeds, unmanaged, not deemed in low fuel condition. Canopy connection occurs or will occur in the future. **Average vegetation height:** 12m. **Vegetation Coverage:** 30-70% foliage cover. **Available fuel loading**: 25-35 t/ha. **Effective slope:** Upslope/flat.
Photo Id 21: View facing west towards forest vegetation located to the northwest of the subject site. Note orientation in photo not correct.			

Plot	5 cont.	Classification or Exclusion Clause	Forest Type A
			**Additional Photo of Plot 5**
Photo Id 22: View facing north towards forest vegetation located in informal road reserve and adjacent lot to the east of the subject site. Note precautionary principle used, likely to be cleared and managed as part of the extension of the road.			

Plot	5 cont.	Classification or Exclusion Clause	Forest Type A
			**Additional Photo of Plot 5**
Photo Id 23: View to the southwest towards forest vegetation, located adjacent to the Irwin River to the south of the subject site.			
Plot	**6**	**Classification or Exclusion Clause**	**Forest Type A**
			**Location:** North of the subject site. **Separation Distance:** 17m. **Description:** In the north, planted Eucalypts as windbreaks, not always in single rows, scrubs and tall grasses, unmanaged, not deemed in low fuel condition. Canopy connection occurs or will occur in the future. **Average vegetation height:** 12m. **Vegetation Coverage:** 30-70% foliage cover. **Available fuel loading**: 25-35 t/ha. **Effective slope:** Downslope >0-5 degrees.
Photo Id 24: View facing east-southeast towards forest vegetation, located to the north of the subject site.			

Plot	6 cont.	Classification or Exclusion Clause	Forest Type A
			**Additional Photo of Plot 6.**
Photo Id 25: View facing north towards forest vegetation, located to the north of the subject site.			

Plot	6 cont.	Classification or Exclusion Clause	Forest Type A
			**Additional Photo of Plot 6.**
Photo Id 26: View facing north-northeast towards forest vegetation (background), located to the northeast of the subject site. Access restricted so distance photograph used.			

Plot	7	Classification or Exclusion Clause	Forest Type A
			**Location:** South, southwest and southeast of the subject site. **Separation Distance:** 40m. **Description:** Flooded gums, Acacia, Melaleuca, Casuarina trees, dense mid-storey of juvenile trees, scrubs and herbs. Riverine vegetation associated with the Irwin River. Weed infesting (kikuyu, cape weed, rye grass, wild oats) at edge adjacent to low fuel areas. **Average vegetation height:** 12m. **Vegetation Coverage:** 30-70% foliage cover. **Available fuel loading**: 25-35 t/ha. **Effective slope:** Downslope >10-15 degrees. Measured in direction of fire run and from top of bank (north) to south side of banks.
Photo Id 27: View facing south-southeast towards forest vegetation, located adjacent to the Irwin River to the south of the subject site.			
Plot	**7 cont.**	**Classification or Exclusion Clause**	**Forest Type A**
			**Additional Photo of Plot 7**
Photo Id 28: View facing south towards forest vegetation, located adjacent to the Irwin River to the south east of the subject site.			

Plot	8	Classification or Exclusion Clause	Woodland Type B
			**Location:** Southwest of the subject site. **Separation Distance:** 30m. **Description:** Planted Eucalypts and some tall isolated scrubs. Not canopy connected, borderline managed but precautionary principle used. **Average vegetation height:** 6-8m. **Vegetation Coverage:** 10-30% foliage cover. **Available fuel loading**: 15-25 t/ha. **Effective slope:** Upslope/flat.

Photo Id 29: View facing northwest towards open woodland area, located to the southwest of the subject site.

