

SHIRE OF ASHBURTON

ORDINARY COUNCIL MEETING

**ATTACHMENTS
(Public Document)**

**RM Forrest Memorial Hall, Second Avenue,
ONSLOW**

19 September 2012

P O Box 14
ONSLOW WA 6710

19th September 2012

6.1a.

Councillor Kerry White
President
Shire of Ashburton
P O Box 567
TOM PRICE WA 6751

Dear Councillor White

PETITION – OCEAN VIEW CARAVAN PARK-FEE INCREASE

We refer to our letter dated the 11th September 2012 in which we advised that the Resident's Committee of the Ocean View Caravan Park were the Initiators of a Petition. The basis for this Petition is as follows:

LOCATION: Ocean View Caravan Park, Onslow

PROPOSAL: As park operators of the Ocean View Caravan Park to increase the fees of the caravan park

This Petition has been widely circulated throughout Onslow and we have received an excellent response.

As President of the Shire of Ashburton, we hereby present to you and your Councillors signed Petition sheets with a total of 218 signatures.

We wish to advise that at this date Residents have not signed their Fixed Term Site-only Agreement (Residential Parks).

A letter was emailed to the Chief Executive Officer, Jeff Breen on the 6th September requesting an extension of time to the 24th September to sign the Agreements.

At this date a reply has not been received and is the reason why Agreements have not been signed.

We respectfully request that you, as the Shire President and your Councillors give the Petitioners and caravan park residents the consideration they deserve.

Thank you

Yours faithfully



Gary Douglas
PRESIDENT
OCEAN VIEW CARAVAN PARK RESIDENT'S COMMITTEE

We the undersigned support this petition and raise concerns that if rates increase as the shire of ashburton's oceanveiw caravan park to the proposed \$400.00 per week plus power cost. For long term residents and are also requested to sign a fixed term lease agreement, will adversely impact on the ability to support/continue working in Onslow community. We are concerned that the flow on will affect every day essential items such as food, fuel and labour. A considerable number of long termers at the caravan park will need to reconsider whether they can afford to remain in Onslow. There is already an issue with not enough accommodation in the community at affordable rates.

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NAME	ADDRESS	SIGNATURE	DATE
GETELIN J Charles	FRANCE (BACKPACKERS)		01/09/2012
FAROUET Madeline	FRANCE (BACKPACKERS)		01/09/2012
PHILIP Suter	PORT HEDLAND		1/9/2012
Rosemary Baker	Onslow		1/9/12
Apostolos	ONSTLOW	Payla Apostolos	1/9/12
SANDI PETERS	Onslow		2/9/12
Jay Eddy	OceanView Car Park	J Eddy, JP736	3/9/12
Emily Ward	Ocean View Car Park		3/9/12
Sa Leiroux	Onslow		4/9/12
n) Iduschoegne	Onslow		4/9/12
Jess Gordon	ONSTLOW	J Gordon	5/9/12
Kim Eaten	ONSTLOW		5/9/12
Coen Clark	ONSTLOW		5/9/12
C. McCawke	18 MANSEEL CRN		6/9/12
Stacey Shrubsole	3. Ocean View Car Park		7.9.12
Caroline Jones	Oceanview caravan park		7-9-12
Bill Griffin	Oceanview Caravan Park		10-9-12
Merr Griffin	Oceanview Caravan Park		10-9-12
Nemisse Hubert	Onslow		
Gillian Gillespie	Oceanview Caravan Park		10/9/12
R+S HICKS	HYDEN		12/9/12
M+L MADSON	NORTHAMPTON		12/9/12
A Mackay	ALA		

Petition

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	NAME	ADDRESS	SIGNATURE	DATE
1	Bilk Eddy	PEACEFUL BAY	[Signature]	30/8/12.
2	WONNE ZOOPA	OCEANVIEW CPARK ONSLOW	[Signature]	31-8-12.
3	Usha Raje	Esperance	[Signature]	31-8-12
4	KAREN OWEN	ONSHLOW	[Signature]	31-8-12.
5	VICKY DAVIDSON	ONSHLOW	[Signature]	31-8-12
6	Fay Subra	ONSHLOW	[Signature]	31-8-12.
7	Jo Crawford.	Onslow	[Signature]	31-8-12.
8	Sarah Clark	Onslow	[Signature]	31-8-12.
9	Sally West	Onslow	[Signature]	31/8/12
10	Lestey French	Onslow	[Signature]	31/8/12
11	Dianne Sheehan	Onslow	[Signature]	31/8/12
12	ROY BUCHANAN.	OTWAY CRT ONSLOW	[Signature]	31-8-12.
13	Dennis Brooks	Adelaide	[Signature]	1/9/12
14	Jacqui Brooks	Adelaide	[Signature]	1/9/12
15	JOHN ZOOPA	ONSHLOW	[Signature]	1/9/12
16	RICH MANSOUR	2 CLARKE PL	[Signature]	3/9/12
17	PAN O'BRYEN	13 Forest	[Signature]	3/9/12.
18	Wanda Carson	37 SAUND AVE ONSLOW	[Signature]	31/09/12
19	STEVE YOUNG.	3 SHE OAK ST	[Signature]	9-9-12.
20	SIM HEWITT	36 SURFERS AVE	[Signature]	9-9-12
21	ROSE HEWITT	36 SURFERS AVE	[Signature]	9-9-12
22	P.T. Hewitt	Bundaberg	[Signature]	10-9-12.
23	Raymond Lewis	PO Box 937 Adelaide	[Signature]	10 9-12

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NAME	ADDRESS	SIGNATURE	DATE
MARK DAVIES	40 THIRD AVE		13.9.12
Randy MARKUM	" " "	Randy Markum	- - -
JANE BARNETT	WINDYBUSH		
Jake Samuels	Pub		13/9/12
John Tapp	15a McGrath St		14.9.12
MANDER	BEAUNDEN BAY C/PARK		14-9-12
Kun HARROD	RESIDENT		15-9-12
GIL HARBECK	CARAVAN PARK		15-9-12
B. DAY	RESIDENTS 4 VANS		17/9/12
TERRY BRUCE	6 STEVEN ST PORT FAIRY		18/9/12
Jan Bruce	Port Fairy vic		18/9/12

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NAME	ADDRESS	SIGNATURE	DATE
Paul Parker	550 ONSLOW	Paul Parker	12-9-12
Glen Bingham	550 ONSLOW RD	Glen Bingham	12-9-12
L. Davies	40 THIRD AVE ONSLOW	L. Davies	12-9-12
Sonia Davies	40 THIRD AVE ONSLOW	Sonia Davies	12/9/2012
Kalsang Thoma	550 ONSLOW RD	Kalsang Thoma	12/9/2012
L. INCH	Sun Chalets	L. Inch	12/9/12
M. STOKES	11A MCGRATH AVE ONSLOW	M. Stokes	12-9-12
C. Bellut	550 ONSLOW RD	C. Bellut	12-9-12
JOHN PAGE	LOT 658 SIMPSON STREET	John Page	12-9-12
Sam Parker	24 Paulikway Hamilton Hill	Sam Parker	12-9-12
Paul Swan	550 ONSLOW RD	Paul Swan	12-9-12
Gary Pilkington	15A MCGRATH ROAD	Gary Pilkington	12-9-12
Kevin Bealey	7 CANNICH BUD	Kevin Bealey	12-9-12
Roger Dwyer	SUN CHALETS	Roger Dwyer	12-9-12
BOB BROWN	" "	Bob Brown	" " "
Teg Shirdell	Sun Chalets	Teg Shirdell	13-09-12
Dee Barbaich	" "	Dee Barbaich	13.9.12
MATT FLINTOFF	" "	Matt Flintoff	13.9.12
LUKE CHADMAN	Lot 374 Second Ave	Luke Chadman	13.9.12
MATT HARBEL	OCEAN VIEW CARAVAN PARKS	Matt Harbel	13.9.12
Simone Faxon	21 MCGRATH AVENUE	Simone Faxon	13/09/12
Kanah Herlihy	40 Third Avenue	Kanah Herlihy	13/09/12

22

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NAME	ADDRESS	SIGNATURE	DATE
Angela	Ocean View C.P. Onslow	<i>[Handwritten Signature]</i>	15/9/12

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NAME	ADDRESS	SIGNATURE	DATE
FRED SWEETING	16 WATSON DRIVE		31/9/12
ANNE ROBERTSON	" " "		"
JASON TUNNEY	22 CLARKE PL		31-9-12
Shane Eaton	17 First Ave		31-8-12
Renaye Wilde	21 Mounsell cest		31-8-12
EWENDIA ANDERSON	LOT 588 SECOND AVE		31-8-12
JOHN ANDERSON	" " " "		31-8-12
Melinda Heffer	PO Box 182		31/8/12
Bronwyn Craig	PO Box 243		31/8/12
GERARD COERON	PO BOX 46 ONSLOW		31/08/12
P KALALO	2 2ND AVE		31/08/12
Kay Barrett	PO. BOX 25		31/08/12
Janet Wood	PO BOX 14 ONSLOW		31.8.12.
GARY DOUGLAS	PO Box 14 Onslow		31/8/12
J. Watson	KALIBARRI		1-9-12
A. Watson	KALIBARRI		1-9-12
TARIN FIORENZA	PO BOX 54, ONSLOW		1.9.12.
Mark Harrison	Site 32 OceanView Car Park		1.9.12.
Pelicity Brennan	Onslow		1.9.12.
Matthew White	onslow 11 mcgrathlane		1 9 12
BILL GUNNELL	Box 66 Onslow		2 9 12
SANDY PETERI	Onslow		2-9-12
KIA BINGHAM	PO BOX 11 WALPOLE		2-9-12

23

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NAME	ADDRESS	SIGNATURE	DATE
K. LANGHAM	PERTH	K. Langham	3-9-12
S. Clark.	Onslow.	S. Clark	3-9-12
J. Stander	Onslow	J. Stander	3-9-12
B. WINSER	CLARKS PACE	B. WINSER	3-9-12
Moose	Onslow	Moose	03/09/12
B. HARRIS	ON SLOW	B. Harris	3/9/12
G. WHITE.	ON SLOW.	G. White	3/9/12
T. HARRIS	8 Paces way ON SLOW	T. Harris	3/9/12
Karen Drummond	Onslow	K. Drummond	3/9/12
SUE DEAN	ON SLOW	Sue Dean	3-9-12
Tina Roper	23A McErath Ave Onslow	Tina Roper	6-9-12
X. M'leaw	ON SLOW	X. M'leaw	8-9-12

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Petition

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NAME	ADDRESS	SIGNATURE	DATE
Paul McLean	Onslow	<i>[Signature]</i>	1/9/12
Sean Joyce	ONSLow	<i>[Signature]</i>	1/9/12
JOHN DEVEN	ONSLow	<i>[Signature]</i>	1/9/12
MURRAY REID	ONSLow	<i>[Signature]</i>	1/9/12
Graeme Whitman	Onslow	<i>[Signature]</i>	1/9/12
LAURIE CAMPBELL	ONSLow	<i>[Signature]</i>	1/9/12
ANN DUNN	ONSLow	<i>[Signature]</i>	1/9/12
GEOFF WILLIAMS	Onslow	<i>[Signature]</i>	1-9-12
LARRY HANST	Onslow	<i>[Signature]</i>	1-9-12
DEANIS MARINICH	Busselton	<i>[Signature]</i>	2-9-12
Marleena Marinich	Busselton	<i>[Signature]</i>	2-9-12
NARELIE HUNTER	ONSLow	<i>[Signature]</i>	10-9-12
DAVID KEMMEL	ONSLow	<i>[Signature]</i>	10-9-12
STEVE KEENEY	ONSLow	<i>[Signature]</i>	11-9-12
CAROL Williams	MINDARIE WA	<i>[Signature]</i>	12-9-12
GRANT WILLIAMS	MINDARIE N.A.	<i>[Signature]</i>	12-9-12
STEVE RAE	24 SPYDENHAM ST WA	<i>[Signature]</i>	12-9-12
LESLEY RAE	" " "	<i>[Signature]</i>	12-9-12
ROGER WEINERT	Serpentine WA	<i>[Signature]</i>	12-9-12
SHADRA WEINERT	Serpentine WA	<i>[Signature]</i>	12-9-12
PETER MALE	CAMERON AVE	<i>[Signature]</i>	13-9-12

21

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NAME	ADDRESS	SIGNATURE	DATE
Kim Pike	THORNIE, WA	KPike	13/9/12
Chris Hall	Onslow	CH	13/9/12
John	ONSLOW	John	13/9/12
Kathy Northcutt	Perth	Kathy Northcutt	14/9/12
JAMIE OLSEAL	PERTH	J. Olseal	14/9/12
G. W. OLSEAL	PERTH, WA	G. Olseal	14/9/12
GARY HARNDAY	PERTH WA	G. Harnday	14/9/12

to/

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NAME	ADDRESS	SIGNATURE	DATE
J.A. FLETCHER	YERRELOIN W.A. 6571	J.A. Fletcher	10/9/2012
G. MADDALUNA	ALBANY, WA. 6031	G. Maddaluna	13/9/2012
W.M. FOX	KARRASHA 6714	W.M. Fox	13/9/2012
M. HARRISON	14 CLARKE PLACE, ONSLOW	M. Harrison	13/9/2012
J. BLACK	115 LONDON STREET	J. Black	13-9-2012
A. Cowland	LOT 1A Cappielb lane Baram NSW	A. Cowland	14/9/12.

6

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	NAME	ADDRESS	SIGNATURE	DATE
1	S. Hedditch	1 Hedditch st Onslow		3.9.12
2	L. Murray	1 Hedditch st. Onslow		3.9.12.
3	W. STEVENS	LOT 435 B/CREEK U2		3.9.12
4	J. Armstead	Bay 8 oceanview/cpt		3.9.12.
5	D. Armstead	" " " "		3-9-12
6	P. HERBERT	19 FIRST AVE		3.9.12
7	SITANON STONE	CARAVAN PARK		3.9.12
8	GRANT BLYCE	CARAVAN PARK box 307		3.9.12
9	A. HOPKINS	Box 262		3.9.12
10	J. WATSON	CARAVAN PARK		3.9.12
11	A. WADON	CARAVAN PARK		3.9.12
12	R. BOOTH	CARAVAN PARK		3.9.12.
13	M. P. O'BRIEN	CARAVAN PARK.		3.9.12.
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NAME	ADDRESS	SIGNATURE	DATE
1. Ros. Trimbale	Hervey Bay QLD	Ros. Trimbale	30-8-12.
2. Shaeme Worme	Bendigo	Shaeme Worme	30-8-12
3. Bob Worme	Bendigo.	Bob Worme	30-8-12
4. Paul McIlroy	PT SAISON	Paul McIlroy	30-8-12
5. DARDEN HILTON	29 CAMERON AVE	Darden Hilton	31-8-12
6. D HUGHES	29 CAMERON AVE	D Hughes	31-8-12
7. Tim Coffey	69 second Ave	Tim Coffey	31-8-12
8. S. WILKINS	Hay St Perth	S. Wilkins	31-08-12
9. Damien Huland	105 Burt Close	Damien Huland	31-8-2012
10. Jay Dixon	Pinecon Camp	Jay Dixon	31-8-2012
11. PETER THOMPSON	KEYSIBROOK.	P. Thompson	31-8-12
12. Scott Cabert	MANDURAH	Scott Cabert	31-8/12.
13. Geoff Herbert	Onslow Secondary	Geoff Herbert	31-8-12
14. Mark Smith	Adelaide	Mark Smith	31/8/12
15. Dawn Thomas	Perth	Dawn Thomas	31/8/12
16. Ingrid Kainedel	Mollymook	Ingrid Kainedel	31/8/12.
17. KAYE KAWANAGI	Perth	Kaye Kawanagi	31/8/12.
18. KEN HICKS	PERTH	Ken Hicks	3/8/12
19. DAVID PANK	PERTH	David Pank	3/9/12.
20. Rocky Hema	TOWNVILLE	Rocky Hema	3/9/12
21. Roy	GINGIN	Roy	3/9/12
22. RUSSELL	RRAN	P.O Box 287	3/9/12
23. Joe Adams	URULA STATION	Joe Adams	3/9/12

23

Business Paper only

We the undersigned Business in Onslow support this petition and raise concerns that if rates increase as the shire of ashburton's oceanveiw caravan park to the proposed \$400.00 per week plus power cost. For long term residents and are also requested to sign a fixed term lease agreement, will adversely impact on the ability to support/continue working in Onslow community. We are concerned that the flow on will affect every day essential items such as food, fuel and labour. A considerable number of long termers at the caravan park will need to reconsider whether they can afford to remain in Onslow. There is already an issue with not enough accomodation in the community at affordable rates.

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ASH.
 * 20/9/12.
 Dup.
 Dup.

Buisness	Name	SIGNATURE	DATE
ONSLow MECHANICAL	CLIFF BACOT		1/9/12
McMahon	Paul Mclean		1/9/12
JOYLE CRANE HIRE	SEAN JOYLE		1/9/12
BLACKWOODS.	JOHN DEQUEY		1/9/12
GRACE WHITMAN	GRACE WHITMAN		1/9/12
MURRAY REID	MURRAY REID		1/9/12
RET COACH HIRE	REUMANSMA		3/5/12
HANSON CONCRETE	PAUL O'BRIEN		3/9/12
MUNRO CONTRACTORS		Colin Munro	3/9/12
D MALLET	DM		4/9/12
POZWAY SIGNS	WAYNE STEVENS		11/9/12
TOLL	STEVE KERNEY		11/9/12
TOTAL HUMMING.	Peter Maus.		13/9/12

13

Business Paper only

We the undersigned Business in Onslow support this petition and raise concerns that if rates increase as the shire of ashburton's oceanveiw caravan park to the proposed \$400.00 per week plus power cost. For long term residents and are also requested to sign a fixed term lease agreement, will adversely impact on the ability to support/continue working in Onslow community. We are concerned that the flow on will affect every day essential items such as food, fuel and labour. A considerable number of long termers at the caravan park will need to reconsider whether they can afford to remain in Onslow. There is already an issue with not enough accommodation in the community at affordable rates.

Many of us call this caravan park home. And want to keep supporting the community. Community aged care workers, Shop assistants, Boilermakers, School aids and Shire employees our jobs do not pay big wages or receive paid subsidized accommodation allowances. In general we want to reside in Onslow not only during the peak season but throughout the years. We support local business and the community. by signing this petition it is your commitment to help raise our concerns before it is too late

A.O.H.
Dup *

Buisness	Name	SIGNATURE	DATE
JENKO WELDING	A. JENKINSON		31/8/12.
Scubarpodive	G. Herbert		31/8/12
Assistant Gard	L. Lawrence		31/8/12

3

We the undersigned support this petition and raise concerns that if rates increase as the shire of ashburton's oceanveiw caravan park to the proposed \$400.00 per week plus power cost. For long term residents and are also requested to sign a fixed term lease agreement, will adversely impact on the ability to support/continue working in Onslow community. We are concerned that the flow on will affect every day essential items such as food, fuel and labour. A considerable number of long termers at the caravan park will need to reconsider whether they can afford to remain in Onslow. There is already an issue with not enough accommodation in the community at affordable rates.

Many of us call this caravan park home. And want to keep supporting the community. Community aged care workers, Shop assistants, Boilermakers, School aids and Shire employees our jobs do not pay big wages or receive paid subsidized accommodation allowances. In general we want to reside in Onslow not only during the peak season but throughout the years. We support local business and the community. by signing this petition it is your commitment to help raise our concerns before it is too late

NAME	ADDRESS	SIGNATURE	DATE
Mark Harrison	Site 34 Oceanview Ln.	[Signature]	31/8/2012
Ashley McInlay	30 Second Ave	[Signature]	4/9/2012
K BRITTON	85 OVCP	[Signature]	4-9-2012
T. FIORENZA	Site 34 OVCP	[Signature]	4-9-12
Kate Drummond	Onslow	[Signature]	5-9-12
STEVE SWEETING	LOT 597 BERNON CR	[Signature]	7-9-12
DAN WHITFIELD	BERNON CR	[Signature]	10/9/12
A. ARNOLD	19 Clarke Pl.	[Signature]	10/9/12
A & R DAY	56 Ocean Dr Onslow	[Signature]	12/9/12
S. WILTSHIRE	376 STA TERRACE - FRED	[Signature]	12/9/12
T HAYES	THALANYJC	[Signature]	13/9/12
R. KEMMERS	12 WARREN WAY / EXMOUTH	[Signature]	12/09/12
N. CASTAGNET	CREEK (BOAT)	[Signature]	14/9/12
J. CLUGM	CREEK BOAT	[Signature]	14/9/12
D. M. BARTON	Onslow	[Signature]	14/9/12
C. Baruffe	Onslow	[Signature]	14/9/12
David Williams	Onslow	[Signature]	14-9-12
Janet Williams	Onslow	[Signature]	14-9-12
LYN BROWN	Onslow	[Signature]	17/9/12
Q. Carr	Onslow	[Signature]	17/9/12

20

P O Box 14
ONSLOW WA 6710

19th September 2012

6.1b

Councillor Kerry White
President
Shire of Ashburton
P O Box 567
TOM PRICE WA 6751

Dear Councillor White

PETITION – THEVENARD ISLAND

We refer to our letter to you dated the 2nd September in which we advised we were the Initiators of a Petition. The basis for our Petition is as follows:

LOCATION: Thevenard Island, Shire of Ashburton

PROPOSAL: Use of the existing accommodation and associated facilities for transient workforce accommodation for 5 years for the dredging workforce associated with Chevron Australia's Wheatstone LNG and port construction project.

We have circulated this Petition throughout the Shire of Ashburton and have received an excellent response.

As President of the Shire of Ashburton, we hereby present to you and your Councillors signed Petition sheets with a total of 100 signatures.

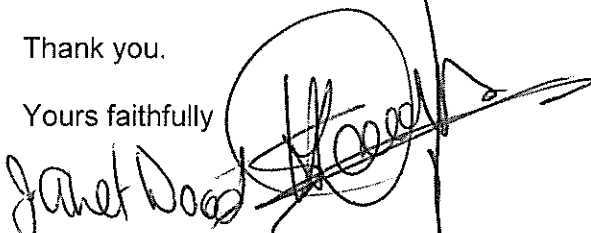
We also present to you and the Shire of Ashburton Councillors a copy of letter received from Dr Kim Hames MLA, Deputy Premier and Minister for Tourism.

You will see from The Deputy Premier's letter that he strongly opposes any short term closure of Thevenard Island.

We respectfully request that you, as Shire President and your Councillors give the Petitioners the consideration they deserve.

Thank you.

Yours faithfully



JANET WOOD & GARY DOUGLAS
INITIATORS OF PETITION

Total 100.

PETITION

STOP MACKEREL ISLAND RESORT BECOMING TRANSIENT WORKERS ACCOMMODATION

To: Cr Kerry White, President of the Shire of Ashburton and Councillors.

We, the undersigned represent the residents of the Shire of Ashburton and wish to petition against the proposal by the Shire of Ashburton to use and/or develop land for the following purpose.

Location: Thevenard Island, Shire of Ashburton

Proposal: Use of the existing accommodation and associated facilities for transient workforce accommodation for 5 years for the dredging workforce associated with Chevron Australia's Wheatstone LNG and port construction project.

We respectfully request that Thevenard Island remain as it has since originally leased from the Minister for Lands in 1968 - a tourist destination and a coastal "get away" for local and inland workers within the Shire of Ashburton.

DATE	NAME	ADDRESS	SIGNATURE	PHONE NUMBER
03/09/12	BEV HALLET	onslow	B. Hallett	
3/5/12	GENE WHYTE.	17 D. St	G.T. Whyte	0428713276
3/9/12	Kim Clement	onslow	K. Clement	
3/9/12	KATHLEEN DRUMMOND	11	K. Drummond	
3/9/12	Kate Drummond	Onslow	K. Drummond	0451788189
3-9-12	Sue Dean	Onslow	Sue Dean	
3-9-12	C. A. CARROLL	ONSLow	C. A. Carroll	91846020
3-9-12	J.E. CARROLL	ONSLow	J.E. Carroll	91846020
4-9-12	ERICA McQUADE	ONSLow	E. McQuade	91846101
4-9-12	CArrol (Carol Allen)	To Onslow	CArrol	
4-9-12	SHIRLENE COX	ONSLow	S. Cox	
6-9-12	Tina Roper	ONSLow 23AMANTH	T. Roper	0438782325
6/9/12	DAVINA HANCOCK	ONSLow	D. Hancock	
✓	Janet Wood.	PO Box 111, Onslow	J. Wood	
6/9/12	Greg Douglas	PO Box 114 Onslow	G. Douglas	0412924052
6/9/12	MURRAY O'BRIEN	ONSLow OCEAN VIEW PARK.	M. O'Brien	
12/9/12	Stephanie King	ONSLow CAMDEN AVE	S. King	
13-9-12	STEPHEN RICE	PERTH WA 6059	S. Rice	0898771006
15-9-12	ROS PRIDDIS	Mandurah 6208 ^{SH} Tunderp	R. Priddis	0418959186

(19)

...ION

STOP MACKEREL ISLAND RESORT
BECOMING TRANSIENT WORKERS ACCOMMODATION

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DATE	NAME	ADDRESS	SIGNATURE	PHONE NUMBER
3.09.	Jubie Armstead	Bay & Oceanview c/p	[Signature]	0418942223
3-9	D Armstead	" "	[Signature]	"
4-9	Su Le Raux	18 Watson Drive.	[Signature]	0417927512
4-9	Norine Labuschagne	18 Watson Drive	[Signature]	"
5-9	Carey Clark	Onslow	[Signature]	08399377 579112
6/9	C. McCLURE	18 MAUNSELL CRN	[Signature]	91846372
6/9	A CRAWFORD	THIRD AVE	[Signature]	-
6/9	R CRAWFORD	9 CLARKE PL	[Signature]	0487612194
6/9	D Brache USLOX	7 Tempest PL Rockingham 58 THIRD AVE ONSLOW	[Signature]	
10/09	R LLOYD	9 MAUNSELL CRCS	[Signature]	
10/09	Nora Maeneall	12 Patterson PLACE	[Signature]	
11-9-12	STEVE RAE	24 SYDENHAM ST DIANZA	[Signature]	0400871006
13-9-12	D. Hyland	Onslow	[Signature]	
		AVOGLAS ALA ONSLOW		

Salt.

PETITION

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DATE	NAME	ADDRESS	SIGNATURE	PHONE NUMBER
11/9/12	ELTON DAWES	51 SECOND AVE ONSLOW		-
12-09-12	Roy Verrini	23 MAUNSELL CRES ONSLOW		-
12/9/12	DANIELE MANTON	BOX 11 PO ONSLOW		-
12/9/12	ASHLEY ROYER	23 mcgrath st ONSLOW		-
12/9	Helen Cloggin	5 Hope crt ONSLOW	A. Cloggin	-
13-9	BILL BRADLEY	27A SIMPSON ST ONSLOW		-
13-9	Kye Sanderson	7C Maunsell corner ONSLOW		-
13-9	Ashley Madges	PP/O Box 262 ONSLOW		-
14/9/12	TOM HAYES	2 ANKETELL COURT ONSLOW		-
14/9/12	Sharon Winsor	13 Clarke Place ONSLOW		-
14/9/12	Nicole Robertson	7c Maunsell corner ONSLOW		-
14/9/12	Cozzy Clark	12 Payne Way		-
14/9/12	Alan Gray	202 Payne Way		-

(13)

0891841011

PETITION

STOP MACKEREL ISLAND RESORT BECOMING TRANSIENT WORKERS ACCOMMODATION

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DATE	NAME	ADDRESS	SIGNATURE	PHONE NUMBER
06-09-12	Mel Gallanagh	25 Feedanulla way	[Signature]	040443544
06-09-12	Shanelle Ryan	5 Millstream way	[Signature]	040084191
06-09-12	Pamela French	5 Ashburton way	[Signature]	04672438
06-09-12	Kerry Hughes	6 Cane Street	[Signature]	040039812
07/9/12	Candice Duff	23 Ashburton way	[Signature]	04475225
7/9/12	KEVIN CALTON	8 ASHBURTON WAY	[Signature]	0429343
7/9/12	Rob Munday	116 Ashburton Way	[Signature]	040376066
10/9/12	A. Taylor	10 Harding St	[Signature]	042970588
10-9-12	Marg Metzger	16A Pannawonica Dr	[Signature]	044882444
10/9/12	Lauren Ryan	5 millstream way	[Signature]	049726262
10-9-12	Natasha Pinowarski	6 Fortescue st	[Signature]	91841112
10/9/12	Liz Harrup	7 Ashburton Way	[Signature]	049914268
10/9/12	Amber Cocking	4 Fortescue Place	[Signature]	047187895
10/9/12	Sherrin Klaassen	75 Collier Road	[Signature]	91841868
11/9/12	Fiona Weaver	2 Ashburton way	[Signature]	0438905
11-9-12	Janyal Staples	7 Fortescue Street	[Signature]	9174132
11-9-12	Tracey Henry	13 Feedanulla Way	[Signature]	91841533
12-9-12	Geoff Alley	31 Fortescue	[Signature]	0438905
12-9-12	Chris Alley	35 Fortescue	[Signature]	040903101
12-09-12	Emily watts	16c Harding St	[Signature]	043890163
12-9-12	C.M. SUTHERLAND	20 PANNAWONICA DR	[Signature]	
12-9-12	Stephan W Daly	15A Cane Pannawonica	[Signature]	
13-9-12	Graeme Lambert	20B Harding St Pannawonica	[Signature]	04278418
14-9-12	Christine Edwards	20B Harding St Pannawonica	[Signature]	04384416

PETITION

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DATE	NAME	ADDRESS	SIGNATURE	PHONE NUMBER
3/9/12	C. Stratford	Stables		
3/9/12	D. CHRISTENSEN	CORNISH WAY ONSLOW		
3/9/12	R. BANFIELD	7 CLARKE PLACE		
3/9/12	A. CRAWFORD	22 SIMPSON ST.		
3/9/12	DAVID ALLAN	PO Box 12 ONSLOW		
6/9/12	Anne Robertson	Watson Drive.		
6/9/12	FRED SCUDERIA	16 WATSON DRI		
6/9/12	DENNIS McMILLAN	4 BANDOENNA RD PENNANTH NSW		0402025340
10-9-12	C. CLARK	410 Army Rd Pakenham 3810		
7.9.12	Coffey	Second Ave		
7/9/12	NEVILLE CLARK	410 ARMY RD PAKENHAM VIC		
7/9/12	KERRY TAPPER	14 Mounsell Cnr ONSLOW		0427215169
7/9/12	S. STRATFORD	STABLES ONSLOW		0499557413
11/9/12	E. Rowe	117 OAKLEIGH RD CARNEGIE VIC		0438888867
12/9/12	K. STUARD	Second Ave		0413624024
11/9/12	B.M. DANWELL	Dixon Rd Berrim 4551		
11/9/12	Dieter Patner	3 Smith Street Claremont 6006		0417306599
11/9/12	Eva Schluchter	3 Smith Street Claremont 6006		0437807501
13/9/12	NESLEY RAE	DIANELLA PERTH		0400871006
17/9/12	Fay MacDonnells	COFFS HARBOUR NSW		0417473751
14/9/12	Sergio Strober	11 Broad St		
15/9/12	Joel Semplings	Caravan Park		
15/9/12	Natasha Coulter	11/11		0411955641
15 Sep 12	Greene Johns	54 HARTFIELD BLVD GRETTON WA 6167		0438552171

(14)

PETITION

STOP MACKEREL ISLAND RESORT BECOMING TRANSIENT WORKERS ACCOMMODATION

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DATE	NAME	ADDRESS	SIGNATURE	PHONE NUMBER
16.9.12	ANN DAY	56 Ocean Dr Curias	<i>Ann Day</i>	0409376091
17.9.12	Barbara Martin	8 Longworth Rd Durboyan	<i>Barbara Martin</i>	0400483457
16/9/12	Peter Saxton	44 Willmott Bousseton	<i>Peter Saxton</i>	044969439
18/9/12	Ashley M Aulley	30 Second Ave Onslow	<i>Ashley M Aulley</i>	04299054
18/9/12	Jack Jones	8 Discovery Parks	<i>Jack Jones</i>	0447807327
18/9/12	A. Clark	Mcgrath.	<i>A. Clark</i>	1274913



Governance Policy

File No: CORP_GOVN1

Policy Name: Councillor Portfolios

Policy Purpose:

To improve the overall performance of the Council by providing Councillors with the opportunity to hold a portfolio in which they have an interest and that utilises their knowledge in a particular area.

Councillor Portfolios will:

- Develop and utilise Councillors' knowledge in a particular area.
- More effectively advocate particular interests of general concern.
- Progress consideration of issues faster.
- Provide effective representation on relevant community and state / federal / industry bodies.

Principles / Framework:

At the Ordinary Meeting of Council of 21 March 2012 the following categories were adopted:

- Arts & Culture
- Built Environment
- Community Engagement
- Community Facilities and Sports & Events
- Finance
- Governance
- Natural Environment & Climate Change
- Social
- Transport (Public Transport & Roads)
- Private Works
- Indigenous Affairs
- Investment and Infrastructure
- Tourism

The Chief Executive Officer is to assign a manager as the key point of contact within the organisation. A *"Portfolio Leader's Performance Agreement"* is to be developed by the Councillor with assistance from the assigned Executive Manager and other support as may be needed (such as from the Shire President or other Councillors). The portfolio agreement will cover:

- Specific objectives for each portfolio.
- Representation – what community groups, state committees, events etc does the Councillor propose to represent the Council on / at and how will he / she ensure a clear mandate for that representation.

- Advocacy – how the Councillor will advocate the issue.
- Key issues and how they will be addressed – this will include how the Councillor will work with other Elected Members, staff, community, media etc and report back to Council.

The portfolio will be active once the “*Portfolio Leader’s Performance Agreement*” has been adopted by Council.

The portfolio role is strategic and not day to day operations and monitoring, which is the responsibility of the Council staff. Portfolios will place most emphasis on significant policy, planning and strategic issues affecting the Council and the Community. Elected Members do have a role in high level monitoring and being a point of reference to the public on portfolio issues.

A Councillor can hold one (1) or more portfolios in relation to a particular matter that is of interest to Council.

The Portfolio Leader positions have responsibilities relating to strategy and policy in their respective areas of activity. These include:

- *Policy Leadership:*
 - To provide guidance to Councillors on issues and reports from within a particular strategy area.
 - Portfolio Leaders will, explain and clarify matters to Councillors and, where necessary, introduce reports at Council.
 - Be the contact point for the Council on the development or review of policies, plans, and strategies for the activities and functions of that portfolio.
 - Portfolio Leaders will also facilitate informal policy discussions between Elected Members, and Elected Members and officers.
- *External Representation and Relationships:*
 - To represent the Council at meetings of relevant working groups, and other external organisations and groups, and contribute to the work carried out by such organisations and groups.
 - Portfolio Leaders may be requested by the Shire President, Council or Chief Executive Officer to attend various meetings in relation to the portfolio and provide input from the Shire of Ashburton’s perspective.
 - Portfolio Leaders shall focus on the strategic rather than the operational level and consider the corporate goals and policies of the Council.
 - Ensure that key issues and decisions are communicated to the Shire President, Chief Executive Officer and / or Executive Manager and Councillors.
 - Attend official functions within their portfolio responsibilities, and represent the Shire President (upon request) on those occasions when the Shire President and Deputy Shire President are unable to attend.
 - Ministerial meetings shall be in conjunction with the Shire President and/or the Deputy Shire President unless the Shire President gives approval otherwise.

- *Communication:*
 - In accordance with the Media Policy (ADM07) the Portfolio Leader must seek approval by the Shire President / Chief Executive Officer prior to acting as the principal spokesperson when communicating to the media.
 - The Shire President can ask / authorise another Councillor to speak on his / her behalf.
 - The Portfolio Leader will participate in consultation with the public and be the first point of contact for other Councillors on portfolio issues.

- *Officer Liaison:*
 - The Portfolio Leader will source information to remain well informed and advise the Chief Executive Officer and / or Executive Team of issues and provide feedback from Councillors and the community.
 - Work with the Council on regional and state issues by assisting in the preparation of Council's responses and submissions on these.

Portfolio Leaders shall:

- Take a particular interest in the subject for which they hold the portfolio and familiarise themselves with media articles and publications about the subject matter.
- Speak to any reports tabled at Council Meetings.
- Not direct council staff.
- Have no specific delegation.
- Abide by and promote Council decisions.
- Abide by Council policies.
- Not be paid a sitting fee in connection with the allocated portfolio; however any bona fide expense shall be reimbursed.

The Councillor Portfolio Policy is to be reviewed yearly. This policy is comprehensive and is subject to ongoing review as council policies and processes evolve. The "*Portfolio Leader's Performance Agreement*" will be updated after the Local Government elections and following any changes to Councillor portfolios.

Application: Councillors and Executive Managers

Statutory Environment:
Nil

Minute Number

Approval Date: [Click here to enter a date.](#)

Signed

Shire President

Monitor and Review:

Last Review Date

[Click here to enter a date.](#)

Next Review Date

[Click here to enter a date.](#)

This policy is to remain in force until otherwise determined by the Council or superseded.

DRAFT

**PORTFOLIO LEADER'S
PERSONAL PERFORMANCE AGREEMENT**

(NAME OF PORTFOLIO) PORTFOLIO

Enter portfolio description.

COUNCILLOR: (Councillor's Name)

EXECUTIVE MANAGER: (Executive Manager's Name and Title)

PORTFOLIO LEADER RIGHTS:

- The Portfolio Leader and the Executive Manager will establish a professional relationship whereby regular briefings are provided.
- Proposals and initiatives will be discussed between the Portfolio Leader and Executive Manager to assist in the development of reports for the consideration of Council.
- The Portfolio Leader will meet with and be provided with updates and briefings by the Executive Manager on as required and agreed.
- Portfolio Leaders can communicate directly with the Executive Manager to discuss issues.
- The Portfolio Leader will not give direction to senior management on operational issues.

PORTFOLIO LEADER RESPONSIBILITIES:

The Portfolio Leader positions have responsibilities relating to strategy and policy in their respective areas of activity.

- *Policy Leadership:*
 - To provide guidance to Councillors on issues and reports from within a particular strategy area.
 - Portfolio Leaders will explain and clarify matters to Councillors and, where necessary, introduce reports at Council.
 - Be the contact point for the Council on the development or review of policies, plans, and strategies for the activities and functions of that portfolio.
 - Portfolio Leaders will also facilitate informal policy discussions between Elected Members, and Elected Members and officers.
- *External Representation and Relationships:*
 - To represent the Council at meetings of relevant working groups, and other external organisations and groups, and contribute to the work carried out by such organisations and groups.
 - Portfolio Leaders may be requested by the Shire President, Council or Chief Executive Officer to attend various meetings in relation to the portfolio and provide input from the Shire of Ashburton's perspective.
 - Portfolio Leaders shall focus on the strategic rather than the operational level and consider the corporate goals and policies of the Council.

- Ensure that key issues and decisions are communicated to the Shire President, Chief Executive Officer and / or Executive Manager and Councillors.
 - Attend official functions within their portfolio responsibilities, and represent the Shire President (upon request) on those occasions when the Shire President and Deputy Shire President are unable to attend.
 - Ministerial meetings shall be in conjunction with the Shire President and/or the Deputy Shire President unless the Shire President gives approval otherwise.
- *Communication:*
 - In accordance with the Media Policy (ADM07) the Portfolio Leader must seek approval by the Shire President / Chief Executive Officer prior to acting as the principal spokesperson when communicating to the media.
 - The Shire President has first right of refusal as the Council's principal spokesperson.
 - The Portfolio Leader will participate in consultation with the public and be the first point of contact for other Councillors on portfolio issues.
- *Officer Liaison:*
 - The Portfolio Leader will source information to remain well informed and advise the Chief Executive Officer and / or Executive Team of issues and provide feedback from Councillors and the community.
 - Work with the Council on regional and state issues by assisting in the preparation of Council's responses and submissions on these.

Portfolio Leaders shall:

- Take a particular interest in the subject for which they hold the portfolio and familiarise themselves with media articles and publications about the subject matter.
- Speak to any reports tabled at Council Meetings.
- Not direct council staff.
- Have no specific delegation.
- Abide by and promote Council decisions.
- Abide by Council policies.
- Not be paid a sitting fee in connection with the allocated portfolio; however any bona fide expense shall be reimbursed.

OBJECTIVE:

Enter short concise statements on specific objectives of the Portfolio.

Eg. Provide advice on the adequacy of xxxx and compliance with Council policies and procedures.

Action sheet is at the end of the document.

The objective of the (Name of Portfolio) is to provide advice on:

- xxxxx

PORTFOLIO ADVOCACY AND RESPONSIBILITY:

Key duties of the portfolio shall include the provision of reasonable assurance to Council that its core business goals and objectives are being achieved efficiently and economically, within an appropriate framework of internal control and risk management.

The **(Name of Portfolio)** has been established to:

Insert key roles, responsibilities, objectives, strategies or duties. These should be high level key priorities and outcomes. Detail projects that will achieve these. Action sheet is at the end of the document.

- xxxxx

REPRESENTATION:

Representation – what community groups, state committees, events etc does the Councillor propose to represent the Council on/at and how will he/she ensure a clear mandate for that representation.

Community Groups:

State Committees:

Events:

KEY ISSUES:

Key issues and how they will be addressed – this will include how the Councillor will work with other elected members, staff, community, media etc and report back to Council.

REPORTS:

- The Chief Executive Officer will be responsible for specialist reports, and all correspondence associated with the **(Name of Portfolio)**.
- (Cr Name)** will report **(frequency)** to Council on his/her performance and achievements in fulfilling his/her responsibilities under this agreement.
- (Cr Name)** shall report significant issues arising between reporting periods from the **(Name of Portfolio)** at the next Ordinary Meeting of Council.
- Any recommendations of the **(Name of Portfolio)** that require Council endorsement will be prepared for Council to consider.

ETHICAL PRACTICES:

- (Cr Name)** will comply with the Code of Conduct (ELM04).
- (Cr Name)** shall, at all times in the discharge of their duties and responsibilities, exercise honesty, objectivity and probity and not engage

knowingly in acts or activities that have the potential to bring discredit to Council.

- c. (Cr Name) shall refrain from entering into any activity that may prejudice their ability to carry out their duties and responsibilities objectively and shall at all times act in a proper and prudent manner in the use of information acquired in the course of their duties.
- d. (Cr Name) shall not use Council information for any personal gain for themselves or their immediate families or in any manner that may be contrary to the law or detrimental to the welfare and goodwill of the Council. (Cr Name) shall not publicly comment on matters relative to activities of the portfolio other than as authorised by Council.
- e. (Cr Name) shall not release information that the person knows, or should reasonably know, is information that is confidential to Council.

PERFORMANCE AND EVALUATION:

Describe the process for annual evaluation of the performance of the Portfolio.

- a. Each portfolio will develop key performance measures and targets that meet the roles, responsibilities and objectives set out in this charter.
- b. Annually, the Chief Executive Officer shall assess the performance of the portfolio and take appropriate action in respect of areas where there is a perceived need for enhancement of its role, and operational processes.
- c. Bi-annually, the Portfolio Leader shall evaluate the overall performance of the portfolio. The Portfolio Leader shall prepare a report for the Information Bulletin summarising the performance and achievements of the portfolio for the previous period. An interim program of the portfolio's activities for the coming period shall also be provided.
- d. At least once a year the (Name of Portfolio) in consultation with Council will review this agreement.

(Cr Name)

(Executive Manager Name
and Title)

Chief Executive Officer

Date:

Priority: (enter priority objectives)

No.	Action/Strategy	Responsible Officer	Timeframe		
			Short (6 mths)	Med (12 mths)	Long (2 – 5 yrs)
1					
2					
3					
4					
5					
6					
7					
8					
9					

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LG306

LOCAL GOVERNMENT ACT 1960*Municipality of the Shire of Ashburton***PARKING FACILITIES BY-LAWS**

In pursuance of the powers conferred upon it by the abovementioned Act and of all other powers enabling it, the Council of the abovementioned Municipality hereby records having resolved on the twentieth day of June, 1995, to make and submit for confirmation by the Governor the following By-laws:

From the date of coming into operation of these By-laws all previous By-laws relating to parking and use of vehicles on streets and reserves made and in force in the district of the Municipality including the By-laws made by virtue of the resolution of the Council of the Municipality of the Shire of Ashburton adopting Draft Model By-laws (Removal and Disposal of Obstructing Animals or Vehicles) Number 7, notice of which appeared in the *Government Gazette* of 3 April 1964 and Shire of Ashburton By-laws Relating to Parking Facilities published in the *Government Gazette* of 30 October 1987 and amended as published in the *Government Gazette* of 12 October 1990 are hereby revoked.

Part 1—Definition and Operation

1. These By-laws may be cited as Shire of Ashburton Parking Facilities By-laws.
2. Interpretation:
 - (1) In these By-laws unless the context otherwise requires “Act” means the Local Government Act 1960
 - “authorised officer” means an Officer of the Council authorised by the Council to perform duties in accordance with these By-laws;
 - “authorised person” means a person authorised by the Council to remove vehicles pursuant to these By-laws;
 - “authorised vehicle” means a vehicle authorised by the Council, Shire Clerk, Authorised Officer, Inspector or by any Act to stand on a road;
 - “bus” means an omnibus within the meaning of the Road Traffic Act;
 - “by-law” means one of these by-laws;

- “caravan” means a vehicle that is fitted or designed to allow human occupation and includes a vehicle to be drawn by another vehicle and vehicles capable of self-propulsion;
- “carriageway” means a portion of road that is improved, designed or ordinarily used for vehicular traffic, and includes the shoulders and areas, including embayments, at the side or centre of the carriageway, used for the standing or parking of vehicles; and, where a road has two or more of those portions divided by a median strip, the expression means each of those portions, separately;
- “Council” means the Council of the Municipality of the Shire of Ashburton;
- “district” means the district of the Municipality;
- “driver” means any person driving or in control of a vehicle;
- “footway” includes every footpath, lane or other place intended for use by pedestrians/cyclists or habitually used by pedestrians/cyclists and not by vehicles (other than bicycles);
- “Median Strip” means a physical provision other than lines dividing a road to separate vehicular traffic proceeding in opposite directions or lines to separate one-way carriageways for vehicles proceeding in opposing directions;
- “motorcycle” means a motor vehicle that has two wheels or, where a sidecar is attached thereto, has three wheels;
- “Municipality” means the Municipality of The Shire of Ashburton;
- “no parking area” means a portion of road that lies—
- (a) between two consecutive white signs inscribed with a symbol or the words “No Parking” in red lettering, and each with an arrow pointing generally towards the other of them; or
 - (b) between a white sign inscribed with a symbol or the words “No Parking” in red lettering and a dead end or an area in which standing is prohibited and that lies in the general direction indicated by an arrow inscribed on the sign;
- “no standing area” means a portion of a road that lies—
- (a) between two consecutive signs inscribed with a symbol or the words “No Standing” in red lettering on a white background or with the words “No Standing” in white lettering on a red background, and each with an arrow pointing generally towards the other of them; or
 - (b) between a sign inscribed with a symbol or the words “No Standing” and a dead end or an area in which standing is prohibited and that lies in the general direction indicated by an arrow inscribed on the sign;
- “notice” means a notice in the form of Forms 1,2,3 and 4 of the Second Schedule issued pursuant to by-law 39 of these By-laws;
- “obstruction” means a vehicle which is parked in any portion of a public place wherein vehicles may not lawfully be parked, is deemed to be causing an obstruction;
- “occupier” has the meaning given to it by the Act;
- “owner” where used in relation to a vehicle means the person who is the registered holder of the requisite vehicle licence under the Road Traffic Act in respect of that vehicle as detailed and supplied by the Western Australian Police Department, Traffic Licensing and Services Centre, or, if the vehicle is not licensed under the Act, the person who owns the vehicle or is entitled to its possession; and where used in relation to land has the meaning given to it by the Act;
- “park” means to permit a vehicle, whether attended or not, to remain stationary, except for the purpose of avoiding conflict with other traffic, of complying with the provisions of any law or of immediately taking up or setting down persons or goods; and “parking” has a correlative meaning;
- “parking area” means a portion of a carriageway—
- (a) between two consecutive white signs inscribed with a symbol or the word “Parking” in green lettering, each with an arrow pointing generally towards the other of them; or
 - (b) extending from a white sign inscribed with a symbol or the word “Parking” in green lettering in the general direction indicated by the arrow inscribed on the sign, to any other sign inscribed with words “No Parking” or “No Standing”, in red lettering, or to a dead end or an area in which the parking or standing of vehicles is prohibited and is that half of the carriageway of the road nearest to the sign;
- “parking facilities” includes land, buildings, shelters, parking stalls and other facilities open to the public generally for the parking of vehicles with or without charge and signs, notices and facilities used in connection therewith;
- “parking region” means that portion of the district of the Municipality that is constituted a parking region pursuant to the First Schedule to these By-laws;

- “parking stall” means a section or part of a street which is marked or defined by painted lines or by metallic studs or similar devices for the purpose of indicating where a vehicle may stand or be parked, whether on payment of a fee or charge or otherwise;
- “parking station” means any land, building or other structure provided for the purpose of accommodating vehicles with or without charge, but does not include a private garage;
- “property line” means the lateral boundary of a road;
- “public place” has the meaning given to it by the Act;
- “Ranger” means a Senior Ranger, Ranger, Inspector or Authorised Officer appointed by the Council to enforce these By-laws;
- “reserve” means public reserve as defined in the Act;
- “road” means a highway, road, street, lane, thoroughfare or similar place which the public are allowed to use, and includes all of the land lying between the property lines including the street verge and footpath appurtenant thereto and which is within the parking region;
- “Road Traffic Act” means the Road Traffic Act 1974 as amended from time to time;
- “sign” means a traffic sign, mark, structure or device approved by the Council on which are shown words, numbers, expressions or symbols, placed on or near a road, within a parking station, or reserve under the care, control or management of the Council, for the purpose of prohibiting, regulating, guiding, directing, or restricting the standing or parking of vehicles”
- “specified place” means a yard or other piece of land set aside by the Council as a place to which obstructing or trespassing vehicles may be removed;
- “stand” in relation to a vehicle, means to stop a vehicle and permit it to remain stationary, except for the purpose of avoiding conflict with other traffic or of complying with the provisions of any law; and “standing” and “stood” have correlative meanings ;
- “street “ has the same meaning as “road”
- “street verge” means the portion of a road which lies between the boundary of a carriageway and the property line adjacent thereto;
- “symbol” includes any symbol specified by Australian Standard 1742.11-1989, for use in the regulation of parking, any reference to the wording of any sign in these By-laws shall be also deemed to include a reference to the corresponding symbol;
- “taxi” has the same meaning as taxi-car in the Road Traffic Act;
- “trailer” means a vehicle (not including a semi-trailer) drawn by another vehicle but not including a sidecar attachment to a motorcycle or any vehicle that comes within the description of a caravan; and
- “vehicle” includes a vehicle which comes within the interpretation of that expression in the Road Traffic Act which includes commercial vehicle which comes within the description of a motor wagon in the First Schedule to the Road Traffic Act.

(2) For the purposes of the application of the definitions “no parking area”, “no standing area”, and “parking area” an arrow inscribed on a traffic sign erected at an angle to the boundary of the carriageway is deemed to be pointing in the direction in which it would point, if the signs were turned at an angle of less than 90 degrees until parallel with the boundary.

3. (1) These By-laws apply to the parking region, all parking stations and parking facilities in the parking region other than a parking facility or parking station that—

- (a) is not owned, controlled or occupied by the Municipality, or
- (b) is owned by the Municipality but is leased to another person.

(2) A sign that—

- (a) was erected by the Commissioner of Main Roads WA prior to the coming into operation of these By-laws within the district; and
- (b) relates to the parking or standing of vehicles within the parking region;

shall be deemed for the purposes of these By-laws, to have been erected by the Council under the authority of these By-laws.

4. For the purpose of these By-laws vehicles are divided into classes as follows—

- (a) buses;
- (b) commercial vehicle including any other vehicle (not being a trailer or a vehicle to which a trailer is attached) constructed primarily for conveyance therein or thereon of goods;
- (c) motorcycles and bicycles;
- (d) taxis;
- (e) all other vehicles not otherwise classified.

5. Whether under these By-laws the standing or parking of vehicles in a street is controlled by a sign that sign shall be read as applying to that part of the street which—

- (a) lies beyond the sign; and
- (b) lies between the sign and the next sign beyond that sign; and
- (c) is that side of the carriageway of the street nearest to the sign.

6. The portion of the district of the Municipality that is defined in the First Schedule is hereby constituted as a parking region to which these By-laws apply.

Part 2—Parking Stalls and Parking Stations

7. Subject to section 231(3) of the Act, a discretionary authority is conferred on the Council by resolution to constitute, determine and vary, and also indicate by signs from time to time—

- (a) parking stalls;
- (b) parking stations;
- (c) permitted times and conditions of parking in parking stalls and parking stations depending on and varying with locality;
- (d) permitted classes of vehicles to park in parking stalls and parking stations; and
- (e) the manner of parking in parking stalls and parking stations, but that discretionary authority shall not be exercised in a manner inconsistent with the provision of these By-laws.

8. A person shall not stand a vehicle in a parking stall in a street otherwise than—

- (a) parallel to the kerb and as close thereto as practicable;
- (b) wholly within the stall; and
- (c) headed in the direction of the movements of traffic on the side of the street on which the stall is situated, but where a parking stall is set out otherwise than parallel to the kerb the provisions of this by-law, other than paragraph (b), do not apply.

9. Unless otherwise directed by a Ranger a person shall not park a vehicle in a parking station otherwise than wholly within a parking stall.

10. (1) A person shall not—

- (a) stand a vehicle so as to obstruct an entrance to, an exit from, or a roadway, within, a parking station or beyond the limits of any defined row within a parking station;
- (b) stand a vehicle except with the permission of the Council or a Ranger on any part of a parking station, whether or not that part is marked as a parking stall, if a sign is exhibited prohibiting the standing of vehicles thereon;
- (c) permit a vehicle to stand on any part of a parking station, whether or not that part is marked as a parking stall, if a Ranger directs the driver of such vehicle to move the vehicle;
- (d) stand or attempt to stand a vehicle in a parking stall in which another vehicle is standing but this paragraph does not prevent the parking of a motorcycle and a bicycle together in a stall marked "M/C";
- (e) permit a vehicle to stand in a parking stall which is at the time set aside for use by commercial vehicles unless the vehicle is a commercial vehicle and a person is actively engaged in loading or unloading goods to or from that vehicle; and
- (f) permit a vehicle to stand in a parking stall which is set aside for use by buses except for the purpose of taking up or setting down passengers to or from the vehicle.

(2) In paragraph (e) of the sub-by-law (1) "goods" means an article, or collection of articles weighing at least 15kg of which the content is at least .2m³.

(3) A parking stall is set aside for use by commercial vehicles if there is a sign thereto marked "Loading Zone".

Part 3—Standing and Parking Generally

11. Subjection to section 231(3) of the Act, a discretionary authority is conferred on the Council by resolution to constitute, determine and vary, and also indicate by signs, from time to time—

- (a) prohibitions; and
- (b) regulations and restrictions of parking and standing of vehicles of a specified class or of specified classes in all streets or specified streets or in specified parts of streets or reserves at all times or specified times but that discretionary authority shall not be exercised in a manner inconsistent with the provisions of these By-laws.

12. (1) A person shall not stand a vehicle in a street or part of a street, or part of a parking station—

- (a) which is by a sign thereon or adjacent or referable thereto set apart for the standing of vehicles of a different class; or

- (b) if by such a sign the standing of vehicles is prohibited or restricted during a period or periods, during that period or periods; or
 - (c) if by such a sign the standing of vehicles is permitted for a specified time, for longer than that time.
- (2) A person shall not stand a vehicle—
- (a) in a no standing area;
 - (b) in a parking area, except in a manner indicated by the inscription on the sign or signs associated with the parking area and parking stalls except as provided in these By-laws with reference to the parking stalls;
 - (c) in a parking area contrary to any limitation in respect of days, periods of the day, classes of persons or classes of vehicles indicated by the inscription on the sign or signs associated with the area; or
 - (d) in a defined area marked "M/C", unless it is a motorcycle without a sidecar or bicycle.
- (3) A person shall not park a vehicle in a no parking area.
- (4) A person shall not park a vehicle in any portion of a street for the purposes of effecting repairs to it, other than the minimum repairs necessary to enable the vehicle to be moved to a place other than a road.
- (5) A person shall not stand on a motorcycle without a sidecar or a bicycle in a parking stall unless the traffic sign "M/C" is marked on that stall.
- (6) A person shall not, without the permission of the Council, Shire Clerk, Authorised Officer or a Ranger, stand a vehicle in an area designated by signs "Authorised Vehicles Only".
13. Subject to the provisions of by-law 14 a person standing a vehicle on a carriageway shall stand it—
- (a) on a two-way carriageway, so that it is near as practicable to and parallel with, the left boundary of the carriageway and headed in the direction of the movement of traffic on the side of the road on which the vehicle is standing;
 - (b) on a one-way carriageway and headed in the direction of the movement of traffic;
 - (c) so that at least three metres of the width of the carriageway between the vehicle and the farther boundary of the carriageway or between it and a vehicle standing on the far side of the carriageway, is available for the passage of other vehicles;
 - (d) so that it is not less than 1.2 metres from any other vehicle, except a motorcycle or a bicycle parked in accordance with these By-laws;
 - (e) so that it does not cause undue obstruction on the carriageway; and
 - (f) so that it is entirely within the confines of any parking stall marked on the carriageway.
14. (1) A person shall not stand a vehicle partly within and partly outside a parking area.
- (2) Where the traffic sign or signs associated with a parking area are not inscribed with "Angle Parking"; then
- (a) where the parking area is adjacent to the boundary of a carriageway a person standing a vehicle in the parking area shall stand it as near as practicable to and parallel with, that boundary; and
 - (b) where the parking area is at or near the centre of the carriageway, a person standing a vehicle in that parking area shall stand it approximately at right angles to the centre of the carriageway, unless a sign associated with the parking area indicates, or marks on the carriageway indicate, that vehicles are to stand in a different position.
- (3) Where a traffic sign associated with a parking area is inscribed with the words "Angle Parking" a person standing a vehicle in the parking area shall stand the vehicle at an angle of approximately 45 degrees to the centre of the carriageway unless otherwise indicated by the inscription on the parking sign or by marks on the carriageway surface.
- (4) In sub-by-law (3) of this by-law ("vehicle" means a car or motor wagon (utility type up to 3 tonnes gross).
- (5) Sub-by-law (3) of this by-law does not apply to a person standing a motorcycle or bicycle in a parking area.
15. (1) A person shall not stand a vehicle so that any portion of the vehicle is—
- (a) between any other standing vehicles and the centre of the carriageway;
 - (b) on or adjacent to a median strip;
 - (c) obstructing a right-of-way, passage or private drive or carriageway or so close thereto as to deny vehicles reasonable access to or egress from the right-of-way, passage or private drive or carriageway;
 - (d) in front of a footway constructed across a reserve;
 - (e) alongside, or opposite, an excavation in, or obstruction on, the carriageway, if the vehicle would thereby obstruct traffic;
 - (f) on, or within 9 metres of, any portion of a carriageway bounded on one or both sides by a traffic-island;

- (g) on or over any footway; pedestrian crossing or cycleway;
 - (h) on a bridge or other elevated structure or within a tunnel or underpass;
 - (i) between the boundaries of a carriageway, and any double longitudinal line consisting of two continuous lines or between a double longitudinal line consisting of a continuous line and a broken or dotted line and the boundary of the carriageway nearer to the continuous line, unless there is a distance of at least 3 metres clear between the vehicle and the double longitudinal line; and
 - (j) on an intersection, except adjacent to a carriageway boundary that is not broken by an intersecting carriageway.
- (2) A person shall not stand a vehicle so that any portion of the vehicle is—
- (a) within 1 metre of a fire hydrant or fire plug, or of any sign or mark indicating the existence of a fire hydrant or fire plug; or
 - (b) within 3 metres of a public letter pillar box, unless the vehicle is being used for the purpose of collecting postal articles from the pillar box.
- (3) A person shall not stand a vehicle so that any portion of the vehicle is within 6 metres of the nearer property line of any road intersecting the road on the side which the vehicle is standing.
- (4) A person shall not stand a vehicle so that any portion of the vehicle is within 9 metres of the departure side of—
- (a) a sign inscribed with the words or symbol “Bus Stop” or “Hail Bus Here” unless the vehicle is a bus stopped to take up or set down passengers; or
 - (b) a children’s crossing established on a two-way carriageway.
- (5) A person shall not stand a vehicle so that any portion of the vehicle is within 18 metres of—
- (a) the approach side of a sign inscribed with the words or symbol “Bus Stop” or “Hail Bus Here”, unless the vehicle is a bus stopped to take up or set down passengers;
 - (b) the approach side of a pedestrian crossing or childrens crossing; or
 - (c) the nearest rail of a railway level crossing.
- (6) A person shall not stand a vehicle so that any portion of the vehicle is on a street verge if a sign on, adjacent or referable thereto, indicates otherwise.
- (7) A person shall not stand a vehicle so that any portion of that vehicle is on a street verge unless he is the occupier of the premises adjacent to the street verge or is a person authorised by the occupier of those premises.
16. A person shall not permit a vehicle to stand in any part of a street if a Ranger or member of the Police Force directs the driver of the vehicle to move it.
17. (1) A Ranger may mark the tyres of a parked vehicle with chalk or any other non-indelible substance for a purpose connected with or arising out of his duties and powers.
- (2) A person shall not remove a mark made by a Ranger so that the purpose of the affixing of such a mark is defeated or likely to be defeated.
18. (1) A vehicle having been parked in a street or in an area whereby a sign stating the standing of vehicles is permitted for a limited time a person shall not—
- (a) move it to any position within the same parking area;
 - (b) by arrangement with any person either exchange the space used by the vehicle for space in the same or another area used by another vehicle or occupy a space in the same or another area previously occupied by another vehicle;
so that the total time of parking exceeds the maximum time allowed for parking in the space first occupied by the vehicle.
- (2) A vehicle having been parked in a street where street parking is restricted as to time a person shall not park the vehicle again in the street on that day unless it has first been removed from the street for at least two hours.
19. (1) A person shall not park a vehicle or any combination of vehicles that together with any projection on, or load carried by the vehicle or combination of vehicles is more than 8 metres in length, on a carriageway for a period exceeding one hour.
- (2) Nothing in this by-law mitigates the limitations or conditions imposed by any other by-law or by any traffic sign relating to the parking or standing of vehicles.
20. A person shall not—
- (a) allow a commercial vehicle to remain stationary on a street verge for more than one hour consecutively in a day unless in between each period that the commercial vehicle is parked or allowed to remain stationary in the street, it has been removed from the street for at least 2 hours; or
 - (b) on a street verge, repair, service or clean a vehicle other than in accordance with by-law 12(4);
 - (c) park a vehicle on any portion of a street—
 - (i) if that vehicle is not licensed under the Road Traffic Act;
 - (ii) if the vehicle is a trailer or caravan;
 - (iii) if that vehicle is exposed for sale.

21. (1) A person shall not park or stand a vehicle within the parking region on land that is not a street or a parking facility without the consent of the owner or occupier of the land.

(2) For the purposes of this by-law where the owner or occupier of land has erected signs on portion of the land set aside for the parking of vehicles displaying restrictions concerning the classes of person who may stand or park vehicles or the time within which vehicles may be stood or parked on that portion of land a person who stands or parks a vehicle otherwise than in compliance with the sign shall be deemed not to have the consent of the owner or occupier of land so to stand or park the vehicle.

22. (1) A person except an employee of the Council in the course of his duties shall not drive or park a vehicle upon or over any portion of a reserve other than a paved area specifically set aside for that purpose.

(2) A person shall not park a vehicle on any part of a reserve, including any paved areas, for the purposes of conducting a business unless prior permission has been obtained from an authorised officer.

23. The Council, Shire Clerk, Authorised Officer or a Ranger may permit a person who requires space in an area whereby a sign states the standing of vehicles is permitted for a limited time, in order to carry out urgent, essential or official duties to occupy such space with a vehicle for a longer time than the maximum period prescribed by the sign or from time to time provided such permission does not contravene the Road Traffic Code and may prohibit the use of such space by any other vehicle during such time.

24. It shall be an offence for a person to drive a vehicle over barrier kerbing, semi-mountable kerbing or a footpath/cycleway other than where there is a properly constructed vehicular cross-over.

Part 4—Removal of Vehicles

25. A person shall not stand or park a vehicle so as to cause obstruction to traffic in a street or public place.

26. For the purposes of these By-laws a vehicle that is stood or parked in a portion of a street or public place where in vehicles may lawfully be stood or parked is not obstructing if it is so stood or parked in contravention of the limits as to time imposed by the Municipality with respect to that portion of the street or public place.

27. Where a Ranger, a member of the Police Force or an authorised person finds a vehicle stood or parked contrary to the provisions of by-laws 21 or 25 of these By-laws they may remove the vehicle to a specific place and may use such force as is necessary to enter the vehicle for the purpose of removing it.

28. The Council may appoint a person as an Authorised Person for the purposes of these By-laws.

29. Where an Authorised Person removes a vehicle to a specified place pursuant to these By-laws, they shall enter in a register to be provided by the Council for the purpose, details of the time and date, a description of the vehicle, and of the place from which it was removed and shall notify the Clerk of the Council.

30. The Shire Clerk shall exhibit on the noticeboard of the Council a notification that a vehicle therein described has been placed in the specified place and shall, unless the vehicle is sooner recovered, keep that notification exhibited for a period not less than 7 days.

31. A person may recover a seized vehicle from the specified place by paying to the Council—

- (a) the cost incurred by the Council in removing the vehicle thereto; and
- (b) the charge appearing in the Fourth Schedule for each day or part of the day that the vehicle has remained in the specified place,

and upon payment of that cost and charge the Clerk, if satisfied that the person is the owner of the vehicle or is a person entitled to possession of the vehicle, shall permit them to remove it.

32. Where a vehicle, placed in a specified place in accordance with the provisions of these By-laws, has not been recovered by the owner or person entitled thereto within one month from the day upon which it was placed there, the Council may cause the vehicle to be offered for sale by public auction or by public tender and accept the best offer made; but where no offer is made for the purchase of the vehicle, the Council may cause it to be disposed of.

33. A person is not entitled to make any claim, by way of damages or otherwise, against a Ranger, Authorised Person, member of the Police Force or the Municipality in respect of a vehicle removed and dealt with under the provisions of these By-laws or against any person who purchases a vehicle sold by the Council under the provisions of by-law 32 of these By-laws.

34. (1) The proceeds of the sale of a vehicle under the provisions of by-law 32 of these By-laws shall be applied by the Council—

- (a) first, in the meeting of the costs of sale; and
- (b) secondly, in meeting the costs of removal of the vehicle to the specified place, and the charge appearing in the Fourth Schedule for each day or part of a day that the vehicle remained in that place;

and those sums shall be paid into the Municipal Fund.

(2) Any surplus of the proceeds of the sale shall be paid by the Council into its trust fund, and may be paid to any person who satisfies the Council that he was the owner of the vehicle at the time of its sale by Council.

(3) Any surplus of the proceeds of the sale may, if not paid to the owner within 10 years, be paid into the Municipal Fund, subject to the condition that the Council shall repay it from that fund to a person claiming and establishing his right to the repayment.

(4) Any deficit that may occur, Council may seek reimbursement of that deficit in the Local Court.

Part 5—Miscellaneous

35. A Ranger shall be furnished with a certificate of his appointment in a form determined by the Council from time to time.

36. A person who is not a Ranger shall not in any way assume the duties of a Ranger.

37. A person shall not in any way obstruct or hinder a Ranger in the execution of his duty.

38. (1) A Ranger or member of the Police Force who finds a person committing or who on reasonable grounds suspects a person of having committed a breach of the provisions of these By-laws, may demand from the person his name and place of abode.

(2) A person who refuses to state his name and place of abode, or who states a false name or place of abode, on demand being so made, commits an offence against these By-laws.

39. (1) A notice served under subsection (2) of section 669C of the Act in respect of an offence alleged to have been committed against one of these By-laws shall be in or to the effect of Form 2.

(2) Subject to sub-by-law (3) of this by-law an infringement notice served under section 669D of the Act in respect of an offence alleged to have been committed against one of these By-laws shall be in or to the effect of Form 3.

(3) An infringement notice served under subsection (2) of section 669D of the Act in respect of an offence against one of these By-laws shall be in or to the effect of Form 1.

(4) A notice sent under subsection (5) of section 669D of the Act withdrawing an infringement notice served under that section in respect of an offence alleged to have been committed against one of these By-laws shall be in or to the effect of Form 4.

40. A person, other than the driver of the vehicle, shall not remove from the vehicle any notice thereto or left thereon by a Ranger or a member of the Police Force.

41. A person shall not—

(a) without the authority of the Council mark, set up or exhibit a sign purporting to be or resembling a sign marked, set up or exhibited by the Council under the authority of these By-laws;

(b) remove, deface or misuse a sign or property or any part thereof, or attempt to do any such acts; and

(c) without the permission of the Council affix a board, sign, placard, notice or other thing to or paint or write upon any part of a sign.

42. An inscription of a sign operates and has effect according to its tenor and a person contravening the direction of a sign commits an offence under these By-laws.

43. (1) A sign marked, erected, established, or displayed on or near a road is, in the absence of evidence to the contrary presumed to be a sign marked, erected, established or displayed under the authority of these By-laws.

(2) The first three letters of any day of the week when used on a sign indicate that day of the week.

(3) A sign associated with a no parking, no standing area or parking area or a sign of a kind referred to in these By-laws is limited in its operation and effect in respect of days, periods of the day, classes of persons, classes of vehicle, or circumstances to the extent, if any, shown on the sign.

44. Authorised Officers or Rangers appointed by the Municipality from time to time are hereby authorised by the Municipality to—

(a) carry into effect the provisions of these By-laws;

(b) report to the Council on the working effectiveness and functioning of these By-laws;

(c) recommend to the Council the institution of prosecutions; and

(d) institute and conduct prosecutions as directed by the Council or the Shire Clerk from time to time.

45. An Authorised Officer or Ranger in the course of their duties be exempt from these By-laws.

Part 6—Penalties

46. A person who commits or causes a breach of any provisions of these By-laws is on conviction liable to a penalty not exceeding eighty dollars (\$80).

47. The amount appearing in the final column of the Third Schedule directly opposite an offence described in the Schedule is the modified penalty for that offence if dealt with under section 669D of the Act.

48. A penalty for an offence against these By-laws (not being a modified penalty) may be recovered by the Council by taking proceedings against the alleged offender in a Court of Petty Sessions.

49. The Council shall cause adequate records to be kept of all infringement notices served and modified penalties received under section 669D of the Act in respect of offences against these By-laws.

First Schedule
Parking Region

The whole of the district of the Shire of Ashburton with the exception of—

- (a) the carriageway of—
 - (1) Great Northern Highway
 - (2) North West Coastal Highway
 - (3) Nanutarra—Wittenoom Road
 - (4) Paraburdoo—Tom Price Road
 - (5) Onslow—Mt Stuart Road
 - (6) Pannawonica Road

any other streets that may from time to time come under the control of the Main Roads WA or the Police Traffic Department.

Second Schedule
Form 1

Shire of Ashburton
By-law Relating to Parking Facilities
Local Government Act 1960
Poinciana Street, Tom Price WA 6751
INFRINGEMENT NOTICE

To:

Ranger No.
Notice
Date of Service

You are hereby notified it is alleged on.....the.....day of.....at about.....you did..... in contravention of the provisions of by-law No..... of the Shire of Ashburton Parking Facilities By-laws.

The modified penalty prescribed for this offence is \$.....

If you do not wish to have a complaint of the above offence heard and determined by a Court you may pay the modified penalty within twenty-one days of the service of this notice.

Unless payment is made within twenty eight days of the date of the service of this notice Court proceedings may be instituted against you.

Payment may be made either by posting this form together with the amount of \$..... to the Shire Clerk, Shire of Ashburton or by delivering this form and paying the amount at the Administration Centre, Poinciana Street, Tom Price WA 6751, between 9.00 am to 4.00 pm Mondays to Fridays. If payment is not received within twenty-one (28) days of the date of this notice, it will be assumed that you wish to insist on your right to a Court Hearing, and Court proceedings will be issued against you in due course.

Second Schedule
 Form 2
 Shire of Ashburton
 By-laws Relating to Parking Facilities
 Local Government Act 1960
 Poinciana Street, Tom Price WA 6751
NOTICE REQUIRING OWNER OF VEHICLE TO IDENTIFY DRIVER

To:

Date
 Notice No.
 Ranger No.
 Registration No.
 Amount Due \$

It is alleged that the above vehicle did..... in contravention of the provisions of by-law No..... of the Shire of Ashburton Parking Facilities By-laws. You are hereby required to identify the person who was the driver or person in charge of the above vehicle at the time when the above offence is alleged to have been committed. Unless within twenty-one (28) days after the date of the service of this notice you—

- (a) inform the Shire Clerk of the Shire of Ashburton in writing as to the identity and address of the person who was the driver or person in charge of the above vehicle at the time of the offence; or
- (b) satisfy the Shire Clerk of the Shire of Ashburton that the above vehicle had been stolen or was being unlawfully used at the time of the above offence.

YOU WILL IN THE ABSENCE OF PROOF OF THE CONTRARY, BE DEEMED TO HAVE COMMITTED THAT ABOVE OFFENCE AND COURT PROCEEDINGS MAY BE INSTITUTED AGAINST YOU.

Second Schedule
 Form 3
 Shire of Ashburton

Received the amount printed below,
 Shire Clerk:

This document is not a receipt until the amount paid is printed by the Cash Register in the space below

Form 3

Shire of Ashburton
 Poinciana Street Tom Price WA 6751

Telephone No. 891 029

Second Schedule
 Local Government Act 1965

INFRINGEMENT NOTICE NO.

The Owner of vehicle No.	Make	
Type	Place	
Date	Time	am/pm

Your are hereby notified that it is alleged that you have committed a Breach of by-law No....., Shire of Ashburton Parking Facilities By-laws as indicated below by a cross (X)

.....

SIGNATURE OF AUTHORISED PERSON

If you do not wish to have a complaint of the above offence heard and determined by a Court you may pay the modified penalty within twenty-one (28) days after the date of the service of the notice.

Unless within twenty-one (28) days after the date of the service of this notice you—

- (a) inform the Shire Clerk, Shire of Ashburton in writing as to the identity and address of the person in charge of the above vehicle at the time of the offence; or
- (b) satisfy the Shire Clerk, Shire of Ashburton that the above vehicle had been stolen or was being unlawfully used at the time of the above offence,

YOU WILL IN THE ABSENCE OF PROOF TO THE CONTRARY, HE DEEMED TO HAVE COMMITTED THE ABOVE OFFENCE AND COURT PROCEEDINGS MAY BE INSTITUTED AGAINST YOU.

Payment may be made either by posting this form together with the amount mentioned above, to the Shire Clerk, Shire of Ashburton or by delivering this form and paying the amount at the Administration Centre, Poinciana Street, Tom Price WA 6751 between 9.00 am to 4.00 pm, Mondays to Fridays.

Second Schedule
 Form 4
 Shire of Ashburton
 By-laws Relating to Parking Facilities
 Local Government Act 1960
 Poinciana Street, Tom Price WA 6751
WITHDRAWAL OF INFRINGEMENT NOTICE

To: _____ Date.
 Infringement Notice _____ Date.
 Modified Penalty _____ is hereby withdrawn
 Signature of Authorised Officer:

Third Schedule

Item No.	By-law	Nature of Offence	Modified Penalty
			\$
1	25	Obstruction of street or public place	50
2	12(2)(a)	No Standing Area	40
3	15(1)(j)	Parked on an intersection	40
4	15(3)	Within 6m of property line at an intersection	40
5	15(1)(a)	Double Parked	35
6	38(1)	Refusal of name and address	40
7	21(1)	Parked on Private Property	35
8	10(1)(a)	Obstruction of parking station	30
9	12(1)(a)	Parked in an area reserved for vehicles of a different class	30
10	12(1)(b)	Restricted Parking	30
11	12(2)(d)	Vehicle other than a motorcycle parked in an area marked for motorcycles	30
12	12(3)	No Parking Area	30
13	13(a)	Not close and parallel, facing wrong way, two-way carriageway	30
14	13(b)	Not close and parallel, facing wrong way, one-way carriageway	30
15	13(e)	Obstruction of carriageway	40
16	15(1)(c)	Obstruction of Entry	30
17	15(1)(g)	Parked on Footpath	35
18	15(6)	Verge parking in a prohibited area	30
19	14(4)&(5)	Standing in a bus stand	35
20	22(1)	Standing on public reserve	30
21	12(1)(c)	Parked longer than permitted	30
22	15(7)	Verge Parking without permission	30
23	24	Driving a vehicle across a footpath or kerbing	30
24	20(a)	Parking a commercial vehicle	30
25	20(c)	Parking a Trailer/Caravan on a street	30
26	16	Refusal to move vehicle	50
27		All other offences not specified in which the use of a vehicle is an element	25

Fourth Schedule
Seizure/Impounding Fees

For the impounding of a vehicle	\$80.00
For the seizure of a vehicle (towing fees)	\$40.00
For the recovery of a seized/impounded vehicle from an appointed place	\$10.00 per day for each day or part of each day

Dated this 5th day of July 1996.

The Common Seal of the Shire of Ashburton was duly affixed by Authority of Resolution of the Council in the presence of—

E. G. ROBBINS, President.
L. A. VICKERY, Shire Clerk.

Recommended—

PAUL D. OMODEI, Minister for Local Government.

Approved by His Excellency the Governor in Executive Council.

This 3rd day of December 1996.

J. PRITCHARD, Clerk of Council.

LOCAL GOVERNMENT ACT 1995

Shire of Ashburton

PARKING AND PARKING FACILITIES LOCAL LAW 2012

DRAFT

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LOCAL GOVERNMENT ACT 1995

Shire of Ashburton

PARKING AND PARKING FACILITIES LOCAL LAW 2012

Under the powers conferred by the *Local Government Act 1995* and under all other powers enabling it, the Council of the Shire of Ashburton resolved on *(insert date)* to make the following local law.

1. PART 1 - DEFINITIONS AND OPERATION

1.1 Citation

This Local Law may be cited as the Shire of Ashburton Parking and Parking Facilities Local Law 2012 and shall come into operation on the fourteenth day after the day on which it is published in the Government Gazette.

1.2 Repeal

The Shire of Ashburton Parking Facilities By-laws published in the *Government Gazette* on 6 December 1996 is repealed.

1.3 Definitions

In this Local Law unless the context otherwise requires:

'**ACROD sticker**' has the meaning given to it by the Code;

'**Act**' means the *Local Government Act 1995*;

'**Authorized Person**' means a person authorized by the local government under section 9.10 of the Act, to perform any of the functions of an Authorized Person under this Local Law;

'**authorized vehicle**' means a vehicle authorized by the local government, Chief Executive Officer, Authorized Person or by any written law to park on a thoroughfare or parking facility;

'**bicycle**' has the meaning given to it by the Code;

Note: The Code defines 'bicycle' to mean:

'a vehicle with 2 or more wheels that is built to be propelled by human power through a belt, chain or gears (whether or not it has an auxiliary motor):

(a) *including a pedicab, penny-farthing and tricycle; but*

(b) *not including a wheelchair, wheeled recreational device, wheeled toy, scooter or a power-assisted pedal cycle (if the motor is operating);'*

'bicycle path' has the meaning given to it by the Code;

Note: The Code defines 'bicycle path' to mean:

'a length of path beginning at a 'bicycle path' sign or a 'bicycle path' road marking and ending at the nearest of the following:

- (a) *an 'end bicycle path' sign, or an 'end bicycle path' road marking;*
- (b) *a 'separated footpath' sign or a 'separated footpath' road marking;*
- (c) *a carriageway;*
- (d) *the end of the path;'*

'bus' has the meaning given to it by the Code;

Note: The Code defines 'bus' to mean:

'a motor vehicle, built mainly to carry people, that seats over 12 adults (including the driver)'.

'bus embayment' has the meaning given to it by the Code;

Note: The Code defines 'bus embayment' to mean:

'an embayment at the side of a carriageway, designed so that a public bus can be driven into it, for the purpose of allowing passengers to alight or enter, without impeding the flow of traffic on that carriageway, but does not include a bus lane'.

'bus stop' has the meaning given to it by the Code;

Note: The Code defines 'bus stop' to mean:

'a length of carriageway commencing 20m on the approach side of, and ending 10m on the departure side of, a post indicating that public busses stop at that 'point'.

'bus zone' has the meaning given to it by the Code;

Note: The Code defines 'bus zone' to mean:

'a length of carriageway to which a 'bus zone' sign applies.'

'caravan' means a vehicle that is fitted or designed to allow human habitation and which is drawn by another vehicle, or which is capable of self-propulsion;

'carriageway' means a portion of thoroughfare that is improved, designed or ordinarily used for vehicular traffic and includes the shoulders, and areas, including embayments, at the side or centre of the carriageway, used for the stopping or parking of vehicles; and where a thoroughfare has two or more of those portions divided by a median strip, the expression means each of those portions, separately;

'centre' in relation to a carriageway, means a line or a series of lines, marks or other indications:

- (a) for a two-way carriageway – placed so as to delineate vehicular traffic travelling in different directions; or
- (b) in the absence of any such lines, marks or other indications – the middle of the main, travelled portion of the carriageway;

'children's crossing' has the meaning given to it by the Code;

Note: The Code defines 'Children's Crossing' to mean:

'a portion of carriageway between 2 parallel broken or unbroken lines, each approximately 150 millimetres wide and not more than 5 metres apart marked across, or partly across the carriageway and near which a fluorescent red-orange flag or sign bearing the words 'children crossing – stop', are displayed and, where the lines are so marked partly across a carriageway, includes a portion of the carriageway between the prolongations of those lines'

'CEO' means the Chief Executive Officer of the local government;

'Code' means the Road Traffic Code 2000;

'commercial vehicle' means a motor vehicle constructed for the conveyance of goods or merchandise, or for the conveyance of materials used in any trade, business, industry or work whatsoever, other than a motor vehicle for the conveyance of passengers, and includes any motor vehicle that is designed primarily for the carriage of persons, but which has been fitted or adapted for the conveyance of the goods, merchandise or materials referred to, and is in fact used for that purpose;

'district' means the district of the local government;

'driver' means any person driving or in control of a vehicle;

'edge line' for a carriageway means a line marked along the carriageway at or near the far left or the far right of the carriageway;

'emergency vehicle' has the meaning given to it by the Code;

Note: The Code defines 'emergency vehicle' to mean:

'a motor vehicle:

- (a) *when conveying a police officer on official duty or when that vehicle is stationary at any place connected with the official duty;*
- (b) *of a fire brigade on official duty, in consequence of a fire or an alarm of fire or of an emergency or rescue operation where human life is reasonably considered to be in danger;*
- (c) *being an ambulance, answering an urgent call or conveying any injured or sick person to any place for the provision of urgent treatment;*
- (d) *being used to obtain or convey blood or other supplies, drugs or equipment for a person urgently requiring treatment and duly*

*authorised to carry a siren or bell for use as a warning instrument;
or*

- (e) *duly authorised as an emergency vehicle for the purposes of these regulations, by the Director General'*

'footpath' has the meaning given to it by the Code;

Note: The Code defines 'footpath' to mean:

'an area that is open to the public that is designated for, or has as one of its main uses, use by pedestrians;'

'GVM' (which stands for 'gross vehicle mass') has the meaning given to it by the Code;

Note: The Code defines 'GVM' to mean:

'for a vehicle, the maximum loaded mass of the vehicle –

- (a) *specified by the manufacturer on an identification plate on the vehicle; or*
- (b) *if there is no specification by the manufacturer on an identification plate on the vehicle or if the specification is not appropriate because the vehicle is modified – certified by the Director General'.*

'Loading Zone' means a parking stall which is set aside for use by commercial vehicles if there is a sign referable to that stall marked 'Loading Zone';

'local government' means the Shire of Ashburton;

'mail zone' has the meaning given to it by the Code;

Note: The Code defines 'mail zone' to mean:

'the length of carriageway to which a 'mail zone' sign applies.'

'median strip' has the meaning given to it by the Code;

Note: The Code defines 'median strip' to mean:

'any physical provision, other than lines, dividing a road to separate vehicular traffic proceeding in opposing directions or to separate 2 one-way carriageways for vehicles proceeding in opposing directions'

'motorcycle' has the meaning given to it by the Code;

Note: The Code defines 'motorcycle' to mean:

a motor vehicle that has 2 wheels and includes:

- (a) a 2-wheeled motor vehicle with a sidecar attached to it that is supported by a third wheel; and

- (b) a motor vehicle with 3 wheels that is ridden in the same way as a motor vehicle with 2 wheels,

but does not include any trailer;

'motor vehicle' means a self-propelled vehicle that is not operated on rails; and the expression includes a trailer, semi-trailer or caravan while attached to a motor vehicle, but does not include a power assisted pedal cycle;

'no parking area' has the meaning given to it by the Code;

Note: The Code defines 'no parking area' to mean:

- (a) *a portion of carriageway to which a 'no parking' sign applies; or*
- (b) *an area to which a 'no parking' sign applies;'*

'no parking sign' means a sign with the words 'no parking' in red letters on a white background, or the letter 'P' within a red annulus and a red diagonal line across it on a white background;

'no stopping area' has the meaning given to it by the Code;

Note: The Code defines 'no stopping area' to mean:

- (a) *a portion of carriageway to which a 'no stopping' sign applies; or*
- (b) *an area to which a 'no stopping' sign applies;'*

'no stopping sign' means a sign with the words 'no stopping' or 'no standing' in red letters on a white background or the letter 'S' within a red annulus and a red diagonal line across it on a white background;

'occupier' has the meaning given to it by the Act;

Note: The Act defines 'occupier' to mean:

'where used in relation to land means the person by whom or on whose behalf the land is actually occupied or, if there is no occupier, the person entitled to possession of the land, and includes a person in unauthorized occupation of Crown land and where under a licence or concession there is a right to take profit of Crown land specified in the licence or concession, means the person having that right';

'owner'

- (a) where used in relation to a vehicle licensed under the Road Traffic Act, means the person in whose name the vehicle has been registered under that Road Traffic Act;
- (b) where used in relation to any other vehicle, means the person who owns, or is entitled to possession of that vehicle; and

(c) where used in relation to land, has the meaning given to it by the Act;

Note: The Act defines 'owner', where used in relation to land, to mean:

'(a) a person who is in possession as:

(i) *the holder of an estate of freehold in possession in the land, including an estate or interest under a contract or an arrangement with the Crown or a person, by virtue of which contract or arrangement the land is held or occupied with a right to acquire by purchase or otherwise the fee simple;*

(ii) *a Crown lessee or a lessee or tenant under a lease or tenancy agreement of the land which in the hands of the lessor is not rateable land under this Act, but which in the hands of the lessee or tenant is by reason of the lease or tenancy rateable land under this or another Act for the purposes of this Act;*

(iii) *a mortgagee of the land; or*

(iv) *a trustee, executor, administrator, attorney, or agent of a holder, lessee, tenant or mortgagee, mentioned in this paragraph;*

(b) *where there is not a person in possession, means the person who is entitled to possession of the land in any of the capacities mentioned in paragraph (a), except that of mortgagee;*

(c) *where, under a licence or concession there is a right to take profit of Crown land specified in the licence or concession, means the person having that right;*

(d) *where a person is lawfully entitled to occupy land which is vested in the Crown, and which has no other owner according to paragraph (a), (b) or (c), means the person so entitled;*

(e) *means a person who:*

(i) *under the Mining Act 1978, holds in respect of the land a mining tenement within the meaning given to that expression by that Act;*

(ii) *in accordance with the Mining Act 1978 holds, occupies, uses or enjoys in respect of the land a mining tenement within the meaning given to that expression by the Mining Act 1904; or*

(iii) *under the Petroleum Act 1967 holds in respect of the land a petroleum production licence or a petroleum exploration permit within the meaning given to each of those expressions by that Act;*

or

- (f) *where a person is in the unauthorised occupation of Crown land, means the person so in occupation'.*

'park', in relation to a vehicle, means to permit a vehicle, whether attended or not by any person, to remain stationary except for the purpose of:

- (a) avoiding conflict with other traffic; or
- (b) complying with the provisions of any law; or
- (c) taking up or setting down persons or goods (*maximum of 2 minutes*);

'parking area' has the meaning given to it by the Code;

Note: The Code defines 'parking area' to mean:

- (a) *a portion of carriageway to which a 'permissive parking' sign applies; or*
- (b) *an area to which a 'permissive parking' sign applies;*

'parking facilities' includes land, buildings, shelters, parking stalls and other facilities open to the public generally for the parking of vehicles and signs, notices and facilities used in connection with the parking of vehicles;

'parking region' means the area described in Schedule 1;

'parking stall' means a section or part of a thoroughfare or of a parking station which is marked or defined by painted lines, metallic studs, coloured bricks or pavers or similar devices for the purpose of indicating where a vehicle may be parked;

'parking station' means any land, or structure provided for the purpose of accommodating vehicles;

'pedestrian crossing' has the meaning given to it by the Code;

Note: The Code defines pedestrian crossing to mean:

'a portion of a carriageway:

(a) *defined:*

(i) *by white stripes; or*

(ii) *by white or yellow stripes (according to the colour of the carriageway) and the portions of the carriageway lying between those stripes,*

in such a manner that each stripe is approximately parallel to the centre of the carriageway; and

(b) *near each end of which may be erected, on each side of the carriageway, so as to be clearly visible to an approaching driver, a "pedestrian crossing" sign';*

'public place' means any place to which the public has access whether or not that place is on private property;

'reserve' means any land:

- (a) which belongs to the local government;
- (b) of which the local government is the management body under the *Land Administration Act 1997*; or
- (c) which is an 'otherwise unvested facility' within section 3.53 of the Act;

'Road Traffic Act' means the *Road Traffic Act 1974*;

'Schedule' means a Schedule to this Local Law;

'shared zone' has the meaning given to it by the Code;

Note: The Code defines 'shared zone' to mean:

'the network of roads in an area with –

- (a) *a 'shared zone' sign on each road into the area, indicating the same number; and*
- (b) *an 'end shared zone' sign on each road out of the area*

Note: There are a number of other permitted versions of each of these signs;

Note: A 'shared zone' sign may also have a different number on the sign'.

'sign' includes a traffic sign, inscription, road marking, mark, structure or device approved by the local government on which may be shown words, numbers, expressions or symbols, and which is placed on or near a thoroughfare or within a parking station or reserve for the purpose of prohibiting, regulating, guiding, directing or restricting the parking of vehicles;

'special purpose vehicle' has the meaning given to it by the Code;

Note: The Code defines 'special purpose vehicle' to mean:

- (a) *a vehicle being driven by a member of the Police Force (other than a police officer) on official duty or that vehicle when it is stationary at any place connected with the official duty;*
- (b) *a public utility service truck;*
- (c) *a tow truck;*
- (d) *a motor break-down service vehicle;*
- (e) *a vehicle being used by a government or local authority in connection with its roadwork or speed zoning functions; or*

(f) *a vehicle duly authorised as a special purpose vehicle for the purposes of these regulations, by the Director General,*

but does not include an emergency vehicle';

'stop' in relation to a vehicle means to stop a vehicle and permit it to remain stationary, except for the purposes of avoiding conflict with other traffic or of complying with the provisions of any law;

'symbol' includes any symbol specified by Australian Standard 1742.11-1989 and any symbol specified from time to time by Standards Australia for use in the regulation of parking and any reference to the wording of any sign in this Local Law shall be also deemed to include a reference to the corresponding symbol;

'taxi' means a taxi within the meaning of the *Taxi Act* 1994 or a taxi-car in section 47Z of the *Transport Co-ordination Act* 1966;

'taxi zone' has the meaning given to it by the Code;

Note: The Code defines 'taxi zone' to mean:

'a length of carriageway to which a 'taxi zone' applies.'