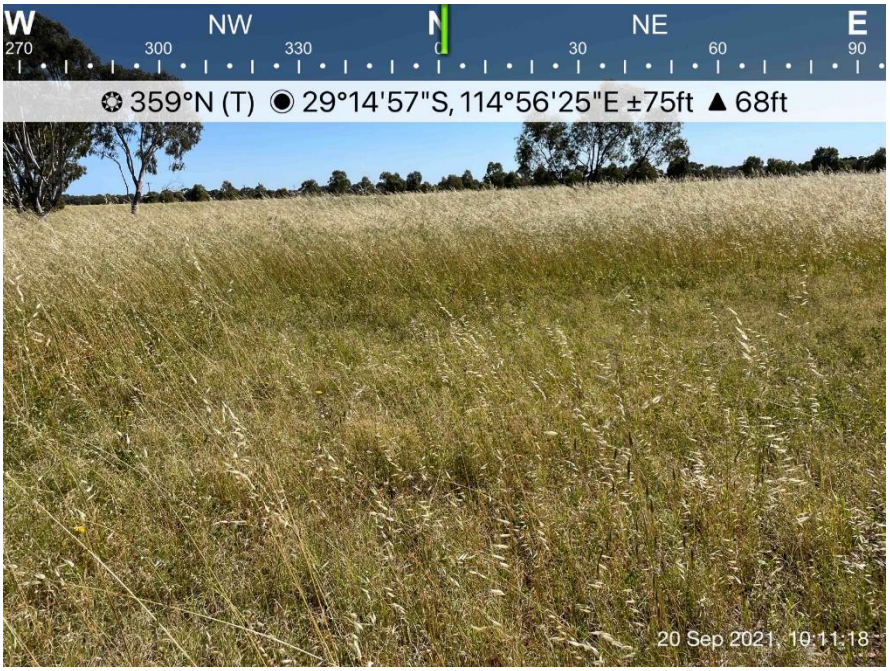
Plot	9	Classification or Exclusion Clause	Grassland Type G
			**Location:** North of the subject site. **Separation Distance:** 6m. **Description:** Paddock grasses, unmaintained Rye grass and Veldt grass, Wild crops of hay and other mixed species. **Average vegetation height:** 300-500mm. **Vegetation Coverage:** <10% trees. **Available fuel loading**: 4.5 t/ha. **Effective slope:** Downslope >0-5 degrees.

Photo Id 30: View facing north towards grassland, located to the north of the subject site

Plot	9 cont.	Classification or Exclusion Clause	Grassland Type G
			**Additional Photo of Plot 9**
Photo Id 31: View to the east towards grassland, located to the north west of the subject site. Note orientation of photo not correct.			

COMMENTS ON VEGETATION CLASSIFCATIONS:

- Distances from vegetation were made based on surface fuels to edge of lot (subject site) boundary;
- Effective slopes were measured in the field using a Nikon Forestry Pro and represented on the respective plots;
- Method 1 (AS3959-2018) Simplified procedure was used for vegetation classification Assessment process;
- All vegetation was classified within the subject site and within 150m of the lot boundaries to AS3959 Table 2.3; and
- The perimeter of the vegetation was measured using field GPS and notations on field GIS maps.

CERTIFICATION

I hereby certify that I have undertaken the assessment of the above site and determined the Bushfire Attack Level stated above in accordance with the requirements of AS 3959-2018.

SIGNED, ASSESSOR: ..... DATE: 4/11/2021

Kathryn Kinnear , Bio Diverse Solutions
Accredited Level 2 BAL Assessor (Accreditation No: BPAD30794)

REVISION RECORD

Revision	Prepared By	Summary	Reviewed By	Date
Draft Id 29/09/2021	Kathryn Kinnear	Internal Review	Charlize Van Der Mescht	29/09/2021
Final Id 31/07/2020	Kathryn Kinnear	Technical review	Jason Benson	4/11/2021