'thoroughfare' has the meaning given to it by the Act;

Note: The Act defines 'thoroughfare' to mean:

'a road or other thoroughfare and includes structures and other things appurtenant to the thoroughfare that are within its limits, and nothing is prevented from being a thoroughfare only because it is not open at each end'

'traffic island' has the meaning given to it by the Code;

Note: The Code defines 'traffic island' to mean:

'any physical provision, other than lines, marks or other indications on a carriageway, made at or near an intersection, to guide vehicular traffic;'

'trailer' means any vehicle without motive power of its own, designed for attachment to a motor vehicle for the purpose of being towed, but does not include the rear portion of an articulated vehicle, or a side car;

'vehicle' has the meaning given to it by the Code;

Note: The Code defines 'vehicle' according to the definition of 'vehicle' in the Road Traffic Act which includes an animal driven or ridden but does not include a wheeled toy or wheeled recreational device;

'verge' means the portion of a thoroughfare which lies between the boundary of a carriageway and the adjacent property line but does not include a footpath.

1.4 **Application of Particular Definitions**

- (1) For the purposes of the application of the definitions 'no parking area' and 'parking area' an arrow inscribed on a traffic sign erected at an angle to the boundary of the carriageway is deemed to be pointing in the direction in which it would point, if the signs were turned at an angle of less than 90 degrees until parallel with the boundary.
- (2) Unless the context otherwise requires, where a term is used, but not defined, in this Local Law, and that term is defined in the Road Traffic Act or in the Code, then the term shall have the meaning given to it in that Act or the Code.

1.5 **Application and pre-existing signs**

- (1) Subject to subclause (2), this Local Law applies to the parking region.
- (2) This Local Law does not apply to a parking facility or a parking station that is not occupied by the local government, unless the local government and the owner or occupier of that facility or station have agreed in writing that this Local Law will apply to that facility or station.
- (3) The agreement referred to in subclause (2) may be made on such terms and conditions as the parties may agree.
- (4) Where a parking facility or a parking station is identified in Schedule 4, then the facility or station shall be deemed to be a parking station to which this Local law applies and it shall not be necessary to prove that it is the subject of an agreement referred to in subclause (2).
- (5) A sign that:
 - (i) was erected by the local government or the Commissioner of Main Roads prior to the coming into operation of this Local Law; and
 - (ii) relates to the parking of vehicles within the parking region, shall be deemed for the purposes of this Local Law to have been erected by the local government under the authority of this Local Law.
- (6) An inscription or symbol on a sign referred to in subclause (5) operates and has effect according to its tenor, and where the inscription or symbol relates to the stopping of vehicles, it shall be deemed for the purposes of this Local Law to operate and have effect as if it related to the parking of vehicles.
- (7) The provisions of Parts (2), (3), (4) and (5) do not apply to a bicycle parked at a bicycle rail or bicycle rack.

1.6 **Classes of vehicles**

For the purpose of this Local Law, vehicles are divided into classes as follows:

- (a) buses;
- (b) commercial vehicles;

- (c) motorcycles and bicycles;
- (d) taxis; and
- (e) all other vehicles.

1.7 Part of thoroughfare to which sign applies

Where under this Local Law the parking of vehicles in a thoroughfare is controlled by a sign, the sign shall be read as applying to that part of the thoroughfare which:

- (1) lies beyond the sign;
- (2) lies between the sign and the next sign beyond that sign; and
- (3) is on that side of the thoroughfare nearest to the sign.

1.8 Powers of the local government

The local government may, by resolution, prohibit or regulate by signs or otherwise, the stopping or parking of any vehicle or any class of vehicles in any part of the parking region but must do so consistently with the provisions of this Local Law.

2. PART 2 - PARKING STALLS AND PARKING STATIONS

2.1 Determination of parking stalls and parking stations

- (1) The local government may by resolution constitute, determine and vary:
 - (a) parking stalls;
 - (b) parking stations;
 - (c) permitted time and conditions of parking in parking stalls and parking stations which may vary with the locality;
 - (d) permitted classes of vehicles which may park in parking stalls and parking stations;
 - (e) permitted classes of persons who may park in specified parking stalls or parking stations; and
 - (f) the manner of parking in parking stalls and parking stations.
- (2) Where the local government makes a determination under subsection (1) it shall erect signs to give effect to the determination.

2.2 Vehicles to be within parking stall on thoroughfare

- (1) Subject to subclause (2), (3) and (4), a person shall not park a vehicle in a parking stall in a thoroughfare otherwise than:
 - (a) parallel to and as close to the kerb as is practicable;
 - (b) wholly within the stall; and

- (c) headed in the direction of the movement of traffic on the side of the thoroughfare in which the stall is situated.
- (2) Subject to subclause (3) where a parking stall in a thoroughfare is set out otherwise than parallel to the kerb, then a person must park a vehicle in that stall wholly within it.
- (3) If a vehicle is too long or too wide to fit completely within a single parking stall then the person parking the vehicle shall do so within the minimum number of parking stalls needed to park that vehicle.
- (4) A person shall not park a vehicle partly within and partly outside a parking area.

2.3 **Parking prohibitions and restrictions**

- (1) A person shall not:
 - (a) park a vehicle so as to obstruct an entrance to, or an exit from a parking station, or an access way within a parking station;
 - (b) except with the permission of the local government or an Authorized Person park a vehicle on any part of a parking station contrary to a sign referable to that part;
 - (c) permit a vehicle to park on any part of a parking station, if an Authorized Person directs the driver of such vehicle to move the vehicle; or
 - (d) park or attempt to park a vehicle in a parking stall in which another vehicle is parked but this paragraph does not prevent the parking of a motorcycle and a bicycle together in a stall marked 'M/C', if the bicycle is parked in accordance with subclause (2).
- (2) No person shall park any bicycle:
 - (a) in a parking stall other than in a stall marked 'M/C'; and
 - (b) in such stall other than against the kerb.
- (3) Notwithstanding the provisions of subclause (1)(b) a driver may park a vehicle in a permissive parking stall or station (except in a parking area for people with disabilities) for twice the length of time allowed, provided that:
 - (a) the driver's vehicle displays an ACROD sticker; and
 - (b) a person with disabilities to which that ACROD sticker relates is either the driver of or a passenger in the vehicle.

3. PART 3 - PARKING GENERALLY

3.1 Restrictions on parking in particular areas

- (1) Subject to subclause (2), a person shall not park a vehicle in a thoroughfare or part of a thoroughfare, or part of a parking station:
 - (a) if by a sign it is set apart for the parking of vehicles of a different class;
 - (b) if by a sign it is set apart for the parking of vehicles by persons of a different class; or
 - (c) during any period when the parking of vehicles is prohibited by a sign.
- (2)
 - (a) This subclause applies to a driver if:
 - (i) the driver's vehicle displays an ACROD sticker; and
 - (ii) a disabled person to which the ACROD sticker relates is either the driver of the vehicle or a passenger in the vehicle.
 - (b) The driver may park a vehicle in a thoroughfare or a part of a thoroughfare or part of a parking station, except in a thoroughfare or a part of a thoroughfare or part of a parking station to which a disabled parking sign relates for twice the period indicated on the sign.
- (3) A person shall not park a vehicle:
 - (a) in a no parking area;
 - (b) in a parking area, except in accordance with both the signs associated with the parking area and with this Local Law;
 - (c) in a stall marked 'M/C' unless it is a motorcycle without a sidecar or a trailer, or it is a bicycle.
- (4) A person shall not park a motorcycle without a sidecar or a trailer, or a bicycle in a parking stall unless the stall is marked 'M/C'.
- (5) A person shall not, without the prior permission of the local government, the CEO, or an Authorized Person, park a vehicle in an area designated by a sign stating 'Authorized Vehicles Only'.

3.2 Parking vehicle on a carriageway

- (1) A person parking a vehicle on a carriageway other than in a parking stall shall park it:
 - (a) in the case of a two-way carriageway, so that it is as near as practicable to and parallel with, the left boundary of the carriageway and headed in the direction of the movement of traffic on the side of the thoroughfare on which the vehicle is parked;

- (b) in the case of a one-way carriageway, so that it is as near as practicable to and parallel with either boundary of the carriageway and headed in the direction of the movement of traffic on the side of the thoroughfare on which the vehicle is parked;
 - (c) so that at least 3 metres of the width of the carriageway lies between the vehicle and the farther boundary of the carriageway, or any continuous line or median strip, or between the vehicle and a vehicle parked on the farther side of the carriageway;
 - (d) so that the front and the rear of the vehicle respectively is not less than 1 metre from any other vehicle, except a motorcycle without a trailer, or a bicycle parked in accordance with this Local Law; and
 - (e) so that it does not obstruct any vehicle on the carriageway,
- unless otherwise indicated on a parking regulation sign or markings on the roadway.

(2) In this clause, 'continuous dividing line' means –

- (a) a single continuous dividing line only;
- (b) a single continuous dividing line to the left or right of a broken dividing line; or
- (c) 2 parallel continuous dividing lines.

3.3 **When parallel and right-angled parking apply**

Where a traffic sign associated with a parking area is not inscribed with the words 'angle parking' (or with an equivalent symbol depicting this purpose), then unless a sign associated with the parking area indicates, or marks on the carriageway indicate, that vehicles have to park in a different position, where the parking area is:

- (a) adjacent to the boundary of a carriageway, a person parking a vehicle in the parking area shall park it as near as practicable to and parallel with that boundary; and
- (b) at or near the centre of the carriageway, a person parking a vehicle in that parking area shall park it at approximately right angles to the centre of the carriageway.

3.4 **When angle parking applies**

(1) This clause does not apply to:

- (a) a passenger vehicle or a commercial vehicle with a mass including any load, of over three tonnes; or
- (b) a person parking either a motor cycle without a trailer or a bicycle.

- (2) Where a sign associated with a parking area is inscribed with the words 'angle parking' (or with an equivalent symbol depicting this purpose), a person parking a vehicle in the area shall park the vehicle at an angle of approximately 45 degrees to the centre of the carriageway unless otherwise indicated by the inscription on the parking sign or by marks on the carriageway.

3.5 **General prohibitions on parking**

- (1) (a) This clause does not apply to a vehicle parked in a parking stall nor to a bicycle in a bicycle rack.
- (b) Subclauses (2)(c), (e) and (g) do not apply to a vehicle which parks in a bus embayment.
- (2) Subject to any law relating to intersections with traffic control signals a person shall not park a vehicle so that any portion of the vehicle is:
- (a) between any other stationary vehicles and the centre of the carriageway;
- (b) on or adjacent to a median strip;
- (c) obstructing a right of way, private drive or carriageway or so close as to deny a vehicle reasonable access to or egress from the right of way, private drive or carriageway;
- (d) alongside or opposite any excavation, works, hoarding, scaffolding or obstruction on the carriageway, if the vehicle would obstruct traffic;
- (e) on or within 10 metres of any portion of a carriageway bounded by a traffic island;
- (f) on any footpath or pedestrian crossing;
- (g) between the boundaries of a carriageway and any double longitudinal line consisting of two continuous lines or between a double longitudinal line consisting of a continuous line and a broken or dotted line and the boundary of a carriageway nearer to the continuous line, unless there is a distance of at least 3 metres clear between the vehicle and the double longitudinal line;
- (h) on an intersection, except adjacent to a carriageway boundary that is not broken by an intersecting carriageway;
- (i) within 1 metre of a fire hydrant or fire plug, or of any sign or mark indicating the existence of a fire hydrant or fire plug;
- (j) within 3 metres of a public letter pillar box, unless the vehicle is being used for the purposes of collecting postal articles from the pillar box;
or

- (k) within 10 metres of the nearer property line of any thoroughfare intersecting the thoroughfare on the side on which the vehicle is parked,

unless a sign or markings on the carriageway indicate otherwise.

- (3) A person shall not park a vehicle so that any portion of the vehicle is within 10 metres of the departure side of:
 - (a) a sign inscribed with the words 'Bus Stop' or 'Hail Bus Here' (or with equivalent symbols depicting these purposes) unless the vehicle is a bus stopped to take up or set down passengers; or
 - (b) a children's crossing or pedestrian crossing.
- (4) A person shall not park a vehicle so that any portion of the vehicle is within 20 metres of the approach side of:
 - (a) a sign inscribed with the words 'Bus Stop' or 'Hail Bus Here' (or with equivalent symbols depicting these purposes) unless the vehicle is a bus stopped to take up or set down passengers;
 - (b) a children's crossing or pedestrian crossing.
- (5) A person shall not park a vehicle so that any portion of the vehicle is within 20 metres of either the approach side or the departure side of the nearest rail of a railway level crossing.

3.6 **Authorized person may order vehicle on thoroughfare to be moved**

The driver of a vehicle shall not park that vehicle on any part of a thoroughfare in contravention of this Local Law after an Authorized Person has directed the driver to move it.

3.7 **Authorized person may mark tyres**

- (1) An Authorized Person may mark the tyres of a vehicle parked in a parking facility with chalk or any other non-indelible substance for a purpose connected with or arising out of his or her duties or powers.
- (2) A person shall not remove a mark made by an Authorized Person so that the purpose of the affixing of such a mark is defeated or likely to be defeated.

3.8 **No movement of vehicles to avoid time limitation**

- (1) Where the parking of vehicles in a parking facility is permitted for a limited time, a person shall not move a vehicle within the parking facility so that the total time of parking exceeds the maximum time allowed for parking in the parking facility.
- (2) Where the parking of vehicles in a thoroughfare is permitted for a limited time, a person shall not move a vehicle along that thoroughfare so that the total time

of parking exceeds the maximum time permitted, unless the vehicle has first been removed from the thoroughfare for at least two hours.

3.9 **No parking of vehicles exposed for sale and in other circumstances**

A person shall not park a vehicle on any portion of a thoroughfare:

- (a) for the purpose of exposing it for sale;
- (b) if that vehicle is not licensed under the Road Traffic Act;
- (c) if that vehicle is a trailer or a caravan unattached to a motor vehicle; or
- (d) for the purpose of effecting repairs to it, other than the minimum repairs necessary to enable the vehicle to be moved to a place other than a thoroughfare.

3.10 **Parking on private land**

- (1) In this clause a reference to 'land' does not include land:
 - (a) which belongs to the local government;
 - (b) of which the local government is the management body under the *Land Administration Act 1997*;
 - (c) which is an 'otherwise unvested facility' within section 3.53 of the Act;
 - (d) which is the subject of an agreement referred to in clause 1.5(2); or
 - (e) which is identified in Schedule 4.
- (2) A person shall not park a vehicle on land without the consent of the owner or occupier of the land on which the vehicle is parked.
- (3) Where the owner or occupier of the land, by a sign referable to that land or otherwise, consents to the parking of vehicles of a specified class or classes on the land for a limited period, a person shall not park a vehicle on the land otherwise than in accordance with the consent.

3.11 **Parking on reserves**

No person other than an employee of the local government in the course of his or her duties or a person authorized by the local government shall drive or park a vehicle upon or over any portion of a reserve other than upon an area specifically set aside for that purpose.

3.12 **Suspension of parking limitations for urgent, essential or official duties**

- (1) Where by a sign the parking of vehicles is permitted for a limited time on a portion of a thoroughfare or parking facility, the local government, the CEO or an Authorized Person may, subject to the Code, permit a person to park a vehicle in that portion of the thoroughfare or parking facility for longer than the

permitted time in order that the person may carry out urgent, essential or official duties.

- (2) Where permission is granted under subclause (1), the local government, the CEO or an Authorized Person may prohibit the use by any other vehicle of that portion of the thoroughfare or parking facility to which the permission relates, for the duration of that permission.

4. PART 4 – PARKING AND STOPPING GENERALLY

4.1 No stopping and no parking signs, and yellow edge lines

- (1) No stopping

A driver shall not stop on a length of carriageway, or in an area, to which a 'no stopping' sign applies.

- (2) No parking

A driver shall not stop on a length of carriageway or in an area to which a 'no parking' sign applies, unless the driver is-

- (a) dropping off, or picking up, passengers or goods;
- (b) does not leave the vehicle unattended; and
- (c) completes the dropping off, or picking up, of the passengers or goods within 2 minutes of stopping and drives on.

'unattended', in relation to a vehicle, means that the driver has left the vehicle so that the driver is more than 3 metres from the closest point of the vehicle.

- (3) No stopping on a carriageway with yellow edge lines

A driver shall not stop at the side of a carriageway marked with a continuous yellow edge line.

5. PART 5 – STOPPING IN ZONES FOR PARTICULAR VEHICLES

5.1 Stopping in a loading zone

A person shall not stop a vehicle in a loading zone unless it is:

- (a) a motor vehicle used for commercial or trade purposes engaged in the picking up or setting down of goods; or
- (b) a motor vehicle taking up or setting down passengers,

but, in any event, shall not remain in that loading zone:

- (c) for longer than a time indicated on the 'loading zone' sign; or
- (d) longer than 30 minutes (if no time is indicated on the sign).

5.2 **Stopping in a taxi zone or a bus zone**

- (1) A driver shall not stop in a taxi zone, unless the driver is driving a taxi.
- (2) A driver shall not stop in a bus zone unless the driver is driving a public bus, or a bus of a type that is permitted to stop at the bus zone by information on or with the 'bus zone' sign applying to the bus zone.

5.3 **Stopping in a mail zone**

A person shall not stop a vehicle in a mail zone.

5.4 **Other limitations in zones**

A person shall not stop a vehicle in a zone to which a traffic sign applies if stopping the vehicle would be contrary to any limitation in respect to classes of persons or vehicles, or specific activities allowed, as indicated by additional words on a traffic sign that applies to the zone.

6. **PART 6 – OTHER PLACES WHERE STOPPING IS RESTRICTED**

6.1 **Stopping in a shared zone**

A driver shall not stop in a shared zone unless:

- (1) the driver stops at a place on a length of carriageway, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Local Laws;
- (2) the driver stops in a parking bay and the driver is permitted to stop in the parking bay under these Local Laws;
- (3) the driver is dropping off, or picking up, passengers or goods; or
- (4) the driver is engaged in door-to-door delivery or collection of goods, or in the collection of waste or garbage.

6.2 **Double parking**

- (1) A driver shall not stop a vehicle so that any portion of the vehicle is between any other stopped vehicle and the centre of the carriageway.
- (2) This clause does not apply to:
 - (a) a driver stopped in traffic; or
 - (b) a driver angle parking on the side of the carriageway or in a median strip parking area, in accordance with these Local Laws.

6.3 **Stopping near an obstruction**

A driver shall not stop on a carriageway near an obstruction on the carriageway in a position that further obstructs traffic on the carriageway.

6.4 **Stopping on a bridge or in a tunnel, etc.**

- (1) A driver shall not stop a vehicle on a bridge, causeway, ramp or similar structure unless:
 - (a) the carriageway is at least as wide on the structure as it is on each of the approaches and a traffic sign does not prohibit stopping or parking; or
 - (b) the driver stops at a place on a length of carriageway, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Local Laws.
- (2) A driver shall not stop a vehicle in a tunnel or underpass unless:
 - (a) the carriageway is at least as wide in the tunnel or underpass as it is on each of the approaches and a traffic sign does not prohibit stopping or parking; or
 - (b) the driver of a motor vehicle stops at a bus stop, or in a bus zone or parking area marked on the carriageway, for the purpose of setting down or taking up passengers.

6.5 **Stopping on crests, curves, etc.**

- (1) Subject to subclause (2), a driver shall not stop a vehicle on, or partly on, a carriageway, in any position where it is not visible to the driver of an overtaking vehicle, from a distance of 50 metres within a built-up area, and from a distance of 150 metres outside a built-up area.
- (2) A driver may stop on a crest or curve on a carriageway that is not in a built-up area if the driver stops at a place on the carriageway, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Local Laws.

6.6 **Stopping near a fire hydrant etc**

- (1) A driver shall not stop a vehicle so that any portion of the vehicle is within one metre of a fire hydrant or fire plug, or of any sign or mark indicating the existence of a fire hydrant or fire plug, unless:
 - (a) the driver is driving a public bus, and the driver stops in a bus zone or at a bus stop and does not leave the bus unattended; or
 - (b) the driver is driving a taxi, and the driver stops in a taxi zone and does not leave the taxi unattended.
- (2) In this clause a driver leaves the vehicle 'unattended' if the driver leaves the vehicle so the driver is over 3 metres from the closest point of the vehicle.

6.7 **Stopping at or near a bus stop**

- (1) A driver shall not stop a vehicle so that any portion of the vehicle is within 20 metres of the approach side of a bus stop, or within 10m of the departure side of a bus stop, unless:
 - (a) the vehicle is a public bus stopped to take up or set down passengers;
or
 - (b) the driver stops at a place on a length of carriageway, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Local Laws.
- (2) In this clause:
 - (a) distances are measured in the direction in which the driver is driving;
and
 - (b) a trailer attached to a public bus is deemed to be a part of the public bus.

6.8 **Stopping on a path, median strip, or traffic island**

The driver of a vehicle (other than a bicycle or an animal) shall not stop so that any portion of the vehicle is on a path, traffic island or median strip, unless the driver stops in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Local Laws.

6.9 **Stopping on verge**

- (1) A person shall not:
 - (a) stop a vehicle (other than a bicycle);
 - (b) stop a commercial vehicle or bus, or a trailer or caravan unattached to a motor vehicle; or
 - (c) stop a vehicle during any period when the stopping of vehicles on that verge is prohibited by a sign adjacent and referable to that verge,
so that any portion of it is on a verge.
- (2) Subclause (1)(a) does not apply to the person if he or she is the owner or occupier of the premises adjacent to that verge, or is a person authorised by the occupier of those premises to stop the vehicle so that any portion of it is on the verge.
- (3) Subclause (1)(b) does not apply to a commercial vehicle when it is being loaded or unloaded with reasonable expedition with goods, merchandise or materials collected from or delivered to the premises adjacent to the portion of the verge on which the commercial vehicle is parked, provided no obstruction is caused to the passage of any vehicle or person using a carriageway or a path.

6.10 Obstructing access to and from a path, driveway, etc.

- (1) A driver shall not stop a vehicle so that any portion of the vehicle is in front of a path, in a position that obstructs access by vehicles or pedestrians to or from that path, unless:
 - (a) the driver is dropping off, or picking up, passengers; or
 - (b) the driver stops in a parking stall and the driver is permitted to stop in the parking stall under these Local Laws.
- (2) A driver shall not stop a vehicle on or across a driveway or other way of access for vehicles travelling to or from adjacent land, unless:
 - (a) the driver is dropping off, or picking up, passengers; or
 - (b) the driver stops in a parking stall and the driver is permitted to stop in the parking stall under these Local Laws.

6.11 Stopping near a letter box

A driver shall not stop a vehicle so that any portion of the vehicle is within 3 metres of a public letter box, unless the driver:

- (a) is dropping off, or picking up, passengers or mail; or
- (b) stops at a place on a length of carriageway, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Local Laws.

6.12 Stopping on a carriageway – heavy and long vehicles

- (1) A person shall not park a vehicle or any combination of vehicles, that, together with any projection on, or load carried by, the vehicle or combination of vehicles, is 7.5 metres or more in length or exceeds a GVM of 4.5 tonnes:
 - (a) on a carriageway in a built-up area, for any period exceeding one hour, unless engaged in the picking up or setting down of goods; or
 - (b) on a carriageway outside a built-up area, except on the shoulder of the carriageway, or in a truck bay or other area set aside for the parking of goods vehicles.
- (2) Nothing in this clause mitigates the limitations or condition imposed by any other clause or by any local law or traffic sign relating to the parking or stopping of vehicles.

6.13 Stopping on a carriageway with a bicycle parking sign

The driver of a vehicle (other than a bicycle) shall not stop on a length of carriageway to which a 'bicycle parking' sign applies, unless the driver is dropping off, or picking up, passengers.

6.14 **Stopping on a carriageway with motor cycle parking sign**

The driver of a vehicle shall not stop on a length of carriageway, or in an area, to which a 'motor cycle parking' sign applies, or an area marked 'M/C' unless:

- (a) the vehicle is a motor cycle; or
- (b) the driver is dropping off, or picking up, passengers.

6.15 **Stopping in a parking stall for people with disabilities**

- (1) A driver shall not stop in a parking area for people with disabilities unless:
 - (a) the driver's vehicle displays an ACROD sticker; and
 - (b) either the driver or the passenger in that vehicle is a person with disabilities.
- (2) In this clause a 'parking area for people with disabilities' is a length or area:
 - (a) to which a 'permissive parking' sign displaying a people with disabilities symbol applies;
 - (b) to which a 'people with disabilities parking' sign applies;
 - (c) indicated by a road marking (a 'people with disabilities road marking') that consists of, or includes, a people with disabilities symbol; or
 - (d) set aside within a parking region as a 'parking stall for use of a disabled person' under the *Local Government (Parking for Disabled Persons) Regulations 1988*.

7. **PART 7 - MISCELLANEOUS**

7.1 **Removal of notices on vehicle**

A person, other than the driver of the vehicle or a person acting under the direction of the driver of the vehicle, shall not remove from the vehicle any notice put on the vehicle by an Authorized Person.

7.2 **Unauthorized signs and defacing of signs**

A person shall not without the authority of the local government:

- (a) mark, set up or exhibit a sign purporting to be or resembling a sign marked, set up or exhibited by the local government under this Local Law;
- (b) remove, deface or misuse a sign or property, set up or exhibited by the local government under this Local Law or attempt to do any such act; or
- (c) affix a board, sign, placard, notice or other thing to or paint or write upon any part of a sign set up or exhibited by the local government under this Local Law.

7.3 **Signs must be complied with**

An inscription or symbol on a sign operates and has effect according to its tenor and a person contravening the direction on a sign commits an offence under this Local Law.

7.4 **General provisions about signs**

- (1) A sign marked, erected, set up, established or displayed on or near a thoroughfare is, in the absence of evidence to the contrary presumed to be a sign marked, erected, set up, established or displayed under the authority of this Local Law.
- (2) The first three letters of any day of the week when used on a sign indicate that day of the week.

7.5 **Special purpose and emergency vehicles**

Notwithstanding anything to the contrary in this Local Law, the driver of:

- (a) a special purpose vehicle may, only in the course of his or her duties and when it is expedient and safe to do so, stop, or park the vehicle in any place, at any time; and
- (b) an emergency vehicle may, in the course of his or her duties and when it is expedient and safe to do so or where he or she honestly and reasonably believes that it is expedient and safe to do so, stop, or park the vehicle at any place, at any time.

7.6 **Vehicles not to obstruct a public place**

- (1) A person shall not leave a vehicle, or any part of a vehicle, in a public place so that it obstructs the use of any part of that public place without the permission of the local government or unless authorized under any written law.
- (2) A person will not contravene subclause (1) where the vehicle is left for a period not exceeding 24 hours.

8. **PART 8 - PENALTIES**

8.1 **Offences and penalties**

- (1) Any person who fails to do anything required or directed to be done under this Local Law, or who does anything which under this Local Law that person is prohibited from doing, commits an offence.
- (2) An offence against any provision of this Local Law is a prescribed offence for the purposes of section 9.16(1) of the Act.
- (3) Any person who commits an offence under this Local Law shall be liable, upon conviction, to a penalty not exceeding \$1,000, and if the offence is of a continuing nature, to an additional penalty not exceeding \$100 for each day or part of a day during which the offence has continued.

- (4) The amount appearing in the final column of Schedule 2 directly opposite a clause specified in that Schedule is the modified penalty for an offence against that clause.

8.2 **Form of notices**

For the purposes of this Local Law:

- (a) the form of the notice referred to in section 9.13 of the Act is that of Form 1 in Schedule 3;
- (b) the form of the infringement notice referred to in section 9.17 of the Act is that of Form 2 in Schedule 3;
- (c) the form of the infringement notice referred to in section 9.17 of the Act which incorporates the notice referred to in section 9.13 of the Act, is that of Form 3 in Schedule 3; and
- (d) the form of the notice referred to in section 9.20 of the Act is that of Form 4 in Schedule 3.

SCHEDULE 1
PARKING REGION

The parking region is the whole of the district, but excludes the following portions of the district:

1. the approach and departure prohibition areas of all existing and future traffic control signal installations as determined by the Commissioner of Main Roads;
2. prohibition areas applicable to all existing and future bridges and subways as determined by the Commissioner of Main Roads; and
3. any road which comes under the control of the Commissioner of Main Roads unless the control of parking and parking facilities on that road is carried out subject to the control and direction of the Commissioner of Main Roads or has been delegated by the Commissioner to the local government.

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SCHEDULE 2

PRESCRIBED OFFENCES

PARKING AND PARKING FACILITIES LOCAL LAW 2012

ITEM NO.	CLAUSE NO.	NATURE OF OFFENCE	MODIFIED PENALTY \$
1	2.2	Failure to park wholly within parking stall	60
2	2.2(4)	Failure to park wholly within parking area	60
3	2.3(1)(a)	Causing obstruction in parking station	60
4	2.3(1)(b)	Parking contrary to sign in parking station	60
5	2.3(1)(c)	Parking contrary to directions of Authorized Person	60
6	2.3(1)(d)	Parking or attempting to park a vehicle in a parking stall occupied by another vehicle	60
7	3.1(1)(a)	Parking wrong class of vehicle	100
8	3.1(1)(b)	Parking by persons of a different class	100
9	3.1(1)(c)	Parking during prohibited period	100
10	3.1(3)(a)	Parking in no parking area	80
11	3.1(3)(b)	Parking contrary to signs or limitations	60
12	3.1(3)(c)	Parking vehicle in motor cycle only area	60
13	3.1(4)	Parking motor cycle in stall not marked 'M/C'	60
14	3.1(5)	Parking without permission in an area designated for 'Authorised Vehicles Only'	65
15	3.2(1)(a)	Failure to park on the left of two-way carriageway	80
16	3.2(1)(b)	Failure to park on boundary of one-way carriageway	60
17	3.2(1)(a) or 3.2(1)(b)	Parking against the flow of traffic	80

18	3.2(1)(c)	Parking when distance from farther boundary less than 3 metres	60
19	3.2(1)(d)	Parking closer than 1 metre from another vehicle	60
20	3.2(1)(e)	Causing obstruction	125
21	3.3(b)	Failure to park at approximate right angle	60
22	3.4(2)	Failure to park at an appropriate angle	60
23	3.5(2)(a) and 6.2	Double parking	125
24	3.5(2)(b)	Parking on or adjacent to a median strip	80
25	3.5(2)(c)	Denying access to private drive or right of way	125
26	3.5(2)(d)	Parking beside excavation or obstruction so as to obstruct traffic	125
27	3.5(2)(e)	Parking within 10 metres of traffic island	60
28	3.5(2)(f)	Parking on footpath/pedestrian crossing	150
29	3.5(2)(g)	Parking contrary to continuous line markings	60
30	3.5(2)(h)	Parking on intersection	150
31	3.5(2)(i)	Parking within 1 metre of fire hydrant or fire plug	80
32	3.5(2)(j)	Parking within 3 metres of public letter box	60
33	3.5(2)(k)	Parking within 10 metres of intersection	60
34	3.5(3)(a) or (b)	Parking vehicle within 10 metres of departure side of bus stop, children's crossing or pedestrian crossing	60
35	3.5(4)(a) or (b)	Parking vehicle within 20 metres of approach side of bus stop, children's crossing or pedestrian crossing	60
36	3.5(5)	Parking vehicle within 20 metres of approach side or departure side of railway level crossing	60
37	3.6	Parking contrary to direction of Authorized Person	150
38	3.7(2)	Removing mark of Authorized Person	88

39	3.8	Moving vehicle to avoid time limitation	60
40	3.9(a)	Parking in thoroughfare for purpose of sale	125
41	3.9(b)	Parking unlicensed vehicle in thoroughfare	100
42	3.9(c)	Parking a trailer/caravan on a thoroughfare	100
43	3.9(d)	Parking in thoroughfare for purpose of repairs	125
44	3.10(1) or (2)	Parking on land that is not a parking facility without consent	125
45	3.10(3)	Parking on land not in accordance with consent	125
46	3.11	Driving or parking on reserve	125
47	4.1(1)	Stopping contrary to a 'no stopping' sign	125
48	4.1(2)	Parking contrary to a 'no parking' sign	85
49	4.1(3)	Stopping within continuous yellow lines	125
50	5.1	Stopping unlawfully in a loading zone	85
51	5.2	Stopping unlawfully in a taxi zone or bus zone	100
52	5.3	Stopping unlawfully in a mail zone	70
53	5.4	Stopping in a zone contrary to a sign	60
54	6.1	Stopping in a shared zone	60
55	6.3	Stopping near an obstruction	125
56	6.4	Stopping on a bridge or tunnel	100
57	6.5	Stopping on crests/curves etc	100
58	6.6	Stopping near fire hydrant	80
59	6.7	Stopping near bus stop	85
60	6.8	Stopping on path, median strip or traffic island	125

61	6.9	Stopping on verge	60
62	6.10	Obstructing path, a driveway etc	125
63	6.11	Stopping near letter box	60
64	6.12	Stopping heavy or long vehicles on carriageway	85
65	6.13	Stopping in bicycle parking area	60
66	6.14	Stopping in motorcycle parking area	60
67	6.15	Stopping in disabled parking area	120
68	7.6	Leaving vehicle so as to obstruct a public place	80
69		All other offences not specified	80

SCHEDULE 3

FORMS

LOCAL GOVERNMENT ACT 1995

FORM 1

PARKING AND PARKING FACILITIES LOCAL LAW 2012

NOTICE TO OWNER OF VEHICLE INVOLVED IN OFFENCE

Date / /

To: (1)

of: (2)

It is alleged that on / / at (3)

at (4) your vehicle:

make: ;

model: ;

registration:,

was involved in the commission of the following offence -

.....
.....
.....
.....

contrary to clause of the **Parking and Parking Facilities Local Law 2012**.

You are required under section 9.13 of the Local Government Act 1995 to identify the person who was the driver or person in charge of the vehicle at the time when the offence is alleged to have been committed.

If you do not prove otherwise, you will be deemed to have committed the offence unless:

- (a) within 28 days after being served with this notice;
 - (i) you inform the Chief Executive Officer or another authorized officer of the local government as to the identity and address of the person who was the driver or person in charge of the vehicle at the time the offence is alleged to have been committed; and
 - (ii) you satisfy the Chief Executive Officer that the vehicle had been stolen, or was being unlawfully used, at the time the offence is alleged to have been committed;

or

- (b) you were given an infringement notice for the alleged offence and the modified penalty specified in it is paid within 28 days after the notice was given or such further time as is allowed.

(5)

(6)

Insert:

- (1) Name of owner or 'the owner'
- (2) Address of owner (not required if owner not named)
- (3) Time of alleged offence
- (4) Location of alleged offence
- (5) Signature of authorized person
- (6) Name and title of authorized person giving notice

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SCHEDULE 3

LOCAL GOVERNMENT ACT 1995

FORM 2

PARKING AND PARKING FACILITIES LOCAL LAW 2012

INFRINGEMENT NOTICE

Serial No

Date / /

To: (1)
of: (2)

It is alleged that on / / at (3)
at (4)
in respect of vehicle:

make: ;

model: ;

registration: ,

you committed the following offence:

.....
.....
.....

contrary to clause of the **Parking and Parking Facilities Local Law 2012**.

The modified penalty for the offence is \$

If you do not wish to have a complaint of the alleged offence heard and determined by a court, the amount of the modified penalty may be paid to an authorized person at (5) within a period of 28 days after the giving of this notice.

If you take no action this infringement notice may be registered with the Fines Enforcement Registry after which your driver's licence or any vehicle licence held by you may be suspended. If the matter is registered with the Registry additional costs will also be payable.

If the above address is not your current address, or if you change your address, it is important that you advise us immediately. Failure to do so may result in your driver's licence or any vehicle licence you hold being suspended without your knowledge.

(6)

(7)

Insert:

- (1) Name of alleged offender or 'the owner'
- (2) Address of alleged offender
- (3) Time of alleged offence
- (4) Location of alleged offence
- (5) Place where modified penalty may be paid
- (6) Signature of authorized person
- (7) Name and title of authorized person giving notice

DRAFT

SCHEDULE 3
LOCAL GOVERNMENT ACT 1995
FORM 3
PARKING AND PARKING FACILITIES LOCAL LAW 2012
INFRINGEMENT NOTICE

Serial No

Date / /

To: (1)

of: (2)

It is alleged that on / / at (3)
at (4)
in respect of vehicle:

make:

model:

registration:

you committed the following offence:

.....
.....
.....

contrary to clause of the **Parking and Parking Facilities Local Law 2012**.

The modified penalty for the offence is \$

If you do not wish to have a complaint of the alleged offence heard and determined by a court, the amount of the modified penalty may be paid to an authorized person at (5) within a period of 28 days after the giving of this notice.

Unless within 28 days after being served with this notice:

- (a) you pay the modified penalty; or
- (b) you:
 - (i) inform the Chief Executive Officer or another authorized officer of the local government as to the identity and address of the person who was the driver or person in charge of the above vehicle at the time the offence is alleged to have been committed; or

- (ii) satisfy the Chief Executive Officer that the above vehicle had been stolen or was being unlawfully used at the time the offence is alleged to have been committed,

you will, in the absence of proof to the contrary, be deemed to have committed the above offence and court proceedings may be instituted against you.

If you take no action this infringement notice may be registered with the Fines Enforcement Registry after which your driver's licence or any vehicle licence held by you may be suspended. If the matter is registered with the Registry additional costs will also be payable.

If the above address is not your current address, or if you change your address, it is important that you advise us immediately. Failure to do so may result in your driver's licence or any vehicle licence you hold being suspended without your knowledge.

(6)

(7)

Insert:

- (1) Name of owner or 'the owner'
- (2) Address of owner (not required if owner not named)
- (3) Time of alleged offence
- (4) Location of alleged offence
- (5) Place where modified penalty may be paid
- (6) Signature of authorized person
- (8) Name and title of authorized person giving notice

SCHEDULE 3

LOCAL GOVERNMENT ACT 1995

FORM 4

PARKING AND PARKING FACILITIES LOCAL LAW 2012

WITHDRAWAL OF INFRINGEMENT NOTICE

Serial No

Date / /

To: (1)

of: (2)

Infringement Notice No. dated / /

in respect of vehicle:

make: ;

model: ;

registration:,

for the alleged offence of

.....

.....

.....

has been withdrawn.

The modified penalty of \$

- has been paid and a refund is enclosed.
- has not been paid and should not be paid.
- delete as appropriate.

(3)

(4)

Insert:

- (1) Name of alleged offender to whom infringement notice was given or 'the owner'.
- (2) Address of alleged offender.
- (3) Signature of authorized person
- (4) Name and title of authorized person giving notice

SCHEDULE 4
DEEMED PARKING STATIONS
PARKING AND PARKING FACILITIES LOCAL LAW 2012

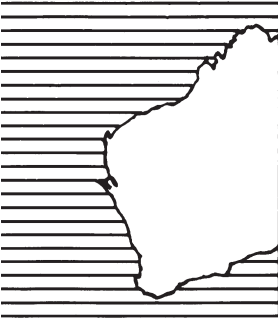
Dated: [date].

The Common Seal of the Shire of Ashburton was affixed by authority of a resolution of the Council in the presence of —

K WHITE, Shire President.

J BREEN, Chief Executive Officer.

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**WESTERN
AUSTRALIAN
GOVERNMENT**

Gazette

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LOCAL GOVERNMENT ACT 1995

SHIRE OF ASHBURTON

**LOCAL LAW RELATING TO TRADING IN
PUBLIC PLACES**

LOCAL GOVERNMENT ACT 1995

SHIRE OF ASHBURTON

LOCAL LAW RELATING TO TRADING IN PUBLIC PLACES

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LOCAL GOVERNMENT ACT 1995

SHIRE OF ASHBURTON

LOCAL LAW RELATING TO TRADING IN PUBLIC PLACES

In pursuance of the powers conferred upon it by the above mentioned Act and all powers enabling it, the Council of the Shire of Ashburton hereby records having resolved on the 17 February 1998 to make the following local law.

PART 1—PRELIMINARY**1. Citation**

This local law may be cited as the Shire of Ashburton Local Law Relating to Trading in Public Places.

2. Commencement

This local law comes into effect fourteen (14) days after the date of its publication in the *Government Gazette*.

3. Repeal of Previous Local Laws

(1) The Shire of Ashburton Local Law Relating to the Use of and Activities in Streets published in the *Government Gazette* on 28 October 1994 and all other local laws relating to Hawkers, Stallholders and Traders are hereby repealed.

(2) The Shire of Ashburton Local Law for the Management and Use of the Tom Price Shopping Mall Rotunda published in the *Government Gazette* on 18 May 1984 and all other local laws relating to the Tom Price Shopping Mall Rotunda are hereby repealed.

4. Content and Intent

This local law provides for rules and guidelines, which apply to the conduct of Hawkers, Stall Holders and Traders in Public Places within the district.

5. Interpretation

(1) In this local law, unless the context otherwise requires:

“the Act” means the Local Government Act 1995.

“amusements” means merry-go-rounds, swing boats, shooting galleries, water chutes, and other things usually conducted for amusement at fairs, carnivals, and shows, whether conducted at a fair, carnival, or show or elsewhere, and includes dancing rooms, skating rinks, and amusement parks however designated, and whether conducted at a fair, carnival, or show, or elsewhere.

“authorised person” means the Chief Executive Officer, or any Environmental Health Officer, Building Surveyor or any Ranger employed by the local government, or any other person appointed by the local government as an authorised person for the purposes of this local law.

“Community Association” means an institution, club, society or body, whether incorporated or not, the objects of which are of a charitable, benevolent, religious, cultural, educational, recreational, sporting or other like nature and the members of which are not entitled or permitted to receive any pecuniary profit from the transactions thereof.

“Hawker” means a person who trades by travelling from town to town or house to house soliciting orders for or carrying to sell or hire or exposing for sale or hire any goods, wares, merchandise or services but does not include commercial travelers or other persons selling or buying or seeking orders for goods, wares and merchandise or services for or from persons who are dealers therein.

“licence” means a licence issued pursuant to this local law.

“local government district” means the local government district of the Shire of Ashburton.

“public place” includes a street, way, park, reserve, public hall or place which the public are allowed to use, whether or not it is on private property.

“stall” means a movable or temporarily fixed structure, stand or table in, on or from which goods, wares, merchandise or services are sold, hired or offered for sale or hire.

“stallholder” means a person in charge of a stall.

“trading” means selling or hiring of goods, wares, merchandise or services, or offering goods, wares, merchandise or services for sale or hire, in a street or other public place and includes displaying goods, wares or merchandise for the purpose of offering them for sale or hire, inviting offers for sale or hire, soliciting orders or carrying out any other transaction therein, and includes the activities of a Hawker and a Stallholder.

“Trader” means a person who carries out trading and includes a Hawker, Stallholder and Amusement operator.

“vehicle” includes every conveyance, not being a train, boat, aircraft, or wheelchair and every object capable of being propelled or drawn on wheels or tracks by any means.

(2) Unless otherwise defined herein the terms and expressions used in this local law shall have the same meaning given to them in the Act.

(3) Where a term is not defined in this local law, the Act or regulations, the terminology is to be taken from the Oxford Dictionary.

PART 2—APPLICATIONS AND LICENCES

6. Licences

(1) A person shall not undertake the activities of a Trader as prescribed by this local law within the district unless that person holds a current licence issued by an authorised person pursuant to this local law.

Penalty: \$5,000 and if the offence is of a continuing nature to an additional penalty of \$500 for each day or part of a day during which the offence has continued.

(2) A licence issued under subclause (1) shall be for a term of 12 months unless specified in the licence.

7. Applications

(1) Every application for a licence shall be in the form provided in Schedule 1 and shall be accompanied by:

- (a) an accurate plan of the proposed site location;
- (b) accurate plans and/or photographs describing any proposed stand, table, structure, vehicle or stall proposed to be used for trading; and
- (c) the Application/Renewal Fee as determined by the local government pursuant to clause 17.

(2) Every application shall be forwarded to the local government four (4) weeks prior to the date(s) of proposed operation.

(3) The local government shall cause such application, once approved, to be displayed on the local government noticeboards within the Town in which the applicant proposes to trade.

8. Licence Certificate

(1) The local government shall issue to every licensee a licence certificate in the form set out in Schedule 2, for which the licensee shall pay the relevant sum determined by the local government pursuant to clause 17.

(2) No licence is valid until the fees and charges have been paid.

(3) In granting a licence, the local government shall have regard to any policy statements it has in relation to the proposed location of the activities the subject of the application

9. Transfer of Licence

(1) A licence issued under this local law may only be transferable to another person where a licensee by reason of illness, accident or other cause is unable to comply with the local law.

(2) At the written request of the licensee, the local government may issue a permit, in the form provided in Schedule 4 authorising a person nominated by the licensee, to act in the licensee's stead.

(3) Such authorisation shall only be in effect during the period that the licensee is unable to comply with the local law or until the term of the licence expires, whichever is earlier.

10. Licence Renewal

An application for a licence renewal shall be subject to the requirements of clause 7, as if it was a fresh application, and shall be accompanied by the licence certificate then in force.

11. Council May Refuse to Issue a Licence

The Council may refuse to issue a licence if:

- (a) the proposed stand, table, structure or vehicle is in the opinion of Council unsuitable in any respect to the location for which the licence is sought;
- (b) the gathering of customers would impede pedestrian or vehicle movements, or cause conflict with other activities;
- (c) the location is not provided with sufficient off-road parking so as to prevent a traffic hazard or danger to the public.
- (d) the proposed activity does not conform to the requirements of the Health Act 1911.

PART 3—CONDUCT

12. Conditions

(1) The Licensee shall:

- (a) display the licence certificate in a conspicuous place on the vehicle, temporary structure or a stall used whilst trading;
- (b) have the name of the trader (or his/her assistant(s) where appropriate) displayed on the vehicle, temporary structure or stall;
- (c) when selling goods, wares or merchandise by weight, carry and use for that purpose, scales tested and certified in accordance with the provisions of the Weights and Measures Act 1915;
- (d) not cause or make an outcry, noise or disturbance likely to be a nuisance or cause annoyance to any person in that vicinity;
- (e) not deposit or store any box or basket containing goods, wares or merchandise under the vehicle of the licensee or upon a roadway or footpath so as to obstruct the movement of pedestrians or vehicles;

- (f) not use or display or permit to be used or displayed any advertisement, placard, poster, streamer sign or signboard on or about the place specified in the licence other than price tags on the goods, unless they relate to the business specified in the licence;
- (g) not use or permit to be used any flashing light or intermittent light apparatus or device on or from the place specified in the licence unless conducting an amusement;
- (h) not conduct trade from a public place unless there is adequate off-road parking adjacent to the place of trading for the parking of customers vehicles;
- (i) be responsible for the cleaning of the trading area, to the satisfaction of the local government during the time of operation and at the close of operations each day; and
- (j) ensure that at all times the activity conforms to the requirements of the Health Act 1911.

(2) The person to whom the licence has been granted shall ensure that the conditions are observed at all times.

(3) If any condition is not observed that person commits an offence against this local law and the local government may, in addition to or as an alternative to, any court proceedings in respect of such an offence exercise the power of Clause 13 to cancel the licence or exercise the power of Clause 19.

13. Cancellation

(1) The local government may by written notice cancel any licence issued under this local law for any reason set out in Clause 11 or on the grounds that:

- (a) the licensee is not conducting the business the subject of the licence in a respectable, safe or sober manner;
- (b) the licensee has assigned the licence without permission of the local government or no longer carries on the business the subject of the licence;
- (c) the licensee is not regularly carrying on the business for which the licence was granted;
- (d) the licensee has breached a condition of the licence.

(2) Upon the cancellation of a licence, the holder thereof shall forthwith return the licence certificate to the local government and shall forfeit all fees and charges paid in respect of the licence.

PART 4—MISCELLANEOUS

14. Selling of Newspapers

The requirements for a valid licence to be held pursuant to this local law shall not apply to the selling or offering for sale of newspapers, unless being sold from a stall.

15. Street Entertainment

(1) The requirements for a valid licence to be held pursuant to this local law shall not apply to a person/group conducting street entertainment, however the provisions of clause 7(1)(a) & (b), 7(2) and 7(3) of this local law shall apply.

16. Exemption

(1) Notwithstanding Clause 8 the local government may grant without fee or charge, a licence to conduct a stall or carry out trading in a public place for any period specified in such licence if the stall or trading is conducted by a Community Association or if the trading is carried out in a portion of the street or public place immediately adjoining the normal place of business of the licence holder.

(2) The provisions of clause 7(3) do not apply to community associations or if the trading is carried out in a portion of the street or public place immediately adjoining the normal place of business of the licence holder.

17. Fees and Charges

The fees and charges in relation to this local law will be set in accordance with Part 6, Division 5, and Subdivision 2 of the Local Government Act 1995.

18. Infringement Notices

(1) An infringement notice in respect of any offence prescribed in clause 19 of this local law:

- (a) may be given under section 9.13 of the Act and shall be in or to the effect of Form 1 Schedule 3;
- (b) may be given under section 9.16 of the Act and shall be in or to the effect of Form 2 Schedule 3;

(2) A notice under section 9.20 of the Act withdrawing an infringement notice shall be in or to the effect of Form 3 of Schedule 3.

19. Penalty Provisions

(1) Any person failing to do any act directed to be done or any act forbidden to be done by this local law, or any notice under this local law, commits an offence.

(2) If the penalty to which a person is liable for committing an offence against this local law is not specified, the penalty is a fine of Five Hundred Dollars (\$500) and if the offence is of a continuing nature, to an additional penalty of Fifty Dollars (\$50) for each day or part of a day during which the offence has continued.

(3) A modified penalty may be imposed by the issue of an infringement notice for the following offences:

- (a) failure to display the Licence certificate in contravention of clause 12(1)(a);
- (b) failure to have the name of the trader (or his/her assistant(s) where appropriate) displayed in contravention of clause 12(1)(b);
- (c) failure to use scales tested and certified in accordance with the provisions of the Weights and Measures Act 1915 in contravention of clause 12(1)(c);
- (d) obstructing pedestrians or vehicles by depositing a box or basket in contravention of clause 12(1)(e);
- (e) displaying advertisements and the like in contravention of clause 12(1)(f);
- (f) using a flashing or intermittent light in contravention of clause 12(1)(g)
- (g) failure to clean or leave clean the trading area in contravention of clause 12(1)(i);

(4) A modified penalty payable on an infringement notice issued under sub clause (3) is Fifty Dollars (\$50).

20. Objection and Appeal Rights

When the local government makes a decision as to whether it will:

- (a) grant a person a licence under this local law; or
- (b) renew, vary or cancel a licence that a person has under this local law,

the provisions of Division 1 of Part 9 of the Act and regulations 33 and 34 of the Local Government (Functions and General) Regulations 1996 shall apply to that decision.

Schedule 1

LOCAL GOVERNMENT ACT 1995

Shire of Ashburton

Local Law Relating to Trading in Public Places

APPLICATION FOR A TRADER'S LICENCE

1. Name of applicant:

2. Address of applicant:

3. Application being made on behalf of:

4. Is the application being made on behalf of a Community Association as defined in this local law (Please circle)? **Yes / No**

5. Name/s of assistant/s:

6. Address of assistant/s:

7. The type of goods, wares, merchandise or service proposed to be sold or hired

8. Specific location of the proposed site for which the licence is being sought:
(To be accompanied by an accurate plan of the proposed site location)

.....

.....

.....

9. Description of any proposed stall, stand, table, structure or vehicle which may be used for trading:
(To be accompanied by accurate plans and/or photographs)

.....

.....

.....

10. The period for which the licence is sought:
From: To:

11. Proposed days and hours of trade:
.....

.....

Signature of Applicant:

Date:

Schedule 2

LOCAL GOVERNMENT ACT 1995

Shire of Ashburton

Local Law Relating to Trading in Public Places

LICENCE FOR TRADERS

- 1. Name of Licensee:
- 2. Address of Licensee:
- 3. Date of issue of Licence:
- 4. Date of Expiration of Licence:
- 5. Requirements, Terms and Conditions:
 - (a) Location to which the Licence applies:
 - (b) The type of goods, wares, merchandise and services permitted to be sold or hired:
 -
 - (c) Description of the stall, stand, table, structure or vehicle permitted to be used for trading:
 -
 - (d) Name and Address/es of assistants who may be engaged at any one time:
 -
 -
 - (e) The permitted days and hours when the trading may take place:
 -
 - (f) Other requirements, terms and conditions applicable to this Licence:
 -

.....
Chief Executive Officer
Shire of Ashburton

Schedule 3

LOCAL GOVERNMENT ACT 1995

FORM 1

Shire of Ashburton

Local Law Relating to Trading in Public Places

NOTICE TO OWNERS OF VEHICLE INVOLVED IN OFFENCE

Date/...../.....

To: (1)

Of: (2)

It is alleged that on/...../..... at (3).....

at (4) your vehicle:

Make:

Model:

Registration:

Was involved in the commission of the following offence:

.....
contrary to clause of the **Local Law Relating to Trading in Public Places**.

You are required under section 9.13 of the Local Government Act 1995 to identify the person who was the driver or person in charge of the vehicle at the time when the offence is alleged to have been committed.

If you do not prove otherwise, you will be deemed to have committed the offence unless:

- (a) within 28 days after being served with this notice;
 - (i) you inform the Chief Executive Officer or another authorised officer of the Local Government as to the identity and address of the person who was the driver or person in charge of the vehicle at the time the offence is alleged to have been committed; and

(ii) you satisfy the Chief Executive Officer that the vehicle had been stolen, or was being unlawfully used, at the time the offence is alleged to have been committed;

or

(b) you were given an infringement notice for the alleged offence and the modified penalty specified in it is paid within 28 days after the notice was given or such further time as it allowed.

(5).....

(6).....

Insert:

- (1) Name of owner or "the owner"
- (2) Address of owner (not required if owner not named)
- (3) Time of alleged offence
- (4) Location of alleged offence
- (5) Signature of authorised person
- (6) Name and title of authorised person giving notice

Schedule 3

LOCAL GOVERNMENT ACT 1995

FORM 2

Shire of Ashburton

Local Law Relating to Trading in Public Places

INFRINGEMENT NOTICE

Serial No.

Date/...../.....

To: (1)

Of: (2)

It is alleged that on/...../..... at (3).....

at (4)

In respect of vehicle:

Make:

Model:

Registration:

you committed the following offence:

.....
.....

contrary to clause of the **Local Law Relating to Trading in Public Places**.

The modified penalty of the offence is \$

If you do not wish to have a complaint of the alleged offence heard and determined by a court, the amount of the modified penalty may be paid on an authorised person at (5)..... within a period of 28 days after the giving of this notice.

Unless within 28 days after being served with this notice;

(a) you pay the modified penalty; or

(b) you:

- (i) inform the Chief Executive Officer or other authorised person of the Local Government as to the identity and address of the person who was the driver or person in charge of the above vehicle at the time the offence is alleged to have been committed; or
- (ii) satisfy the Chief Executive Officer that the above vehicle had been stolen or was being unlawfully used at the time the offence is alleged to have been committed, you will in the absence of proof to the contrary, be deemed to have committed the above offence and court proceedings may be instituted against you.

If you take no action this infringement notice may be registered with the Fines Enforcement Registry after which your driver's licence or any vehicle licence held by you may be suspended. If the matter is registered with the Registry additional costs will also be payable.

If the above address is not your current address, or if you change your address, it is important that you advise us immediately. Failure to do so may result in your driver's licence or any vehicle licence you hold being suspended without your knowledge.

(6)

(7)

Insert:

- (1) Name of alleged offender or "owner"
- (2) Address of alleged offender
- (3) Time of alleged offence
- (4) Location of alleged offence
- (5) Place where modified penalty may be paid
- (6) Signature of authorised person
- (7) Name and title of authorised person giving notice

Schedule 3

LOCAL GOVERNMENT ACT 1995

FORM 3

Shire of Ashburton

Local Law Relating to Trading in Public Places

WITHDRAWAL OF INFRINGEMENT NOTICE

Serial No.

Date/...../.....

To: (1)

Of: (2)

Infringement Notice No. dated/...../.....

In respect of vehicle:

Make:

Model:

Registration:

For the alleged offence of

has been withdrawn.

The modified penalty of the offence is \$

- ❖ has been paid and a refund is enclosed.
- ❖ has not been paid and should not be paid.
- ❖ *Delete as appropriate.*

(3)

(4)

Insert:

- (1) Name of alleged offender to whom infringement notice was given or "the owner"
- (2) Address of alleged offender.
- (3) Signature of authorised person
- (4) Name and title of authorised person giving notice

Schedule 4

LOCAL GOVERNMENT ACT 1995

Shire of Ashburton

Local Law Relating to Trading in Public Places

TRANSFER OF A LICENCE

The Council of the Shire of Ashburton transfers the licence to trade situated at:

..... (Location)

from the present holder (Present Licensees Names)

to (New Licensees Name)

of (New Licensees Address)

for the period from the date of this transfer until the

In accepting this Transfer of Licence, the transferee agrees:

- (a) to indemnify and hold indemnified the Local Government claims for compensation however arising from the operation of the Trade: and
- (b) not to seek from the Local Government or any person acting on their behalf, compensation by way of damages or loss of income arising from any public work within the street.

.....
Chief Executive Officer
Shire of Ashburton

.....
Date

Dated this 17th day of February 1998.

The Common Seal of the Shire of Ashburton was hereunto affixed in the presence of:

BRIAN HAYES, President.
DAVID G. CAREY, Chief Executive Officer.

SHIRE OF ASHBURTON

**Activities in Thoroughfares and Public Places and Trading
Local Law 2012**

Local Government Act 1995

LOCAL GOVERNMENT ACT 1995

Shire of Ashburton

**ACTIVITIES IN THOROUGHFARES AND PUBLIC PLACES AND TRADING LOCAL LAW
2012**

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Local Government Act 1995

Shire of Ashburton

**ACTIVITIES IN THOROUGHFARES AND PUBLIC PLACES AND TRADING LOCAL
LAW 2012**

Under the powers conferred by the *Local Government Act 1995* and under all other powers enabling it, the Council of the Shire of Ashburton resolved on *[insert date]* to make the following local law.

PART 1 - PRELIMINARY

1.1 Citation

This local law may be cited as the Shire of Ashburton Activities in Thoroughfares and Public Places and Trading Local Law 2012.

1.2 Definitions

In this local law unless the context otherwise requires -

Act means the *Local Government Act 1995*;

applicant means a person who applies for a permit;

authorized person means a person authorized by the local government under section 9.10 of the Act to perform any of the functions of an authorized person under this local law;

built-up area has the meaning given to it in the *Road Traffic Code 2000*;

Regulation 3 of the *Road Traffic Code 2000* provides -

built-up area means the territory contiguous to and including any road –

- (a) on which there is provision for street lighting at intervals of not over 100m for a distance of at least 500m or, if the road is shorter than 500m, for the whole road; or
- (b) which is built up with structures devoted to business, industry or dwelling houses at intervals of less than 100m for a distance of one half a kilometre or more;”.

bulk rubbish container means a bin or container designed or used for holding a substantial quantity of rubbish and which is unlikely to be lifted without mechanical assistance, but does not include a bin or container used in connection with the local government's regular domestic rubbish collection service;

carriageway has the meaning given to it in the *Road Traffic Code 2000*;

Regulation 3 of the *Road Traffic Code 2000* provides -

carriageway means a portion of a road that is improved, designed or ordinarily used for vehicular traffic, and includes the shoulders, and areas, including embayments, at the side or centre of the carriageway, used for the stopping or parking of vehicles; and, where a road has 2 or more of those portions divided by a median strip, the expression means each of those portions, separately;”.

CEO means the chief executive officer of the local government;

commencement day means the day on which this local law comes into operation;

Council means the council of the local government;

crossing means a crossing giving access from a public thoroughfare to -

- (a) private land; or
- (b) a private thoroughfare serving private land;

district means the district of the local government;

footpath has the meaning given to it in the *Road Traffic Code 2000*;

Regulation 3 of the *Road Traffic Code 2000* provides -

footpath means an area that is open to the public that is designated for, or has as one of its main uses, use by pedestrians;”.

garden means any part of a thoroughfare planted, developed or treated, otherwise than as a lawn, with one or more plants;

intersection has the meaning given to it in the *Road Traffic Code 2000*;

Regulation 3 of the *Road Traffic Code 2000* provides -

intersection means –

- (a) the area where 2 or more carriageways meet; or
- (b) the area within which vehicles, travelling by, on or from different carriageways may come into conflict;”.

kerb includes the edge of a carriageway;

lawn means any part of a thoroughfare which is planted only with grass, or with a similar plant, but will include any other plant provided that it has been planted by the local government;

liquor has the meaning given to it in section 3 of the *Liquor Control Act 1988*;

local government means the *Shire of Ashburton*;

local government property means anything except a thoroughfare –

- (a) which belongs to the local government;
- (b) of which the local government is the management body under the *Land Administration Act 1997*; or
- (c) which is an 'otherwise unvested facility' within section 3.53 of the Act;

lot has the meaning given to it in the *Planning and Development Act 2005*;

owner or occupier in relation to land does not include the local government;

permissible verge treatment means any one of the 4 treatments described in clause 2.8(2), and includes any reticulation pipes and sprinklers;

permit means a permit issued under this local law;

permit holder means a person who holds a valid permit;

person does not include the local government;

premises for the purpose of the definition of "public place" in both this clause and clause 6.1, means a building or similar structure, but does not include a carpark or a similar place;

public place includes any thoroughfare or place which the public are allowed to use, whether or not the thoroughfare or place is on private property, but does not include –

- (a) premises on private property from which trading is lawfully conducted under a written law; and
- (b) local government property;

Regulations means the *Local Government (Functions and General) Regulations 1996*;

sign includes a notice, flag, mark, structure or device on which may be shown words, numbers, expressions or symbols;

thoroughfare has the meaning given to it in the Act, but does not include a private thoroughfare which is not under the management control of the local government;

Thoroughfare means a road or other thoroughfare and includes structures or other things appurtenant to the thoroughfare that are within its limits, and nothing is prevented from being a thoroughfare only because it is not open at each end.

town planning scheme means a town planning scheme, or a local planning scheme, of the local government made under the *Planning and Development Act 2005*;

townsite means the townsites within the district which are –

- (a) constituted under section 26(2) of the *Land Administration Act 1997*; or
- (b) referred to in clause 37 of Schedule 9.3 of the Act;

vehicle includes –

- (a) every conveyance and every object capable of being propelled or drawn on wheels, tracks or otherwise; and
- (b) an animal being ridden or driven,

but excludes –

- (a) a wheel-chair or any device designed for use by a physically impaired person on a footpath; and
- (b) a pram, a stroller or a similar device; and

verge means that part of a thoroughfare between the carriageway and the land which abuts the thoroughfare, but does not include any footpath.

1.3 Application

This local law applies throughout the district.

1.4 Repeal

The following local laws are repealed –

The Shire of Ashburton Local Law relating to Trading in Public Places, published in the *Government Gazette* on 8 June 1990; and the Local Law relating to *Trading in Public Places*, published in the *Government Gazette* on 10 March 1998.

- (1) Where a policy was made or adopted by the local government under or in relation to a local law repealed by this local law, then the policy is to be taken to no longer have any effect on and from the commencement day.
- (2) The Council may resolve that notwithstanding subclause (2) specified policies continue, or are to be taken to have continued, to have effect on and from the commencement day.

Provisions of other written laws

Throughout this local law text boxes have been inserted containing references to provisions of other written laws which complement this local law. These text boxes will not be part of the Gazetted Local Law.

Delegation

See sections 5.42 to 5.46 of the *Local Government Act 1995* and sections 58 and 59 of the *Interpretation Act 1984*.

PART 2 – ACTIVITIES IN THOROUGHFARES AND PUBLIC PLACES

Division 1 - General

2.1 General prohibitions

A person shall not -

- (a) plant any plant which exceeds or which may exceed 0.75m in height on a thoroughfare so that the plant is within 10m of an intersection;
- (b) damage a lawn or a garden or remove any plant or part of a plant from a lawn or a garden unless –
 - (i) the person is the owner or the occupier of the lot abutting that portion of the thoroughfare and the lawn or the garden or the particular plant has not been installed or planted by the local government; or
 - (ii) the person is acting under the authority of a written law;
- (c) plant any plant (except grass or a similar plant) on a thoroughfare so that it is within 2m of a carriageway;
- (d) place on any footpath any fruit, fruit skins or other substance or fluid (whether vegetable or otherwise, but not water) which may create a hazard for any person using the footpath;
- (e) unless at the direction of the local government, damage, remove or interfere with any signpost, direction plate, guidepost, notice, shelter, shed, fence or any structure erected on a thoroughfare by the local government or a person acting under the authority of a written law;
- (f) play or participate in any game or sport so as to cause danger to any person or thing or impede the movement of vehicles or persons on a thoroughfare; or
- (g) within a mall, arcade or verandah of a shopping centre, ride any bicycle, skateboard, rollerblades or similar device.

Games and rollerskates

See section 1305 of the *Criminal Code*.

Damage to roads and liability for the damage

See sections 84 and 85 of the *Road Traffic Act 1974*.

Putting glass etc on roads

See regulation 1609 of the *Road Traffic Code 1975*.

Securing of loads

See regulation 1610 of the *Road Traffic Code 1975*.

Compensation and restitution orders

See Part 16 of the *Sentencing Act 1995*, sections 111, 117 (compensation orders) and 120 (restitution orders).

Criminal damage

See section 444 of the *Criminal Code*.

Littering

See sections 23 and 24 of the *Litter Act 1979* and also regulations 4, 5 and 6 of the *Litter Regulations 1981*.

Graffiti

See sections 65(2) and 80A of the *Police Act 1892*.

Wilful damage to property

See section 80 of the *Police Act 1892*.

Injuring or destroying native or acclimatised animals or birds on parks, roads or reserves

See section 97 of the *Police Act 1892*.

2.2 Activities allowed with a permit - general

- (1) A person shall not, without a permit –
- (a) dig or otherwise create a trench through or under a kerb or footpath;
 - (b) subject to Division 3 of this Part, throw, place or deposit any thing on a verge except for removal by the local government under a bulk rubbish collection, and then only in accordance with the terms and conditions and during the period of time advertised in connection with that collection by the local government;
 - (c) cause any obstruction to a vehicle or a person using a thoroughfare as a thoroughfare;
 - (d) cause any obstruction to a water channel or a water course in a thoroughfare;

- (e) throw, place or drain offensive, noxious or dangerous fluid onto a thoroughfare;
 - (f) damage a thoroughfare;
 - (g) light any fire or burn any thing on a thoroughfare other than in a stove or fireplace provided for that purpose or under a permit issued under clause 5.13;
 - (h) fell any tree onto a thoroughfare;
 - (i) unless installing, or in order to maintain, a permissible verge treatment -
 - (i) lay pipes under or provide taps on any verge; or
 - (ii) place or install any thing on any part of a thoroughfare, and without limiting the generality of the foregoing, any gravel, stone, flagstone, cement, concrete slabs, blocks, bricks, pebbles, plastic sheeting, kerbing, wood chips, bark or sawdust;
 - (j) provide, erect, install or use in or on any building, structure or land abutting on a thoroughfare any hoist or other thing for use over the thoroughfare;
 - (k) on a public place use anything or do anything so as to create a nuisance;
 - (l) place or cause to be placed on a thoroughfare a bulk rubbish container; or
 - (m) interfere with the soil of, or anything in a thoroughfare or take anything from a thoroughfare.
- (2) The local government may exempt a person from compliance with subclause (1) on the application of that person.

Permit requirements – Part 7

Wherever a permit is required to be obtained under this local law, the provisions of Part 7 of the local law will apply.

Disturbing local government land or anything on it

See regulation 5 of the *Local Government (Uniform Local Provisions) Regulations 1996*.

Events on roads

See Part VA of the *Road Traffic Act 1974* and the *Road Traffic (Events on Roads) Regulations 1991*.

Processions and public meetings

See regulation 1613 of the *Road Traffic Code 1975*.

2.3 No possession and consumption of liquor on thoroughfare

- (1) A person shall not consume any liquor or have in her or his possession or under her or his control any liquor on a thoroughfare unless –
 - (a) that is permitted under the *Liquor Control Act 1988* or under another written law; or
 - (b) the person is doing so in accordance with a permit.
- (2) Subclause (1) does not apply where the liquor is in a sealed container.

Limitations as to liquor on unlicensed premises

See section 119 of the *Liquor Control Act 1988*.

Division 2 - Vehicle crossing

Crossings

Generally crossings are dealt with in regulations 12 to 16 of the *Local Government (Uniform Local Provisions) Regulations 1996*.

Protection of footpaths, kerbs and drains

See sections 377 and 379 of the *Local Government (Miscellaneous Provisions) Act 1960*.

Subdivision 1 - Temporary crossings

2.4 Permit required

- (1) Where it is likely that works on a lot will involve vehicles leaving a thoroughfare and entering the lot, the person responsible for the works shall obtain a permit for the construction of a temporary crossing to protect the existing carriageway, kerb, drains and footpath, where –
 - (a) a crossing does not exist; or
 - (b) a crossing does exist, but the nature of the vehicles and their loads is such that they are likely to cause damage to the crossing.
- (2) The “person responsible for the works” in subclause (1) is to be taken to be –
 - (a) the builder named on the building licence issued under the *Local Government (Miscellaneous Provisions) Act 1960*, if one has been issued in relation to the works; or
 - (b) the registered proprietor of the lot, if no building licence has been issued under the *Local Government (Miscellaneous Provisions) Act 1960* in relation to the works.

- (3) If the local government approves an application for a permit for the purpose of subclause (1), the permit is taken to be issued on the condition that until such time as the temporary crossing is removed, the permit holder shall keep the temporary crossing in good repair and in such a condition so as not to create any danger or obstruction to persons using the thoroughfare.

Subdivision 2 - Redundant vehicle crossings

2.5 Removal of redundant crossing

- (1) Where works on a lot will result in a crossing no longer giving access to a lot, the crossing is to be removed and the kerb, drain, footpath, verge and any other part of the thoroughfare affected by the removal are to be reinstated to the satisfaction of the local government.
- (2) The local government may give written notice to the owner or occupier of a lot requiring her or him to –
 - (a) remove any part of or all of a crossing which does not give access to the lot; and
 - (b) reinstate the kerb, drain, footpath, verge and any other part of the thoroughfare, which may be affected by the removal,

within the period of time stated in the notice, and the owner or occupier of the lot shall comply with that notice.

Division 3 - Verge treatments

Subdivision 1 - Preliminary

2.6 Interpretation

In this Division, unless the context otherwise requires -

acceptable material means any material which will create a hard surface, and which appears on a list of acceptable materials maintained by the local government.

2.7 Application

This Division only applies to the townsite.

Subdivision 2 - Permissible verge treatments

2.8 Permissible verge treatments

- (1) An owner or occupier of land which abuts on a verge may on that part of the verge directly in front of her or his land install a permissible verge treatment.
- (2) The permissible verge treatments are –
 - (a) the planting and maintenance of a lawn;
 - (b) the planting and maintenance of a garden provided that -

- (i) clear sight visibility is maintained at all times for a person using the abutting thoroughfare in the vicinity of an intersection or bend in the thoroughfare or using a driveway on land adjacent to the thoroughfare for access to or from the thoroughfare; and
 - (ii) where there is no footpath, a pedestrian has safe and clear access of a minimum width of 2m along that part of the verge immediately adjacent to the kerb on all works post adoption of this Local Law;
- (c) the installation of an acceptable material; or
- (d) the installation over no more than one third of the area of the verge (excluding any vehicle crossing) of an acceptable material in accordance with paragraph (c), and the planting and maintenance of either a lawn or a garden on the balance of the verge in accordance with paragraph (a) or (b).

2.9 Only permissible verge treatments to be installed

- (1) A person shall not install or maintain a verge treatment which is not a permissible verge treatment.
- (2) The owner and occupier of the lot abutting a verge treatment referred to in subclause (1) are each to be taken to have installed and maintained that verge treatment for the purposes of this clause and clause 2.10.

2.10 Obligations of owner or occupier

An owner or occupier who installs or maintains a permissible verge treatment shall -

- (a) keep the permissible verge treatment in a good and tidy condition and ensure, where the verge treatment is a garden or lawn, that a footpath on the verge and a carriageway adjoining the verge is not obstructed by the verge treatment;
- (b) not place any obstruction on or around the verge treatment; and
- (c) not disturb a footpath on the verge.

2.11 Notice to owner or occupier

The local government may give a notice in writing to the owner or the occupier of a lot abutting on a verge to make good, within the time specified in the notice, any breach of a provision of this Division.

Subdivision 3 - Existing verge treatments

2.12 Transitional provision

- (1) In this clause –

former provisions means the local law of the local government which permitted certain types of verge treatments, whether with or without the consent of the local government, and which was repealed by this local law.

- (2) A verge treatment which –

- (a) was installed prior to the commencement day; and

- (b) on the commencement day is a type of verge treatment which was permitted under and complied with the former provisions,

is to be taken to be a permissible verge treatment for so long as the verge treatment remains of the same type and continues to comply with the former provisions.

Subdivision 4 - Public works

2.13 Power to carry out public works on verge

Where the local government or an authority empowered to do so under a written law disturbs a verge, the local government or the authority -

- (a) is not liable to compensate any person for that disturbance;
- (b) may backfill with sand, if necessary, any garden or lawn; and
- (c) is not liable to replace or restore any –
 - (i) verge treatment and, in particular, any plant or any acceptable material or other hard surface; or
 - (ii) sprinklers, pipes or other reticulation equipment.

Division 4 - Property numbers

Subdivision 1 - Preliminary

2.14 Interpretation

In this Division, unless the context requires otherwise -

Number means a number of a lot with or without an alphabetical suffix indicating the address of the lot by reference to a thoroughfare.

Subdivision 2 - Assignment and marking of numbers

2.15 Assignment of numbers

The local government may assign a Number to a lot in the district and may assign another Number to the lot instead of that previously assigned.

Division 5 - Fencing

2.16 Public place – Item 4(1) of Division 1, Schedule 3.1 of Act

The following places are specified as a public place for the purpose of item 4(1) of Division 1 of Schedule 3.1 of the Act –

- (a) a public place, as that term is defined in clause 1.2; and
- (b) local government property.

Division 6 - Signs erected by the local government

2.17 Signs

- (1) A local government may erect a sign on a public place specifying any conditions of use which apply to that place.
- (2) A person shall comply with a sign erected under subclause (1).
- (3) A condition of use specified on a sign erected under subclause (1) is to be for the purpose of giving notice of the effect of a provision of this local law.

2.18 Transitional

Where a sign erected on a public place has been erected under a local law of the local government repealed by this local law, then on and from the commencement day, it is to be taken to be a sign erected under clause 2.17 if –

- (a) the sign specifies a condition of use relating to the public place which gives notice of the effect of a provision of this local law; and
- (b) the condition of use specified is not inconsistent with any provision of this local law.

Division 7 - Driving on a closed thoroughfare

2.19 No driving on closed thoroughfare

- (1) A person shall not drive or take a vehicle on a closed thoroughfare unless –
 - (a) that is in accordance with any limits or exceptions specified in the order made under section 3.50 of the Act; or
 - (b) the person has first obtained a permit.
- (2) In this clause –

closed thoroughfare means a thoroughfare wholly or partially closed under section 3.50 or 3.50A of the Act.

Closing certain thoroughfares to vehicles

See sections 3.50 and 3.50A of the *Local Government Act 1995*, and regulations 4 to 6 of the *Local Government (Functions and General) Regulations 1996*.

Roads may be closed

See section 92 of the *Road Traffic Act 1974*.

PART 3 – ADVERTISING SIGNS ON THOROUGHFARES

Traffic-control signals and traffic signs

See regulation 301 of the *Road Traffic Code 1975*.

Division 1 - Preliminary

3.1 Interpretation

In this Part, unless the context otherwise requires -

advertising sign means a sign used for the purpose of advertisement and includes an "election sign";

direction sign means a sign which indicates the direction of another place, activity or event, but does not include any such sign erected or affixed by the local government or the Commissioner of Main Roads;

election sign means a sign or poster which advertises any aspect of a forthcoming Federal, State or Local Government election; and

portable direction sign means a portable free standing direction sign; and

portable sign means a portable free standing advertising sign.

Division 2 - Permit

3.2 Advertising signs and portable direction signs

- (1) A person shall not, without a permit –
 - (a) erect or place an advertising sign on a thoroughfare; or
 - (b) post any bill or paint, place or affix any advertisement on a thoroughfare.
- (2) Notwithstanding subclause (1), a permit is not required in respect of a portable direction sign which neither exceeds 500mm in height nor 0.5m² in area, provided that the sign is placed or erected on a thoroughfare on an infrequent or occasional basis only to direct attention to a place, activity or event during the hours of that activity or event.
- (3) Notwithstanding subclause (1), a person shall not erect or place an advertising sign -
 - (a) on a footpath;
 - (b) over any footpath where the resulting vertical clearance between the sign and the footpath is less than 2.5m;

- (c) on or within 3m of a carriageway;
- (d) in any other location where, in the opinion of the local government, the sign is likely to obstruct lines of sight along a thoroughfare or cause danger to any person using the thoroughfare; or
- (e) on any natural feature, including a rock or tree, on a thoroughfare, or on any bridge or the structural approaches to a bridge.

3.3 Matters to be considered in determining application for permit

In determining an application for a permit for the purpose of clause 3.2(1), the local government is to have regard to -

- (a) any other written law regulating the erection or placement of signs within the district;
- (b) the dimensions of the sign;
- (c) other advertising signs already approved or erected in the vicinity of the proposed location of the sign;
- (d) whether or not the sign will create a hazard to persons using a thoroughfare; and
- (e) the amount of the public liability insurance cover, if any, to be obtained by the applicant.

Division 3 – Conditions on permit

3.4 Conditions on portable sign

If the local government approves an application for a permit for a portable sign, the application is to be taken to be approved subject to the following conditions –

- (a) the portable sign shall -
 - (i) not exceed 1m in height;
 - (ii) not exceed an area of 1m² on any side;
 - (iii) relate only to the business activity described on the permit;
 - (iv) contain letters not less than 200mm in height;
 - (v) not be erected in any position other than immediately adjacent to the building or the business to which the sign relates;
 - (vi) be removed each day at the close of the business to which it relates and not be erected again until the business next opens for trading;
 - (vii) be secured in position in accordance with any requirements of the local government;
 - (viii) be placed so as not to obstruct or impede the reasonable use of a thoroughfare or access to a place by any person; and
 - (ix) be maintained in good condition; and
- (b) no more than one portable sign shall be erected in relation to the one building or business.

3.5 Conditions on election sign

If the local government approves an application for a permit for the erection or placement of an election sign on a thoroughfare, the application is to be taken to be approved subject to the sign –

- (a) being erected at least 30m from any intersection;
- (b) being free standing and not being affixed to any existing sign, post, power or light pole, or similar structure;
- (c) being placed so as not to obstruct or impede the reasonable use of a thoroughfare, or access to a place by any person;
- (d) being placed so as not to obstruct or impede the vision of a driver of a vehicle entering or leaving a thoroughfare or crossing;
- (e) being maintained in good condition;
- (f) not being erected until the election to which it relates has been officially announced;
- (g) being removed within 24 hours of the close of polls on voting day;
- (h) not being placed within 100m of any works on the thoroughfare;
- (i) being securely installed;
- (j) not being an illuminated sign;
- (k) not incorporating reflective or fluorescent materials; and
- (l) not displaying only part of a message which is to be read with other separate signs in order to obtain the whole message.

PART 4 – OBSTRUCTING ANIMALS, VEHICLES OR SHOPPING TROLLEYS

Division 1 - Animals and vehicles

4.1 Leaving animal or vehicle in public place or on local government property

- (1) A person shall not leave an animal or a vehicle, or any part of a vehicle, in a public place or on local government property so that it obstructs the use of any part of that public place or local government property, unless that person has first obtained a permit or is authorized to do so under a written law.
- (2) A person will not contravene subclause (1) where the animal is secured or tethered for a period not exceeding 1 hour.
- (3) A person will not contravene subclause (1) where the vehicle is left for a period not exceeding 24 hours.

4.2 Prohibitions relating to animals

- (1) In subclause (2), "owner" in relation to an animal includes –

- (a) an owner of it;
 - (b) a person in possession of it;
 - (c) a person who has control of it; and
 - (d) a person who ordinarily occupies the premises where the animal is permitted to stay.
- (2) An owner of an animal shall not –
- (a) allow the animal to enter or remain for any time on any thoroughfare except for the use of the thoroughfare as a thoroughfare and unless it is led, ridden or driven;
 - (b) allow an animal which has a contagious or infectious disease to be led, ridden or driven in a public place; or
 - (c) train or race the animal on a thoroughfare.
- (3) An owner of a horse shall not lead, ride or drive a horse on a thoroughfare in a built-up area, unless that person does so under a permit or under the authority of a written law.

Unattended stock on roads

See regulation 1702 of the *Road Traffic Code 1975*.

Restrictions on driving of stock

See regulation 1702A of the *Road Traffic Code 1975*.

Permit for driving of stock

See regulation 1703 of the *Road Traffic Code 1975*.

Division 2 - Shopping trolleys

4.3 Interpretation

In this Division –

retailer means a proprietor of a shop in respect of which shopping trolleys are provided for the use of customers of the shop; and

shopping trolley means a wheeled container or receptacle supplied by a retailer to enable a person to transport goods.

4.4 Shopping trolley to be marked

A retailer shall clearly mark its name or its trading name on any shopping trolley made available for the use of customers.

4.5 Person not to leave trolley in public place

A person shall not leave a shopping trolley in a public place other than in an area set aside for the storage of shopping trolleys.

4.6 Retailer to remove abandoned trolley

- (1) If a shopping trolley is found in a public place, other than in an area set aside for the storage of shopping trolleys, the local government may advise (verbally or in writing) a retailer whose name is marked on the trolley of the location of the shopping trolley.
- (2) A retailer shall remove a shopping trolley within 24 hours of being so advised under subclause (1), unless the retailer -
 - (a) requests the local government to collect and deliver the shopping trolley to the retailer; and
 - (b) pays any fee for that collection and delivery (imposed and determined under and in accordance with sections 6.16 to 6.19 of the Act) within the period specified by the local government.

4.7 Retailer taken to own trolley

In the absence of any proof to the contrary, a shopping trolley is to be taken to belong to a retailer whose name is marked on the trolley.

May want to consider including an impounding clause for abandoned trolleys – otherwise you don't have the power to impound under the local law.

4.9 Impounding of abandoned trolley

An authorised person may impound a shopping trolley that is—

- (a) left on a thoroughfare, verge or local government property that is not marked in accordance with clause 4.5; or
- (b) not removed by a retailer after having been so advised under clause 4.6.

PART 5 - ROADSIDE CONSERVATION

Division 1 - Preliminary

5.1 Interpretation

In this Part -

MRWA means Main Roads Western Australia;

protected flora has the meaning given to it in section 6(1) of the *Wildlife Conservation Act 1950*;

rare flora has the meaning given to it in section 23F of the *Wildlife Conservation Act 1950*;

Roadside Conservation Committee means the Roadside Conservation Committee established under the Land Resource Policy Council within the Office of Premier and Cabinet; and

special environmental area means an area designated as such under clause 5.7.

5.2 Application

This Part does not apply to the townsite.

Division 2 - Flora roads

5.3 Declaration of flora road

The local government may declare a thoroughfare which has, in the opinion of the local government, high quality roadside vegetation to be a flora road.

5.4 Construction works on flora roads

Construction and maintenance work carried out by the local government on a flora road is to be in accordance with the 'Code of Practice for Roadside Conservation and Road Maintenance' prepared by the Roadside Conservation Committee.

5.5 Signposting of flora roads

The local government may signpost flora roads with the standard MRWA 'flora road' sign.

5.6 Driving only on carriageway of flora roads

- (1) A person driving or riding a vehicle on a flora road shall only drive or ride the vehicle on the carriageway.
- (2) Subclause (1) does not apply where -
 - (a) conditions on the thoroughfare do not reasonably permit a vehicle to remain on the carriageway;
 - (b) there is no carriageway; or
 - (c) an exemption from the application of subclause (1) has been obtained from the local government.

Division 3 - Special environmental areas

5.7 Designation of special environmental areas

The local government may designate a thoroughfare, or any part of a thoroughfare, as a special environmental area which -

- (a) has protected flora or rare flora; or
- (b) in the opinion of the local government, has environmental, aesthetic or cultural significance.

5.8 Marking of special environmental areas

The local government is to mark and keep a register of each thoroughfare, or part of a thoroughfare, designated as a special environmental area.

Division 4 – Planting in thoroughfares

5.9 Permit to plant

A person shall not plant any plant or sow any seeds in a thoroughfare without first obtaining a permit.

5.10 Relevant considerations in determining application

In determining an application for a permit for the purpose of clause 5.9, the local government is to have regard to -

- (a) existing vegetation within that part of the thoroughfare in which the planting is to take place; and
- (b) the diversity of species and the prevalence of the species which are to be planted or sown.

Division 5 - Clearance of vegetation

5.11 Permit to clear

A person shall not clear and maintain in a cleared state, the surface of a thoroughfare within 1m of that person's land without first obtaining a permit and any other approvals which may be required under any written law.

Notice of clearing where clearing in excess of 1ha

See regulation 4 of the *Soil and Land Conservation Regulations 1992*.

5.12 Application for permit

In addition to the requirements of clause 7.1(2), a person making an application for a permit for the purpose of clause 5.11 shall submit a sketch plan clearly showing the boundary of the person's land and the portions of the thoroughfare joining that person's land which are to be cleared.

Division 6 - Fire management

5.13 Permit to burn thoroughfare

A person shall not burn part of a thoroughfare without first obtaining a permit or unless acting under the authority of any other written law.

Back-burning

See section 44(1)(c) of the *Bush Fire Act 1954*.

5.14 Application for permit

In addition to the requirements of clause 7.1(2), an application for a permit for the purposes of clause 5.13 shall –

- (a) include a sketch plan showing the portions of a thoroughfare which are proposed to be burned; and
- (b) advise of the estimated fire intensity and the measures to be taken to protect upper storey vegetation from the burn.

5.15 When application for permit can be approved

The local government may approve an application for a permit for the purpose of clause 5.13 only if the burning of the particular part of the thoroughfare will -

- (a) reduce a fire hazard and alternative means of reducing that hazard, such as slashing or the use of herbicides, are considered by the local government to be not feasible or more detrimental to native flora and fauna than burning; or
- (b) in the opinion of the local government, be beneficial for the preservation and conservation of native flora and fauna.

5.16 Prohibitions on burning

Subject to any other written law and notwithstanding anything to the contrary in this local law, an application for a permit for the purpose of clause 5.13 is not to be approved by the local government -

- (a) for burning between 31 August and 1 May of the following year where the intensity of the burn could damage native flora and fauna; or
- (b) in any year to any person for any part of a thoroughfare which is on the opposite side of the carriageway to that portion of the thoroughfare for which a permit to burn has been approved in the same year.

Division 7 - Firebreaks

5.17 Permit for firebreaks on thoroughfares

A person shall not construct a firebreak on a thoroughfare without first obtaining a permit.

5.18 When application for permit cannot be approved

- (1) The local government is not to approve an application for a permit for the purpose of clause 5.17 where the thoroughfare is less than 20m wide.
- (2) Subclause (1) does not apply where the firebreak is, in the opinion of the local government, desirable for the protection of roadside vegetation.

Division 8 - Commercial wildflower harvesting on thoroughfares

5.19 General prohibition on commercial wildflower harvesting

Subject to clause 5.20, a person shall not commercially harvest native flora on a thoroughfare.

5.20 Permit for revegetation projects

- (1) A person shall not collect seed from native flora on a thoroughfare without first obtaining a permit.

- (2) The local government may approve an application for a permit under subclause (1) only where-
- (a) the seed is required for a revegetation project in any part of the district; and
 - (b) the thoroughfare, or the relevant part of it, is not a special environmental area.
- (3) Unless the local government specifically provides to the contrary on a permit, if the local government approves an application for a permit for the purpose of subclause (1) it is to be taken to be approved subject to the following conditions –
- (a) the collection of the seed is to be carried out so as not to endanger the long time survival of the native flora on the thoroughfare; and
 - (b) any licence or approval which may be required under any other written law is to be obtained by the applicant.

Protected flora

See sections 23A and 23B of the *Wildlife Conservation Act 1950*.

PART 6 - TRADING IN THOROUGHFARES AND PUBLIC PLACES

Division 1 - Stallholders and traders

Application of Fair Trading Act 1987

Stallholders and traders will all be "suppliers" of goods or services within the *Fair Trading Act 1987*. Accordingly, the provisions of the Act relating to misleading or deceptive conduct, unconscionable conduct, false representations and unsolicited goods will apply to them.

Subdivision 1 - Preliminary

6.1 Interpretation

In this Division, unless the context otherwise requires -

Competition Principles Agreement means the Competition Principles Agreement executed by each State and Territory of the Commonwealth and the Commonwealth of Australia on 11 April 1995;

public place includes -

- (a) any thoroughfare or place which the public are allowed to use whether or not the thoroughfare or place is on private property; and
 - (b) local government property,
- but does not include premises on private property from which trading is lawfully conducted under a written law.

stall means a movable or temporarily fixed structure, stand or table in, on or from which goods or services are sold, hired or offered for sale or hire;

stallholder means a person in charge of a stall;

stallholder's permit means a permit issued to a stallholder;

trader means a person who carries on trading;

trader's permit means a permit issued to a trader; and

trading includes –

- (a) the selling or hiring of, the offering for sale or hire of or the soliciting of orders for goods or services in a public place;
- (b) displaying goods in any public place for the purpose of –
 - (i) offering them for sale or hire;
 - (ii) inviting offers for their sale or hire;
 - (iii) soliciting orders for them; or
 - (iv) carrying out any other transaction in relation to them; and
- (c) the going from place to place, whether or not public places, and –
 - (i) offering goods or services for sale or hire; or
 - (ii) inviting offers or soliciting orders for the sale or the hire of goods or services,

but does not include –

- (d) the delivery of pre-ordered goods or services to the purchaser of those goods or services or to the person nominated by the purchaser of those goods or services whether or not payment for those goods or services is accepted on delivery; or
the taking of further orders for goods or services from the purchaser of those pre-ordered goods or services or from the person nominated by the purchaser of those pre-ordered goods or services when those orders are taken at the same time as a previous order is being delivered, whether or not payment is made for those goods or services at the time of taking the order;
- (e) the setting up of a stall or the conducting of a business at a stall under the authority of a stallholder's permit;
- (f) the selling or the offering for sale of goods and services to, or the soliciting of orders for goods and services from a person who sells those goods or services;
- (g) the selling or the offering for sale or hire by a person of goods of her or his own manufacture or services which he or she provides; and
- (h) the selling or hiring or the offering for sale or hire of –
 - (i) goods by a person who represents a manufacturer of the goods; or
 - (ii) services by a person who represents a provider of the services,

which are only sold directly to consumers and not through a shop.

Subdivision 2 - Permits

6.2 Stallholder's permit

- (1) A person shall not conduct a stall on a public place unless that person is –
 - (a) the holder of a valid stallholder's permit; or
 - (b) an assistant specified in a valid stallholder's permit.
- (2) Every application for a stallholder's permit shall –
 - (a) state the full name and address of the applicant;
 - (b) specify the proposed number of assistants to be engaged by the applicant in conducting the stall, as well as their names and addresses if already engaged;
 - (c) specify the proposed location of the stall;
 - (d) specify the period of time for which the permit is sought, together with the proposed days and hours of operation;
 - (e) specify the proposed goods or services to be sold or hired or offered for sale or hire from the stall; and
 - (f) be accompanied by an accurate plan and description of the proposed stall.

6.3 Trader's permit

- (1) A person shall not carry on trading unless that person is –
 - (a) the holder of a valid trader's permit; or
 - (b) an assistant specified in a valid trader's permit.
- (2) Every application for a trader's permit shall –
 - (a) state the full name and address of the applicant;
 - (b) specify the proposed number of assistants, if any, to be engaged by the applicant in trading, as well as their names and addresses if already engaged;
 - (c) specify the location or locations in which the applicant proposes to trade;
 - (d) specify the period of time for which the permit is sought, together with the proposed days and hours of trading;
 - (e) specify the proposed goods or services which will be traded; and
 - (f) be accompanied by an accurate plan and description of any proposed structure or vehicle which may be used by the applicant in trading.
- (3) The conditions subject to which the local government may approve an application for a trader's permit include that the permit holder is permitted to remain at a particular location for as long as

there is a customer making a purchase, but if there is no customer making a purchase the permit holder must move on from that location within a reasonable time of the last purchase having been made.

6.4 No permit required to sell newspaper

Notwithstanding any other provision of this local law, a person who sells, or offers for sale, a newspaper only is not required to obtain a permit.