Appendix B

Schedule 1 - WAPC Asset Protection Zone (APZ) standards to apply

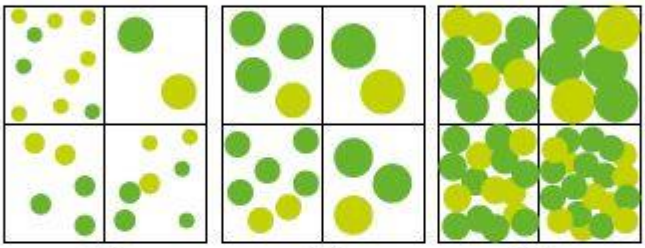
WAPC Schedule 1:Standards for APZ

ELEMENT 2: SITING AND DESIGN OF DEVELOPMENT

SCHEDULE 1: STANDARDS FOR ASSET PROTECTION ZONES

- **Fences:** within the APZ are constructed from non-combustible materials (e.g. iron, brick, limestone, metal post and wire). It is recommended that solid or slatted non-combustible perimeter fences are used.
- **Objects:** within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors.
- **Fine Fuel load:** combustible dead vegetation matter less than 6 millimetres in thickness reduced to and maintained at an average of two tonnes per hectare.
- **Trees (> 5 metres in height):** trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy.

Figure 18: Tree canopy cover – ranging from 15 to 70 per cent at maturity



- **Shrubs (0.5 metres to 5 metres in height):** should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m² in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees.
- **Ground covers (<0.5 metres in height):** can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 millimetres in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs.
- **Grass:** should be managed to maintain a height of 100 millimetres or less.

Appendix C

Shire of Irwin Firebreak Notice 2021-2022

FIREBREAK NOTICE 2021 - 2022

First and final notice - Deadline 15 October 2021

SHIRE OF IRWIN
DONGARA-PORT DENISON
A BRILLIANT BLEND

TO ALL LAND OWNERS AND/OR OCCUPIERS OF LAND IN THE SHIRE OF IRWIN

Firebreaks must be installed and maintained clear of flammable materials from
15 OCTOBER 2021 up to and including **30 APRIL 2022**

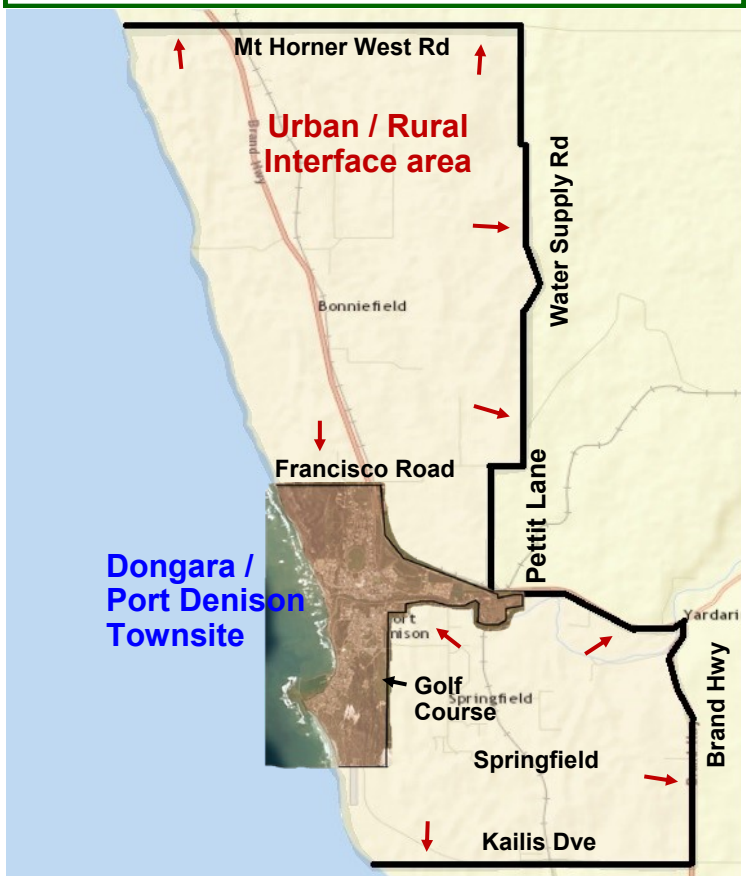
1. **RURAL LAND** (Land other than that within the Dongara Port Denison and Irwin Town Sites):
On or before 15 October 2021 and thereafter up until and including 30 April 2022 you shall observe the following:

1.1 Have firebreaks not less than two (2) metres in width and within one hundred (100) metres of the perimeter of any building or haystack or groups of buildings or haystacks situated on the land. Such firebreaks must completely encircle the said buildings and/or hay stacks.

1.2 Have firebreaks not less than two (2) metres in width immediately abutting any building or haystack or groups of buildings or haystacks situated on the land.

1.3 Have firebreaks not less than five (5) metres in width around all uncleared land that is in contact with a boundary, including land upon which the regeneration of bush has occurred.

1.4 All landowners in the **Urban/Rural Interface Area** (All land south from Mt Horner West Road, west of Water Supply Road and Pettit Lane and thereafter south and west of Brand Highway to Kailis Drive) have the option of either installing a two metre firebreak, or a twenty metre slashed or heavily grazed firebreak to a maximum height of 100mm immediately inside and along all boundaries of land.



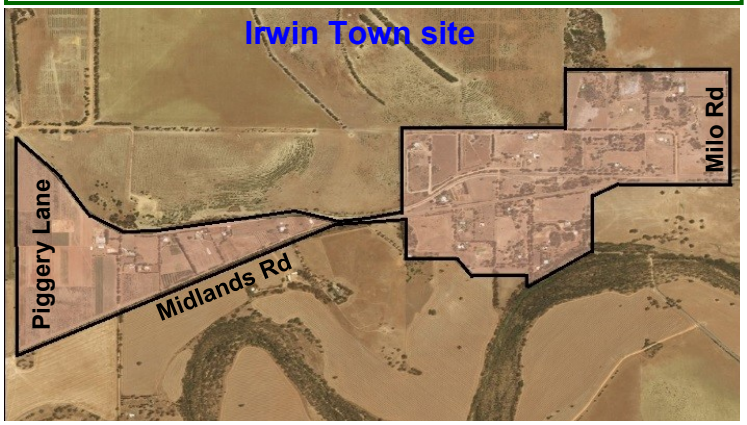
2. **TOWN SITE LAND** (Land situated within the Town Sites of Dongara Port Denison and Irwin**).**
On or before 15 October 2021 and thereafter up until and including 30 April 2022 you shall observe the following:

2.1 Have vacant land cleared of all flammable material (Slashed to a maximum height of 100mm) where the area of the land is 5000 square metres or less.

2.2 Have firebreaks not less than three (3) metres in width immediately inside and along all boundaries of land exceeding 5000 square metres in area.

2.3 Have firebreaks not less than three (3) metres in width immediately abutting all buildings

2.4 Have firebreaks not less than five (5) metres in width around all uncleared land that is in contact with a boundary, including land upon which the regeneration of bush has occurred.



HARVESTING

No person shall operate harvesting machinery during the restricted or prohibited burning period on any land unless they have a mobile and operational fire fighting unit with a capacity of at least 400 litres, situated in or immediately adjacent to the paddock where harvesting operations are being conducted.

VARIATIONS TO FIREBREAK NOTICE

If it is impracticable to clear firebreaks or to remove flammable material from the land, you may apply in writing to the Shire of Irwin or its duly authorised officer by 16 September for an alternative solution.

ASSET PROTECTION ZONE (APZ)

All properties that are subject to an approved Bushfire Management Plan with the establishment of an APZ must maintain this APZ to the required standard at all times.

SHIRE OF IRWIN
DONGARA-PORT DENISON
A BRILLIANT BLEND

FIRE INFORMATION 2021 - 2022

IMPORTANT DATES

FIREBREAKS - required between 15 October and 30 April (inclusive)

BURNING:
RESTRICTED - 15 October to 31 October (inclusive)
PROHIBITED - 1 November to 28 February (inclusive)
RESTRICTED - 1 March to 7 April (inclusive)
PROHIBITED on Very High to Catastrophic Fire Danger Rating

CAMPFIRES - Prohibited 1 October to 30 April



FIRE DANGER RATING (FDR)

Keep up to date on
www.emergency.wa.gov.au

PERMITS

Not valid on days of Very High to Catastrophic Fire Danger Rating

When to obtain permits
Permits are required for burning of windrows, stubble, grass or bush at any time during the restricted burning periods. Permits are required for all areas.