6.5 Relevant considerations in determining application for permit

- (1) In determining an application for a permit for the purposes of this Division, the local government is to have regard to –
 - (a) any relevant policies of the local government;
 - (b) the desirability of the proposed activity;
 - (c) the location of the proposed activity;
 - (d) the principles set out in the Competition Principles Agreement; and
 - (e) such other matters as the local government may consider to be relevant in the circumstances of the case.
- (2) The local government may refuse to approve an application for a permit under this Division on any one or more of the following grounds –
 - (a) that the applicant has committed a breach of any provision of this local law or of any written law relevant to the activity in respect of which the permit is sought;
 - (b) that the applicant is not a desirable or suitable person to hold a permit;
 - (c) that –
 - (i) the applicant is an undischarged bankrupt or is in liquidation;
 - (ii) the applicant has entered into any composition or arrangement with creditors; or
 - (iii) a manager, an administrator, a trustee, a receiver, or a receiver and manager has been appointed in relation to any part of the applicant's undertakings or property; or
 - (d) such other grounds as the local government may consider to be relevant in the circumstances of the case.

6.6 Conditions of permit

- (1) If the local government approves an application for a permit under this Division subject to conditions, those conditions may include –
 - (a) the place, the part of the district, or the thoroughfare to which the permit applies;
 - (b) the days and hours during which a permit holder may conduct a stall or trade;
 - (c) the number, type, form and construction, as the case may be, of any stand, table, structure or vehicle which may be used in conducting a stall or in trading;
 - (d) the goods or services in respect of which a permit holder may conduct a stall or trade. In some cases food stalls may require registration as determined by the Shire of Ashburton;

- (e) the number of persons and the names of persons permitted to conduct a stall or trade;
 - (f) the requirement for personal attendance at the stall or the place of trading by the permit holder and the nomination of assistants, nominees or substitutes for the permit holder;
 - (g) whether and under what terms the permit is transferable;
 - (h) any prohibitions or restrictions concerning the -
 - (i) causing or making of any noise or disturbance which is likely to be a nuisance to persons in the vicinity of the permit holder;
 - (ii) the use of amplifiers, sound equipment and sound instruments;
 - (iii) the use of signs; and
 - (iv) the use of any lighting apparatus or device;
 - (i) the manner in which the permit holder's name and other details of a valid permit are to be displayed;
 - (j) the care, maintenance and cleansing of the stall or any structure used for trading and the place of the stall or any structure;
 - (k) the vacating of the place of a stall or trading when the stall is not being conducted or trading is not being carried on;
 - (l) the acquisition by the stallholder or trader of public risk insurance;
 - (m) the period for which the permit is valid; and
 - (n) the designation of any place or places where trading is wholly or from time to time prohibited by the local government.
- (2) Where a permit holder by reason of illness, accident or other sufficient cause is unable to comply with this local law, the local government may at the request of that permit holder authorize another person to be a nominee of the permit holder for a specified period, and this local law and the conditions of the permit shall apply to the nominee as if he or she was the permit holder.

6.7 Exemptions from requirement to pay fee or to obtain a permit

- (1) In this clause –

charitable organisation means an institution, association, club, society or body whether incorporated or not, the objects of which are of a charitable, benevolent, religious, cultural, educational, recreational, sporting or other like nature and from which any member does not receive any pecuniary profit except where the member is an employee or the profit is an honorarium; and

commercial participant means any person who is involved in operating a stall or in conducting any trading activity for personal gain or profit.

- (2) The local government may waive any fee required to be paid by an applicant for a stallholder's permit or a trader's permit on making an application for or on the issue of a permit, or may return any such fee which has been paid, if the stall is conducted or the trading is carried on –
- (a) on a portion of a public place adjoining the normal place of business of the applicant; or

- (b) by a charitable organisation that does not sublet space to, or involve commercial participants in the conduct of a stall or trading, and any assistants that may be specified in the permit are members of that charitable organisation.
- (3) The local government may exempt a person or a class of persons, whether or not in relation to a specified public place, from the requirements of this Division.

Subdivision 3 - Conduct of stallholders and traders

6.8 Conduct of stallholders and traders

- (1) A stallholder while conducting a stall or a trader while trading shall –
 - (a) display her or his permit to do so in a conspicuous place on the stall, vehicle or temporary structure or if there is no stall, vehicle or temporary structure, carry the permit with her or him while conducting a stall or trading;
 - (b) not display a permit unless it is a valid permit; and
 - (c) when selling goods by weight, carry and use for that purpose, scales tested and certified in accordance with the provisions of the *Trade Measurement Administration Act 2006*.
- (2) A stallholder or trader shall not –
 - (a) deposit or store any box or basket containing goods on any part of a thoroughfare so as to obstruct the movement of pedestrians or vehicles;
 - (b) act in an offensive manner;
 - (c) use or cause to be used any apparatus or device including any flap or shelf, whereby the dimensions of a stall, vehicle or structure are increased beyond those specified in the permit; or
 - (d) in the case of a trader, carry on trading from a public place, unless there is adequate parking for customers' vehicles reasonably close to the place of trading.

<p>Dealers not to call during certain hours Dealers to leave premises when so requested Dealers to indicate their purpose for making calls Offence to harass or coerce</p>

<p>See sections 9 to 12 of the <i>Door to Door Trading Act 1987</i>.</p>
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Division 2 - Street entertainers

Subdivision 1 - Preliminary

6.9 Interpretation

In this Division, unless the context otherwise requires –

perform includes to play a musical instrument, sing, mime, dance, give an acrobatic or aerobic display or entertain, but does not include public speaking;

permit means a permit issued for the purpose of clause 6.10;

permitted area means the area or areas, specified in a permit, in which the permit holder may perform; and

permitted time means the time or times, specified in a permit, during which the permit holder may perform.

Subdivision 2 - Permits

6.10 Permit required to perform

A person shall not perform in a public place without a permit.

6.11 Variation of permitted area and permitted time

(1) The local government may by notice in writing to a permit holder vary –

- (a) the permitted area;
- (b) the permitted time; or
- (c) both the permitted area and the permitted time,

shown on a permit.

(2) The local government may direct a permit holder to move from one permitted area to another permitted area, if more than one area is specified in a permit.

6.12 Duration of permit

A permit is valid for a period of the event applied for or some other period approved by the Health Officer but no longer than 3 months after the date on which it is issued unless it is sooner cancelled under this local law.

6.13 Cancellation of permit

The CEO may cancel a permit if in her or his opinion the volume of sound caused by the permit holder in connection with the performance adversely affects the enjoyment, convenience or comfort of other persons in a public place, or if, in her or his opinion, or in the opinion of an authorized person, the performance otherwise constitutes a nuisance.

6.14 Obligations of permit holder

A permit holder shall not in a public place –

- (a) perform wearing dirty, torn or ragged clothing;
- (b) act in an offensive manner; or
- (c) place, install, erect, play or use any musical instrument or any device which emits music, including a loud speaker or an amplifier -

- (i) other than in the permitted area; and
- (ii) unless the musical instrument or device is specified in the permit.

Division 3 - Outdoor eating facilities on public places

6.15 Interpretation

In this Division -

Facility means an outdoor eating facility or establishment on any part of a public place, but does not include such a facility or establishment on private land;

permit holder means the person to whom a permit has been issued for the purpose of clause 6.16; and

public place has the meaning given to it in clause 6.1.

6.16 Permit required to conduct Facility

A person shall not establish or conduct a Facility without a permit.

6.17 Matters to be considered in determining application

In determining an application for a permit for the purpose of clause 6.16, the local government may consider in addition to any other matter it considers relevant, whether or not-

- (a) the Facility is conducted in conjunction with and as an extension of food premises which abut on the Facility, and whether the applicant is the person conducting such food premises;
- (b) any abutting food premises are registered in accordance with the *Food Act 2008* and whether the use of the premises is permitted under the town planning scheme;
- (c) the Facility will comply with any local law made under section 172 of the *Food Act 2008*;
- (d) users of the Facility will have access to proper and sufficient sanitary and ablutionary conveniences;
- (e) the Facility would -
 - (i) obstruct the visibility or clear sight lines at an intersection of thoroughfares of any person; or
 - (ii) impede pedestrian access; and
- (f) the tables, chairs and other equipment to be used may obstruct or impede the use of the public place for the purpose for which it was designed.

6.18 Obligations of permit holder

(1) The permit holder for a Facility shall –

- (a) ensure that the Facility is conducted at all times in accordance with the provisions of this local law and any local law made under section 172 of the *Food Act 2008*;
- (b) ensure that the eating area is kept in a clean and tidy condition at all times;

- (c) maintain the chairs, tables and other structures in the eating area in a good, clean and serviceable condition at all times;
 - (d) be solely responsible for all and any costs associated with the removal, alteration, repair, reinstatement or reconstruction of any part of the public place arising from the conduct of the Facility; and
 - (e) be solely responsible for all rates and taxes levied upon the land occupied by the Facility.
- (2) Whenever, in the opinion of the local government, any work is required to be carried out to a Facility, the local government may give a notice to the permit holder for the Facility to carry out that work within the time limited by the notice.
 - (3) In subclause (2), “work” includes the removal, alteration, repair, reinstatement or reconstruction of any part of a public place arising from or in connection with the setting up or conduct of a Facility.

6.19 Removal of Facility unlawfully conducted

Where a Facility is conducted without a permit, or in contravention of a condition of a permit, any tables, chairs, umbrellas or other equipment may be removed by an authorized person and impounded in accordance with the Act.

6.20 Use of Facility by public

- (1) A person shall not occupy a chair or otherwise use the equipment in a Facility the subject of a permit unless the person uses them for the purpose of consuming food or drinks provided by the Facility.
- (2) A person shall leave a Facility when requested to do so by the permit holder.

6.21 Temporary removal of Facility may be requested

- (1) The permit holder for a Facility is to temporarily remove the Facility when requested to do so on reasonable grounds by an authorized person or a member of the Police Service or an emergency service.
- (2) The permit holder may replace the Facility removed under subclause (1) as soon as the person who directed her or him to remove it allows it to be replaced.

PART 7 - PERMITS

Division 1 – Applying for a permit

7.1 Application for permit

- (1) Where a person is required to obtain a permit under this local law, that person shall apply for the permit in accordance with subclause (2).
- (2) An application for a permit under this local law shall -
 - (a) be in the form determined by the local government;
 - (b) be signed by the applicant;

- (c) provide the information required by the form;
 - (d) contain any other information require, for that particular type of permit, under this local law; and
 - (e) be forwarded to the CEO together with any fee imposed and determined by the local government under and in accordance with sections 6.16 to 6.19 of the Act.
- (3) The local government may require an applicant to provide additional information reasonably related to an application before determining an application for a permit.
 - (4) The local government may require an applicant to give local public notice of the application for a permit.
 - (5) The local government may refuse to consider an application for a permit which is not in accordance with subclause (2).

7.2 Decision on application for permit

- (1) The local government may –
 - (a) approve an application for a permit unconditionally or subject to any conditions; or
 - (b) refuse to approve an application for a permit.
- (2) If the local government approves an application for a permit, it is to issue to the applicant a permit in the form determined by the local government.
- (3) If the local government refuses to approve an application for a permit, it is to give written notice of that refusal to the applicant.
- (4) Where a clause of this local law refers to conditions which may be imposed on a permit or which are to be taken to be imposed on a permit, the clause does not limit the power of the local government to impose other conditions on the permit under subclause (1)(a).
- (5) Where a clause of this local law refers to the grounds on which an application for a permit may be or is to be refused, the clause does not limit the power of the local government to refuse the application for a permit on other grounds under subclause (1)(b).

Division 2 - Conditions

7.3 Conditions which may be imposed on a permit

The local government may approve an application for a permit subject to conditions relating to -

- (a) the payment of a fee;
- (b) the duration and commencement of the permit;
- (c) the commencement of the permit being contingent on the happening of an event;
- (d) the rectification, remedying or restoration of a situation or circumstance reasonably related to the application;
- (e) the approval of another application for a permit which may be required by the local government under any written law;
- (f) the area of the district to which the permit applies;
- (g) where a permit is issued for an activity which will or may cause damage to a public place, the payment of a deposit or bond against such damage;
- (h) the obtaining of public risk insurance in an amount and on terms reasonably required by the local government; and
- (i) the provision of an indemnity from the permit holder indemnifying the local government in respect of any injury to any person or any damage to any property which may occur in connection with the use of the public place by the permit holder.

7.4 Imposing conditions under a policy

(1) In this clause –

policy means a policy of the local government adopted by the Council containing conditions subject to which an application for a permit may be approved under clause 7.2(1)(a).

- (2) Under clause 7.2(1)(a) the local government may approve an application subject to conditions by reference to a policy.
- (3) The local government is to give a copy of the policy, or the part of the policy which is relevant to the application for a permit, with the form of permit referred to in clause 7.2(2).
- (4) An application for a permit is to be taken not to have been approved subject to the conditions contained in a policy until the local government gives the permit holder a copy of the policy or the part of the policy which is relevant to the application.
- (5) Sections 5.94 and 5.95 of the Act shall apply to a policy and for that purpose a policy is to be taken to be information within section 5.94(u)(i) of the Act.

7.5 Compliance with and variation of conditions

- (1) Where an application for a permit has been approved subject to conditions, or where a permit is to be taken to be subject to conditions under this local law, the permit holder shall comply with each of those conditions.
- (2) The local government may vary the conditions of a permit, and the permit holder shall comply with those conditions as varied.

Division 3 - General

7.6 Duration of permit

A permit is valid for one year from the date on which it is issued, unless it is –

- (a) otherwise stated in this local law or in the permit; or
- (b) cancelled under clause 7.10.

7.7 Renewal of permit

- (1) A permit holder may apply to the local government in writing prior to expiry of a permit for the renewal of the permit.
- (2) The provisions of –
 - (a) this Part; and
 - (b) any other provision of this local law relevant to the permit which is to be renewed,shall apply, with appropriate modifications, to an application for the renewal of a permit.

7.8 Transfer of permit

- (1) An application for the transfer of a valid permit is to –
 - (a) be made in writing;
 - (b) be signed by the permit holder and the proposed transferee of the permit;
 - (c) provide such information as the local government may require to enable the application to be determined; and
 - (d) be forwarded to the CEO together with any fee imposed and determined by the local government under and in accordance with sections 6.16 to 6.19 of the Act.
- (2) The local government may approve an application for the transfer of a permit, refuse to approve it or approve it subject to any conditions.
- (3) Where the local government approves an application for the transfer of a permit, the transfer may be effected by –
 - (a) an endorsement on the permit signed by the CEO; or

- (b) issuing to the transferee a permit in the form determined by the local government.
- (4) Where the local government approves an application for the transfer of a permit, it is not required to refund any part of any fee paid by the former permit holder.

7.9 Production of permit

A permit holder is to produce to an authorized person her or his permit immediately upon being required to do so by that authorized person.

7.10 Cancellation of permit

(1) Subject to clause 8.1, a permit may be cancelled by the local government if the permit holder has not complied with a -

- (i) condition of the permit; or
- (ii) provision of any written law which may relate to the activity regulated by the permit.

(2) On the cancellation of a permit the permit holder –

- (a) shall return the permit as soon as practicable to the local government; and
- (b) is to be taken to have forfeited any fees paid in respect of the permit.

PART 8 - OBJECTIONS AND REVIEW

8.1 Objections and review

When the local government makes a decision -

- (a) under clause 7.2(1); or
- (b) as to whether it will renew, vary, or cancel a permit,

the provisions of Division 1 of Part 9 of the Act and regulation 33 of the Regulations apply to that decision.

PART 9 - MISCELLANEOUS NOTICES

9.1 Notice to redirect or repair sprinkler

Where a lawn or a garden is being watered with a sprinkler which is on the lawn or the garden, in a manner which causes or may cause an inconvenience or obstruction to any person using a thoroughfare, the local government may give a notice to the owner or the occupier of the land abutting on the lawn or the garden, requiring the owner or the occupier or both to move or alter the direction of the sprinkler or other watering equipment.

9.2 Hazardous plants

(1) Where a plant in a garden creates or may create a hazard for any person using a thoroughfare, the local government may give a notice to the owner or the occupier of the land abutting on the garden to remove, cut, move or otherwise deal with that plant so as to remove the hazard.

- (2) Subclause (1) does not apply where the plant was planted by the local government.

9.3 Notice to repair damage to thoroughfare

Where any portion of a thoroughfare has been damaged, the local government may by notice to the person who caused the damage order the person to repair or replace that portion of the thoroughfare to the satisfaction of the local government.

9.4 Notice to remove thing unlawfully placed on thoroughfare

Where any thing is placed on a thoroughfare in contravention of this local law, the local government may by notice in writing to the owner or the occupier of the property which abuts on that portion of the thoroughfare where the thing has been placed, or such other person who may be responsible for the thing being so placed, require the relevant person to remove the thing.

PART 10 - ENFORCEMENT

Division 1 - Notices given under this local law

10.1 Offence to fail to comply with notice

Whenever the local government gives a notice under this local law requiring a person to do any thing, if the person fails to comply with the notice, the person commits an offence.

10.2 Local government may undertake requirements of notice

Where a person fails to comply with a notice referred to in clause 10.1, the local government may do the thing specified in the notice and recover from that person, as a debt, the costs incurred in so doing.

Disobedience to lawful order issued by statutory authority

See section 178 of the *Criminal Code*.

Division 2 - Offences and penalties

Subdivision 1 - General

10.3 Offences

- (1) Any person who fails to do anything required or directed to be done under this local law, or who does anything which under this local law that person is prohibited from doing, commits an offence.
- (2) Any person who commits an offence under this local law is liable, upon conviction, to a penalty not exceeding \$5,000, and if the offence is of a continuing nature, to an additional penalty not exceeding \$500 for each day or part of a day during which the offence has continued.

Subdivision 2 - Infringement notices and modified penalties

10.4 Prescribed offences

- (1) An offence against a clause specified in Schedule 1 is a prescribed offence for the purposes of section 9.16(1) of the Act.

- (2) The amount of the modified penalty for a prescribed offence is that specified adjacent to the clause in Schedule 1.
- (3) For the purpose of guidance only, before giving an infringement notice to a person in respect of the commission of a prescribed offence, an authorized person should be satisfied that –
- (a) commission of the prescribed offence is a relatively minor matter; and
 - (b) only straightforward issues of law and fact are involved in determining whether the prescribed offence was committed, and the facts in issue are readily ascertainable.

10.5 Forms

Unless otherwise specified, for the purposes of this local law -

- (a) where a vehicle is involved in the commission of an offence, the form of the notice referred to in section 9.13 of the Act is that of Form 1 in Schedule 1 of the Regulations;
- (b) the form of the infringement notice given under section 9.16 of the Act is that of Form 2 in Schedule 1 of the Regulations; and
- (c) the form of the notice referred to in section 9.20 of the Act is that of Form 3 in Schedule 1 of the Regulations.

Deviation in forms

See section 74 of the *Interpretation Act 1984*.

SCHEDULE 1

PRESCRIBED OFFENCES

CLAUSE	DESCRIPTION	MODIFIED PENALTY \$
2.1(a)	Plant of 0.75m in height on thoroughfare within 10m of intersection	125
2.1(b)	Damaging lawn or garden	125
2.1(c)	Plant (except grass) on thoroughfare within 2m of carriageway	125
2.1(d)	Placing hazardous substance on footpath	125
2.1(e)	Damaging or interfering with signpost or structure on thoroughfare	350
2.1(f)	Playing games so as to impede vehicles or persons on thoroughfare	125
2.1(g)	Riding of bicycle, skateboard or similar device on mall or verandah of shopping centre	125
2.2(1)(a)	Digging a trench through a kerb or footpath without a permit	125
2.2(1)(b)	Throwing or placing anything on a verge without a permit	125

2.2(1)(c)	Causing obstruction to vehicle or person on thoroughfare without a permit	125
2.2(1)(d)	Causing obstruction to water channel on thoroughfare without a permit	250
2.2(1)(e)	Placing or draining offensive fluid on thoroughfare without a permit	250
2.2(1)(g)	Lighting a fire on a thoroughfare without a permit	350
2.2(1)(h)	Felling tree onto thoroughfare without a permit	125
2.2(1)(i)	Installing pipes or stone on thoroughfare without a permit	125
2.2(1)(j)	Installing a hoist or other thing on a structure or land for use over a thoroughfare without a permit	350
2.2(1)(k)	Creating a nuisance on a thoroughfare without a permit	125
2.2(1)(l)	Placing a bulk rubbish container on a thoroughfare without a permit	125
2.2(1)(m)	Interfering with anything on a thoroughfare without a permit	125
2.3(1)	Consumption or possession of liquor on thoroughfare	125
2.4(1)	Failure to obtain permit for temporary crossing	250
2.5(2)	Failure to comply with notice to remove crossing and reinstate kerb	350
2.9(1)	Installation of verge treatment other than permissible verge treatment	250
2.10	Failure to maintain permissible verge treatment or placement of obstruction on verge	125
2.11	Failure to comply with notice to rectify default	125
2.17(2)	Failure to comply with sign on public place	125
2.19(1)	Driving or taking a vehicle on a closed thoroughfare	350
3.2(1)	Placing advertising sign or affixing any advertisement on a thoroughfare without a permit	125
3.2(3)	Erecting or placing of advertising sign in a prohibited area	125
4.1(1)	Animal or vehicle obstructing a public place or local government property	125
4.2(2)(a)	Animal on thoroughfare when not led, ridden or driven	125
4.2(2)(b)	Animal on public place with infectious disease	125
4.2(2)(c)	Training or racing animal on thoroughfare in built-up area	125
4.2(3)	Horse led, ridden or driven on thoroughfare in built-up area	125
4.5	Person leaving shopping trolley in public place other than trolley bay	125
4.6(2)	Failure to remove shopping trolley upon being advised of location	125
5.6(1)	Driving a vehicle on other than the carriageway of a flora road	250
5.9	Planting in thoroughfare without a permit	250
5.11	Failure to obtain permit to clear a thoroughfare	500
5.13	Burning of thoroughfare without a permit	600
5.17	Construction of firebreak on thoroughfare without a permit	600
5.19	Commercial harvesting of native flora on thoroughfare	500

5.20(1)	Collecting seed from native flora on thoroughfare without a permit	350
6.2(1)	Conducting of stall in public place without a permit	350
6.3(1)	Trading without a permit	350
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6.14	Failure of performer to comply with obligations	125
6.16	Establishment or conduct of outdoor eating facility without a permit	350
6.18	Failure of permit holder of outdoor eating facility to comply with obligations	125
6.20(1)	Use of equipment of outdoor eating facility without purchase of food or drink from facility	60
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7.5	Failure to comply with a condition of a permit	125
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Dated: [date].

The Common Seal of the Shire of Ashburton was affixed by authority of a resolution of the Council in the presence of —

K WHITE, Shire President.

J BREEN, Chief Executive Officer.

**Local Government Act 1995
Shire of Ashburton**

EXTRACTIVE INDUSTRIES LOCAL LAW 2012

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SCHEDULE 1

LOCAL GOVERNMENT ACT 1995

Shire of Ashburton

EXTRACTIVE INDUSTRIES LOCAL LAW 2012

Under the powers conferred by the Local Government Act 1995 and by all other powers, the local government of the *Shire of Ashburton* resolved to make the following local laws on the [Date].

Part 1 - Preliminary

Definitions

- 1.1 In this local law, unless the context otherwise requires –
- Act* means the *Local Government Act 1995*;
 - carry on an extractive industry* means quarrying and excavating for stone, gravel, sand, and other material;
 - CEO* means the Chief Executive Officer of the local government;
 - district* means the district of the local government;
 - excavation* includes quarry;
 - land*, unless the context otherwise requires, means the land on which the applicant proposes carrying on the extractive industry to which the licence application relates;
 - licence* means a licence issued under this local law;
 - licensee* means the person named in the licence as the licensee;
 - local government* means the *Shire of Ashburton*
 - occupier* has the meaning given to it in the Act;
 - owner* has the meaning given to it in the Act;
 - person* does not include the local government;
 - secured sum* means the sum required to be paid or the amount of a bond, guarantee or other security under clause 5.1;
 - site* means the land specified by the local government in a licence.

Application

- 1.2 (1) The provisions of this local law –
- (a) subject to paragraphs (b), (c), (d) and (e);
 - (i) apply and have force and effect throughout the whole of the district; and
 - (ii) apply to every excavation whether commenced prior to or following the coming into operation of this local law;
 - (b) do not apply to the extraction of minerals under the *Mining Act 1978*;
 - (c) do not apply to the carrying on of an extractive industry on Crown land;
 - (d) do not apply to the carrying on of an extractive industry on land by the owner or occupier of that land for use on that land; and
 - (e) do not affect the validity of any licence issued under the local law repealed by clause 1.3 of this local law if that licence is currently in force at the date of gazettal of this local law.
- (2) In sub clause (1)(d) land includes adjoining lots or locations in the same occupation or ownership of the owner or occupier referred to in sub clause (1)(d).

Part 2 - Licensing Requirements for an Extractive Industry

Extractive Industries Prohibited Without Licence

- 2.1 A person must not carry on an extractive industry –
- (a) unless the person is the holder of a valid and current licence; and
 - (b) otherwise than in accordance with any terms and conditions set out in, or applying in respect of, the licence.

Penalty \$5000 and a daily penalty not exceeding a fine of \$500 in respect of each day or part of a day during which an offence has continued.

Applicant To Advertise Proposal

- 2.2 (1) Unless the local government first approves otherwise, a person seeking the issue of a licence shall, before applying to the local government for a licence –
- (a) forward by registered mail a notice in the form determined by the local government from time to time to –
 - (i) the owners and occupiers of all land adjoining the land upon which it is proposed to excavate, or within an area determined by the local government as likely to be affected by the granting of a licence, advising of the application and specifying that they may, within twenty-one days from the date of service of the letter, object to or make representations in writing in respect of the issue of a licence by the local government;
 - (ii) every authority or person having control or jurisdiction over any of the things referred to in clause 2.3(1)(a)(vii) and (viii) within 500 metres from the boundaries of the land, or within an area determined by the local government as likely to be affected by the granting of a licence; and
 - (b) as soon as practicable after complying with the requirements of paragraph (a) –
 - (i) forward a copy of the notice to the CEO; and
 - (ii) publish the notice in a newspaper circulating in the area in which the proposed excavation is located.
- (2) The local government may, within 14 days after receiving a copy of a notice referred to in sub clause (1), cause to be displayed, or require the proposed applicant to display, in a prominent position on the land one or more notices –
- (a) in the form determined by the local government from time to time;
 - (b) the content, size and construction of which have been approved by the CEO;
 - (c) specifying particulars of the proposed excavation; and
 - (d) inviting objections or comments within 21 days from the placement of the notice.

Application For Licence

- 2.3 (1) Subject to sub clause (3), a person seeking the issue of a licence in respect of any land shall apply in the form determined by the local government from time to time and must forward the application duly completed and signed by each of the applicant, the owner of the land and any occupier of the land to the CEO together with –
- (a) 3 copies of a plan of the excavation site to a scale of between 1:500 and 1:2000 showing –
 - (i) the existing and proposed land contours based on the Australian Height Datum and plotted at 1 metre contour intervals;
 - (ii) the land on which the excavation site is to be located;
 - (iii) the external surface dimensions of the land;
 - (iv) the location and depth of the existing and proposed excavation of the land;

- (v) the location of existing and proposed thoroughfares or other means of vehicle access to and egress from the land and to public thoroughfares in the vicinity of the land;
 - (vi) the location of buildings, treatment plant, tanks and other improvements and developments existing on, approved for or proposed in respect of the land;
 - (vii) the location of existing power lines, telephone cables and any associated poles or pylons, sewers, pipelines, reserves, bridges, railway lines and registered grants of easement or other encumbrances over, on, under or adjacent to or in the vicinity of the land;
 - (viii) the location of all existing dams, watercourses, drains or sumps on or adjacent to the land;
 - (ix) the location and description of existing and proposed fences, gates and warning signs around the land; and
 - (x) the location of the areas proposed to be used for stockpiling excavated material, treated material, overburden and soil storage on the land and elsewhere;
- b) 3 copies of a works and excavation programme containing -
- (i) the nature and estimated duration of the proposed excavation for which the licence is applied;
 - (ii) the stages and the timing of the stages in which it is proposed to carry out the excavation;
 - (iii) details of the methods to be employed in the proposed excavation and a description of any on-site processing works;
 - (iv) details of the depth and extent of the existing and proposed excavation of the site;
 - (v) an estimate of the depth of and description of the nature and quantity of the overburden to be removed;
 - (vi) a description of the methods by which existing vegetation is to be cleared and topsoil and overburden removed or stockpiled;
 - (vii) a description of the means of access to the excavation site and the types of thoroughfares to be constructed;
 - (viii) details of the proposed number and size of trucks entering and leaving the site each day and the route or routes to be taken by those vehicles;
 - (ix) a description of any proposed buildings, water supply, treatment plant, tanks and other improvements;
 - (x) details of drainage conditions applicable to the land and methods by which the excavation site is to be kept drained;
 - (xi) a description of the measures to be taken to minimise sand drift, dust nuisance, erosion, watercourse siltation and dangers to the general public;
 - (xii) a description of the measures to be taken to comply with the *Environmental Protection (Noise) Regulations 1997*;
 - (xiii) a description of the existing site environment and a report on the anticipated effect that the proposed excavation will have on the environment in the vicinity of the land;
 - (xiv) details of the nature of existing vegetation, shrubs and trees and a description of measures to be taken to minimise the destruction of existing vegetation; and
 - (xv) a description of the measures to be taken in screening the excavation site, or otherwise minimising adverse visual impacts, from nearby thoroughfares or other areas;
- (c) 3 copies of a rehabilitation and decommissioning programme indicating -

- (i) the objectives of the programme, having due regard to the nature of the surrounding area and the proposed end-use of the excavation site;
 - (ii) whether restoration and reinstatement of the excavation site is to be undertaken progressively or upon completion of excavation operations;
 - (iii) how any face is to be made safe and batters sloped;
 - (iv) the method by which topsoil is to be replaced and revegetated;
 - (v) the numbers and types of trees and shrubs to be planted and other landscaping features to be developed;
 - (vi) how rehabilitated areas are to be maintained; and
 - (vii) the programme for the removal of buildings, plant, waste and final site clean up;
- (d) evidence that a datum peg has been established on the land related to a point approved by the local government on the surface of a constructed public thoroughfare or such other land in the vicinity;
- (e) a certificate from a licensed surveyor certifying the correctness of -
- (i) the plan referred to in paragraph (a); and
 - (ii) the datum peg and related point referred to in paragraph (d);
- (f) evidence that the requirements of clause 2.2(1) and (2) have been carried out;
- (g) copies of all land use planning approvals required under any planning legislation;
- (h) copies of any environmental approval required under any environmental legislation;
- (i) copies of any geotechnical information relating to the excavation site;
- (j) the consent in writing to the application from the owner of the excavation site;
- (k) the licence application fee specified by the local government from time to time; and
- (l) any other information that the local government may reasonably require.
- (2) All survey data supplied by an applicant for the purpose of sub clause (1) shall comply with Australian Height Datum and Australian Map Grid standards.
- (3) Where in relation to a proposed excavation –
- (a) the surface area is not to exceed 2000m²; and
 - (b) the extracted material is not to exceed 2000m³;
- the local government may exempt a person making application for a licence under sub clause (1) from supplying any of the data specified in paragraphs (b), (d), (e) and (i) of sub clause (1).

Part 3 - Determination of Application

Determination Of Application

- 3.1 (1) The local government may refuse to consider an application for a licence that does not comply with the requirements of clause 2.3, and in any event shall refuse an application for a licence where planning approval for an extractive industry use of the land has not first been obtained.
- (2) The local government may, in respect of an application for a licence -
- (a) refuse the application; or
 - (b) approve the application -
 - (i) over the whole or part of the land in respect of which the application is made; and
 - (ii) on such terms and conditions, if any, as it sees fit.
- (3) Where the local government approves an application for a licence, it shall -
- (a) determine the licence period, not exceeding 21 years from the date of issue; and
 - (b) approve the issue of a licence in the form determined by the local government from time to time.

- (4) Where the local government approves the issue of a licence, the CEO upon receipt by the local government of -
- (a) payment of the annual licence fee, or the relevant proportion of the annual licence fee to 30th June, determined by the local government from time to time;
 - (b) payment of the secured sum if any, imposed under clause 5.1;
 - (c) the documents, if any, executed to the satisfaction of the CEO, under clause 5.1; and
 - (d) a copy of the public liability insurance policy required under clause 7.1(1) shall issue the licence to the applicant.
- (5) Without limiting sub clause (2), the local government may impose conditions in respect of the following matters -
- (a) the orientation of the excavation to reduce visibility from other land;
 - (b) the appropriate siting of access thoroughfares, buildings and plant;
 - (c) the stockpiling of material;
 - (d) the hours during which any excavation work may be carried out;
 - (e) the hours during which any processing plant associated with, or located on, the site may be operated;
 - (f) requiring all crushing and treatment plant to be enclosed within suitable buildings to minimise the emission of noise, dust, vapour and general nuisance to the satisfaction of the local government;
 - (g) the depths below which a person shall not excavate;
 - (h) distances from adjoining land or thoroughfares within which a person must not excavate;
 - (i) the safety of persons employed at or visiting the excavation site;
 - (j) the control of dust and wind-blown material;
 - (k) the planting, care and maintenance of trees, shrubs and other landscaping features during the time in which the extractive industry is carried out in order to effectively screen the area to be excavated and to provide for progressive rehabilitation;
 - (l) the prevention of the spread of dieback or other disease;
 - (m) the drainage of the excavation site and the disposal of water;
 - (n) the restoration and reinstatement of the excavation site, the staging of such works, and the minimising of the destruction of vegetation;
 - (o) the provision of retaining walls to prevent subsidence of any portion of the excavation or of land abutting the excavation;
 - (p) requiring the licensee to furnish to the local government a surveyor's certificate each year, prior to the renewal fee being payable, to certify the quantity of material extracted and that material has not been excavated below the final contour levels outlined within the approved excavation programme;
 - (q) requiring the licensee to enter into an agreement with the local government by which it agrees to pay any extraordinary expenses incurred by the local government in repairing damage caused to thoroughfares in the district by heavy or extraordinary traffic conducted by or on behalf of the licensee under the licence;
 - (r) requiring the licensee to enter into an agreement with the local government in respect of any condition or conditions imposed under this local law; and
 - (s) any other matter for properly regulating the carrying on of an extractive industry.

Payment Of Annual Licence Fee

- 3.2 On or before 30 June in each year, a licensee shall pay to the local government the annual licence fee determined by the local government from time to time.

Part 4 - Transfer, Cancellation and Renewal of Licence

Transfer Of Licence

- 4.1 (1) An application for the transfer of a licence shall –
- (a) be made in writing;
 - (b) be signed by the licensee and the proposed transferee of the licence;
 - (c) be accompanied by the current licence;
 - (d) be accompanied by the consent in writing to the transfer from the owner of the excavation site;
 - (e) include any information that the local government may reasonably require; and
 - (f) be forwarded to the CEO together with the fee determined by the local government from time to time.
- (2) Upon receipt of any application for the transfer of a licence, the local government may –
- (a) refuse the application; or
 - (b) approve the application on such terms and conditions, if any, as it sees fit.
- (3) Where the local government approves an application for the transfer of a licence, the local government shall transfer the licence by an endorsement on the licence in the form determined by the local government from time to time, signed by the CEO.
- (4) Where the local government approves the transfer of a licence it shall not be required to refund any part of the fees paid by the former licensee in respect of the transferred licence.

Cancellation Of Licence

- 4.2 (1) The local government may cancel a licence where the licensee has –
- (a) been convicted of an offence against –
 - (i) this local law; or
 - (ii) any other law relating to carrying on an extractive industry; or
 - (b) transferred or assigned or attempted to transfer or assign the licence without the consent of the local government;
 - (c) permitted another person to carry on an extractive industry otherwise than in accordance with the terms and conditions of the licence and of the provisions of this local law;
 - (d) failed to pay the annual licence fee under clause 3.2; or
 - (e) failed to have a current public liability insurance policy under clause 7.1(1) or failed to provide a copy of the policy or evidence of its renewal as the case may be, under clause 7.1(2).
- (2) Where the local government cancels a licence under this clause –
- (a) the local government shall advise the licensee in writing of the cancellation;
 - (b) the cancellation takes effect on and from the day on which the licensee is served with the cancellation advice; and
 - (c) the local government shall not be required to refund any part of the fees paid by the licensee in respect of the cancelled licence.

Renewal Of Licence

- 4.3 (1) A licensee who wishes to renew a licence must apply in writing to the local government at least 45 days before the date of expiry of the licence and shall submit with the application for renewal –
- (a) the fee determined by the local government from time to time;
 - (b) a copy of the current licence;
 - (c) a plan showing the contours of the excavation carried out to the date of that application;

- (d) details of the works, excavation and rehabilitation stages reached and of any changes or proposed changes with respect to any of the things referred to in clauses 2.3(1)(b) and (c); and
 - (e) any other things referred to in clauses 2.3 and 3.1.
- (2) The local government may waive any of the requirements specified in clause 4.3 (1)(d) or (e).
- (3) If –
- (a) an application to renew a licence is in relation to land in respect of which the current licence was issued less than 12 months prior to the date from which the new licence if granted would apply; and
 - (b) the methods to be employed in the proposed land excavation are identical to those being employed at the date of the application, then the applicant shall not be obliged, unless otherwise required by the local government to submit details of any of the things referred to in clauses 2.3 and 3.1.
- (4) Upon receipt of an application for the renewal of a licence, the local government may –
- (a) refuse the application; or
 - (b) approve the application on such terms and conditions, if any, as it sees fit.

Part 5 - Secured Sum and Application Thereof

Security For Restoration And Reinstatement

- 5.1 (1) For the purpose of ensuring that an excavation site is properly restored or reinstated, the local government may require that –
- (a) as a condition of a licence; or
 - (b) before the issue of a licence, the licensee shall give to the local government a bond, bank guarantee or other security, of a kind and in a form acceptable to the local government, in or for a sum determined by the local government from time to time.
- (2) A bond required under sub clause (1) is to be paid into a fund established by the local government for the purposes of this clause.

Use By The Local Government Of Secured Sum

- 5.2 (1) If a licensee fails to carry out or complete the restoration and reinstatement works required by the licence conditions either –
- (a) within the time specified in those conditions; or
 - (b) where no such time has been specified, within 60 days of the completion of the excavation or portion of the excavation specified in the licence conditions, then; subject to the local government giving the licensee 14 days notice of its intention to do so –
 - (c) the local government may carry out or cause to be carried out the required restoration and reinstatement work or so much of that work as remains undone; and
 - (d) the licensee shall pay to the local government on demand all costs incurred by the local government or which the local government may be required to pay under this clause.
- (2) The local government may apply the proceeds of any bond, bank guarantee or other security provided by the licensee under clause 5.1 towards its costs under this clause.
- (3) The liability of a licensee to pay the local government's costs under this clause is not limited to the amount, if any, secured under clause 5.1.

Part 6 – Limitations, Obligations of the licensee and Prohibitions

Limits On Excavation Near Boundary

- 6.1 Subject to any licence conditions imposed by the local government, a person shall not, without the written approval of the local government, excavate within –
- (a) 20 metres of the boundary of any land on which the excavation site is located;
 - (b) 20 metres of any land affected by a registered grant of easement;
 - (c) 40 metres of any thoroughfare; or
 - (d) 40 metres of any watercourse.

Penalty \$2,000

Obligations Of The Licensee

- 6.2 A licensee shall -
- (a) where the local government so requires, securely fence the excavation to a standard determined by the local government and keep the gateways locked when not actually in use in order to prevent unauthorised entry;
 - (b) erect and maintain warning signs along each of the boundaries of the area excavated under the licence so that each sign -
 - (i) is not more than 200 metres apart;
 - (ii) is not less than 1.8 metres high and not less than 1 metre wide; and
 - (iii) bears the words “DANGER EXCAVATIONS KEEP OUT”;
 - (c) except where the local government approves otherwise, drain and keep drained to the local government’s satisfaction any excavation to which the licence applies so as to prevent the accumulation of water;
 - (d) restore and reinstate the excavation site in accordance with the terms and conditions of the licence, the site plans and the works and excavation programme approved by the local government;
 - (e) take all reasonable steps to prevent the emission of dust, noise, vibration and other forms of nuisance from the excavation site; and
 - (f) otherwise comply with the conditions imposed by the local government in accordance with clause 3.1.

Penalty \$5,000 for each offence, and if an offence is of a continuing nature, to a daily penalty not exceeding a fine of \$500.00 in respect of each day or part of a day during which the offence has continued.

Prohibitions

- 6.3 A licensee shall not -
- (a) remove any trees or shrubs within 40 metres (or such lesser distance as may be allowed, in writing, by the local government) of the boundary of any thoroughfare on land in respect of which a licence has been granted, except for the purpose of constructing access thoroughfares, erecting buildings or installing plant for use in connection with the excavation and then only with the express approval of the local government and subject to any conditions which the local government may impose in accordance with clause 3.1;
 - (b) store, or permit to be stored, any explosives or explosive devices on the site to which the licence applies other than with the approval of the local government and the Department of Minerals and Energy; or
 - (c) fill or excavate, other than in accordance with the terms and conditions of the licence, the site plans and the works and excavation programme approved by the local government.

Penalty \$5,000 for each offence, and if an offence is of a continuing nature, to a daily penalty not exceeding a fine of \$500.00 in respect of each day or part of a day during which the offence has continued.

Blasting

- 6.4 (1) A person shall not carry out or permit to be carried out any blasting in the course of excavating unless –
- (a) the local government has otherwise given approval in respect of blasting generally or in the case of each blast;
 - (b) subject to sub clause (2), the blasting takes place only between the hours of 8.00am and 5.00pm, or as determined by the local government, on Mondays to Fridays inclusive;
 - (c) the blasting is carried out in strict accordance with the AS2187 SAA Explosives Code, the *Mines Safety and Inspection Act 1994*, the *Environmental Protection Act 1986*, and all relevant local laws of the local government; and
 - (d) in compliance with any other conditions imposed by the local government concerning-
 - (i) the time and duration of blasting;
 - (ii) the purposes for which the blasting may be used; and
 - (iii) such other matters as the local government may reasonably require in the interests of the safety and protection of members of the public and of property within the district.

Penalty \$5,000.00 for each offence, and if the offence is of a continuing nature, to a daily penalty not exceeding a fine of \$500.00 in respect of each day or part of a day during which the offence has continued.

- (2) A person shall not carry out or permit to be carried out any blasting on a Saturday, Sunday or public holiday except with the prior approval of the local government.

Penalty \$2,000

Part 7 - Miscellaneous Provisions

Public Liability

- 7.1 (1) A licensee shall have at all times a current public liability insurance policy taken out in the joint names of the licensee and the local government indemnifying the licensee and the local government for a sum of not less than \$10,000,000 in respect of any one claim relating to any of the excavation operations.
- (2) The licensee shall provide to the local government a copy of the policy taken out under sub clause (1), within 14 days after the issue of that policy and shall provide to the local government evidence of renewal within 14 days of each renewal date.

Mines Safety and Inspection Act and Environmental Protection Act

- 7.2 (1) In any case where the *Mines Safety and Inspection Act 1994* or the *Environmental Protection Act 1986* applies to any excavation carried on or proposed to be carried on at a site, the licensee in respect of that site shall –
- (a) comply with all applicable provisions of that Act or those Acts; and
 - (b) provide to the local government within 14 days full particulars of any inspection or report made under that Act or those Acts.
- (2) In this clause, the *Mines Safety and Inspection Act 1994* and the *Environmental Protection Act 1986* include all subsidiary legislation made under those Acts.

Notice Of Cessation Of Operations

- 7.3 (1) Where a licensee intends to cease carrying on an extractive industry –
- (a) temporarily for a period in excess of 12 months; or
 - (b) permanently,
- the licensee shall, as well as complying with clause 7.4, give the local government written notice of the cessation not later than 1 week after those operations have ceased.
- (2) Where a licensee has given written notice to the local government of the intention to permanently cease carrying on an extractive industry on the site to which the licence applies the licence is deemed to have expired on the date such cessation is so notified.
- (3) The temporary or permanent cessation of the carrying on of an extractive industry on a site or the deemed expiration or cancellation of a licence does not entitle the licensee to any refund of any licence fee.

Works To Be Carried Out On Cessation Of Operations

- 7.4 Where the carrying on of an extractive industry on the site permanently ceases or on the expiration or cancellation of the licence applicable to the site, whichever first occurs, the licensee shall, as well as complying with the provisions of clause 7.3 –
- (a) restore and reinstate the excavated site in accordance with the proposals approved by the local government or in such other manner as the local government may subsequently agree in writing with the licensee;
 - (b) ensure that any face permitted to remain upon the excavation site is left safe with all loose materials removed and where the excavation site is -
 - (i) sand, the sides are sloped to a batter of not more than 1:3 (vertical:horizontal); and
 - (ii) limestone or material other than sand, the sides are sloped to a batter which, in the opinion of the local government, would enable the site to be left in a stable condition;
 - (c) ensure that the agreed floor level of the excavation is graded to an even surface or is otherwise in accordance with the rehabilitation and decommissioning programme approved by the local government;
 - (d) ensure that all stockpiles or dumps of stone, sand or other materials are left so that no portion of that material can escape onto land not owned or occupied by the licensee nor into any stream, watercourse or drain that is not wholly situated within the land owned or occupied by the licensee;
 - (e) erect retaining walls where necessary to prevent subsidence of land in the vicinity of any excavation;
 - (f) remove from the site all buildings, plant and equipment erected, installed or used for or in relation to the carrying on of an extractive industry on the site and fill all holes remaining after such removal to the level of the surrounding ground and compact such filled holes sufficiently to prevent settling; and
 - (g) break up, scarify, cover with topsoil and plant with grass, trees and shrubs all parts of the site where buildings, plant and equipment were erected or installed and all areas which were used for stockpiling unless otherwise specified under this local law.

Penalty \$5,000 for each offence, and if the offence is of a continuing nature, to a daily penalty not exceeding a fine of \$500.00 in respect of each day or part of a day during which the offence has continued.

Part 8 - Objections & Appeals

- 8.1 When the local government makes a decision as to whether it will -
- (a) grant a person a licence under this local law; or
 - (b) renew, vary, or cancel a licence that a person has under this local law,
- the provisions of Division 1 of Part 9 of the Act and regulation 33 of the *Local Government (Functions and General) Regulations 1996* shall apply to that decision.

Part 9 – Modified Penalties

- 9.1 An offence against a clause specified in the Schedule is a prescribed offence for the purposes of section 9.16(1) of the Act.
- 9.2 The amount of the modified penalty for a prescribed offence is that specified adjacent to the clause in the Schedule.

Forms

- 9.3 For the purposes of this local law –
- (a) the form of the infringement notice given under section 9.16 of the Act is that of Form 2 in Schedule 1 of the *Local Government (Functions and General) Regulations 1996*; and
 - (b) the form of the notice sent under section 9.20 of the Act withdrawing an infringement notice is that of Form 3 in Schedule 1 of the *Local Government (Functions and General) Regulations 1996*.

SCHEDULE 1
PRESCRIBED OFFENCES

CLAUSE	DESCRIPTION	MODIFIED PENALTY \$
2.1	Carry on extractive industry without licence or in breach of terms and conditions	350
6.1	Excavate near boundary	250
6.2(a)	Gateways not kept locked where required	350
6.2(b)	Warning signs not erected or maintained as required	350
6.2(c)	Excavation not drained as required	350
6.3(a)	Remove trees or shrubs near boundary without approval	300
6.3(b)	Store without required approval explosives or explosive devices	350
6.3(c)	Fill or excavate in breach of licence	350
6.4(1)(a)	Blasting without approval of the local government	250
6.4(1)(b)	Blasting outside times authorised	350
6.4(1)(d)	Blasting in breach of conditions imposed by the local government	350
6.4(2)	Blasting without approval on Saturday, Sunday or public holiday	250

Dated: [date].

The Common Seal of the Shire of Ashburton was affixed by authority of a resolution of the Council in the presence of —

K WHITE, Shire President.

BREEN, Chief Executive Officer.



SHIRE OF ASHBURTON
MONTHLY STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD 1 JULY 2012 TO 31 JULY 2012

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SHIRE OF ASHBURTON

STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2012 TO 31 JULY 2012

	NOTE	July 2012 Actual \$	July 2012 Y-T-D Budget \$	2012/13 Revised Budget \$	2012/13 Adopted Budget \$	Variances Actuals to Budget \$	Variances Actual Budget to Y-T-D %
Operating							
Revenues/Sources							
Governance		14,134	9,172	1,054,700	1,054,700	4,962	54.10%
General Purpose Funding		11,427	300	2,654,800	2,649,800	11,127	3709.00%
Law, Order, Public Safety		17,056	5,164	122,570	122,570	11,892	230.29%
Health		94,706	5,582	234,000	234,000	89,124	1596.63% ▲
Education and Welfare		860	250	805,000	805,000	610	244.00%
Housing		22,315	2,532	42,400	42,400	19,783	781.32%
Community Amenities		171,768	369,217	6,870,980	6,870,980	(197,449)	(53.48%) ▼
Recreation and Culture		220,955	392,508	7,078,092	7,078,092	(171,553)	(43.71%) ▼
Transport		2,783,213	340,444	36,606,675	36,606,675	2,442,769	717.52% ▲
Economic Services		191,237	125,770	2,446,500	2,446,500	65,467	52.05% ▲
Other Property and Services		27,022	591,179	13,418,340	13,418,340	(564,157)	(95.43%) ▼
		<u>3,554,693</u>	<u>1,842,118</u>	<u>71,334,057</u>	<u>71,329,057</u>	<u>1,712,575</u>	<u>92.97%</u>
(Expenses)/(Applications)							
Governance		(420,918)	(613,516)	(4,453,953)	(4,453,953)	192,598	31.39% ▼
General Purpose Funding		(19,895)	(12,174)	(156,140)	(156,140)	(7,721)	(63.42%) ▼
Law, Order, Public Safety		(53,128)	(90,635)	(923,202)	(923,202)	37,507	41.38% ▼
Health		(38,471)	(73,184)	(818,136)	(818,136)	34,713	47.43% ▼
Education and Welfare		(50,704)	(61,757)	(743,081)	(743,081)	11,053	17.90%
Housing		(112,844)	(111,870)	(433,505)	(433,505)	(975)	(0.87%) ▼
Community Amenities		(367,357)	(504,103)	(6,395,939)	(6,395,939)	136,746	27.13% ▼
Recreation & Culture		(497,031)	(725,726)	(6,114,156)	(6,114,156)	228,695	31.51% ▼
Transport		(626,092)	(655,579)	(7,908,652)	(7,908,652)	29,487	4.50%
Economic Services		(125,869)	(229,244)	(2,309,423)	(2,309,423)	103,375	45.09% ▼
Other Property and Services		(1,056,784)	(845,634)	(13,322,612)	(13,322,612)	(211,150)	(24.97%) ▲
		<u>(3,369,093)</u>	<u>(3,923,422)</u>	<u>(43,578,799)</u>	<u>(43,578,799)</u>	<u>554,329</u>	<u>(14.13%)</u>
Net Operating Result Excluding Rates		185,600	(2,081,304)	27,755,258	27,750,258	2,266,904	(108.92%)
Adjustments for Non-Cash							
(Revenue) and Expenditure							
(Profit)/Loss on Asset Disposals		0	0	0	0	0	0.00%
Movement in Leave Reserve (Added Back)		480	0	0	0	480	0.00%
Movement in Deferred Pensioner Rates/ESL (non-current)		0	0	0	0	0	0.00%
Movement in Employee Benefit Provisions (non-current)		0	0	0	0	0	0.00%
Adjustment for Rounding		2	0	0	0	2	0.00%
Depreciation on Assets		587,814	555,085	6,663,700	6,663,700	32,729	(5.90%)
Capital Revenue and (Expenditure)							
Purchase Land Held for Resale		(3,070)	0	(1,990,000)	(1,990,000)	(3,070)	0.00%
Purchase Land and Buildings		(50,282)	(116,249)	(10,342,140)	(10,342,140)	65,967	56.75% ▼
Purchase Plant and Equipment		(636)	(237,975)	(3,619,722)	(3,619,722)	237,339	99.73% ▼
Purchase Furniture and Equipment		(14,826)	(136,623)	(789,500)	(789,500)	121,797	89.15% ▼
Purchase Infrastructure Assets - Roads		(5,683)	(751,208)	(3,114,500)	(3,114,500)	745,525	99.24% ▼
Purchase Infrastructure Assets - Footpaths		0	0	(1,162,770)	(1,162,770)	0	0.00%
Purchase Infrastructure Assets - Drainage		(1,358)	0	(860,000)	(860,000)	(1,358)	0.00%
Purchase Infrastructure Assets - Parks & Ovals		(191,008)	(2,082)	(1,586,500)	(1,586,500)	(188,926)	(9074.26%) ▲
Purchase Infrastructure Assets - Aerodromes		(863,879)	(550,193)	(31,915,225)	(31,915,225)	(313,686)	(57.01%) ▲
Purchase Infrastructure Assets - Other		(211,216)	(174,097)	(8,453,000)	(8,453,000)	(37,119)	(21.32%) ▲
Proceeds from Disposal of Assets		2,580,069	2,879,813	11,078,100	11,078,100	(299,744)	(10.41%) ▼
Repayment of Debentures		(17,734)	(30,727)	(368,892)	(368,892)	12,993	42.29%
Proceeds from New Debentures		0	0	0	0	0	0.00%
Advances to Community Groups		0	0	0	0	0	0.00%
Self-Supporting Loan Principal Income		0	0	0	0	0	0.00%
Transfers to Restricted Assets (Reserves)		(24,396)	(304,045)	(6,161,158)	(6,161,158)	279,649	91.98% ▼
Transfers from Restricted Asset (Reserves)		0	56,727	9,239,000	9,239,000	(56,727)	(100.00%) ▼
ADD Net Current Assets July 1 B/Fwd		2,127,695	2,322,934	2,322,934	2,322,934	(195,239)	8.40%
LESS Net Current Assets Year to Date		4,055,501	13,909,471	0	0	(9,853,970)	(70.84%)
Amount Raised from Rates		42,071	(12,479,415)	(13,304,415)	(13,309,415)	12,521,486	(100.34%)

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

Material Variances Symbol

Above Budget Expectations ▲

Below Budget Expectations ▼

Greater than 20,000 and greater than 10%

Less than 20,000 and less than 10%

SHIRE OF ASHBURTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2012 TO 31 JULY 2012

	2011/12 B/Fwd Per 2012/13 Budget \$	2011/12 B/Fwd Per Financial Report \$	July 2012 Actual \$
NET CURRENT ASSETS			
Composition of Estimated Net Current Asset Position			
CURRENT ASSETS			
Cash - Unrestricted	595,567	3,441	224,566 *
Cash - Restricted Unspent Grants	400,000	400,000	2,200,399
Cash - Restricted Unspent Loans	1,581,953	2,500,000	1,522,742
Cash - Restricted Reserves	8,437,983	8,112,062	8,136,458 **
Rates - Current	129,301	156,668	108,896
Sundry Debtors	3,389,044	3,389,045	5,676,549
Accrued Income	982,135	991,168	0
Payments in Advance	0	0	0
GST Receivable	518,245	554,523	410,423
Provision For Doubtful Debts	(95,795)	(95,795)	(95,795)
Inventories	154,065	117,303	117,303
	<u>16,092,498</u>	<u>16,128,415</u>	<u>18,301,541</u>
LESS: CURRENT LIABILITIES			
Sundry Creditors	(3,399,842)	(3,802,951)	(4,067,399)
Accrued Expenditure	(182,000)	(304,703)	(182,000)
PAYG Payable	(165,327)	(165,327)	(196,581)
Payroll Creditors	0	0	0
Withholding Tax Payable	0	0	0
GST Payable	(323,278)	(323,278)	(732,433)
Other Payables	(126,562)	(150,287)	(126,562)
Restricted Funds	0	0	0
Accrued Interest on Debentures	(33,378)	(33,378)	0
Accrued Salaries and Wages	(296,107)	(303,647)	0
Current Employee Benefits Provision	(958,198)	(958,198)	(958,198)
Current Loan Liability	0	0	17,735
	<u>(5,484,692)</u>	<u>(6,041,769)</u>	<u>(6,245,438)</u>
NET CURRENT ASSET POSITION	10,607,806	10,086,646	12,056,103
Less: Cash - Reserves - Restricted	(8,437,983)	(8,112,062)	(8,136,458)
Less: Cash - Unspent Grants - Restricted	0	0	0
Adjustment for Trust Transactions Within Muni	0	0	0
Add Back : Liabilities Supported by Reserves			
- Lesser of Leave Provision and Leave Reserve	153,111	153,111	153,591
Add Back : Current Loan Liability	0	0	(17,735)
ESTIMATED SURPLUS/(DEFICIENCY) C/FWD	<u>2,322,934</u>	<u>2,127,695</u>	<u>4,055,501</u>
Investment Accounts Balance			
		\$	
Restricted Cash Reserve **		912,707	
Muni Business Cash Reserve *		2,000,000	

SHIRE OF ASHBURTON
FOR THE PERIOD 1 JULY 2012 TO 31 JULY 2012
Report on Significant variances Greater than 10% and \$20,000

Purpose

The purpose of the Monthly Variance Report is to highlight circumstances where there is a major variance from the YTD Monthly Budget and YTD Actual figures. These variances can occur because of a change in timing of the activity, circumstances change (e.g. a grants were budgeted for but was not received) or changes to the original budget projections. The Report is designed to highlight these issues and explain the reason for the variance.

The Materiality variances adopted by Council are:

Actual Variance to YTD Budget up to 5%:

Actual Variance exceeding 10% of YTD Budget

Actual Variance exceeding 10% of YTD Budget and a value greater than \$20,000:

Don't Report

Use Management Discretion

Must Report

GENERAL COMMENT

As Budget 12/13 had not been adopted until the 22nd August, a number of projects were delayed until Council approved the budget.

REPORTABLE OPERATING REVENUE VARIATIONS

Health - Variance above budget expectations

Aboriginal Health Funding for 1st quarter invoiced in July - budgeted for September.
Income from Food Premises higher than budget.

Community Amenities - Variance below budget expectations

Lower than budgeted income generated from Tom Price & Paraburdoo Tip Sites.
Billing for commercial bins delayed - awaiting purchase order from Rio Tinto.

Recreation and Culture - Variance below budget expectations

Contribution income budgeted for July in Other Recreation & Sport (Western Sector) & Other culture did not occur.

Transport - Variance above budget expectations.

Grant Funding for Onslow Airport Project invoiced in July - budgeted for August.

Economic Services - Variance above budget expectations.

Income generated from building licences/fees higher than budget.

Other Property & Services - Variance below budget expectations

Private Works income for July lower than budget - invoicing planned for August/September
Invoicing for Paraburdoo Caravan Park Project and Nameless Valley Camp to progress in August/September.

REPORTABLE OPERATING EXPENSE VARIATIONS

Governance - Variance lower budget expectations.

Generally low spending in Finance & Admin in July.

Law, Order, Public Safety - Variance below budget expectations.

Generally lower than budgeted spendings in Fire prevention and Animal controls.

Health - Variance below budget expectations

Under spending in Aboriginal Health and Inspection & Admin costs.

Community Amenities- Variance below budget expectations

Lower insurance and salaries/wages in Community Amenities than budgeted.

Recreation and Culture - Variance below budget expectations.

Generally lower spending in other recreation & sporting areas in July.

Economic Services - Variance below budget expectations.

Expenditure on Onslow Caravan Park did not occur as budgeted.

Lower spending in insurance and salaries/wages cost in Economic Development than budget.

Other Property & Services - Variance below budget expectations.

Private Works expenditure for July higher than budget.

REPORTABLE CAPITAL EXPENSE VARIATIONS

Purchase of Land & Buildings - Variance below budget expectations.

Expenditure for Malls lower than budget.

Purchase of Plant & Equipment - Variance below budget expectations.

New Purchases planned for July did not occur as budgeted.

SHIRE OF ASHBURTON
FOR THE PERIOD 1 JULY 2012 TO 31 JULY 2012
Report on Significant variances Greater than 10% and \$20,000

Furniture & Equipment - Variance below budget expectations.

IT expenditure budgeted for July did not occur - timing difference.

Purchase of Infrastructure Assets Roads - Variance below budget expectations.

Expenditure on Roads lower than budget.

Purchases of Parks & Ovals - Variance below budget expectations.

Actual expenditure on Tom Price Skate higher than budget - Project was initiated quicker than expected.

Purchase of Aerodromes - Variance above budget expectations.

Expenditure on Onslow Airport Project is higher than budget.

Purchase of Infrastructure Assets Other - Variance below budget expectations.

Expenditure on Tom Price Refuse Site Upgrade higher than budget.

REPORTABLE CAPITAL INCOME VARIATIONS

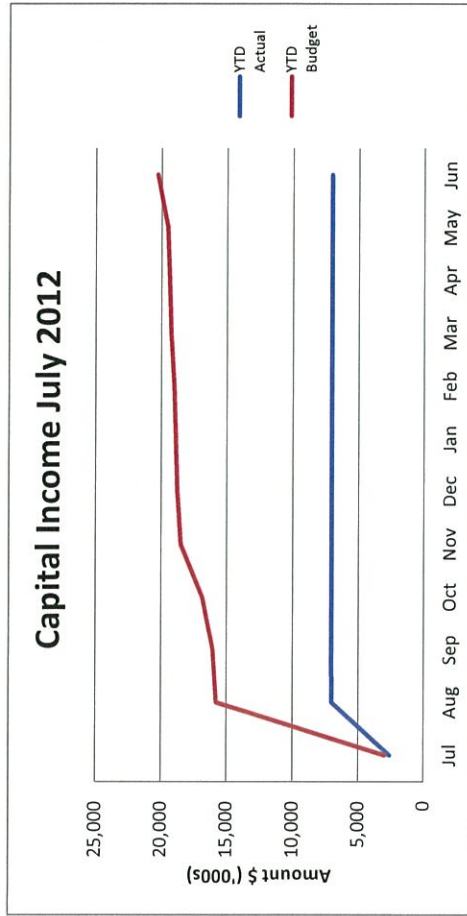
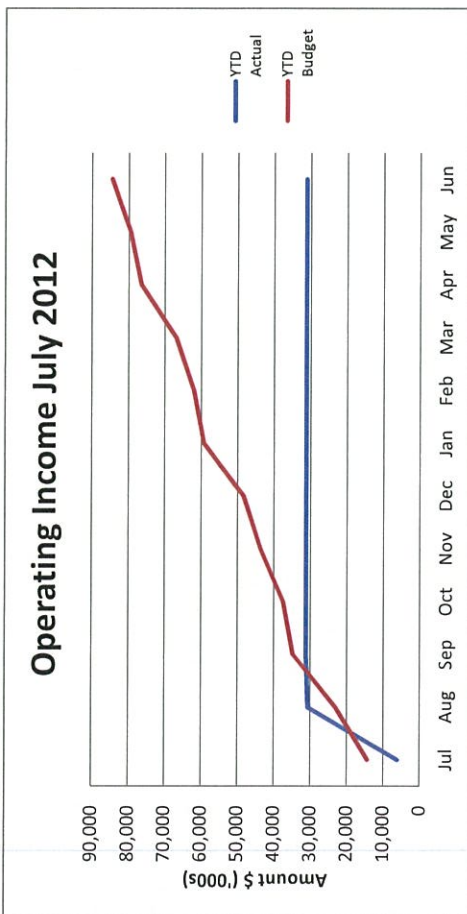
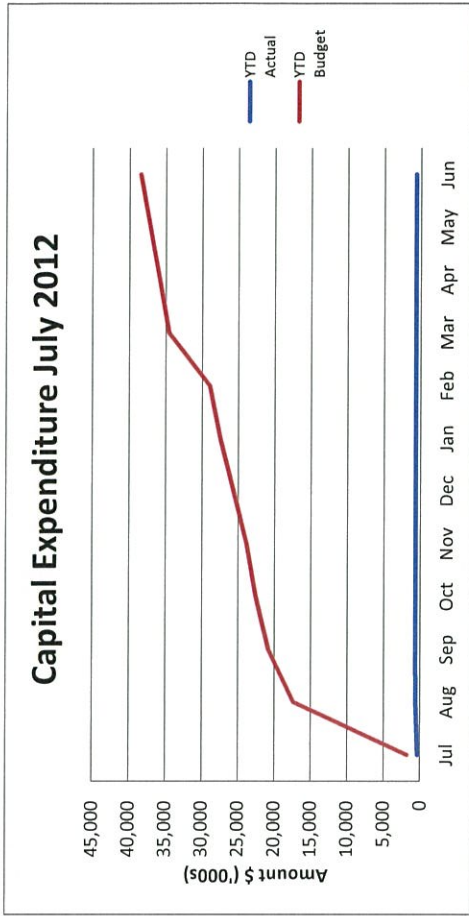
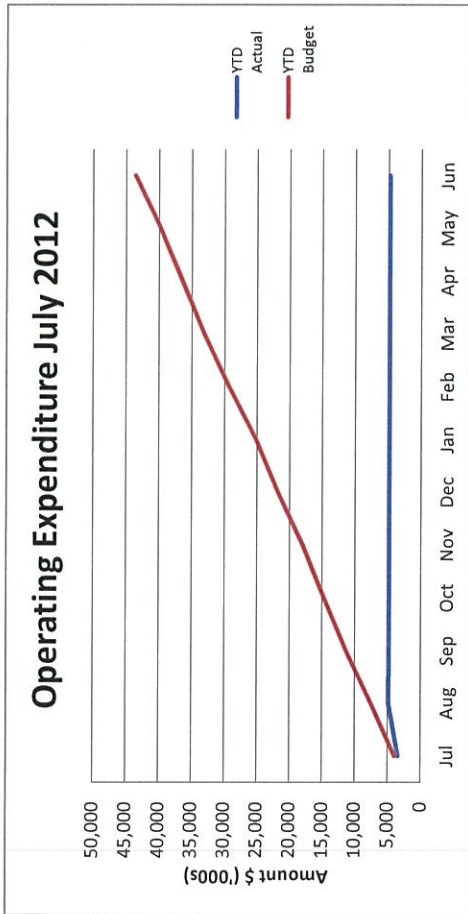
Transfer to Reserves - Variance below budget expectations.

Reserve interest over budgeted and actual transfers now less than budget.

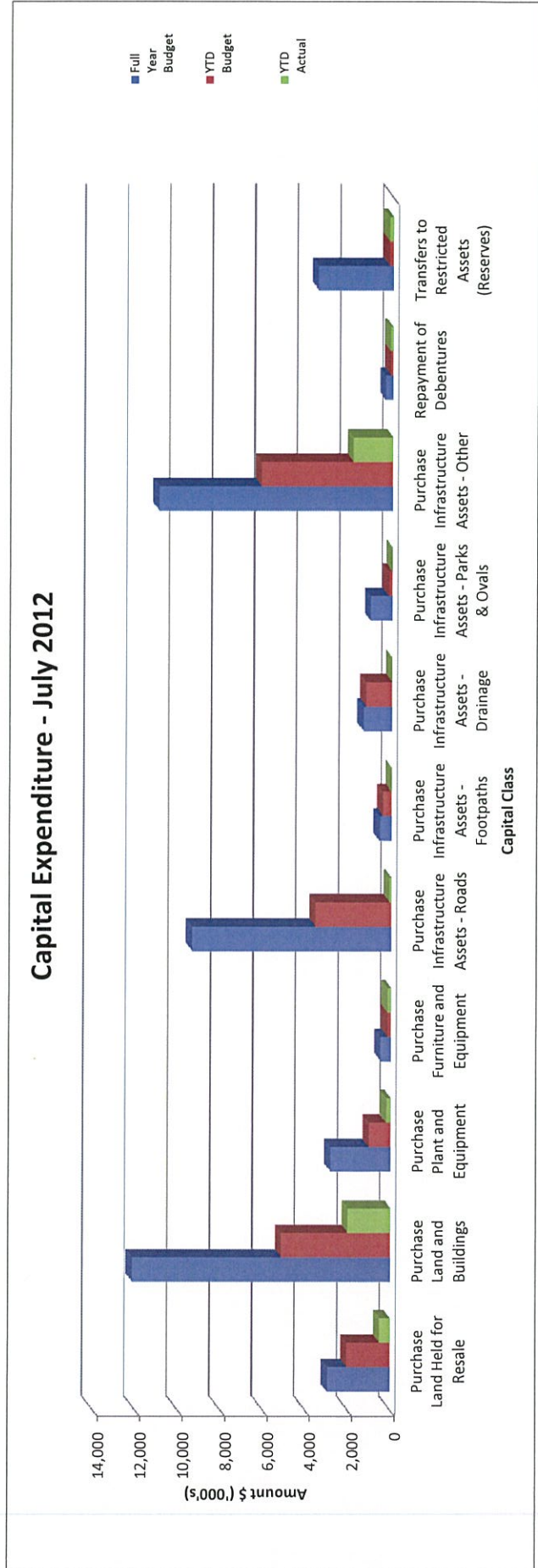
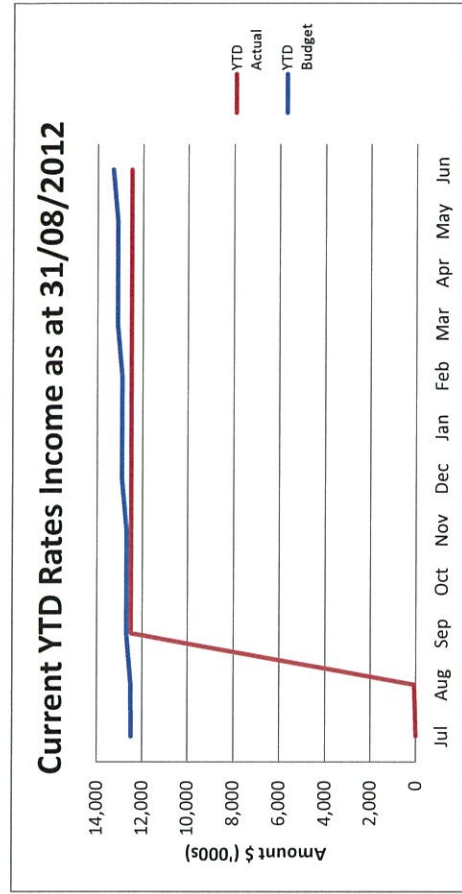
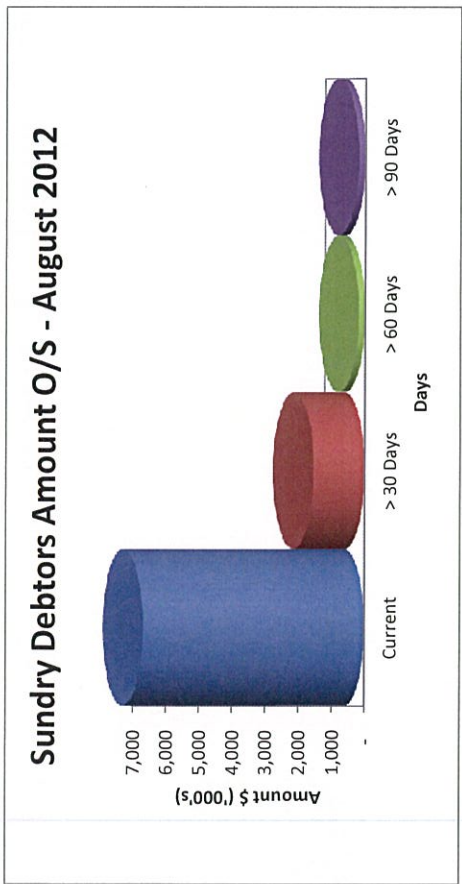
Transfer from Reserves - Variance below budget expectations.

Transfers from restricted cash will occur in later months.

Income and Expenditure Graphs



Other Graphs



Private Works Register to 31 July 2012

Private Works Job #	Job Description	Costs			Income			Total Private Works Costs	Total Private Works Income	% Margin
		2012/13 Financial Year Costs	2011/12 Financial Year Costs	2010/11 Financial Year Costs	2012/13 Financial Year Income	2011/12 Financial Year Income	2010/11 Financial Year Income			
X001	Works Prog Private Works	4,622.08	21,165.74	72,177.70	321.61	35,796.80	208,368.68	244,487.09	146,521.57	149.56%
X005	Private Works - Sealing Aggregate Production	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
X003	Kiss and Drop Tom Price	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
X034	Tom Price High School Car Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
X006	Private Works - Nameless Valley Aggregate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
X007	Nanularra Munjina Rd	0.00	18,254.66	2,234,086.69	0.00	0.00	1,727,729.11	1,727,729.11	(524,612.24)	(23.29%)
X008	Playground - Birds Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
X009	Private Works Nameless Valley Camp	534,004.21	1,992,973.29	699,350.31	15,625.00	1,979,894.00	79,732.00	2,075,251.00	(1,151,076.81)	(35.68%)
X010	Fortescue Falls Carpark	0.00	5,606.28	63,043.47	0.00	0.00	0.00	0.00	(68,649.75)	(100.00%)
X011	P/Wks Mine Rd LIA Intersection Works	0.00	45,824.52	839,250.11	0.00	7,076.46	808,590.69	815,667.15	(69,407.48)	(7.84%)
X012	Fuel Allocated to Contractors for Road Construction Jobs	0.00	49,698.99	38,463.87	0.00	56,058.44	0.00	56,058.44	(32,104.42)	(36.41%)
X013	Rehabilitation works @ Bingham Road	0.00	310.00	17,248.18	0.00	0.00	73,500.00	73,500.00	55,941.82	318.61%
X014	Maintenance Grading of RTIO Access Tracks	0.00	0.00	20,312.66	0.00	(5,545.00)	26,280.00	20,735.00	422.34	2.08%
		0.00	0.00	0.00	0.00	261.01	25,200.00	25,461.01	25,461.01	0.00%
		0.00	0.00	0.00	0.00	0.00	1,360.00	1,360.00	0.00	0.00%
X018	Onsolw Airport Apron & Landing Node Extension	2,325.00	89,723.00	456,275.26	3,828.00	7,482.00	3,892.00	15,202.00	15,202.00	0.00%
X019	Hammersley Gorge Works	59,197.39	999,166.07	187,349.72	0.00	10,107.47	482,343.74	583,422.21	35,098.95	6.40%
X020	P/Wks Roadworks & Repairs Strothers Court Tom Price	0.00	0.00	0.00	0.00	357,832.06	734,183.20	1,092,015.26	(153,697.92)	(12.34%)
X021	Pump Out Sewer TP Town Centre	0.00	0.00	0.00	0.00	0.00	140,000.00	140,000.00	0.00	0.00%
X022	P/Wks RTIO - S Fortescue Borefields Road Maintenance	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
X023	P/Wks RTIO - White Quarts Road Maintenance	0.00	3,285.54	0.00	0.00	14,866.00	0.00	14,866.00	11,580.46	352.47%
X024	P/Wks - RTIO LIA Access Road Improvements	32,187.27	673,132.50	0.00	0.00	607,468.62	0.00	607,468.62	(97,851.15)	(13.87%)
X025	P/Wks Blank Reuse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
X026	P/Wks - Blank Reuse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
X027	P/Wks - RTIO Western Turner	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
X028	P/Wks - BHPB Juna Downs Rd	15,008.00	943,176.30	0.00	0.00	2,930,334.00	0.00	2,930,334.00	1,972,149.70	205.82%
X029	P/Wks - Grading WaterCorp Roads	0.00	10,108.77	0.00	0.00	0.00	0.00	0.00	(10,108.77)	(100.00%)
X030	P/Wks - RTIO Paraburdoo Caravan Park	321,526.79	806,390.55	0.00	0.00	900,473.27	0.00	900,473.27	(227,444.07)	(20.16%)
X031	P/Wks - Nameless Valley Camp Extension	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
		968,870.74	5,659,448.18	4,627,557.97	19,774.61	6,993,076.13	4,311,179.42	11,324,030.16	68,785.24	0.61%
		968,870.74	5,659,448.18	4,627,557.97	19,774.61	6,993,076.13	4,311,179.42	11,324,030.16	68,785.24	0.61%
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%

Profit/Loss Summary

	Income	Expense	Profit/(Loss)
2012/13	19,774.61	968,870.74	(949,096.13)
2011/12	6,993,076.13	5,659,448.18	1,333,627.95
2010/11	4,311,179.42	4,627,557.97	(316,378.55)
	11,324,030.16	11,255,876.89	68,153.27

LIST OF PAYMENTS FOR AUGUST 2012

Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
EFT16813	03/08/2012	ADCORP AUSTRALIA LIMITED	Supply one media release for the opening of the Onslow day care centre - ADVERTISING & PROMOTION GEN	-300.00	CSH
EFT16814	03/08/2012	AGEST	Superannuation contributions	-398.66	CSH
EFT16815	03/08/2012	ANN EYRE	TRAVEL EXPENSES COUNCIL MEETING JULY, TOM PRICE	-646.08	CSH
EFT16816	03/08/2012	Ab Loveridge.com	RED DOG CLASSIC DESIGN - DOG STATUE - Souvenir Expenses GEN	-207.50	CSH
EFT16817	03/08/2012	Abco Products	Various products for Cleaning SOA	-2051.48	CSH
EFT16818	03/08/2012	Aerodrome Mgt Services Pty Ltd	Pavement Design - Onslow Airport as per quote FS033 -Initial Expenses	-21578.70	CSH
EFT16819	03/08/2012	Asstetic Australia Pty	Implementation and training - SOA various progress claim (Asset Management) GEN	-97396.76	CSH
EFT16820	03/08/2012	Australian Super	Superannuation contributions	-7849.82	CSH
EFT16821	03/08/2012	BLANK CLOTHING AUSTRALIA P/L	Various aprons and caps - General Programs GEN	-289.79	CSH
EFT16822	03/08/2012	BT - SUPERWRAP PERSONAL SUPER PLAN	Superannuation contributions	-197.52	CSH
EFT16823	03/08/2012	BT BUSINESS SUPER	Superannuation contributions	-149.32	CSH
EFT16824	03/08/2012	BT Financial Group -	Superannuation contributions	-84.18	CSH
EFT16825	03/08/2012	BT Financial Group -	Superannuation contributions	-260.93	CSH
EFT16826	03/08/2012	BT Financial Group -	Superannuation contributions	-594.11	CSH
EFT16827	03/08/2012	BT Financial Group	Superannuation contributions	-547.84	CSH
EFT16828	03/08/2012	BT Super for Life -	Superannuation contributions	-482.20	CSH
EFT16829	03/08/2012	BUSS (QUEENSLAND) PTY LTD BUSS Q	Superannuation contributions	-1003.10	CSH
EFT16830	03/08/2012	Budget Car and Truck	Various car hire for SOA staff	-2951.58	CSH
EFT16831	03/08/2012	Byblos Constructions-Tom Price	Fix new air conditioner - CAP - 1143 Yanagin PI Tom Price	-525.80	CSH
EFT16832	03/08/2012	CASH & CARRY	Various goods - General Programs GEN	-1052.95	CSH
EFT16833	03/08/2012	CBus Super	Superannuation contributions	-2722.99	CSH
EFT16834	03/08/2012	CCR Hose & Fittings (Zoskar P/L)	Parts - Repairs & Maintenance GEN - Case 430 Skidsteer Loader (Purchased Second Hand)	-109.95	CSH
EFT16835	03/08/2012	CENTURION TRANSPORT CO PTY LTD	IRONCAT TYRES - 2010 John Deere 672GP Motor Grader	-315.16	CSH
EFT16836	03/08/2012	Care Super	Superannuation contributions	-1392.53	CSH
EFT16837	03/08/2012	Child Support Agency	Payroll deductions	-177.85	CSH
EFT16838	03/08/2012	Coates Hire Operations Pty Ltd (TP)	Hire of plate compactor medium diesel for 1 day - Hamersley Gorge Works	-101.77	CSH
EFT16839	03/08/2012	Corporate Express	Various stationary for SOA	-262.89	CSH
EFT16840	03/08/2012	Davric Australia Pty Ltd	Various Souvenir items for TPVC	-11703.56	CSH
EFT16841	03/08/2012	Superfund	Superannuation contributions	-596.79	CSH
EFT16842	03/08/2012	Dell Computer Ltd	Dell Latitude E5530 as per Dell Quote 18859089	-5075.40	CSH
EFT16843	03/08/2012	DIRECT TRADES SUPPLY	Various Hardware supplies for SOA	-325.60	CSH
EFT16844	03/08/2012	FRECKLEBERRY	Balance School Holiday Programme craft activities Paraburdoo 20 July 2012 - School Holiday programs (Eastern)	-300.00	CSH
EFT16845	03/08/2012	Felicia Mudge	Reimbursement for accom for 2 nights for Megan Walsh (approved by Amanda). Booked on Personal Credit Card. - Library Building - Paraburdoo	-631.00	CSH
EFT16846	03/08/2012	GBJ Electrical	Replace 3 flouro light fittings in the corridor. - Sports Pavilion De Grey Rd	-445.50	CSH
EFT16847	03/08/2012	Hesta Super Fund	Superannuation contributions	-463.14	CSH
EFT16848	03/08/2012	Host Plus Executive Super	Superannuation contributions	-3267.73	CSH
EFT16849	03/08/2012	ING Custodians Pty	Superannuation contributions	-596.78	CSH

LIST OF PAYMENTS FOR AUGUST 2012

Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
EFT16850	03/08/2012	ING One Answer Personal	Superannuation contributions	-781.92	CSH
EFT16851	03/08/2012	Intrust Super	Superannuation contributions	-339.21	CSH
EFT16852	03/08/2012	Ironcat Earthmoving Tyres	MICHELIN ALL POSITION TRUCK TYRES - Scania Prime Mover 70 Tonne GCM	-770.00	CSH
EFT16853	03/08/2012	JANE HATHAWAY	Reimbursement for pre-authorization working of EFT Machienes. - REFUNDS INCOME A/C (Cost Neutral) GEN	-30.00	CSH
EFT16854	03/08/2012	Jakamo Remote Service Pty	First claim for WWTP, Polishing Plant, Pump Station, and Containerised Portable Water Unit - Construct Camp	-315197.74	CSH
EFT16855	03/08/2012	Jason Signmakers	Visitors Parking Only sign as discussed with Peter and Allan - Works Prog Street Signs Tom Price	-87.45	CSH
EFT16856	03/08/2012	Josh Byrne And Associates	Various design and travel expenses	-7437.06	CSH
EFT16857	03/08/2012	KIRRILY DONOGHOE	Reimbursement fo goods purchased for term 3 holiday program - School Holiday Programs	-1066.26	CSH
EFT16858	03/08/2012	LEVERAGE CONSULTING ASIA-PACIFIC P/L	Technical writing for Knowledge Management project. Conversion of SOA Documentation to agreed layout	-11440.00	CSH
EFT16859	03/08/2012	LGIS Insurance Broking	Various insurances for SOA property and Vehicles and staff	-114015.88	CSH
EFT16862	03/08/2012	LGIS Workcare	Various insurances for SOA property and Vehicles and staff	-172064.62	CSH
EFT16863	03/08/2012	LGISWA	Various insurances for SOA property and Vehicles and staff	-4672.07	CSH
EFT16864	03/08/2012	LOCAL GOVERNMENT MGRS AUSTRALIA - WA	2012-2013 Membership Jeffrey Breen - SUBSCRIPTIONS & PUBLICATIONS GEN	-440.00	CSH
EFT16865	03/08/2012	MACDONALD JOHNSTON ENG. CO.	Pneumatic Push Button - McDonald Jonston 605VT Sweeper Mounted on HINO	-332.37	CSH
EFT16866	03/08/2012	MTAA Superannuation	Superannuation contributions	-976.84	CSH
EFT16867	03/08/2012	Municipal Employees	Payroll deductions	-19.40	CSH
EFT16868	03/08/2012	Nationwide Superannuation Fund	Superannuation contributions	-596.79	CSH
EFT16869	03/08/2012	Office Choice Malaga	Various stationary for SOA	-517.13	CSH
EFT16870	03/08/2012	Onslow - Karratha Courier Services	As per Order ABCO cleaning Products - Cleaning Expenses RM Forrest Hall Onslow	-1375.20	CSH
EFT16871	03/08/2012	Onslow Supermarket	Various goods for SOA, onslow	-1888.02	CSH
EFT16872	03/08/2012	P & D STONWORK	balance of stonework and capping - Onslow Cemetery Upgrade GEN	-4101.90	CSH
EFT16873	03/08/2012	PCS - PILBARA CONCRETE SERVICE	Supply of steel - 100 lengths of 16mm reo bar - Hamersley Gorge Works	-3630.00	CSH
EFT16874	03/08/2012	PILBARA FOOD SERVICES	Various cleaning and refreshments for SOA	-166.80	CSH
EFT16875	03/08/2012	Pilbara Motor Group	Window Tint on Vehicle - MOTOR VEHICLE	-679.80	CSH
EFT16876	03/08/2012	Protector Alsafe	Various uniform and safety items for SOA	-768.29	CSH
EFT16877	03/08/2012	Q SUPER	Superannuation contributions	-972.00	CSH
EFT16878	03/08/2012	QUALITY PRESS	Printing of letterhead - PRINTING & STATIONERY GEN	-591.80	CSH
EFT16879	03/08/2012	REI Super	Superannuation contributions	-1017.60	CSH
EFT16880	03/08/2012	ROSIE O'GRADYS	Accommodation D. Redden, 3 nights - Seminars and Training GEN	-408.70	CSH
EFT16881	03/08/2012	ROXBY RETAIL ARCHITECTS	Architectural Consultancy Fees for the Tom Price Sports Pavilion.	-23411.23	CSH
EFT16882	03/08/2012	RYLAN PTY LTD T/as RYLAN CONCRETE	Inductions & kerbing for SOA works and Kerbing at SOA projects	-44629.20	CSH
EFT16883	03/08/2012	SAS Locksmiths	Padlock and Shackle and keys for SOA properties	-924.79	CSH

LIST OF PAYMENTS FOR AUGUST 2012

Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
EFT16884	03/08/2012	SJ CRUSHING PTY LTD	PRODUCT FROM TOM PRICE QUARY - P/Wks - RTIO Paraburdoo Caravan Park	-4363.49	CSH
EFT16885	03/08/2012	SOA Depot Social Club	Payroll deductions	-55.00	CSH
EFT16886	03/08/2012	ST JOHN AMBULANCE - TOM PRICE	Various first aid kits for SOA vehicles	-900.00	CSH
EFT16887	03/08/2012	Savannah Engineers P/L	Various repairs to SOA vehicles	-2565.75	CSH
EFT16888	03/08/2012	Sinewave Electrical	565 Brockman Ave, Air Con faultly	-2254.34	CSH
EFT16889	03/08/2012	Skipper Truck Parts	PARTS -Mitsubishi Fighter Tipper 8 Tonne	-276.87	CSH
EFT16890	03/08/2012	Statewide Cleaning Supplies	splash alpine washroom cleaner 5L - 500005 - Public Toilet (Exeloo) Town Centre Tom Price	-247.70	CSH
EFT16891	03/08/2012	THE ASHBURTON RESORT MOTEL	Accomodation for one night for Allan Monson - Works Prog Depot Mtce Onslow	-275.00	CSH
EFT16892	03/08/2012	TNT Express	Freight charges - POSTAGE & FREIGHT	-45.82	CSH
EFT16893	03/08/2012	TOLL EXPRESS	Da Vincis Tile - CAP - 1104A Jabbarup St Tom	-1134.43	CSH
EFT16894	03/08/2012	TWU SUPER	Superannuation contributions	-370.31	CSH
EFT16895	03/08/2012	Tom Price Medical Centre	Level B and C workers comp consult, RECRUITMENT EXPENSES GEN	-184.20	CSH
EFT16896	03/08/2012	VISION SUPER	Superannuation contributions	-1090.73	CSH
EFT16897	03/08/2012	WA Local Government	Superannuation contributions	-73148.37	CSH
EFT16898	03/08/2012	WALGA - WA LOCAL GOV. ASSOC.	Various SOA - ADVERTISING & PROMOTION GEN	-2506.87	CSH
EFT16899	03/08/2012	WE PRINT BANNERS	Single Sided Banner - ADVERTISING & PROMOTION GEN	-996.00	CSH
EFT16900	03/08/2012	WestschemeDivision of Australian Super	Superannuation contributions	-5774.83	CSH
EFT16901	09/08/2012	100% Satisfaction	Manufacture and install brackets to mount poles for eagle kite in town centre Tom Price - Revitalisation Design Mall & Environs	-1650.00	CSH
EFT16902	09/08/2012	AIT Specialists Pty Ltd	Review of fuel tax credits 1.6.12 to 30.6.12 - Consultant - Fuel Tax Credits GEN	-993.63	CSH
EFT16903	09/08/2012	AUSTRALIA POST	Postage and freight charges for priod ending 31.07.12 - POSTAGE & FREIGHT GEN	-1415.91	CSH
EFT16904	09/08/2012	Alltrack WA Pty Ltd	Labour, use of Exavators, Bob Cat, grader and dump trucks - Construction Camp	-60610.00	CSH
EFT16905	09/08/2012	Amar Auto Electrics	Various vehicle repairs and miantenance for SOA vehicles	-3020.35	CSH
EFT16906	09/08/2012	BEING THERE SOLUTIONS P/L	monthly fee for large uncapped plan, Sept 2012 - COMPUTER EXPENSES GEN	-2435.00	CSH
EFT16907	09/08/2012	BINNING PTY LTD	X024 - Semi water cart hire, Dockets 0067, 0068 - P/Wks - RTIO LIA Acces Road	-13855.60	CSH
EFT16908	09/08/2012	BJ & A Building and Maintenance	Various repairs and maintenance to SOA properties	-3539.80	CSH
EFT16909	09/08/2012	BONNIE'S CATERING SERVICES	20TH July catering for 40 people at Community gardens - CONTRIBUTION TO CLUBS/COMMUNITY GROUPS GEN	-880.00	CSH
EFT16910	09/08/2012	BYFORD CEILINGS PTY LTD	Double payment of buidling applications on 27.7.12. - REFUNDS INCOME A/C (Cost	-391.50	CSH
EFT16911	09/08/2012	Bridgestone Australia WA Office	Bridgestone 225/65R17 - 2008 Toyota RAV4 CV - Silver AS001	-1133.35	CSH
EFT16912	09/08/2012	Budget Car and Truck	Various hire car rental for SOA	-1961.66	CSH
EFT16913	09/08/2012	CENTURION TRANSPORT CO PTY LTD	IRON CAR TYRES - 2010 John Deere 672GP Motor Grader	-410.40	CSH
EFT16914	09/08/2012	CITY OF JOONDALUP	REFUND OF DAMAGED BOOK - BOOK PURCHASES/REPLACEMENT GEN	-25.76	CSH
EFT16915	09/08/2012	CLEVER PATCH PTY LTD	MATERIALS - NAIDOC Week	-341.11	CSH