How to obtain permits
Permits can be obtained from the Shire Office or from your local Permit Issuing Officer if you live in other areas of the Shire. When applying for a permit you will need to provide the lot number and street name of the property for which the permit is to apply.

Permit Issuing Officers

TOWNSITE AREAS

SHIRE OFFICE	9927 0000
Community Ranger	(M) 0427 110 237
M Butcher	(M) 0408 956 741
G Crabb	(M) 0427 150 072
H Campbell	(M) 0427 931 058
S Boyd	(M) 0427 366 557

RURAL AREAS

A Gillam	(M) 0427 717 174
G Crabb	(M) 0427 150 072
P Summers	(M) 0429 086 270

GARDEN REFUSE AND RUBBISH

Prohibited on days of Very High to Catastrophic Fire Danger Rating

PROHIBITED BURNING SEASON
No garden rubbish or refuse is permitted to be burnt in an open fire during the prohibited burning season. It may only be burnt in an approved incinerator.

RESTRICTED BURNING SEASON
Small heaps (up to one cubic metre) of garden refuse may be burnt on the ground between 6:00 pm and 11:00 pm BUT ONLY AFTER a 5 metre wide, fire-break has been cleared around the fire and at least one able bodied person is in attendance at all times. A permit is not required.

Approved incinerator
The incinerator is to be constructed of steel, brick or a combination of these materials. Every incinerator shall be constructed or covered to prevent the emission of sparks or burning material.

Barbecues
Gas and electric barbecues are permitted at any time.

Registering your burn
Please don't forget to register your burn with the DFES Communications Centre on 08 9395 9209.

Failure to comply with this Firebreak Notice may result in a penalty of up to $5,000.
A person is also liable to pay the direct costs of performing the work specified in this Notice.
Penalties also apply for offenses related to burning.

TELEPHONE NUMBERS

EMERGENCY: 000 (in case of fire)
Shire of Irwin: Community Ranger 0427 110 237
Administration 9927 0000
In the event of not being able to contact anyone on these numbers, please refer to the Permit Issuing Officers listed above.

PLANNING AND DEVELOPMENT ACT 2005

SHIRE OF IRWIN

LOCAL PLANNING SCHEME No. 5

AMENDMENT No. 19

The Shire of Irwin under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

i. Rezoning portion Lot 16 Brand Highway and Moore Road Dongara from the Light Industrial and Special Residential zones to the Special Use Zone.

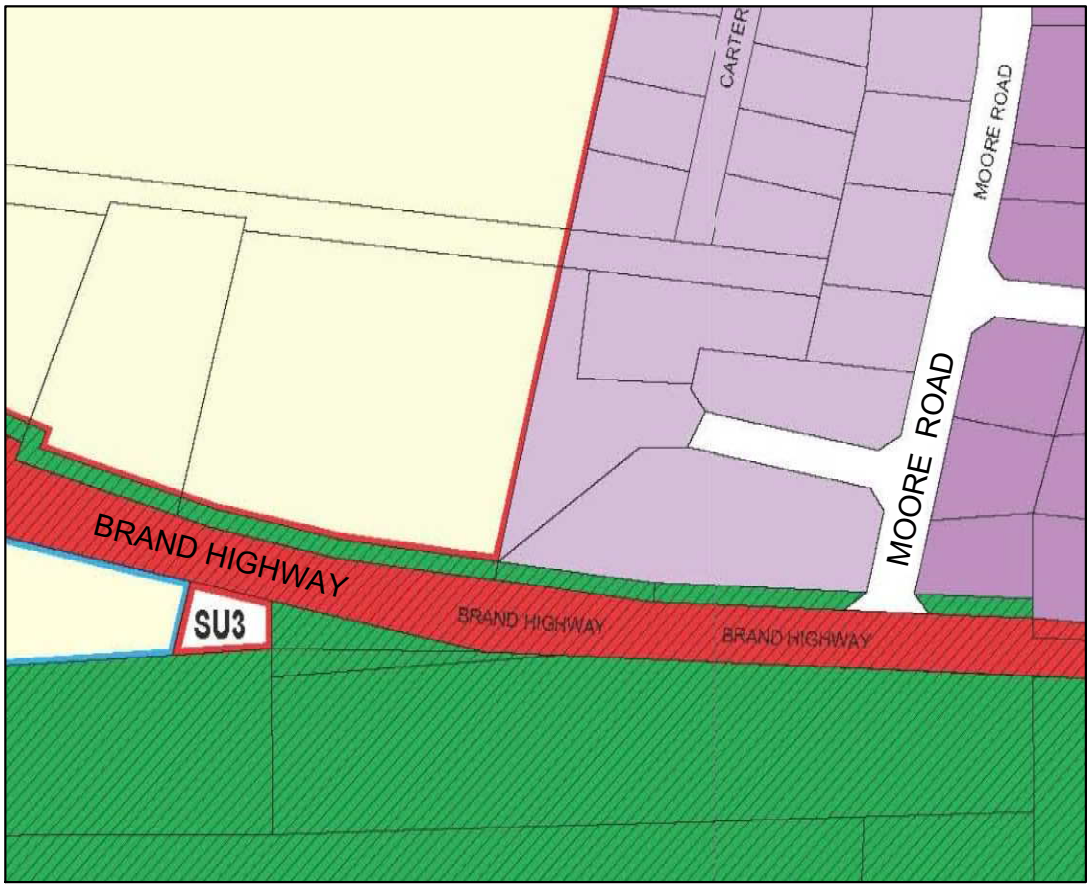
ii. Transferring portions Lot 16 Brand Highway and Moore Road Dongara from the Local Reserve to the Special Use Zone.

iii. Including Lot 16 Brand Highway and Moore Road Dongara within Schedule 4 – Special Use Zones along with associated Permitted Uses and Specific Conditions as follows:

No.	LOCATION	LAND PARTICULARS	PERMITTED USES	SPECIFIC CONDITIONS
30	Moore Road Dongara	Lot 16	+ Roadhouse + Restaurant + Car Park + Convenience Store + Manager's Accommodation + Incidental uses to the permitted uses **DISCRETIONARY USES** + Fast Food Outlet + Industry – Light + Industry – Service + Showroom + Warehouse	1. Development of the Roadhouse to generally follow that depicted on the Concept Plan. 2. Transport Impact Statement to be prepared and implemented. Assessment to be approved by MRWA and Council prior to development. 3. Bushfire Management Plan to be prepared and implemented. Plan to be approved by Council prior to development. Preparation of a "Risk Management Plan" required at Development Approval stage. 4. Landscaping Plan to be prepared and implemented. Plan to be approved by Council and include landscaping within the 10m wide Local Reserve (POS) area abutting the northern boundary of the Brand Highway and a 10m wide landscaped buffer adjacent to the western boundary. 5. Development of the balance of the property to be subject to the preparation of a Local Development Plan to the satisfaction of the Shire.

iv. Amending the Scheme Maps accordingly.