LIST OF PAYMENTS FOR AUGUST 2012

Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
EFT16916	09/08/2012	COMMANDER AUSTRALIA LIMITED	Various telephone accounts for SOA	-695.93	CSH
EFT16917	09/08/2012	Coca-Cola Amatil (Aust) Pty Ltd	REFRESHMENTS - REFUNDS INCOME A/C (Cost Neutral) GEN	-191.30	CSH
EFT16918	09/08/2012	Convic Skate Parks Pty Ltd	PROGESS CLAIM - Skate Park Tom Price	-162607.50	CSH
EFT16919	09/08/2012	Corporate Express	Various Stationary items - PRINTING & STATIONERY GEN	-832.81	CSH
EFT16920	09/08/2012	Courier Australia	postage - POSTAGE & FREIGHT GEN	-69.27	CSH
EFT16921	09/08/2012	Cullity's - The Laminex Group	Supply 5 sheets of GOLDEN BEECH,- CAP - Building Prog Onslow Museum	-649.37	CSH
EFT16922	09/08/2012	DAVID MORGAN	MANGADOO BOOKS and Norwest freinds CD - Souvenir Expenses GEN	-495.00	CSH
EFT16923	09/08/2012	DEPARTMENT OF PREMIER AND CABINET	Advert in Gazette Amendment 7, Scheme 7 - ADVERTISING & PROMOTION GEN	-106.80	CSH
EFT16924	09/08/2012	Davric Australia Pty Ltd	Various shirts - Souvenir Expenses GEN	-1903.33	CSH
EFT16925	09/08/2012	Dell Computer Ltd	Dell Latitude E5530 as per Dell Quote 18874390 - COMPUTER EQUIPMENT GEN	-3383.60	CSH
EFT16926	09/08/2012	ELITE SIGNS	Sponsors sign - Skate Park Tom Price	-836.00	CSH
EFT16927	09/08/2012	ERA CONTRACTORS	MPE02 - Repair Plug in score board - Onslow MPC - Rock Climbing Wall	-541.07	CSH
EFT16928	09/08/2012	ESS Eastern Guruma Pty	Venue & Catering for SOA meetings	-971.26	CSH
EFT16929	09/08/2012	Envirobook	BOOK - RED DOG (LOUIS DEBERNIERES) - Souvenir Expenses GEN	-299.10	CSH
EFT16930	09/08/2012	Forpark Australia	To supply spring for critter 4 way rocker - Works Prog Tom Price Lions Park	-458.70	CSH
EFT16931	09/08/2012	Fuji Xerox Australia Pty	Various leases on SOA printers	-6421.80	CSH
EFT16932	09/08/2012	JAPANESE TRUCK & BUS SPARES	PTR15 - Distance piece - 2005 Hino FD Twin Cab 6T AS 8050	-75.65	CSH
EFT16933	09/08/2012	JR & A Hersey Pty Ltd	Various shirts and gloves - Uniforms & PPE (Outdoor Staff) GEN	-1662.63	CSH
EFT16934	09/08/2012	Jakamo Remote Service	Materials and labour hire costs - for SOA	-139509.37	CSH
EFT16935	09/08/2012	Jason Signmakers	Various signs for various areas in SOA	-2178.00	CSH
EFT16936	09/08/2012	KEYSPOT SERVICES	EV72 - The supply of and engraving of trophies for darts competition for Naidoc Week - NAIDOC Week	-486.60	CSH
EFT16937	09/08/2012	KIDS LOVE YOGA	Childrens yoga classes - General Programs	-525.00	CSH
EFT16938	09/08/2012	L. J. Hooker	O275 - Ingoing costs for new property - 4 Weelamurra Court Tom Price	-1523.50	CSH
EFT16939	09/08/2012	LGIS Liability	Liability cover, 30.06.12 to 30.06.13 - INSURANCE GEN	-77586.86	CSH
EFT16940	09/08/2012	LGIS Property	Property protection, Policy no. 000004, 30.06.12 to 30.06.13 - SOA properties	-265977.22	CSH
EFT16941	09/08/2012	Landgate	Conversion of rating basis to gross rental value - VALUATION EXPENSES	-1247.51	CSH
EFT16942	09/08/2012	Lyons & Pierce Karratha	Various plumbing repairs to SOA properties	-1738.50	CSH
EFT16943	09/08/2012	MACDONALD JOHNSTON ENG. CO.	PTR14 - repairs and parts- ISUZU Rear Loading Rubbish Truck 1CFY026	-400.14	CSH
EFT16944	09/08/2012	MCMAHON BURNETT	Freight charges - for SOA	-583.83	CSH
EFT16945	09/08/2012	MICHAEL DUNNE	Monthly maintenance for July 2012 - Contract Gardening GEN	-488.00	CSH
EFT16946	09/08/2012	Manita's Cleaning Services	O011 - Cleaning - Bldg Prog/Administration Bldg Paraburdoo	-528.00	CSH
EFT16947	09/08/2012	McIntosh & Sons	PLD08 - Door seal, wiper blade, engine and cabin filters - Case 430 Skidsteer Loader (Purchased Second Hand)	-489.53	CSH

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CHQ/EFT	Date	Name	Description	Amount	Type
EFT16948	09/08/2012	Neat n' Trim Uniforms Pty Ltd	Uniform order for A. Lind - UNIFORMS/PROTECTIVE CLOTHING GEN	-758.90	CSH
EFT16949	09/08/2012	Office Choice Malaga	please supply stationary order as per attached - General Programs GEN	-2976.86	CSH
EFT16950	09/08/2012	PANORAMA CATERING	Various goods and items - School Holiday Programs GEN	-2597.43	CSH
EFT16951	09/08/2012	PILBARA FOOD SERVICES	Various cleaning and refreshments for SOA	-1202.54	CSH
EFT16952	09/08/2012	Panorama Australia Pty	Various DVD's - Souvenir Expenses GEN	-1138.50	CSH
EFT16953	09/08/2012	Pilbara Mechanical Services	PUT54 - 20K service - Toyota Hilux 4x2 D/C Workmate	-599.73	CSH
EFT16954	09/08/2012	Power Vac Pty Ltd	W274 - 90cm Nifty nabbers - Works Prog Tom Price Dry Parks	-347.60	CSH
EFT16955	09/08/2012	Protector Alsafe	Various uniform and safety items for SOA	-122.00	CSH
EFT16956	09/08/2012	QUALITY PRESS	Various envelopes for SOA	-4378.00	CSH
EFT16957	09/08/2012	Quality Publishing	Various maps - Souvenir Expenses GEN	-443.30	CSH
EFT16958	09/08/2012	RED 11 PTY LTD	GOVT CS6 Design Std 6 - Computer Software	-3895.34	CSH
EFT16959	09/08/2012	Rick Shields	GE004 - Payment of goods for - Tom Price Civic Centre Refurbishment	-204.82	CSH
EFT16960	09/08/2012	Rob Paull & Associates	Professional services rendered for July 2012 - CONSULTANT FEES GEN	-13106.90	CSH
EFT16961	09/08/2012	SJ CRUSHING PTY LTD	Product from quarry - for SOA projects	-17294.15	CSH
EFT16962	09/08/2012	Seaview Orthotics	W255 - To supply street master litter pickers LP2030 - Works Prog Shopping Mall	-110.85	CSH
EFT16963	09/08/2012	TIM CORNELL	Reloaction expenses for T. Cornell - Reimbursement Relocation Costs GEN	-290.68	CSH
EFT16964	09/08/2012	TOM PRICE TYREPRO	Various repairs and maintenance to SOA	-3329.00	CSH
EFT16965	09/08/2012	Tom Price Bakery	Supply of morning teas and lunches	-946.72	CSH
EFT16966	09/08/2012	Trick Electricks Pty Ltd	B 370 - Replace floodlight and security light - Bldg Prog/Sports Club Building	-504.30	CSH
EFT16967	09/08/2012	Visit Merchandise Pty Ltd	Bottle openers - Souvenir Expenses GEN	-281.27	CSH
EFT16968	09/08/2012	WALGA - WA LOCAL GOV.	Various advertisements for SOA	-8898.01	CSH
EFT16969	09/08/2012	Water 2 Water	SCFC1A rental of R/o in Para office kitchen - REFRESHMENT EXPENSES GEN	-69.00	CSH
EFT16970	09/08/2012	Westrac Pty Ltd	Various parts and repairs to SOA vehicles	-3006.73	CSH
EFT16971	20/08/2012	BROADCAST AUSTRALIA	Facilities Leasing - 01.07.12 to 30.06.13 - Broadcasting Licenses GEN	-1574.84	CSH
EFT16972	20/08/2012	ARCHIVEWISE	Storage of Archive boxes and Govt repository boxes - PRINTING & STATIONERY GEN	-191.35	CSH
EFT16973	20/08/2012	Activ8me	W400 - network charges period 21.06.12 to 20.07.12 - Works Prog Rural Access Roads	-359.90	CSH
EFT16974	20/08/2012	Aerodrome Management Services Pty Ltd	B425 - Various VHF supplies - Onslow Airport Buildings	-5225.66	CSH
EFT16975	20/08/2012	All Rid Pest Management	Inspection report and spray for termites in the store room at the back of the Ashburton Hall in Paraburadoo.	-1485.00	CSH
EFT16976	20/08/2012	Amar Auto Electrics	Various repairs and maintenance to SOA	-3203.80	CSH
EFT16977	20/08/2012	Assetic Australia Pty	Site licence - July progress claim and annual support fee	-87272.00	CSH
EFT16978	20/08/2012	Australian Air Express	Freight charges - ANALYTICAL EXPENDITURE	-341.68	CSH
EFT16979	20/08/2012	Australian Taxation Office - PAYG	Monthly PAYG) Withholding for large withholders - PAYG - SALARIES & WAGES GEN	-280926.06	CSH
EFT16980	20/08/2012	BOC Gases	Various gas for SOA plant	-1368.81	CSH
EFT16981	20/08/2012	BONNIE'S CATERING	Catering for meetings	-3173.50	CSH

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CHQ/EFT	Date	Name	Description	Amount	Type
EFT16982	20/08/2012	Bob Waddell Consultant	Assistance with 12/13 budget prep and general accounting assistance - Contract/External Labour GEN	-4789.13	CSH
EFT16983	20/08/2012	Bridgestone Australia WA Office	PTR15 - 4 x Bridgestone M 716 9.5 R 17.5 - 2005 Hino FD Twin Cab 6T AS 8050	-1799.69	CSH
EFT16984	20/08/2012	Budget Car and Truck Rental	Car Hire, 04.06.12 to 02.07.12 - Peta Hayto - General Programs GEN	-1656.60	CSH
EFT16985	20/08/2012	Byblos Constructions-Tom Price	Please service air conditioners as per quote 00005822	-7221.50	CSH
EFT16986	20/08/2012	CASTLEDINE GREGORY	Objection to Misc Licence 01/77 - Legal Expenses - General	-2009.70	CSH
EFT16987	20/08/2012	CENTURION TRANSPORT	Freight charges for SOA	-2167.83	CSH
EFT16988	20/08/2012	COMMANDER AUSTRALIA LIMITED	Network charges - UTILITIES - ADMINISTRATION GEN	-185.27	CSH
EFT16989	20/08/2012	Centrel Pty Ltd T/A BP Reliance Petroleum	Diesel, 25,015L - Tom Price Depot Bulk Diesel	-45249.23	CSH
EFT16990	20/08/2012	Child Support Agency	Payroll deductions	-177.85	CSH
EFT16991	20/08/2012	City Barn	Various poultry and dog items for pounds	-1249.70	CSH
EFT16992	20/08/2012	Civic Legal Pty Ltd	Various legal expenses	-27600.18	CSH
EFT16993	20/08/2012	Civil and Project Supervision Pty Ltd	C404 - Invoice for fortnight ending 05.08.12 - Construction Camp	-16106.70	CSH
EFT16994	20/08/2012	Coates Hire Operations Pty Ltd (TP)	B261 - Supply Trailer Mounted Boom and safety harness - 1152 Tarwonga Crt Tom Price	-195.03	CSH
EFT16995	20/08/2012	Corporate Express	86761815 - DUAL DESK LAMP - PRINTING & STATIONERY GEN	-83.60	CSH
EFT16996	20/08/2012	DAMPIER PORT AUTHORITY	Office Lease - 16 Parliament Place 10.07.12 to 09.08.12 - Lease - Office Accommodation Perth GEN	-1320.00	CSH
EFT16997	20/08/2012	DAVID MORGAN	BOOKS - MANGADOO and CD - WARLU WAY - Souvenir Expenses GEN	-437.50	CSH
EFT16998	20/08/2012	DENMARK MEDICAL CENTRE	Medical for S. Hood - RECRUITMENT EXPENSES GEN	-88.00	CSH
EFT16999	20/08/2012	DIRECT TRADES SUPPLY	Various Hardware supplies for SOA	-6813.88	CSH
EFT17000	20/08/2012	David Gray & Company	Various Sulo bins and lids	-5131.50	CSH
EFT17001	20/08/2012	Denver Technology	Management services, consulting services and Tech support - COMPUTER EXPENSES GEN	-3434.75	CSH
EFT17002	20/08/2012	Direct Office Furniture	Various office furniture	-3697.50	CSH
EFT17003	20/08/2012	Discovery HolidayParks - Onslow	Contractor Std Sgl - 6 nights, 2 people - 15/07/12 to 17/07/12 - General Programs	-1716.00	CSH
EFT17004	20/08/2012	E & MJ Rosher Pty Ltd	PRM12 - To supply bolts part no ; 76539 - 34372 - Kubota Mower F3680 Outfront	-159.50	CSH
EFT17005	20/08/2012	ERA CONTRACTORS	Electrialc work to B109 and W285	-2761.09	CSH
EFT17006	20/08/2012	GEOGRAPHIC INFORMATION SYSTEMS P/L	Digitisation of 903 aperture cards to 3000DPI. 1 Trimble Nomad 800 Stylus 1 Trimble Nomad 800 12 V Charger - Consultant/Project	-1264.59	CSH
EFT17007	20/08/2012	GRAPHIC SOURCE PTY LTD	40 YEAR ANNIVERSARY FOR 3 TOWNS POSTCARDS - LOCAL HISTORY EXPENDITURE	-285.00	CSH
EFT17008	20/08/2012	HAYNES ROBINSON BARRISTERS & SOLICITORS	Building Act 2011 and Regulations 2012, correspondence with B. Smith - LEGAL EXPENSES GEN	-231.00	CSH
EFT17009	20/08/2012	HOLCIM (AUSTRALIA) PTY	Various concrete and works for SOA	-19833.48	CSH
EFT17010	20/08/2012	ISS Integrated Services	Diesel - LOCAL HISTORY EXPENDITURE GEN	-125.36	CSH
EFT17011	20/08/2012	JAPANESE TRUCK & BUS SPARES	PTR15 - Draglink + Exhaust Brake Switch - 2005 Hino FD Twin Cab 6T AS 8050	-1099.00	CSH
EFT17012	20/08/2012	Jakamo Remote Service Pty	X009 - Various Plumbing Jobs - Private Works Nameless Valley Camp	-109006.70	CSH
EFT17013	20/08/2012	Jason Signmakers	Various signs for various areas in SOA	-1241.01	CSH

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CHQ/EFT	Date	Name	Description	Amount	Type
EFT17014	20/08/2012	KEITH PEARSON	LEG02 - Local Gov Consult services - 1 - 31.07.12 - Legal Expenses - General	-4331.80	CSH
EFT17015	20/08/2012	KEYSTART CONSTRUCTIONS P/L	Supply and install 65 metres of poly pipe - Skate Park Tom Price	-3954.50	CSH
EFT17016	20/08/2012	LEVERAGE CONSULTING ASIA-PACIFIC P/L	Conversion of SOA documentation to agreed layout, - SOA - Structural Review GEN	-1204.50	CSH
EFT17017	20/08/2012	LGMA (WA) DIVISION	2012/2013 Membership LGMA WA, A O'Halloran & F. Mudge - Subscriptions &	-568.00	CSH
EFT17018	20/08/2012	Leo Schmitz	Refund of dog kennelling - 2 days - picked up early due to sick dog - REFUNDS INCOME A/C	-40.00	CSH
EFT17019	20/08/2012	Local Health Authority Analytical Committee	Analytical services 2012/13 - ANALYTICAL EXPENDITURE GEN	-1683.82	CSH
EFT17020	20/08/2012	M. JOYCE CRANE HIRE	2 Month purchase order for July & August for Equipment Hire - Construction Camp	-8391.63	CSH
EFT17021	20/08/2012	MARSHALL FREEMAN COM. DEBT RECOVERY & BUS. INFO.	Payment to Collection agency for Donovan Payne Architects after consideration by CEO - Legal Expenses - General	-18000.00	CSH
EFT17022	20/08/2012	MEDICAL SALES AND SERVICE	PLEASE SUPPLY - PRODUCT CODE: LKAMABD303207 - 3.1 LTR SHARPS CONTAINERS - FIELD EXPENSES GEN	-41.58	CSH
EFT17023	20/08/2012	Mark Reid	Reimbursement of payment made for Regos of SOA vehicles	-292.25	CSH
EFT17024	20/08/2012	Master Builders Association of Western Australia	Member subscription 2012/13 - Associate - Govt/Education - PRINT/STATIONERY/PUBLICATIONS GEN	-554.00	CSH
EFT17025	20/08/2012	Mercure Hotel Perth	Accommodation for SOA staff attending meetings and training	-1100.00	CSH
EFT17026	20/08/2012	Municipal Employees	Payroll deductions	-19.40	CSH
EFT17027	20/08/2012	Nationwide Oil	W222 - Waste Oil 500 Ltr - Works Prog Waste Site Tom Price	-3869.80	CSH
EFT17028	20/08/2012	Nexus WA	Courier Fee - State Library to Paraburdoo Library - POSTAGE & FREIGHT GEN	-134.47	CSH
EFT17029	20/08/2012	North West Tree Services	Repair/removal of trees/shrubs - Works Prog Street Trees Onslow	-43450.00	CSH
EFT17030	20/08/2012	ONSLOW CHAMBER OF COMMERCE	Annual membership, Amanda O'Halloran - Consultant/Project Costs (Econ Devel	-360.00	CSH
EFT17031	20/08/2012	OUTER BOUNDS PHOTOGRAPHY	2 Low res images, Onslow - Newsletter, Promotion, Social Media, Website Expenditure GEN	-938.08	CSH
EFT17032	20/08/2012	Office Choice Malaga	please supply stationary as attached - PRINTING & STATIONERY GEN	-740.34	CSH
EFT17033	20/08/2012	Onslow - Karratha Courier Services	Various cleaning goods - Cleaning Expenses RM Forrest Hall Onslow GEN	-1831.60	CSH
EFT17034	20/08/2012	Onslow Development	Please supply 1 D7H Dozer - dry rate and mobilization for 1 month - Construction Camp	-10037.50	CSH
EFT17035	20/08/2012	Onslow Seafoods	Various Seafood Items - General Programs	-428.00	CSH
EFT17036	20/08/2012	Onslow Sun Chalets	Please provide 2 Queen Motel Rooms for the 26th July as previously booked - Industry Forums GEN	-320.00	CSH
EFT17037	20/08/2012	Onslow Supermarket	Various items for SOA Onslow	-2212.09	CSH
EFT17038	20/08/2012	PILBARA FOOD SERVICES	Refreshment Expenses GEN	-211.20	CSH
EFT17039	20/08/2012	PILBARA TEST AND TAG	Please test and tag tools and machinery - Works Prog Depot Mtce Tom Price	-847.00	CSH
EFT17040	20/08/2012	PINK HYGIENE SOLUTIONS	SANITARY SERVICES FOR WHOLE OF SHIRE (30 BINS) FROM 28.08.12 to 27.09.12 - CLEANING EXPENSES GEN	-948.41	CSH

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CHQ/EFT	Date	Name	Description	Amount	Type
EFT17041	20/08/2012	Paraburdoo Inn	Accommodation for SOA staff attending meetings and training	-1935.25	CSH
EFT17042	20/08/2012	Pilbara Mechanical	Various repairs and maintenance to SOA	-1565.75	CSH
EFT17043	20/08/2012	Pilbara Motor Group	PUT23 - Cap Assy - Toyota Hilux Ute 3.0 TD	-94.38	CSH
EFT17044	20/08/2012	Protector Alsafe	Various uniform and safety items for SOA	-464.48	CSH
EFT17045	20/08/2012	QUALITY PRESS	Business cards for SOA staff	-1554.30	CSH
EFT17046	20/08/2012	RCR RESOURCES	PMG03 - Repair under body protection plate / housing - 2010 John Deere 672GP Motor Grader	-3203.20	CSH
EFT17047	20/08/2012	RED 11 PTY LTD	HK - USB Charge Plus 5V2. 1A Kit, RJ45M - RJ45M Cat6 Network Cable 50cm - COMPUTER EQUIPMENT GEN	-492.47	CSH
EFT17048	20/08/2012	RETRAVISION KARRATHA	BC258 - Please supply 1 x Euromaid electric oven SWH 600 for 498 Sirius St in Tom Price.	-1299.00	CSH
EFT17049	20/08/2012	ROXBY RETAIL ARCHITECTS	Design services and disbursements	-50587.63	CSH
EFT17050	20/08/2012	Repco Industrial Mining	P575 - Jockey wheel - Sundry Equipment	-79.99	CSH
EFT17051	20/08/2012	Richard Repsevicius	Fuel Reimbursement 88.46 Litres - Travel & Accommodation & Training EMES GEN	-145.00	CSH
EFT17052	20/08/2012	Rob Paull & Associates	Professional services rendered - Municipal Heritage Register, Completion of report for the Municipal Heritage Inventory - CONSULTANT FEES GEN	-3900.00	CSH
EFT17053	20/08/2012	SCANIA	PPM01 - ABS Signal Simulat - Scania Prime Mover 70 Tonne GCM	-389.40	CSH
EFT17054	20/08/2012	SJ CRUSHING PTY LTD	Various product from TP quarry and labour	-78523.94	CSH
EFT17055	20/08/2012	SOA Depot Social Club	Payroll deductions	-55.00	CSH
EFT17056	20/08/2012	THALANYJI ABORIGINAL CHARITABLE TRUST #2	C401 - Onslow airport extension - Ethnography - S18 and consult - Project	-19651.00	CSH
EFT17057	20/08/2012	TIM CORNELL	Fuel for hire car to Onslow - Meeting/Travel Expenses GEN	-222.25	CSH
EFT17058	20/08/2012	TOLL EXPRESS	Freight Charges	-275.61	CSH
EFT17059	20/08/2012	TOM PRICE TYREPRO	Various repairs and maintenance to SOA	-6385.85	CSH
EFT17060	20/08/2012	TUSS CONCRETE PTY LTD	Various concrete and works for SOA	-238125.80	CSH
EFT17061	20/08/2012	The Pilbara Clean	Full vehicle detail on SOA vehicles	-1650.00	CSH
EFT17062	20/08/2012	Toll Ipec Pty Ltd	Freight charges for SOA	-7723.36	CSH
EFT17063	20/08/2012	Trick Electricks Pty Ltd	Various electrical works for SOA properties	-1858.34	CSH
EFT17064	20/08/2012	U GRIME I SHINE	Cleaning of SOA properties	-4529.80	CSH
EFT17065	20/08/2012	Visit Merchandise Pty Ltd	Various Souvenir Items - Souvenir Expenses	-800.01	CSH
EFT17066	20/08/2012	W C & E IT SERVICES	10m RJ11 Telephone - COMPUTER	-16.45	CSH
EFT17067	20/08/2012	WALGA - WA LOCAL GOV. ASSOC.	WALGA Course Fees Professionally Speaking Cecilia Fernandez 4 August 2012 - COUNCILLORS SEMINARS & TRAINING GEN	-495.00	CSH
EFT17068	20/08/2012	Westcare Industries	FELID ATTRACTING PHONIC X 10 - Animal Control Products GEN	-456.50	CSH
EFT17069	20/08/2012	Westprint Heritage Maps	Various Books - Souvenir Expenses GEN	-1003.45	CSH
EFT17070	20/08/2012	Westrac Pty Ltd	Various repairs and maintenance to SOA	-3913.85	CSH
EFT17071	20/08/2012	Whelans	Professional services, - CONSULTANT FEES	-1892.00	CSH
EFT17072	23/08/2012	ALL TUFF	TROLLEY BAYS - REF. EB30 - Town Centre Works- Eastern Carpark & Associated Works	-16750.80	CSH
EFT17073	23/08/2012	ARCHIVEWISE	Storage of boxes and Govt repository box for July 2012 - PRINTING & STATIONERY GEN	-95.60	CSH
EFT17074	23/08/2012	Alliance Power & Data	Electrical consultants for design of power to New Onslow airstrip, terminal, temporary construction camp and industrial land division (stage 2) - Project Initiation	-6534.00	CSH

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CHQ/EFT	Date	Name	Description	Amount	Type
EFT17075	23/08/2012	Amar Auto Electric	Various repairs and maintenance to SOA	-1123.80	CSH
EFT17076	23/08/2012	Australian Communications & Media	Apparatus licence renewal - Broadcasting Licenses GEN	-160.00	CSH
EFT17077	23/08/2012	Australian Taxation Office	GST payable - July 2012 - GST Payable GEN	-385710.00	CSH
EFT17078	23/08/2012	BINNING PTY LTD	W222 - Semi water cart hire, dockets 0069,0070 - Works Prog Waste Site Tom Price	-9218.75	CSH
EFT17079	23/08/2012	BJ & A Building and Maintenance	Please repair eaves to the rear of house where the old air conditioner was removed - 17 Lilac St Tom Price	-1538.90	CSH
EFT17080	23/08/2012	Bob Waddell Consultant	Assistance with annual finance report, Audit file and general accounting - Contract/External Labour GEN	-9863.37	CSH
EFT17081	23/08/2012	Byblos Constructions-Tom Price	Please service air conditioners as per quote 00005822	-4433.00	CSH
EFT17082	23/08/2012	COATES HIRE - ONSLOW	C404 - Mobile fuel tanker for 30.06 to 31.07.12 - Construction Camp	-2679.24	CSH
EFT17083	23/08/2012	CRUSHERS CRICKET CLUB	Distribution of Inside Ashburton for August 12 - Newsletter, Promotion, Social Media,	-500.00	CSH
EFT17084	23/08/2012	Coates Hire Operations	Various hire of plant for SOA projects	-10743.15	CSH
EFT17085	23/08/2012	Corporate Express	Various stationary - PRINTING & STATIONERY	-976.00	CSH
EFT17086	23/08/2012	Courier Australia	Freight charges to Panna library - POSTAGE & FREIGHT GEN	-89.95	CSH
EFT17087	23/08/2012	DARWIN PLANT WHOLESALERS	Various plants for Willow rd and Street trees Para	-6111.28	CSH
EFT17088	23/08/2012	DIRECT TRADES SUPPLY	Various Hardware supplies for SOA	-1742.16	CSH
EFT17089	23/08/2012	DME CONTRACTORS	C037 - Please provide Landscape Construction as per quote - Meeka (Train) Park	-45242.30	CSH
EFT17090	23/08/2012	Darren Long Consulting	Review Council agenda reports on Local Law - CONSULTANT EXPENSES GEN	-165.00	CSH
EFT17091	23/08/2012	David Gray & Company	Various Sulo bins and lids	-7962.68	CSH
EFT17092	23/08/2012	Department of Environment &	Works approval for Onslow Worker's Camp - Construction Camp	-3650.00	CSH
EFT17093	23/08/2012	Dingo De Construction	Hire of various plant for SOA	-53316.50	CSH
EFT17094	23/08/2012	E & MJ Rosher Pty Ltd	Various parts	-270.40	CSH
EFT17095	23/08/2012	ESS Eastern Guruma Pty Ltd (Windawarri Lodge &	Refreshments as per attached Catering Order Form - Skate Park Tom Price	-867.63	CSH
EFT17096	23/08/2012	ESS THANLANYJI P/L	Fuel for SOA plant	-19656.99	CSH
EFT17097	23/08/2012	FREEHILLS	CEO employment advise, for K. White - Legal Expenses - General	-6250.05	CSH
EFT17098	23/08/2012	GENSTAR PTY LTD	Hire of 20KVA Shindawa generator, 01.07.12 to 31.07.12 - Plant Hire Expenses GEN	-1206.70	CSH
EFT17099	23/08/2012	GEOFF HERBERT	Refund of Booking fee for RM Forrest Hall in Onslow - REFUNDS INCOME A/C (Cost Neutral) GEN	-100.00	CSH
EFT17100	23/08/2012	GLH CONTRACTING	Caravan hire July 2012 - Works Prog Rural	-1705.00	CSH
EFT17101	23/08/2012	Garrards Pty Ltd	Various goods - Field Expenses GEN	-345.08	CSH
EFT17102	23/08/2012	HAYNES ROBINSON	Services render - LEGAL EXPENSES GEN	-12039.56	CSH
EFT17103	23/08/2012	Hitachi Ltd	PMG02 - Primary radialseal - John Deere DW670D Grader	-69.52	CSH
EFT17104	23/08/2012	ISS Intergrated Services-	Various goods - School Holiday Programs GEN	-352.47	CSH
EFT17105	23/08/2012	Ironcat Earthmoving Tyres	PPM01 - Kuhmo KMD01 11R 22.5 Tyres - Scania Prime Mover 70 Tonne GCM	-4400.00	CSH
EFT17106	23/08/2012	J. Blackwood & Son	Various supplies for SOA	-371.67	CSH
EFT17107	23/08/2012	JENKO WELDING & MARINE SERVICES	Please supply uniforms for Lester and John - Uniforms & PPE (Outdoor Staff) GEN	-853.86	CSH
EFT17108	23/08/2012	Jakamo Remote Service Pty	Various electrical materials - Private Works Nameless Valley Camp	-48169.39	CSH

LIST OF PAYMENTS FOR AUGUST 2012

Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
EFT17109	23/08/2012	Jason Signmakers	Supply one sign PALLETS" as before	-57.20	CSH
EFT17110	23/08/2012	Josh Byrne And Associates	C401 - Progress claim for Airport sustainability and water design consultancy, Onslow - Project Initiation	-2255.00	CSH
EFT17111	23/08/2012	KEY2 CREATIVE	Website installment - Computer Software	-5830.00	CSH
EFT17112	23/08/2012	Karratha International Hotel	PLD07 - One nights accommodation for Mark Reid - PLD07	-328.00	CSH
EFT17113	23/08/2012	L. J. Hooker	Rent for 01.08 to 31.08.12 and 01.09 to 30.09.12 - for SOA Rtio properties	-15395.98	CSH
EFT17114	23/08/2012	LESTOK TOURS PTY LTD	Bus Fares for July - for SOA Staff	-545.00	CSH
EFT17115	23/08/2012	LINKLETTERS GRAPHIC DESIGN	Ashburton news, August - Newsletter, Promotion, Social Media, Website	-2376.00	CSH
EFT17116	23/08/2012	Landgate	GRV chargeable schedule G2012/7 - SEARCH FEES GEN	-59.65	CSH
EFT17117	23/08/2012	Lyons & Pierce Karratha	Various plumbing repairs to SOA properties	-2900.11	CSH
EFT17118	23/08/2012	MCLAREN'S RAW HIRE	Attendance fees and fuel for S. Clarke - Industry Forumns GEN	-500.00	CSH
EFT17119	23/08/2012	MCMAHON BURNETT	Freight charges, for SOA	-329.02	CSH
EFT17120	23/08/2012	MEDIA MONITORS PTY LTD	Monitoring services - SUBSCRIPTIONS & PUBLICATIONS GEN	-582.95	CSH
EFT17121	23/08/2012	MUZZYS HARDWARE -	Various Hardware supplies for SOA	-4966.06	CSH
EFT17122	23/08/2012	Machinery Warehouse	Parts for small machinery	-325.00	CSH
EFT17123	23/08/2012	Mercure Hotel Perth	Accommodation for SOA staff attending meetings and training	-1970.10	CSH
EFT17124	23/08/2012	Morley Mower Centre	P575 - parts - Sundry Equipment	-882.80	CSH
EFT17125	23/08/2012	Neat n' Trim Uniforms Pty Ltd	UNIFORMS for SOA staff - UNIFORMS/PROTECTIVE CLOTHING GEN	-845.21	CSH
EFT17126	23/08/2012	Onslow Mechanical	Vehicle inspections for SOA vehicles	-187.20	CSH
EFT17127	23/08/2012	Onslow Nursery & Garden Centre	W287 - 4 x Paw Paw trees - Works Prog/Community Garden	-120.00	CSH
EFT17128	23/08/2012	Onslow Sun Chalets	3 rooms for 1 night each STAFF TRAVEL & ACCOM (COUNCIL MEETINGS) GEN	-480.00	CSH
EFT17129	23/08/2012	Onslow Supermarket	Various goods - General Programs GEN	-615.87	CSH
EFT17130	23/08/2012	PILBARA FOOD SERVICES	Milk - REFRESHMENT EXPENSES GEN	-94.60	CSH
EFT17131	23/08/2012	PLASTIC SANDWICH	12x Framed photographs - ADVERTISING & PROMOTION GEN	-1348.60	CSH
EFT17132	23/08/2012	Protector Alsafe	Various uniform and safety items for SOA	-532.56	CSH
EFT17133	23/08/2012	QUALITY PRESS	Business cards and with comps slips	-1178.10	CSH
EFT17134	23/08/2012	RAY WHITE EXMOUTH	Rents for Onslow properties	-24708.28	CSH
EFT17135	23/08/2012	Repco Industrial Mining	Vertical drum lifter 76100 - Works Prog Waste Site Tom Price	-198.70	CSH
EFT17136	23/08/2012	Rob Paull & Associates	Professional services rendered for August 2012, Pt 1 - CONSULTANT FEES GEN	-9927.50	CSH
EFT17137	23/08/2012	Roctiling	Tiling at BC109 and GE004	-14770.80	CSH
EFT17138	23/08/2012	Royal Wolf Trading	X018 - Hire of Cabin and shelter - Onsolw Airport Aprol & Landing Node Extension	-2557.50	CSH
EFT17139	23/08/2012	SAS Locksmiths	Please supply 2 x B78 keys for the Daycare - Onslow MPC Expenditure - Day Care Maintenance	-61.60	CSH
EFT17140	23/08/2012	SJ CRUSHING PTY LTD	Product from TP quarry	-5198.17	CSH
EFT17141	23/08/2012	SYMMETRICAL GROUP	Wire in new part for the high pressure cleaner - Depot Buildings Tom Price.	-264.00	CSH
EFT17142	23/08/2012	Savannah Engineers Pty Ltd	X009 - Supply crane & operator to perform crane lifts - Private Works Nameless Valley	-2530.00	CSH
EFT17143	23/08/2012	Sinewave Electrical Contractors	Rewire of Finance office for new desks - Administration Building Tom Price	-6874.47	CSH
EFT17144	23/08/2012	Slater & Gordon Lawyers	Roerig - Legal Expenses - Wittenoom	-19000.00	CSH

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CHQ/EFT	Date	Name	Description	Amount	Type
EFT17145	23/08/2012	Statewide Cleaning Supplies	5749 JUMBO COMPACT 2PLY T/ROLL 300M (C6). - Public Toilet (Exeloo) Town Centre	-215.56	CSH
EFT17146	23/08/2012	TIM CORNELL	Fuel for Hire car for T. Cornell - Meeting/Travel Expenses GEN	-55.00	CSH
EFT17147	23/08/2012	TOM PRICE TYREPRO	Various parts and repairs to SOA vehicles	-2008.50	CSH
EFT17148	23/08/2012	TRACEY BOLLAND	O145 - Rent 01.09 to 30.09.12 - 5B Maunsell Cresc, Onslow	-4333.33	CSH
EFT17149	23/08/2012	TUSS CONCRETE PTY LTD	June 2012 Works at Shire camp #109 - Private Works Nameless Valley Camp	-108533.56	CSH
EFT17150	23/08/2012	The Shell Company of Australia Ltd	S002- Diesel Fuel + Mthly Admin Charges - DIESEL FUEL	-18965.52	CSH
EFT17151	23/08/2012	Tom Price Hotel Motel	1 nights accommodation for Lorraine Thomas - Councillors Travelling GEN	-249.50	CSH
EFT17152	23/08/2012	Visit Merchandise Pty Ltd	PLACEMAT - LAMINATED KARIJINI NATIONAL PARK - Souvenir Expenses GEN	-1385.40	CSH
EFT17153	23/08/2012	WALGA - WA LOCAL GOV. ASSOC.	Various subscriptions for SOA	-26584.51	CSH
EFT17154	23/08/2012	WURTH AUSTRALIA	W500 - Various workshop supplies - Works Prog Footpath & Kerbs Onslow	-405.57	CSH
EFT17155	23/08/2012	Wajon Publishing	Various Calendars - Souvenir Expenses GEN	-173.50	CSH
EFT17156	23/08/2012	Westrac Pty Ltd	Various parts and repairs to SOA vehicles	-766.82	CSH
EFT17157	23/08/2012	Whelans	C550 - Feature study, area 2 - Paraburdoo New Sporting Building Feasibility Study	-8998.00	CSH
EFT17158	31/08/2012	3PT CONSTRUCTION T/as 3TP Electrical Contracting	Test & fix electric BBQ (left hotplate) in Lions Park - Works Prog Tom Price Lions Park	-275.00	CSH
EFT17159	31/08/2012	AGEST	Superannuation contributions	-430.41	CSH
EFT17160	31/08/2012	APRA Performing Right A.	Licence fees 01.09.12 to 31.08.13 for Public performance of copyright music for SOA properties	-951.30	CSH
EFT17161	31/08/2012	AUSTRALIAN AIRPORTS ASSOCIATION	Annual Membership to Australian Airports Association for 2012/13 - LICENCES AND	-550.00	CSH
EFT17162	31/08/2012	Allmark & Associates Pty Ltd	Name badges for SOA staff - Uniforms & PPE (Outdoor Staff) GEN	-1897.50	CSH
EFT17163	31/08/2012	Alltrack WA Pty Ltd	Equipment and operators -	-52129.00	CSH
EFT17164	31/08/2012	Amar Auto Electrics	PPM01 - Remove and fit Battery - Scania Prime Mover 70 Tonne GCM	-154.00	CSH
EFT17165	31/08/2012	Australian Super	Superannuation contributions	-5297.53	CSH
EFT17166	31/08/2012	BONNIE'S CATERING SERVICES	Shire meeting luncheon, 15.08.12 - REFRESHMENTS/RECEPTIONS GEN	-1161.60	CSH
EFT17167	31/08/2012	BT - SUPERWRAP PERSONAL SUPER PLAN	Superannuation contributions	-132.76	CSH
EFT17168	31/08/2012	BT BUSINESS SUPER	Superannuation contributions	-104.66	CSH
EFT17169	31/08/2012	BT Financial Group -	Superannuation contributions	-175.38	CSH
EFT17170	31/08/2012	BT Financial Group -	Superannuation contributions	-413.66	CSH
EFT17171	31/08/2012	BT Financial Group	Superannuation contributions	-368.22	CSH
EFT17172	31/08/2012	BT Super for Life	Superannuation contributions	-368.22	CSH
EFT17173	31/08/2012	BUSS (QUEENSLAND) PTY LTD BUSS Q	Superannuation contributions	-493.05	CSH
EFT17174	31/08/2012	Budget Car and Truck	Hire car for SOA staff	-1526.96	CSH
EFT17175	31/08/2012	CBus Super	Superannuation contributions	-2409.01	CSH
EFT17176	31/08/2012	CENTURION TRANSPORT	Freight charges	-324.40	CSH
EFT17177	31/08/2012	COATES HIRE - ONSLOW	1 week hire of Boomlift 45ft and safety harness - Construction Camp	-1561.74	CSH
EFT17178	31/08/2012	COMMANDER AUSTRALIA LIMITED	Networ charges SOA TP - UTILITIES - ADMINISTRATION GEN	-830.61	CSH
EFT17179	31/08/2012	CREATING COMMUNITIES	10 Yr Stragic plan 01.01 to 31.07.12 - Strategic Plan GEN	-32106.80	CSH

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Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
EFT17180	31/08/2012	Care Super	Superannuation contributions	-935.96	CSH
EFT17181	31/08/2012	Child Support Agency	Payroll deductions	-177.85	CSH
EFT17182	31/08/2012	Christine Main	Reimbursement for purchase of printer cartridge - PRINTING & STATIONERY GEN	-56.30	CSH
EFT17183	31/08/2012	Coates Hire Operations Pty Ltd (TP)	Approx 1 day hire of scissor lift, Friday 03/08/12 - Private Works Nameless Valley	-791.82	CSH
EFT17184	31/08/2012	DATAKOM SYSTEMS (W.A) P/L	Knowledge Management Project - second invoice - SOA - Structural Review GEN	-69521.76	CSH
EFT17185	31/08/2012	DIRECT TRADES SUPPLY P/L	To supply 12 volt DC / 12.0amps / 13.6 LPM / 4.1 bar pump	-1751.90	CSH
EFT17186	31/08/2012	DMS	IntraMaps Administrator Training in Perth, M. Wlaker & D. McKenzie - Asset Management Programs GEN	-2475.00	CSH
EFT17187	31/08/2012	David Gray & Company	Supply 240 litre MGB Sulo bins complete green - Works Prog Replacement Bins	-1003.20	CSH
EFT17188	31/08/2012	Superfund	Superannuation contributions	-401.12	CSH
EFT17189	31/08/2012	Denver Technology	Professional Services - COMPUTER	-10554.39	CSH
EFT17190	31/08/2012	Dept of Environment & Conservation	ANNUAL ALL PARK PASSES - Souvenir Expenses GEN	-404.97	CSH
EFT17191	31/08/2012	Dingo De Construction	Various hire of plant for SOA projects	-64506.00	CSH
EFT17192	31/08/2012	Downer EDI Works Pty Ltd	XO30 - RFT 19/10, 10mm Single coat C170 Granite Bitumen seal - P/Wks - RTIO Paraburdoo Caravan Park	-118368.80	CSH
EFT17193	31/08/2012	E & MJ Rosher Pty Ltd	Various parts for SOA machinery	-1698.75	CSH
EFT17194	31/08/2012	EDEN BRAGG	HR Licence - RECRUITMENT EXPENSES GEN	-143.70	CSH
EFT17195	31/08/2012	ENVIRONMENTAL HEALTH AUST. (NSW) INC	I'm Alert" online D subscription 12/13 - HEALTH PROMOTION GEN"	-330.00	CSH
EFT17196	31/08/2012	GALVINS PLUMBING	Plumbing parts	-1073.38	CSH
EFT17197	31/08/2012	GLH CONTRACTING	Maintenance grading	-39401.93	CSH
EFT17198	31/08/2012	GRAPHIC SOURCE PTY LTD	Tom Price 40 Year Anniversary Book (3000) - LOCAL HISTORY EXPENDITURE GEN	-9625.00	CSH
EFT17199	31/08/2012	HOLCIM (AUSTRALIA) PTY LTD	W307 - 5m3 concrete - Works Prog Streets & Roads Tom Price	-3643.75	CSH
EFT17200	31/08/2012	Hesta Super Fund	Superannuation contributions	-549.12	CSH
EFT17201	31/08/2012	Hitachi Ltd	Various parts and repairs to SOA vehicles	-8103.77	CSH
EFT17202	31/08/2012	Host Plus Executive Super	Superannuation contributions	-2005.04	CSH
EFT17203	31/08/2012	IMAGELAB	12 prints - ADVERTISING & PROMOTION GEN	-264.00	CSH
EFT17204	31/08/2012	ING Custodians Pty Limited	Superannuation contributions	-381.06	CSH
EFT17205	31/08/2012	ING One Answer Personal Super	Superannuation contributions	-667.44	CSH
EFT17206	31/08/2012	Intrust Super	Superannuation contributions	-744.18	CSH
EFT17207	31/08/2012	J. Blackwood & Son Limited	Various cleaning products	-646.33	CSH
EFT17208	31/08/2012	JENKO WELDING & MARINE SERVICES	C404 - Weld two cleats onto containers - Construction Camp	-407.00	CSH
EFT17209	31/08/2012	Jason Signmakers	Various signs for various areas in SOA	-545.60	CSH
EFT17210	31/08/2012	Landgate	Conversion of rating basis to GRV - and survey lodgement	-3546.00	CSH
EFT17211	31/08/2012	Lyons & Pierce Karratha	Various plumbing repairs to SOA properties	-3979.54	CSH
EFT17212	31/08/2012	M P ROGERS & ASSOCIATES P/L	Professional services for Onslow Coastal hazard Assessment - CONSULTANT FEES GEN	-22735.90	CSH
EFT17213	31/08/2012	M. JOYCE CRANE HIRE	C404 - July & August for Equipment Hire - Construction Camp	-14202.40	CSH
EFT17214	31/08/2012	MTAA Superannuation	Superannuation contributions	-632.55	CSH
EFT17215	31/08/2012	Mercure Hotel Perth	Accommodation for Jeff Breen. 01-03.08.12 - Travelling Expenses GEN	-390.00	CSH

LIST OF PAYMENTS FOR AUGUST 2012

Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
EFT17216	31/08/2012	Morley Mower Centre	BG 86 Blower fuel pump bulbs, Brushcutter fuel pump - Sundry Equipment	-88.95	CSH
EFT17217	31/08/2012	Municipal Employees	Payroll deductions	-19.40	CSH
EFT17218	31/08/2012	NATHAN HOLTON PAINTING	BC109 - Internal repaint - CAP - 335 First Ave Onslow	-8256.60	CSH
EFT17219	31/08/2012	Nationwide Superannuation Fund	Superannuation contributions	-398.61	CSH
EFT17220	31/08/2012	Neat n' Trim Uniforms Pty Ltd	Uniforms for SOA staff UNIFORMS/PROTECTIVE CLOTHING GEN	-598.40	CSH
EFT17221	31/08/2012	O'CONNOR LAWNMOWER CENTRE	Supply complete starter for Honda Mower - Works Prog/Community Garden	-58.80	CSH
EFT17222	31/08/2012	ONSITE RENTAL GROUP OPERATIONS (WA) (Statewide Equip Hire)	C404 - Supply 2 15,000 lt water cart and 1 40 tonne dump truck for approx 1 month - Construction Camp	-52629.11	CSH
EFT17223	31/08/2012	Office Choice Malaga	please supply stationary as attached - PRINTING & STATIONERY GEN	-8.12	CSH
EFT17224	31/08/2012	Onslow Mechanical	PBU02 - Replace rear window - Toyota Hiace 3.0L C/Bus T/D A/T SWLB Base White	-294.25	CSH
EFT17225	31/08/2012	PROTECTOR FIRE SERVICES PTY LTD	W600 - Supply Various fire extinguishers and signs - Works Prog Airport General	-1849.10	CSH
EFT17226	31/08/2012	PennyMeg Press	Books and playing cards - Souvenir Expenses	-250.00	CSH
EFT17227	31/08/2012	Protector Alsafe	Various uniform and safety items for SOA	-364.29	CSH
EFT17228	31/08/2012	Q SUPER	Superannuation contributions	-712.00	CSH
EFT17229	31/08/2012	QUALITY PRESS	Printing of Inside Ashburton Aug 2012 - and Business cards	-2966.70	CSH
EFT17230	31/08/2012	REI Super	Superannuation contributions	-588.52	CSH
EFT17231	31/08/2012	ROXBY RETAIL	Services & disbursements	-59431.90	CSH
EFT17232	31/08/2012	Rio Tinto - Pilbara Iron	Electricity usage - B432 and O279	-750.08	CSH
EFT17233	31/08/2012	Roctiling	Please supply and install tiles for the Office upgrade in Para. - Office Upgrade - Paraburdoo GEN	-11946.00	CSH
EFT17234	31/08/2012	Royal Wolf Trading	Hire of accommodation and Donga's July 2012	-220937.82	CSH
EFT17235	31/08/2012	SOA Depot Social Club	Payroll deductions	-60.00	CSH
EFT17236	31/08/2012	SYMMETRICAL GROUP	Various electrical repairs to SOA properties	-1412.98	CSH
EFT17237	31/08/2012	Shire of Roebourne	Season pass for the Karratha Airport for ongoing use by the Onslow Ranger - MOTOR VEHICLE EXPENSES GEN	-94.00	CSH
EFT17238	31/08/2012	Sigma Chemicals	Dry Chlorine (Purex) 40 kg and dry acid - CHEMICALS GEN	-815.00	CSH
EFT17239	31/08/2012	THE ASHBURTON RESORT MOTEL	Accommodation for Kate Jonnston - Aerodrome Management Consultant Fees	-660.00	CSH
EFT17240	31/08/2012	THE HONDA SHOP	To supply pull start assembly for Honda GX35 Part No - 2840020Z003 - Sundry	-29.49	CSH
EFT17241	31/08/2012	TOLL FAST	Templar admin, storage and freight - ADVERTISING & PROMOTION GEN	-170.38	CSH
EFT17242	31/08/2012	TOM PRICE TYREPRO	Various repairs and maintenace to SOA	-605.00	CSH
EFT17243	31/08/2012	TOUCAN DISPLAY SYSTEMS	8 panel superlite system, with carry bag - ADVERTISING & PROMOTION GEN	-1468.50	CSH
EFT17244	31/08/2012	TUSS CONCRETE PTY LTD	Various works for SOA projects	-319046.90	CSH
EFT17245	31/08/2012	Trick Electricks Pty Ltd	Various electrical works for SOA properties	-50562.60	CSH
EFT17246	31/08/2012	WA Local Government	Superannuation contributions	-47470.59	CSH
EFT17247	31/08/2012	WALGA - WA LOCAL GOV. ASSOC.	Various advertisements for SOA and Training for staff	-26316.72	CSH
EFT17248	31/08/2012	Water 2 Water	MOntly rental for R/O system Para kitchen - REFRESHMENT EXPENSES GEN	-69.00	CSH

LIST OF PAYMENTS FOR AUGUST 2012

Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
EFT17249	31/08/2012	Westscheme Division of Australian Super	Superannuation contributions	-3409.25	CSH
TOTAL				-5280688.10	

Municipal Cheques

CHQ/EFT	Date	Name	Description	Amount
26395	03/08/2012	AMP Corporate Superannuation	Superannuation contributions	-1474.76 CSH
26396	03/08/2012	AMP LIFE LIMITED	Superannuation contributions	-1015.35 CSH
26397	03/08/2012	AXA - Generations Personal Super Plan	Superannuation contributions	-190.53 CSH
26398	03/08/2012	Asgard Wealth Solutions Super	Superannuation contributions	-1190.69 CSH
26399	03/08/2012	C. Munro Contractors	Hire of various plant and labour and supplies and repairs for SOA	-2060.26 CSH
26400	03/08/2012	Colonial First State Super Investments Ltd	Superannuation contributions	-2819.48 CSH
26401	03/08/2012	Commonwealth Superannuation	Superannuation contributions	-866.59 CSH
26402	03/08/2012	Felicity Kathryn Brennan	REFUND OF DOG REG - DECEASED DOG - TAG 1300168	-50.00 CSH
26403	03/08/2012	Gesb Superannuation	Superannuation contributions	-223.63 CSH
26404	03/08/2012	Horizon Power	Electricity usage for SOA properties	-262.33 CSH
26405	03/08/2012	IIOF Portfolio Services -	Superannuation contributions	-3060.65 CSH
26406	03/08/2012	LG SUPER - #E9393	Superannuation contributions	-2807.16 CSH
26407	03/08/2012	MLC Super	Superannuation contributions	-416.41 CSH
26408	03/08/2012	PETER FOSTER	Councillor Travel Tom Price - Paraburdoo & return - Councillors Travelling GEN	-129.07 CSH
26409	03/08/2012	Quadrant Superannuation Pty Ltd	Superannuation contributions	-4013.19 CSH
26410	03/08/2012	REVISE WA	Donation to Help outback mothers getting a bit of respite - Donations - Education GEN	-200.00 CSH
26411	03/08/2012	Rest Superannuation	Superannuation contributions	-5090.80 CSH
26412	03/08/2012	Shire of Ashburton	Various fees and charges payable to SOA	-1461.00 CSH
26413	03/08/2012	Shire of Ashburton	Payroll deductions	-900.00 CSH
26414	03/08/2012	Spectrum Super	Superannuation contributions	-732.00 CSH
26415	03/08/2012	Suncorp Superannuation	Superannuation contributions	-435.10 CSH
26416	03/08/2012	Sunsuper	Superannuation contributions	-1656.50 CSH
26417	03/08/2012	TAL LIFE LIMITED	Superannuation contributions	-501.40 CSH
26418	03/08/2012	Tasplan Super	Superannuation contributions	-934.53 CSH
26419	03/08/2012	Telstra Super Pty Ltd	Superannuation contributions	-411.19 CSH
26420	03/08/2012	UNISUPER	Superannuation contributions	-1143.48 CSH
26421	03/08/2012	Water Corporation	ANNUAL SERVICE CHARGES - UTILITIES - RURAL SERVICES GEN	-197.05 CSH
26422	03/08/2012	Zurich Australian	Superannuation contributions	-658.51 CSH
26423	09/08/2012	Horizon Power	electricity usage for SOA properties	-5523.33 CSH
26424	09/08/2012	Shire of Ashburton (Petty)	Petty cash for SOA offices	-709.10 CSH
26425	09/08/2012	TELSTRA	telephone costs for SOA	-20503.27 CSH
26426	09/08/2012	Water Corporation	Water rates 2012/13	-8716.50 CSH
26427	20/08/2012	Australian Institute of Building Surveyors	1 x Tabs magazine subscription July 2012 to June 2013 - PRINT/STATIONERY	-60.00 CSH
26428	20/08/2012	C. Munro Contractors	Various repairs and maintenance to SOA	-2347.65 CSH
26429	20/08/2012	Horizon Power	electricity usage for SOA properties	-10425.79 CSH
26430	20/08/2012	ONSLOW RODEO ASSOCIATION	Donation to help cover costs of the 2012 Onslow Rodeo - CONTRIBUTION TO CLUBS/COMMUNITY GROUPS GEN	-2000.00 CSH

LIST OF PAYMENTS FOR AUGUST 2012

Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
26431	20/08/2012	Posties General Store	Paper account for period 01.05.12 to 31.05.12 - SUBSCRIPTIONS & PUBLICATIONS	-561.65	CSH
26432	20/08/2012	Shire of Ashburton	BC437 - Change of use Application Fee - Onslow Business House	-278.00	CSH
26433	20/08/2012	Shire of Ashburton	Payroll deductions	-700.00	CSH
26434	20/08/2012	Shire of Ashburton (Petty	Petty cash for Para	-49.50	CSH
26435	20/08/2012	Spotless Maintenance	Refund of overpayment of invoice 11724 & 11738 - REFUNDS INCOME A/C (Cost Neutral)	-280.00	CSH
26436	20/08/2012	TELSTRA	telephone costs for SOA	-515.91	CSH
26437	20/08/2012	Tom Price Tourist Park	X019 - Re-fill gas bottle - Hamersley Gorge	-40.25	CSH
26438	20/08/2012	Water Corporation	Annual service charges	-10462.90	CSH
26439	23/08/2012	C. Munro Contractors	Various repairs and maintenance to SOA	-6866.65	CSH
26440	23/08/2012	CANNING BRIDGE AUTO LODGE	Accom for Rose Madden 8th August to 10th August 2012. - Seminars and Training GEN	-270.00	CSH
26441	23/08/2012	FORTESCUE METAL GROUP LTD	Refund of cancelled building application 20120220 - Refunds Income a/c (Cost	-4560.00	CSH
26442	23/08/2012	Horizon Power	O136 - Electricity usage 24.05 to 19.07.12 - 583 Third Ave Onslow	-149.42	CSH
26443	23/08/2012	PARABURDOO PRIMARY SCHOOL	Distribution of Inside ashburton for August 2012 - Newsletter, Promotion, Social Media,	-300.00	CSH
26444	23/08/2012	PETER OWENS	Services rendered - Newsletter, Promotion, Social Media, Website Expenditure GEN	-396.00	CSH
26445	23/08/2012	Shire of Ashburton	O372 - Eating licence and rego for 12/13 - Onslow Multi Purpose Centre	-500.00	CSH
26446	23/08/2012	TELSTRA	telephone costs - for SOA	-19612.27	CSH
26447	23/08/2012	Tom Price Senior High School	dONATION FOR AWARD CEREMONY FOR 2012 - Donations - Education GEN	-150.00	CSH
26448	30/08/2012	Shire of Ashburton (Petty Cash)	Establishment of the Float for the Onslow Caravan Park - Cash on Hand GEN	-1000.00	CSH
26449	31/08/2012	AMP Corporate Superannuation	Superannuation contributions	-1550.51	CSH
26450	31/08/2012	AMP LIFE LIMITED	Superannuation contributions	-564.77	CSH
26451	31/08/2012	AXA - Generations Personal Super Plan	Superannuation contributions	-200.56	CSH
26452	31/08/2012	Asgard Wealth Solutions Super	Superannuation contributions	-474.44	CSH
26453	31/08/2012	BJK Publishing & Photography	Karrijini & Gibb river books - Souvenir Expenses GEN	-951.50	CSH
26454	31/08/2012	Colonial First State Super Investments Ltd	Superannuation contributions	-2311.90	CSH
26455	31/08/2012	Commonwealth Superannuation	Superannuation contributions	-582.46	CSH
26456	31/08/2012	Gesb Superannuation	Superannuation contributions	-51.63	CSH
26457	31/08/2012	Horizon Power	O300 - Electricity usage 25.05 to 19.07.12 - - Senior Citizen Unit 1	-54.72	CSH
26458	31/08/2012	IOOF Portfolio Services - 180628MME01	Superannuation contributions	-2291.07	CSH
26459	31/08/2012	LG SUPER - #E9393	Superannuation contributions	-1986.94	CSH
26460	31/08/2012	MLC Super	Superannuation contributions	-279.88	CSH
26461	31/08/2012	Quadrant Superannuation	Superannuation contributions	-2413.26	CSH
26462	31/08/2012	Rest Superannuation	Superannuation contributions	-2961.84	CSH
26463	31/08/2012	Shire of Ashburton	Payroll deductions	-787.09	CSH
26464	31/08/2012	Spectrum Super	Superannuation contributions	-492.00	CSH
26465	31/08/2012	Suncorp Superannuation	Superannuation contributions	-387.96	CSH
26466	31/08/2012	Sunsuper	Superannuation contributions	-1846.30	CSH
26467	31/08/2012	T.J. DEPIAZZI & SONS	Soil conditioner	-8302.80	CSH
26468	31/08/2012	TAL LIFE LIMITED	Superannuation contributions	-501.40	CSH

LIST OF PAYMENTS FOR AUGUST 2012

Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
26469	31/08/2012	TELSTRA	telephone costs,for SOA	-2806.68	CSH
26470	31/08/2012	Tasplan Super	Superannuation contributions	-628.47	CSH
26471	31/08/2012	Telstra Super Pty Ltd	Superannuation contributions	-392.97	CSH
26472	31/08/2012	UNISUPER	Superannuation contributions	-130.89	CSH
26474	31/08/2012	Water Corporation	B417 - Water usage, 07.01 to 25.05.12 - Depot Buildings Onslow	-762.20	CSH
TOTAL				-165594.09	

Trust Payments

CHQ/EFT	Date	Name	Description	Amount	Type
202555	03/08/2012	BJK Publishing & Photography	SALES OF PHOTOGRAPHIC PRINTS FOR JUNE 2012, BJK PUBLISHING & PHOTOGRAPHY	-735.00	CSH
202556	03/08/2012	Frank Richardson	SALES OF PHOTOGRAPHIC PRINTS FOR JUNE 2012, FRANK RICHARDSON	-1246.40	CSH
202557	03/08/2012	GUMALA INVESTMENTS PTY LTD	REFUND OF HALL BOND PAID FOR CIVIC CENTRE TP 12.07.12, LESS \$49 FOR CLEANING	-391.00	CSH
202558	03/08/2012	LESTOK TOURS PTY LTD	MINE and gorge TOURS FOR JUNE 2012, LESS COMMISSIONS	-24669.38	CSH
202559	03/08/2012	RAY MARTIN	REFUND OF HOUSING BOND FOR 283 CAROB ST, TOM PRICE TO RAY MARTIN	-500.00	CSH
202560	03/08/2012	Shire of Ashburton	Coach and Rio commissions and refund of cleaning bond	-476.92	CSH
202562	13/08/2012	BJK Publishing & Photography	SALES OF PHOTOGRAPHIC PRINTS FOR JULY 2012, BJK PUBLISHING & PHOTOGRAPHY	-885.50	CSH
202563	13/08/2012	Builders Registration Board of WA	BRB LEVY COLLECTED FOR THE MONTH OF JUNE 2012, LESS SHIRE COMMISSION	-14982.15	CSH
202564	13/08/2012	Colin NUNN	REFUND OF CLEANING AND KEY BOND FOR C.	-440.00	CSH
202565	13/08/2012	Construction Training Fund	CITF LEVY COLLECTED FOR THE MONTH OF JUNE 2012, LESS SHIRE COMMISSION	-32531.22	CSH
202566	13/08/2012	Frank Richardson	SALES OF PHOTOGRAPHIC PRINTS FOR JULY 2012, FRANK RICHARDSON	-795.20	CSH
202567	13/08/2012	JOANNA VAN DE WORP	REFUND OF CLEANING AND KEY BOND RECEIPT NO. 28578	-330.00	CSH
202568	13/08/2012	LESTOK TOURS PTY LTD	MINEand gorge TOURS FOR JULY 2012, LESS COMMISSIONS, LESTOK TOURS	-60109.23	CSH
202569	13/08/2012	NICOLE SEINOR	REFUND OF KEY DEPOSIT FOR ASHBURTON HALL, NICOLE SEINOR	-80.00	CSH
202570	13/08/2012	Paraburdoo Womens Softball Association	REFUND OF CLEANING AND KEY BOND FOR ASHBURTON HALL, PARA WOMEN'S SOFTBALL ASSOC.	-440.00	CSH
202571	13/08/2012	Shire of Ashburton	Commissions and refunds for SOA	-4237.46	CSH
202572	13/08/2012	THE SHELL COMPANY AUST.PTY	REFUND OF CLEANING BOND AND KEY DEPOSIT FROM SHELL AUSTRALIA (TOM PRICE) 06.06.12	-440.00	CSH
TOTAL				-143289.46	

Credit Card Payments JULY Statements

CHQ/EFT	Date	Name	Description	Amount	Type
FL-JUL-12-1	04/07/2012	The Bluepod Coffee Co.	Coffee Pod's Boxes - Admin Building Machine - REFRESHMENT EXPENSES GEN	400.00	DD5050.1
FL-JULY-12-2	23/07/2012	The Bluepod Coffee Co.	Box of coffee pods for machine - admin office - REFRESHMENT EXPENSES GEN	400.00	DD5050.1
AO-JULY-12-5	16/07/2012	Wotif.com HOLDING LTD	C403 - Mecure Hotel, Perth - 1 night, 17.07.12 - Terminal Construction	264.50	DD5050.2

LIST OF PAYMENTS FOR AUGUST 2012

Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
DW-JULY-12-5	06/07/2012	Qantas	Flights for Facilitators of School Holiday Program - School Holiday Programs GEN	673.40	DD5050.3
DW-JULY-12-10	12/07/2012	Qantas	Flights - Deb Wilkes - Karratha to Perth Return - Meeting/Travel Expenses GEN, Flights - Deb Wilkes - Karratha to Perth Return - Consultant/Project Costs GEN	712.70	DD5050.3
DW-JULY-12-16	21/07/2012	Qantas	Change of flights - from Karratha to Paraburdoo - Meeting/Travel Expenses GEN	40.00	DD5050.3
DW-JULY-12-17	21/07/2012	Qantas	Additional costs for flight from Paraburdoo - changed from Karratha - Meeting/Travel Expenses GEN	120.01	DD5050.3
GB-JULY-12-2	24/07/2012	Qantas	W307 - Flight for Neville Donaldson (SOA had a credit which was used against this booking) - Works Prog Streets & Roads Tom Price	83.00	DD5050.3
GB-JULY-12-3	24/07/2012	Qantas	W307 - Qantas service fee charge - booking for N Donaldson's flight - Works Prog Streets & Roads Tom Price	10.00	DD5050.3
GB-JULY-12-4	26/07/2012	Qantas	Flights - Para to Perth Return; R Repsevicius; 28 - 31.07.12 - Meeting/Travel Expenses GEN	613.70	DD5050.3
GB-JULY-12-05	01/08/2012	Qantas	Return flights for G Brayford - Meeting with Chevron in Perth - Travel & Accommodation & Training EMES GEN	613.70	DD5050.3
GB-JULY-12-6	02/08/2012	Qantas	Return flights for FIFO employee, Brent Stein - Meeting/Travel Expenses GEN	851.71	DD5050.3
GB-JULY-12-7	02/08/2012	Qantas	Return Flights for J Breen & F Ludovico, to Perth 13.08.12 for Exec Mgr Tech Services interviews - RECRUITMENT EXPENSES GEN	1479.42	DD5050.3
GB-JULY-12-8	02/08/2012	Qantas	Flight change for Felicia Mudge - attending Exec Mgr Tech Services interviews on 13.08.12	299.00	DD5050.3
GB-JULY-12-9	02/08/2012	Qantas	Flights for Ebenezer Daniel to Perth. Candidate for Exec Mgr Tech Services - interview on 13.08.12	756.32	DD5050.3
JB-JULY-12-2	04/07/2012	Qantas	Return flights, Kerry White - Perth to Karratha, 7.08.12 - WALGA Week - Councillors Travelling GEN, Balance on voucher.	85.00	DD5050.3
JB-JULY-12-3	04/07/2012	Qantas	Flight for Kerry White, Broome to Perth 29.07.12 - WALGA Week - Councillors	442.01	DD5050.3
FL-JULY-12-3	25/07/2012	Qantas	Flight for F Ludovico, Para to Perth, 28 - 30 August 2012. Murdoch Uni - Transforming Your Organisations Decision Processes - Seminars and Training GEN	585.71	DD5050.3
JB-JULY-12-17	25/07/2012	Qantas	Flight: Jeff Breen, Para to Perth 28-30 August 2012. Murdoch Uni - Transforming your organisations decision processes - Meeting/Travel Expenses GEN	585.71	DD5050.3
JB-JULY-12-18	27/07/2012	Qantas	Flight for Peter Foster, Perth to Para 4.08.12 - Meeting/Travel Expenses GEN	366.71	DD5050.3
JB-JULY-12-19	27/07/2012	Qantas	Flight, Jeff Breen, Para to Perth 23-24 August 2012, Meetings - DSD - Meeting/Travel Expenses GEN	697.71	DD5050.3
JB-JULY-12-20	27/07/2012	Qantas	C404 - Flights for Lester Bones, Karratha to Hobart via Melbourne, Return - Construction Camp	1622.56	DD5050.3
JB-JULY-12-21	27/07/2012	Qantas	CS001 - Flights, Marg Hemsley, Perth to Para 16-17 August - Integrated Planning Implementation - Consultancies - Other	613.70	DD5050.3

LIST OF PAYMENTS FOR AUGUST 2012

Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
JB-JULY-12-22	31/07/2012	Qantas	W400 - Flights for Jason Little, Para to Brisbane 13 - 21.08.12 - Works Prog Rural	1372.51	DD5050.3
BS-JULY-12-2	05/07/2012	Qantas	Flights to Perth for AIBS Conference - Seminars and Training GEN	425.70	DD5050.3
AO-JULY-12-1	04/07/2012	Qantas	C404 - Flights for Wayne Foster - Karratha to Devonport via Perth + Melbourne - Construction Camp	1293.63	DD5050.3
FK-JULY-12-1	03/07/2012	Qantas	C218 - Return flights Para to Auckland, for Craig Mathewson - Weano/Banjima Drive Prep 10Km for seal SLK 00-10	1553.32	DD5050.3
FK-JULY-12-3	06/07/2012	Qantas	C218 - Flights for Paul Ingold, Perth to Para Return - Weano/Banjima Drive Prep 10Km for seal SLK 00-10	683.71	DD5050.3
FK-JULY-12-4	06/07/2012	Qantas	W307 - Flights for Leigh Roberts, Para to Perth 17.07.12 - Works Prog Streets & Roads Tom Price	296.70	DD5050.3
FK-JULY-12-5	19/07/2012	Qantas	Flights for proposed Mechanic site visit - 23.07.12 - RECRUITMENT EXPENSES GEN	655.71	DD5050.3
FK-JULY-12-6	25/07/2012	Qantas	Flights for Paul Byard, 26.07.12 to 10.08.12 Perth to Para Return - Travel & Accommodation & Training EMES GEN	613.70	DD5050.3
FK-JULY-12-7	27/07/2012	Qantas	C404 - Flights for Jeff Newman, Karratha to Brisbane Return - Construction Camp	1440.54	DD5050.3
FK-JULY-12-8	27/07/2012	Qantas	C218 - Flights for Paul Ingold, Perth to Para Return - Weano/Banjima Drive Prep	683.71	DD5050.3
FK-JULY-12-9	27/07/2012	Qantas	C404 - Flights for John Wilson, Karratha/Melb/Devonport Return - Construction Camp	1766.55	DD5050.3
AO-JULY-12-2	04/07/2012	Qantas	C404 - Flight for Wayne Foster, Devonport to Karratha - Construction Camp	1030.62	DD5050.3
FK-JULY-12-10	27/07/2012	Qantas	C404 - Flights for Arto Bragg, Karratha to Perth Return - Construction Camp	851.71	DD5050.3
FM-JULY-12-7	11/07/2012	Qantas	ICT training for WALGA held 2.08.12 for Al Lind - Seminars and Training GEN	533.70	DD5050.3
FM-JULY-12-11	18/07/2012	Qantas	Flights for Steven Hardy, Perth to Karratha Return, site visit Onslow - RECRUITMENT EXPENSES GEN	1147.72	DD5050.3
FM-JULY-12-12	18/07/2012	Qantas	Flights for Andrew Johnson & Tracy Marshall, Perth to Karratha 25.07.12 - RECRUITMENT EXPENSES GEN	673.40	DD5050.3
FM-JULY-12-16	20/07/2012	Qantas	Flight for Richard Repsevicius, Monday 23.07.12 - Seminars and Training GEN	366.71	DD5050.3
FM-JULY-12-19	21/07/2012	Qantas	Flights for Megan Walsh - Terminal	738.71	DD5050.3
FM-JULY-12-20	21/07/2012	Qantas	Conference, Michelle Walker - Assetic, Para to Perth Return - Seminars and Training GEN	641.70	DD5050.3
FM-JULY-12-24	31/07/2012	Qantas	Chloe's flights for Perth to attend safety conference 7 - 9 August 2012 - OHS Meeting Expenses GEN	530.00	DD5050.3
DW-JULY-12-1	04/07/2012	Qantas	Flights Perth to Karratha, D. Hancy + C Maseyk - School Holiday Programs GEN	819.42	DD5050.3
DW-JULY-12-6	09/07/2012	ESS Eastern Guruma Pty Ltd (Windawarri Lodge & Rocklea Palms)	EV09 - Accommodation RAW dancers/instructors - July Sch Hol Prgm - 2 nights - School Holiday programs (Eastern)	849.89	DD5050.4
DW-JULY-12-7	10/07/2012	ESS Eastern Guruma Pty Ltd (Windawarri Lodge & Rocklea Palms)	EV09 - Accommodation for Anna Johnston for School Holiday Program - School Holiday programs (Eastern)	346.03	DD5050.4

LIST OF PAYMENTS FOR AUGUST 2012

Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
DW-JULY-12-8	10/07/2012	ESS Eastern Guruma Pty Ltd (Windawarri Lodge &	EV09 - Accommodation for Jess Chambers - School Holiday programs (Eastern)	346.03	DD5050.4
DW-JULY-12-9	10/07/2012	Tom Price Visitors Centre	Mine tour for ECU students as part of 40th anniversary local history project - Consultant/Project Costs GEN	112.00	DD5050.5
DW-JULY-12-2	04/07/2012	Tom Price Visitors Centre	Karajini tours for ECU project - Consultant/Project Costs GEN	620.00	DD5050.5
DW-JULY-12-11	13/07/2012	Shire of Roebourne	Parking at Karratha airport - Vehicles Operation Costs GEN	36.00	DD5050.6
DW-JULY-12-12	13/07/2012	Gull	Tracking Onslow Project, Petrol for hire car, - LOCAL HISTORY EXPENDITURE GEN	16.15	DD5050.7
DW-JULY-12-13	17/07/2012	PARABURDOO BISTRO	Dinner for Charlie + Joan Smell (Sculptors) - for TP/Para consultation - Consultant/Project Costs GEN	87.00	DD5050.8
AO-JULY-12-6	17/07/2012	Paper Plus Dunedin Airport	Various Stationery Items - PRINTING & STATIONERY GEN	37.15	DD5050.9
DW-JULY-12-14	19/07/2012	Coles Supermarkets - Tom Price	Community consultation for Entry Statements + Peace Park - Consultant/Project Costs GEN	66.32	DD5050.10
FM-JULY-12-13	19/07/2012	Coles Supermarkets - Tom Price	Housing strategy breakfast meeting supplies - RECRUITMENT EXPENSES GEN, Housing strategy breakfast meeting supplies -	70.90	DD5050.10
FM-JULY-12-14	19/07/2012	Coles Supermarkets - Tom Price	Housing Strategy breakfast meeting supplies - RECRUITMENT EXPENSES GEN	32.39	DD5050.10
FM-JULY-12-15	20/07/2012	Coles Supermarkets - Tom Price	Housing strategy breakfast meeting supplies - RECRUITMENT EXPENSES GEN, Housing strategy breakfast meeting supplies -	37.99	DD5050.10
DW-JULY-12-15	19/07/2012	Liquorland - Tom Price	Alcohol for community consultation + OMG - part of school holiday program - Consultant/Project Costs GEN	409.00	DD5050.11
AO-JULY-12-11	04/07/2012	WESTPAC BANKING CORPORATION	Fees & Charges for credit card - BANK CHARGES GEN	1.11	DD5050.12
JB-JULY-12-24	03/07/2012	WESTPAC BANKING CORPORATION	Fees & charges for credit card- BANK CHARGES GEN	6.78	DD5050.12
AO-JULY-12-7	19/07/2012	Red Breeze Bistro & Cafe	Dinner with Chevron DSD, Shire Team - Airport Construction Meeting - Aerodrome Management Consultant Fees GEN	775.36	DD5050.13
FM-JULY-12-5	06/07/2012	Red Breeze Bistro & Cafe	Lunch for executive managers - Budget review Meeting 6.07.12 - MEETINGS & SEMINARS - CEO GEN	162.00	DD5050.13
AO-JULY-12-08	25/07/2012	SE and KE PTY LTD	Dinner - Rob Paull + Tim Cornell - Welcome - REFRESHMENTS / RECEPTIONS GEN	192.50	DD5050.14
JB-JULY-12-6	09/07/2012	SE and KE PTY LTD	Meal - Meeting/Travel Expenses GEN	185.00	DD5050.14
AO-JULY-12-9	26/07/2012	PILBARA HOLIDAY PARK	Accommodation for Anika Serer - 26.07.12 - Karratha Water Corp meeting - Consultant/Project Costs (Econ Devel	231.52	DD5050.15
AO-JULY-12-10	27/07/2012	Landgate	Certificate of Title for H14 Second Ave, Onslow, Lot 312 - on plan 202376 - Consultant/Project Costs (Econ Devel General) GEN	24.00	DD5050.16
GB-JULY-12-1	16/07/2012	A.P.S. REWINDS & SALES	W011- Parts for repairs - Works Prog/Fire Fighting, Note: This was paid twice, will credit one payment in next months statement.	913.99	DD5050.17
JB-JULY-12-1	02/07/2012	Swan Taxis	Taxi Fare, Perth Meetings - Meeting/Travel Expenses GEN	32.41	DD5050.18
JB-JULY-12-7	11/07/2012	Swan Taxis	Taxi Fare - Perth to Suburbs - Meeting/Travel Expenses GEN	8.99	DD5050.18
JB-JULY-12-10	12/07/2012	Swan Taxis	Taxi Fare - Meeting/Travel Expenses GEN	43.96	DD5050.18

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Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
JB-JULY-12-23	01/08/2012	Swan Taxis	Taxi Fare, Perth Meetings - Meeting/Travel Expenses GEN	37.41	DD5050.18
BS-JULY-12-4	05/07/2012	Swan Taxis	Taxi Fare - attending RTIO & Chevron meetings - Inspection Travel Expenses GEN	22.76	DD5050.18
BS-JULY-12-5	05/07/2012	Swan Taxis	Taxi Fare - RTIO & Chevron meetings - Inspection Travel Expenses GEN	26.42	DD5050.18
BS-JULY-12-6	06/07/2012	Swan Taxis	Taxi fare - RTIO & Chevron meetings - Inspection Travel Expenses GEN	25.09	DD5050.18
BS-JULY-12-7	06/07/2012	Swan Taxis	Taxi fare - RTIO & Chevron meetings - Inspection Travel Expenses GEN	23.42	DD5050.18
BS-JULY-12-8	07/07/2012	Swan Taxis	Taxi fare - RTIO & Chevron meetings - Inspection Travel Expenses GEN	32.41	DD5050.18
BS-JULY-12-11	19/07/2012	Swan Taxis	Taxi fare - FIFO - Travel Expenses (FIFO) GEN	28.19	DD5050.18
BS-JULY-12-12	19/07/2012	Swan Taxis	Taxi Fare - FIFO - Travel Expenses (FIFO) GEN	31.08	DD5050.18
JB-JULY-12-4	03/07/2012	LIVE TAXIEPAY	Taxi Fare - Meeting/Travel Expenses GEN	39.29	DD5050.19
JB-JULY-12-8	11/07/2012	LIVE TAXIEPAY	Taxi Fare - Meeting/Travel Expenses GEN	35.52	DD5050.19
JB-JULY-12-15	13/07/2012	LIVE TAXIEPAY	Taxi Fare - Meeting/Travel Expenses GEN	28.75	DD5050.19
BS-JULY-12-1	05/07/2012	LIVE TAXIEPAY	Taxi Fare - RTIO & Chevron Meetings in Perth - Inspection Travel Expenses GEN	33.08	DD5050.19
JB-JULY-12-5	03/07/2012	Department of Environment & Conservation	C401 - Extension to clearing permit at Lot 16 Onslow Road, Onslow (airport) - Project Initiation	100.00	DD5050.20
JB-JULY-12-9	12/07/2012	B&W Taxi	Taxi Fare, Hotel to Jolimont - Meeting/Travel Expenses GEN	22.09	DD5050.21
JB-JULY-12-13	12/07/2012	B&W Taxi	Taxi Fare - Perth to Suburbs - Meeting/Travel Expenses GEN	20.09	DD5050.21
JB-JULY-12-11	12/07/2012	Midway Taxis	Taxi Fare - Perth Meetings - Meeting/Travel Expenses GEN	17.76	DD5050.22
JB-JULY-12-12	12/07/2012	CABFARE WA	Taxi Fare - Meeting/Travel Expenses GEN	43.07	DD5050.23
BS-JULY-12-10	19/07/2012	CABFARE WA	Taxi fare - FIFO - Travel Expenses (FIFO) GEN	31.75	DD5050.23
JB-JULY-12-14	12/07/2012	ISSUU	Premium membership for ISSUU for online publication - SUBSCRIPTIONS &	225.99	DD5050.24
FL-JULY-12-4	25/07/2012	The Qantas Club	2 year membership to the Qantas Club for F Ludovico - SUBSCRIPTIONS & PUBLICATIONS	560.89	DD5050.25
JB-JULY-12-16	25/07/2012	Murdoch University	Course Fees for Jeff Breen - Transforming your Organisations Decision Processes - MEETINGS & SEMINARS - CEO GEN	650.00	DD5050.26
FL-JULY-12-5	31/07/2012	Canberra Rubber Stamps	Various Stamps - Admin Office TP - PRINTING & STATIONERY GEN	417.34	DD5050.27
BS-JULY-12-3	05/07/2012	SASSELLAS TAVERN	Refreshments while in Perth at RTIO & Chevron meetings - Inspection Travel	15.90	DD5050.28
BS-JULY-12-9	19/07/2012	GM CABS PTY LTD	Taxi fare - FIFO - Travel Expenses (FIFO) GEN	30.85	DD5050.29
BS-JULY-12-13	20/07/2012	Mykonos Greek Restaurant	Dinner with Bechtel - Inspection Travel Expenses GEN	176.50	DD5050.30
BS-JULY-12-14	25/07/2012	Onslow Mackerel Motel	Accommodation for Antony Cox while conducting inspections at Onslow - Inspection Travel Expenses GEN	330.00	DD5050.31
FM-JULY-12-1	02/07/2012	Tom Price Betta Electrical	Assorted Electrical goods for Tim Cornell - Warara St house - RECRUITMENT EXPENSES	991.90	DD5050.32
FM-JULY-12-2	02/07/2012	MUZZYS HARDWARE - RED DAWN ENTERPRISES	Assorted household goods for Tim Cornell, Warara St house - RECRUITMENT EXPENSES	1072.25	DD5050.33
FM-JULY-12-3	02/07/2012	MUZZYS HARDWARE - RED DAWN ENTERPRISES	Table setting, Tim Cornell Warara St, House - RECRUITMENT EXPENSES GEN	455.20	DD5050.33
FM-JULY-12-6	09/07/2012	Tom Price Furniture	B264 - Double bed valance - 825 Warara St	48.00	DD5050.34
FM-JULY-12-8	12/07/2012	Tom Price Furniture Centre	Bedding - Tim Cornell, Warara St house - RECRUITMENT EXPENSES GEN	295.85	DD5050.34

LIST OF PAYMENTS FOR AUGUST 2012

Municipal Payments

CHQ/EFT	Date	Name	Description	Amount	Type
FM-JULY-12-9	17/07/2012	Airnorth	Flights for A Johnson & T Marshall, Karratha to Darwin 27.07.12 - site visit Onslow - RECRUITMENT EXPENSES GEN,	997.16	DD5050.35
AO-JULY-12-3	13/07/2012	Topstone Holdings Pty Ltd T/A McLernons Myaree	B437 - Office furniture for - Onslow Business House	422.95	DD5050.36
FM-JULY-12-10	17/07/2012	Virgin Blue	Flights for Andrew Johnson & Tracy Marshall, Darwin to Perth 25.07.12 - site visit Onslow - RECRUITMENT EXPENSES GEN	729.00	DD5050.37
FK-JULY-12-2	05/07/2012	Virgin Blue	W307 - Flights for L Roberts, Perth to Launceston, 17.07.12 - Works Prog Streets &	301.50	DD5050.37
FM-JULY-12-17	20/07/2012	Nameless Coffee House	Housing strategy lunch meeting supplies - RECRUITMENT EXPENSES GEN	69.00	DD5050.38
FM-JULY-12-18	20/07/2012	Kings Hotel Perth	One nights accommodation for Michelle Walker to attend Assetic conference - Seminars and Training GEN	215.00	DD5050.39
AO-JULY-12-4	16/07/2012	WA Business News	1 years subscription to Business News - Consultant/Project Costs (Econ Devel General) GEN	544.50	DD5050.40
FM-JULY-12-21	26/07/2012	Beadon Bay Hotel	Lunch in Onslow, site visit for JA70, Supervisor Town Main - Andrew Johnson & Tracy with Felicia & Allan - RECRUITMENT EXPENSES GEN	143.50	DD5050.41
FM-JULY-12-22	26/07/2012	Beadon Bay Hotel	Lunch in Onslow for site visit for JA70 - Supervisor Town Maintainence - Andrew Johnson & Tracy, Felicia & Allan - RECRUITMENT EXPENSES GEN	16.00	DD5050.41
FM-JULY-12-23	27/07/2012	Karratha International Hotel	Accommodation for Andrew Johnson & Tracy Marshall - 26.07.12, JA70 site visit Onslow - RECRUITMENT EXPENSES GEN	415.14	DD5050.42
FM-JULY-12-25	31/07/2012	Locks International	B127 - Key lock box - 325 Third Ave Onslow	89.95	DD5050.43
TOTAL				13147.07	

MUNICIPAL TOTALS	
EFT TRANSACTIONS	-\$5,280,688.10
CHEQUES	-\$165,594.09
CREDIT CARDS	\$13,147.07
	<u>-\$5,433,135.12</u>
TRUST TOTALS	
CHEQUES	-\$143,289.46
	<u>-\$143,289.46</u>

POLICY MANUAL

Title:	GRV RATING OF IMPROVEMENTS ON MINING TENEMENTS AND PETROLEUM LICENCE SITES POLICY
File No:	FI.RA.12
Minute No:	XXXXXX
Statutory Environment:	Sections 6.26 to 6.31 of the Local Government Act 1995
Adopted Date:	XXXXXXXXXX
Last Review Date:	Not Applicable

Objective:

The purpose of the policy is to establish guidelines for the Gross Rental Valuation (GRV) rating of Worker Accommodation Facilities (WAF) and other selected capital improvements on mining tenements and petroleum licences, in a manner that is fair, equitable, and transparent, and in a manner which optimizes community benefit.

Policy:

Background

The *Local Government Act 1995* enables local government to apply gross rental value as the basis for rating on a portion of land, which has a "relevant interest" (mining and petroleum). The Shire notes that the Minister for Local Government has implemented a policy aim to standardise the application of gross rental value to resource projects throughout the State and this policy will be for a three year trial from the 1st of July 2012.

During this period the Shire will be able to apply GRV valuations to particular aspects of mining, petroleum and resource interests. These GRV valuations, however, will only apply in respect of specific improvements such as accommodation, recreation and administration facilities, associated buildings and maintenance workshops (subject to conditions) that are expected to be situated on a site for a minimum of 12 months.

The Minister's decision provides Council with the opportunity to GRV rate selected capital improvements, particularly WAFs, on resource tenements, to the benefit of the wider community, in general.

The Shire recognises that there are limitations placed on the Shire's ability to achieve its stated objective due to existing "State Agreement" legislation negotiated between the

State Government and individual resource companies prohibiting the GRV rating of improvements on a number of specific sites.

Rational of Policy.

The Shire of Ashburton recognises that the introduction of GRV rating of capital improvements on mining tenements and petroleum licences is consistent with the adoption of a more equitable rating regime.

The Shire notes, for example, that payment for 'public goods and services' provided by it should be spread fairly across the community. In that regard, Australia property values (including the improvements there on) are considered to be a reasonable proxy for assessing a ratepayer's capacity to pay for services and goods at the local government level.

Despite this fact, the past UV rating of mining tenements and petroleum licences (some of which support very significant capital improvements) has meant that these ratepayers under-contribute, while other ratepayers contribute a disproportionate amount. While the Shire acknowledges that some Shire provided goods and services benefit one part of the population more than others, the fact remains that there are many local government services that benefit all within a local government's boundaries.

The Shire further recognises that natural resource projects have significant impacts on town sites, even when located some distance away. This occurs as a result of additional demands being made on Shire services, either directly as a result of activities generated by the facilities themselves, or indirectly as a result of the needs of town based supporting businesses.

Policy Actions

The following actions shall be taken in order to ensure that this Council Policy is applied in a fair and equitable manner.

- Council shall adopt a GRV Differential Rate in the dollar for resource based Worker Accommodation Facilities, which reflects the demands these facilities place on Shire goods and services, relative to other GRV rated land uses within the Shire
- All Worker Accommodation Facilities constructed within the Shire of Ashburton shall be subjected to an assessment, in accordance with this policy, at the time an "*Occupancy Permit*", is issued for the facility, pursuant to the Western Australia Building Act 2011.
- All Worker Accommodation Facilities existing within the Shire on the date Council adopted this policy, shall be subjected to an assessment, in accordance with this policy, at the earliest practical date,
- The following Worker Accommodation Facilities shall be exempt from GRV rating
 1. Facilities which have a life of less than two years

2. Facilities which are exempted by the provisions of “State Agreement” Legislation,

- A GRV valuation estimate shall be obtained from Landgate’s Valuation and Property Section and an initial assessment made of the rate liability of the facility
- The ratepayer shall be advised of the proposed GRV rating of his/her property. A copy of the valuation estimate and the estimate of the rates payable shall be provided to the ratepayer, who will also be provided with an opportunity to make a written submission to Council,
- A report in relation to each facility to be rated shall be submitted to Council, prior to the application being submitted to the Minister. The report shall address the matters identified in Paragraph 2.5 of the Department of Local Government’s Guidelines No 2. (See Reference 1 below).
- A submission in relation to each facility to be rated shall be submitted to the Minister for determination The submission shall address the matters identified in Paragraph 2.5 of the Department of Local Government’s Guidelines No 2. (See Reference 1 below).
- A register listing the facilities rated pursuant this policy, shall be maintained, Each facility shall be categorised as Short, Medium or Long Term, based on the following Criteria
 - Short Term Life expectancy of 2 to 5 years
 - Medium Term Life expectancy of more than 5 and up to 15 years
 - Long Term Life expectancy of more than 15 years
- In April each year, each WAF will be contacted to determine their anticipated life expectancy and the register reviewed accordingly. Prior to the adoption of the annual budget, Council shall give consideration to the total rates collected under this policy and shall have regard to whether these funds are short, medium and long term funding, when making budgetary commitments.

Review of Policy

The policy shall be reviewed twelve months after its adoption by Council.

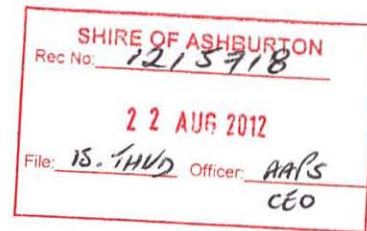
Reference:

1. Department of Local Government “*Guideline Number 2. Changing Methods of Valuation of Land (Revised March 2012)*”,

HARDY ♦ BOWEN

LAWYERS

Our Ref: MJH:120323
 Email: mhardy@hardybowen.com
 Your Ref:



20 August 2012

The Chief Executive Officer
 Shire of Ashburton
 Lot 246
 Poinciana Street
 TOM PRICE WA 6751

Dear Sir

Chevron Australia Pty Ltd: Wheatstone Project

We act for a group of persons and entities associated with Onslow and have been instructed by our clients to write to you in relation to the proposed Chevron Australia Workforce Management Deed intended to be made between the Shire and Chevron Australia Pty Ltd with respect to the Wheatstone Project.

The ANSIA Structure Plan provides, at conditions 22 and 23, for the provision of housing for employees and ensuring that proponents within the ANSIA will be responsible for housing their own 'direct construction employees' together with others who have direct involvement with the various proposals. TWA is for construction workers only and for there to be a development plan which will define the practical arrangements for the limitation of persons employed or indirectly employed by a proponent to be permitted in Onslow at any one time. The ANSIA does not create requirement for prohibition.

The apparent intent of the ANSIA Structure Plan, therefore, is to limit the prejudicial effect of transient workforce employees upon the town, presumably so as to ensure that services and infrastructure provided within the town are not prejudicially affected by the short term effects created by temporary influxes of employees.

Our clients' concern, however, is that the deed, in conjunction with the Management Plan, goes further than that, to the point where it appears to be intended to effect a complete segregation between the town and the transient workforce except within the tightly constrained circumstances outlined in the Plan.

Those measures intended ameliorate adverse impacts are, of course, unexceptional, including overloading of existing facilities, the creation of new infrastructure and facilities which may not be supported by long term users and identifying and eradicating undesirable influences or effects caused by members of the transient workforce population.

Level 1, 28 Ord Street, West Perth WA 6005
 PO Box 1364, West Perth WA 6872
 Tel: +61 8 9211 3600 Fax: +61 8 9211 3690

HARDY BOWEN

LAWYERS

Chief Executive Officer
Shire of Ashburton

20 August 2012

In the Management Plan, Chevron commits to providing accommodation for relevant categories of employees and that it would seek to house construction employees and related persons within the town site as a last resort. It does not go so far as to support the provisions in clause 2(2) of the deed (which, in any event, do not appear to make sense).

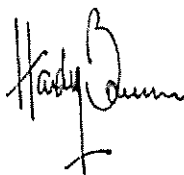
It is, of course, for Chevron to determine how it will manage its own workforce. What is difficult for our clients to understand is why Onslow can be deprived from taking advantage of some or all of the benefits in having an adjacent transient workforce available. To include in the Management Plan, at Part 4.0 (and, therefore, to have the Management Plan enshrined by an agreement) as the deed does at clause 2(3), appears to serve no proper planning purpose, is directly inconsistent with the proper commercial interests of business operators in the Onslow town site and does not appear to have been fully considered in the interests of all ratepayers and residents of Onslow.

As a matter of urgency, therefore, we should be grateful if you could advise as follows:

- (a) why the Shire believes that it is in the interests of the Shire as a whole or the residents and ratepayers of Onslow in particular, for there to be imposed by agreement constraints limiting the access of individuals to Onslow town site;
- (b) why the Shire considers it necessary for there to be a blanket approach to the use of existing infrastructure and services in Onslow when a more appropriate approach may be to monitor the use made, being made or likely to be made of services and infrastructure as a consequence of the introduction of TWA.

We look forward to your advice as soon as possible.

Yours faithfully



Hardy Bowen



**Wheatstone
Development Plan**

**APPENDIX D
SOCIAL IMPACT STATEMENT**



Wheatstone Project

Social Impact Statement

SOCIAL IMPACT STATEMENT PREPARED FOR THE SHIRE OF ASHBURTON'S LOCAL PLANNING POLICY 20

REV	DATE	DESCRIPTION	ORIG	CHK	APPR			
1	13/03/2012	Issued for Use	DEQE	IYUL	PTGW			
0	09/03/2012	Issued for Use	DEQE	IYUL	PTGW			
IP Security		<input checked="" type="checkbox"/> Public	Total number of Pages (including Cover sheet):			88		
For Contractor Documents	Contract No		Contractor Document No			Contractor Rev.		
Company Document Control No.	Project	Area	Discipline	Type	Originator	Package	Sequence-Sht	Revision
	WS0	0000	HES	RPT	CVX	000	00057-000	1

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GLOSSARY, ABBREVIATIONS AND ACRONYMS

Term	Definition
AH Act (WA)	Aboriginal Heritage Act 1972 (WA)
AIP	Australian Industry Participation
ANSIA	Ashburton North Strategic Industrial Area
ASIA	Aboriginal Social Impact Assessment
BHPBP	BHP Billiton Petroleum
BTAI	Burrabalayji Thalanyji Association Incorporated
CEMP	Construction Environmental Management Plan
Chevron	Chevron Australia Pty Ltd
CHMP	Cultural Heritage Management Plan
CRG	Community Reference Group
CUCA	Common User Coastal Area
Dampier to Bunbury Natural Gas Pipeline/ DBNGP	The pipeline referred to in the <i>Dampier to Bunbury Pipeline Act 1997</i> .
DEC	Western Australian Department of Environment and Conservation
DEHWA	Department of Environment, Heritage, Water and the Arts
DoF	Department of Fisheries
DSD	Department of State Development
DSDMP	Dredge Spoil and Disposal Management Plan
Domestic Gas Pipeline	The pipeline to be constructed by Chevron as part of the Wheatstone Project to connect the domestic gas processing facilities of the Wheatstone Project to the DBNGP.
Domgas	Domestic gas plant
EIS/ERMP	Environmental Impact Statement/Environmental Review and Management Programme
ENGO	Environmental Non-Government Organisation
EPA	Western Australian Environmental Protection Authority
ESD	Environmental Scoping Document
FEED	The front end engineering and design phase of the Wheatstone Project.

Term	Definition
FID	Final Investment Decision
FIFO	Fly-in/fly-out
Foundation Proponent	Chevron as operator of the Wheatstone Foundation Project and any other person who executes an IPDA with the State after the Commencement Date.
HCWA	Heritage Council Western Australia
ICNWA	Industry Capability Network Western Australia
LNG	Liquefied natural gas
LPP20	Local Planning Policy No. 20
LPS 7	Local Planning Scheme No. 7
MOF	Materials Offloading Facility
MMscfd	million standard cubic feet
MTPA	Million tonne per annum
NEPM	National Environment Protection Measure
MUAIX	Multi-user Access Infrastructure Corridor
NWCH	North West Coastal Highway
OE	Operational Excellence
OEMP	Operations Environmental Management Plan
OEMS	Operational Excellence Management System
PASS	Potential acid sulfate soils
Product Loading Facility/ PLF	A planned jetty, trestle, berth and other load-out facilities associated with the loading of Product to the constructed within the DPA Lands by Chevron as part of the Wheatstone Project.
Residual risk	The level of risk remaining after the implementation of risk control strategies in environmental risk management.
SDA	A State Development Agreement made between the State and a Proponent to undertake major development within the ANSIA in accordance with the Access Arrangements and the ANSIA Structure Plan.
SEWPac	Department of Sustainability, Environment, Water, Population and Communities (formerly DEWHA)
SHIA	Social and Health Impact Assessment

Term	Definition
SHIAMP	Social and Health Impact Assessment Management Plan
SIA	Social Impact Assessment
SIC	Shared Infrastructure Corridor
SIS	Social Impact Statement
TIA	Traffic Impact Assessment
TMP	Traffic Management Plan
TWA	Transient Workforce Accommodation
WP	Wheatstone Platform
Wheatstone Project	The design, development, construction and operation of facilities including LNG (that may include de-bottlenecking or the addition of LNG trains), domestic gas facilities, offloading facilities, LNG storage tanks, infrastructure access roads, gas pipelines and product loading facilities in a hydrocarbon precinct within the ANSIA to be carried out by Chevron on the terms set out in this Agreement.

1.0 WHAT IS A SOCIAL IMPACT STATEMENT?

Social Impact Assessment (SIA) is the process of analysing, monitoring and managing the social consequences of development. A Social Impact Statement (SIS) forms part of a SIA process and is a beneficial tool in discovering potential issues and informing the community in the decision making process.

Where land use proposals are subject to a requirement for community consultation, the Shire of Ashburton requires the preparation of a SIS to increase the flow of information to the community, Council and the proponent, and assist in resolving issues of concern. The preparation of a SIS provides the community with an opportunity to identify, as part of the decision-making process, those local values that are worth protecting, the opportunities to maximise benefits and minimise negative impacts from a decision, and provide an avenue for benefits of local knowledge to be made available to the proponent.

The successful implementation of the SIA process recognises that social, environmental and economic impacts are inextricably linked. The SIA process requires consideration of likely flow on and cumulative impacts arising from decisions made, and is an opportunity for a proponent to identify how local community values have been taken into account, and generally to outline the potential costs and benefits of a proposal. Importantly a SIS provides the information necessary to inform the public about a proposed project and reduce the potential for misunderstanding.

2.0 BACKGROUND TO THE WHEATSTONE PROJECT SIS

In November 2009, the Shire of Ashburton adopted the Local Planning Scheme No. 7 (the Scheme) Local Planning Policy 20: Social Impact Assessment (Appendix A2.0). Under this policy, the Shire of Ashburton requires the preparation of a Social Impact Statement (SIS) for the Chevron Wheatstone Project (the Project). This SIS has been prepared to help the Onslow community understand the potential negative and positive social impacts of the Project, and how Chevron Australia Pty Ltd (Chevron) intends to manage those impacts. This report is consistent and builds on the Ashburton North Strategic Industrial Area (ANSIA) Social Impact Statement – Part 2: Wheatstone SIS Overview and provides the following information about the Project:

- ◆ Community consultation undertaken
 - Community perceptions of potential issues and impacts
- ◆ Construction stage of development
 - Estimated construction timeline
 - Potential economic impacts
 - Potential social impacts, including impacts on quality of life and places of heritage significance
 - Potential ecological impacts
 - Additional infrastructure and services required.
- ◆ Operational impacts
 - Potential economic impacts
 - Potential impacts on quality of life of residents and tourists, including impacts on traffic, public amenity, places of heritage significance and sense of community
 - Potential ecological impacts
 - Potential community services/infrastructure impacts
 - Additional infrastructure and services required.

This SIS has been developed using data gathered for the social and environmental studies undertaken for the Wheatstone Environmental Impact Statement / Environmental Review and Management Programme (EIS/ERMP). Within the EIS/ERMP, all environmental impacts and some social impacts have been assigned a risk-ranking in accordance with the Environmental Protection Authority's (EPA) new risk-based approach to environmental impact assessment. An impact's assessed level of risk (very low, low, medium, high or extreme) is stated in this SIS where that information is available from the EIS/ERMP. For more detailed information on the Project's potential social and environmental impacts, please refer to the full EIS/ERMP which is publicly available from the Chevron Australia website:

<http://www.chevronaustralia.com/ourbusinesses/wheatstone/environmentalapprovals.aspx>

The information contained in this document is consistent with the content of Part Two of the ANSIA SIS.

3.0 PROJECT DESCRIPTION

Chevron, as developer of the Project, proposes to construct and operate a multi-train Liquefied Natural Gas (LNG) and domestic gas (Domgas) plant on a greenfield site at the proposed ANSIA. The ANSIA is south-west of Onslow on the Pilbara coast in WA. The Project will process natural gas from various offshore fields in the West Carnarvon Basin.

Petroleum Titles WA-253-P, WA-17-R, WA-16-R and WA-356-P are located approximately 145 km off the north-west coast of WA in the West Carnarvon Basin, approximately 100 km north of Barrow Island and 225 km north of Onslow. See Figure 3.1.

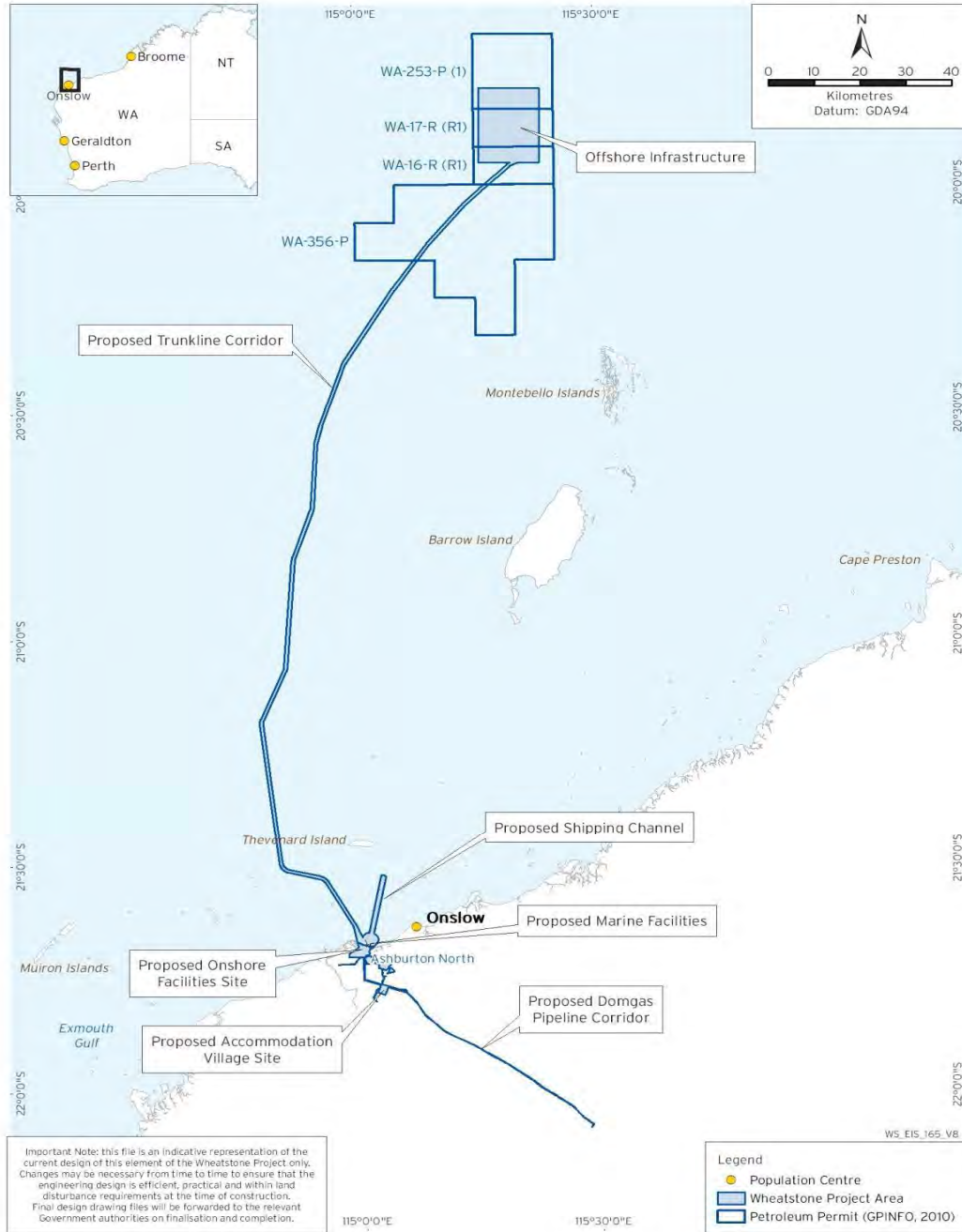


Figure 3.1: Location of the Wheatstone Project

Chevron is permitting a 25 million tonne per annum (MTPA) liquefied natural gas (LNG) plant and 625 million standard cubic feet per day (MMscfd) domestic gas (Domgas) plant. The development (Figure 3.2) is proposed to be part of the ANSIA proposed by the Western Australian Government and consists of:

- ◆ An LNG facility of a total nominal 25 MTPA capacity
- ◆ A Domgas plant which will produce a domestic gas volume equivalent to approximately 15 per cent of the annual LNG export capacity
- ◆ Gathering and processing of natural gas and natural gas condensate (condensate) in offshore Commonwealth waters for the initial development
- ◆ Supporting offshore and onshore pipelines and infrastructure
- ◆ A Materials Offloading Facility (MOF), Product Loading Facility (PLF), shipping channel and turning basin
- ◆ Liquefaction of natural gas and storage and offloading of LNG for export
- ◆ Storage and export of condensate
- ◆ Compression and export of domestic gas via a domestic gas pipeline(s)
- ◆ Accommodation village, access road, and supporting infrastructure.

The Project is expected to have an operating life of at least 40 to 50 years. At the end of its useful life decommissioning will be required. In the lead up to this point, reuse and recycling opportunities for the Project components will be considered and the decommissioning considerations for the Project will be developed in conjunction with the regulatory authorities closer to the time of decommissioning.

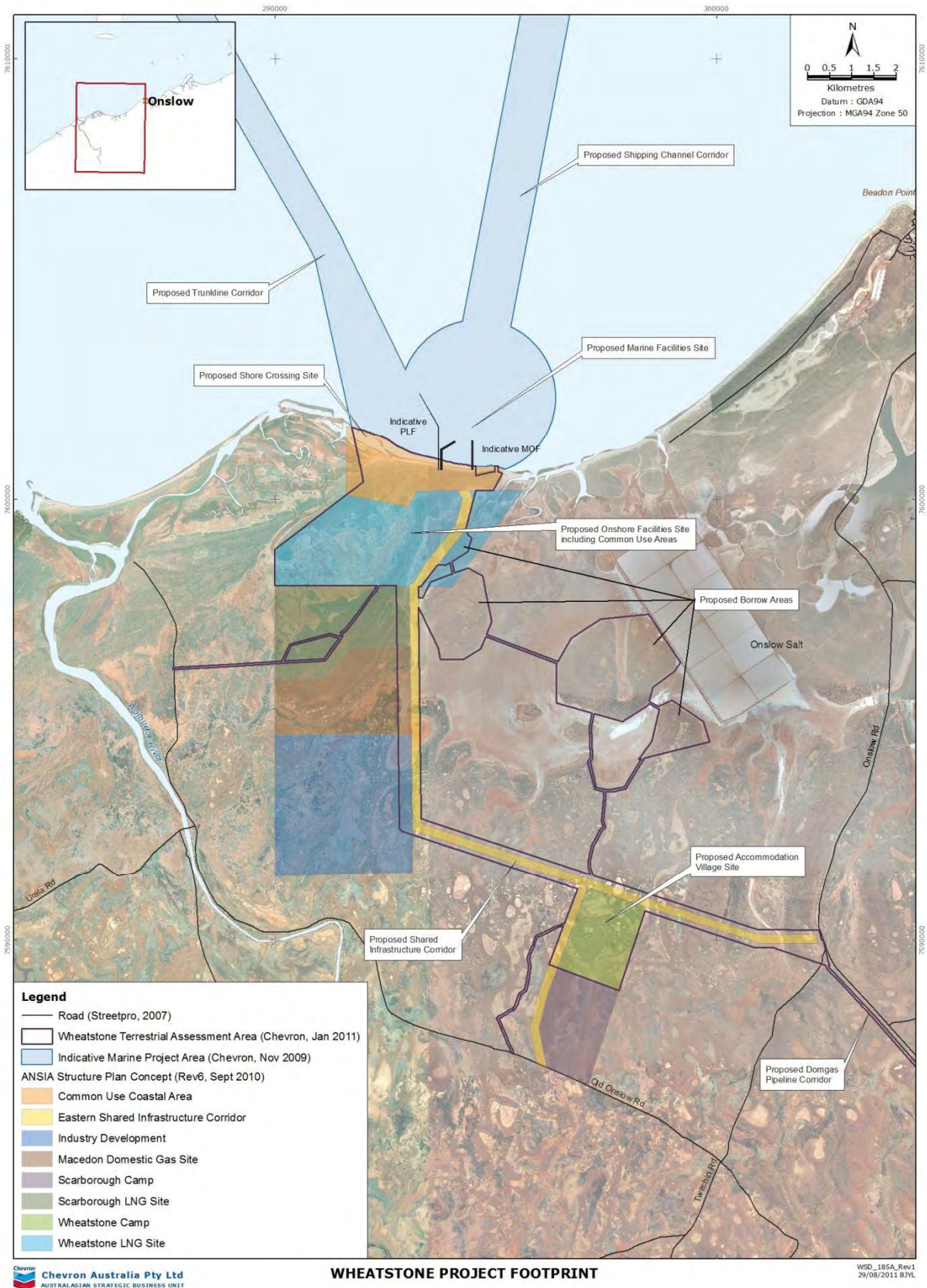


Figure 3.2: Proposed Location of the Wheatstone Project Gas Processing Facilities and Associated Infrastructure

3.1 Project Objectives

The Project is aimed at bringing gas to international and domestic markets. It will be developed as a multiple-train gas project that will process gas for Chevron as well as third-party gas owners in the Carnarvon Basin and potentially other areas.

The primary objectives of the Project are to:

- ◆ Commercialise the hydrocarbon resources within Petroleum Titles WA-253-P, WA-17-R, WA-356-P and WA-16-R, and efficiently and reliably recover these resources
- ◆ Manage all environmental, social, health, security and safety issues with Chevron standards and recognised global industry standards in mind
- ◆ Create a processing hub to facilitate development of additional offshore gas resources in the Carnarvon Basin and other areas, from both Chevron operated Petroleum Titles and those operated by other parties
- ◆ Provide an acceptable return on investment
- ◆ Provide an alternative and reliable source of domestic gas for the local market
- ◆ Provide an alternative and reliable source of LNG to international markets.

3.2 Development Timeline

Major Project components include Front End Engineering Design (FEED) in 2010, Final Investment Decision (FID) in the second half of 2011, construction commencing in late 2011/early 2012, and production commencing in 2016.

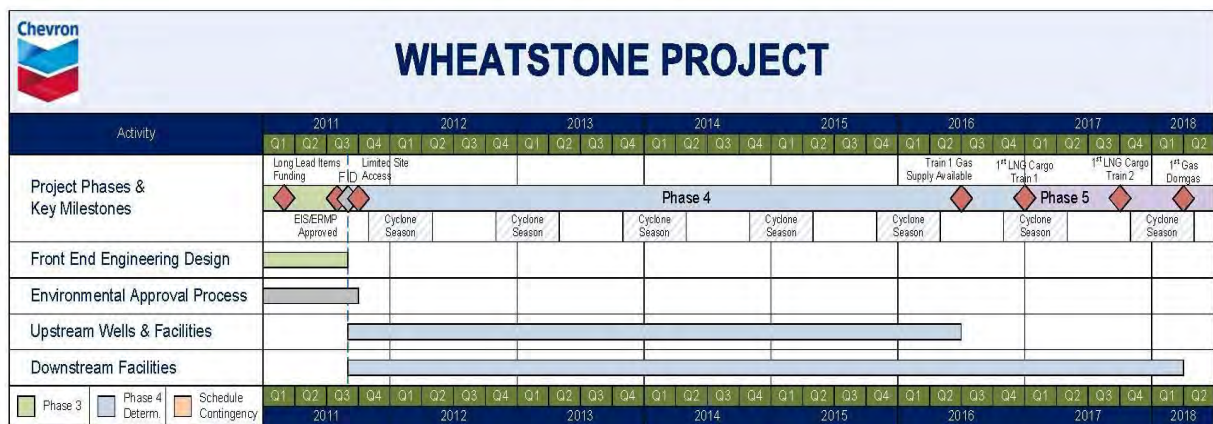


Figure 3.3: Wheatstone Development Timeline

The timing for the commencement of construction is indicative only and is subject to the achievement of Local, State and Commonwealth government approvals, and internal Chevron approval processes.

3.3 Environmental and Social Commitment and Responsibility

It is Chevron’s policy to protect the safety and health of people and the environment, and to conduct operations reliably and efficiently. The systematic management of safety, health, environment, reliability and efficiency to achieve world-class performance is defined as Operational Excellence (OE). Chevron’s commitment to OE is embodied in The Chevron

Way value “Protecting People and the Environment”, which places the highest priority on health and safety, and the protection of assets and the environment.

In 2008, the Chevron Corporation received attestation from Lloyd’s Register Quality Assurance that the OE management system (OEMS) meets all requirements of the International Standards Organization’s 14001 environmental management system standard and the Occupational Health and Safety Assessment Series management specification 18001, and that OEMS is implemented throughout the corporation. These standards are international benchmarks and demonstrate Chevron’s commitment to world-class performance.

Chevron has developed a range of environmental management measures and controls collectively termed the Environmental Management Program (Program). The Program is designed to facilitate the implementation of Chevron’s Strategic Australasia Business Unit OEMS and ABU Policy 530 – Operational Excellence, and to meet legal requirements.

4.0 STAKEHOLDER CONSULTATION

4.1 Community Consultation Strategy

Chevron has undertaken, and continues to undertake, a transparent stakeholder and community engagement process regarding the Project. The consultation program is consistent with the Interim Industry Guidelines to Community Involvement (Department of Environment 2003) and the International Association for Public Participation Guidelines for best practice in Social Impact Assessment (International Association for Public Participation Australasia 2004).

The stakeholder consultation strategy is aligned with Chevron's corporate values, which call for the company's business to be conducted in a socially responsible and ethical manner. Chevron respects the law, supports universal human rights, protects the environment and benefits the communities in which it operates (Chevron Australia 2009).

4.2 Community Consultation

Comprehensive community consultation was conducted throughout 2008 to 2011, with the following objectives:

- ◆ Identify community issues, concerns and potential impacts in relation to the Project
- ◆ Validate community issues and provide further information on the Project through the preparation of appropriate communication materials and engagement forums
- ◆ Identify appropriate strategies to address potential adverse impacts and enhance positive impacts associated with the Project
- ◆ Incorporate social, economic and health issues raised by the community into Project design, planning and management commitments.

A key purpose of the community consultation was to collect and analyse information that would be incorporated into the social and health risk assessment for the EIS/ERMP. Consultation involved local government, non-government organisations, Aboriginal organisations, Onslow residents, tourists visiting Onslow and the private sector. Approximately 343 community stakeholders were consulted between March 2009 and March 2010 as part of the social impact assessment undertaken for the Project. Stakeholders are summarised by sector group in Table 4.1. In addition, Chevron has held community open days in August and December 2010, and April 2011, and it has participated in the Onslow Community Reference Group (CRG) that meets on a regular basis.

Table 4.1: Regional/Community Stakeholders Consulted

Sector Group	No. Consulted
Onslow Community Residents	Total = 95
Aboriginal	31
Non-Aboriginal	64
Visitors/Tourists	47
Health and emergency services	34

Sector Group	No. Consulted
Tourism operators and accommodation providers	33
State Government agencies, including Pilbara Development Commission	27
Local business and business associations	23
Local government (Shire of Ashburton)	16
Commercial fishers and pearlers, and relevant associations	21
Students/Youth (Years 3, 4, 8, 9, 10)	16
Service providers (e.g. education, childcare, policing and recreation)	12
Public utilities and infrastructure providers	8
Major industry (e.g. mining)	7
Community organisations	4
TOTAL	343

4.3 Consultation with Native Title Claimants

Chevron is committed to working with the Thalanyji and has signed a number of significant agreements between 2008 and 2011 with Burrabalayji Thalanyji Association Incorporated (BTAI). These include:

- ◆ Heritage Agreement in December 2008
- ◆ Negotiation Protocol in February 2009
- ◆ Heads of Agreement in July 2010
- ◆ Native Title Agreement in December 2010.

Consultation with the Thalanyji has included:

- ◆ Regular meetings in Onslow and Karratha
- ◆ Completion of a heritage survey of the main Project area and its associated infrastructure area
- ◆ Heritage monitoring
- ◆ A visit to the North West Shelf Venture Karratha Gas Plant Visitors' Centre
- ◆ Presentations and involvement in the Wheatstone Project Aboriginal Social Impact Assessment (ASIA), including developing research questions and recruiting local research assistants for the assessment
- ◆ Agreement to participate in a skills audit in late 2011.

As part of the native title negotiations and the social impact consultation program, Aboriginal community stakeholders were asked to identify what they perceived to be the key issues and

impacts of the Project. The key issues raised can be categorised according to the following issue/impact themes. A short description of each is provided as background context.

- ◆ Protection of Cultural Heritage – relates to protecting all aspects of cultural heritage, including protection of physical sites and improving understanding of cultural heritage through appropriate staff training.
- ◆ Opportunities for Socio-Economic Development – relates to creating opportunities to improve education, employment, and health, and business development for Aboriginal people.
- ◆ Social Impact Issues – Aboriginal people consulted as part of the Aboriginal Social Impact Assessment identified the same themes as the broader Onslow community. There was some additional concern that an increase in population may have a more significant impact on the Aboriginal community due to its higher vulnerability on particular social indicators such as health status. There was also more concern among the Aboriginal community that an influx of people would change the safe nature of Onslow and reduce children's free movement around the town.

Aboriginal heritage impacts are discussed in Sections 5.3.2.2 and 6.2.6.2.

4.4 Assessment, Consultation and Communication Methods

A range of methodologies were utilised to identify and assess community issues and values. Table 4.2 and Table 4.3 summarise the consultation methods utilised, including those used with government as many of those agencies need to consider how the Project may impact the local community. The majority of consultation with the Onslow community was through a number of interactive engagements such as personal interviews, values mapping, open days and the CRG.

Table 4.2: Stakeholder Consultation Methods and Approaches

Methodology/ Approach	Description/Detail
Stakeholder workshops	<p>Workshops were held with government and non-government stakeholders to understand their key concerns in regard to the Project. These workshops were open to all stakeholders and representatives from several State Government departments, the Commonwealth, local community members and the Cape Conservation Group attended.</p> <p>They included:</p> <ul style="list-style-type: none"> ◆ Workshops in November 2008 in Onslow and Karratha, and in December 2008 in Perth on the site-selection process for the onshore LNG plant and associated coastal infrastructure ◆ Three workshops on the Draft Scoping Document in February and March 2009 ◆ One workshop on terrestrial risks in September 2009 ◆ One workshop on marine risks in September 2009 ◆ One workshop on the EIS/ERMP in September 2010.
Stakeholder presentations	<p>Presentations have been provided to Commonwealth Government agencies, State Government agencies, the Shire of Ashburton and key non-government organisations such as the Cape Conservation Group in Exmouth, the WA Conservation Council and World Wildlife Fund (WWF).</p>
Stakeholder meetings	<p>Meetings have been held with:</p> <ul style="list-style-type: none"> ◆ Onslow CRG ◆ Government agencies ◆ BTAI ◆ Environmental non-government organisations (ENGOS) ◆ Pastoral lease owners/managers ◆ Local fishing and pearling businesses ◆ Key fishing, boat charter and pearling industry associations ◆ Industry proponents such as BHP Billiton (BHPBP) and Onslow Salt ◆ Foreign consular representatives. <p>These included both broader meetings to discuss the Project, or focused on a specific issue.</p>
Senior government stakeholder consultation	<p>A range of local, State and Commonwealth government officials have been consulted about the Project to date as part of the Project stakeholder engagement process. These include:</p> <ul style="list-style-type: none"> ◆ Ministers of the Crown ◆ Ministerial chiefs of staff

Methodology/ Approach	Description/Detail
	<ul style="list-style-type: none"> ◆ Senior ministerial and political advisers ◆ Government departmental and agency heads ◆ Government departmental and agency senior reports ◆ Local shire CEOs, presidents and councillors. <p>These consultations began in late 2007 and have continued since. Consultations have ranged from general-information briefings to discussions on specific issues.</p>
Public review of Scoping Document and EIS/ERMP	<p>The EPA released the Draft Scoping Document and the EIS/ERMP for public review. Copies were also mailed to a number of stakeholders and placed on the Chevron website. A total of 14 submissions were received on the scoping document, and 26 submissions on the EIS/ERMP. Chevron prepared and submitted to the EPA and Department of Sustainability, Environment, Water, Population and Communities (SEWPaC, formerly DEWHA) a response to the submissions.</p>
Survey research: Mail surveys Personal surveys Telephone surveys Intercept surveys	<p>A range of survey methods were utilised to obtain information from the community, including mail, face-to-face interviews and telephone surveys. Personal surveys were most commonly utilised; however, mail and telephone surveys were also undertaken as appropriate. The surveys were structured to collect information on community needs and aspirations, Project issues and impacts, and service capacity.</p> <p>Intercept surveys were also undertaken in areas perceived to be of “high value and/or use” to the community, as identified through the values assessment. Surveys were conducted across three time slots: 7 am to 10 am; 11 am to 2 pm; and 3 pm to 6 pm, to gain a cross section of the uses of the areas identified. Intercept surveys were undertaken at the following locations:</p> <ul style="list-style-type: none"> ◆ Ashburton River ◆ Four Mile Creek ◆ Beadon Creek ◆ Sunrise Beach (locally known as “Front Beach”, near the War Memorial) ◆ Sunset Beach (locally known as “Back Beach”) ◆ Hooley Creek. <p>Intercept interviews were also undertaken with visitors at the Ocean View and Beadon Bay caravan parks.</p>
Aboriginal household survey	<p>An Aboriginal household survey was undertaken to collect current information from Aboriginal households within the Onslow community. The survey was structured to address socio-demographic questions included in the Australian Bureau of Statistics Census survey, and to collect additional information on community needs and aspirations regarding education, training and employment.</p>
Values mapping	<p>The identification of values and uses of the locality were undertaken using a values mapping technique. Responses from all stakeholders were collated and spatially referenced to produce maps highlighting areas of community value/importance.</p>
TRC-Analysis	<p>TRC (Town Resource Cluster)-Analysis was utilised to examine the link between resource use (in this case, the Onslow commercial fishing industry) and social systems.</p>

Methodology/ Approach	Description/Detail
Photovoice	Photovoice is an innovative method of needs assessment and community visioning that has been used in a range of settings to provide community members/key stakeholders with an opportunity to “paint a picture” of community life in their own terms. The method utilises photography to document Onslow residents’ lived reality, concerns, hopes and aspirations.
Project information session/open day	Poster and slide presentations about the environmental and social studies undertaken for the Project were on display at community open days held in Onslow in August and December 2009, August and December 2010, and April 2011. This was an effective means of generating comment from the community.

Table 4.3: Stakeholder Consultation by Method and Approach

STAKEHOLDERS CONSULTED BY APPROACH/METHOD														
	Industry/ Mining/ Salt	Local Govt	State & Cth Govt Agencies	Service Providers	Public Utility & Infra- structure Providers	Health & Emergency Services	Commercial Fishers & Pearlers & Relevant Asso- ciations	Local Business & Business Asso- ciations	Students/ Youth (Yrs 3, 4, 8, 9, 10)	Community Organ- isations	Non- Indigenous Onslow Community Residents	Visitors/ Tourists	Indigenous Groups/ Native Title Bodies	ENGos
Workshops	✓	✓	✓	✓				✓		✓	✓		✓	✓
Presentations		✓	✓		✓		✓	✓					✓	✓
Meetings	✓	✓	✓	✓	✓	✓	✓	✓		✓			✓	✓
Senior government consultation		✓	✓											
Public Review of Scoping Document		✓	✓							✓			✓	✓
Mail surveys								✓						
Personal interviews	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		✓	
Telephone interviews/surveys	✓	✓	✓	✓	✓	✓	✓	✓			✓			
Intercept surveys											✓	✓		
Aboriginal Household survey													✓	
Values mapping	✓	✓	✓	✓			✓	✓		✓	✓	✓	✓	
TRC analysis							✓							
Photovoice				✓					✓		✓		✓	
Project information session/open day	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

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4.4.1 Community communications

In addition to the consultation methods listed in Table 4.2 and Table 4.3, a range of communication tools were utilised to provide information to the community about the Project and feedback on key assessment outcomes. The CRG has been a constant and ongoing mechanism for this. Table 4.4 provides more detail on the communication mechanisms utilised.

Table 4.4: Communication Mechanisms

Method	Description
CRG	Chevron established Gorgon CRGs in Onslow and Karratha in 2005. The Onslow CRG, comprising of community, local government and regional body representatives, consented to become a Chevron Onslow CRG in February 2008. CRG meetings are held regularly to discuss the Project, site selection, social impact management, the EIS/ERMP process and any community concerns.
Community newsletter	Chevron commenced production of a Wheatstone Community Bulletin for Onslow in early 2009.
Community information sheets	Information sheets were developed and distributed to stakeholders as part of the social impact assessment program.
Community information day	Community information days were undertaken to provide feedback to the community regarding the outcomes of the social and environmental assessment studies; to provide an opportunity for stakeholders to discuss specific issues with company representatives and environmental experts; and to gain feedback on proposed mitigation and enhancement strategies. Five information days were held between 2009 and 2011. Posters displayed at the open days were also reproduced as a booklet and distributed to stakeholders.
Project briefings and presentations	A range of Project briefings and presentations have been provided to key stakeholders. These include briefings to the Shire of Ashburton.
Media releases	Project media releases have been developed to provide information to the wider regional community and to Perth.
Chevron website	Chevron has developed a website that includes information on the Project, economic and community benefits and environmental responsibility and approvals. The website is http://www.chevronaustralia.com/ourbusinesses/wheatstone.aspx

4.5 Future Community Consultation

Chevron will continue to engage community stakeholders throughout each phase of the Project to identify, monitor and manage key issues and relevant impacts. Meetings and Project briefings with the Shire of Ashburton, the CRG and local stakeholders are planned to be held on a regular basis. Communication mechanisms such as media releases, community open days and community bulletins have been successful to date and shall continue through the planning, construction and commissioning phases of the Project.

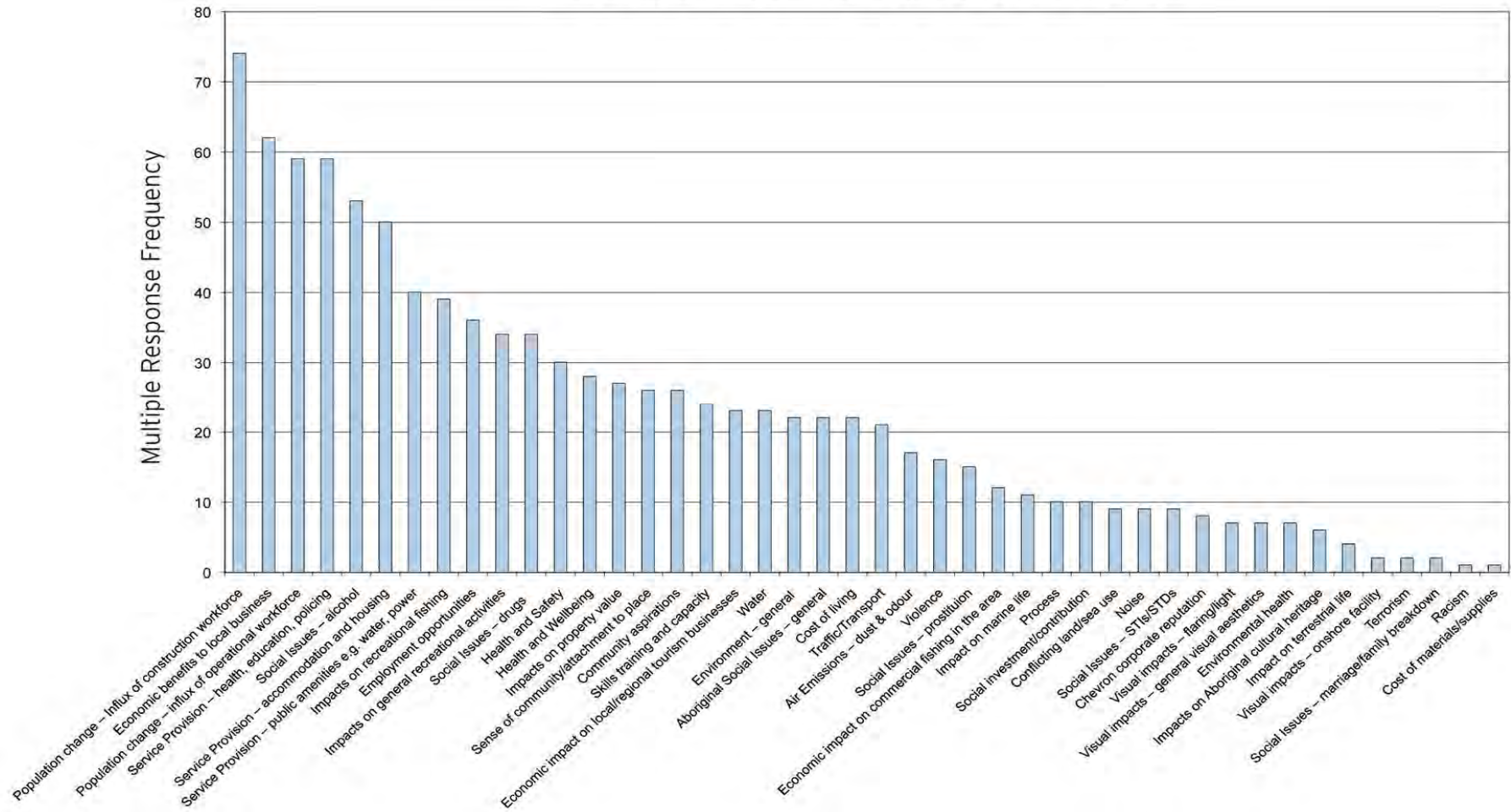
4.6 Perceived Project Issues and Impacts

As part of the consultation program, community stakeholders were asked to identify what they perceived to be the key issues and impacts of the Project. Those issues/impacts have been categorised according to issue/impact themes. A short description of the main themes

is provided as background context and Figure 4.1 provides a summary of the potential impacts raised. The responses are listed in descending order of multiple response frequency whereby participants can provide more than one perceived community issue.

Community stakeholders have also had a formal opportunity to comment on the EIS/ERMP during the ten week public review of the EIS/ERMP.

Perceived Community Issues/Impacts



Source: Coakes Consulting - 2009

Figure 4.1: Perceived Community Issues/Impacts of the Wheatstone Project

4.6.1.1 Population Change

This theme related to the potential influx of Wheatstone Project construction and operational workforces. Stakeholders were interested in understanding how the company intended to manage workforce influx, particularly the housing of workers and how behaviour would be effectively managed to reduce impacts on the local community. This stemmed from a general perception that increased population may exacerbate existing issues within the community, in particular to issues related to alcohol use, drug use, anti-social behaviour and sexual behaviour. In addition, concern was expressed on a growing population's potential impacts on services, utilities and the recreational fishery. On a more positive note, there was a feeling that an increase in population would result in improved access to services within the Onslow community, and bring 'new energy' to the town.

4.6.1.2 Economics and Employment

Many stakeholders believed that the Wheatstone Project would bring significant economic benefits to the community and the region. Procurement opportunities for local business, employment of local residents, and greater company and employee expenditure in the community were frequently mentioned. However, stakeholders also said that the community would need to develop skills/training and business practices so benefits could be enhanced at the local level. There were also genuine fears that the Wheatstone Project would significantly increase the cost of living. Consultation shall continue on this issue with the community and the Shire of Ashburton.

4.6.1.3 Service Provision

Although service provision is acknowledged as an existing problem in Onslow and within the broader region, the community raised concerns about the impact of population change on service provision, particularly health and emergency services, accommodation and housing. There was a concern that health and emergency services were already at capacity and were struggling to service the existing population. There was also a perception that existing public utilities such as power and water would not cope with additional population growth and required an infrastructure overhaul.

4.6.1.4 Social Issues

A number of social issues were identified, particularly those associated with the prevalence of alcohol and, to a lesser extent, illicit drugs. There was a sense that the lack of activities in town resulted in local licensed premises being the focus of the majority of social events. Excessive drinking was considered to be responsible for much of the antisocial behaviour in the community such as disorderly behaviour, domestic violence and sexual misconduct. Community members expressed concern that antisocial behaviour would be exacerbated if construction workers were allowed to drink in town.

4.6.1.5 Recreation

Onslow has numerous facilities used for recreation, including a sporting oval, community garden, Shire Hall, basketball courts, Beadon Creek wharf, multi-purpose centre, a water playground, play equipment, free barbecues, picnic areas such as at Four Mile Creek and a heritage trail walk around the Old Onslow Townsite heritage area. There are two motels and two caravan parks, one hotel and a guest house that provide tourist accommodation.

Fishing is very important to the Onslow community and is a favourite pastime for locals and visitors. Consequently, there were significant concerns about the Wheatstone Project's potential effects on fishing – particularly recreational fishing, but also commercial fishing. Such concerns included loss of access to Hooley Creek, exclusion zones around the proposed port area, and potential impacts on marine health and habitat such as fish

nurseries and stocks. Community members were also concerned that an influx in population may lead to overfishing in the area, thus depleting local fish stocks.

Walking, and specifically dog walking, are also popular recreational activities, especially along Sunset Beach as well as other nearby beaches and creek areas. Stakeholders often spoke about being able to walk along the beaches in town and be totally alone, enjoying the serenity and tranquillity. There is concern that population change associated with the Project and other developments in the area will reduce this important aspect of community amenity.

The Ashburton River is a very popular camping and picnicking location, particularly at Three Mile Pool and Five Mile Pool located close to the river's causeway. Recreational four wheel driving mostly takes place on Sunset Beach and Sunrise Beach. For members of the Aboriginal community, hunting and gathering remains an important recreational and cultural activity. Although some hunting and gathering takes place across the proposed Project area, it mostly occurs along the Ashburton River and to the east of the river.

4.6.1.6 Sense of Community

Changes in population size and nature as a result of the Project will impact the sense of place / community that currently exists in Onslow. This includes the temporary changes that will occur during construction, as well as the permanent changes that will occur during operations.

Many community residents mentioned the safe and friendly nature of Onslow. Some people reported that everybody got along well in town, while others spoke of individual and group divisions. Some Aboriginal stakeholders were concerned that a large workforce influx could alter what is currently a good relationship between the Aboriginal and non-Aboriginal communities or that it could impact on the Aboriginal community's sense of security and safety. There was a desire to see any future operational workforce in town integrated with the local community in a physical and social sense to help preserve Onslow's strong sense of community.

4.6.1.7 Environment

The Wheatstone Project has completed a comprehensive environmental impact assessment and received State environmental approval with conditions from the WA Minister for Environment in August 2011. The Wheatstone Project's Commonwealth approval is pending and expected to be received September 2011; this approval will be required before the Project can proceed.

4.6.1.8 Trust and Engagement

Generally, stakeholders were complimentary of Chevron's community engagement process, in which residents received Wheatstone Project information via pamphlets, local media releases, public meetings, open days and the Onslow Community Reference Group. There was also positive feedback about Chevron's individual consultation with community residents on the Wheatstone Project.

4.6.1.9 Health and Wellbeing

Community stakeholders were asked to identify potential health issues/impacts associated with the Wheatstone Project. The top three perceived health impacts were increased alcohol consumption, increased illegal drug use, and additional stress on health and emergency services. However, it was noted that the Wheatstone Project may assist in further developing community health and emergency services.

There was concern about an increase in prostitution (including informal sexual bartering) and increase in the prevalence of sexually transmitted diseases and illnesses. Such issues were thought to occur as a result of the presence of a predominantly male FIFO workforce.

Other health issues identified were more environmentally focused and included the perceived impact of the Wheatstone Project on air quality and water as a result of plant emissions. All of these issues will be managed through relevant environmental management plans.

Concerns were also raised in relation to potential plant explosions and the introduction of foreign viruses and disease. The Aboriginal community in particular was concerned about a potential increase in communicable diseases such as influenza and gastroenteritis.

Chevron is preparing a Health Impact Assessment and is consulting with the Department of Health (DoH) on Wheatstone Project-related health and wellbeing issues. The Wheatstone Project's potential impacts on the health and wellbeing of the community will be assessed through this mechanism and will be evaluated by the DoH and relevant experts facilitated through the DoH. It is also expected Chevron will provide funding towards community health infrastructure as part of the Wheatstone Project's State Development Agreement (SDA).

5.0 CONSTRUCTION STAGE OF DEVELOPMENT

5.1 Estimated Construction Time

The construction of the Wheatstone Project is estimated to commence in late 2011 or early 2012 and will take approximately five years to complete. Construction will take place in three parts:

- ◆ Upstream construction is likely to commence in 2011 and take five years to complete
- ◆ Domgas development construction is likely to commence in late 2011/early 2012 with commissioning and start up expected to be completed in 2016
- ◆ LNG production, storage and export facilities construction is likely to commence late 2013 with commissioning and start up complete in 2016.

The timing for the commencement of the Project is subject to the achievement of Local, State and Commonwealth government approvals, and internal Chevron approval processes.

5.2 Potential Economic Impacts

5.2.1 Estimated Construction Expenditure

The total construction investment over the life of the Project is estimated to be \$21,350 million. Over the first six years of construction, the investment is anticipated to average \$3,313 million a year. This is equivalent to two per cent of the annual Gross State Product for Western Australia in 2008-09 (ABS 2009), for each of the five main years of construction.

The Project's capital expenditures in the construction phase will have an important flow-on impact on the Pilbara economy, creating opportunities for small and large businesses and contractors. When account is taken of the flow-on effects, the impact on the whole Western Australian economy is also quite marked, representing a total (direct and flow-on effects) equivalent to 5.5% of the Gross State Product. Put another way, assuming everything else remains unchanged, the Project will generate growth in the State's economic activity of close to 1% a year over the five main years of construction.

5.2.2 Local goods sourced for construction

Chevron will work closely with government agencies to actively encourage and develop opportunities for local business development, and to support local procurement of services wherever possible and reasonable. To assist with this goal, Chevron has developed an Australian Industry Participation (AIP) policy for the Project that outlines its policy of 'Full, Fair & Reasonable Opportunity' being provided to Australian suppliers and sub contractors. The AIP policy includes a commitment that Chevron will establish a supplier diversity program and ensure a project sustainable regional business strategy is developed in conjunction with Wheatstone Pilbara contractors.

The principal obligations within the AIP policy include:

- ◆ The Project's principal participants shall engage Industry Capability Network Western Australia (ICNWA) to identify capable suppliers in the Pilbara, Western Australia and the rest of Australia.
- ◆ The Project's principal participants shall advertise its procurement and contract tenders on the *ProjectConnect* website for a minimum of four weeks to allow Australian suppliers and contractors to register their interest in being considered for pre-qualification.

- ◆ The Project’s principal participants shall advertise contact details of primary tender awards to allow sub contractors and component suppliers to follow sub contract and component supply opportunities through the supply chain.

Chevron is holding information sessions in Perth and the Pilbara to outline contracting opportunities and explain how opportunities will be advertised. These have included:

- ◆ Wheatstone Vendor Briefings
- ◆ Regional Vendor Project Briefings – August 2010
- ◆ Regional Contract HSE Forums – June 2010
- ◆ Proposed Shire of Ashburton Pilbara Business Community AIP Briefing – mid September 2011
- ◆ Thalanyji briefings.

Chevron is also developing a Thalanyji contracting strategy to ensure the generation of sustainable business opportunities. Chevron and the Thalanyji people executed a Native Title Agreement in December 2010 that will generate lasting economic and social benefits for the Thalanyji people and other indigenous groups in the local area.

5.2.3 Number of Employees/Contractors

At the peak of construction activity in 2014, there is expected to be a maximum of 5,000 workers on the Project. This includes workers involved in the construction of the Wheatstone LNG Plant and its associated infrastructure; workers involved in the construction of the operations workforce accommodation village in Onslow; and workers involved in the construction of the Wheatstone Project Public Visitors Centre in Onslow.

Figure 5.1 shows the manning curve of the construction phase of the Wheatstone development.

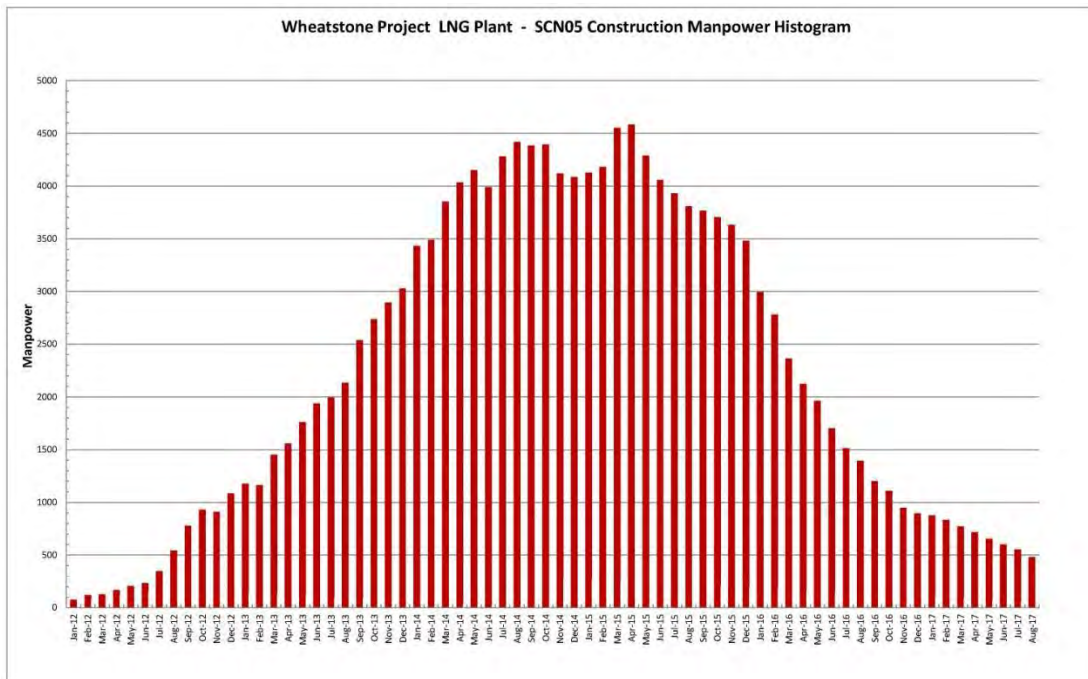


Figure 5.1: Manning curve for the Wheatstone Development

During construction, the Project will provide employment opportunities for local workers and business opportunities for local companies. The Pilbara region has expertise in mining and engineering construction, and while much of this is located in Karratha, Port Hedland and the central Pilbara mining towns, Onslow businesses and employees will be able to take up a share of the opportunities presented by the Project providing they meet the Project's contracting requirements.

5.3 Potential Social Impacts of Construction Activities

5.3.1 Potential Impacts on Quality of Life of Residents and Tourists

5.3.1.1 Onshore Facilities Light Emissions

Construction activity is expected to be carried out 24 hours per day and lighting will therefore be required to provide safe working conditions. Initially, lighting is likely to be provided by mobile lighting towers, which are relatively close to the ground and unlikely to be visible over any great distance. As construction of the facility progresses, lighting will be installed on the structure and is likely to become visible over a greater distance. Light emissions from the accommodation village will be similar to that of a residential area containing single storey structures. It is likely the onshore facility will be seen from Onslow as a dull glow on the horizon, however people camping along the Ashburton River will see more light due to their proximity to the construction activities.

5.3.1.2 Noise Emissions

Noise from construction activities, including noise from activities such as earth moving and vehicle movements, is predicted to fall below assigned levels. The exception to this is noise associated with pile driving during onshore and nearshore foundation works. Up to ten pile drivers could be operating at the processing facility site for up to 18 months, while pile driving for construction of the export jetty and the MOF may involve two pile drivers for up to 14 months. Modelled noise emissions for the onshore processing facility predict that pile driving, under worst case conditions, may generate sound pressure levels in Onslow of 31 dB(A) (adjusted to 41 dB(A) if pile driving noise is impulsive). Modelled predicted noise contours for piling activities are shown in Figure 5.2.

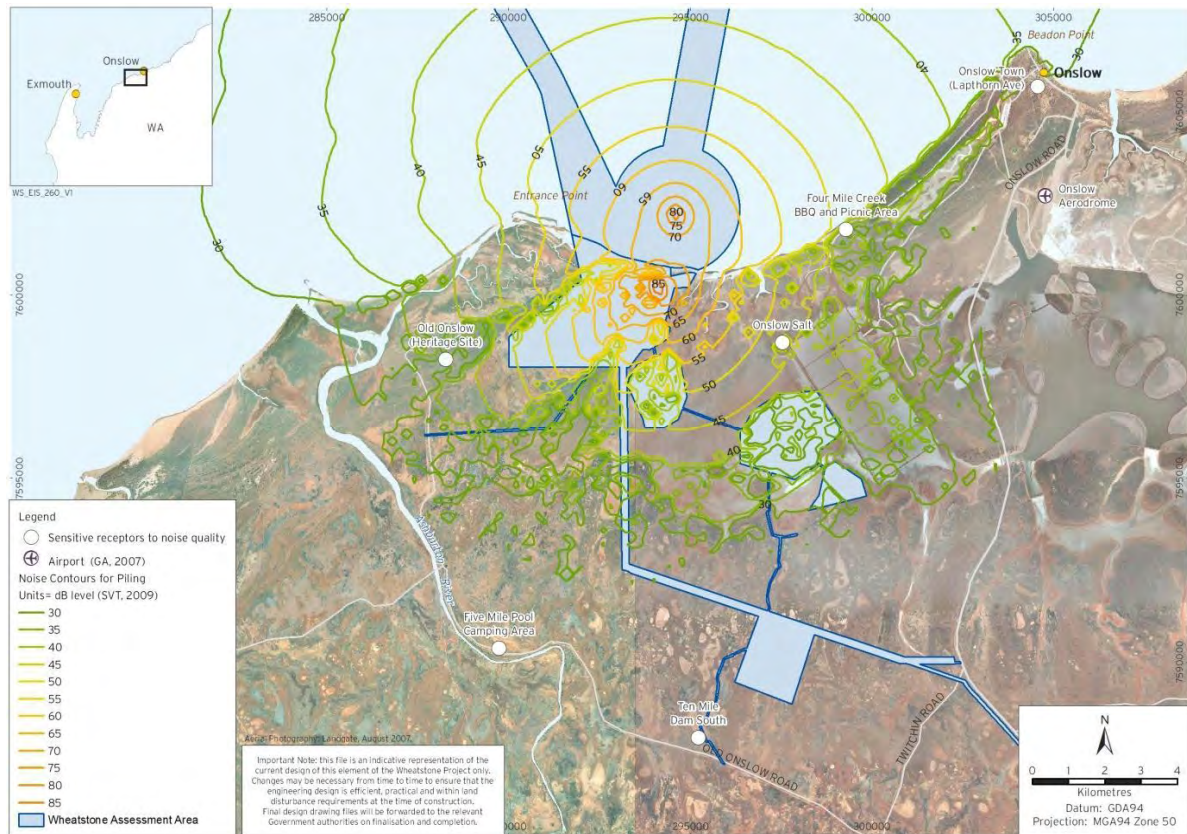


Figure 5.2: Predicted Noise Contours for Pile Driving During Construction

It is possible that noise from pile driving could exceed assigned levels at Onslow because its hammering sound is more intrusive than other noises. Should this occur, there could be stress-related impacts on community wellbeing. However, exceeding noise levels at Onslow would require:

- ◆ All pile drivers to be operating at night
- ◆ Noise from all pile drivers to arrive simultaneously at Onslow
- ◆ Weather conditions that make sound travel further than normal (“weather conditions which are conducive to the propagation of sound”)
- ◆ Very low background noise at Onslow.

The chance of all these factors occurring at the same time is very low, and therefore it is unlikely assigned levels will be exceeded at Onslow during the construction phase.

Proposed management measures for noise emissions are listed in the EIS/ERMP, including the following key management measures that will be implemented during construction:

- ◆ Construction activities will comply with Environmental Protection (Noise) regulations 1997
- ◆ Noise will be managed as part of the Construction Environment Management Plan (CEMP)
- ◆ The current Project design and implementation of industry standard management measures enable noise levels to comply with government regulations.

5.3.1.3 Air emissions

Air emissions during the construction phase will mostly come from the vehicles and equipment required to support construction activities. This includes the various ships, airplanes, trucks and cars that will transport workers, materials and equipment to site. The volume of air emissions generated during construction is not considered to be significant.

Due to the remoteness of the site there is limited data on existing air quality in the area, so Chevron initiated a monitoring program in 2009 to collect data on the existing air quality in the region. This monitoring program is ongoing and is expected to continue through the construction phase.

The EPA and the Western Australian Department of Environment and Conservation (DEC) routinely apply National Environment Protection Measure (NEPM) standards and goals for air emissions in WA because a State-wide standard for ambient ground-level pollutant concentrations does not exist. All modelled emissions (nitrogen dioxide, ozone, sulfur dioxide and particulate matter of 10 microns or less) were well below NEPM guideline values: less than 50 per cent of the Guideline values at Onslow. The emissions were also considered to be transitory (short-term and generally mobile).

The key air emission during construction is dust. The main impacts of dust on public amenity are likely to be from reduced visibility due to airborne dust or dust settling on property (e.g. caravans, vehicles or buildings located nearby). Dust will be managed as part of the CEMP, with the key objective of maintaining dust generation and dispersion in compliance with the EPA Guidance for the Assessment of Environmental Factors – prevention of air quality impacts from land development sites – No.18, 2000. Complying with this objective will ensure dust impacts on public amenity are also managed.

It is possible that odorous compounds may be emitted during the construction phase from operation of a sewage treatment facility. Operation of the sewerage treatment facility to Project control requirements is expected to manage odours from the facility so they are unlikely to reduce public amenity in the local area.

Proposed management measures for air emissions are listed in the EIS/ERMP, including the following key management measures that will be implemented during construction:

- ◆ Dust control measures will be undertaken during site clearance
- ◆ Speed limits will be used in the construction area
- ◆ Industry standard traffic management controls will be in place
- ◆ Batching plant will be located away from sensitive receptors, where practicable
- ◆ Ongoing monitoring of emissions from the facility to determine the level of emissions
- ◆ Implementation of remedial action should emission levels exceed agreed levels
- ◆ Dust will be managed as part of the CEMP.

5.3.1.4 Parking

Due to the Project's location at Ashburton North it is expected there will be minimal impacts on parking in Onslow. Buses will be used to transport the construction workforce from the airport to the accommodation village. Adequate parking space for buses and work vehicles will be allocated at the accommodation village.

A key management measure which will be implemented during construction includes that boats and recreational vehicles will not be permitted within the workforce accommodation

village or the access road from the Onslow Road. This will help to minimise parking congestion in Onslow from private vehicles.

5.3.1.5 Access

The site will be serviced by a 20 km Shared Infrastructure Corridor (SIC), which includes an access road off Onslow Road servicing both the accommodation village and the plant site. It is possible there may be occasional impacts along some public access roads when roadworks or the transportation of oversize loads requires temporary road closures for safety reasons. However, should this need to occur, the Shire of Ashburton and the public will be informed in advance of any access restrictions.

There will be construction activities in Onslow associated with the delivery of social infrastructure improvements and the operations workforce accommodation in Onslow. Access for these projects will be on currently available roads and streets or new roads as proposed in the town's development plan.

5.3.1.6 Potential Impacts on Traffic and Local Road Network

Transportation and Traffic Impacts

North West Coastal Highway (NWCH) is the major regional road connecting Geraldton with Port Hedland. Onslow Road is the only Onslow town site link with the NWCH, while Beadon Creek Road forms a link between Onslow Road and Onslow Port (Beadon Creek Maritime Facility). NWCH is a permitted road for operation of certain long vehicles and road trains.

A traffic impact assessment was made of the adequacy of the existing road network (namely NWCH, Onslow Road, Airport Access Road and the respective intersections) was prepared by ARUP relative to the overall Wheatstone Project and has been approved as part of the ANSIA Structure Plan (refer Appendix EA of the ANSIA Structure Plan). A Construction Traffic Management Plan (TMP) has also been prepared by ARUP and is included as an appendix of the Development Plan (Appendix F). Specifically these reports:

- ◆ Investigated existing road network conditions including current traffic volume
- ◆ Outline construction activities
- ◆ Identify traffic demands on public roads and roads within ANSIA by vehicle type, and
- ◆ Recommended necessary measures to manage the traffic impacts from a road safety and capacity perspective.

The traffic analysis and proposed traffic management is based on Chevron's estimated construction programme. Generally, the Project construction duration will be staged to occur over an approximate 72 month period commencing in late 2011. Significant milestones during the construction are as follows:

- ◆ Month 1 – it is the intent that the construction staff would begin utilizing the Onslow Airport on Month 1.
- ◆ Month 1 to 9 – water will be trucked to the Transient Workforce Accommodation (TWA) area and jobsite from Beadon Creek. After this point, a desalination plant will pipe water from the coast to the TWA area and jobsite to limit the supply of water trucked from Beadon Creek.
- ◆ Month 16 - road connecting TWA area to jobsite within the ANSIA (PR2A and PR2B) is operational. Limited use of Twitchin Road, Old Onslow Road, AR1 and AR2 for construction traffic movements between the construction village and jobsite could be possible after this time.

- ◆ Month 26 - the MOF located in the Common Use Coastal Area (CUCA) is operational reducing the need for some construction materials to be transported by road.

The estimated traffic movements based on the construction milestones above results in peak traffic volumes in month 23, as illustrated in Figure 5.3.

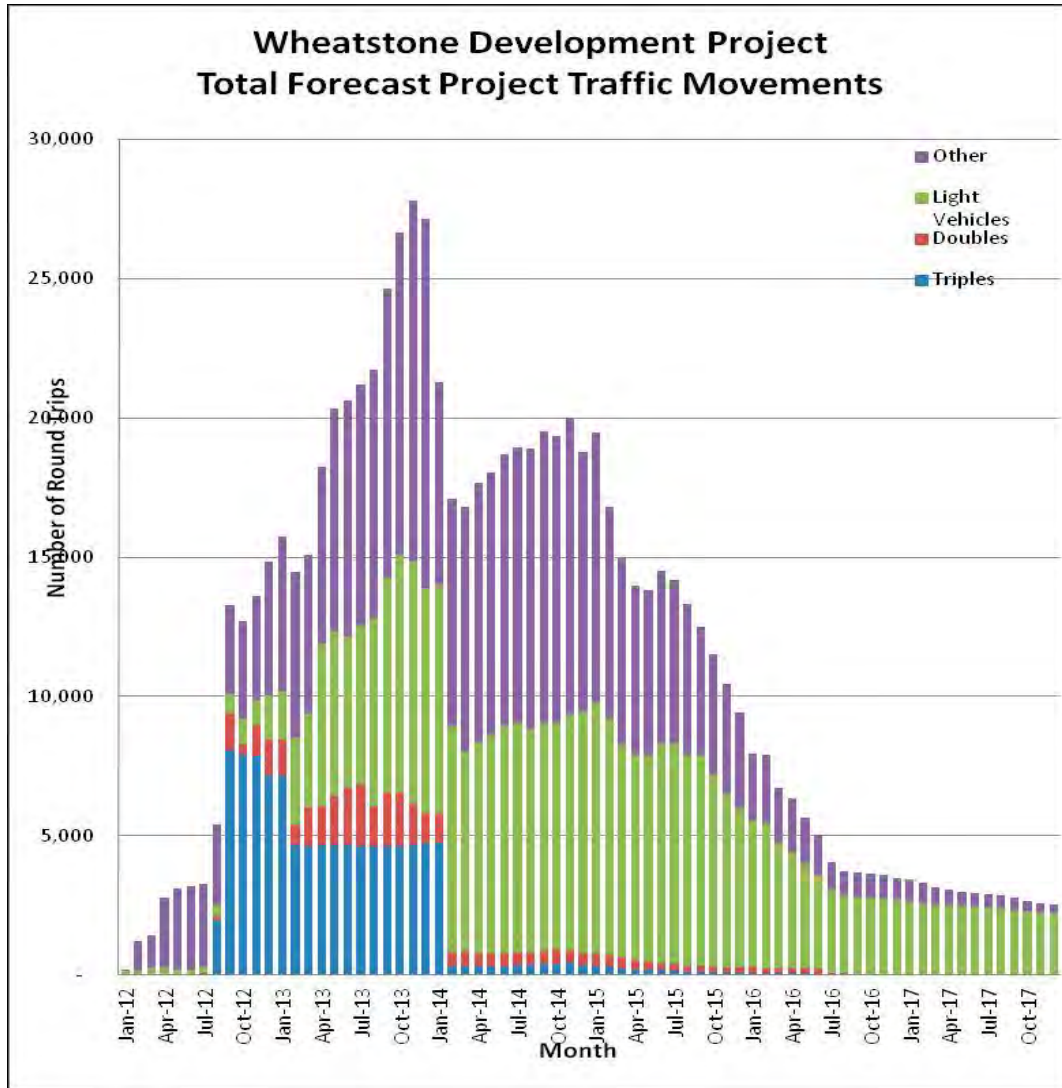


Figure 5.3: Forecast Traffic Movements

Road improvements – Onslow Road

During construction, for periods of time, estimated traffic volumes are expected to increase significantly relative to current traffic levels on certain roads around Onslow. As outlined within the Traffic Impact Assessment (TIA) these volumes are well within the carrying capacity of the respective categories of road. Predicted volumes are not expected to create significant undue delays or conflicts to other road users and traffic management measures will be implemented to minimise potential impacts on other road users (as per Wheatstone TIA and TMP).

As illustrated in the table below improvements to Onslow Road are required to support the development of the ANSIA, including the Wheatstone Project. These improvements have been the subject of significant negotiations with Main Roads WA and the Shire of Ashburton.

These upgrades are planned to be executed in a staged approach and proposed to be completed in March 2012. Timing will be dependent on a number of factors such as weather, material supplies etc. Main Roads is committed to the upgrade evident by the works already commenced and completed such as line markings, signage, shoulder widening and commencement of the passing lanes.

Onslow Road - Improvement Program Indicative Timeline										
Activity	Months									
	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	
Line markings, signage	■									
Preconstruction - Secure water/materials	■	■	■							
Widen and seal shoulders			■	■	■	■	■			
Overtaking lanes			■	■	■	■	■			
Intersection NWCH/Onslow Rd					■	■				
Beadon Creek Rd intersection						■	■			
Select pavement and culvert works			■	■	■	■	■			

Figure 5.4: Indicative Timeline for Onslow Road Improvement

Road improvements – Old Onslow Road and Twitchin Road

In relation to the improvements relating to Old Onslow Road and Twitchin Road, it should be recognised that in the granting of the Development Approval to the first stage of development, (referred to as the approved Limited Provision of Roads, Services and Transient Workforce Accommodation), in compliance with Condition 14 Chevron prepared the Local Road Management and Maintenance Plan. This was approved by the Shire in January 2012. In addition, a financial assistance agreement has been developed and is under discussion with the Shire defining the intended improvements.

5.3.1.7 Potential Impacts on Sense of Community

Onslow is a small and isolated town, with minimal firsthand experience of how large scale resource projects can impact a community. The scale of the Project means the impacts on Onslow’s sense of community will be significant, especially during the construction phase.

There could be up to 5000 people staying in the workforce accommodation village at peak times during the construction phase. The construction workforce will typically work a thirteen day fortnight during their four week rotation which equates to one Sunday off per rotation for rest and recreation. As numbers on site increase, the Sunday off will be staggered, meaning that not all employees will have the same day off. Over the course of the construction phase at site, crew changes will occur each week and approximately 25 per cent of the workforce will be off on each Sunday.

Although these workers will be living at the workforce accommodation village, which is located 20 km away from Onslow, they could potentially visit Onslow and its surrounding areas during their allocated time off. It is difficult to estimate the total number of workers which may have the same rostered day off as the assigned final rosters will be dependent on the employment policies of individual construction contractors, which will change throughout the five year construction phase as different stages of work are undertaken. However, it is reasonable to assume that a percentage of the workforce will visit the town at some point during their stay.

In order to reduce impacts on Onslow and its residents’ sense of community, Chevron will encourage the construction workforce to remain at the workforce accommodation village

during their allocated time off, or to join organised excursions that will also help support local tourism providers. This will be achieved by:

- ◆ Providing accommodation of a high standard with quality leisure and entertainment facilities
- ◆ Providing a substantial recreation program, coordinated by a Performance Excellence Program Officer and supported by Lifestyle Officers
- ◆ Providing transport to organised recreational activities, such as reputable fishing charters or local tours, where staff can show evidence of a booking
- ◆ There will be no access to Project-provided transport to Onslow, and personnel will not be permitted to have their own boats and recreational vehicles within the workforce accommodation village, which makes it difficult for personnel to travel to Onslow.

The Project will also have a Workforce Code of Conduct which details the rules and expectations of the workforce with respect to behaviour in, and interaction with, the community. The code of conduct details the consequences of failing to comply with those rules and expectations. All employers of construction workers will be asked to brief their workforces on the code of conduct and make expectations clear to applicants for employment during the interview process, on signing on the Project, during orientation and during induction training. Leadership training will be given to all supervision and management on the Project; expectations for workforce behaviour in relation to the community, and consequence management will be reiterated in the leadership training. Employees who have been found to have engaged in serious misconduct and whose services have then been terminated will continue to be accommodated at the workforce accommodation village until they can be repatriated to their point of origin to ensure they do not represent a problem to the local community.

In addition to the above, Chevron will implement the following measures to help manage the Project's potential impacts on Onslow's sense of community:

- ◆ Develop annual Community Engagement Plans that outline the community engagement activities planned for that year.
- ◆ Encourage and be supportive of the workforce participating in local volunteering (e.g. maintain a register of organisations requesting volunteers on a regular or ad hoc basis).
- ◆ Prior to the commencement of construction activities, a Workforce Code of Conduct will be developed that documents the Project's stance on appropriate behaviour during allocated time off, and compliance with relevant laws and policies. This also guides the behaviour of access to non-public land/pastoral areas without authorisation.
- ◆ Manage all grievances and community concerns in accordance with the Chevron Community Feedback Procedure, with trends to be tracked for monitoring purposes.
- ◆ Establish an Onslow Community Office to provide a central location where community members can discuss concerns, issues or questions in relation to the Project
- ◆ Monitor Project impacts on the Onslow community.
- ◆ Fund community infrastructure as agreed in the Wheatstone Project's SDA.

5.3.1.8 Potential Impacts on Tourist Attractions and Places of Recreation

As mentioned above, some construction workers will choose to visit recreation areas in and near Onslow on their allocated time off. Due to the limited existing tourism and recreation infrastructure, this could result in occasions when community members and tourists are displaced from recreation areas with limited capacity, such as picnic areas along the

foreshore or Four Mile Creek, the boat ramp and the Beadon Bay Hotel. It could also result in pressure being placed on recreation areas such as the Ashburton River, nearshore islands and the Old Onslow townsite. In addition, the Onslow community and tourists are concerned that the construction workforce could deplete local fish stocks if a large proportion of them go fishing on their time off.

There will be permanent exclusion zones around the Project site and the port, and as a consequence, land access to Hooley Creek will no longer be available. The DSD is currently working with the Shire of Ashburton and the Onslow community to identify a suitable alternative that will provide unlimited access to the coast. BHPBP, as holder of the Urala pastoral lease, has provided in-principle support to reasonable ongoing access to the beach near Bares and Point through Urala.

There will be impacts on tourist accommodation during the construction phase of the Project. This is because the Project will induce impacts on tourist accommodation (e.g. due to population growth stimulated by the Project and people coming to Onslow to seek work) and hence affect the ability of tourists to enjoy the area for recreation. It is expected that the private sector will respond to an increased demand for tourist accommodation.

Chevron will implement the following measures to help manage the Wheatstone Project's potential impacts on Onslow's tourism and recreation:

- ◆ Project impacts on tourism accommodation will be reduced through provision of accommodation for all construction workers associated with the Project.
- ◆ Project impacts on tourism accommodation will be reduced through provision of accommodation for all operational workers associated with the Project.
- ◆ Prior to the commencement of construction activities, a Workforce Code of Conduct will be developed that documents the Project's stance on appropriate behaviour during allocated time off, and compliance with relevant laws and policies. This also guides the behaviour of access to non public land/pastoral areas without authorisation.
- ◆ Manage all grievances and community concerns in accordance with the Chevron Community Feedback Procedure, with trends to be tracked for monitoring purposes.
- ◆ Establish an Onslow Community Office to provide a central location where community members can discuss concerns, issues or questions in relation to the Project.
- ◆ Monitor Project impacts on the Onslow community.
- ◆ Fund community infrastructure as agreed in the Wheatstone Project's SDA. This includes funding towards a picnic area and playground at Four Mile Creek; funding towards an aquatic and recreational centre; and funding for the conservation and development of tourism at Old Onslow.

In addition, Chevron will implement the State Environmental conditions outlined in Schedule 3 of the *Report and Recommendations of the Environmental Protection Authority*. These include:

- ◆ Chevron will provide funding to DEC to assist DEC in the management of potential impacts and risks associated with increased visitation to island nature reserves (Condition 22.6)
- ◆ Chevron will provide funding to DoF to assist the Department of Fisheries enforce compliance with bag limits and size limits (Condition 22.7)
- ◆ Chevron will fund DEC to assist in the management of potential impacts and risks to the Cane River Conservation Park (Condition 22.8)

- ◆ Chevron will maintain a contingency fund for the purposes of remediating potential impacts to offshore islands and the Cane River Conservation Park and proposed extensions to be released on an as-needs basis to DEC. The contingency funding will continue to be available until one year after the date of first shipment of product from the LNG plant. (Condition 22.9).

5.3.2 Potential Impacts on Places of Heritage Significance

5.3.2.1 Potential Impacts on European Cultural Heritage

The Old Onslow Townsite is registered as place 3444 on the Western Australian Register of Heritage Places. The Heritage Council of Western Australia (HCWA) conservation area consists of a town site area, the line of a former tramway and jetty area. The registered area associated with the former jetty consists of both land and sea bed areas. The site is also listed on the Shire of Ashburton's municipal inventory, and the Shire of Ashburton is the manager of the site.

Chevron has supported a number of studies to understand the heritage within the registered area. These have included an archaeological survey in 2009; a preliminary magnetometer survey in June 2010; a major archaeological excavation in the northern part of the registered area in September 2010; and an archaeological and historical survey of the Old Onslow townsite in May 2011. The fieldwork in September 2010 identified some heritage sites that lie outside the registered area, including the 1896 jetty which was destroyed by a cyclone before it was commissioned. These newly identified sites are in or near the port and jetty areas and may be incorporated into the registered area once investigations are complete and HCWA and the Western Australian Maritime Museum (WAMM) have assessed their significance.

Figure 5.5 shows the key European cultural heritage features within the Project site and the ANSIA more broadly as identified by an archaeological survey undertaken by Gaye Nayton in 2009 on behalf of Chevron. The tramway, telegraph line (which is now known to be a telephone line) and jetty sites fall within the ANSIA. The "A" class reserve, which contains both the Old Onslow Townsite and Old Onslow Cemetery, falls outside of the Project site.

Figure 5.5 shows that the Project will have an impact on the northern part of the HCWA registered area, but will not affect the Old Onslow Townsite or the Old Onslow Cemetery. The main impacts in the northern part of the registered area will be from the construction of the Wheatstone Project and the Common Use Coastal Area. In addition, the change in landform and physical presence of all the proposed facilities at ANSIA has the potential to increase the risk of flooding of part of the Old Onslow Townsite through obstruction of existing drainage channels and reduction of catchment storage in the catchment east of the Old Onslow road. This may increase the flood risk of the south-eastern part of the Old Onslow Townsite during extreme flood events, although it is not expected to impact the flood risk from the Ashburton River directly. The Old Onslow Cemetery is located on an elevated dune area, reducing the flood risk of the cemetery to be less than that of the low lying areas of the Old Onslow Townsite.

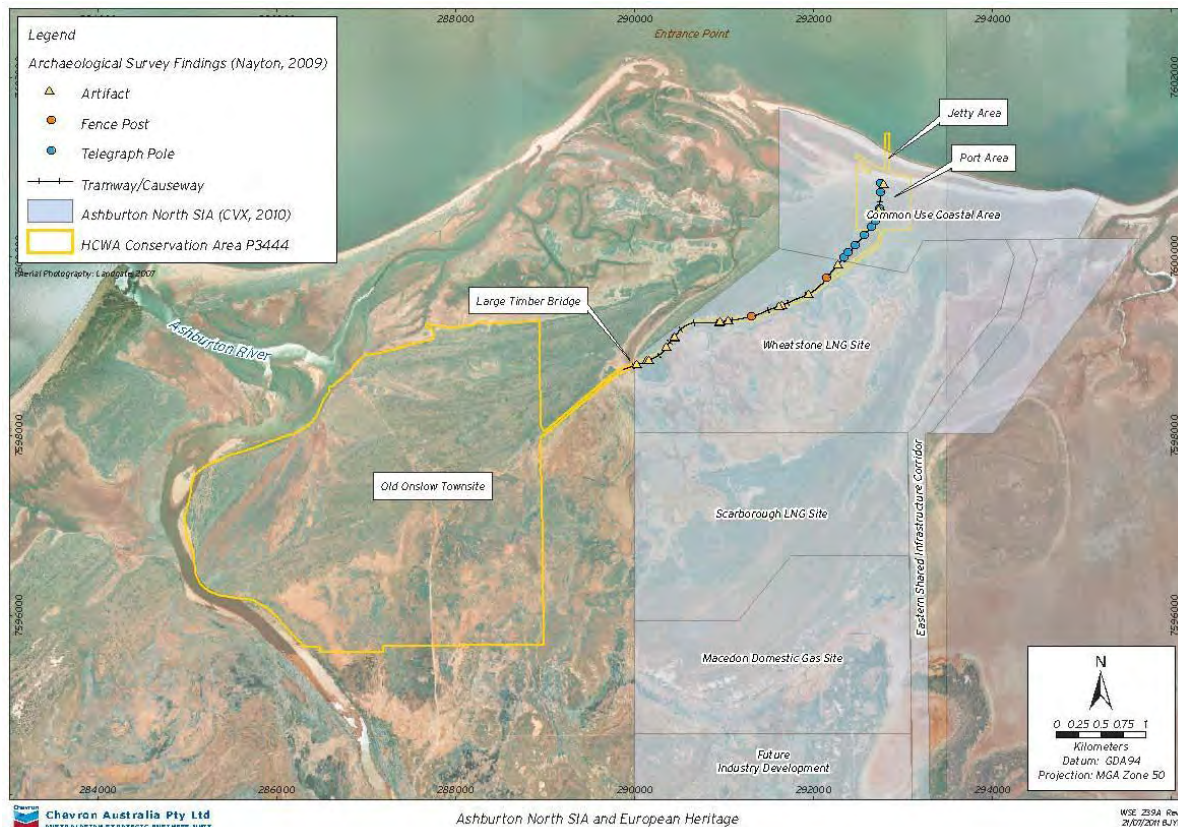


Figure 5.5: Proposed Project Footprint in Relation to HCWA Conservation Area

The archaeological excavation in September 2010 was undertaken with the permission of HCWA so that the history of Old Onslow could be better understood and artefacts in the areas affected by the Project could be retrieved. In total, the fieldwork recovered 9170 artefact shards from 1429 artefacts across 13,200 square meters. Some larger artefacts, such as a water trough, tram rails and cart axels, were left *in situ*, however they may be removed prior to construction starting in those areas.

The September 2010 fieldwork achieved the following:

- ◆ Excavation of sufficient material culture in the port area to increase understanding of the port's layout and function.
- ◆ Historical research to expand knowledge about Old Onslow as a port.
- ◆ Survey of sections of the tramline causeway, and photographs along the causeway. This information will be used to create an interactive three dimensional fly-through model where points along the causeway are marked and people can retrieve photographs of artefacts and the landscape by clicking on a map icon. This will become an archival record and interpretative tool.
- ◆ Survey along the telephone line, including a photographic archival record of 45 element/pole locations. A discussion paper was written on possible relocation sites for the eight remaining telephone poles in the area. HCWA, in consultation with the Shire of Ashburton, will determine where the telephone poles should be relocated. Chevron will provide funding for the relocation of the telephone poles.

Outputs from the September 2011 study include:

- ◆ Artefact catalogue database
- ◆ Type catalogue database

- ◆ Uncollected artefact database
- ◆ Field photographs database
- ◆ Lab photograph database
- ◆ Geo-referenced site plans
- ◆ GIS data of artefact locations.

In May 2011 a survey of the Old Onslow townsite was undertaken so the existing Old Onslow Townsite (3444) Conservation Management Plan could be updated. The survey included an archaeological survey of Old Onslow, along with historical research, particularly on lot ownership, use and former structures. The updated conservation plan will include recommendations for conservation of the townsite's physical fabric, management of the archaeological record and some recommendations for future interpretation. An interpretation plan may also be produced in the future, which will include recommendations for interpreting Old Onslow and developing tourism at the site.

Additional maritime archaeology fieldwork will continue during 2011 and into 2012 to improve understanding of the maritime archaeology associated with the 1896 and 1899 jetties. This will include a marine geophysical study along the coast where the 1896 jetty is believed to be buried. It may also include some additional excavation work on land, particularly around a site believed to be associated with the 1900 navigation beacon and the beach area near the 1896 jetty.

Chevron has undertaken the above studies to mitigate its impacts on the HCWA registered area. Documenting what existed in the area and removing a large amount of cultural material for preservation will provide a comprehensive record for future generations.

Chevron will endeavour to protect the European cultural heritage in the Project area as far as reasonably practicable; however, some sites and their associated artefacts will be affected by construction activities. The Project fence line is approximately 2.5 kilometres from the Old Onslow town and one kilometre from the Old Onslow cemetery. Although there will be no ground disturbance work undertaken in the Old Onslow town or cemetery, an existing access track, which runs through the south-east corner of the HCWA conservation area, may be widened and upgraded to allow temporary road access to support construction activities. The main heritage impact of the Project will be to the archaeological heritage of the 1901 to 1925 sea jetty and port, and associated tramway and telephone line. There will also be some impacts on former pastoral sites; however, these have little archaeological significance. The studies that have been undertaken are sufficient to mitigate these impacts.

The physical presence of the plant will have some visual impacts on the HCWA conservation area; construction-related traffic along the existing access track may increase noise and dust in the south-east corner of the HCWA conservation area; and there will be an increase in noise levels during emergency flaring and when weather conditions carry noise from the LNG Plant further than normal.

Proposed management measures for European heritage are listed in the EIS/ERMP, including the following key management measures that will be implemented during construction:

- ◆ Chevron will develop an Old Onslow Townsite (3444) Development Impact Mitigation Plan in consultation with the Shire of Ashburton, HCWA and the Western Australian Maritime Museum
- ◆ Chevron will enter into a Heritage Agreement with HCWA to appropriately manage the impact of the Project on archaeological sites

- ◆ All impacts on European cultural heritage sites and artefacts will be managed in accordance with relevant legislative requirements and the Old Onslow Townsite (3444) Development Impact Mitigation Plan
- ◆ Chevron will provide funding for the conservation and development of tourism at Old Onslow as agreed in the Wheatstone Project's SDA.

5.3.2.2 Potential Impacts on Aboriginal Cultural Heritage

In September 2008 the Thalanyji people became the determined native title holders of land in the Onslow area, including the Project site. Heritage surveys have already been completed by Chevron and BHPBP in accordance with the principles outlined in the EPA Draft Guidance Statement No. 41 for the assessment of Aboriginal Heritage and the requirements set out under the AH Act (WA), as detailed below.

A preliminary ethnographic and archaeological survey of 21 proposed stygofauna monitoring bore sites was undertaken in January 2009 and involved the Thalanyji and their heritage consultants. One bore hole was relocated to avoid a newly identified shell and stone artefact scatter (WH09-01). No ethnographic sites were reported.

During 2009 and 2010, seven comprehensive heritage surveys of the proposed plant site and surrounding areas were completed which involved Thalanyji representatives and their heritage consultants. Seventy-eight previously unrecorded archaeological sites were located during the course of these surveys. The sites identified contain shell scatters, shell middens, evidence of grinding activities and artefacts. No ethnographic sites were identified in the survey area. Three previously recorded sites (Amethyst 05, 06 and 07 – DIA 15846 to 15848) have been re-recorded during the course of the surveys.

Figure 5.6 overleaf shows a map of the extent of Aboriginal heritage surveys completed by November 2010 in the Ashburton North SIA.



Figure 5.6: Aboriginal Heritage Survey Extent at the ANSIA

The most important historical Aboriginal habitation sites in the general area are located further to the south-west of the Project site on the opposite side of the Ashburton River, and these sites are unlikely to be impacted by industrial activities.

In addition to impacts directly related to construction activities, there could be impacts to Aboriginal heritage due to potential surface water impacts.

Proposed management measures for Aboriginal heritage are listed in the EIS/ERMP, including the following key management measures that will be implemented during construction:

- ◆ Chevron will develop a Wheatstone Project Cultural Heritage Management Plan (CHMP) in consultation with Burabalayji Thalanyji Association Incorporated (BTAI) and Department of Indigenous Affairs (DIA).
- ◆ Chevron will utilise the CHMP to guide the management of impacts.
- ◆ Chevron will manage all impacts on Aboriginal cultural heritage sites with the objective that any such impacts do not breach the AH Act (WA). This may include obtaining all necessary Section 18 Notices.

5.4 Potential Ecological Impacts

The Pilbara region is environmentally varied and sparsely populated. It is characterised by a tropical/arid climate. To assess the existing terrestrial and social environments of the Project area, a variety of detailed scientific surveys and studies were undertaken for the EIS/ERMP. The information collected has provided a baseline with which to inform the assessment of potential impacts to terrestrial and socio-economic and cultural environments resulting from

Project development. (It should be noted that marine impacts are not discussed as state and commonwealth waters are outside the jurisdiction of the Shire of Ashburton, however this information can be found in the EIS/ERMP). Following guidance from the EPA, a risk assessment was conducted on each relevant aspect for each of the environmental factors (where applicable).

A number of factors, identified during scoping, were considered for terrestrial and socio-economic and cultural environments. Detailed information on each factor (including potential impacts, mitigation and management measures, relevant assumptions and predicted environmental outcome) is contained in the EIS/ERMP. This section provides a brief summary of that information.

In addition to the binding commitments made in the EIS/ERMP, stringent environmental conditions have been proposed by the Minister, addressing marine, terrestrial, emissions, greenhouse gases, rehabilitation and offsets to minimise associated environmental impacts to an appropriate level approved by the EPA. Additionally the conditions require a set of Statutory Environmental Management Plans (EMPs) to be finalised to the satisfaction of the EPA to demonstrate to the EPA and Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) (formerly DEWHA) how Chevron and its contractors will maintain an acceptable standard of environmental performance in areas of high risk and sensitive receptors throughout the Project. Also, prior to Project construction, a set of Subsidiary EMPs will be developed for relevant work scopes and activities, which detail the specific mitigation measures and management actions which will be implemented to limit Project-related impacts.

5.4.1 Potential Ecological Impacts to the Terrestrial Environment

5.4.1.1 Soils and Landforms

The implementation of appropriate avoidance and management measures during construction and operational earthworks reduces the risks associated with exposure of Potential Acid Sulphate Soils (PASS), such as acidity and mobilisation of heavy metals, and the occurrence of soil erosion. Potential spills and leaks are also considered to pose a low risk; they would be rapidly detected and minor, resulting in localised consequences only. The residual risk from the Project on soils and landforms has been assessed as Low.

Proposed management measures for soils and landforms are listed in the EIS/ERMP, including the following key management measures that will be implemented during construction:

- ◆ Avoid the disturbance of PASS where practicable
- ◆ Reduce dust generation through application of suppressant or soil stabiliser
- ◆ Installation of erosion control and flow diversion devices if required
- ◆ Routine inspection and maintenance of erosion and sediment control structures, particularly following heavy or prolonged rainfall
- ◆ Keep vehicle and equipment movement within designated areas (e.g. access tracks and turning circles).

5.4.1.2 Groundwater

The predicted impacts to the water table environment are local effects that are not likely to substantially propagate beyond the processing facility footprint. The residual risk from the Project on groundwater is Low.

Proposed management measures for groundwater are listed in the EIS/ERMP, including the following key management measures that will be implemented during construction:

- ◆ Groundwater monitoring bores will be installed to detect any alteration of groundwater environments
- ◆ Implementation of appropriate treatment and/or rehabilitation techniques where significant impacts to groundwater occurs
- ◆ Management controls will be implemented as part of the CEMP.

5.4.1.3 Surface Water

There is a potential for impacts to surface water to occur through increased sediment loads to drainage lines and creeks during construction earthworks, and thereafter from unstable landforms. To mitigate these risks, a number of engineering solutions have been proposed. The predicted impacts to the surface water environment linked to Project are local effects that should not propagate beyond the sub-catchments of the Ashburton River Delta. The Project poses a Low level of residual risk on the surface water environment. Proposed management measures for surface water are listed in the EIS/ERMP, including the following key management measures that will be implemented during construction:

- ◆ A system of drains will be constructed to divert run-off from the Plant Pad to storm water sedimentation ponds
- ◆ Inform workforce of the nature and potential impacts of PASS
- ◆ Avoid the disturbance of PASS where possible
- ◆ The storm water sedimentation ponds will be used in conjunction with other measures including silt fencing, stone dikes and riprap aprons to control local run-off, erosion and sedimentation
- ◆ Implementation of appropriate treatment and/or rehabilitation techniques where significant impacts to groundwater occurs from spills or leaks
- ◆ Management controls for spills and leaks will be implemented as part of the CEMP.

5.4.1.4 Flora and Vegetation

The residual risk from the Project on flora and vegetation is Medium, which is strongly based on the clearing of approximately 3300 ha of vegetation (maximum clearance scenario). A proportion of this will be rehabilitated immediately after completion of construction of the Domgas pipeline. Approximately 650 ha of vegetation with high local conservation significance will be cleared. Disturbance of three known Priority 3 species (*Eremophila forrestii* subsp. *viridis*, *Atriplex flabelliformis* and *Triumfetta echinata*) may be necessary. Flora and vegetation present in the Project area are generally widespread and well represented in the surrounding region.

Proposed management measures for flora and vegetation are listed in the EIS/ERMP, including the following key management measures that will be implemented during construction:

- ◆ Limit clearing to designated areas and clearly mark these areas
- ◆ Utilise previously cleared areas where practicable
- ◆ Implement vehicle hygiene procedures appropriate for the site
- ◆ Develop and implement an employee environmental education program/induction
- ◆ Rehabilitate disturbed areas where practicable

- ◆ Weed management procedures
- ◆ Dust suppression as required
- ◆ Retain natural drainage where practicable
- ◆ Vegetation monitoring.

5.4.1.5 Terrestrial Fauna

Six threatened fauna species, or signs of these species, were recorded within the study area. However, these are all highly mobile (with the exception of the western pebble-mound mouse) and it is expected that the majority of individuals will move away from the Project area at the commencement of the construction phase. No species listed under the EPBC Act (Cth) are likely to be affected by the Project and it is considered highly unlikely that the conservation status of any fauna species will be affected.

The Project will require the “maximum-clearance-scenario” clearing of up to 3300 ha of terrestrial fauna habitat, a proportion of which will be rehabilitated immediately after completion of construction of the Domgas pipeline. Removal of suitable habitat is likely to be the main impact on the six threatened terrestrial fauna species recorded within the Project area. All of the terrestrial fauna habitats to be cleared in the Project area are well represented in the locality and wider region, and are not of elevated conservation significance. The Project is therefore considered to have an overall Low residual risk to terrestrial fauna.

Proposed management measures for terrestrial fauna are listed in the EIS/ERMP, including the following key management measures that will be implemented during construction:

- ◆ Development and implementation of a vegetation clearing process
- ◆ Where practicable cleared areas will be rehabilitated upon completion of activities
- ◆ Conduct inspection of all open trenches and remove any trapped fauna. Provide escape routes from trenches, or fencing trenches off
- ◆ Develop and implement an employee environmental education program/induction
- ◆ Establish a continuous firebreak around the perimeter of the LNG plant through vegetation clearance
- ◆ Vehicles will be required to keep to authorised access tracks and roads and these will be clearly marked to facilitate this
- ◆ Carefully manage vehicle activity in high risk areas (e.g. long grass)
- ◆ Reduced vehicle speeds, apply speed limits
- ◆ Quarantine procedures will be implemented for the Project.

5.4.1.6 Subterranean Fauna

Due to the absence of troglifauna, and the low likelihood of any communities being present, the Project will not have any impact upon their populations. Disturbance to stygofauna is not expected to have an impact on the two species at a population level and it is unlikely that any stygal species would be restricted to the Project area. The residual risk from the Project to subterranean fauna is Very Low.

Proposed management measures for subterranean fauna are listed in the EIS/ERMP, including the following key management measures that will be implemented during construction:

- ◆ Retain vegetation wherever practicable
- ◆ Implement vegetation clearing process
- ◆ Develop flora and vegetation management as part of the CEMP
- ◆ Where practicable rehabilitate disturbed areas upon completion of activities.

5.5 Local Amenity

Impacts to local amenity from noise emissions, air emissions and visual impacts are discussed in Sections 5.3.1 to 5.3.1.3.