Existing Zoning



LEGEND

LOCAL SCHEME RESERVES

- Local Reserve
- Local Roads
- Major Road or Highway

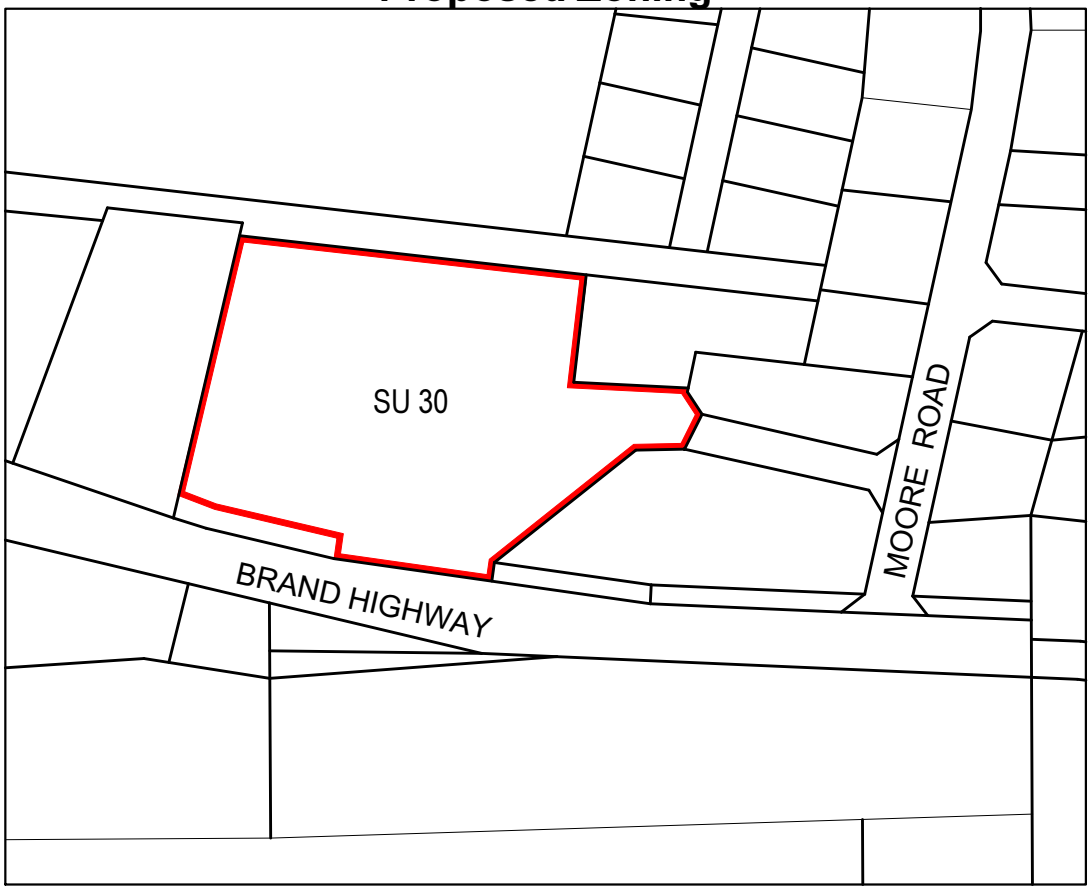
LOCAL SCHEME ZONES

- General Industry
- Light Industry
- Special Residential
- Special Use
- Town Centre

OTHER CATEGORIES

- SU 30 — Special Use Area

Proposed Zoning



20-15-ZP(a)

AYTON BAESJOU
PLANNING
59 Peels Place
ALBANY WA 6330
Ph 9842 2304 Fax 9842 8494

SHIRE OF IRWIN
LOCAL PLANNING SCHEME 5
AMENDMENT NUMBER 19

N

ORIG A4
SCALE 1:4000

0 20 40 60 80 100

ADOPTION

Adopted by resolution of the Council of the Shire of Irwin at the Meeting of the Council held on the _____day of _____ 20_____

_____
Shire President

_____
Chief Executive Officer

FINAL APPROVAL

Adopted for final approval by resolution of the Shire of Irwin at the Meeting of the Council held on the _____day of _____ 20_____ and the Common Seal of the Shire of Irwin was hereunto affixed by the authority of a resolution of the Council in the presence of:

_____
Shire President

_____
Chief Executive Officer

Recommended/Submitted for Final Approval

_____
Delegated Under S.16
of the PD Act 2005

_____
Date

Final Approval Granted

_____
Minister for Planning

_____
Date

ID03 - Attachment 2: Schedule of Modifications

Schedule of Modifications

Shire of Irwin – Initiation of Proposed Scheme Amendment No. 19 to Local Planning Scheme No. 5

The Proposed Scheme Amendment No. 19 shall be modified as follows:

1. Remove references to “Moore Road”;

2. Reword Specific Condition 1 in Schedule 4 to state and clarify that Development Approval is required for all development, being permitted and discretionary listed uses; and

3. Remove (ii) of the proposal being:
   “To transfer portions Lot 16 Brand Highway and Moore Road Dongara from the Local Reserve to the Special Use Zone.”

   and amend the proposed Scheme Map to reflect Modification No. 3 accordingly.