5.6 Additional Infrastructure/Services Required

Onslow's future development will require upgrades to essential infrastructure and utilities, including the airport, power, water, waste water, and waste disposal. Upgrades will be required to support all operational activities, particularly the construction of operations workforce accommodation in Onslow, and to provide for the natural population growth expected as a result of the Project.

Wheatstone has negotiated a SDA addressing critical services, such as those mentioned above. This is discussed in more detail in section 6.4 of this report.

5.6.1 Drainage

Areas of the plant will be segregated to provide separate drainage systems for each category of surface run-off. These consist of contact (potentially contaminated) stormwater and non-contact (not contaminated) stormwater.

Clean (non-contact) stormwater from non-process areas and undeveloped portions of the site will be routed to sedimentation ponds. Clean stormwater volumes will vary due to the erratic local rainfall patterns, but may be up to 9,600 kL/day. Potentially contaminated (contact) stormwater from general process areas will be routed to "first flush" retention basins to capture oily or other types of potential contamination from the first 25 mm of rainfall on these areas. The retention basins may be equipped with oil skimmer devices, and with pumps to transfer the contents to process wastewater treatment if significant contamination is found. Contaminated stormwater from known oily areas (pump pads et cetera) will be routed to collection sumps and pumped to process wastewater treatment.

A key management measure that will be implemented during construction is the processing of wastewater from the Project will be at an onshore wastewater treatment plant (within Project scope) prior to being discharged to the sea via an outfall pipeline. The discharge will be tested and must demonstrate compliance with the prescribed regulatory discharge limits before discharge can be authorised.

5.6.2 Roads

Upgrades to roads are discussed in Section 5.3.1.6.

5.6.3 Airport

The Onslow Airport is located on over 520 hectares of land situated some four kilometres from the town centre of Onslow by road. The airport land is comprised of Lot 16 and is owned in freehold by the Shire of Ashburton. Lot 16 is roughly triangular in shape and is defined by Mount Stewart Onslow road on the western side. The eastern portion and the

majority of the land is defined by tidal marsh lands, which prevent any economical development of this part of the land.

Existing development is constructed on the western side of Lot 16, and consists of three general aviation sheds and fuel supply. The airport has two runways, one at 1600 metres in length [03/21], used primarily for Regular Passenger Transport (RPT), and the second at 700 metres [12/30], used primarily for General Aviation (GA). This second runway is not sealed. No formal terminal facilities have been constructed. A major easement is located on the south western side of the land. This easement has been executed to the Water Corporation for the purposes of water supply pipeline.

The existing Onslow airport will require upgrading in order to adequately service the Project and other projects within the ANSIA. The Shire of Ashburton, as the responsible authority for the airport, has yet to finalise the scope and timing of the upgrade however Chevron will provide funding towards upgrading the airport as agreed in the Wheatstone Project's SDA. There will also be a marked increase in road traffic to and from the airport to the Project site, especially from buses being used to transport construction workers to the site. Traffic impacts associated with the airport will be managed through the Project's Traffic Management Plan.

5.6.4 Power Supply

The Project will have an independent power generation and distribution system, and during construction the primary power supply is likely to be provided by portable diesel engine driven gensets. Power will be neither imported nor exported to the local grid and therefore the impact on the town of Onslow should be minimal. Chevron will provide funding towards upgrading the Onslow's power supply as agreed in the Wheatstone Project's SDA.

5.6.5 Wastewater and Sewerage

The Project will install aerobic water treatment units to manage wastewater generated by the Project. Treated wastewater will be primarily used for dust suppression during construction, where practical. Where this is not practical (i.e. the area is wet and dust suppression is not required) then the wastewater may be discharged at the nearshore outfall. A construction outfall will be at approximately 5m contour.

A key management measure which will be implemented during construction is that a wastewater management plan will be implemented through the CEMP. Chevron will also provide funding towards upgrading the Onslow's waste water facilities as agreed in the Wheatstone Project's SDA.

5.6.6 Waste Disposal

The Project will not use the Shire of Ashburton's Class II landfill disposal during construction. A waste management area is proposed, whereby the waste management area would be constructed to handle appropriately segregated wastes.

Proposed management measures for waste disposal are listed in the EIS/ERMP, including the following key management measures that will be implemented during construction:

- ◆ Controlled wastes, including quarantine wastes, can be either transported to Perth for treatment and disposal or disposed to appropriate, local, third-party waste service providers
- ◆ Wastes will be segregated by type and toxicity; stored in accordance with Australian standards; and will be covered and banded, where appropriate
- ◆ Hazardous waste will be managed offsite at a licensed hazardous waste facility

- ◆ Chevron will provide funding towards upgrading the Onslow's waste management facilities as agreed in the Wheatstone Project's SDA.

5.6.7 Water

Water will be required for various applications during construction of the onshore facility. Water during the construction phase will be sourced from a nearshore seawater intake within the Wheatstone Plant Area, with the Project still evaluating water source options to support initial construction activities until the nearshore seawater intake can be installed. Both raw seawater and freshwater produced via desalination plant will be used to support construction activities and provide potable water for operation of the construction village. Brine produced from desalination will be mixed with raw seawater for use during the earthworks, upon completion of earthworks the brine will be discharged to sea via a discharge outfall.

The most likely source of water during the early stages of construction (month zero to approximately month ten) is Beadon Creek. Seawater taken from Beadon Creek will be used for bulk earthworks soil conditioning and compaction purposes, dust suppression and for processing into initial construction accommodation fresh water using a reverse osmosis plant.

Seawater will be extracted at the Chevron yard and loaded onto water trucks, which will then travel to the Project work site. It is planned that two fast fill water storage tanks will be located at the yard, which will be accessible by the water trucks through the main entrance gate to the property. Temporary water extraction equipment will comprise electric drive suction pumps, silenced diesel power generation units, air compressor, fast fill water storage tanks, and interconnecting piping and trash filtering units.

Each water truck will carry approximately 20 m³ of water. Definitive calculations of actual delivery volumes are yet to be finalized, but it is currently anticipated that water will initially be delivered at a rate of 35 truck loads per day. This rate of loading will increase over the duration of the life of the seawater extraction system. A steady ramp-up over the first 30 to 60 days will culminate with an anticipated peak of 60 truck loads per day from month four, however this has still to be finalised. Chevron is evaluating constructing a pipeline from Beadon Creek to the truck turnaround located approximately one kilometre from the entrance to Onslow to reduce the impact of truck movements along Beadon Creek Road. Trucks will be equipped with communication equipment and protocols will be established to ensure that truck queues are not developed and that a maximum of two trucks at any time will be on the Chevron yard at Beadon Creek. It is anticipated that the truck fleet will grow to approximately 15 trucks, which will be parked overnight at the Project Site Camp Area at the ANSIA.

Pumping operations at this site will operate for a maximum of ten hours per day, six days per week. Water trucks using this facility will operate a maximum of ten hours per day six days per week. The extraction system will be able to deliver up to 1,200 m³ of water per day. It is anticipated that one six metre site office will be located near the water tanks and one six metre sea container will be used for storage of equipment, spare parts and maintenance tools. Diesel fuel will be provided to the power generation and vessels at the site by a mobile fuel truck and designated fuel delivery personnel. The power generation sets will have self containing fuel storage tanks complete with and on-board secondary safety bund system.

The pump intake will be located on the southern side and adjacent to the ramp sitting on the river bed with a water cover of at least 1.1 metre at Low Astronomical Tide. The intake will be constructed from a flexible rubber hose fitted with a screen intake. Being rubber construction, it will not damage any vessel and in turn be unaffected itself by such an impact.

The intake marine life protection screen will be designed in accordance with statutory regulations to assure the maximum water velocity is not exceeded.

5.6.8 Workforce Accommodation Village

The accommodation village is likely to be developed in four stages over the period of approximately 24 months. The first stage is the initial construction village for approximately 100 people, followed by a two stage fly village for approximately 1000 people. The final stage is the construction taking the overall accommodation in the TWA to approximately 5000. It is anticipated that personnel will work a fly-in/fly-out (FIFO) roster, commuting to and from the Project area by air from Australian metropolitan areas. Operating during the construction, commissioning, start-up and early operational periods of the LNG and Domgas plants, the accommodation village will essentially be self contained with its own water and power supplies, waste management, medical and fire services. It will also provide workers with recreational and entertainment facilities as well as dining, laundry and other domestic requirements. The accommodation village will be designed to provide a safe haven in the event of a cyclone event, so that personnel can remain on site.¹

The accommodation village power demand will be supplied by onsite diesel generators.

Chevron has prepared a Workforce Management Plan that outlines how Chevron intends to accommodate their construction workforce (including contractors). The plan includes a description of the company's expectations about workforce behaviour both inside and outside the workforce accommodation village, and disciplinary actions that can be applied should workers engage in serious misconduct while visiting Onslow or surrounding areas. The disciplinary actions include provision for workers who are proven to have engaged in serious misconduct while visiting the community to be repatriated to their home location as soon as is practicable.

¹ The construction village and fly village are the only phases during which the accommodation facilities will include a cyclone shelter. During the initial construction village phase, personnel will be evacuated offsite.

6.0 POTENTIAL SOCIAL IMPACTS DURING OPERATIONAL STAGE OF DEVELOPMENT

6.1 Potential Economic Impacts

6.1.1 Estimated Operations Employment

There is expected to be up to 400 operations workers on the Project. The operational workforce will be a combination of FIFO and residential employees, all of who will be accommodated in Onslow once upgrades to critical services infrastructure are complete. Accommodating the operations workforce in Onslow is likely to generate significant and sustainable economic benefits for Onslow businesses.

6.1.2 Estimated Operations Expenditure

The operational phase of the Project will be lengthy, extending from 2015 until at least 2037, and hence will have a more profound impact on the local and wider economies than will the construction phase. The Project is expected to have an operating life of at least 40 to 50 years, with a minimum operating life of 25 years (note that all economic calculations contained within this section are based on the highly conservative estimate of 25 years).

The analysis of economic impact of the operations phase has been based on one train commencing in 2015 and a second in 2016. Delivery of gas to the domestic market is assumed to commence in 2020. Expansions beyond the initial rates of production for LNG and domestic gas are likely, but have not been included in this analysis. The operating expenditures over the life of the Project, the Project's wider economic impacts, and the annual averages and are shown in Table 6.1.

Table 6.1: Operating expenditure multiplier effects (\$ million)*

	Direct Expenditure	Total Output Generated	Extra Output Beyond the Project	Total Annual Expenditure Impact
Project operations	\$6,105			\$265
Pilbara output generated		\$7,540	\$1,435	\$330
WA output generated		\$8,520	\$2,410	\$370
Australia output generated		\$8,935	\$2,830	\$390

* Numbers rounded to nearest five million

Multiplier impacts mean that the large annual operating costs have a high flow-on impact on both the regional and State economies. An annual expenditure by the Project of around \$265 million generates a further regional flow-on of \$65 million. The WA level impact of expenditure at the project is \$370 million a year, which is \$105 million in addition to the direct expenditure by the project itself. The Australian level impact is a little higher at \$390 million a year.

6.1.3 Local goods sourced during operations

Chevron will continue to work closely with government agencies and the private sector during the operations phase to actively encourage and develop opportunities for local business development, and to support local procurement of services wherever possible and reasonable. Key procurement policies and plans developed for the construction phase, such

as the AIP Policy and Supplier Diversity Plan, will continue to be implemented during operations.

6.2 Potential Impacts on Quality of Life of Residents and Tourists

During operations, there will be some impacts on public amenity from increases in road traffic, noise, light emissions and air emissions. The distance between the Project site and Onslow means there should be low impact on dust, noise, light emissions and air emissions in the town of Onslow, however people will be impacted by increased traffic in Onslow and along Onslow Road. The public amenity of tourists camping along the Ashburton River will continue to be impacted by operational activities due to the informal camping ground's proximity to the Project site.

The overall residual risk from the Project on public amenity related to air emissions and noise emissions is Low. The attractiveness of a view and the change in sense of community are both highly subjective as they depend on an individual's perception. Therefore, although it is possible to document the potential scale of change that may occur, it is difficult to assign a meaningful risk ranking to either. For this reason, visual impacts and sense of community are discussed in terms of the degree of change rather than in terms of a risk ranking.

To manage these impacts, Chevron will have in place Operations Environmental Management Plans (OEMPs) that comply with all necessary regulatory requirements, planning approval conditions and environmental approval conditions. Chevron will keep the community, including the tourists camping along the Ashburton River, informed of periods when operations activities are likely to have greater than normal impacts on public amenity.

Chevron will also have the following measures in place to help manage the Project's impact on quality of life:

- ◆ The management of all grievances and community concerns will be in accordance with the ABU Community Feedback Procedure with trends to be tracked for monitoring purposes
- ◆ The Project will establish an Onslow Community Office to provide a central location where community members can discuss concerns, issues or questions in relation to the Project.

6.2.1 Potential Onshore Noise Emissions and Associated Impact on Amenity

During the operations phase sound pressure levels are likely to be dominated by the gas turbines, compressors and flares. Non-routine operations represent approximately six per cent of plant availability. During upset conditions up to six flares (worst case scenario) may operate to maintain the facility within safe operational guidelines.

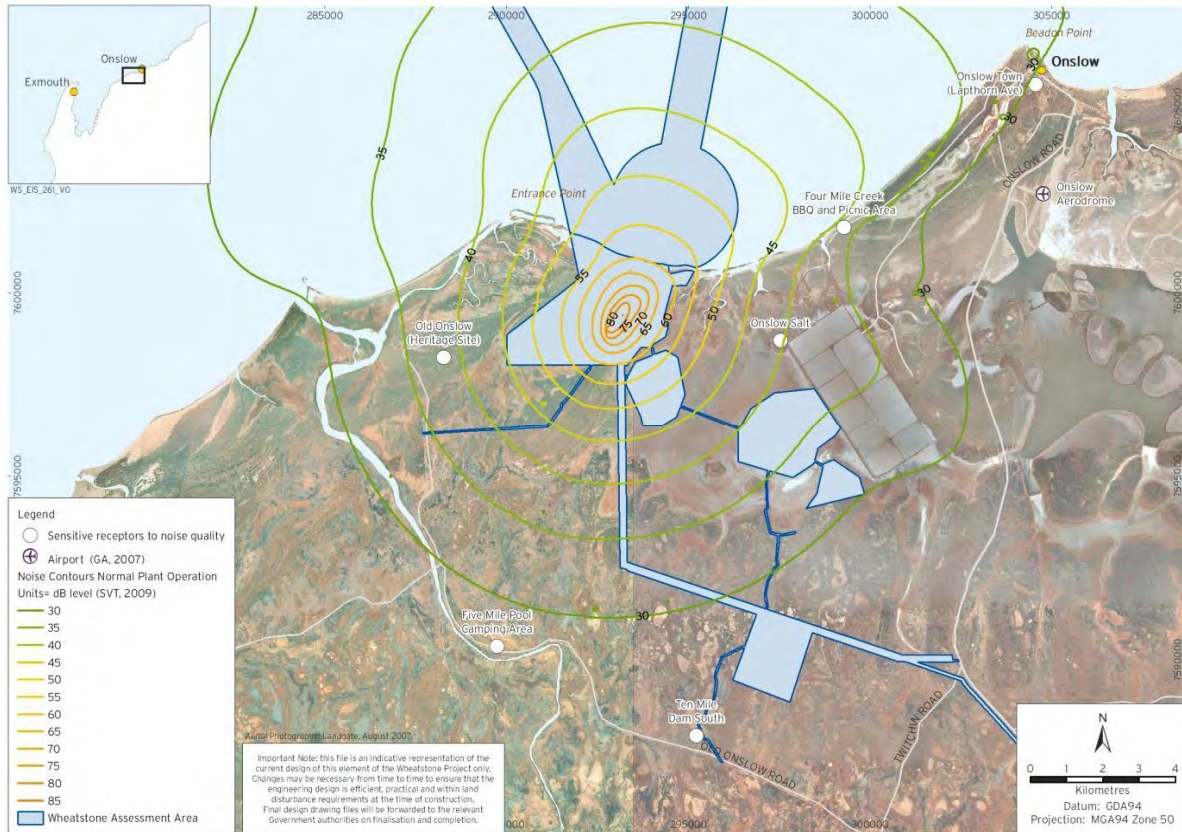


Figure 6.1: Predicted Noise Contours During Routine Operations

The Environmental Protection (Noise) Regulations 1997 specify the noise levels that are acceptable at residential premises during night time periods and at industrial areas. The noise assessment study confirmed that noise levels for normal plant operation will comply with assigned noise levels for Onslow.

Predicted noise levels at the public access areas of Four Mile Creek, Three Mile Pool, Five Mile Pool and the Old Onslow Townsite heritage area are higher than underlying background noise. It is, therefore, possible that plant noise may be heard at these locations when weather conditions are conducive to the propagation of sound.

Predicted noise levels from emergency flaring comply with the assigned levels. Noise from flaring during non-routine operations may be noticeable at the Old Onslow Townsite heritage area and Four Mile Creek during weather conditions that are conducive to the propagation of sound; however these sites are not residential areas. On the occasions when flaring does take place, tourists and local residents using the Old Onslow Townsite heritage area or Four Mile Creek may experience temporary noise impacts.

After the implementation of management measures, noise is only likely to be heard on a very localised and short-term scale. The processing facility is unlikely to be heard above background noise at the Onslow town site even under weather conditions that are conducive to the propagation of sound.

The current Project design and implementation of industry standard management measures will ensure noise levels comply with government regulations. Therefore, it is unlikely noise levels will be exceeded at Onslow during the operational phase, and noise from operational activities should not diminish the public's quality of life.

Proposed management measures for noise emissions are listed in the EIS/ERMP, including the following key management measures that will be implemented during operations:

- ◆ Operational activities will comply with Environmental Protection (Noise) Regulations 1997
- ◆ Noise will be managed as part of the Operations Environment Management Plan (OEMP).

6.2.2 Potential Air Emissions and Associated Impact on Amenity

Air emissions during operations will generally consist of dust from vehicle movements, combustion of fuel gas in the gas turbines and flaring during upset or emergency conditions. The results of an air modelling assessment show that even under worst-case conditions air quality levels do not exceed guideline values. The residual risk from the Project on public amenity related to air emissions is Low.

Proposed management measures for air emissions are listed in the EIS/ERMP, including the following key management measures that will be implemented during operations:

- ◆ Air emissions will be managed as part of the OEMP
- ◆ Industry standard traffic management controls will be in place.

6.2.3 Potential Visual Impacts and Associated Impact on Amenity

6.2.3.1 Lighting impacts

The main sources of light at the offshore facility will be vessels, platform facility lighting and the flare system. The design reduces light spillage and the platform location is more than 140 km from the nearest mainland. The site is not near any known critical aggregation areas for cetaceans, turtles or birds. The Wheatstone Platform (WP) will not be visible from the mainland.

Under normal operating conditions at night, the onshore facility will be seen from Onslow as a dull glow on the horizon. Flaring events may be more visible but will occur infrequently, and the PLF and MOF will have low levels of illumination.

6.2.3.2 Visual impacts

Development of the Project will result in a significant change to the landscape in the onshore and nearshore area. There are no other major industrial facilities in the immediate vicinity, and therefore, the scale of change to the visual character of the area will be relatively large.

The consequence of this relatively large change is mitigated by the remoteness of the site and the distance from areas of public amenity. Through community consultation (public meeting, Onslow, March 2009), a number of areas of public amenity were identified that could become “viewpoints” from which the Project infrastructure would be seen. Selected viewpoints included camping and recreation areas at Four Mile Creek and the Ashburton River, a nearshore area used for recreational fishing, the Old Onslow Cemetery, a site in Onslow town, and Ten Mile Dam South where the accommodation village is proposed to be located.

In order to characterise the potential views from each viewpoint, computer-simulated photomontages of the Project infrastructure were developed for each viewpoint. From most of the viewpoints, the long distances between the observer and the Project area result in

minor or negligible changes to the overall view, with the facilities barely visible on the horizon. The three most affected viewpoints, at distances of 3 to 4.5 km, are:

- ◆ The nearshore recreational fishing area
- ◆ Four Mile Creek beach
- ◆ The Old Onslow Cemetery.

The following photographs show a simulation of the visual impact from these areas.



Photograph 6.1: Visual Simulation of the Project from a Nearshore Recreational Fishing Area



Photograph 6.2: Visual Simulation of the Project from Four Mile Creek Beach



Photograph 6.3: Visual Simulation of the Project from Old Onslow Cemetery

The likelihood of changes to the visual character of the Project area is almost certain due to the size of the facility. Table 6.2 lists the scale of the change at each viewpoint.

Table 6.2: Scale of Change to Visual Amenity

Viewpoint	Scale of Change
Ten Mile Dam South accommodation Village area	Negligible
Ashburton River campsite	Minor
Old Onslow Cemetery	Moderate
Four Mile Creek beach	Moderate
Four Mile Creek river mouth	Minor
Nearshore recreational fishing area	Moderate
Onslow town; Simpson Street	Negligible

6.2.4 Potential Impacts on Sense of Community

There will be a significant change in population and a more mobile community as a result of the Project. The Shire of Ashburton has required Chevron's operational workforces to be accommodated in Onslow rather than at Ashburton North to avoid a 'two town' situation. The Shire of Ashburton has developed a local planning policy that will ensure all operational workforce accommodation in Onslow will be of a very high standard and will be similar to 'lifestyle villages'; Chevron will not be permitted to use the donga style accommodation seen in other Pilbara towns. These actions aim to improve the aesthetics of workforce accommodation and provide a better streetscape in Onslow.

Chevron will work with the Shire of Ashburton to investigate opportunities to integrate their operations workforce with the community. The opportunities could include, but not be limited to, a volunteering program with community organisations, organised sporting events, sharing of facilities such as a convenience store, workforce membership to the multi-user facility for sporting activities, special meal nights where community members can dine at the village mess, and village open days where the community can visit the accommodation village.

Given the projected population growth predicted for Onslow, it is likely there will be a significant impact on Onslow's sense of community. The current Social Impact Statement as well as the Workforce Management Plan (as described in Section 5.3.1.7, 5.3.1.8 and 5.6.8) are key documents for the development proposal to demonstrate how Chevron will enhance benefits and reduce negative impacts during their operations phase.

6.2.5 Potential Impacts of Transportation and Traffic

The main impacts on traffic and the road network will occur during the construction phase. During operations, there will be traffic associated with transportation of workers to and from the airport; transportation of workers to and from the operations workforce accommodation village in Onslow; transportation of supplies to the operations workforce accommodation village and LNG plant; and vehicles belonging to the residentially based workforce and their families. Upgrades to the existing road network and intersections as discussed in Section 5.3.1.6 mean the roads will have the capacity to absorb this extra traffic.

6.2.6 Potential Impacts on Places of Heritage Significance

6.2.6.1 Potential Impacts on Old Onslow Townsite

The main impacts to the HCWA conservation area are expected to occur during the construction phase as described in Section 5.3.2.1. It is expected there will be no direct impacts on the Old Onslow Townsite during the operations phase except from visits by operations workers, however there may be occasions where there are temporary impacts from noise, dust and light due to operational activities such as emergency flaring. There will be a permanent change to the view from the Old Onslow cemetery from development at the ANSIA in general.

With the operation of the Project it is expected more people will visit the Old Onslow Townsite due to increases in the Onslow population and the presence of operational workers. It is also possible that additional tourists will be attracted to the area as a result of the Project. To mitigate this impact, Chevron will provide funding towards the conservation and development of tourism at Old Onslow as agreed in the Wheatstone Project's SDA.

Proposed management measures for European heritage are listed in the EIS/ERMP, including the following key management measures that will be implemented during construction:

- ◆ Chevron will develop an Old Onslow Townsite (3444) Development Impact Mitigation Plan in consultation with the Shire of Ashburton, HCWA and the Western Australian Maritime Museum
- ◆ Chevron will enter into a Heritage Agreement with HCWA to appropriately manage the impact of the Project on archaeological sites
- ◆ All impacts on European cultural heritage sites and artefacts will be managed in accordance with relevant legislative requirements and the Old Onslow Townsite (3444) Development Impact Mitigation Plan.

6.2.6.2 Potential Impacts on Aboriginal Cultural Heritage

The main impacts to places of Aboriginal cultural heritage significance are expected to occur during the construction phase. During operations, it is expected there will be limited Project impacts on Aboriginal cultural heritage values due to disturbance of certain identified Aboriginal heritage sites.

Proposed management measures for Aboriginal heritage are listed in the EIS/ERMP, including the following key management measures that will be implemented during construction:

- ◆ Chevron will develop a Wheatstone Project Cultural Heritage Management Plan (CHMP) in consultation with Buurabalayji Thalanyji Association Incorporated (BTAI) and Department of Indigenous Affairs (DIA)
- ◆ Chevron will utilise the CHMP to guide the management of impacts
- ◆ Chevron will manage all impacts on Aboriginal cultural heritage sites with the objective that any such impacts do not breach the AH Act (WA). This may include obtaining all necessary Section 18 Notices.

6.2.7 Potential Impacts on Tourist Attractions and Recreation Areas

6.2.7.1 Disturbance to Recreational Fishing

Onslow's proximity to the ocean and the Ashburton River attracts many visitors each year in pursuit of recreational coastal activities. Community stakeholders and tourists identified that recreational fishing is an extremely valued pastime, and they were concerned about the Project's potential impacts on recreational fishing.

The Project will affect only a small proportion of the available recreational fishing areas in the region. Target fish species are well represented in the region and permanent changes as a result of the Project should have negligible effect on fish abundance. Some impacts, such as those resulting from maintenance dredging or temporary exclusion zones, will only occur for a relatively short period of time. Other impacts, such as permanent exclusion zones around the LNG Plant, Multi User Facilities and Common User Infrastructure, will have an ongoing effect in the area. However, the effect should be localised.

In addition to permanent loss of land access to Hooley Creek, there is potential for recreational fishing by the Project's operational workforce to impact on recreational fishing in the area. To help reduce this impact, operations workers based at the operations workforce accommodation village in town will not be permitted to bring boats to Onslow. This restriction does not apply to Chevron personnel based permanently in Onslow.

Overall, there is likely to be some disturbance to recreational use of the marine environment and there is likely to be some reduced access to valued recreational fishing areas. However, similar recreational fishing locations exist in the area and pursuit of the sport remains viable. The residual risk from the Project on recreational fishing is Medium.

Chevron will implement the following measures to help manage the Wheatstone Project's potential impacts on Onslow's recreational fishing:

- ◆ Boats and recreational vehicles will not be permitted within the operations workforce accommodation village.
- ◆ Work with DSD and Shire to provide alternative access to the Coast.
- ◆ Provide funding towards community infrastructure as agreed in the Wheatstone Project's SDA.
- ◆ Prior to the commencement of construction activities, the project will develop a Workforce Code of Conduct that documents the Project's stance on appropriate behaviour during allocated time off, and compliance with relevant laws and policies. This also guides the behaviour of access to non public land/pastoral areas without authorisation.
- ◆ Chevron will provide the workforce with access to education materials on sustainable fishing.
- ◆ Chevron will work with the WA Department of Fisheries to reduce potential risks to the existing recreational fishery.
- ◆ Chevron will work with the WA Department of Environment and Conservation to reduce potential risks from excessive recreational use of the islands within a 25km radius of Onslow.
- ◆ For safety reasons, recreational activities such as fishing will not be permitted within the nearshore exclusion zones (for example, MOF and PLF).
- ◆ Chevron will evaluate the suitability of investment in recreation activities and facilities for the general community as part of its future social investment strategy.

- ◆ Dredging impacts will be managed through a Dredge Spoil and Disposal Management Plan (DSDMP).

6.2.7.2 Disturbance to Other Recreational Use

In addition to recreational fishing and boating, local community members and visitors/tourists enjoy camping, recreational four-wheel driving and walking in the vicinity of the Project area.

For members of the Aboriginal community, hunting and gathering remains an important recreational and cultural activity. Although some hunting and gathering takes place across the proposed Project area, it mostly occurs along the Ashburton River and to the east of the river and should not be affected by the Project's operations.

There will be some disturbance to other recreational use during operations through exclusion zones, changed access. However, similar recreational locations exist in the area and all current recreational activities can continue. In addition, there will be some new recreation opportunities created through social investment funding as agreed in the Wheatstone Project's SDA.

The Project itself will have a limited direct and permanent impact on tourist accommodation during operations. For example, from time to time there may be a number of Chevron personnel visiting Onslow for business purposes, and although Chevron will be providing accommodation for the operational workforce, there may be occasions when staff will need to stay at tourism venues due to accommodation constraints.

It is possible that the Project will induce impacts on tourist accommodation (e.g. due to population growth stimulated by the Project) and hence affect the ability of tourists to enjoy the area for recreation. However, if this occurs it will be an indirect impact beyond the scope of Chevron's responsibility.

The residual risk from the Project on disturbance to other recreational use is Medium.

Chevron will implement the following measures to help manage the Wheatstone Project's potential impacts on Onslow's tourism and recreation:

- ◆ Chevron will evaluate the suitability of investment in recreation activities and facilities for the general community as part of its future social investment strategy, and will provide funding towards recreation and tourism as agreed in the Wheatstone Project's State SDA.
- ◆ Project impacts on tourism accommodation will be reduced through provision of accommodation for all workers associated with the Project.
- ◆ Prior to the commencement of construction activities, a Workforce Code of Conduct will be developed that documents the Project's stance on appropriate behaviour during allocated time off, and compliance with relevant laws and policies. This also guides the behaviour of access to non public land/pastoral areas without authorisation.
- ◆ Manage all grievances and community concerns in accordance with the Chevron Community Feedback Procedure, with trends to be tracked for monitoring purposes.
- ◆ Establish an Onslow Community Office to provide a central location where community members can discuss concerns, issues or questions in relation to the Project.
- ◆ Monitor Project impacts on the Onslow community.
- ◆ Fund community infrastructure as agreed in the Wheatstone Project's SDA.

6.3 Ecological Impacts

6.3.1 Potential Ecological Impacts to the Terrestrial Environment

The main impacts to the terrestrial environment are expected to occur during the construction phase. Some activities from the construction phase are likely to continue impacting upon soils and landforms, groundwater, surface water, flora and vegetation, terrestrial fauna and subterranean fauna during operations (e.g. impacts to surface water from infrastructure). New activities from the operations phase are expected to result in impacts that are minor and low risk. For example, there may be some low level impacts on flora and vegetation should additional clearing be required at some point during the operations phase. Overall, it is expected there will be limited direct impacts on the terrestrial environment during the operations phase compared with the construction phase.

Proposed management measures for the terrestrial environment are listed in the EIS/ERMP, including the following key management measures that will be implemented during operations:

- ◆ Management of PASS material utilising best practice methods, to be outlined in the OEMP
- ◆ Reduce dust generation through application of suppressant or soil stabiliser
- ◆ Installation of erosion control and flow diversion devices if required
- ◆ A risk-based integrity assurance program for storage vessels and pipelines
- ◆ Adequate and appropriate emergency response capability
- ◆ Spill response procedures and training implementation
- ◆ A regular testing program for storage vessels and pipelines
- ◆ Adequate and appropriate emergency response capability
- ◆ Culverts are incorporated into the hydrodynamic flow model for drainage crossings traversed by the road and infrastructure corridor
- ◆ Loading alarms
- ◆ Monitoring of systems for early spill detection
- ◆ Management of the processing operation to reduce polluting emissions as low as reasonably practicable
- ◆ Regular maintenance of equipment for good performance and reduced emissions
- ◆ Capture and treatment of runoff from operational areas, fuel farms and bunded areas
- ◆ Continuous pilot that may discourage birds from landing
- ◆ Heat and visible flame during flaring
- ◆ Develop and implement an employee environmental education program/induction.

6.4 Community Services/Infrastructure Impacts

6.4.1 Housing, Infrastructure and Community Services

The development of the Project will result in increased demand for housing, infrastructure and community services. This demand will be generated through the Project workforce, project-related workforces (for example, workforces who are building new infrastructure such as roads), 'natural' population growth (that is, growth that can be reasonably expected to occur in the absence in the Project development), and population growth stimulated by the economic opportunities associated with the Project (that is, growth from indirect workers and

consequential workers). Onslow is a remote community and a substantial increase in population will add pressure to already stretched infrastructure and community services unless these services are upgraded and/or extended. To understand the potential impacts of population change associated with operational workforces, population change modelling has been completed.

The following table presents an extract of the modelling undertaken by the Department of State Development (DSD), Department of Planning (DoP) and Landcorp, which has been sourced from the Onslow Regional Hotspots Land Supply Update (WAPC 2011). It presents the potential population growth as a result of the Project.

Table 6.3: Employment/population breakdown for the Wheatstone Project

Project	Workforce type	Phase	Workforce sub-type ²	Estimated workers ³	Single workers ⁴	Workers with families ⁴	Depen- dents ⁴	Total population impact ⁵
WHEATSTONE	Project	Construction	Non-specific contractors	60	18	42	63	123
			Construction	3000 -5000	3000 5000	-	-	3000 -5000
	Indirect	Operations	Resident operations workers	75	0	75	173	248
			FIFO operations workers	225	225	-	-	225
			Indirect resident workers	23	7	16	24	47
			Indirect FIFO workers	68	21	48	71	140
			Consequential resident workers	89	27	62	93	182
			Consequential FIFO workers	73	22	51	77	150
Consequential								

Source: Analysis based on data supplied by the Department of State Development, Department of Planning and LandCorp (2011)

1 The data contained in table represent forecast employment/population for specific projects (assumed to be the projects most likely to proceed prior to 2017). Changes to project timing will impact the accuracy of these tables.

2 Definitions for the variables listed under each column are outlined in the 'Summary of Definitions and Assumptions' (see WAPC 2011). Indirect FIFO workers and consequential FIFO workers relate to indirect and consequential employment impact resulting from the FIFO operations workers. These indirect and consequential workers are assumed to be locally based and not fly-in fly-out.

3 Total estimated project, indirect and consequential workers associated with each project. The family/single ratio has not been applied.

4 Actual workers broken down into single, workers with families and dependants. Numbers have been rounded up so may not equate to the total estimated workers. A 70/30 family/singles ratio is assumed for non-specific contractors, indirect and consequential workers. Resident operational workers are subject to a 100 per cent family ratio and FIFO operations workers a 100 per cent singles ratio.

5 Equates to single workers + workers with families + dependants.

Source: WAPC 2011. Please refer to this document for methodology associated with the modelling.

As evidenced from Table 6.3, Onslow's population will significantly increase if the Project eventuates. While a large portion of the growth is attributable to temporary, indirect or consequential workers, upgrades will be required for utilities, services and social infrastructure. Chevron's proportional contribution to this infrastructure will be determined in consultation with the State and Shire.

6.4.1.1 Housing and Land Availability

As of June 2011, the average house price in Onslow was \$793,182 (PDC 2011), which has increased significantly since 2004 and is largely attributable to increase in demand for housing due to speculation of multiple resource projects proposed for the Onslow area. Furthermore, rental costs have been reported at over \$2500 per week (WAPC 2011, PDC 2011). Commencement of operations for the Project will see a further increase in demand for residential dwellings within the town. There are currently few houses available for rent in Onslow, and the inability of local housing market to absorb any significant increase in

residential workforce means new accommodation will need to be built specifically for the Project.

Chevron has been working in close consultation with the Shire of Ashburton, DSD and Landcorp to identify land that can be developed for the Project's operations workforce accommodation. This land will comprise of residential housing lots and a 'super lot' of between six and 12 hectares for the operations workforce accommodation village. As mentioned in Section 6.2.4, all workforce accommodation will be designed to a high standard and the Project's operations transient workforce accommodation village in Onslow will be similar to a 'lifestyle village'. However, it should be noted that upgrades to critical services infrastructure (water, power, waste water and waste disposal) will be required before the operations workforce accommodation village in Onslow can be commissioned. Until critical services upgrades are completed the FIFO operations workforce may need to be temporarily accommodated at the transient workforce accommodation workforce village at the ANSIA, subject to approval by the Shire of Ashburton. Once critical services upgrades are complete, the FIFO operations workforce will be accommodated at the workforce accommodation village in Onslow.

6.5 Infrastructure Requirements

The SDA that has been jointly agreed with the Shire of Ashburton, State and Chevron is comprehensive and covers both the necessary initial core infrastructure requirements to establish Wheatstone in the ANSIA and contributions to the necessary social and hard infrastructure in Onslow townsite. The arrangements for the social and hard infrastructure for the Onslow townsite are in keeping with Chevron's commitment of 7 December 2010 whereby:

"Chevron recognises that construction of the Wheatstone project will have an impact on social infrastructure of the town of Onslow and has been working both with the Shire and the State to manage these impacts. An Industrial Precinct Development Agreement (IPDA) between Chevron and the State outlining the required social infrastructure is under preparation and will be delivered as part of the Wheatstone project.

Chevron is committed to ensuring that it meets its social obligations associated with the Wheatstone project and believes the IPDA will deliver the necessary social infrastructure for Onslow. Chevron recognizes that it will need to enter into a separate agreement with the Shire for the delivery of certain social infrastructure that will benefit the community of Onslow." (Note: subsequent to Chevron's commitment, IPDA was changed to SDA).

The DSD in consultation with the Shire, State Government Agencies and Chevron has categorised the required infrastructure into:

- ◆ Critical Services Infrastructure
- ◆ Project Infrastructure
- ◆ Social Infrastructure.

Examples of the items that fall under each category include (but are not limited to):

- ◆ Critical Services - for example: upgrades to key physical networks (water, power, wastewater, roads) and structures (education facilities, childcare).
- ◆ Project - for example: workforce accommodation, roads within the ANSIA, the port, service corridor.

◆ Social - town site enhancements and community service upgrades.

The critical services infrastructure and project infrastructure contributions will be delivered through arrangements between the State and Chevron as described in the SDA. These infrastructure items are all State owned/operated, or are infrastructure required to support the Project. The infrastructure Chevron has agreed to support in the critical services category includes the following:

- ◆ Water desalination plant
- ◆ Power upgrade
- ◆ Upgrade to Onslow Road – post-construction
- ◆ Waste water
- ◆ Health services
- ◆ Additional housing for government services employees
- ◆ School expansion
- ◆ Emergency services expansion
- ◆ Land development costs
- ◆ Waste management.

Social infrastructure is also included in the SDA, and Table 6.4 outlines these specific items.

Table 6.4: Wheatstone Project Funding Contribution to Social Infrastructure

Description	Chevron/State Contributions (\$M)	Comment	Timing and Implementation
4 Mile Creek picnic area and playground	0.245	Chevron funding capped.	FID
Wheatstone Project Public Visitors Centre; Customer Service Centre, meeting rooms & local library	2	Chevron will build an office in Onslow and would look at incorporating the Shires request where possible. Project office could cost more but Chevron will commit to consult with the Shire to include their aspirations	FID and to support construction
Onslow Aquatic and recreational centre	7	Chevron funding capped.	FID and to support operations staff
Town master plan and associated improvements; contribution to planning, design and construction of the new Onslow Road (access to town centre)	3	In addition to existing funding provided to Landcorp. Chevron contribution for design work and planning to establish the cost estimate.	FID
Airport upgrade	30	Chevron contribution for construction of a 1600m runway airstrip and associated building to support the Wheatstone project through construction and operations. Subject to no landing fees for the project during construction *	FID and to support construction
Onslow Ring road	3	Chevron contribution based on the road is required to service the	FID and meeting justification

Description	Chevron/State Contributions (\$M)	Comment	Timing and Implementation
		proposed operations FIFO village.	requirements
Old Onslow conservation and tourism development	1	Chevron contribution towards conservation and tourism opportunities at Old Onslow.	FID and prior to operations
Community Development Fund (CDF)	20	Chevron contribution consists of \$5M when FID is taken, then \$1.5M per year after construction of the Wheatstone plant for 10 years. Spend from the CDF is subject to approval via governance mechanisms in the SDA	FID and then annually
Community Development Fund (CDF)	10	Contribution from the State	Upfront at FID
Subtotal - Chevron contribution	\$66.245		
Subtotal - State Government contribution	\$10	States contribution towards the CDF, when FID for the Wheatstone project is taken.	
TOTAL	\$76.245		

* Note: The Shire owns the Onslow Airport and has confirmed that it has not negotiated an exemption of landing fees for Chevron or any other operator/user

On taking a final investment decision to proceed with the Project, Chevron must provide formal notice to the State confirming that it will proceed with the Project. This notice will trigger the obligations under the SDA and Chevron would implement the Community Development Plan (CDP). The CDP includes delivering Community and Social Benefits in compliance with the Infrastructure Improvements listed in the SDA, which includes the items listed in Table 6.4 above.

The delivery of specific infrastructure improvements is managed through governance principles detailed in the SDA. Each critical services infrastructure project will have a formal project implementation plan developed by the relevant delivery agency, while social infrastructure will also have a formal project implementation plan developed by the Shire for approval by the Working Group. The Working Group will consist of two nominated representatives from the Shire of Ashburton, DSD and Chevron.

The Department of State Development (DSD) will set up and administer a Special Purpose Account (SPA) for both the Onslow critical services and social infrastructure projects. Funds will then be transferred as required from the SPA (determined by the payment milestones set out in the relevant project implementation plan) through to the Shire of Ashburton for the social infrastructure projects.

7.0 CONCLUSION

This SIS provides a summary of the potential social impacts associated with the Project, and explains how Chevron intends to manage them. The Project will bring significant change to the community and lifestyle of the town of Onslow, and will create both negative and positive impacts for the community.

This SIS identifies the infrastructure that will be required to support the Project during construction and operations, including critical services infrastructure and social infrastructure. Furthermore this SIS demonstrates some of the long term benefits to the community through the outcomes of the SDA.

This SIS complies with both the Shire's LPS7 requirement, together with LPP20: Social Impact Assessment.

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APPENDICES

A1.0 CONSTRUCTION AND OPERATIONS PHASE IMPACTS AND MANAGEMENT MEASURES SUMMARY TABLES

Table A1.1: Construction phase impacts and management measures

FACTOR	IMPACT	MANGEMENT MEASURES
Visual Impact : Offshore Facilities Light Emissions	Additional sources of light spillage	Project design
Visual Impact: Onshore Facilities Light Emissions	Light emissions such as flaring and lighting systems	Project design
Noise Emissions	Noise generated from pile driving during onshore and nearshore foundation works	Construction activities will comply with Environmental Protection (Noise) regulations 1997 Noise will be managed as part of the Construction Environment Management Plan (CEMP)
Air Emissions	Increased air emissions such as dust generated by vehicles and equipment	Dust control measures will be undertaken during site clearance Speed limits will be used Batching plant will be located away from sensitive receptors, where practicable Ongoing monitoring of emissions from the facility Implementation of remedial action should emission levels exceed agreed levels Dust will be managed as part of the CEMP
Parking	Decreased parking in Onslow	Buses will be used to transport the construction workforce from the airport to the accommodation village Recreational vehicles will not be permitted at the accommodation village
Access	Access to public roads during road works/ transportation of heavy loads	The Shire of Ashburton will be informed in advance of any disruption to public access to roads during road works and construction

FACTOR	IMPACT	MANGEMENT MEASURES
Drainage	Contaminated water drained into the sea	Wastewater will be processed at an onshore treatment facility prior to being discharged to the sea
Roads	Increased heavy usage of local roads	All road upgrades will comply with relevant guidelines and regulations
Airport	Existing airport unable to meet the demand of the Project	The existing Onslow airport will need to be upgraded
Overhead power	Pressure on local power supply	The primary power supply is likely to be provided by a series of gas turbine driven generators Essential power will be provided by separate diesel engine driven generator units
Wastewater and Sewerage	Pressure on wastewater and sewerage infrastructure	A wastewater management plan will be implemented through the CEMP
Waste Disposal	Increased landfill	Controlled wastes can be transported to Perth for treatment and disposal or disposed to appropriate, local, third-party waste service providers Wastes will be segregated by type and toxicity Hazardous waste will be managed offsite at a licensed hazardous waste facility Non-hazardous waste may be managed via the onsite construction waste incinerator and/or an appropriate offsite facility
Water	Pressure on water supplies	Freshwater supplies may be provided by a desalination reverse osmosis (RO) plant
Workforce accommodation village	Pressure on local housing availability	An accommodation village will be developed to house construction workers
Transport and Traffic Impacts	Increased traffic on road networks	Traffic management measures will be developed in consultation with Main Roads WA and the Shire of Ashburton that are consistent with standard AS 1742.3-2009

FACTOR	IMPACT	MANGEMENT MEASURES
Soils and Landforms	The potential risk associated with exposure of Potential Acid Sulphate Soils (PASS)	<p>Avoid the disturbance of PASS where practicable</p> <p>Reduce dust generation through application of suppressant or soil stabiliser</p> <p>Installation of erosion control and flow diversion devices if required</p> <p>Routine inspection and maintenance of erosion and sediment control structures</p> <p>Keep vehicle and equipment movement within designated areas</p>
Groundwater	Potential impact to groundwater from seepage of decant (seawater) from onshore dredge placement area	<p>Groundwater monitoring bores will be installed</p> <p>Implementation of appropriate treatment and/or rehabilitation techniques</p> <p>Management controls will be implemented as part of the CEMP</p>
Surface Water	Potential for impacts to surface water to occur through increased sediment loads and seepage water volume to drainage lines and creeks during construction	<p>A system of drains will be constructed to divert run-off from the Plant Pad to storm water sedimentation ponds</p> <ul style="list-style-type: none"> ◆ Inform workforce of the nature and potential impacts of PASS ◆ Avoid the disturbance of PASS where possible <p>The storm water sedimentation ponds will be used in conjunction with silt fencing, stone dikes and riprap aprons to control local run-off, erosion and sedimentation</p> <p>Implementation of appropriate treatment and/or rehabilitation techniques</p> <p>Management controls for spills and leaks will be implemented as part of the CEMP and the OEMP</p>
Flora and Vegetation	Vegetation clearing	<p>Limit clearing to designated areas and clearly mark these areas</p> <p>Utilise previously cleared areas where practicable</p> <p>Implement vehicle hygiene procedures appropriate for the site</p> <p>Develop and implement an employee environmental education program/induction</p> <p>Rehabilitate disturbed areas where practicable</p> <p>Weed management procedures</p>

FACTOR	IMPACT	MANGEMENT MEASURES
Terrestrial Fauna	Potential impact to terrestrial fauna through removal of suitable habitat	<p>Retain natural drainage where practicable</p> <p>Vegetation monitoring</p> <p>Development and implementation of a vegetation clearing process</p> <p>Where practicable cleared areas will be rehabilitated upon completion of activities</p> <p>Conduct inspection of all open trenches and remove any trapped fauna. Provide escape routes from trenches, or fencing trenches off</p> <p>Develop and implement an employee environmental education program/induction</p> <p>Establish a continuous firebreak around the perimeter of the LNG plant through vegetation clearance</p> <p>Vehicles will be required to keep to authorised access tracks and roads</p> <p>Carefully manage vehicle activity in high risk areas</p> <p>Reduced vehicle speeds, apply speed limits</p> <p>Quarantine procedures will be implemented</p>
Subterranean Fauna	Limited impact due to limited presence of subterranean fauna	<p>Retain vegetation wherever practicable</p> <p>Implement vegetation clearing process</p> <p>Develop flora and vegetation management as part of the CEMP</p> <p>Where practicable rehabilitate disturbed areas upon completion of activities</p> <p>Bunds to prevent tidal inundation</p>
European Cultural Heritage	Disturbance to heritage artefacts	<p>Develop an Old Onslow Townsite (3444) Development Impact Mitigation Plan in consultation with the Shire of Ashburton, HCWA and the Western Australian Maritime Museum</p> <p>All impacts on European cultural heritage sites and artefacts will be managed in accordance with relevant legislative requirements</p>
Aboriginal Cultural Heritage	Disturbance to heritage artefacts	<p>Chevron will develop a Wheatstone Project Cultural Heritage Management Plan (CHMP) in consultation with Buurabalayji Thalanyji Association Incorporated (BTAI) and Department of Indigenous Affairs (DIA) to guide the management of impacts</p>

Table A1.2: Operations Phase Impacts and Management Measures

FACTOR	IMPACT	MANGEMENT MEASURES
Economic Impact	Sourcing of local goods during operations	AIP Policy Supplier Diversity Plan
Housing and Land Availability	Increased demand for housing	Provision of accommodation for all workers associated with the Project Chevron will construct new housing required for its operational workforce.
Infrastructure and Community Services	Pressure on medical/health services and personnel Pressure on childcare facilities Pressure on emergency services	Chevron will take into consideration the Project's residual or ongoing impacts on existing and planned infrastructure and community services Chevron will evaluate the suitability of investment in such facilities for the general community during development of its future social investment strategy
Impact on Quality of Life of Residents and Tourists: Onshore Noise Emissions	Noise emissions from gas turbines, compressors and flares	Operational activities will comply with Environmental Protection (Noise) Regulations 1997 Noise will be managed as part of the Operational Environmental Management Plan (OEMP)
Impact on Quality of Life of Residents and Tourists: Air Emissions	Dust from vehicle movements Combustion of fuel gas in the gas turbines Flaring during upset conditions	Air emissions will be managed as part of the OEMP Industry standard traffic management controls will be in place
Impact on Quality of Life of Residents and Tourists: Visual Impacts	Increased lighting impacts at the facility Significant change to the landscape	Project design Remoteness of the site and the distance from areas of public amenity
Sense of Community	Change in population More mobile community	Communication and engagement with the community throughout key Project phases

FACTOR	IMPACT	MANGEMENT MEASURES
		Chevron will evaluate the suitability of investment in activities and facilities for the general community as part of its future social investment strategy
Transport and Traffic Issues	Sufficient capacity of NWCH and Onslow Road to accommodate additional traffic	Traffic management measures will be developed in consultation with Main Roads WA and the Shire of Ashburton that are consistent with standard AS 1742.3-2009
Ecological Impacts to the Terrestrial Environment	Impacts upon soils and landforms, groundwater, surface water, flora and vegetation, terrestrial fauna and subterranean fauna during operations	<p>Management of PASS material utilising best practice methods</p> <p>Reduce dust generation through application of suppressant or soil stabiliser</p> <p>Installation of erosion control and flow diversion devices if required</p> <p>A risk-based integrity assurance program for storage vessels and pipelines</p> <p>Adequate and appropriate emergency response capability</p> <p>Spill response procedures and training implementation</p> <p>A regular testing program for storage vessels and pipelines</p> <p>Adequate and appropriate emergency response capability</p> <p>Culverts are incorporated into the hydrodynamic flow model for drainage crossings traversed by the road and infrastructure corridor</p> <p>Loading alarms</p> <p>Monitoring of systems for early spill detection</p> <p>Management of the processing operation to reduce polluting emissions as low as reasonably practicable</p> <p>Regular maintenance of equipment for good performance and reduced emissions</p> <p>Capture and treatment of runoff from operational areas, fuel farms and bunded areas</p> <p>Continuous pilot that may discourage birds from landing</p> <p>Heat and visible flame during flaring</p> <p>Develop and implement an employee environmental education</p>

FACTOR	IMPACT	MANGEMENT MEASURES
Impact on European Heritage	Temporary impacts at Old Onslow Townsite from noise, dust and light due to operational activities such as emergency flaring	<p>program/induction</p> <p>Chevron will develop an Old Onslow Townsite (3444) Development Impact Mitigation Plan in consultation with the Shire of Ashburton, HCWA and the Western Australian Maritime Museum</p> <p>Chevron will also evaluate the suitability of investment in heritage activities and facilities for the general community as part of its future social investment strategy.</p>
Impact on Aboriginal Cultural Heritage	Potential for disturbance of certain identified Aboriginal heritage sites.	Chevron will develop a Wheatstone Project Cultural Heritage Management Plan (CHMP) in consultation with Buurabalayji Thalanyji Association Incorporated (BTAI) and Department of Indigenous Affairs (DIA) to guide the management of impacts
Recreational Fishing	<p>Impacts from maintenance, dredging or temporary exclusion zones</p> <p>Recreational fishing by the Project's operational workforce to impact on recreational fishing in the area</p> <p>Access to Hooley Creek</p>	<p>Boats and recreational vehicles will not be permitted within the workforce accommodation village or the access road from the Onslow Road</p> <p>Chevron will work with the WA Department of Fisheries to reduce potential risks to the existing recreational fishery</p> <p>Chevron will work with the WA Department of Environment and Conservation to reduce potential risks from excessive recreational use of the islands within a 25km radius of Onslow</p> <p>For safety reasons, recreational activities such as fishing will not be permitted within the nearshore exclusion zones (for example, MOF and PLF)</p> <p>Chevron will evaluate the suitability of investment in recreation activities and facilities</p> <p>Dredging impacts will be managed through a Dredge Spoil and Disposal Management Plan (DSDMP)</p>
Recreational Activities	Disturbance to other recreational uses such as camping, four-wheel driving and walking	Chevron will evaluate the suitability of investment in recreation activities and facilities for the general community as part of its future social investment strategy

FACTOR	IMPACT	MANGEMENT MEASURES
	Impact on Aboriginal cultural activities such as hunting and gathering	Project impacts on tourism accommodation will be reduced through provision of accommodation for all workers associated with the Project

A2.0 SHIRE OF ASHBURTON LOCAL PLANNING SCHEME NO. 7 LOCAL PLANNING POLICY

LPP20

SHIRE OF ASHBURTON LOCAL PLANNING SCHEME NO.7 LOCAL PLANNING POLICY

Title:	Social Impact Assessment
File No:	PS.TP.
Minute No:	13.11.75
Statutory Environment:	Local Government Act, Shire of Ashburton Town Planning Scheme No. 7 Planning & Development Act 2005
Adopted:	Adopted at the Ordinary Meeting of Council held on 17 November 2009
Last Review Date:	Not Applicable

1.0 PURPOSE:

Local Planning Policies are guidelines used to assist the Shire in making decisions under the Scheme. The Scheme prevails should there be any conflict between this Policy and the Scheme.

2.0 SCOPE:

A Local Planning Policy is not part of the Scheme and does not bind the Shire in respect of any application for planning approval but the Shire is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

Social Impact Assessment ('SIA') is the process of analysing, monitoring and managing the social consequences of development. A Social Impact Statement ('SIS') forms part of a SIA process and is a beneficial tool in discovering potential issues and informing the community in the decision making process.

Where land use proposals are subject to a requirement for community consultation the preparation of a SIS can serve to increase the flow of information to the community, Council and the proponent and assist in resolving issues of concern. The preparation of a SIS provides the community with an opportunity to identify, as part of the decision-making process, those local values that are worth protecting, the opportunities to maximise benefits and minimise negative impacts from a decision, and provide an avenue for benefits of local knowledge to be made available to the proponent.

The successful implementation of the SIA process recognises that social, environmental and economic impacts are inextricably linked. The SIA process also requires

consideration of likely flow on and cumulative impacts arising from decisions made. The SIA process is also viewed as an opportunity for a proponent to identify how local community values have been taken into account, and generally to outline the potential costs and benefits of a proposal.

This Local Planning Policy requires a SIS to be prepared for all development proposals which are subject to a community consultation/advertising process, as well as rezoning proposals and strategic planning proposals (such as reports accompanying Development Plans etc).

It is the clear intention of the Shire that the SIS provides the information necessary to inform the public fully on proposals and reduce the potential for misunderstanding. The extent of information required in any SIS and the method of engaging in community consultation will be directly proportionate to the extent of issues generated by the scale of the proposal.

3.0 OBJECTIVES:

The overriding intent of requiring a SIS is to assist in revealing issues relevant to land use planning decisions that in turn results in a more environmentally, economically and socially sustainable environment. This process seeks to promote community development, build capacity and develop social capital (social networks and trust). This objective is guided by both general objectives – being the overarching intent of the policy, and guiding principles – to which the SIS and community consultation shall have regard.

This policy seeks to provide:

- A framework for the identification of issues arising from development proposals that may impact on the social structure of the Shire.
- A consistent and thorough approach to the assessment of issues associated with proposals.
- A description of issues and means to address those issues for the consideration of the community and the Shire.
- Information and support for community input into the decision making process.
- Minimisation of negative impacts and maximisation of positive outcomes.
- Integration of expertise in the decision making process.
- The consideration of a wide range of issues that have social implications, including: infrastructure, resource issues (and access to those resources), heritage impacts, landform impacts, economic and fiscal impacts, community impacts, cultural impacts, indigenous rights impacts, demographic impacts, transport impacts and other relevant considerations.

4.0 GUIDING PRINCIPLES

The preparation of a SIS and the fulfillment of this Policy shall take into account the principles of:

- Transparency/Honesty - The content and disclosure within a SIS should be accurate, truthful and based upon the highest degree of ethical and professional requirements.
- Precaution – Where potential issues of social impact are not fully certain, the lack of

certainty should not be a reason for positive or negative consideration, rather the lack of certainty should guide the implementation of mitigation measures, monitoring and identification of requests for future information.

- Equity – Social impacts should not fall disproportionately on certain groups, particularly the disadvantaged or vulnerable such as the elderly, the economically disadvantaged, the young or those with special needs. In addition, costs should not be imposed on future generations or the environment.
- Polluter Pays – The full cost of avoiding or compensating social impacts should be borne by the proponent.
- Diversity – There are different interests, skills and values within a varied demographic within the community.
- Prevention – It is preferable to avoid negative social impacts than restoring or rectifying damage after an event.
- Health and Safety – The physical and social wellbeing and safety of all people should be considered when assessing the risk of accidents and the impact on health.
- Consultation - Consultation with potentially affected stakeholders, land owners/residents should commence at a very early stage in the development process.

5.0 APPLICATION OF THIS POLICY

A SIS is required for:

- All proposals for rezoning; or amending of the Scheme.
- All proposals for strategic level development planning, such as information supporting Development Guide Plans, Strategies, Structure Plans, Detailed Area Plans, Scheme review.
- Minor variations to DGPs, DAP's and structure plans will generally be exempt from the need to comply with the preparation of a SIS pursuant to this policy.

In relation to development applications, it should be noted that any use that is identified as a use that requires advertising pursuant to the Zoning Table of the Scheme (the Scheme) automatically requires advertising and therefore, the preparation of a SIS. Normally, such applications would require a SIS in the form included in Attachment 1.

This policy should be read in conjunction with the Scheme and other Shire policies relating to development approval and is applicable in conjunction with any other requirement of Council for public consultation in regard to a development application. The Shire reserves the right to require the preparation of a SIS for any other development proposal where, due to its scale or nature, Council considers it appropriate.

6.0 INTERPRETATIONS

'Social Impact Assessment' ('SIA') – Includes the processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of a land use planning decision to be made in respect of a particular development proposal and any social change process that results from that decision.

The primary purpose is to bring about better planning decisions and a more sustainable and equitable ecological and human environment.

'Social Impact Statement' ('SIS') – A statement prepared pursuant to the requirements of the provisions of this policy to provide information relevant to the SIA of a proposal and consequential planning decision.

7.0 SOCIAL IMPACT STATEMENT - PREPARATION

A Social Impact Statement shall be prepared to meet the following requirements:

- 7.1 The level of detail, consultation and investigation should relate directly to the scale of the development proposed and the extent of issues inherent in the consideration of the proposal.
- 7.2 Proposals that have the potential for significant social impacts will be required to be accompanied by a comprehensive SIS prepared on the basis of pre lodgement consultation and liaison with the local community and stakeholders consultation.
- 7.3 A SIS may be incorporated within information provided in support of a proposal, provided the scope of a SIS is completely addressed by a section dedicated specifically to this matter. Where a SIS is prepared as a stand-alone document, the replication of information may be required to ensure that the proposal, its context, and its potential impacts are fully described in the SIS.
- 7.4 Technical supporting information may be required to justify specific observations and information within an SIS. Impacts on traffic, noise, landform, vegetation, hydrology buffers and land capability are all examples of where technical supporting information may be required.
- 7.5 The following matters shall be addressed in a SIS, to the satisfaction of the Shire:
 - (a) Economic Impact
 - Employment opportunities and estimate of number of jobs that will be created directly and indirectly as a result of the proposal;
 - Income generation (short and long term);
 - Impact on the local economy; including the engagement of local labour, local goods and services in the proposal;
 - Provision of capital infrastructure; and
 - Provision of telecommunications and advanced technology.
 - (b) Social Impact
 - Benefits to existing community services;
 - Impact on existing community facilities;
 - Provision of affordable housing;
 - Impact on quality of life;
 - Provision of useable open space;
 - Identify stakeholders, the consultation level required and possible strategies to engage community and maximise the informed debate on the proposal including an outline of the process for approval;

- Long term costs and benefits to the community;
- Requirements for additional facilities;
- Access to resources;
- Impact on community safety, security and social amenity;
- Noise and acoustic impacts (may require a separate technical report); and
- Visual Impact assessment impacts. (may require a separate technical report)

(c) Transport Issues

- Impact on local transport networks;
- Availability and use of public transport, walking, cycling trips;
- Impact on pedestrian/cycle networks; and
- Heavy vehicle movements and potential conflict.

(d) Ecological Impact

- Potential for pollution/contamination;
- Impact on greenhouse gas emissions - carbon footprint;
- Impact on biodiversity and ecological values, including hydrology;
- Impact on vegetation clearing;
- Fauna habitat impact;
- **Buffers – either internal or external to the land;**
- **Service Corridors (including those of associated industries);**
- Dust and air born particulate/odours (may require a separate technical report);
- Impact on potable water use (sustainable measures introduced?); and
- Impact on energy use (sustainable measures or initiatives introduced?).

(e) Cultural Impact

- Impact on local character, amenity and 'sense of place';
- Impact on historic and cultural landscapes;
- Form partnerships with community;
- Impact on attractions of the area; and
- Impact on places of heritage significance, both indigenous and post European settlement.

(f) Any other relevant considerations

- Construction impacts (short to medium term);
- Operational impacts (long term); and
- Likely flow on and cumulative impacts arising from the likely precedent a favourable planning decision may create.

8.0 STAKEHOLDERS AND COMMUNITY CONSULTATION

Consultation is required to meet the needs of the community based upon the principle that as the complexity and scale of proposals increases so does the community's need for constructive engagement in the planning process. A Social Impact Statement prepared in accordance with this policy shall address the following requirements:

- 8.1 Stakeholder and community consultation shall be the responsibility of the proponent in accordance with this policy, including the identification of key stakeholders and the expected methods of community consultation to be undertaken by the proponent.
- 8.2 The Shire will be responsible for the statutory responsibility to advertise, inform and respond to submissions lodged during the formal advertising period. The Shire acknowledges submissions and informs submitters of the relevant process in respect to a final decision on the proposal. The Shire will make available a SIS prepared in support of a proposal and relevant associated documentation to whomever it is appropriate to consult in order to consider the proposal during formal advertising.
- 8.3 Following the conclusion of the advertising period the Shire may require further information or details to modify an SIS where any inconsistencies within the document have been highlighted, the accuracy of the original information is questionable or unclear or the statements made in the SIS are subjective and not verifiable based on acceptable technical or professional details. The Shire may highlight issues to the proponent as a result of submissions received, to which the proponent may be invited to respond.
- 8.4 The Shire strongly recommends that the proponent initiates constructive engagement between the applicant and the community/stakeholders before, during and after the formal advertising period for all levels of consultation.
- 8.5 In assessing the appropriateness of consultation methods for a proposal, due regard should be given to the likely social impacts and the methods to be adopted to reduce or resolve these social impacts including the level and type of consultation proposed by the applicant.

9.0 REFERENCE:

The Shire of Ashburton Town Planning Scheme No. 7 and the Planning & Development Act 2005.

10.0 RESPONSIBILITIES:

The Town Planning Department as per the Delegations Policy and Register and further authority is delegated to the Chief Executive Officer for the following:

11.0 ADOPTION:

Attachment 1

SOCIAL IMPACT STATEMENT: PRO-FORMA

(for minor development proposals)

As part of the Shire's assessment process, a *Social Impact Statement* is required to be prepared for all Development Proposals that require advertising, pursuant to the Shire of Ashburton Local Planning Scheme No. 7.

The Shire may require the preparation of a Social Impact Statement for other development types due to the scale and nature of the proposal or the potential to have a specific impact.

Completion of this pro-forma will be acceptable as the Social Impact Statement for minor development proposals, such as Bed and Breakfast Accommodation. Development proposals that are likely to generate significant off-site impacts, either through the construction or operation phases will require a more detailed Social Impact Statement prepared in accordance with Shire policy.

A response is only required where applicable to the proposed development

1. PROPOSED DEVELOPMENT:

a) LOCATION: Area & ownership of subject land

Location:
Area:
Ownership:
Applicant:

b) BACKGROUND: Existing development/landuse on site (e.g. house, residence)

.....

c) DESCRIPTION OF SITE

- Topography (e.g. flat, swampy):
- Vegetation (e.g. cleared):
- Surrounding Development (e.g. residential):

Please tick as appropriate

- Drainage
- Water Supply
- Effluent Disposal
- Electricity/Gas Supply
- Telecommunications
- Sealed Roads

d) DESCRIPTION OF PROPOSAL

- Land Use:
- No. of Units / floor areas, location on-site:
- Estimated Cost of Development:
- Is Strata Subdivision Proposed?
- Implementation and Management:
- Developer/Proponent commitments (e.g. provision of facilities):

2. CONSTRUCTION STAGE OF DEVELOPMENT:

(Comments should identify potential impacts and measures that will be used to mitigate potential impacts)

- a) Estimated construction time?
- b) No. of employees/contractors?
- c) Likely impacts (visual, noise, dust parking, access) e.g. from machinery, building contractors?
- d) Additional infrastructure/services required. e.g. drainage, roads, overhead power/sewer?
- e) Local amenity issues (short-term: disturbance, landscape impact etc)?
- f) Transport/traffic issues (congestion, construction works etc)?
- g) Ecological impacts (short-term: pollution, community health etc)?
- h) Cultural/heritage impacts (short-term: building/site disturbance) other comments?

3. OPERATIONAL STAGE OF DEVELOPMENT:

(Comments should identify potential impacts and measures that will be used to address these)

- a) Are the development impacts seasonal and/or ongoing?
- b) No. of Employees?
- c) Economic impacts (employment generation etc, local goods sourced)?
- d) Social impact (community services/infrastructure requirements, impact on quality of life of residents and tourists)?
- e) Transport/traffic issues/pedestrian/cyclist safety, carparking etc?
- f) Ecological impacts (pollution etc, community health, biodiversity etc)?
- g) Cultural impacts (local amenity, impact on tourist attractions and places of heritage significance)?
- h) Perceived issues of objection/conflict? (how will these be addressed)?

4. COMMUNITY CONSULTATION *(Comments should identify the expected level of community consultation required and measures employed to consult the community.)*

- a) List the likely key issues of concern from affected stakeholders (immediate vicinity).
- b) List the expected level of community consultation required for the proposal and what actions are proposed to implement the appropriate level of stakeholder and community consultation identified.
- c) Has the immediate community been informed prior to formal lodgement of the application? What has been the response from the immediate community to this information?
- d) Are there any known perceived issues of concern expressed against the proposal by the immediate community?
- e) Has the proposal been modified in response to preliminary community consultation? If so, how and to what extent?

A3.0 LETTER FROM THE DEPARTMENT OF STATE DEVELOPMENT TO THE SHIRE OF ASHBURTON



Government of Western Australia
Department of State Development

Your ref: PS.TP.7.10.2
Our ref: S0689/200909
Enquiries: Steve Wood - Ph 9222 0400 Fax 9222 0005
Email: Steve.Wood@dsd.wa.gov.au

Mr Jeff Breen
Chief Executive Officer
Shire of Ashburton
PO Box567
TOM PRICE WA 6751

Dear Mr Breen

WHEATSTONE PROJECT - SOCIAL INFRASTRUCTURE

I refer to your letter of 24 June 2011 and subsequent email of 27 June 2011 about social infrastructure for Onslow associated with the Wheatstone project.

I have discussed the Shire's revised proposal for social infrastructure funding with Chevron and offer the funding model outlined in Table 1 below.

TABLE 1 - List of Social Infrastructure Funding


Description	Contribution (\$m)	Comments
4 Mile Creek picnic area and playground	0.245	Chevron is prepared to fund this park at a cap of \$245,000.
Wheatstone Project Public Visitors Centre; Customer Service Centre, meeting rooms & local library	2	Chevron will need to build an office in Onslow and would look at incorporating the Shire's request where possible. The project office could cost more but Chevron will commit to consult with the Shire to include their aspirations.
Onslow aquatic and recreational centre	7	Chevron will commit to a capped funding of \$7m for the aquatic centre and recreational centre.
Town master plan and associated improvements; contribution to planning, design and construction of the new Onslow Road (access to town centre)	3	Chevron has already provided funding to LandCorp, however Chevron will also offer a contribution of \$3m towards this line item for design work and planning to establish the cost estimate.

Description	Contribution (\$m)	Comments
Airport upgrade	30	Chevron will provide \$30m for the construction of a 1600m runway airstrip and associated buildings that support the Wheatstone project through construction and operations. This is subject to no landing fees for the project during construction.
Onslow Ring Road	3	Chevron will provide \$3m of funding for the Onslow ring road on the basis that it will be required to service the proposed operations FIFO village
Old Onslow conservation and tourism development	1	Chevron will commit to \$1m towards conservation and tourism opportunities at Old Onslow
Community Development Fund (CDF)	30	The \$30m consists of \$15m subject to FID being taken, being \$10m from the State Government and \$5m from Chevron, then \$1.5m per year after construction of the Wheatstone plant for 10 years from Chevron. Spend from this fund is subject to approval via the governance mechanisms in the State Development Agreement.
CHEVRON SUBTOTAL	\$66.245	
STATE GOVERNMENT SUBTOTAL	\$10.000	
TOTAL	\$76.245	

The conditions associated with this funding are:

- Subject to agreed governance as outlined in the State Development Agreement
- Advertising of the Structure Plan is immediate and for 42 days only
- The Shire of Ashburton not to delay the advertising process
- The Shire of Ashburton to support early site access for the project
- Subject to the project taking FID.
- The CDF is subject to sign off by the Shire of Ashburton, Chevron and DSD.

Yours sincerely



Stephen Wood
A/DIRECTOR GENERAL

29 June 2011

2 of 2

A4.0 LETTER FROM THE SHIRE OF ASHBURTON TO THE DEPARTMENT OF STATE DEVELOPMENT

SHIRE OF ASHBURTON



Administration Centre, P.O. Box 567, Tom Price, 6751
Telephone (08) 9188 4444
Facsimile (08) 9189 2252
Email: soa@ashburton.wa.gov.au
Enquiries: Jeff Breen

Our Ref: 1111835/PS.TP.7.10.2

All communications to be addressed to Chief Executive Officer

7 July 2011

Mr Steve Wood
Director General
Department of State Development
Level 6, 1 Adelaide Terrace
EAST PERTH WA 6004

Dear Steve

RE: WHEATSTONE PROJECT – SOCIAL INFRASTRUCTURE

I refer to your letter of the 29 June 2011 and my previous correspondence of 24 June 2011, 27 June 2011 (email) and 1 July 2011(email).

As advised by email on 1 July 2011, the Social Infrastructure package offered in your letter of 29 June 2011 is agreed and approved by the Council appointed delegates, Councillors Musgrave, White and Corker. The funding package will be provided to full Council at the meeting on 20 July 2011 for information.

Issues and conditions that require final agreement and resolution include:

- Requirement for immediate advertising - as advised previously CVX will need about two weeks to redraft the Structure Plan and the Shire will need one week to assess the revised plan. It is envisaged that the advertising can commence around 23 July 2011. CVX and Shire staff have already held meetings and will continue to meet to progress this matter.
- Advertising period - Council and Chevron accepted the requirement to advertise for 60 days in December 2010. There is a statutory process which is required to be undertaken to alter the resolution. In reality, attempting to change the advertising period may result in a delay to advertising given the need for a report to Council, Council revocation of the previous resolution and subsequent preparation of the advertising. However, I am willing to progress with Council the reduction of the advertising period in an attempt to have the submissions considered by Council at the meeting on 21 September 2011.
- Early site access is subject to the Planning Scheme provisions. A domestic gas plant can be approved under the current zoning if applied for but not an export gas plant. Therefore early access to site would need to relate to a domestic gas plant. Chevron and shire staff are in

discussions on this matter however I understand CVX is reviewing its timeframes and it may not be advantageous to pursue an application for a domestic gas plant.

- Beach access – whilst the letter from BHP is encouraging it is vital that DSD carry out the community consultation as previously agreed. Consultation with the community, on what may well be an emotive issue, is expected to be carried out during the Structure Plan and Amendment 10 advertising period. I would appreciate DSD staff liaison with our Executive Manager Western Operations, Amanda O'Halloran, to establish appropriate dates.
- Airport – the Shire of Ashburton would prefer direct negotiation with CVX with regard to the method of funding and the scope of the upgrade of the Onslow airport. Numerous meetings have been held to date between CVX and Shire staff with a sound working relationship established.
- Governance processes are to be agreed with DSD for the funding expenditure.

The Shire of Ashburton acknowledges that all proposals are subject to a CVX final investment decision process.

The Shire of Ashburton continues to meet and work with CVX to expedite the advertising process and the design and construction of the Onslow airport. We are committed to partnering with Chevron to ensure acceptance of the Wheatstone Project and the integration of its operational workforce with the Onslow community.

Yours sincerely



Jeff Breen
CHIEF EXECUTIVE OFFICER
SHIRE OF ASHBURTON

No changemarks applied



**Wheatstone
Development Plan**

**APPENDIX E
CONSTRUCTION WORKFORCE MANAGEMENT PLAN**



Wheatstone Project

Construction Workforce Management Plan

This Construction Workforce Management Plan has not been supported by the Shire of Ashburton, except for the purposes of facilitating advertising of the Wheatstone Development Plan.

0	27-Apr-2012	Issued for Use				IYUL	PTGW	DESN
REV	DATE	DESCRIPTION				ORIG	CHK	APPR
IP Security	<input checked="" type="checkbox"/> Public	Total number of Pages (including Cover sheet):					10	
For Contractor Documents	Contract No		Contractor Document No				Contractor Rev.	
COMPANY DOCUMENT CONTROL NO.	Project	Area	Discipline	Type	Originator	Package	Sequence-Sht	Revision
	WS0	0000	CNS	PLN	CVX	000	00001-000	0

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1.0 INTRODUCTION AND PURPOSE

In 2008, the State Government, in response to recent substantial gas discoveries off the Western Australian coast near Onslow, determined that a new hydrocarbon processing precinct should be established to derive maximum benefit from the resource. In December 2008, the Premier announced that:

“...a new Strategic Industrial Area would be created at Ashburton North, 10 km south-west of Onslow. This would provide the opportunity to establish processing facilities for the commercialisation of recent and expected future gas discoveries”.

In February 2010, the Shire of Ashburton took the final step in formalising the location of the Ashburton North Strategic Industrial Area (ANSIA) by initiating Amendment 9 to the Shire of Ashburton Local Planning Scheme No. 7 (LPS7) to classify the designated area as a ‘Special Control Area’ (SCA) and thereby establishing clear criteria to progress Scheme Amendments and development proposals. Amendment No. 9 was gazetted on 21 December 2010 and includes the criteria associated with determining any development requirements at the ANSIA.

Importantly, Amendment No. 9 included direct reference to ensuring that development at the ANSIA minimises or offsets impacts on local infrastructure, economic and community development and that suitable short and long term workers accommodation is addressed.

Amendment No. 10 was gazetted on 22 November 2011 and which rezoned land at the ANSIA specifically for the Wheatstone LNG/Domestic gas plant, infrastructure corridor and transient workforce accommodation site. Specific provisions of Amendment No. 10 limited workforce accommodation to being for construction purposes only.

Concurrent with Amendment No 10 was the ANSIA Structure Plan (adopted by the Shire on 5 October 2011) which with respect to transient workforce accommodation, included the following conditions:

“Housing of Employees, Contractors, Subcontractors and Itinerant Workers

Proponents within the ANSIA will be totally responsible for housing their own direct construction employees, along with their contractors, subcontractors and authorised visitors who have direct involvement with their respective proposals. This will be addressed and demonstrated in Development Plan(s) and in a Workforce Management Plan (WMP). A condition of any Planning Approval(s) will require that prior to the commencement of development the proponent will enter into binding legal agreements to enforce the above restrictions.

Transient Workforce Accommodation (TWA)

TWA is for construction workers only. All operational workforces shall not reside in the ANSIA. The construction workforce associated with the TWA includes those that may be contracted as part of the construction workforce, along with casual workers that may be associated with contractors but not directly with the proponent.

Specifically, the following applies to the following stages:

Stage 1A (Wheatstone TWA)

The TWA will cater for all construction workers (including contractors) associated with the development of Stage 1A. In this regard, the Development Plan/s will define the practical

arrangements for the limitation of those persons employed and indirectly employed by the proponent to be permitted in Onslow at any one time. This will include (but not limited to) preparation of a WMP that addresses the impact of the overall development on Onslow (in particular on services and accommodation) and implements appropriate contributions. Means to achieve this will be demonstrated in the Development Plan(s). At the Planning Approval stage, the Shire and proponent/s will enter into binding legal agreements to enforce the above restrictions.”

In accordance with LPS7 and the ANSIA Structure Plan, Chevron has prepared the Wheatstone Development Plan that addresses:

- ◆ Shared facilities – Common Use land and infrastructure corridors
- ◆ Wheatstone LNG and Domestic Gas facilities; and
- ◆ Accommodation for the construction workforce reflected in a Workforce Management Plan (WMP).

The primary purpose of this WMP is to define the obligations of Chevron as the proponent of the Wheatstone LNG and Domestic Gas development ('Wheatstone project') whereby it will accommodate all workers under its control (including the direct workforce, contractors, sub-contractors and authorised visitors who have direct involvement with the Wheatstone development) and define measures that will minimise the impact of the Wheatstone project during its construction phase on the Onslow community, ANSIA and surrounding areas.

To enforce the WMP an agreement between the Shire and Chevron will be undertaken concurrent to the Council of the Shire of Ashburton endorsing the Wheatstone Development Plan. Prior to the approval of any development and/or any subdivision, the Chevron will demonstrate how the development reflects the housing requirements of the WMP.

2.0 CHEVRON'S COMMITMENTS

As required by the ANSIA Structure Plan, Chevron as the proponent for the Wheatstone project acknowledges that it is totally responsible for housing its own direct construction employees, along with its contractors, subcontractors and authorised visitors who have direct involvement with the Wheatstone project.

Accordingly, Chevron commits to:

- ◆ providing accommodation for direct construction employees, along with their contractors, subcontractors and authorised visitors directly associated with the Wheatstone project;
- ◆ ensuring that the transient workforce accommodation site at the ANSIA will for the duration of the construction period of the Wheatstone project, be the site that Chevron will seek to house construction employees, along with their contractors, subcontractors and authorised visitors;
- ◆ only seeking to house construction employees, contractors, subcontractors and authorised visitors within the Onslow townsite as a last resort and while establishing Transient Workforce Accommodation (TWA) at the ANSIA;
- ◆ only using accommodation that has been provided with the requisite planning, building and health approvals;
- ◆ ensuring that there is the capability to accommodate for more than 5,000 people (should additional beds be required) in the transient workforce accommodation site at the ANSIA;
- ◆ ensuring that construction employees, contractors, subcontractors and authorised visitors are all:
 - ◆ provided with information clearly advising that Chevron will make accommodation available for them and the means by which they can book such accommodation;
 - ◆ discouraged from seeking accommodation with in the Onslow townsite; and
- ◆ ensuring that in any application for planning approval required under the Scheme, Chevron will demonstrate to the requirements of the Shire how the particular development reflects the housing requirements of the WMP.

Concurrent with this WMP, Chevron will enter into a binding legal agreement with the Shire to enforce the above housing arrangements.

3.0 ACCOMMODATION PHASES

Construction of the Wheatstone Project will be undertaken over an estimated 5 year period. A number of planning applications will be submitted to seek approval to construct a two (2) train Wheatstone LNG plant, Domestic gas plant, TWA site and ancillary use and development at the ANSIA. The timing to commence and complete the scopes of works within each of the planning applications is mainly driven by the availability of beds in the TWA at the ANSIA.

The following ‘bed curve’ details the estimated timing and availability of beds within the TWA in the ANSIA. The number of construction workers is guided by the availability of beds at the TWA.

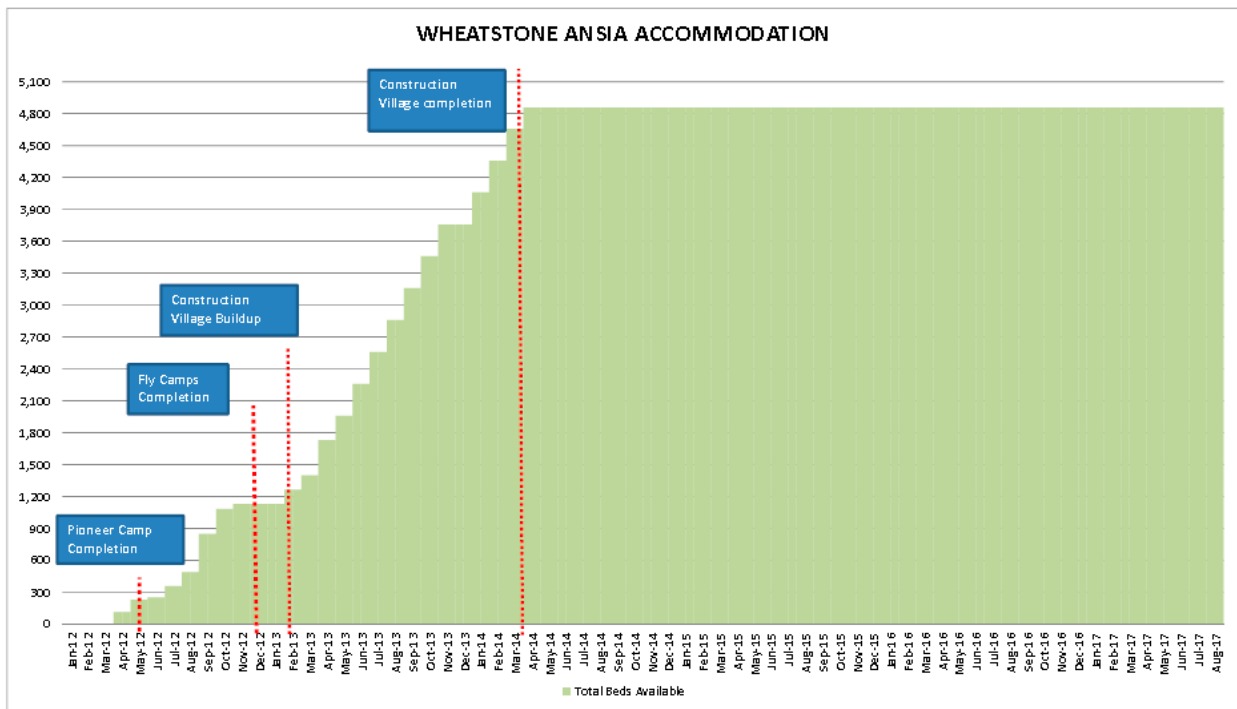


Figure 1: Wheatstone ANSIA TWA Bed Curve

To facilitate the early stages of construction, construction workers associated with the project will need to be housed in appropriate accommodation within the Onslow townsite and the surrounding areas. For this early stage, it will necessitate finding temporary transient workforce accommodation within the Onslow townsite and only occupy those establishments where the necessary planning, building and health approvals have been issued. Chevron will advise the Shire of where its choice of temporary Onslow accommodation is located to ensure that the necessary approvals have been issued. Chevron will not use accommodation that has not been provided with the necessary planning approval.

Priority is being given to delivery of accommodation in the Wheatstone TWA and as beds become available, Chevron commits that employees, contractors and subcontractors will move from temporary transient workforce accommodation within the Onslow township to the ANSIA, as appropriate. Chevron will consult with the Shire to the extent that accommodations within the Onslow township will be utilized after March 2013 (forecast date when the ANSIA TWA achieves 25% capacity)

As part of the Wheatstone project, Chevron has looked to engage existing local companies or employ local residents. Therefore, throughout the construction of the project a small percentage of the construction workforce may seek to be based in their normal residence within the Onslow township and not be located in transient workforce accommodations in Onslow or the ANSIA. Should local companies/contractors bring in additional resources to work directly on the Wheatstone project then Chevron commits to providing the option for these workers to reside at the ANSIA TWA.

4.0 CHEVRON'S CODES OF CONDUCT AND BEHAVIOR AND COMMUNITY LIAISON

Chevron acknowledges that it is responsible to establish appropriate codes of conduct and behaviour for its contractors, subcontractors and authorised visitors. In this regard, Chevron will undertake arrangements that will address:

- ◆ limiting individual access to Onslow;
- ◆ acceptable standards of behaviour whilst in Onslow;
- ◆ limiting access to the heritage registered area of Old Onslow;
- ◆ the means by which it will establish arrangements whereby private vehicles will not be encouraged;
- ◆ prohibiting the storage of personal boats and recreational vehicles; and
- ◆ measures to deal with misconduct associated with the above.

The following table outlines the actions that Chevron will undertake to address the above items:

**Table 1:
Actions managing acceptable behaviour**

Key Item	Action
Limiting individual access to Onslow	<ul style="list-style-type: none"> • Parking for private vehicles at the TWA will be limited to Wheatstone related vehicles only. • Dedicated limited bus service from the TWA to Onslow. • High quality accommodation, support facilities, and recreation facilities attracting people to stay at the camp • Staggered roster which reduces the number of off-duty workers at a given time. • Organized limited tours/activities to manage impact on Onslow
Acceptable standards of behaviour whilst in Onslow	<ul style="list-style-type: none"> • Introduction of a Community Interface Code of Conduct that is signed by all TWA workers • Acceptable behaviour standards detailed in Wheatstone site induction
Limiting access to the heritage registered area of Old Onslow	<ul style="list-style-type: none"> • Parking for private vehicles at the TWA will be limited to Wheatstone related vehicles only. • High quality accommodation, support facilities, and recreation facilities attracting people to stay at the camp • Importance of heritage area covered in Wheatstone site induction. • Organised tours to Old Onslow will be arranged if enough interest by the

	<p>workforce.</p> <ul style="list-style-type: none"> Staggered roster which reduces the number of off-duty workers at a given time
Arrangements whereby private vehicles will not be encouraged	<ul style="list-style-type: none"> Parking for private vehicles at the TWA will be limited to Wheatstone related vehicles only. Primary transport to Onslow through Perth using Project provided air service provider
Prohibiting the storage of personal boats and recreational vehicles	<ul style="list-style-type: none"> Storage of personal boats and recreational vehicles will be prohibited in the TWA.
Measures to deal with misconduct	<ul style="list-style-type: none"> Depending on the level of misconduct the following: <ul style="list-style-type: none"> Disciplinary action by employer Removal of accommodation privileges resulting in individual being removed from site and transported to their home of usual place of residence. Termination of employment

By June 30 2012, through its Onslow community reference group, Chevron commit to establishing means by which:

- ◆ the community can reasonably identify those employees, contractors, subcontractors and authorised visitors working on the Wheatstone project whilst on duty;
- ◆ the community can report to Chevron, matters that it may conclude as inappropriate behavior by Chevron's employees, contractors, subcontractors and authorised visitors;
- ◆ Chevron will respond to any such complaints; and
- ◆ Chevron will publicise the complaint arrangements and procedures to the community.

The following table outlines the actions that Chevron will undertake to address potential complaints:

**Table 2:
Actions managing complaints**

Key Item	Action
Community can reasonably identify Wheatstone construction workers	<ul style="list-style-type: none"> Wheatstone project shirts will be issued to construction workers.
Reporting inappropriate behavior of the workforce to Chevron	<ul style="list-style-type: none"> Contact the Chevron Onslow Community Liaison on a publicised phone number Contact the Bechtel Community Relations Manager on a publicised phone number Email Chevron at ask@chevron.com
How Chevron will respond to community complaints of inappropriate workforce behaviour	<ul style="list-style-type: none"> Complaint details will be recorded. Complaint investigated to validate Feedback from investigation provided to the person reporting the complaint. Key learnings will be used to review workforce conduct policy

<p>How complaint arrangement and procedures will be publicised</p>	<ul style="list-style-type: none">• Complaint procedures will be available from Onslow Wheatstone Office and published on the Wheatstone Project website• Onslow CRG will be provided a copy of the complaint procedure.• Advice on how to make a complaint will be circulated to all households via the Wheatstone Community Update.
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SHIRE OF ASHBURTON



Administration Centre: PO Box 567, Tom Price, 6751
 Enquiries: Jeff Breen
 Telephone: (08) 9188 4444
 Mobile: 042897-5217
 Facsimile: (08) 9189 2252
 Email: Jeffrey.Breen@ashburton.wa.gov.au
 Our Reference: Rec No:1217518
 Your Reference: MJH:120323

19 September 2012

Mr Michael Hardy
 Hardy Bowen Lawyers
 PO Box 1364
 WEST PERTH WA 6872

Dear Mr Hardy

RE: CHEVRON AUSTRALIA WORKFORCE MANAGEMENT PLAN AND DEED

Further to my correspondence to you of 6 September 2012, I wish to confirm the matters raised in your correspondence of 20 August 2012 were referred to Council for consideration. Council has asked that the Shire specifically respond to the two questions raised by you as follows:

“(a) why the Shire believes that it is in the interests of the Shire as a whole or the residents and ratepayers of Onslow in particular, for there to be imposed by agreement constraints limiting the access of individuals to Onslow town site.”

Council response:

The *Construction Workforce Management Plan* for Wheatstone and associated Agreement seek to define the partnership with Chevron and the Shire to enable the co-existence of the 5000 or so workforce located at the ANSIA camp. The *Construction Workforce Management Plan* notes Chevron’s agreed ‘obligations’ in relation to managing its workforce as follows:

“Chevron will undertake arrangements that will address:

- limiting individual access to Onslow;*
- acceptable standards of behaviour whilst in Onslow;*
- limiting access to the heritage registered area of Old Onslow;*
- the means by which it will establish arrangements whereby private vehicles will not be encouraged;*
- prohibiting the storage of personal boats and recreational vehicles; and*
- measures to deal with misconduct associated with the above.”*

Clearly, with a current resident population of Onslow of around 800 persons and with significantly limited services and facilities, management of this massive workforce is necessary. Without these arrangements, the Shire, Council and Chevron would be ignoring the potential impacts on the social and community fabric of Onslow. Any attempt to achieve short term commercial benefit by inviting an uncontrolled influx of workers into the town, would result in serious impacts on the community through significantly increased rentals for the town’s service workers, potential for increased conflict between

workers and the town's residents and severe impacts on the availability of goods and services in the town. These matters have also been continuously raised by the community in community forums and social surveys.

“(b) why the Shire considers it necessary for there to be a blanket approach to the use of existing infrastructure and services in Onslow when a more appropriate approach may be to monitor the use made, being made or likely to be made of services and infrastructure as a consequence of the introduction of TWA.”

Council response:

Whilst Hardy Bowen may consider a ‘...more appropriate approach may be to monitor the use made, being made or likely to be made of services and infrastructure as a consequence of the introduction of TWA’, the reality is that for the Wheatstone project to progress, the arrangements had to be in place before planning approvals were issued. It is always open for Chevron to seek to modify the management arrangements should, after the 5000 plus workforce is established alternative arrangements be sought. Such changes would be undertaken in an open and inclusive environment with the community and not limited to Hardy Bowen's un-named clients.

Importantly however, in relation to infrastructure at Onslow, due to the extensive assessments undertaken by the Shire, State agencies, Chevron and as experienced every day by the Onslow community it is clear that a ‘trial’ as suggested by Hardy Bowen is not required to prove that existing utilities would be unable to satisfy even a modest increase in population.

Importantly, the correspondence from Hardy Bowen Lawyers fails to acknowledge that they and their clients have had the opportunity to comment on the extensive documentation made available during the numerous community reviews associated with the advertising of the respective scheme amendments, *ANSIA Structure Plan* and *Wheatstone Development Plan* documents.

Yours faithfully

FRANK LUDOVICO
ACTING CHIEF EXECUTIVE OFFICER



Government of Western Australia
Department of State Development

Your ref:
Our ref: S0007/201201
Enquiries: Kristian Dawson - Ph 9222 0535 Fax 9222 0505
Email: kristian.dawson@dsd.wa.gov.au

Mr Jeffrey Breen
Chief Executive Officer
Shire of Ashburton
PO Box 567
TOM PRICE WA 6751

Dear Mr Breen

PUBLIC ACCESS ROUTE - SECRET CREEK, ONSLOW

I refer to the Shire of Ashburton's Council resolution made on 20 June 2012 regarding the creation of a Public Access Route (PAR) to Secret Creek, as well as previous correspondence regarding the matter.

As you are aware, DSD made a formal request to RDL to commence creation of the PAR on 12 June 2012. RDL has since responded to our request and have asked that DSD and the Shire of Ashburton consider dedicating the track as a public road.

RDL has advised that they have not used the provisions under section 64 of the *Land Administration Act 1997* (LAA) to declare a PAR since they were introduced. RDL has advised that instead their preferred option is for access to be created as a public road pursuant to section 56 of the LAA, which would place the road under the control of the Shire of Ashburton and provide a more secure alternative.

While we can still pursue the creation of the PAR with RDL as an interim measure, I ask that you consider the advice from RDL and advise in writing as soon as possible whether the Shire of Ashburton are open to dedication of the track to Secret Creek as a public road.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Giles Nunis', written over a large, light blue circular stamp or watermark.

Giles Nunis
DEPUTY DIRECTOR GENERAL

14 August 2012

BEFORE THE WARDEN
IN PERTH

Application for Miscellaneous Licence 08/77
Objection KR585/112

B E T W E E N :

QUARRY PARK PTY LTD Applicant

and

SHIRE OF ASHBURTON Objector

**PARTICULARS OF APPLICATION L08/77 PURSUANT
TO THE ORDERS OF WARDEN WILSON MADE ON 1 JUNE 2012**

Date of Document: 20 July 2012
Filed on behalf of: The Applicant
Date of Filing: July 2012
Prepared by:

Lawton Lawyers
Level 5, Irwin Chambers
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PERTH WA 6000

Tel: (08) 9325 1199
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Ref: TM:MA:12078

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1. The Applicant lodged Application for Miscellaneous Licence 08/77 (**the Application**) at the offices of the Mining Registrar at Karratha on 12 March 2012.
 2. The Applicant is the holder of Mining Leases 08/458 and 08/461.
 3. The Applicant applied for Mining Lease 08/487 on 16 November 2011.
 4. The following tenements are held by entities associated with the Applicant:
 - (a) M08/456 held by Anthony Warren Slater; and
 - (b) M08/455 held by Magnesium Resources Pty Ltd.
 5. The following tenements have been applied for by entities associated with the Applicant:

(a) M08/468 applied for by Onslow Resources Ltd; and

(b) M08/469 applied for by Onslow Resources Ltd.

6. Attached and marked "A" is a map which depicts these tenements.
7. The Applicant intends to quarry materials on these tenements which are to be hauled to the Application as set out in these particulars.

Proposed Works

8. The Applicant proposes to construct a loading jetty facility with associated roads and infrastructure.
9. The proposed road is to be constructed on the land the subject of the Application from the loading jetty facility to the petroleum development areas to the east of the old Onslow Road.
10. The proposed road is approximately 10 metres wide and approximately 6000 metres in length.
11. The proposed road is a gravel and limestone sheeted unsealed road.
12. The Applicant proposes to construct a hardstand area for storage of rock armour, aggregates, sand and other materials that are required for loading and unloading to a marine vessel that would come alongside the jetty.
13. The Applicant proposes to construct a storage shed and administration office to include caretakers and night watch staff quarters.
14. Within the loading jetty site area, the Applicant proposes to construct a workshop for staff cyclone protection and machinery housing.
15. The Applicant proposes to construct a small boat ramp for the maintenance of the facility's marine infrastructure.

Proposed Manner of Construction

16. Traditional construction methods for road building will be used, utilising bulldozers, scrapers, graders, water carts and rollers.

17. A cut and fill gravel base-course of approximately 150mm in thickness will be used with compacted limestone and gravel forming the centerline crossfalls.
18. The loading jetty facility will be approximately 150m to 200m in length constructed adjacent to the western river bank running parallel to the natural river bank.
19. Sheet piles will be driven into the face of the river bank and supported by tie backs.
20. The river will be dredged to allow marine vessels to come alongside for loading.
21. A concrete apron and bollards will be installed to the land back facility. The concrete will be reinforced and design engineered for the completed facility.
22. The proposed workshop is to be constructed with a fully enclosed cyclone shelter within the structure.
23. The staff caretakers' quarters for four people (two people on day shift and two people on night shift) will be constructed using concrete precast panels to cyclone building codes.
24. The proposed small boat launching ramp is to be constructed with precast concrete and will be installed adjacent to the marine jetty to service small boats and dredging equipment.

Operations to be Carried out on the Application

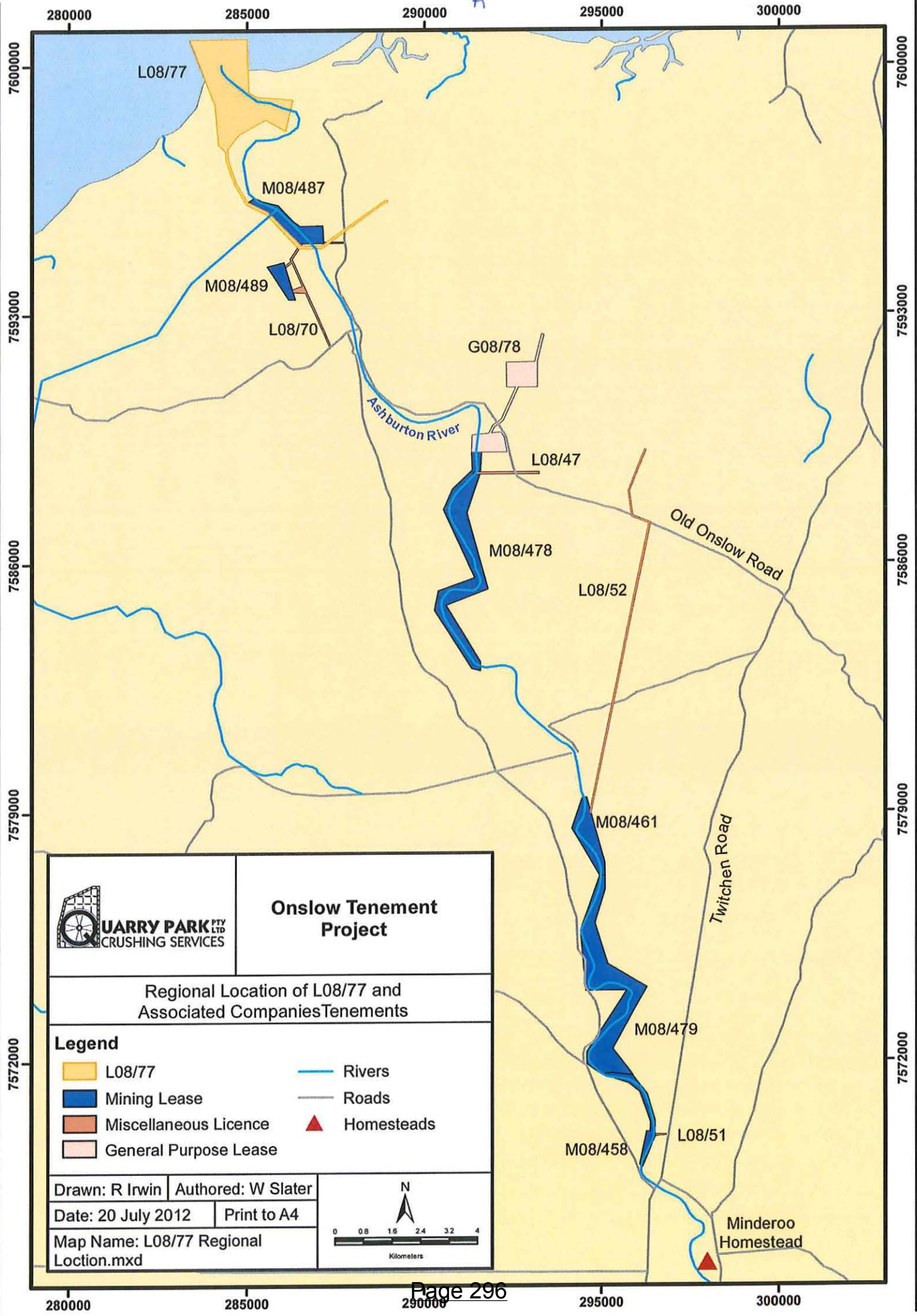
25. The proposed operations to be carried out on the land the subject of the Application consists of the following:
 - (a) Haulage of materials and stockpiling of rock armour, aggregates and sand at the hardstand area. These materials are to be quarried from tenements in the area which are held by the Applicant and related entities (see the attached map marked "A").
 - (b) Loading out from the load out jetty of the materials which have been stockpiled. These materials are to be shipped to oil and gas developments in the region.

- (c) Loading and unloading marine vessels and storage of concrete products for import-export operations.



Lawton Lawyers
Solicitors for the Applicant

"A"



QUARRY PARK PTY LTD
CRUSHING SERVICES

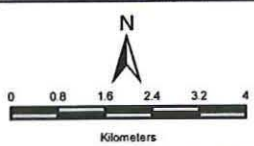
Onslow Tenement Project

Regional Location of L08/77 and Associated Companies Tenements

Legend

- L08/77
- Mining Lease
- Miscellaneous Licence
- General Purpose Lease
- Rivers
- Roads
- Homesteads

Drawn: R Irwin	Authored: W Slater
Date: 20 July 2012	Print to A4
Map Name: L08/77 Regional Location.mxd	





Thevenard Island – Social Impact Statement related to Variation to Use

Mackerel Islands Pty Ltd has been requested to provide a Social Impact Statement to support an application for temporary additional use for Transient Workers Accommodation submitted to Council 30th June 2012 and considered at Council Meeting 18th July 2012.

Background

Mackerel Islands has submitted a planning application for approval from the Shire of Ashburton for a temporary change of use for facilities on Thevenard Island to allow for Transient Workforce Accommodation for a period up to 5 years to allow Mackerel Islands Pty Ltd to provide accommodation for Chevron during the construction phase of the Wheatstone project.

Mackerel Islands Pty Ltd has held leases on Thevenard and Direction Islands with the Minister for Lands since 1968 and has successfully operated tourist facilities on these islands continuously since that time.

Thevenard Island has been progressively developed where it now provides 13 self contained beachfront cabins comprising 2, 3 & 5 bedrooms, 34 double rooms at Club Thevenard, a general store, licensed restaurant, licensed tavern and recreation facilities including games room, swimming pool and fully equipped dive shop.

Direction Island comprises a single, self contained and solar powered cabin with accommodation for 6 people, in a unique environment where guests are the only occupants on the island.

Over the last few years Mackerel Islands Pty Ltd has committed significant capital expenditure to renovate and expand the facilities on the islands in order to cater for a wider tourist market.

To continually improve the product offered and increase market awareness and penetration, Mackerel Islands Pty Ltd has planned a significant capital works program which will occur over several years. Our vision is to develop the facilities into a 'Rottnest of the North' that will offer an exciting tourism product in the region and a real option to Pilbara residents for weekend and extended holidays.

The current tourism market in Western Australia and Australia is suffering from competition from cheap overseas offerings, high wage pressures and operating costs, that is translating to lower intra-state tourist figures across the board.

While successfully trading in this climate, Mackerel Islands considers that the construction of the Wheatstone project, both directly and indirectly, will further impact on the ability of Mackerel Islands to deliver and capitalise on its tourism product during the construction phase of the project.

Pressure on accommodation within Onslow townsite and demand for land use also means that currently there is little opportunity for tourists to stay in Onslow, and less opportunity for Thevenard Island guests to park vehicles and boat trailers in Onslow for the duration of their stay on Thevenard Island.

Location

This Social Impact Statement relates to Thevenard Island, located approximately 20km offshore from Onslow. The facilities on Thevenard Island are owned by Mackerel Islands Pty Ltd and are contained within Lot 142 on Land Register Vol 3054 Fol 953 contained in Deposited Plan 217262 and comprising a land area of 10.17 hectares.

The lease has recently been extended for a period of 21 years, with a further option of 21 years, and Mackerel Islands Pty Ltd sees this as allowing an opportunity to develop new facilities on the island to further develop the Mackerel Islands as a tourist destination for Pilbara, state, interstate and overseas markets.

Description of Proposal

A commercial opportunity exists for Mackerel Islands to provide accommodation to Chevron during the construction phase of the Wheatstone LNG project. Providing accommodation will provide surety to Mackerel Islands Pty Ltd that it will remain financially viable during this period and emerge at the end of Wheatstone construction with the opportunity to further develop and renovate facilities on the island to launch a new tourism product for the Onslow locality.

In summary, Mackerel Islands Pty Ltd seeks approval for Transient Workforce Accommodation to be an approved use for existing facilities on the lease controlled by Mackerel Islands Pty Ltd on Thevenard Island, for a period limited to 5 years. Thereafter, the use is to revert to Tourism in accordance with the lease terms.

The opportunity to provide TWA accommodation only relates to the use of existing facilities on the island.

During this period the island will not be affected by seasonal fluctuations in visitor numbers and will therefore result in increased employment opportunities on the island and opportunity for local goods and services suppliers.

This proposal will allow an exciting tourism product to be developed on completion of the construction phase, which will promote Onslow and the region as a viable tourism destination.

Future Development

Masterplanning for redevelopment commenced 3 years ago. Under the proposed redevelopment, a beachfront bar and restaurant, swimming pool and jetty facilities are planned, together with a variety of accommodation types including studio apartments, beach cabins and eco tents to provide accommodation options to suit a variety of guests.

Stage 1 of the redevelopment, comprising the beach front bar and restaurant is planned to coincide with re-launching of the tourist facilities after completion of the Wheatstone construction.

The redevelopment will provide a first class tourism product at Onslow which will provide benefits to the local economy both during the redevelopment phase and in the longer term through provision of goods and services and it will provide local employment opportunities that are not reliant on the resources sector.

Community Impact

Thevenard Island historically provides approximately 6000 – 8000 bed nights per year.

Over the last 3 years 60% of guests have been repeat visitors to the island and they stay on average 6 nights.

Over 90% of guests are from intra state, being from Perth, South West WA and the balance being made up of mainly interstate visitors and a small amount of overseas visitors.

Recent marketing in the Pilbara region has seen an increase in visitor numbers from Port Hedland, Karratha and other regional centres and this is expected to grow following the redevelopment.

The islands have not generally been patronised by Onslow locals and in the last three years there has only been 18 bookings from Onslow residents.

With the planned redevelopment, including the beachfront bar and restaurant, overnight accommodation is proposed to be provided and it is expected that this will give Onslow residents an opportunity for affordable weekend getaways and to experience the Mackerel Islands.

The redevelopment will include a floating jetty on the main beach where visitors can disembark, and regular transport service from redeveloped facilities at Beadon Creek to Thevenard Island.

The redevelopment of the island will give the local community a destination to be proud to have in their own back yard.

Summary

The proposal to accommodate Wheatstone workers for a limited period will ensure a profitable period of trading which will allow the redevelopment to occur in a short period of time and for a new product associated with Onslow to be promoted in the tourism sector.

Facilities at Direction Island will continue to be marketed and utilised for tourism purposes during this period.

**SUMMARY OF SUBMISSIONS
20120510(P) – Thevenard Island**

No.	Agency	Summary of Agency Submissions	Shire Comment
1.	Janet Wood & Gary Douglas ONSLOW WA 6710	<p>SUBMISSION No. 1</p> <p>We received your email on the 6th August regarding the above. We feel 14 days is a very short span of time in which to prepare responses on such an important issue.</p> <p>Comments on the proposal may be submitted to the Shire of Ashburton in writing on or before the 20th August 2012, presumably to Jeff Breen. We have tried several times to email our submission to Jeff but it keeps bouncing back. We have checked the address we are using and hope that others do not experience similar problems.</p> <p>As the email originally came from Denaë via you Darlene we are responding through you. Please ensure Mr Breen receives a copy of our submission.</p> <p>We have however faxed a copy to Mr Breen at Tom Price on Friday, but wished to cover all bases to ensure our submission is received.</p> <p>We are disappointed that there is nothing official about this issue displayed in your Notice Board at the Onslow office. This is an important issue and as many people as possible need to know what is proposed</p> <p>SUBMISSION No. 2</p> <p>We hereby provide our submission against the proposed variation to use of Thevenard Island.</p> <p>This proposal to vary the use of Thevenard Island will affect a lot of people. These people have probably been holidaying at the Resort or visiting the beach or beach moorings at Thevenard Island for years.</p>	<p>Submission 1</p> <p>Noted. The Planning Scheme stipulates a minimum advertising period of 14 days. However, this simply provides a period when the application won't be determined.</p> <p>The application was widely advertised through State and regional newspapers. The application was advertised by including a Notice in the Shire Office.</p> <p>Submission 2</p> <p>Noted. It is necessary to clarify that the proposal does not seek to change the zoning. The proposal before Council is an application for planning approval.</p>

<p>Sadly, Chevron see this as yet another venue to conquer and assist the Lease Holder's greed under the guise of becoming a Rottnest of the North in 5 years to come!!</p> <p>Thevenard Island will become an "exclusion zone," probably a bit like Barrow Island and Garden Island. This proposal if accepted will have a devastating affect on tourism and the other three towns that make up the Shire of Ashburton and whose inland workers make this coast a "getaway location".</p> <p>It may help the person who has the Lease on the Island and of course Chevron, but no one else. There won't be any tourist benefit for the region now or in the future if this change in zoning is allowed to proceed.</p> <p>This proposal further affects the tourism industry and once again the tourists wear the brunt of Chevron's Project. The Mackerel Island operators have a responsibility to the very clientele they have been attracting for more than forty years, ie the Tourist Industry.</p> <p>Leave the Island as it is currently leased and it's intended use - A Tourist Resort <u>and</u> strictly for tourism.</p> <p>NO to Chevron: NO to Mackerel Islands Management: YES to Tourism.</p> <p>The Shire and more importantly, Chevron need to know that people, especially Onslow people are not happy with how they are going about what they are doing.</p> <p>The operators of the Thevenard Resort have nowhere at this time to park their customers vehicles and trailers in Onslow. Therefore they are looking at the easy option of Chevron using their Resort to the exclusion of the tourist industry for the next 5 years.</p> <p>In the submission to the Shire the Resort owners want to change the zoning from tourism to transient workers and also want to expand the Resort to accommodate Chevron's additional transient workers.</p>

		<p>What is currently available on Thevenard is apparently not adequate neither is the 5000 man camp proposed to be constructed out on the Wheatstone site. We see that this will curtail the tourist industry in this region in a massive way. It will have a devastating effect on the marine life and most likely the reefs in the area.</p> <p>We also feel: Who is to say that in 5 years Thevenard will actually revert back to tourism and what state will the island be in after it has been used as a commercial premises. There will most likely be damage caused in the channels into the small lagoon from boats driving in and out - day and night to service passengers embarking and disembarking.</p> <p>We do not want to see another Garden Island where the Navy took control and visitors to the island were restricted to the beach in certain areas and then only until dusk. We do not want a Rottnest of the North - we want Thevenard!</p>	
2.	Robert Wilkin Onslow WA 6710	<p>I am against changing the zoning from tourism to whatever to allow for transient workforce accommodation on Thevenard Island for Chevron or any other company.</p> <p>Having lived in Onslow since 1988 I have many friends and family that travel to Onslow every year to stay fish and relax at Mackerel and Direction Island, the islands are renowned for their uniqueness and I would like to see it stay this way.</p> <p>Thevenard Island should be kept exclusively for tourism you cannot kill this off as it is part of the fabric of Onslow's lifestyle, when the contractors that are here to make a buck out of Chevron move out to their camps and all the hoopla in town dies down [hopefully] tourism will filter money down into our town businesses as it has in the past. Tourism is one of our town's main seasonal income, people out at the river, in our caravan parks and out fishing we do not want to lose this or the mad fanatical fishermen that come in droves for their annual boys week away. I hope the Shire has the power to stop the State Government from allowing the change of use.</p>	Noted.

3.	Brian Walkington ONSLOW WA 6710	We, the Undersigned, do not believe that Thevenard Island (Mackerel) should be closed to Tourism and leased to Chevron fro Transient Workforce Accommodation. Thevenard Island (Mackerel Island) needs to be preserved for Tourism.	Noted.
4.	Tina Smith ONSLOW WA 6710	We, the Undersigned, do not believe that Thevenard Island (Mackerel) should be closed to Tourism and leased to Chevron fro Transient Workforce Accommodation. Thevenard Island (Mackerel Island) needs to be preserved for Tourism.	Noted.
5.	Nigel Gibson ONSLOW WA 6710	We, the Undersigned, do not believe that Thevenard Island (Mackerel) should be closed to Tourism and leased to Chevron fro Transient Workforce Accommodation. Thevenard Island (Mackerel Island) needs to be preserved for Tourism.	Noted.
6.	Dean Hathaway ONSLOW WA 6710	We, the Undersigned, do not believe that Thevenard Island (Mackerel) should be closed to Tourism and leased to Chevron fro Transient Workforce Accommodation. Thevenard Island (Mackerel Island) needs to be preserved for Tourism.	Noted.
7.	Stephen Amos ONSLOW WA 6710	We, the Undersigned, do not believe that Thevenard Island (Mackerel) should be closed to Tourism and leased to Chevron fro Transient Workforce Accommodation. Thevenard Island (Mackerel Island) needs to be preserved for Tourism.	Noted.
8.	Marie Piere Dussaulf ONSLOW WA 6710	We, the Undersigned, do not believe that Thevenard Island (Mackerel) should be closed to Tourism and leased to Chevron fro Transient Workforce Accommodation.	Noted.

		Thevenard Island (Mackerel Island) needs to be preserved for Tourism.	
9.	Un-decipherable name ONSLow WA 6710	We, the Undersigned, do not believe that Thevenard Island (Mackerel) should be closed to Tourism and leased to Chevron fro Transient Workforce Accommodation. Thevenard Island (Mackerel Island) needs to be preserved for Tourism.	Noted.
10.	Joint Letter Signed by 12 people	We, the Undersigned, do not believe that Thevenard Island (Mackerel) should be closed to Tourism and leased to Chevron fro Transient Workforce Accommodation. Thevenard Island (Mackerel Island) needs to be preserved for Tourism.	Noted. This is considered to be a 'joint letter' of objection signed by 12 people.
11.	Joint Letter Signed by 32 people	We, the Undersigned, do not believe that Thevenard Island (Mackerel) should be closed to Tourism and leased to Chevron fro Transient Workforce Accommodation. Thevenard Island (Mackerel Island) needs to be preserved for Tourism.	Noted. This is considered to be a 'joint letter' of objection signed by 32 people.
12.	Wendy Carson ONSLow WA 6710	I have looked at the Application Letter and Social Impact Statement lodged by Property Development Solutions on behalf of Mackerel Islands and the inconsistency in both documents is quite deceptive I am against the proposal, the following anomalies really stood out. Examples are as follows. Over the last 3 years 60% of guests have been repeat visitors to the island and they stay on average 6 nights. Over 90% of guests are from intra state, being from Perth, South West WA and the balance being made up of mainly interstate visitors and a small amount of overseas visitors. Recent marketing in the Pilbara region has seen an increase in visitor numbers from Port Hedland, Karratha and other regional centres and this is expected to grow following the redevelopment.	Noted. Upon the advice from the Shire's solicitor, this submission as printed in the Agenda has been modified to remove personal comments that in the opinion of the Shire, are not substantiated. Councilors may view the entire submission upon request. In relation to the relinquish the lease, RDL and not the Shire be responsible for lease arrangements for the Island.

		<p>This is a contradiction.</p> <p>Where do the 60% of repeat tourist's that have helped grow their tourism business go for the next five years? Why do you think people from Port Hedland and Karratha support them now? The very obvious, their past Shire Councillors have turned their towns / cities into "FIFO Resource Centres" and sod the tourist and repeat business, these towns now no longer have anything to offer a tourist, no tourist travelling to Karratha or Port Hedland can get a simple caravan site or a motel booking.</p> <p>The proposal to accommodate Wheatstone workers for a limited period will provide a significant injection to allow the redevelopment to occur in a short period of time and for a new product associated with Onslow to be promoted in the tourism sector.</p> <p>I have lived here for 22 years, I have never met either Graham Shields or Geoff Loxton, such is their personal profile in our town.</p> <p>Closing for five years, to give the Oil and Gas Multinational American companies another transient accommodation deal and try and con the community that it is in our best interest to accept the change; make lots of money with no regard to our heritage partially built on tourism, something that Onslow has protected over many hard years. How will help this help our community grow? They can get huge amounts of money as they have done with the Ashburton Resort, no longer a tourist resort, just a transient work force accommodation complex.</p> <p>They have grown their business in the past twenty years, using local businesses when they needed them; local businesses 22 years ago plus helped their business prosper. Onslow supported them 110%. Mackerel Island Resort as a licensee has been a part of the Onslow Liquor Accord that our town had imposed on us in 2002; I have never seen any representative from Mackerel Island at any Accord meeting.</p>	
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Facilities at Direction Island will continue to be marketed and utilised for tourism purposes during this period. Six [6] beds? Did I read that correctly? In five years' time that will be their huge claim to fame, what a massive tourism impact.

With the planned redevelopment, including the beachfront bar and restaurant, overnight accommodation is proposed to be provided and it is expected that this will give Onslow residents an opportunity for affordable weekend getaways and to experience the Mackerel Islands. In the last twenty two years that I have lived here they have not considered "Onslow residents". Originally there was WAPET on TVI, the resort as a fledgling tourism operator and Apache on Airlie Island consequently our business community thrived as a link in the supply chain for these businesses. Back then residents could not afford a holiday at Mackerel Island Resort on Thevenard, today many still cannot, it is too expensive for locals, this was their promotion / advertising gambit, they made it exclusive and it worked for their business and ultimately tourism in our backyard.

The redevelopment of the island will give the local community a destination to be proud to have in their own back yard. What a condescending comment, Thevenard Island has always been a part of our back yard, we have always been proud of Onslow's version of "Monkey Mia" "Karijini National Park" "Ningaloo Reef", the "Bungle Bungles" whatever speciality regions have to offer... ours was and still is special, something we have to preserve, we have a tourism niche built by competition and recreational fishermen, their families and the original partners of the business known as "Mackerel Island Pty Ltd" the original partnership of people many of whom in the past were really a part of our old community.

Pressure on accommodation within Onslow townsite and demand for land use also means that currently there is little opportunity for tourists to stay in Onslow, and less opportunity for Thevenard Island guests to park vehicles and boat trailers in Onslow for the duration of their stay on Thevenard Island. Is this stating the obvious?

		<p>Their business has expanded, the pensioners next door to the Ashburton Resort who have in the past years have lived in relative quiet premises now have to wake up to the beep beep beep of vehicle reverse buzzers, no acoustic fencing.</p> <p>That there is no accommodation in town is their fault; they have turned a tourism zoned property into a transient workforce accommodation complex, and nowhere to park vehicles, they chose not to make a provision for this in their expansion plans, their business or whomever funded them made this decision, with the new extensions they wanted quite simply the biggest bang for their buck i.e. more rooms, not for tourism, but for transient workforce accommodation, double, triple the money to accommodate transitory workers. There is no room for boat trailers, well I can think of a few local volunteer organisations that could potentially benefit and provide a service, plenty of space, they just have to think outside of the box and if they knew our community they would know the options available to their business.</p> <p>Discussions have been held with the Shire of Ashburton, Honourable Minister for Regional Development of Lands Brendon Grylls, Department for Regional Development and Lands and Pilbara Cities Office to seek support for this proposal and assistance to implement the necessary approvals According to the “Onslow Expansion Plan” Shire of Ashburton website “Building Blocks for a Sustainable and Prosperous Future”</p> <p>Essential Elements</p> <ul style="list-style-type: none"> • The need for increased recreation and tourism related opportunities, giving the community and visitors the opportunity to access and appreciate new areas of the foreshore; Thevenard Island is as much a part of our foreshore, our towns tourism attraction as Rottnest is to Perth Foreshore. • A range of active and passive recreational activities that draw tourists and local residents to the water’s edge. 	
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The Thevenard Island proposal is not in accordance with this particular ideal that the community of Onslow want and the Shire of Ashburton have published.

That government departments would consider the proposal favourably when they promote economic diversity for Pilbara towns is a complete contradiction of what I believe astute people in parliamentary positions would allow for a remote Pilbara community which has built its prosperity on tourism; albeit we will never be Surfers Paradise, these people are politicians, the gas and oil companies will always win regardless of community wishes, perhaps they are backing this proposal as the applicant states, but I hope not.

I hope the proposal never passes our Councillors; irrespective of what SOA staff may have lead the Mackerel Island proponents to believe ... Onslow's heritage was first and foremost our pioneer pastoralism industry and in our latter years our unique tourism niche ... very special and ours alone.

So special in fact, many tourists travelling to and from Thevenard have complained of the lack of basic infrastructure while transiting through Onslow i.e. public toilets, footpaths, ATM's, licensing prohibitions etc. but by god they never forget their visit to Onslow or Mackerel Island, as the proponent states "60% of guests have been repeat visitors to the island".

I am 100% against this proposal. Mackerel Islands Pty Ltd has held a lease on Thevenard Island with the Minister for Lands since 1968 and has operated "tourist facilities" continuously since that time, how could a change in zoning comply with the current lease?

If they no longer support tourism as a viable option for their business they should relinquish their lease, the Shire of Ashburton could advertise for a new lessee and be proactive as they have with the Ocean View Caravan Park, this would ensure we maintain diversity and employment options in our town, we would not become reliant on the oil and gas resource sector as have other Pilbara towns.

13.	<p>Director Projects Infrastructure and Investment WA Tourism Commission GPO Box X2261 PERTH WA 6847</p>	<p>SUBMISSION No. 1</p> <p>It is understood that Mackerel Islands Pty Ltd has held leases on Thevenard and Direction Islands since 1998 and has operated tourist facilities at these locations continuously since that time.</p> <p>It is acknowledged by Tourism WA that Mackerel Islands Pty Ltd has progressively enhanced tourism accommodation and facilities on the Mackerel Islands.</p> <p>A review of feedback provided by past guests to Thevenard Island on various internet sites indicates that the facilities and service delivery provided is of a very high standard, which no doubt has contributed to securing 60% of its market from repeat visitation. It is understood that Thevenard Island's tourism infrastructure currently consists of 15 self-contained beachfront cabins, 30 double rooms, general store, licensed restaurant, licensed tavern, and recreational facilities including games room, swimming pool and fully equipped dive shop.</p> <p>While Direction Island comprises a single, self-contained and solar powered cabin that can accommodate six people. The above leases have recently been extended for a period of 21 years, with a further 21 year option.</p> <p>THE IMPACT OF THE RESOURCE SECTOR ON TOURISM IN THE PILBARA</p> <p>The Western Australian State Government views diversification of the Pilbara's economy as essential to accommodate sustainable population growth. Development of the region's tourism industry is an obvious opportunity to provide for employment and social outcomes which will support population growth. Tourism in the Pilbara's key mining resource centres of Karratha, Port Hedland, Newman and Tom Price has experienced challenges by the unprecedented mining sector growth, to the point that affordable accommodation and touring product throughout the Pilbara has diminished markedly over the past decade.</p>	Noted.
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To sustain the important social and economic benefits tourism delivers regional communities, it is imperative that decisions are made to further develop and assist the region's ailing tourism sector. In particular, an emphasis needs to be placed on protecting the traditional coastal leisure tourism nodes such as Onslow, Point Samson, Pardoo and few others along this coast line. These nodes play a vital role in providing the end destination for some visitors, or the stopover destination for a large segment of self-drive visitors travelling the State.

THE THEVENARD ISLAND- VARIATION OF USE

The Planning Application highlights:

1. a number of impediments that have impacted on tourism visitation to the Mackerel Islands including a lack of affordable accommodation in Onslow, competition from cheap overseas destinations, high wage pressures, and operating costs - all these factors accounting for the decrease in intrastate tourist figures.
2. the local social and economic benefits of converting Thevenard Island to Transient Workers Accommodation (TWA) for the Wheatstone Project for up to five years.
3. the financial contribution that TWA will provide to enable further development and renovation of facilities on Thevenard Island to become the "Rottnest of the North".

4.
Tourism WA Comment:

1. Firstly and foremost, the Mackerel Island lease is for the purpose of tourism and as stated in the application, this lease has recently been extended (with a further option consideration) to encourage sustainable development for the provision of accommodation for tourism purposes.
2. Current repeat visitation from the intrastate market is stated to be 60% of the overall 6000-8000 bed nights with Mackerel Islands Pty Ltd also identifying

that recent marketing in the Pilbara region has seen an increase in intra-regional traveller (from Port Hedland and other regional centres). This demonstrates that there is a viable, loyal and obvious growing market and that closure of Thevenard Island for a period of five years may well have a detrimental impact on re-attracting those loyal repeat visitors post the TWA activity.

3. Direction Island currently has the capacity to accommodate only six people in a single chalet. Without increased tourism infrastructure placed on Direction Island during the proposed closure of Thevenard Island, it is questionable whether the Mackerel Islands can maintain any market penetration, or cater for the current demand for this type of experience.
4. The issue of the possible decrease in affordable tourist accommodation in Onslow has been recognised by the Shire of Ashburton.

The Shire is to be congratulated for its recent decision to assume management of the Sun Chalet Caravan Park (Park) lease and to enhance this Park with a view of provision of short-stay accommodation for the leisure tourism market.

This decision supports Tourism WA's view that Onslow is, and will continue to be, an important leisure destination in the Pilbara. This Park will therefore provide the affordable pre/post accommodation options for those visitors intending to stay at the Mackerel Islands. To realise the Park's potential, Tourism WA would welcome the opportunity to work in partnership with the Shire of Ashburton to afford the engagement of a consultant to undertake a business plan to quantify what infrastructure is required within the Park to provide a mix of accommodation that meets visitor expectations, while providing an ongoing revenue stream for Shire.

5. It is broadly acknowledged that a healthy community needs to have a range of economic drivers and that Onslow's foundation has been built from its tourism and fishing industries.

The emergence of mining to the town's economic fabric is acknowledged, however Tourism WA holds the view that any short term economic benefits that would be gained from accommodating transient workers on Thevenard Island may have longer term detrimental impact on the town's tourism positioning as well as the impact on businesses, employment and social activities/amenities that the current tourism visitation supports.

It is well documented that the tourism dollar flows broadly in a community and that businesses such as supermarkets, fuel retailers, vehicle maintenance suppliers and other retailers are often unaware of the financial contribution that travellers make to their bottom-line.

In consideration of the above, Tourism WA holds a strong view that the impact of losing the Mackerel Islands unique tourism offering for a period of up to five years needs to be diligently investigated before a decision is made to support this Planning Application. As part of this process, it is recommended that Mackerel Islands Pty Ltd engage further with key stakeholders, the community and the resource sector to examine all the options.

Is there potential to develop further temporary short-term accommodation supply in Onslow (that could be relocated at the end of the Chevron project) or development of additional accommodation on Direction Island so that in the event that Thevenard Island is closed, that Onslow can maintain the integrity and presence of the Mackerel Island tourism experience.

Given the above, the Planning Application submitted by Mackerel Islands Pty Ltd to close Thevenard Island for up to five years to accommodate the Wheatstone Transient Workers is not supported by Tourism WA.

	<p>CEO WA Tourism Commission GPO Box X2261 PERTH WA 6847</p>	<p>SUBMISSION No. 2 (12 September 2012)</p> <p>It is understood this correspondence was received on 7 September 2012 by the Shire of Ashburton advising of a change " ... <i>propose to retain 20% of the available accommodation on the island for on-going use by tourists</i> ... ". Tourism Western Australia (Tourism WA) has received no official addendum from the Shire of Ashburton to inform of amendments to the original proposal, however, refers to the attached for the purpose of this response.</p> <p>Tourism WA, as the State Government agency responsible for the promotion and protection of tourism to the State, does not support the complete closure of Thevenard Island to tourism.</p> <p>However, on 10 September 2012 Tourism WA met with representatives of Mackerel Islands Pty Ltd, at which time Mr Graham Shields outlined the negative impact the Chevron Dredging/Construction Project will have on quality tourism and recreational experiences on Thevenard Island. In light of the significant interruption to normal business conditions, we appreciate the situation Mackerel Island Pty Ltd finds itself.</p> <p>Tourism WA is pleased to hear that the company has reconsidered its original application and agreed to continue as a tourism business by maintaining 20% of rooms for short-term visitors.</p> <p>Given this compromise, and the news that Mackerel Island Pty Ltd plans to invest in new accommodation and amenities on the Island to provide a long-term legacy for tourism in the Pilbara region once the dredging/construction is complete, Tourism WA has no objections to the application.</p>	<p>Noted. Although the Tourism Commission has not withdrawn its earlier submission, it is clear that they have no objection subject to Mackerel Island Pty Ltd maintaining 20% of rooms for short-term visitors and investing in new accommodation and amenities on the Island.</p>
<p>14.</p>	<p>CEO Pilbara Regional Council Level 1, 414 Murray Street, PERTH WA 6000</p>	<p>This letter has been drafted to express the position of the Pilbara Regional Council on the recent planning application submitted to the Shire of Ashburton by Mackerel Islands Pty Ltd seeking to change the use of facilities on Thevenard Island from tourism to transient worker accommodation.</p>	<p>Noted.</p>

		<p>The Pilbara Regional Council holds the view that this application is likely to be detrimental to the region in that it will result in:</p> <ul style="list-style-type: none"> • a loss of popular tourism stock from the region, • a reduction in economic diversity in the region, • additional pressure on already stretched public infrastructure, and • adverse environmental impact <p>The Pilbara Regional Council does not support this application.</p>	
15.	Executive Director, Ashburton Department of State Development	<p>Thank you for providing the Department with the opportunity to comment on Planning Application 20120510 (P) – Thevenard Island, Shire of Ashburton.</p> <p>From an ANSIA perspective, the Department supports the application to use the accommodation facilities on Thevenard Island for the workforce associated with the dredging works required for the Wheatstone Project, as long as all necessary approvals have been attained. This position recognises that the ANSIA, and the Wheatstone Project as one of the Foundation proponents, are very strategically important for the State and in that sense need to be supported.</p> <p>Having provided this support, the Department notes that while Mackerel Islands Pty Ltd have indicated that the construction work associated with the Wheatstone project will impact on its ability to deliver its tourism product, they do not give any real details of what this disruption would look like.</p> <p>Instead their justification for the application seems to be more around this providing the commercial opportunity they need to further develop and renovate the existing facilities on Thevenard Island to a level that will allow a new tourism product to be offered.</p> <p>In terms of complementing the significant work that the Shire, the Department and Chevron are doing to improve the overall facilities within Onslow, it is important to ensure that the further development work</p>	<p>Noted. To the Shire’s knowledge, neither Chevron nor DSD has in the 3 years since discussions over the establishment of Wheatstone, ever referred to the use of Thevenard Island for Wheatstone transient workforce accommodation.</p> <p>In this regard, DSD has been party to the development of the <i>Wheatstone Construction Workforce Management Plan</i> (prepared by Chevron) and which makes no mention of Thevenard for workforce accommodation.</p> <p>As the ANSIA ‘lead agency’, it would be appropriate for DSD to consider addressing the concerns raised by the Applicant in the submitted SIS as follows:</p> <p><i>“While successfully trading in this climate, Mackerel Islands considers that the construction of the Wheatstone project, both directly and indirectly, will further impact on the ability of Mackerel Islands to deliver and capitalise on its tourism product during the construction phase of the project.”</i></p> <p>The implied impacts of Wheatstone are also discussed in the second submission from the Tourism Commission. Apart from the SIS comments and Tourism Commission response, the Shire (and presumably DSD) was not aware of claims associated with the potential impacts of Wheatstone of a viable business. Should the comments be accurate, DSD and perhaps, the Minister for Environment may wish to seek an environmental review of the project and the effects on the tourist operations on the Island.</p>

		flagged by Mackerel Islands Pty Ltd is completed providing Onslow residents with an opportunity for affordable weekend getaways.	
16.	Allisdair MacDonald Regional Manager – Pilbara, Department of Environment & Conservation PO Box 835, Karratha WA 6714	<p>Thank you for referring the above mentioned application to the Department of Environment and Conservation (DEC) for comment. The planning application refers to use of existing accommodation for transient workforce accommodation.</p> <p>Mackerel Islands Pty Ltd facilities operate within a lease area on Thevenard Island the lease is surrounded by Thevenard Island Nature Reserve. The island is a nature reserve important for its turtle nesting beaches and it is one of two islands which support the Thevenard Island mouse (<i>Leggadina lakedownsensis</i>). The island contains several species of weeds which need to be managed appropriately. Quarantine on offshore islands is important to reduce the risk of introducing new species of weeds, and to prevent the weeds existing on islands being spread to other islands in the region. For these reasons the DEC has some concerns about the proposed intensive/increased use of this accommodation. Housing workers for the Wheatstone Project increases the potential number of visitors to the island, and potential recreational impacts.</p> <p>The DEC recommends that the existing Environmental Management Plan (EMP) prepared by Mackerel Islands Pty Ltd, is revised to the satisfaction of the DEC prior to planning approval being granted. Mackerel Islands Pty Ltd should revise the EMP to include, but not be limited to, additional recreational management issues.</p> <p>DEC notes that housing a consistent number of staff on the island may have additional impacts not previously accounted for. Management of recreational activities in relation to housed workers within Thevenard Island Nature Reserve should be addressed to the satisfaction of the DEC.</p>	Noted.

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 Post Office Box 8263, Subiaco East WA 6008
 Telephone 08 9380 9211 Facsimile 08 9380 9233

Chief Executive Officer
 Shire of Ashburton
 PO Box 567
 Tom Price WA 6751

Dear Sir

Re : Public Submissions – Thevenard Island Change of Use Application

Advertising of an application for Change of Use for Thevenard Island was advertised as required under the Scheme for submissions to be received at the Shire by 20th August 2012.

The Shire has provided the applicant with a Schedule of Submissions received during the advertising period showing that 12 submissions were received. On 3rd September the Shire advised that a further 2 submissions were received after the advertising period closed. We note that 1 of these submissions, from Tourism WA, is the same content as the submission received from Tourism WA during the formal advertising period, and accordingly there has been 12 submissions received during the advertising period and 1 submission received after the advertising period.

The first submission (tabled as 2 on the Schedule of Submissions) contains a number of factual errors and it is apparent that the author has not analysed the application and approval being sought. It is important to note that the application is for a finite 5 year period, after which it must return to tourism. It is important to note that the application does not contemplate any further development on the island and is related to existing improvements only. The submission makes supposition that Thevenard Island will become an 'exclusion zone' and that this application, if approved, will have a devastating impact on marine life. Both statements are not true and appear to be emotive rather than based on logic or fact.

The application is for a 5 year period, after which the use will automatically revert to Tourism, thereby guaranteeing tourism in the region. It is however considered that the dredging and construction of the Wheatstone project will fundamentally change the amenity of the islands and surrounds, and will not be an appealing prospect for tourists and that attempting to operate for tourists during this period will significantly damage and undermine the reputation of the region and the Mackerel Islands as a pristine, frontier getaway.

The Schedule of Submissions identifies that 9 submissions, tabled as 4 through to 12, have objected to the proposal without offering reasons for objecting.

We are disappointed that a submission (tabled as 13 on the Schedule of Submissions) was prepared and submitted by Mr Lance Hardy on behalf of Tourism WA without Mr Hardy having any discussions or correspondence with Mackerel Islands Pty Ltd to discuss the application.

Had he done so he would have understood that we discussed this application with Tourism WA and Australia's North West prior to lodgement and they indicated support for the Change of Use application as it promotes and assists with the long term development plan for Thevenard Island.

Mackerel Islands Pty Ltd Tourism WA's views in relation to providing quality tourism in the region and diversity in the economy through tourism. We are however resigned to accepting that tourism

will decline in Onslow and the Mackerel Islands during this coming period for a number of reasons and attempting to promote tourism on the islands during the largest dredging program ever undertaken in Australia, will detrimentally impact the reputation of the islands and result in long term damage to the local tourism market.

Notwithstanding, Mackerel Islands Pty Ltd acknowledges the submissions and concerns put forward by the community and other parties. While most parties acknowledge the impact of the Wheatstone construction phase on the tourist operations on the islands, a common concern is apparent that the total loss of tourism on Thevenard Island is too great a loss to enable support for the application.

Mackerel Islands management therefore propose to retain 20% of the available accommodation on the island for on-going use by tourists and trust that this amendment to the proposal will enable Council to consider this application favourably at Council Meeting 19th September 2012.

Please do not hesitate to contact the undersigned if you wish to discuss this further.

Yours faithfully

G B Loxton

Geoff Loxton

Property Development Solutions

ATTACHMENT 13.5D

SUGGESTED GROUNDS SHOULD COUNCIL WISH TO REFUSE PLANNING APPLICATION SHIRE REF: 20120510(P)

1. REFUSE Planning Application Shire Ref: 20120510(P) for transient workforce accommodation (associated with the construction period of the Wheatstone LNG plant and port development) on Crown Land leased to Mackerel Islands Pty Ltd Thevenard Island which is contained within Lot 142 on Land Register Vol 3054 Fol 953 contained in Deposited Plan 217262, Shire of Ashburton in accordance with Clause 5.10 of the Shire of Ashburton Local Planning Scheme No. 7 for the following reasons:
 - a) The Application is not consistent with Clause 1.6 Scheme Objectives of Local Planning Scheme No. 7, in particular:
 - “(i) To identify areas for conservation, recreation and natural landscapes which are important for ecological, heritage and amenity purposes in addition to the major tourist assets of the Shire.”
 - (b) The Application is not consistent with the purpose and intent of Clause 5.9 of Local Planning Scheme No. 7, which pertains to addressing matters including:
 - (d) any relevant policy or strategy of the Commission or any other relevant planning policy adopted by the Government of Western Australia or the Commonwealth of Australia,
 - (e) any Policy Statement, strategy development plan or plan adopted by the Local Government under the provisions of this Scheme,
 - (j) in the case of land reserved under the Scheme, the ultimate purpose intended for the reserve;
 - (l) the compatibility of a use or development with its setting;
 - (m) any social issues that have an effect on the amenity of the locality;
 - (u) the potential loss of any community service or benefit resulting from the planning approval;
 - (v) any other considerations which the Local Government considers relevant to the Scheme purpose and aims in clauses 1.5 and 1.6, and
 - (w) any relevant submissions or objections received or sought on the application;
 - (x) any other planning consideration that Local Government considers relevant.”
 - c) The Application is not consistent with the purpose and intent of Clause 3.2.2 of Local Planning Scheme No. 7, which pertains to addressing the ultimate purpose intended for the reserve.
 - d) The Application is not consistent with the purpose and intent of WAPC Planning Bulletin Planning Bulletin 83/2011 Planning for Tourism, which pertains to addressing the matters specified in the planning bulletin.

- e) The Application is does not reflect the arrangements for accommodation as specified in the Wheatstone Workforce Management Plan whereby Chevron committed as follows:
- providing accommodation for direct construction employees, along with their contractors, subcontractors and authorised visitors directly associated with the Wheatstone project;
 - ensuring that the transient workforce accommodation site at the ANSIA will for the duration of the construction period of the Wheatstone project, be the site that Chevron will seek to house construction employees, along with their contractors, subcontractors and authorised visitors;
 - only seeking to house construction employees, contractors, subcontractors and authorised visitors within the Onslow townsite as a last resort and while establishing Transient Workforce Accommodation (TWA) at the ANSIA;
 - only using accommodation that has been provided with the requisite planning, building and health approvals;
 - ensuring that there is the capability to accommodate for more than 5,000 people (should additional beds be required) in the transient workforce accommodation site at the ANSIA.
- f) The Application is inconsistent with the principles of orderly and properly planning of the locality.
2. That the Chief Executive Office be requested to advise:
- i) the applicant of Council's decision accordingly; and
 - ii) all submitters, along with RDL and Chevron Australia be provided with a copy of the Shire Report.

**Wheatstone Project****Chevron Australia Pty Ltd**
ABN 29 086 197 757
L24, QV1, 250 St George's Tce
Perth WA 6000, Australia
GPO Box S1580, Perth WA 6845
Tel 61 8 9216 4000
Fax 61 8 9485 5088

19 September 2012

Jeff Breen
Chief Executive Officer
Shire of Ashburton
PO Box 567
Tom Price WA 6751

Dear Jeff,

RE: Thevenard Island Accommodation.

Thank you for your letter dated 7 August 2012 regarding the Shire's consideration of Mackerel Islands Pty Ltd's (MIPL's) Thevenard Island Transient Workforce Accommodation proposal.

As you are aware, the Wheatstone Project has commenced development of a Construction Village in the Ashburton North Strategic Industrial Area (ANSIA) that will be the main accommodation source for the Project. In securing approval for the Wheatstone Project, Chevron was required to prepare a *Wheatstone Project Construction Workforce Management Plan* that was approved by the Shire. As part of this plan Chevron should "only be using accommodation that has been provided with the requisite planning, building and health approvals". Therefore, construction workers on Wheatstone can only be housed in accommodation appropriately approved by the Shire, which includes MIPL's Thevenard Island accommodation.

Chevron will continue to evaluate our accommodation needs and options as we go forward with opportunities in the Pilbara region. Such evaluation will take into account the social, economic, recreation and economic aspects of the utilization of any such accommodation.

With respect to your question arising from feedback from Tourism WA, whether the dredging activities associated with the Wheatstone Project will have any impact on tourism on Thevenard Island (TVI), Chevron sees no reason why tourism operations cannot continue from TVI in an unimpeded manner during construction of the Wheatstone Project. It is acknowledged that the modeling shows that some of the areas to the south of TVI may be subject to short-term increased turbidity as a result of the Wheatstone dredging activities; however the extent of turbidity generated by dredging will be limited both geographically and in time. For this reason we believe that during these limited times, tourism operations could be maintained by the use of other areas not so affected. In any

event since securing the environmental approvals, Chevron has found as part of its baseline monitoring prior to undertaking any dredging activity that coral communities within the local offshore area have already been severely impacted by acts of nature including thermal bleaching and cyclones.

As you are aware, Chevron has undergone a rigorous Environmental Impact Assessment for the Wheatstone Project, including a thorough assessment of potential impacts from the Wheatstone Project dredging program. The Wheatstone Project was approved by the State and Commonwealth Governments with stringent environmental conditions, which Chevron is operating the Project in accordance with. These conditions require management of dredging activities such that they achieve specific environmental protection outcomes. We have no reason to believe that there will be any departure from these approved environmental outcomes as Chevron has worked to further reduce any dredging impact from that approved by the State and Commonwealth Governments.

Please note that Chevron has met with MIPL in the past to discuss the offshore Wheatstone Project construction activities, including the offshore dredging activities and the geographically and time limited nature of any dredge plume that may occur. Chevron has also advised MIPL of the environmental conditions that Chevron must adhere as part of its dredging works.

Should you have any further queries in relation to this issue, please do not hesitate to call me.

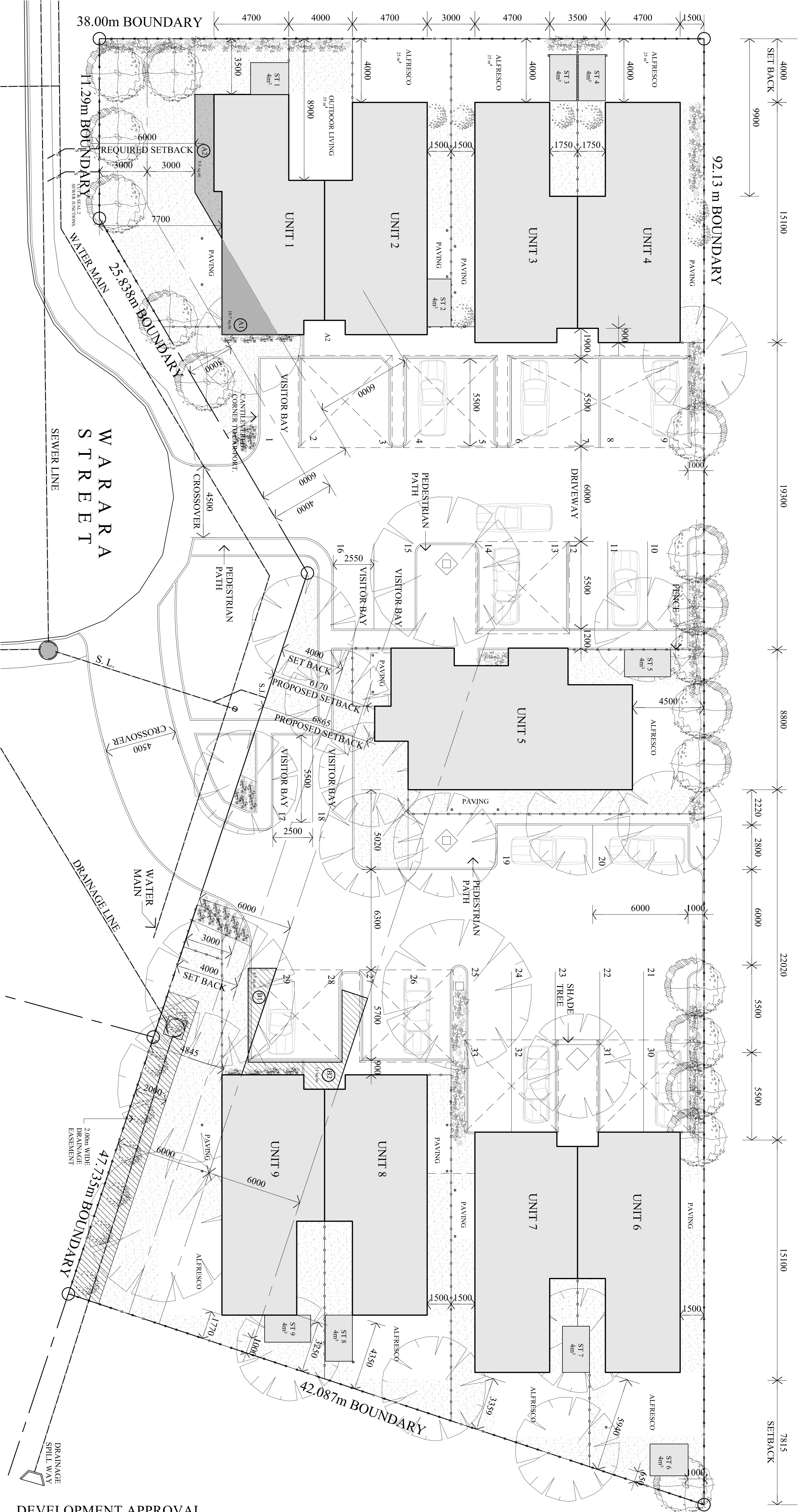
Yours sincerely



Graeme Harman
Manager External Affairs, Wheatstone

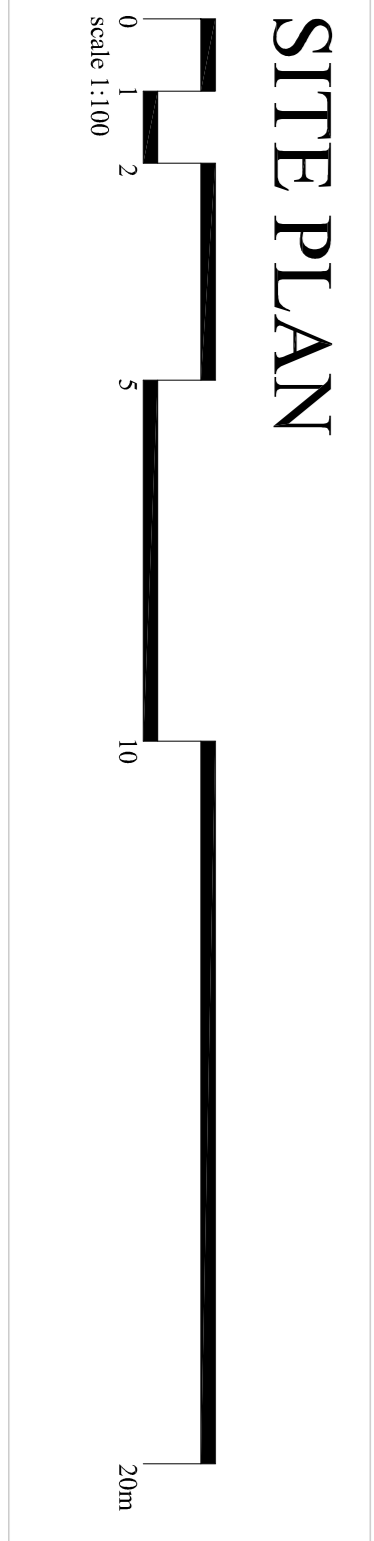
Encl

cc Tourism WA



DOEPEL
MARSH
 architects

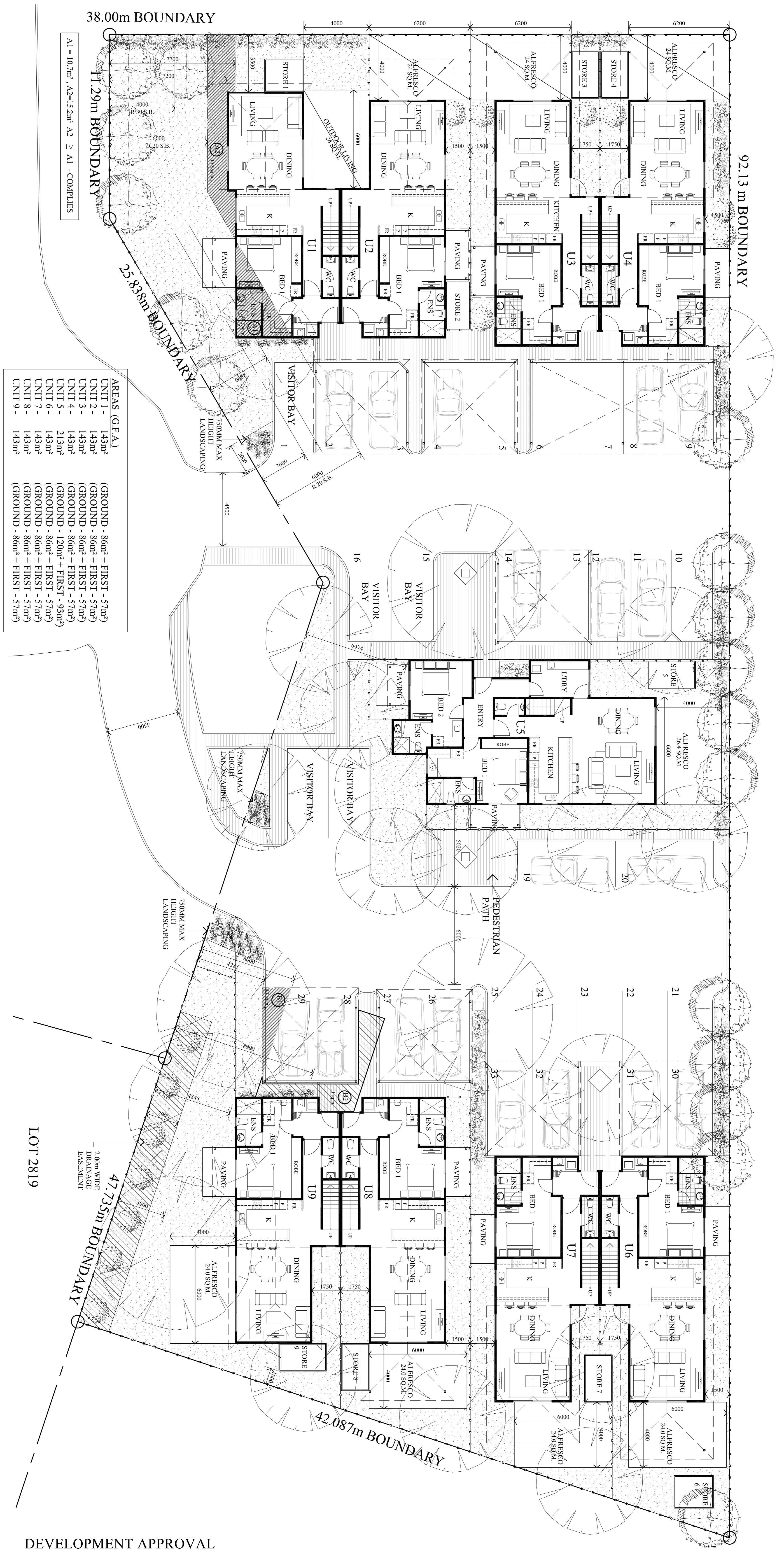
MITTE CONSTRUCTION PTY LTD
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 SUBIACO
 TEL/FAX: 9381 1114



9 GROUP DWELLINGS AT R30 DENSITY (TABLE 1 R-CODES)
LOT (936 & 937) WARARA STREET, TOM PRICE

JOB NO. 11.26
 DATE: 4 JULY 12
DA.1.1
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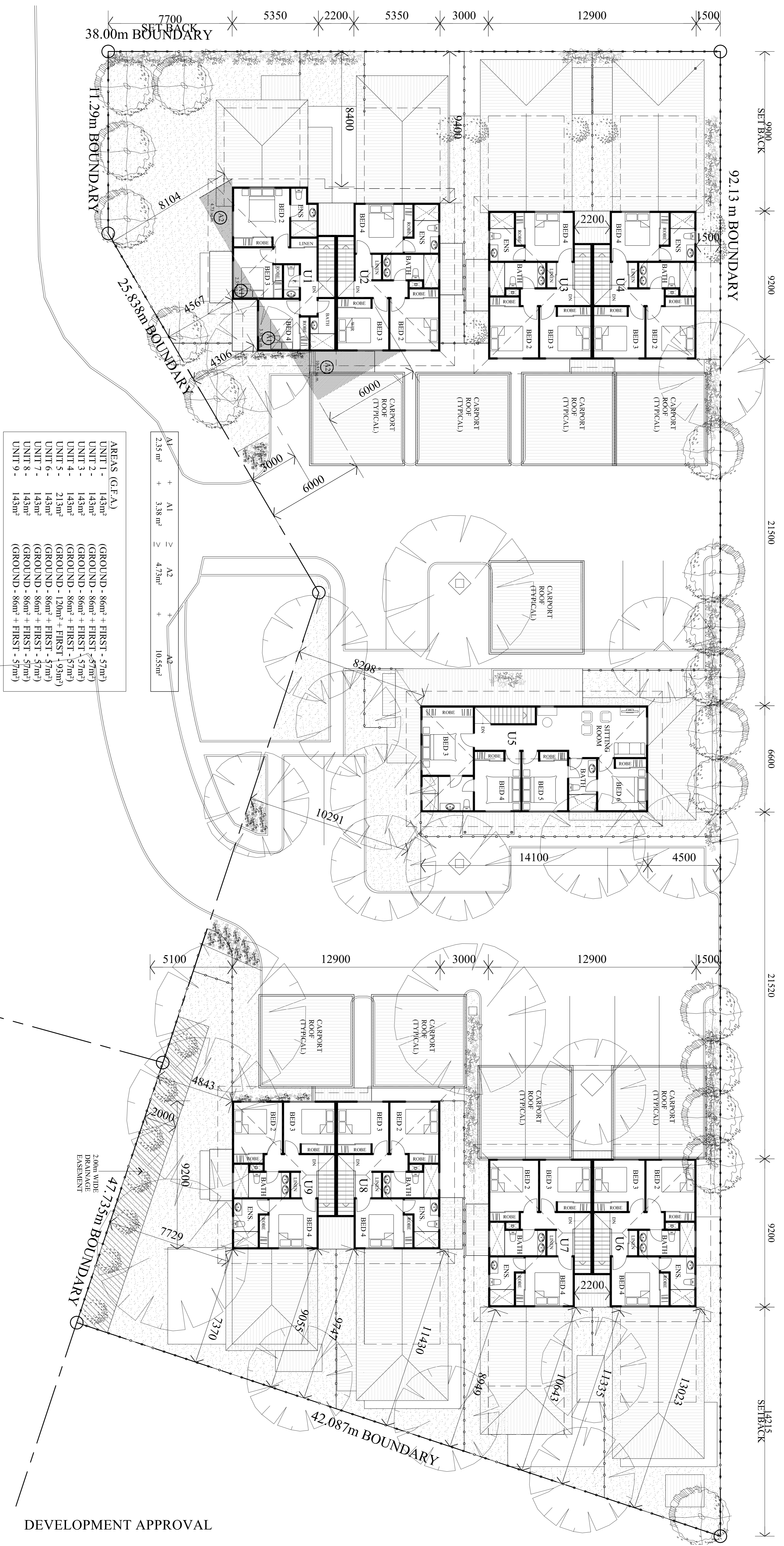
DEVELOPMENT APPROVAL



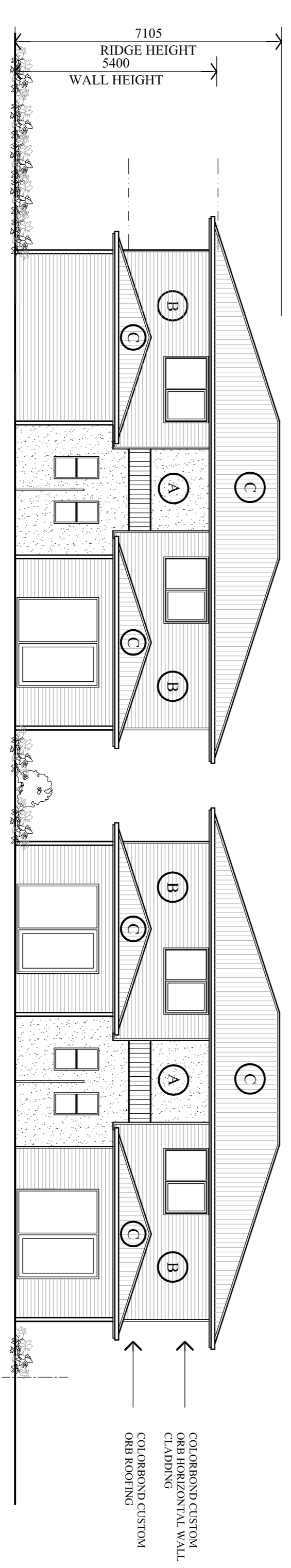
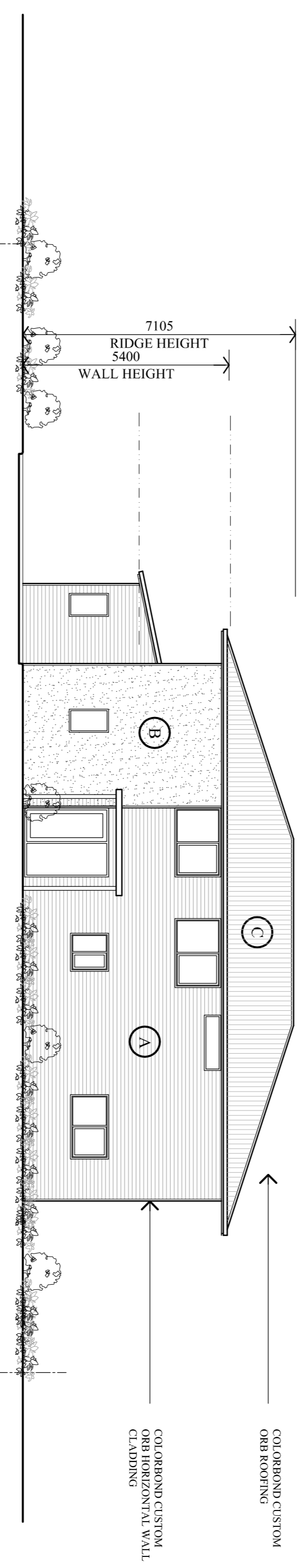
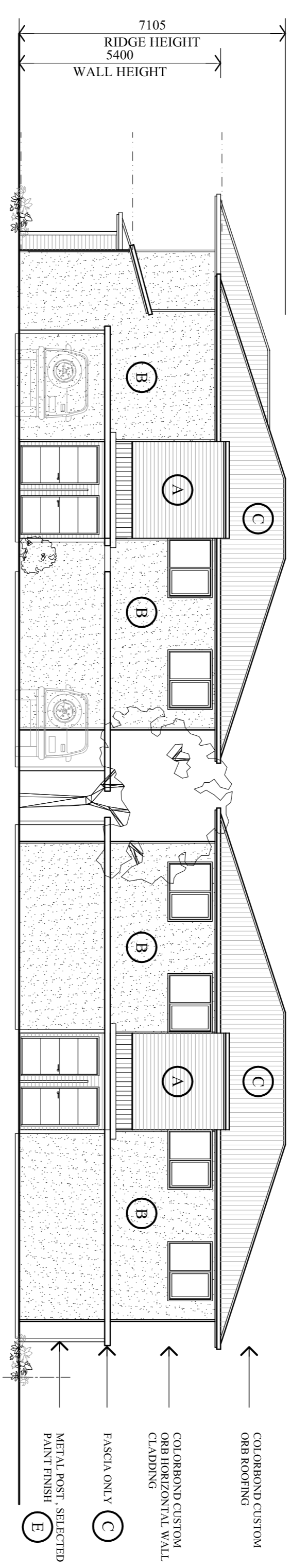
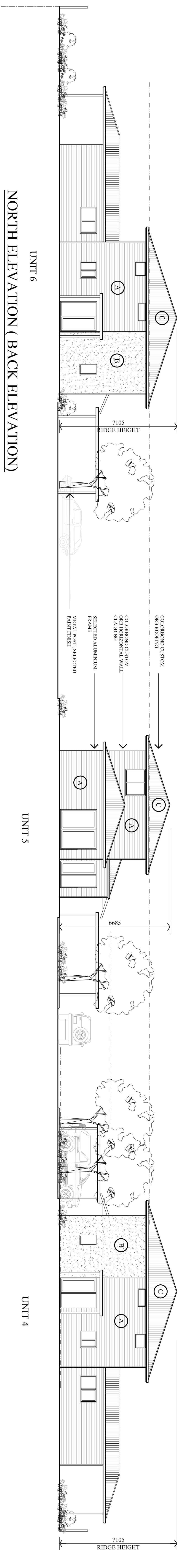
AREAS (G.F.A.)

UNIT 1 -	143m ²	(GROUND - 86m ² + FIRST - 57m ²)
UNIT 2 -	143m ²	(GROUND - 86m ² + FIRST - 57m ²)
UNIT 3 -	143m ²	(GROUND - 86m ² + FIRST - 57m ²)
UNIT 4 -	143m ²	(GROUND - 86m ² + FIRST - 57m ²)
UNIT 5 -	213m ²	(GROUND - 120m ² + FIRST - 93m ²)
UNIT 6 -	143m ²	(GROUND - 86m ² + FIRST - 57m ²)
UNIT 7 -	143m ²	(GROUND - 86m ² + FIRST - 57m ²)
UNIT 8 -	143m ²	(GROUND - 86m ² + FIRST - 57m ²)
UNIT 9 -	143m ²	(GROUND - 86m ² + FIRST - 57m ²)

DEVELOPMENT APPROVAL



DEVELOPMENT APPROVAL



UNIT 5

UNIT 4

NORTH ELEVATION (BACK ELEVATION)

EAST ELEVATION

EAST ELEVATION

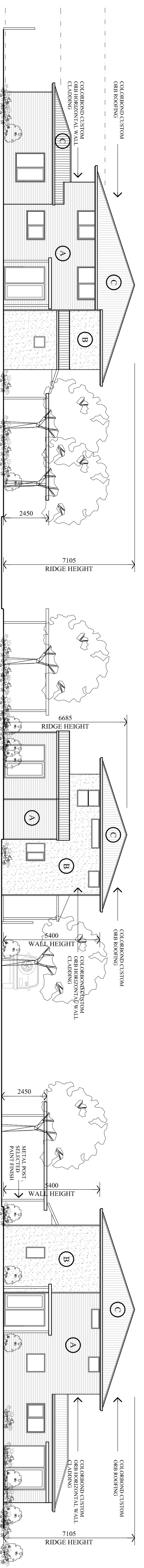
EAST ELEVATION

COLOURS

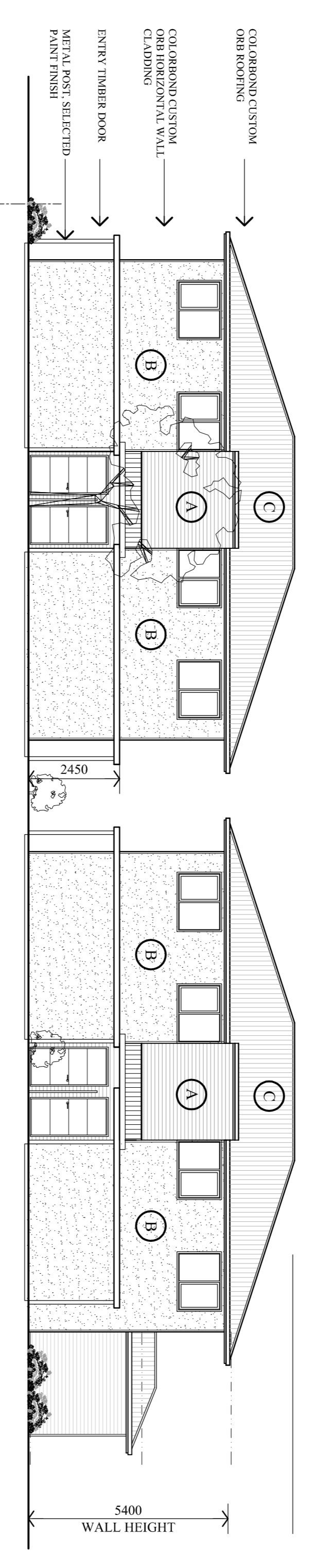
- Ⓐ COLORBOND - " EVENING HAZE"
- Ⓑ JAMES HARDY 'SCYON - AXON' CLADDING SYSTEM OR SIMILAR APPROVED
- Ⓒ COLORBOND - " SUPRMIST"
- Ⓓ ALL EXT. DOOR & WINDOW FRAMES- DARK GREY
- Ⓔ POSTS & COLUMNS - DARK GREY

BUILDING HEIGHTS

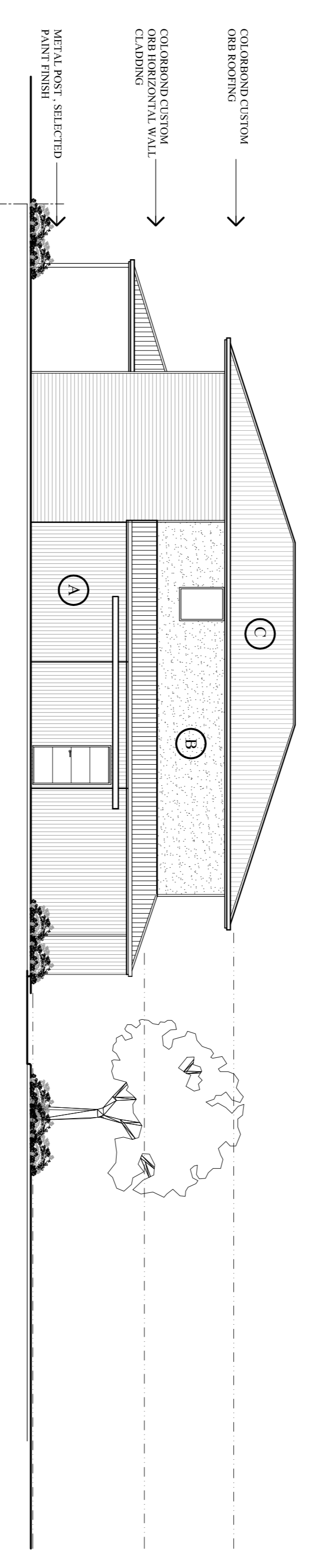
WALL HEIGHTS	
REQUIRED -	6000
PROPOSED -	5400
RIDGE HEIGHT	
REQUIRED -	9000 MAX
PROPOSED -	7105



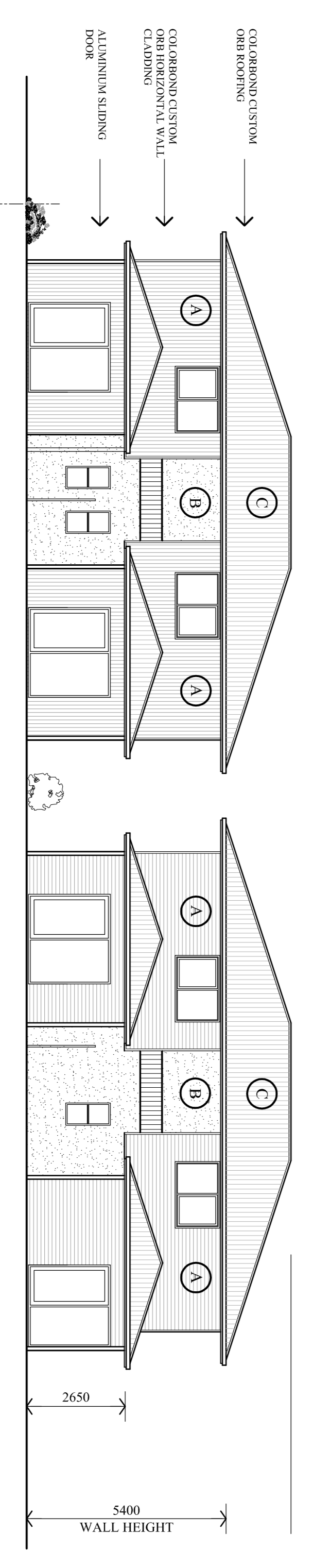
SOUTH ELEVATION (STREET ELEVATION)



WEST ELEVATION



WEST ELEVATION



WEST ELEVATION

COLOURS

- Ⓐ COLORBOND - "EVENING HAZE"
- Ⓑ JAMES HARDY 'SCYON - AXON' CLADDING SYSTEM OR SIMILAR APPROVED
- Ⓒ COLORBOND - "SURFMIST"
- Ⓓ ALL EXT. DOOR & WINDOW FRAMES- DARK GREY
- Ⓔ POSTS & COLUMNS - DARK GREY

BUILDING HEIGHTS

WALL HEIGHTS	
REQUIRED -	6000
PROPOSED -	5400
RIDGE HEIGHT	
REQUIRED -	9000 MAX
PROPOSED -	7105

11.26

26 July 2012

ATTACHMENT 13.6B**EMAILED COPY****SOCIAL IMPACT STATEMENT
LOTS 936 & 937 WARARA STREET, TOM PRICE****1. INTRODUCTION**

This Social Impact Statement (SIS) is provided in support of the Development Approval Application submitted for nine (9) grouped dwellings under the provisions of the zoning Amendment 12.

2. LOCATION

The site is on the northern edge of a new land subdivision undertaken by the Shire of Ashburton, the land is cleared and relatively level. There are no lots to the north of the property.

Refer subdivision plan.

3. AMALGAMATION

The two lots are being amalgamated into one lot by Whelans, the land surveyor, so the combined area satisfies AM12 under R30 for nine grouped dwellings at 300m² per lot average, land area 2,864m² by 300m² = 9 units.

4. PROPOSAL

The proposal comprises nine residential dwellings, all two storey.

Each dwelling has at least two covered car bays, under a carport.

Each dwelling has a bedroom suite on the ground floor, a laundry, powder room, kitchen and open plan dining/living area, flowing out to a covered alfresco area.

Unit 5, unlike the others, has two bedrooms on the ground floor.

Eight units have three bedrooms and two bathrooms on the first floor.

Unit 5 has four first floor bedrooms and two bathrooms.

The proposal meets the requirements of Table 1 and Part 6 of the R-Codes.

Each unit has private open space, screened for privacy.

The development, at the request of the Shire, has more car bays than the minimum requirement.

The site will be extensively landscaped, shade trees being a feature. Plant species selection will be based on low water consumption, together with mulch to planted areas.

The site layout, architectural design and landscaping will create an attractive residential development, a positive streetscape and provide modern, comfortable accommodation.

5. CONSTRUCTION STAGE

The nine dwellings will be constructed as one development and take 36 weeks to build.

The construction method is concrete ground floor slabs with light weight steel speed framing, with external cladding and gyprock wall and ceiling linings.

Colorbond metal roofs of the same colour finish off the project.

As this will be one of the first construction projects in the new subdivision, interference with adjoining residential development will not exist. However, best practice site management will ensure that noise and dust will be kept to a minimum. Site watering will reduce the dust.

6. INFRASTRUCTURAL/SERVICES

The site has connection to power, water and sewer, and no additional infrastructure will be necessary for this development.

7. TRAFFIC IMPACT

The subdivision has been designed to cater for the expected development with the road designed to accommodate the expected vehicle and traffic movements to and from the site.

The Shire was responsible for the design and management of the roads and drainage of the subdivision, and it would be expected that future demand was taken into account.

8. ECOLOGICAL IMPACTS

The site is cleared land and therefore there are no ecological issues.

9. HERITAGE IMPACT

Any heritage issues would have been addressed by the Shire as part of their design and approval process for the subdivision.

The development of this individual lot will have no consequences on any heritage issues.

10. OPERATIONAL STAGE

The nine dwellings will be occupied year in/year out on an ongoing basis and may be owner/occupier or investor/rented.

It is too early to say but all dwellings will be occupied on a continuous basis.

The occupation may be a mix of families and unrelated workers of the same company.

Eight units have 4 bedrooms and one unit has 6 bedrooms, so the maximum residents adult occupation could be:

- Families 5 to 6 people per dwelling
- Adult unrelated workers of the same company 4 for 8 dwellings and 6 for Unit 5.

Therefore total maximum if families:

$5 \times 8 = 40 + 7 \times 1 = 7$ totalling 47

Adult unrelated $4 \times 8 = 32 + 6 = 38$.

11. ECONOMIC BENEFITS TO TOM PRICE

Located in the town of Tom Price the construction workforce will make a small but useful contribution to the population, economic and social activities, without stressing existing services.

On completion the increase in the number of people living in Tom Price will flow over into increased use of goods and services in town and jobs for local people in providing these services.

12. SOCIAL IMPACT

This development will deliver net social and economic benefits to Tom Price through:

- Local support to local workforce
- Consolidate town participation in community activities and events
- Support continuing community development in Tom Price in areas of youth and community health
- Provide high quality residential accommodation, allowing an attractive alternative to the workforce to settle in the town on a permanent basis.

13. ISSUES OF CONCERN

The Shire must have advertised the subdivisional proposal as part of the approval process and any community issues would have been addressed as part of that process.

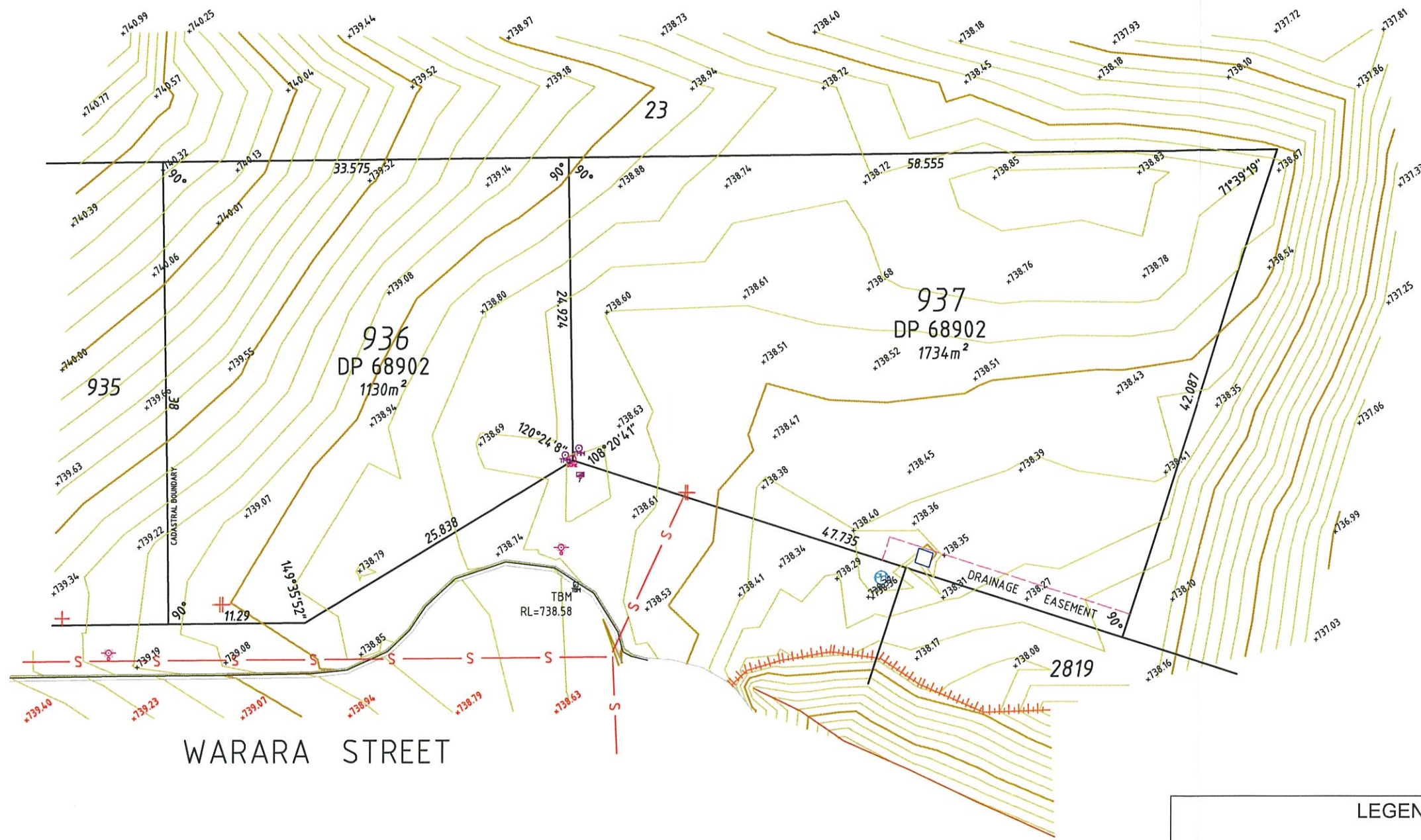
14. CONCLUSION

The proposal is for 9 modern, comfortable permanent residential dwellings in accordance with the R-Code requirements.

The development is consistent with the density initiated by the Shire through Amendment 12.

Completion of the project will provide much needed additional residential accommodation, further reinforcing the sense of place and community.

DOEPEL MARSH ARCHITECTS & PLANNERS



NOTES

This plan has been prepared for the client and should not be used for any other purpose unless authorised by Whelans (WA) Pty Ltd.

The location of cadastral boundaries shown has been extracted from Landgate's database on FEB 2012 and are subject to survey.

Boundary dimensions have been sourced from the Plan/Diagram for this lot and are subject to survey.

Prior to the commencement of any work, relevant authorities should be contacted for the location of underground services.

Levels are based on AHD and derived from SSM MBC20

Due to overwriting some levels may be switched off for this plot only.

This note is an integral part of this plan.

LEGEND	
—	BOUNDARY LINE
—	KERB TOP
—	KERB BOTTOM
—	CONCRETE EDGE
—	SEWER PIPE
—	EASEMENT
—	CENTRE OF ROAD
—	MAJOR CONTOUR
—	MINOR CONTOUR (Contour Interval 0.1m)
⊕	ELECTRIC LIGHT POLE
⊙	ELECTRIC DOME
⊕	TELECOM CABLE MARKER
⊕	TELECOM PIT OR BOX
⊕	WATER METER
⊕	DRAIN
⊕	SEWER INSPECTION SHAFT
⊕	TEMPORARY BENCHMARK
+	NATURAL SURFACE LEVEL



SCALE: 1:400 (A3)	DATE DRAWN: 2/03/2012
V DATUM: AHD	DRAWN BY: DKC CHECKED BY: SJ
H DATUM: TomP94	
SURVEY DATE: 10/02/12	
SURVEYOR: JM	DATA FILE: 120210jm.acs
JOB No: 12619-33	CAD FILE: 120210_Lo936-937_Warara_TP94.dwg
PATH: S:\Projects\12\12619\survey\item-33 Warara	



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<p>FEATURE SURVEY LOT 936 & 937 on DP 68902 WARARA STREET TOM PRICE</p> <p>© This plan must not be reproduced without the permission of WHELANS</p>	CLIENT: MITIE

REV 0	
PLAN 12619-077	
SHEET 1 OF 1	

R CODE ACCEPTABLE DEVELOPMENT /PERFORMANCE CRITERIA	SHIRE COMMENT	COMPLIES?
6.1 Housing Density Requirements 6.1.1. Site Area Requirements	<ul style="list-style-type: none"> • Site is 2864m². • Clause 6.6.2 (c) is applicable and therefore development may be considered at R30 density. • The proposed development would result in an average 318m² lot area which is in excess of the average of 300m² under the RCodes (R30). 	Yes
6.2. Streetscape Requirements 6.2.1. Setbacks of buildings generally	<ul style="list-style-type: none"> • Clause 6.6.2 only applies to density and hence, setbacks relate to that of R20 of the R Codes (minimum of 6m and average of 3m).The setback of the proposed dwellings to the primary street appear to be at a minimum dimension of 3m with an average in excess 6m. • The setback to Unit 1 needs to be clarified. 	Yes Needs to be clarified for Unit 1
6.2.3.Setback of garages and carports	<ul style="list-style-type: none"> • The carports have been located away from the primary street. 	Yes
6.2.4. Surveillance of the street	<ul style="list-style-type: none"> • Each dwelling fronting the primary street has windows to habitable rooms that provide a high level of passive surveillance. Where private outdoor living spaces are adjacent to the street, visually permeable fencing should be utilised. This should be a condition of any Approval and as such, will provide additional surveillance from these spaces. 	Yes, subject to conditions
6.2.5. Street walls & Fences	<ul style="list-style-type: none"> • Front fences to any street should be designed to provide visual permeability. Fencing is very important to this development so it should be designed as a 'feature'. <p>The Applicant simply states:</p> <p><i>Front fences - are open metal colorbond, complies</i></p> <p>Fencing is very important to this development so it should be designed as a 'feature'. In this regard, more information is required an should be a condition of approval.</p>	Yes, subject to conditions
6.2.6. Sight lines at vehicle access points and street corners	<ul style="list-style-type: none"> • 1.5 m Sight lines or truncations to corners have been incorporated in the design. 	Yes

R CODE ACCEPTABLE DEVELOPMENT /PERFORMANCE CRITERIA	SHIRE COMMENT	COMPLIES?
6.2.7. Building design	The plans/elevations show building materials and colours are all proposed in the form of colourbond™. This does not demonstrate compliance with S6.2.7 and a condition should form part of any Approval requiring building materials, colours and finishes of development to the satisfaction of the Shire.	No. Can be addressed through conditions
6.3. Boundary Setbacks requirements 6.3.1. Boundary setbacks	<ul style="list-style-type: none"> All buildings are setback from side boundaries reflect the R Code requirements. 	Yes
6.3.2. Buildings on boundary	<ul style="list-style-type: none"> Complies 	Yes
6.3.3. Boundary retaining walls	<ul style="list-style-type: none"> Retaining walls are not shown on the plans and therefore, not proposed. If at the Building Permit stage they are envisaged, it may result in amendment plans being required to be assessed and endorsed to this Approval. 	Yes
6.4. Open Space Requirements 6.4.1. Open space provisions	<ul style="list-style-type: none"> The total open space for the development is calculated by the Applicant at 59%. 	Yes
6.4.2. Outdoor living areas	<ul style="list-style-type: none"> Each dwelling is provided with a private open space of 20m² minimum with a minimum dimension of 4m (scaled). The outdoor spaces have been provided with northerly or southerly aspect wherever possible. Covered outdoor living areas are included within the private courtyard areas. 	Yes
6.4.4. Communal Open space	<ul style="list-style-type: none"> No communal open space has been provided. The provision of communal open space is optional at the proponent's discretion in the R Codes. This development does not seek to provide any communal open space. Should the development be subdivided, Shire will seek a 10% public open space cash-in-lieu contribution as a condition of Subdivision Approval. 	Yes

R CODE ACCEPTABLE DEVELOPMENT /PERFORMANCE CRITERIA	SHIRE COMMENT	COMPLIES?
<p>6.5. Access and Parking Requirements 6.5.1. Onsite parking provisions</p>	<ul style="list-style-type: none"> In relation to 'car parking', Clause 6.5.1Aii of the RCodes requires two spaces per dwelling and visitor parking as follows: <i>"in addition, visitors parking are provided at a rate of one space for each four dwellings, or part thereof in excess of four dwellings, served by common property"</i>. <p>The Applicant has advised as follows:</p> <p><i>Car Parking - Grouped Dwellings 2 per unit. 9x2 = 18 bays. Visitor car parking - required 1 per 4 units, 9 units therefore 3 required. The R-Codes state that carports must be set behind the street setback. Unit 9 - Figures 1 a, 1 band 1 c of the R-Codes allow variations to a carport setback, provided the leading edge is no closer than half the setback or 3 metres. The closest point is 4,285mm. The area within the setback is 45.70m² the area behind is 9.56m², therefore complies.</i></p> <p><i>Total required 18 + 3 = 21 Total provided 29 - complies All parking, access designed in accordance with AS 2890.1</i></p> <p>Car parking space 20 appears to be difficult to leave from. This will either need to be removed or modified such that a vehicle can exit in a forward motion. Clarification is required such that the driveway entrance to Lot 937 does not interfere with existing driveway access to Lot 1819.</p>	<p>Yes subject to conditions and redesign of car parking to comply with the Scheme</p>
<p>6.5.3. Design of parking space</p>	<ul style="list-style-type: none"> Visitor bays are located close to the entrance to the development and will be able to provide a barrier free path of travel for people with disabilities. The width of carparking/carport spaces for all units appears to have an obstruction from the carport posts. In these circumstances, the minimum width for these spaces under Appendix 9 of the Scheme is 3m per bay. 	<p>No, redesign of car parking to comply with the Scheme</p>
<p>6.5.5. Pedestrian Access</p>	<ul style="list-style-type: none"> Separate footpaths are referred but not clarified. 	<p>Yes</p>
<p>6.6. Site works requirements 6.6.1. Excavation or fill</p>	<ul style="list-style-type: none"> Filling is not indicated on drawings. If at the Building Permit stage extensive filling is envisaged, it may result in amendment plans being required to be assessed and endorsed to this Approval. 	<p>Yes</p>

R CODE ACCEPTABLE DEVELOPMENT /PERFORMANCE CRITERIA	SHIRE COMMENT	COMPLIES?
6.7. Building Height Requirements 6.7.1. Building Height	<ul style="list-style-type: none"> The proposed buildings comply with the height requirements of the R Codes. i.e. 6m wall height is not exceeded. 	Yes
6.8. Privacy requirements 6.8.1. Visual Privacy	<ul style="list-style-type: none"> Major openings and building separations comply with the RCodes. 	Yes
6.9. Design for Climate requirements 6.9.1. Solar access for adjoining site	<ul style="list-style-type: none"> As the subject land is located to the east and west of adjoining properties over shadowing from the proposed development at noon on June 21 cannot occur. 	Yes
6.9.2. Stormwater disposal	<p>No information has been provided with the Application concerning stormwater disposal. The Application has simply advised:</p> <p><i>Storm Water - all storm water will be disposed of on site</i></p> <p>Stormwater management can be a condition of any approval and would need to be defined to the Shire requirements before the development commenced.</p>	No, but acceptable as a condition of Approval
6.10. Incidental development requirements 6.10.3. Essential facilities	<ul style="list-style-type: none"> Each dwelling is provided with a store room accessible from the carport or service court with a minimum area of 4m² and minimum dimension of 1.5m. Clothes drying facilities have not been included and should be reflected in a condition of any Approval. 	Yes No, but acceptable as a condition of Approval

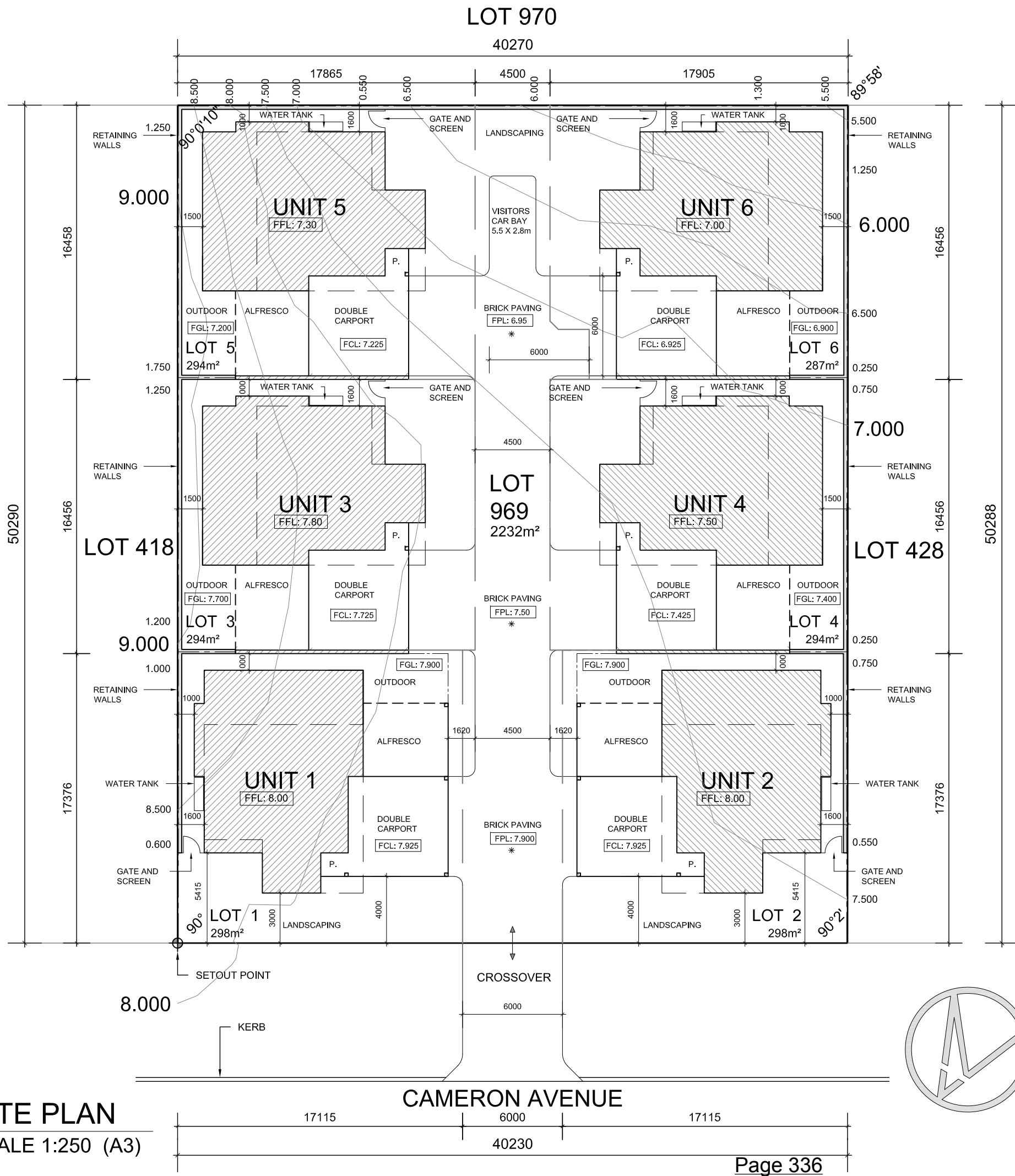
PROPOSED RESIDENTIAL DEVELOPMENT TO LOT 969, HOUSE No. 10 CAMERON AVENUE, ONSLOW WESTERN AUSTRALIA



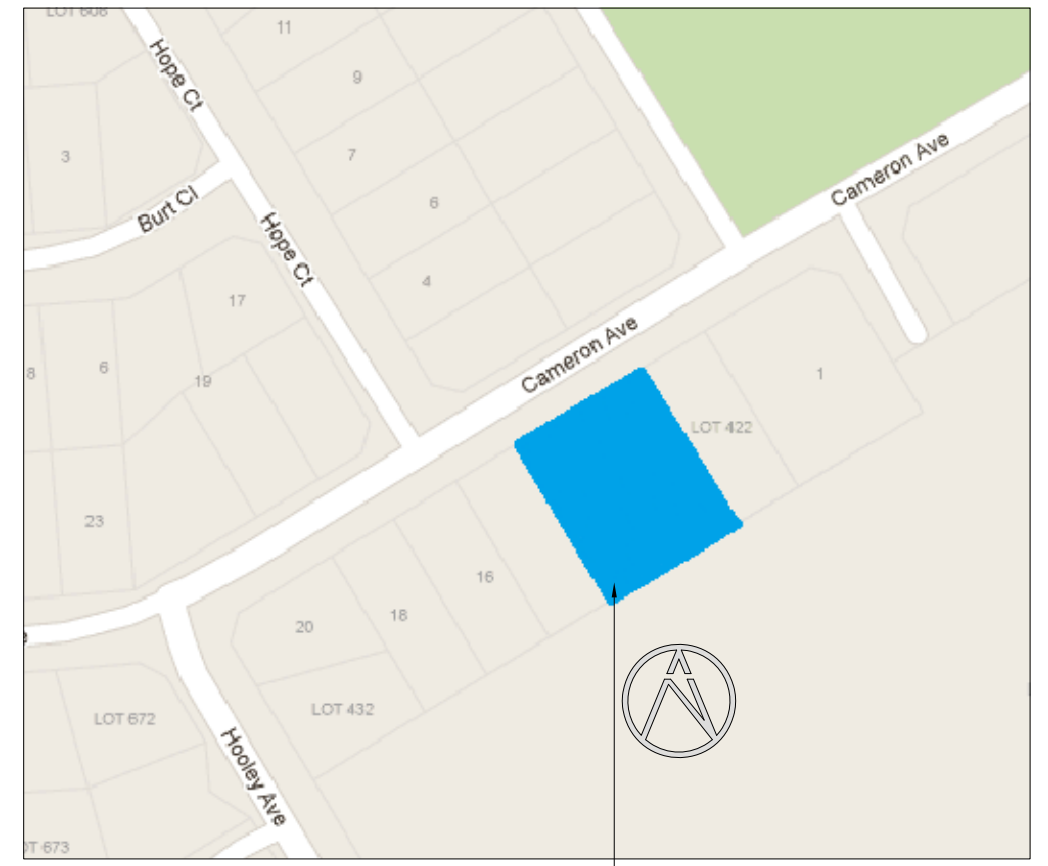
SITE PERSPECTIVE
NOT TO SCALE (A3)



LOCATION PLAN
SCALE 1:500 (A3)




SITE PLAN
SCALE 1:250 (A3)

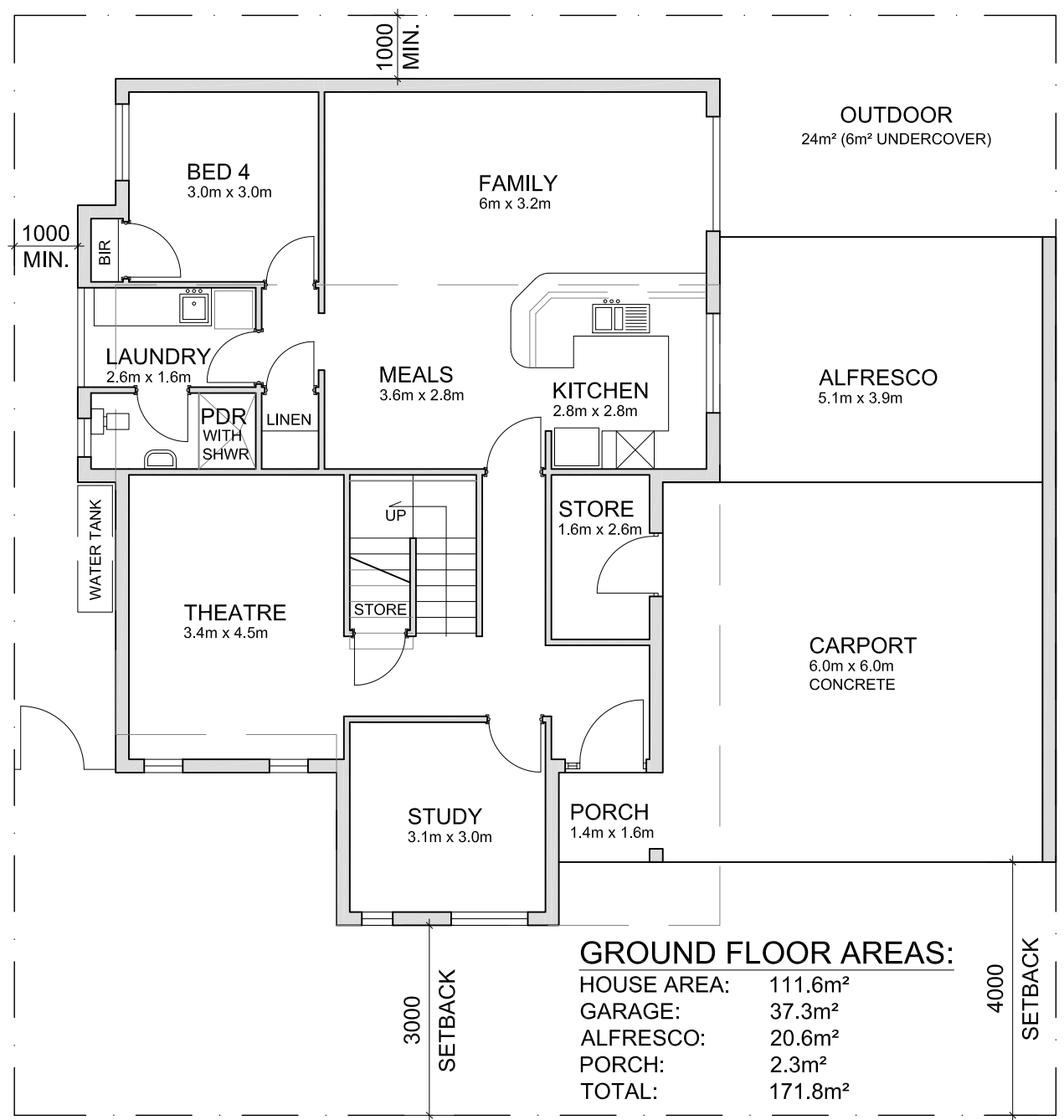


LEVELS:
7.00 -EXISTING
7.00 -PROPOSED

REV	DATE	DRAWN	DETAILS
B	31-07-12	NAC	UPDATED VISITORS CAR BAY AND DRIVEWAY ACCESS
A	20-07-12	NAC	ISSUED FOR APPROVAL

 J. Prestipino Building Designs PTY LTD 320 Lord Street, Perth, Western Australia 6000 Tel: (08) 9422 1888 Fax: (08) 9422 1818			
PROJECT PROPOSED RESIDENTIAL DEVELOPMENT TO LOT 969 CAMERON AVENUE ONSLOW WESTERN AUSTRALIA 6710			
DRAWING SITE PLAN			
© COPYRIGHT	DO NOT SCALE DRAWINGS		
drawn	NAC	sheet No	01 of 04
date	31-07-2012	dwg No	A00
scale	1:250 (A3)	amendment No	
	checked	project No	112-06
	JP		

03
A02



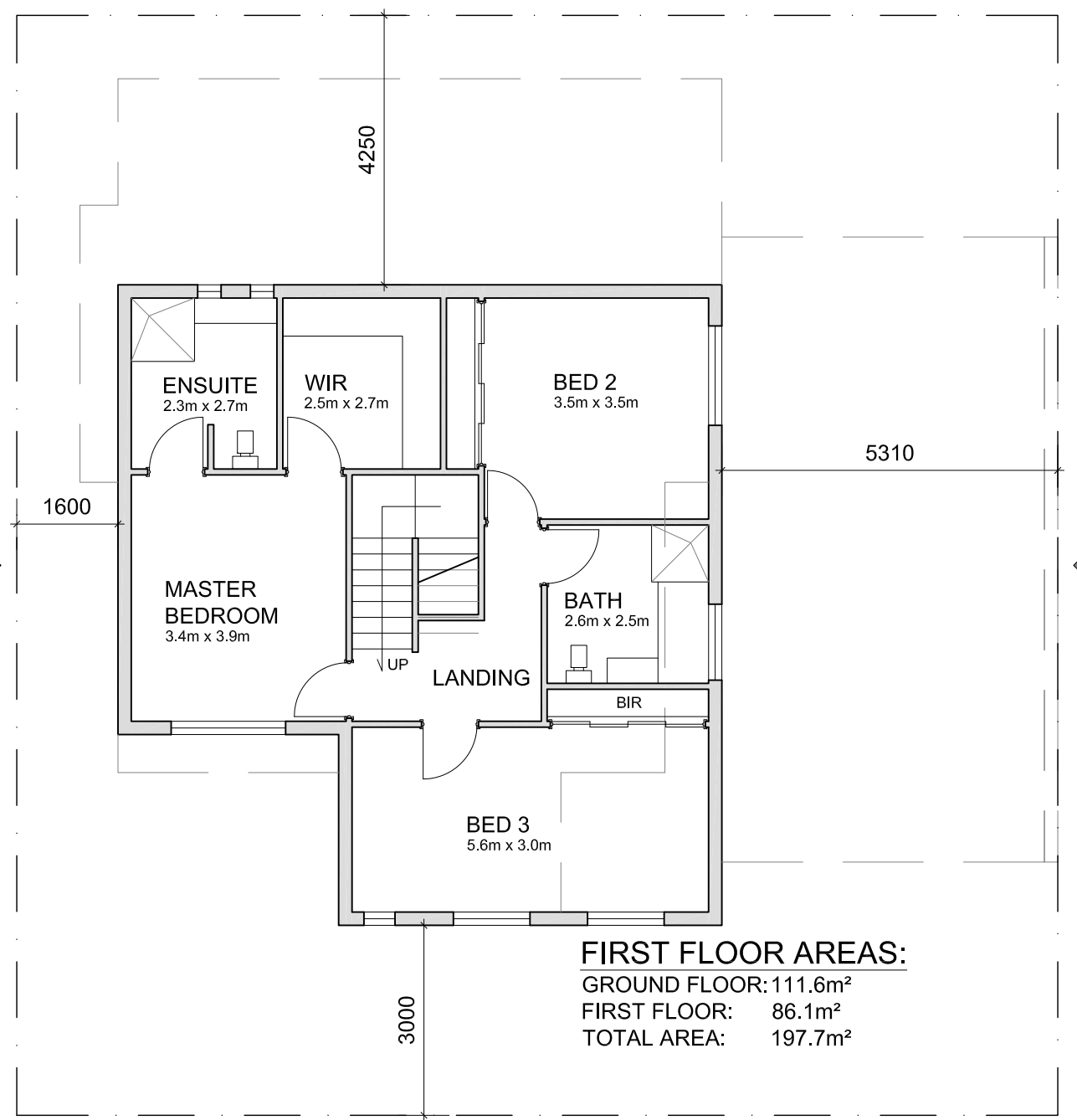
GROUND FLOOR AREAS:

HOUSE AREA:	111.6m ²
GARAGE:	37.3m ²
ALFRESCO:	20.6m ²
PORCH:	2.3m ²
TOTAL:	171.8m ²

GROUND FLOOR PLAN & TYPICAL BLOCK
SCALE 1:100 (A3)

01
A02

03
A02




FIRST FLOOR AREAS:

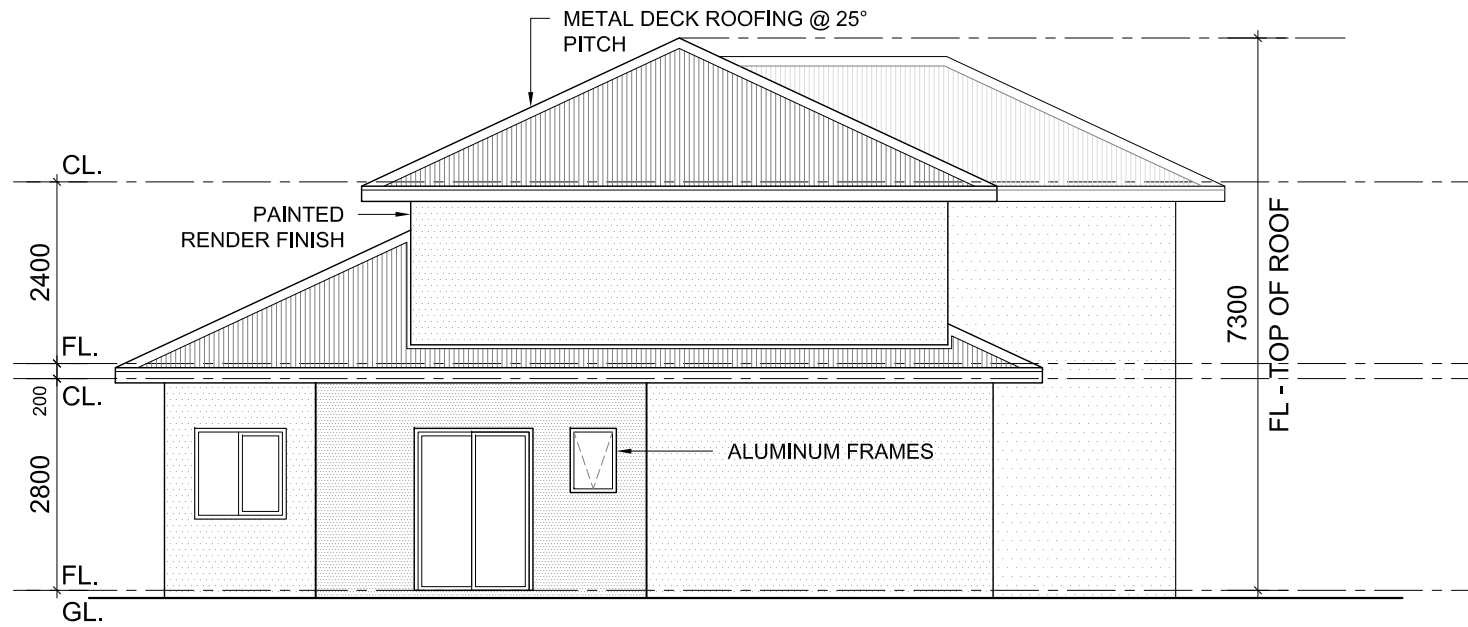
GROUND FLOOR:	111.6m ²
FIRST FLOOR:	86.1m ²
TOTAL AREA:	197.7m ²

FIRST FLOOR PLAN
SCALE 1:100 (A3)

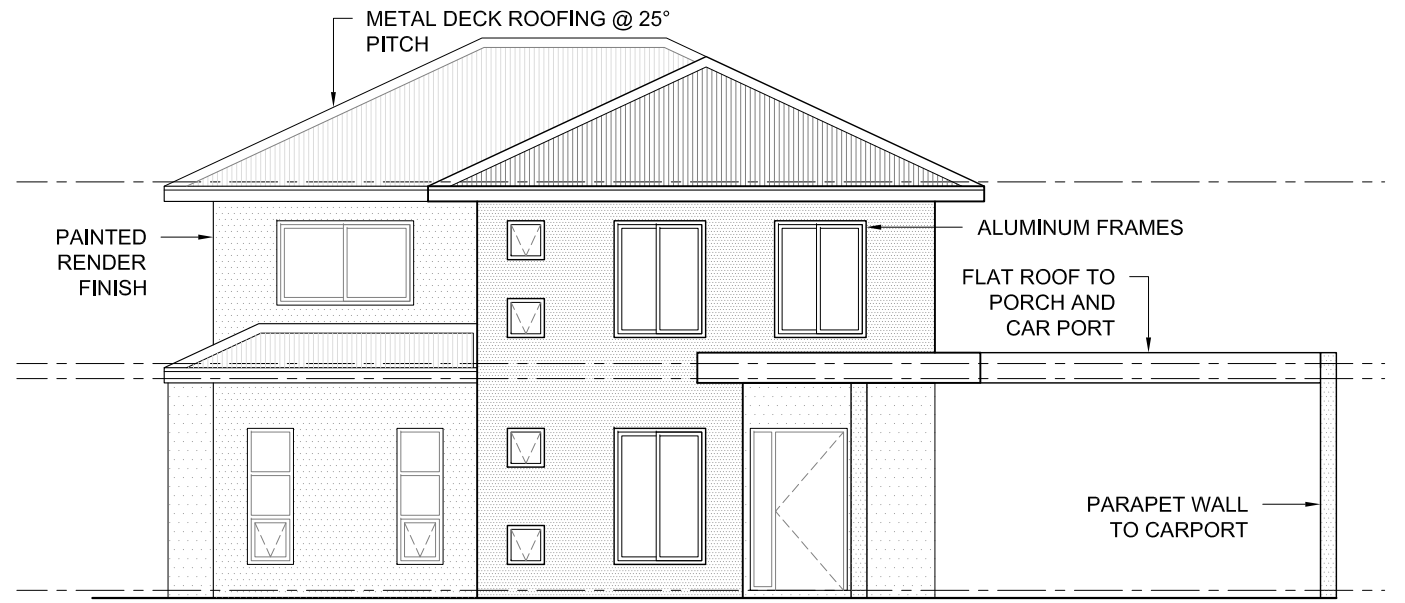
01
A02

GENERAL FLOOR PLANS
SCALE 1:100 (A3)

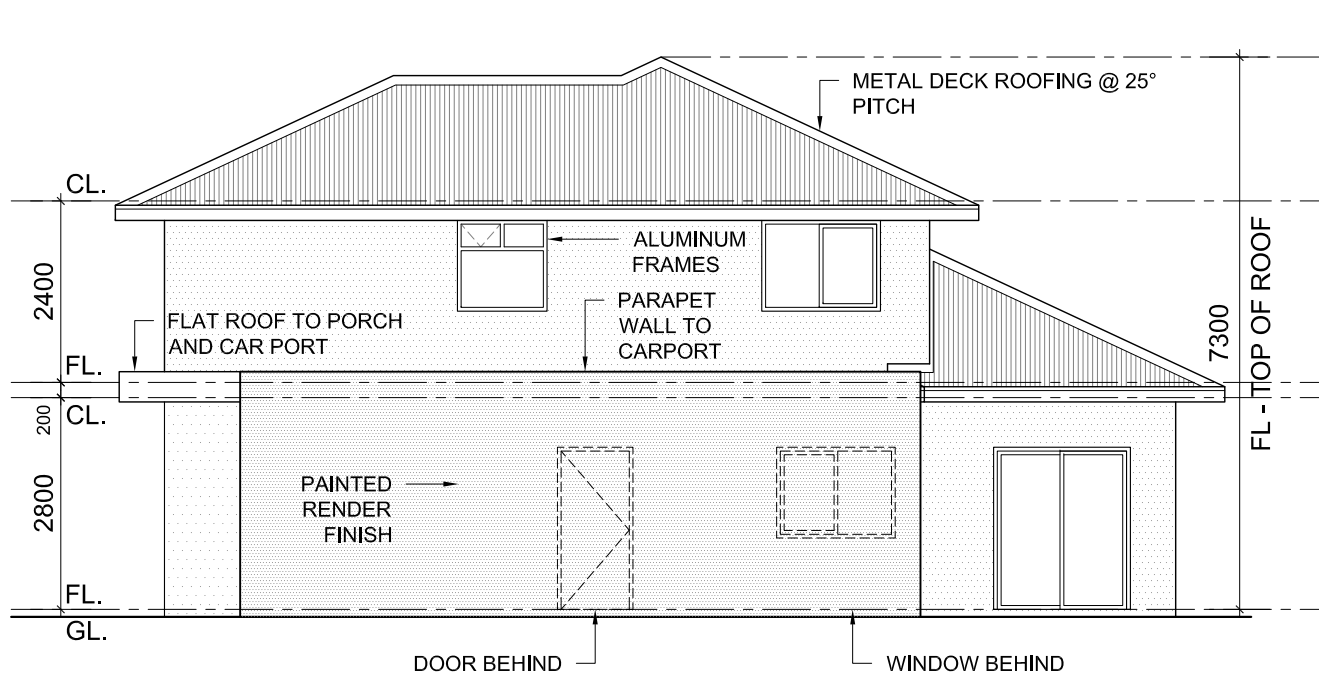
B	31-07-12	NAC	UPDATED VISITORS CAR BAY AND DRIVEWAY ACCESS
A	20-07-12	NAC	ISSUED FOR APPROVAL
REV	DATE	DRAWN	DETAILS
			
J. Prestipino Building Designs PTY LTD 320 Lord Street, Perth, Western Australia 6000 Tel: (08) 9422 1888 Fax: (08) 9422 1818			
PROJECT			
PROPOSED RESIDENTIAL DEVELOPMENT TO LOT 969 CAMERON AVENUE ONSLOW WESTERN AUSTRALIA 6710			
DRAWING			
FLOOR PLANS			
© COPYRIGHT		DO NOT SCALE DRAWINGS	
drawn	NAC	sheet No	02 of 04
date	31-07-2012	dwg No	A01
scale	1:100 (A3)	amendment No	
checked	JP	project No	112-06



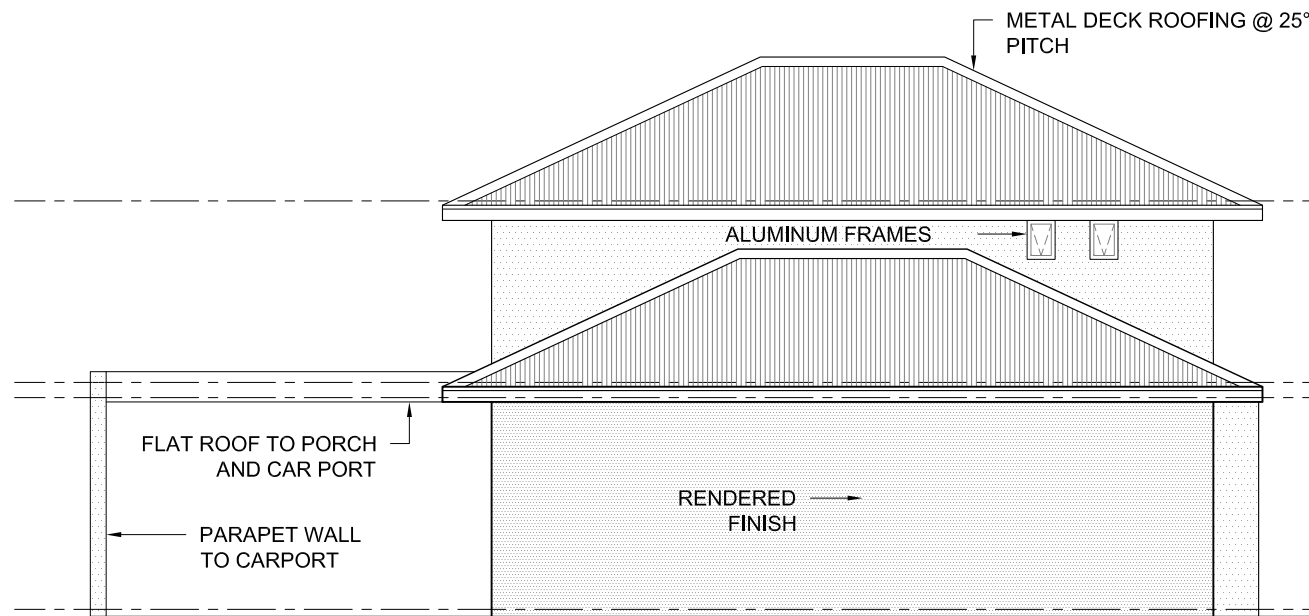
ELEVATION 02 **02**
SCALE 1:100 (A3) **A01**



ELEVATION 01 **01**
SCALE 1:100 (A3) **A01**




ELEVATION 04 **04**
SCALE 1:100 (A3) **A01**



ELEVATION 03 **03**
SCALE 1:100 (A3) **A01**

ELEVATIONS
SCALE 1:100 (A3)

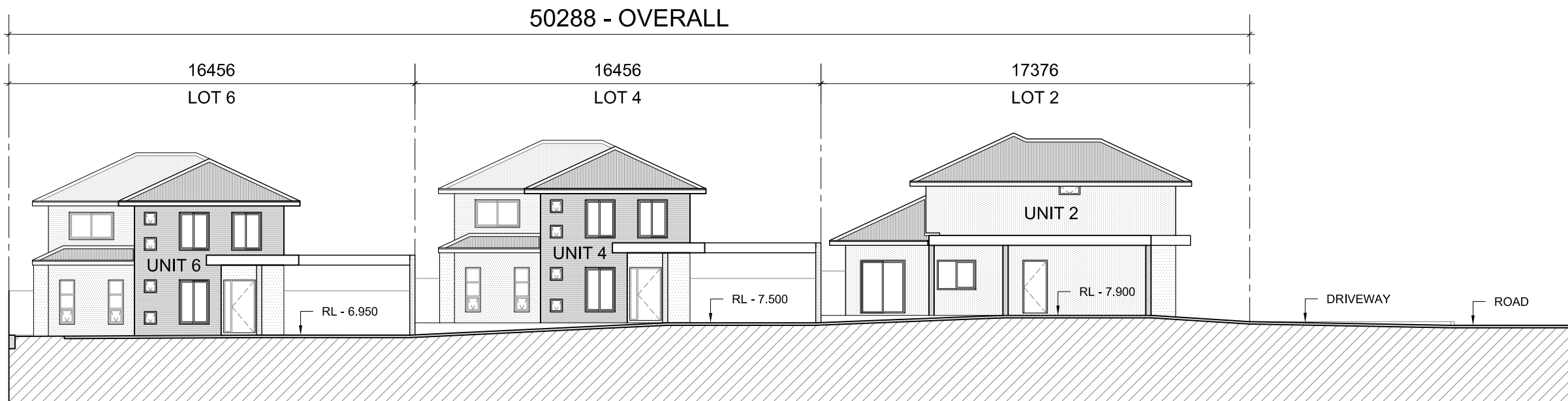
B	31-07-12	NAC	UPDATED VISITORS CAR BAY AND DRIVEWAY ACCESS
A	20-07-12	NAC	ISSUED FOR APPROVAL
REV	DATE	DRAWN	DETAILS
			
J. Prestipino Building Designs PTY LTD 320 Lord Street, Perth, Western Australia 6000 Tel: (08) 9422 1888 Fax: (08) 9422 1818			
PROJECT			
PROPOSED RESIDENTIAL DEVELOPMENT TO LOT 969 CAMERON AVENUE ONSLOW WESTERN AUSTRALIA 6710			
DRAWING			
ELEVATIONS			
© COPYRIGHT		DO NOT SCALE DRAWINGS	
drawn	NAC	sheet No	03 of 04
date	31-07-2012	dwg No	A02
scale	1:100 (A3)	amendment No	
	checked	project No	112-06
	JP		



PERSPECTIVE 01
NOT TO SCALE (A3)




PERSPECTIVE 02
NOT TO SCALE (A3)



SECTION THROUGH DRIVEWAY (TYPICAL)
SCALE 1:200 (A3)

SECTIONS & PERSPECTIVES
SCALE 1:200 (A3)

REV	DATE	DRAWN	DETAILS	UPDATED VISITORS CAR BAY AND DRIVEWAY ACCESS ISSUED FOR APPROVAL
B	31-07-12	NAC		
A	20-07-12	NAC		
 J. Prestipino Building Designs PTY LTD 320 Lord Street, Perth, Western Australia 6000 Tel: (08) 9422 1888 Fax: (08) 9422 1818				
PROJECT				
PROPOSED RESIDENTIAL DEVELOPMENT TO LOT 969 CAMERON AVENUE ONSLOW WESTERN AUSTRALIA 6710				
DRAWING				
SECTIONS				
PERSPECTIVES				
© COPYRIGHT		DO NOT SCALE DRAWINGS		
drawn	NAC	sheet No	04 of 04	dwg No
date	31-07-2012	amendment No		A03
scale	1:200 (A3)	checked	JP	project No
				112-06

R CODE ACCEPTABLE DEVELOPMENT /PERFORMANCE CRITERIA	SHIRE COMMENT	COMPLIES?
6.1 Housing Density Requirements 6.1.1. Site Area Requirements	<ul style="list-style-type: none"> • Site is 2232m². • Clause 6.6.1 (c) is applicable and therefore development may be considered at R30 density. • The proposed development would result in an average 372m² lot area which is in excess of the average of 300m² under the RCodes (R30). 	Yes
6.2. Streetscape Requirements 6.2.1. Setbacks of buildings generally	<ul style="list-style-type: none"> • Clause 6.6.1 applies setbacks of a minimum of 4m and average of 2m. The setback of the proposed dwellings to the primary street appear to be at a minimum dimension of 3m with an average in excess 4m. 	Yes
6.2.3. Setback of garages and carports	<ul style="list-style-type: none"> • The carports/garages have been located away from the primary street. 	Yes
6.2.4. Surveillance of the street	<ul style="list-style-type: none"> • Each dwelling fronting the primary street has windows to habitable rooms that provide a high level of passive surveillance. Where private outdoor living spaces are adjacent to the street, visually permeable fencing should be utilised. This should be a condition of any Approval and as such, will provide additional surveillance from these spaces. 	Yes, subject to conditions
6.2.5. Street walls & Fences	<ul style="list-style-type: none"> • Front fences to any street should be designed to provide visual permeability. Fencing is very important to this development so it should be designed as a 'feature'. Fencing would be very important to this development so it should be designed as a 'feature'. In this regard, more information is required and should be a condition of approval. 	Yes, subject to conditions
6.2.6. Sight lines at vehicle access points and street corners	<ul style="list-style-type: none"> • 1.5 m Sight lines or truncations to corners have been incorporated in the design. 	Yes
6.2.7. Building design	<ul style="list-style-type: none"> • The plans/elevations show variation of building materials and colours in compliance with S6.2.7 and a condition should form part of any Approval requiring building materials, colours and finishes of development to the satisfaction of the Shire. 	Yes. Can be addressed through conditions
6.3. Boundary Setbacks requirements 6.3.1. Boundary setbacks	<ul style="list-style-type: none"> • All buildings are setback from side boundaries reflect the R Code requirements. 	Yes

R CODE ACCEPTABLE DEVELOPMENT /PERFORMANCE CRITERIA	SHIRE COMMENT	COMPLIES?
6.3.2. Buildings on boundary	<ul style="list-style-type: none"> Complies 	Yes
6.3.3. Boundary retaining walls	<p>Units 2, 4 & 6</p> <ul style="list-style-type: none"> The application proposes the construction of retaining walls to be built up to the western and southern boundaries having a nil setback in lieu of a 1.5 metre setback as required by the 'acceptable development provision' of the R-Codes. <ul style="list-style-type: none"> The development complies with the 'acceptable development provisions' of Element 6.9.1 ('Solar access for adjoining sites') of the R-Codes as it does not overshadow or detrimentally impact access to light and ventilation for the existing dwellings on any adjoining properties. A 1.8 metre high dividing fence will be constructed on top of the proposed retaining walls. As such the new grouped dwelling development will comply with the 'acceptable development provisions' of Element 6.8.1 ('Visual Privacy'), providing privacy to indoor habitable spaces and enhancing the overall amenity for future occupants and the adjoining properties. The subject land is characterised by a 3.5 metre fall from its eastern side boundary to its western side boundary. Given this significant variation in the natural ground level across the whole site, the proposed new grouped dwelling development has been designed to minimise the impact on the adjoining properties. The portion of the retaining wall for the dwelling development proposed to be built up to western and southern boundaries is not anticipated to have a detrimental impact on the local streetscape in terms of its bulk and scale. With respect to any potential impacts on the amenity of any immediately adjoining properties, the following points are submitted in support of the development proposal. <p>Adjoining property to the west</p> <ul style="list-style-type: none"> That portion of the retaining wall proposed to be built up to the western side boundary abuts the driveway/vehicle access leg and garage of the existing single detached dwelling on the adjoining Lot 428 (No.14) Cameron Avenue. As such it is contended that the new development on Lot 969 will not have an adverse impact on any major openings to habitable rooms or any outdoor living areas associated with the existing dwelling on the adjoining Lot 428; 	<p>No</p> <p>However, the portions of retaining walls to be built up to the western and southern boundaries satisfy the 'performance criteria' of Element 6.3.3 of the R-Codes and may therefore be approved by the Shire.</p>

R CODE ACCEPTABLE DEVELOPMENT /PERFORMANCE CRITERIA	SHIRE COMMENT	COMPLIES?
	<ul style="list-style-type: none"> The development is not expected to result in any shadow being projected onto the adjoining Lot 428 and will not therefore detrimentally impact access to light and ventilation for the existing dwelling on that property. <p>Adjoining property to the south</p> <ul style="list-style-type: none"> That portion of the retaining wall proposed to be built up to the southern rear boundary abuts Reserve 42090, which has been created for the purpose of a school. As such it is anticipated that the proposed new grouped dwelling development on lot 969 will not have an adverse impact on adjoining Reserve 42090. 	
6.4. Open Space Requirements 6.4.1. Open space provisions	<ul style="list-style-type: none"> The total open space for the development is calculated by the Applicant at 59%. 	Yes
6.4.2. Outdoor living areas	<ul style="list-style-type: none"> Each dwelling is provided with a private open space of 20m² minimum with a minimum dimension of 4m (scaled). The outdoor spaces have been provided with northerly or southerly aspect wherever possible. Covered outdoor living areas are included within the private courtyard areas. 	Yes
6.4.4. Communal Open space	<ul style="list-style-type: none"> No communal open space has been provided. The provision of communal open space is optional at the proponent's discretion in the R Codes. This development does not seek to provide any communal open space. Should the development be subdivided, Shire will seek a 10% public open space cash-in-lieu contribution as a condition of Subdivision Approval. 	Yes
6.5. Access and Parking Requirements 6.5.1. Onsite parking provisions 6.5.3. Design of parking space	<ul style="list-style-type: none"> In relation to 'car parking', Clause 6.5.1Aii of the RCodes requires two spaces per dwelling and visitor parking as follows: <ul style="list-style-type: none"> <i>two spaces per dwelling; and at least one space provided for the exclusive use of each dwelling and where two spaces are so allocated they may be in tandem; or</i> <i>in addition, visitors parking spaces are provided at a rate of one space for each four dwellings, or part thereof in excess of four dwellings, served by a common access.</i> <p>Thirteen carparking spaces have been provided comprising 2 spaces per unit and one visitor's space. The Shire's view is that under the RCodes, for 6 units, 2 spaces are required. There is space available on site for this to occur and can be achieved as a condition requiring revised plans.</p>	No. Subject to conditions and redesign of car parking to comply with the Scheme and RCodes

R CODE ACCEPTABLE DEVELOPMENT /PERFORMANCE CRITERIA	SHIRE COMMENT	COMPLIES?
	<ul style="list-style-type: none"> • To access the visitor bay, it necessary to drive the length of the development which is not considered a sound planning arrangement as it may be necessary for visitors to reverse the length of the driveway should visitor parking not be available. In addition, the reversing area for visiting vehicles to leave in a forward motion appears to be restrictive and difficult to maneuver. • Reversing areas for units 5 and 6 appear to be constrained. • The width of carparking/carport/garage spaces for all units appears to have a wall obstruction from the carport/garage. In these circumstances, the minimum width for these spaces under Appendix 9 of the Scheme is 3m per bay. • 	
6.5.5. Pedestrian Access	<ul style="list-style-type: none"> • Separate footpaths are not required (10 units or more). 	Yes
6.6. Site works requirements 6.6.1. Excavation or fill	<p>Unlts2.4&6</p> <ul style="list-style-type: none"> • The application proposes that the retaining walls/fill for Units 2, 4 & 6 proposed to be built up to the western & southern boundaries comprise a maximum height of between 5.50mm & 1500mm above natural ground level (NGL) in lieu of a maximum allowable height of .500mm above NGL as stated in the 'acceptable development provisions' of the R-Codes. <ul style="list-style-type: none"> i. The development complies with the 'acceptable development provisions' of Element 6.9.1 ('Solar access for adjoining sites ') of the R-Codes as it does not overshadow or detrimentally impact access to light and ventilation for the existing dwellings on any adjoining properties. ii. The development complies with the 'acceptable development provisions' of Element 6.8.1 ('Visual Privacy'), provides privacy to indoor habitable spaces and is considered to enhance the overall amenity for future occupants. iii. The subject land is characterised by a 3.5 metre fall from its eastern side boundary to its western side boundary. Given this significant variation in the natural ground level across the whole site. the proposed new grouped dwellings have been designed to 'cut' into the land so as to reduce the finished floor level of each dwelling and in so-doing minimise the potential negative impacts on the adjoining properties in terms of overall retaining wall heights. 	<p>No</p> <p>However, the portions of retaining walls to be built up to the western and southern boundaries satisfy the 'performance criteria ' of Element 6.3.3 of the R-Codes and may therefore be approved by the Shire.</p>

R CODE ACCEPTABLE DEVELOPMENT /PERFORMANCE CRITERIA	SHIRE COMMENT	COMPLIES?
	<p>iv. Due to the existing cross fall of the subject land (Le. 3.5 metres), the proposed finished floor levels of the new grouped dwelling development have been established with due consideration for the required 1:7 driveway gradient to enable safe vehicle access/egress to and from the street. The retaining walls and finished floor level have been designed to bench the proposed dwellings down the slope of the site from the eastern side boundary to help retain the visual impression of the natural ground level.</p> <p>v. That portion of the retaining wall/fill proposed to be built up to the western side boundary abuts the driveway/vehicle access leg and garage of the existing single detached dwelling on the adjoining Lot 428 (No.14) Cameron Avenue. As such it is contended that the new development on Lot 969 will not have an adverse impact on any major openings to habitable rooms or any outdoor living areas associated with the existing dwelling on the adjoining Lot 428.</p> <p>vi. That portion of the retaining wall/fill proposed to be built up to the southern rear boundary abuts Reserve 42090 which has been created for the purpose of a school. As such it is contended that the proposed new grouped dwelling development on Lot 969 will not have an adverse impact on adjoining Reserve 42090.</p> <p>vii. That portion of the retaining wall/fill for Units 2, 4 & 6 proposed to be built up to western and southern boundaries will not have a detrimental impact on the local streetscape in terms of its bulk and scale.</p>	
6.7. Building Height Requirements 6.7.1. Building Height	<ul style="list-style-type: none"> The proposed buildings comply with the height requirements of the R Codes. i.e. 6m wall height is not exceeded. 	Yes
6.8. Privacy requirements 6.8.1. Visual Privacy	<ul style="list-style-type: none"> Major openings and building separations comply with the RCodes. 	Yes
6.9. Design for Climate requirements 6.9.1. Solar access for adjoining site	<ul style="list-style-type: none"> As the subject land is located to the east and west of adjoining properties over shadowing from the proposed development at noon on June 21 cannot occur. 	Yes
6.9.2. Stormwater disposal	<p>No information has been provided with the Application concerning stormwater disposal. The Application has simply advised:</p> <p><i>Storm Water - all storm water will be disposed of on site</i></p> <p>Stormwater management can be a condition of any approval and would need to be defined to the Shire requirements before the development commenced.</p>	No, but acceptable as a condition of Approval

R CODE ACCEPTABLE DEVELOPMENT /PERFORMANCE CRITERIA	SHIRE COMMENT	COMPLIES?
6.10. Incidental development requirements 6.10.3. Essential facilities	<ul style="list-style-type: none"> • Each dwelling is provided with a store room accessible from the carport or service court with a minimum area of 4m² and minimum dimension of 1.5m. • Clothes drying facilities have not been included and should be reflected in a condition of any Approval. 	<p>Yes</p> <p>No, but acceptable as a condition of Approval</p>

APPENDIX 12 'OBSTACLE LIMITATION SURFACE'

Extract from CASA's Manual of Standards 139 Aerodromes

CHAPTER 7: OBSTACLE RESTRICTION AND LIMITATION

Section 7.1: General

7.1.1 Introduction

- 7.1.1.1 The scope of this Chapter is to define the standards that control airspace around an aerodrome.
- 7.1.1.2 An obstacle is defined as:
- (a) any object that stands on, or stands above, the specified surface of an obstacle restriction area which comprises the runway strips, runway end safety areas, clearways and taxiway strips; and
 - (b) any object that penetrates the obstacle limitation surfaces (OLS), a series of surfaces that set the height limits of objects, around an aerodrome.
- 7.1.1.3 Obstacle data requirements for the design of instrument procedures need to be determined in liaison with flight procedure designers.
- 7.1.1.4 Non compliance with standards may result in CASA issuing hazard notification notices as prescribed in CASR Part 139.
- 7.1.1.5 Leased federal aerodromes also need to comply with the Airports (Protection of Airspace) Regulations administered by the federal Department responsible for transport matters. There is provision under these regulations for the airspace prescribed for each federal aerodrome to comply with OLS standards and meet PANS-OPS requirements.

7.1.2 Obstacle Restriction

- 7.1.2.1 Objects, except for approved visual and navigational aids, must not be located within the obstacle restriction area of the aerodrome without the specific approval of CASA.
- 7.1.2.2 Equipment and installations required for air navigation purposes are to be of minimum practicable mass and height, frangibly designed and mounted, and sited in such a manner as to reduce the hazard to aircraft to a minimum.
- 7.1.2.3 Obstacles on the obstacle restriction area must be taken into account when determining the obstacle clear approach or take-off surfaces.

7.1.3 Obstacle Limitation

- 7.1.3.1 An aerodrome operator must establish the OLS applicable to the aerodrome.

Note: A description and illustration of the obstacle limitation surfaces is provided in [Section 7.3](#).

- 7.1.3.2 The following OLS must be established for a non-instrument runway and a non-precision instrument runway:
- (a) conical surface;
 - (b) inner horizontal surface;
 - (c) approach surface;
 - (d) transitional surface; and
 - (e) take-off climb surface.
- 7.1.3.3 The following OLS must be established for a precision approach runway:
- (a) outer horizontal surface;
 - (b) conical surface;
 - (c) inner horizontal surface;
 - (d) approach surface;
 - (e) inner approach surface;
 - (f) transitional surface;
 - (g) inner transitional surface;
 - (h) baulked landing surface; and
 - (i) take-off climb surface.
- 7.1.3.4 The physical dimensions of the OLS surfaces, for approach runways, must be determined using [Table 7.1-1](#).

Table 7.1-1: Approach Runways

OLS & Dimensions (in metres and percentages)	Runway Classification									
	Non-instrument				Instrument					
					Non-precision			Precision		
	Code No				Code No			I Code No	II & III Code No	
1*	2	3	4	1, 2	3	4	1, 2	3, 4	3, 4	
OUTER HORIZONTAL										
Height (m)									150	150
Radius (m)									15000	15000
CONICAL										
Slope	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Height (m)	35	55	75	100	60	75	100	60	100	100
INNER HORIZONTAL										
Height (m)	45	45	45	45	45	45	45	45	45	45
Radius (m)	2000	2500	4000	4000	3500	4000	4000	3500	4000	4000
APPROACH										
Length of inner edge (m)	60	80	150 ^a	150	90	150	300 ^b	150	300	300
Distance from threshold (m)	30	60	60	60	60	60	60	60	60	60
Divergence each side	10%	10%	10%	10%	15%	15%	15%	15%	15%	15%
First section length (m)	1600	2500	3000	3000	2500	3000	3000	3000	3000	3000
Slope	5%	4%	3.33%	2.5%	3.33%	3.33%	2%	2.5%	2%	2%
Second section length (m)	-	-	-	-	-	3600 ^c	3600	12000	3600	3600
Slope	-	-	-	-	-	2.5% ^c	2.5%	3%	2.5%	2.5%
Horizontal section length (m)	-	-	-	-	-	8400 ^c	8400	-	8400	8400
Total length (m)	1600	2500	3000	3000	2500	15000 ^d	15000	15000	15000	15000
INNER APPROACH										
Width (m)								90	120	120
Distance from threshold (m)								60	60	60
Length (m)								900	900	900
Slope								2.5%	2%	2%
TRANSITIONAL										
Slope	20%	20%	14.3%	14.3%	20%	14.3%	14.3%	14.3%	14.3%	14.3%
INNER TRANSITIONAL										
Slope								40%	33.3%	33.3%
BAULKED LANDING										
Length of inner edge (m)								90	120	120
Distance from threshold (m)								^e	1800 ^f	1800
Divergence each side								10%	10%	10%
Slope								4%	3.3%	3.3%

All distances are measured horizontally unless otherwise specified.

* Runways used for RPT operations at night by aircraft with maximum take-off mass not exceeding 5,700 kg are required to meet code 2 standards.

^a 90 m where width of runway is 30 m.

^b 150 m if only used by aeroplanes requiring 30 m wide runway.

- c No actual ground survey required unless specifically required by procedure designer. Procedure designer will use topographical maps and tall structure databank to determine minimum altitudes.
- d Approach area up to this distance needs to be monitored for new obstacles. Refer to procedure designer's advice on significant high ground or tall structure that needs monitoring.
- e Distance to end of runway strip.
- f Or to the end of the runway strip, whichever is less.

7.1.3.5 The physical dimensions of the OLS surfaces, for take-off runways, must be determined using [Table 7.1-2](#).

Table 7.1-2: Take-off runways

Take-off climb surface – Dimensions (in metres and percentages)	Take-off Runways Code number		
	1*	2 ^a	3 or 4
Length of inner edge	60	80	180 ^b
Minimum distance of inner edge from runway end ^c	30	60	60
Rate of divergence (each side)	10%	10%	12.5%
Final width	380	580	1800 ^d
Overall length	1600	2500	15000
Slope	5%	4%	2% ^e

All dimensions are measured horizontally unless otherwise specified.

- * Runways used for RPT operations at night by aircraft with maximum take-off mass not exceeding 5,700 kg are required to meet code 2 standards.
- ^a For aircraft above 5,700 kg the survey area does not cover full extent of obstacle clearance required as specified in CAO 20.7.1B.
- ^b The length of the inner edge may be reduced to 90 m if the runway is intended to be used by aeroplanes having an mass less than 22,700 kg and operating in VMC by day. In this case the final width may be 600 m, unless the flight path may involve a change of heading in excess of 15°.
- ^c The take-off climb starts from the end of clearway if a clearway is provided.
- ^d The final width may be reduced to 1200 m if the runway is used only by aircraft with take-off procedure which does not include changes of heading greater than 15° for operations conducted in IMC or at night.
- ^e The operational characteristics of aircraft for which the runway is intended should be examined to see if it is desirable to reduce the slope to cater for critical operating conditions as specified in CAO 20.7.1B. If the specified slope is reduced, corresponding adjustment in length for take-off climb is to be made so as to provide protection to a height of 300 m. If no object reaches the 2% take-off climb surface, new objects should be limited to preserve the existing obstacle free surface or a surface down to a slope of 1.6%.

7.1.3.6 Where two OLS surfaces overlap, the lower surface must be used as the controlling OLS.

7.1.4 Procedures for Aerodrome Operators to Deal with Obstacles

7.1.4.1 The aerodrome operator must monitor the OLS applicable to the aerodrome and report to CASA any infringement or potential infringement of the OLS.

Note: Aerodrome operators need to liaise with appropriate planning authorities and companies that erect tall structures, to determine potential infringements. Every effort should be made to implement the OLS standards and limit the introduction of new obstacles.

7.1.4.2 When a new obstacle is detected, the aerodrome operator must ensure that the information is passed on to pilots, through NOTAM, in accordance with the standards for aerodrome reporting procedures set out in [Chapter 10](#).

7.1.4.3 Information on any new obstacle must include:

- (a) the nature of the obstacle — for instance structure or machinery;
- (b) distance and bearing of the obstacle from the start of the take-off end of the runway, if the obstacle is within the take-off area, or the ARP;
- (c) height of the obstacle in relation to the aerodrome elevation; and
- (d) if it is a temporary obstacle — the time it is an obstacle.

7.1.5 Objects Outside the OLS

7.1.5.1 Under CASR Part 139 any object which extends to a height of 110 m or more above local ground level must be notified to CASA.

Note: For instrument runways, obstacle monitoring includes the PANS-OPS surface which extends beyond the OLS of the aerodrome. See paragraph [7.1.1](#).

7.1.5.2 Any object that extends to a height of 150 m or more above local ground level must be regarded as an obstacle unless it is assessed by CASA to be otherwise.

7.1.6 Objects That Could Become Obstacles

7.1.6.1 If a proposed object or structure is determined to be an obstacle, details of the proposal must be referred to CASA the Authority to determine whether it will be a hazard to aircraft operations.

7.1.6.2 **Shielded Obstacle.** A new obstacle that is shielded by an existing obstacle may be assessed as not imposing additional restrictions to aircraft operations.

Note: Information on the principle of shielding is provided in [Section 7.4](#).

7.1.6.3 Marking and lighting of obstacles

- (a) CASA may direct that obstacles be marked and or lit and may impose operational restrictions on the aerodrome as a result of an obstacle.
- (b) If directed by CASA, lighting and/or marking of obstacles, including terrain, must be carried out in accordance with the standards set out in [Chapter 8](#) and [Chapter 9](#).

7.1.6.4 **Temporary and transient obstacles.** Temporary obstacles and transient (mobile) obstacles, such as road vehicles, rail carriages or ships, in close proximity to the aerodrome and which penetrate the OLS for a short duration, must be referred to CASA to determine whether they will be a hazard to aircraft operations.

7.1.6.5 **Fences or levee banks.** A fence or levee bank that penetrates the OLS must be treated as an obstacle.

Note: See [Chapter 5](#) in regard to reporting of fences and levee banks.

7.1.6.6 **Hazardous objects below the OLS.** Where CASA has identified an object, which does not penetrate the OLS to be a hazard to aircraft operations, CASA may require the object to be either:

- (a) removed, if appropriate; or
- (b) marked and/or lit.

Note: For example inconspicuous overhead wires or isolated objects in the vicinity of the aerodrome.

7.1.7 Monitoring of Obstacles Associated with Instrument Runways

7.1.7.1 For a precision approach runway, the aerodrome operator must monitor any object that may penetrate the applicable OLS.

7.1.7.2 For a non-precision approach runway, besides monitoring the applicable OLS, obstacle monitoring includes areas outside the OLS, also known as PANS-OPS surfaces, used in the design of the NPA procedures. To make it easier for aerodrome operators to carry out this task, procedure designers will be asked to provide aerodrome operators with a drawing or drawings of the area around the aerodrome, showing the designed approach paths, the circling areas and locations of critical obstacles taken into account in the design. In the case of a terrain obstacle, such as a hill, allowance provided for vegetation should also be provided, if appropriate.

Note: Requirements and standards relating to instrument procedure design will be promulgated in CASR Part 173, currently under development. In the interim, aerodrome operators are advised to liaise with Airservices procedure designer in regard to PANS-OPS obstacle monitoring drawings.

- 7.1.7.3 Aerodrome operators must establish procedures to monitor the OLS and the critical obstacles associated with the NPA procedures and have them included in the Aerodrome Manual. The procedure designer must be advised of any changes of the status of the existing critical obstacles and any proposed development that is likely to be higher than the critical obstacles within the area depicted by the procedure designer.

7.1.8 Additional Obstacle Assessment for an Existing Non-instrument Runway to be Upgraded to a Non-precision Instrument Runway

Note: The following procedures are established to minimise the costs associated with the introduction of NPA procedures at country aerodromes without compromising aerodrome safety.

- 7.1.8.1 For code 1 and 2 runways, there is a slight increase in the area of coverage for both the inner horizontal and conical obstacle limitation surfaces, as specified in [Table 7.1-1](#).

Note: The required survey may be held over until the next OLS survey is due.

- 7.1.8.2 For code 1, 2 and 3 runways, an additional survey of the approach obstacle limitation surface may be limited to the first section of the approach OLS (i.e. to a distance of 2500m for code 1 and 2 runways and 3000m for code 3 runways). The purpose of this survey is to identify any obstacle that may affect the location of the threshold, or needs to be provided with obstacle marking or lighting.
- 7.1.8.3 For the approach area beyond the first section, existing topographical maps and the Tall Structure Data Bank, under the custodian of the RAAF, should provide general obstacle data for determining minimum altitude purposes. Accordingly, unless specifically requested by the procedure designer, no actual ground survey of obstacles within the area is necessary.
- 7.1.8.4 To allow for possibility of missing obstacle information, an NPA procedure will be checked by flight validation. On-going monitoring of obstacles within the second and horizontal sections of the approach area should be included in the drawing(s) provided by the procedure designer.
- 7.1.8.5 Any new object which may penetrate the inner horizontal, conical and the first section of the approach surfaces of the applicable NPA standard, as specified in [Table 7.1-1](#), must be identified and, if its presence cannot be avoided, the details of the obstacles must be forwarded to the relevant CASA office for assessment of marking and lighting requirements. Any object that may penetrate the PANS-OPS surface, as per advice from the procedure designer, must be forwarded to the Airservices Australia Procedure Design Section.

7.1.9 Obstacle Protection for Curved Take-Off

- 7.1.9.1 At present CASA does not promulgate a general standard for obstacle limitation surfaces in respect of curved take-off climb surface. Request for approval for curved take-off procedures may originate from aircraft operators or the aerodrome operators, and CASA will deal with such requests on a case-by-case basis.

Section 7.2: Aerodrome Obstacle Charts

7.2.1 Type A Charts

- 7.2.1.1 The Type A chart is an ICAO chart which identifies information on all significant obstacles within the take-off area of an aerodrome up to 10 km from the end of the runway.
- 7.2.1.2 A Type A chart must be prepared for each runway that is used in international operations.
- 7.2.1.3 The obstacle data to be collected and the manner of presentation of the Type A chart must be in accordance with the standards and procedures set out in ICAO Annex 4.

Note: A Type A chart meeting the accuracy requirements of Annex 4 is adequate.

- 7.2.1.4 Where no significant obstacle exists within the take-off flight path area, as specified by Annex 4, a Type A chart is not required but a statement must be included in the Aerodrome Manual.
- 7.2.1.5 At aerodromes with no international operations, used by aircraft above 5,700 kg engaged in air transport operations, under CAO 20.7.1B, the decision to prepare Type A charts, or discrete obstacle information instead of a Type A chart, is a matter for the aerodrome operator to be made in conjunction with the relevant airline.

Note: Refer to CAAP 89W-1(0) '*Guidelines for the provision of obstacle information for take-off flight planning purposes*'.

- 7.2.1.6 Where a Type A chart has been prepared, or updated, a copy of the chart must be given to CASA.
- 7.2.1.7 Where a Type A chart has been prepared and issued the take-off flight area must be monitored and any changes to the Type A chart information must immediately be communicated to all users of the Type A chart.

Notes: 1: Changes to the Type A chart information but not to OLS take-off climb surface does not require NOTAM action.

2: Where the change to Type A chart information is also the subject of NOTAM action, additional separate advice to Type A chart holders is not necessary.

- 7.2.1.8 A distribution list of current Type A chart holders must be maintained.
- 7.2.1.9 A Type A chart must be updated when the number of changes to the chart, notified through NOTAM or separate advice, reaches a level, which CASA considers excessive.

7.2.2 Type B Charts

7.2.2.1 A Type B chart is an ICAO obstacle chart that provides obstacle data around the aerodrome.

7.2.2.2 A Type B chart, prepared in accordance with the standards and procedures set out in Annex 4, may be provided.

Note: This may be required by operators of aircraft above 5,700 kg to identify obstacles around an aerodrome.

7.2.2.3 The decision to prepare a Type B chart must be made in consultation with CASA.

7.2.2.4 Where required, the obstacle data to be collected and the manner of presentation of the Type B chart must be in accordance with the standards and procedures set out in ICAO Annex 4.

7.2.3 Type C Charts

7.2.3.1 A Type C chart is an ICAO obstacle chart that provides data on all significant obstacles up to 45 km from the aerodrome. International aircraft operators may require this chart.

7.2.3.2 For aerodromes regularly used by aircraft engaged in international aviation, the decision to prepare a Type C chart must be made in consultation with the international aircraft operators and CASA.

7.2.3.3 Where prepared, the Type C charts may be produced using one of the following methods:

- (a) a complete Type C chart in accordance with the standards and procedures set out in ICAO Annex 4; or
- (b) based on an actual survey meeting the order of accuracy requirements of Annex 4, produce a list containing all significant obstacles above a nominal obstacle height; or
- (c) based on topographical maps, where available, meeting the order of accuracy requirements of Annex 14, produce a list containing all significant obstacles above a nominal obstacle height.

Section 7.3: Obstacle Limitation Surfaces

7.3.1 General

- 7.3.1.1 The Obstacle Limitation Surfaces (OLS) are conceptual (imaginary) surfaces associated with a runway, which identify the lower limits of the aerodrome airspace above which objects become obstacles to aircraft operations, and must be reported to CASA.

Note: The term OLS is used to refer to each of the imaginary surfaces which together define the lower boundary of aerodrome airspace, as well as to refer to the complex imaginary surface formed by combining all the individual surfaces.

- 7.3.1.2 The OLS comprises the following:

- (a) outer horizontal surface;
- (b) conical surface;
- (c) inner horizontal surface;
- (d) approach surface;
- (e) inner approach surface;
- (f) transitional surface;
- (g) inner transitional surface;
- (h) baulked landing surface; and
- (i) take-off climb surface.

7.3.2 Description of OLS

- 7.3.2.1 **Reference Elevation Datum.** A reference elevation datum is to be established as a benchmark for the horizontal and conical surfaces. The reference elevation datum is to be:

- (a) the same as the elevation of the ARP (rounded off to the next half-metre below), provided this elevation is within three metres of the average elevations of all existing and proposed runway ends; otherwise
- (b) the average elevation (rounded off to the next half-metre below) of existing and proposed runway ends.

Note: The reference elevation datum is not to be confused with the aerodrome elevation published in AIP - Enroute Supplement. Aerodrome elevation is, by definition, the highest point on the landing area.

7.3.2.2 **Outer Horizontal Surface.** The outer horizontal surface is a plane located 150 m above the reference elevation datum and extending from the upper edge of the extended conical surface for a distance of 15,000 m (radius) from the aerodrome reference point (ARP).

7.3.2.3 **Conical Surface.**

- (a) The conical surface comprises both straight and curved elements, which slope upwards and outwards from the edge of the inner horizontal surface to a specified height above the inner horizontal surface.
- (b) The slope of the conical surface is to be measured in a vertical plane perpendicular to the periphery of the inner horizontal surface.

7.3.2.4 **Inner Horizontal Surface.** The inner horizontal surface is a horizontal plane at a specified height above the reference elevation datum extending to an outer boundary comprising:

- (a) in the case of an aerodrome with a single runway, semi-circular curves of a specified radius centred on the middle of each of the runway strip ends and joined tangentially by straight lines on each side of the runway, parallel to the runway centreline;
- (b) in the case of an aerodrome with multiple runways, curves of a specified radius centred on the middle of each of the runway strip ends and the curves are joined by a tangential line as two curves intersect.

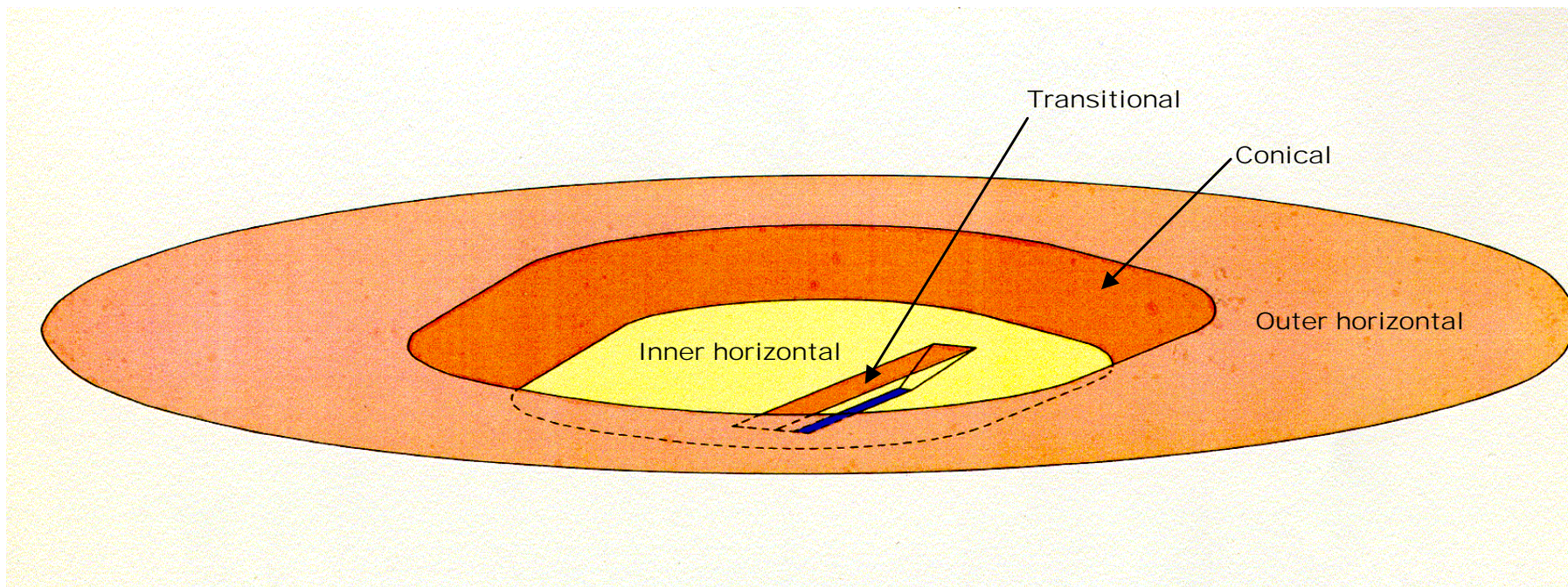


Figure 7.3-1: Relationship of outer horizontal, conical, inner horizontal and transitional surfaces

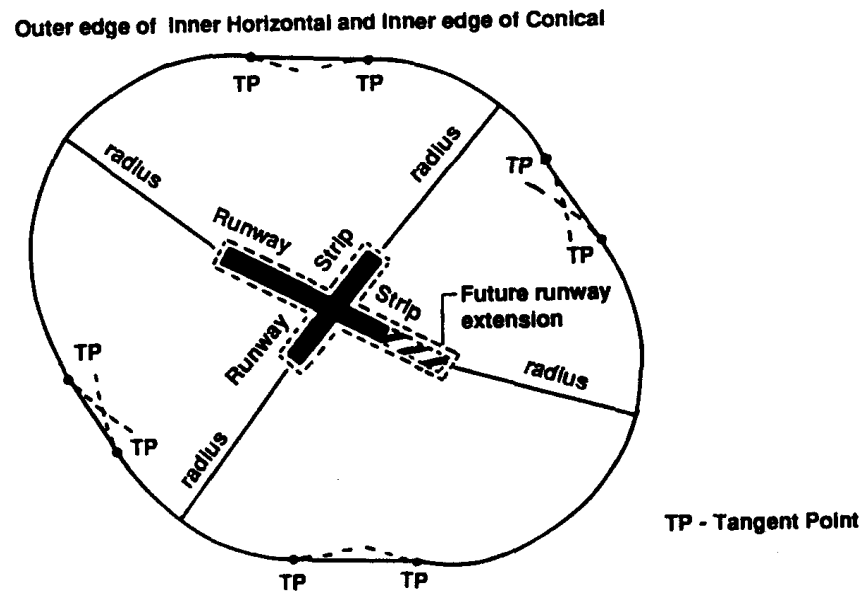


Figure 7.3-2: Boundary of inner horizontal surface

7.3.2.5 Approach Surface

- (a) The approach surface is an inclined plane or combination of planes which originate from the inner edge associated with each runway threshold, with two sides originating at the ends of the inner edge.
- (b) The inner edge associated with each runway threshold has a specified length, and is located horizontally and perpendicularly to the runway centreline, at a specified distance before the threshold.
- (c) The two sides diverge uniformly at a specified rate from the extended centreline of the runway.
- (d) The approach surface may be divided into three sections and ends at an outer edge that is located at a specified overall distance from the inner edge and parallel to the inner edge.
- (e) The elevation of the midpoint of the threshold is to be the elevation of the inner edge.
- (f) The slope of each section of the approach surface is at a specified rate and is to be measured in the vertical plane containing the centreline of the runway.
- (g) The above surfaces are to be varied when lateral offset, offset or curved approaches are utilised, specifically, two sides originating at the ends of the inner edge and diverging uniformly at a specified rate from the extended centreline of the lateral offset, offset or curved ground track.

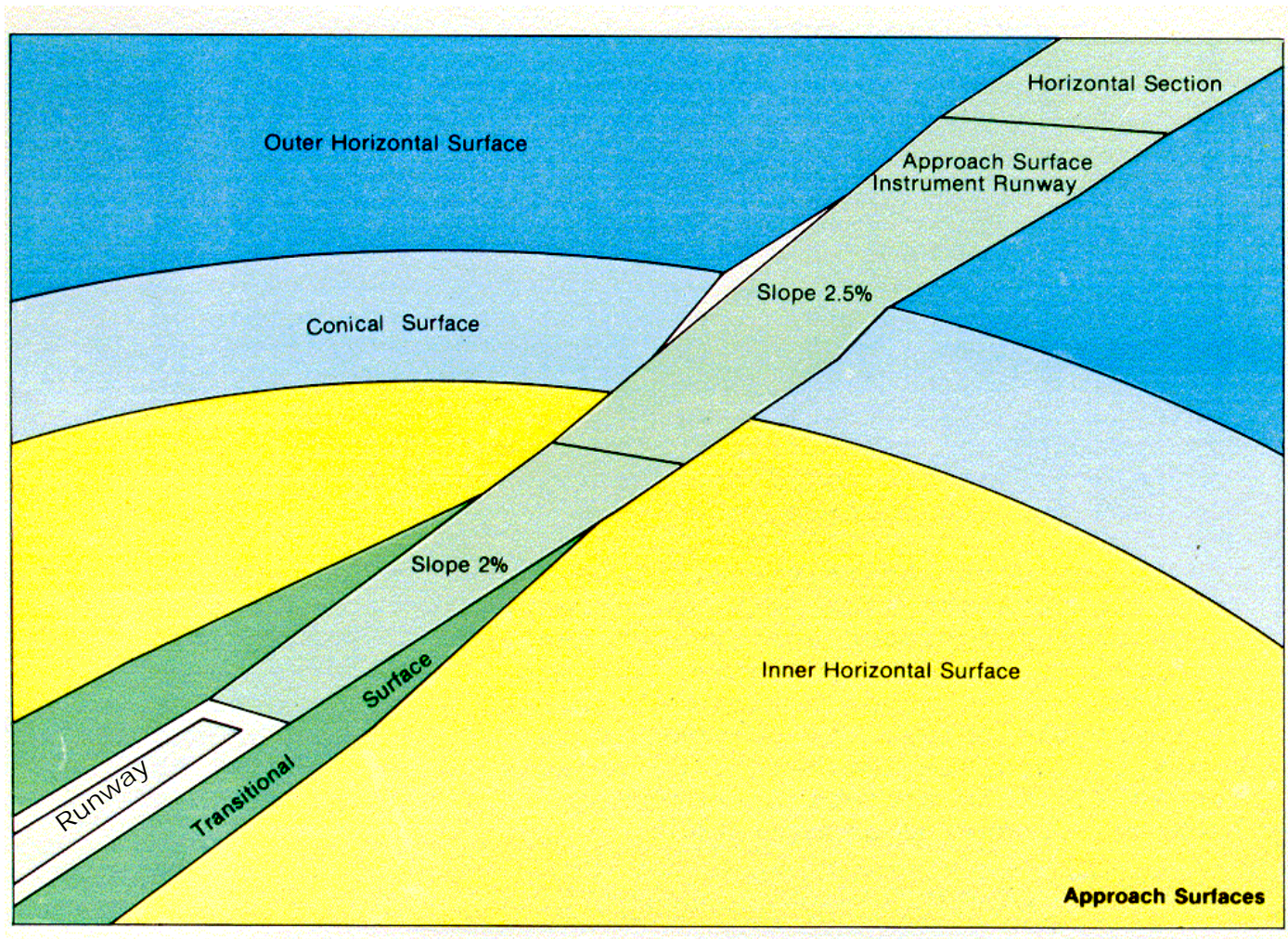


Figure 7.3-3: Approach surface for an instrument approach runway

Federal Register of Legislative Instruments F2010C00691

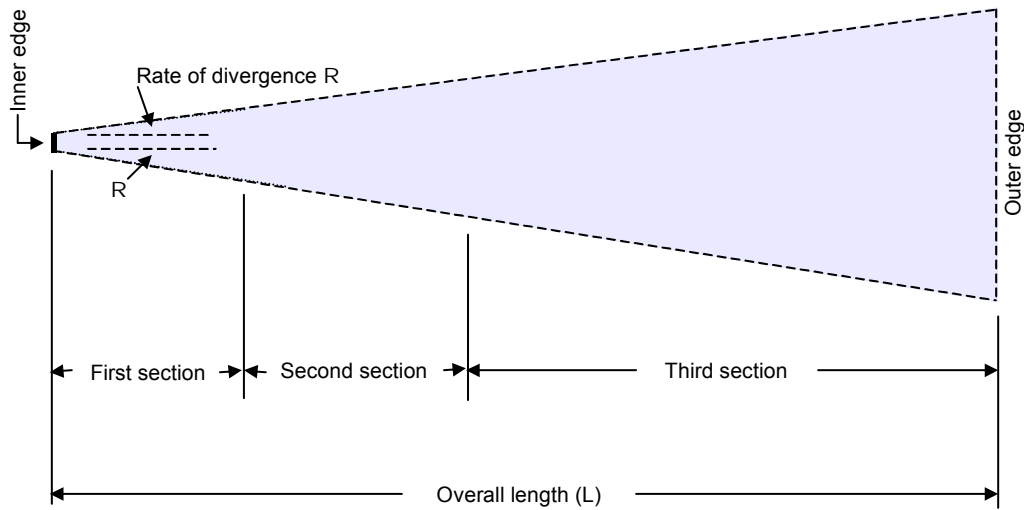


Figure 7.3-4: Plan view of approach surface

7.3.2.6 Transitional Surface

- (a) The transitional surface comprises inclined planes that originate at the lower edge from the side of the runway strip (the overall strip), and the side of the approach surface that is below the inner horizontal surface, and finishes where the upper edge is located in the plane of the inner horizontal surface.
- (b) The transitional surface slopes upwards and outward at a specified rate and is to be measured in a vertical plane at right angles to the centreline of the runway.
- (c) The elevation of a point on the lower edge of the transition surface is to be:
 - (i) along the side of the approach surface, equal to the elevation of the approach surface at that point; and
 - (ii) along the side of the runway strip, equal to the nearest point on the centreline of the runway or stopway.

Note: For the purpose of drawing the transitional surface, the lower edge of the transitional surface along the runway strip may be drawn as a straight line joining the corresponding ends of the approach surfaces at each end of the runway strip. However when assessing whether an object may penetrate the transitional surface, the standard of the transitional surface applies.

7.3.2.7 **Obstacle-Free Zone.** The inner approach, inner transitional and baulked landing surfaces together define a volume of airspace in the immediate vicinity of a precision approach runway, which is known as the obstacle-free zone. This zone must be kept free from fixed objects, other than lightweight frangibly mounted aids to air navigation which must be near the runway to perform their function, and from transient objects such as aircraft and vehicles when the runway is being used for precision approaches.

7.3.2.8 **Inner Approach Surface**

- (a) The inner approach surface is a rectangular portion of the approach surface immediately preceding the threshold.
- (b) The inner approach surface originates from an inner edge of a specified length, at the same location as the inner edge for the approach surface, and extends on two sides parallel to the vertical plane containing the runway centreline, to an outer edge which is located at a specified distance to the inner edge and parallel to the inner edge.

7.3.2.9 **Inner Transitional Surface**

- (a) The inner transitional surface is similar to the transitional surface but closer to the runway. The lower edge of this surface originates from the end of the inner approach surface, extending down the side of the inner approach surface to the inner edge of that surface, thence along the runway strip to the inner edge of the baulked landing surface and from there up the side of the baulked landing surface to the point where the side intersects the inner horizontal surface.
- (b) The elevation of a point on the lower edge is to be:
 - (i) along the side of the inner approach and baulked landing surface, equal to the elevation of the particular surface at that point;
 - (ii) along the runway strip, equal to the elevation of the nearest point on the centreline of the runway or stopway.
- (c) The inner transitional surface slopes upwards and outwards at a specified rate and is to be measured in a vertical plane at right angles to the centreline of the runway.
- (d) The upper edge of the inner transitional surface is located in the plane of the inner horizontal surface.
- (e) The inner transitional surface should be used as the controlling surface for navigational aids, aircraft and vehicle holding positions which have to be located near the runway. The transitional surface should be used for building height control.

7.3.2.10 **Baulked Landing Surface**

- (a) The baulked landing surface is an inclined plane originating at a specified distance after the threshold and extending between the inner transitional surfaces.

- (b) The baulked landing surface originates from an inner edge of a specified length, located horizontally and perpendicularly to the centreline of the runway, with two sides from the ends of the inner edge diverging uniformly at a specified rate from the vertical plane containing the centreline of the runway, ending at an outer edge located in the plane of the inner horizontal surface.
- (c) The elevation of the inner edge is to be equal to the elevation of the runway centreline at the location of the inner edge.
- (d) The specified slope of the baulked landing surface is to be measured in the vertical plane containing the centreline of the runway.

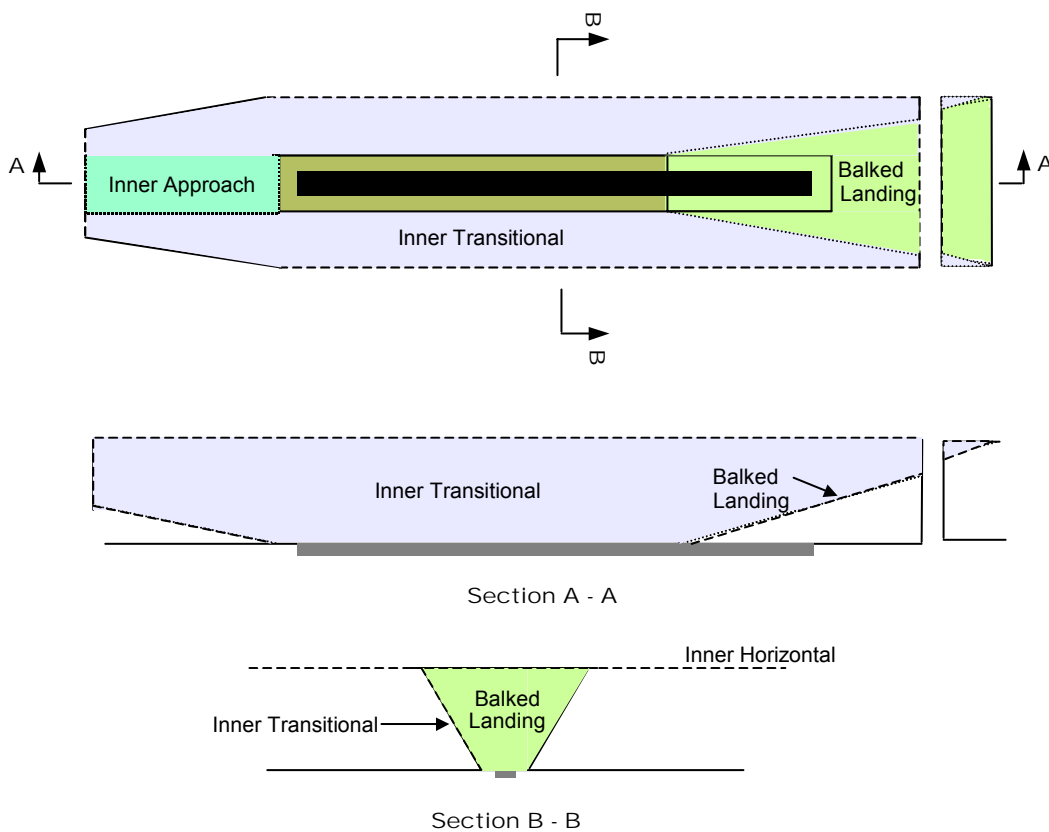


Figure 7.3-5: Inner approach, inner transitional and baulked landing obstacle limitation surfaces

7.3.2.11 Take-Off Climb Surface

- (a) The take-off climb surface is an inclined plane (or other shape in the case of curved take-off) located beyond the end of the runway or clearway.
- (b) The origin of the take-off climb surface is the inner edge of a specified length, located at a specified distance from the end of the runway or the clearway. The plane from the inner edge slopes upward at a specified

rate, with the two sides of the plane originating from the ends of the inner edge concurrently diverging uniformly outwards at a specified rate, to a specified final width, and continuing thereafter at that width for the remainder of the specified overall length of the take-off climb surface until it reaches the outer edge which is horizontal and perpendicular to the take-off track.

- (c) The elevation of the inner edge is to be equal to the highest point on the extended runway centreline between the end of the runway and the inner edge, except that when a clearway is provided the elevation is to be equal to the highest point on the ground on the centreline on the clearway.
- (d) The slope of the take-off climb surface is to be measured in the vertical plane containing the centreline of the runway.

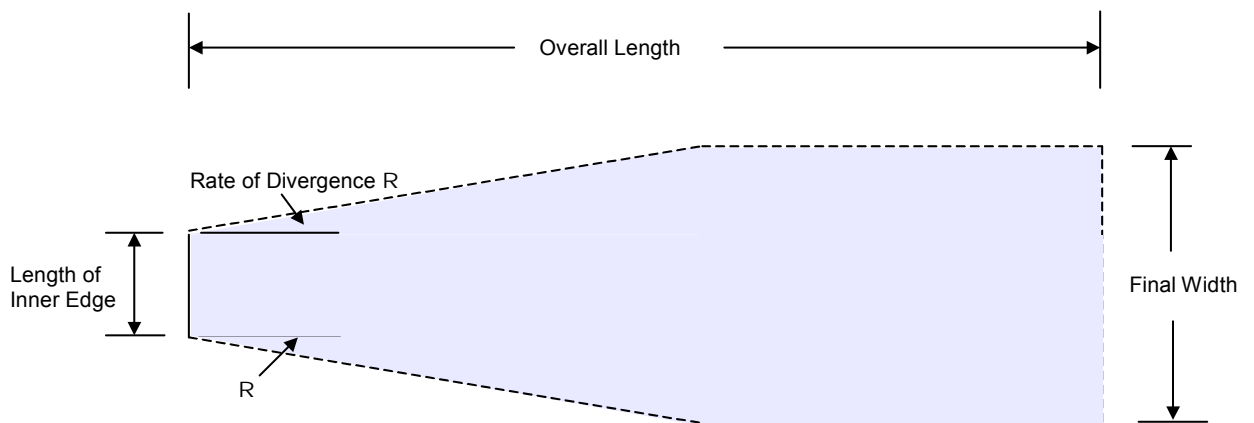


Figure 7.3-6: Plan view of take-off climb surface

Section 7.4: Principles of Shielding

7.4.1 General

- 7.4.1.1 A new obstacle located in the vicinity of an existing obstacle and assessed as not being a hazard to aircraft is deemed to be shielded.
- 7.4.1.2 Unless specifically directed by the Authority, a shielded obstacle does not require removal, lowering, marking or lighting and should not impose any additional restrictions to aircraft operations.
- 7.4.1.3 The Authority shall assess and determine whether an obstacle is shielded. The aerodrome operator is to notify the Authority of the presence of all obstacles.
- 7.4.1.4 Only existing permanent obstacles may be considered in assessing shielding of new obstacles.

7.4.2 Shielding Principles

- 7.4.2.1 In assessing whether an existing obstacle shields an obstacle, CASA will be guided by the principles of shielding detailed below.
- 7.4.2.2 **Obstacles penetrating the approach and take-off climb surfaces**
- (a) An existing obstacle within the approach and take-off climb area is called the critical obstacle. Where a number of obstacles exist closely together, the critical obstacle is the one which subtends the greatest vertical angle measured from the appropriate inner edge.
 - (b) As illustrated below, a new obstacle may be assessed as not imposing additional restrictions if:
 - (i) when located between the inner edge end and the critical obstacle, the new obstacle is below a plane sloping downwards at 10% from the top of the critical obstacle toward the inner edge;
 - (ii) when located beyond the critical obstacle from the inner edge end, the new obstacle is not higher than the height of the permanent obstacle;
 - (iii) where there is more than one critical obstacle within the approach and take-off climb area, and the new obstacle is located between two critical obstacles, the height of the new obstacle is not above a plane sloping downwards at 10% from the top of the next critical obstacle.

- 7.4.2.3 **Obstacles penetrating the inner and outer horizontal and conical surfaces.** The new obstacle may be accepted if it is in the vicinity of an existing obstacle, and does not penetrate a 10% downward sloping conical shaped surface from the top of the existing obstacle, i.e. the new obstacle is shielded radially by the existing obstacle.
- 7.4.2.4 **Obstacles Penetrating the Transitional Surfaces.** A new obstacle may be assessed as not imposing additional restrictions if it does not exceed the height of an existing obstacle which is closer to the runway strip and the new obstacle is located perpendicularly behind the existing obstacle relative to the runway centre line.

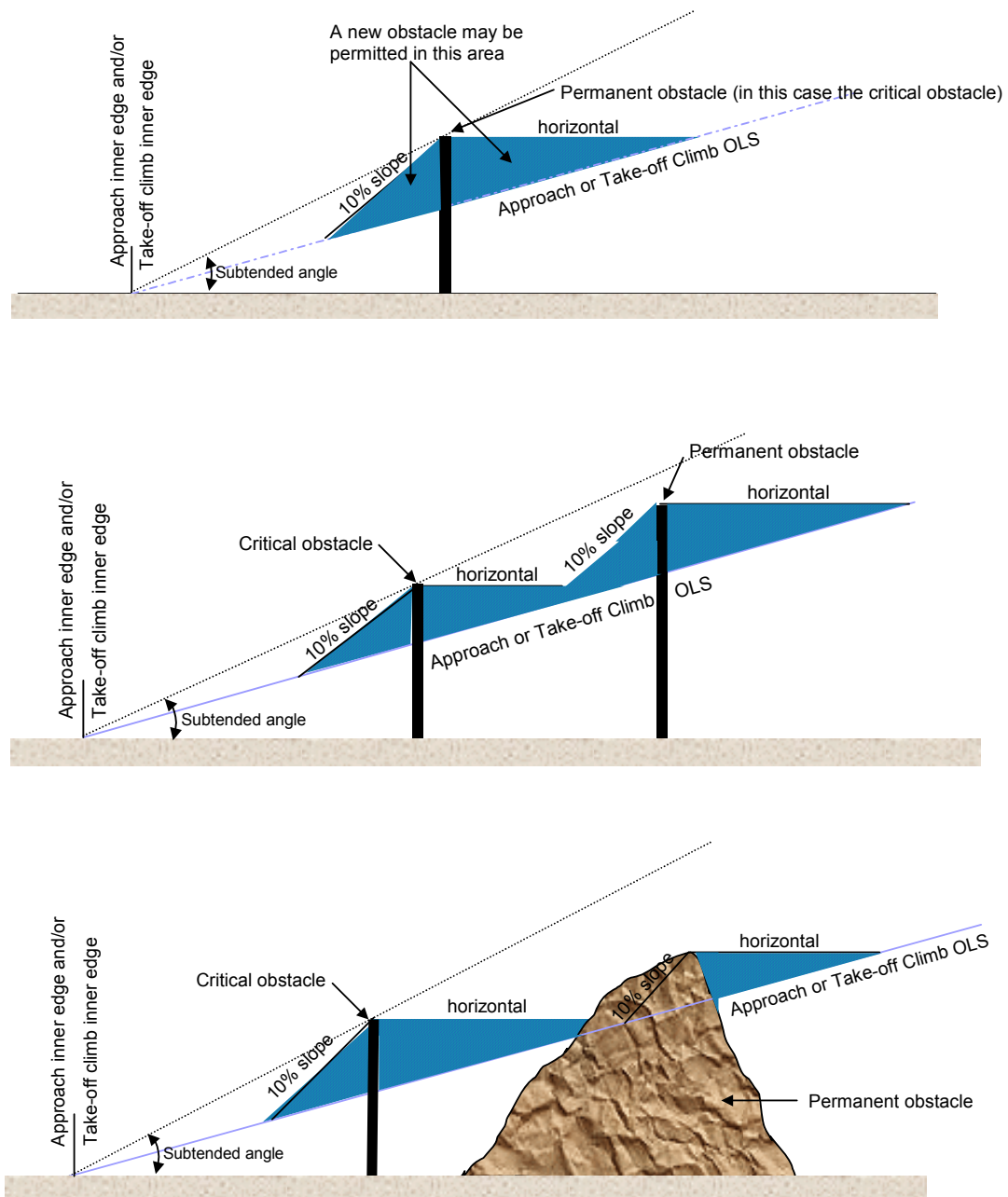
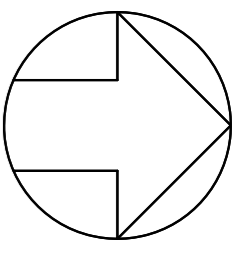
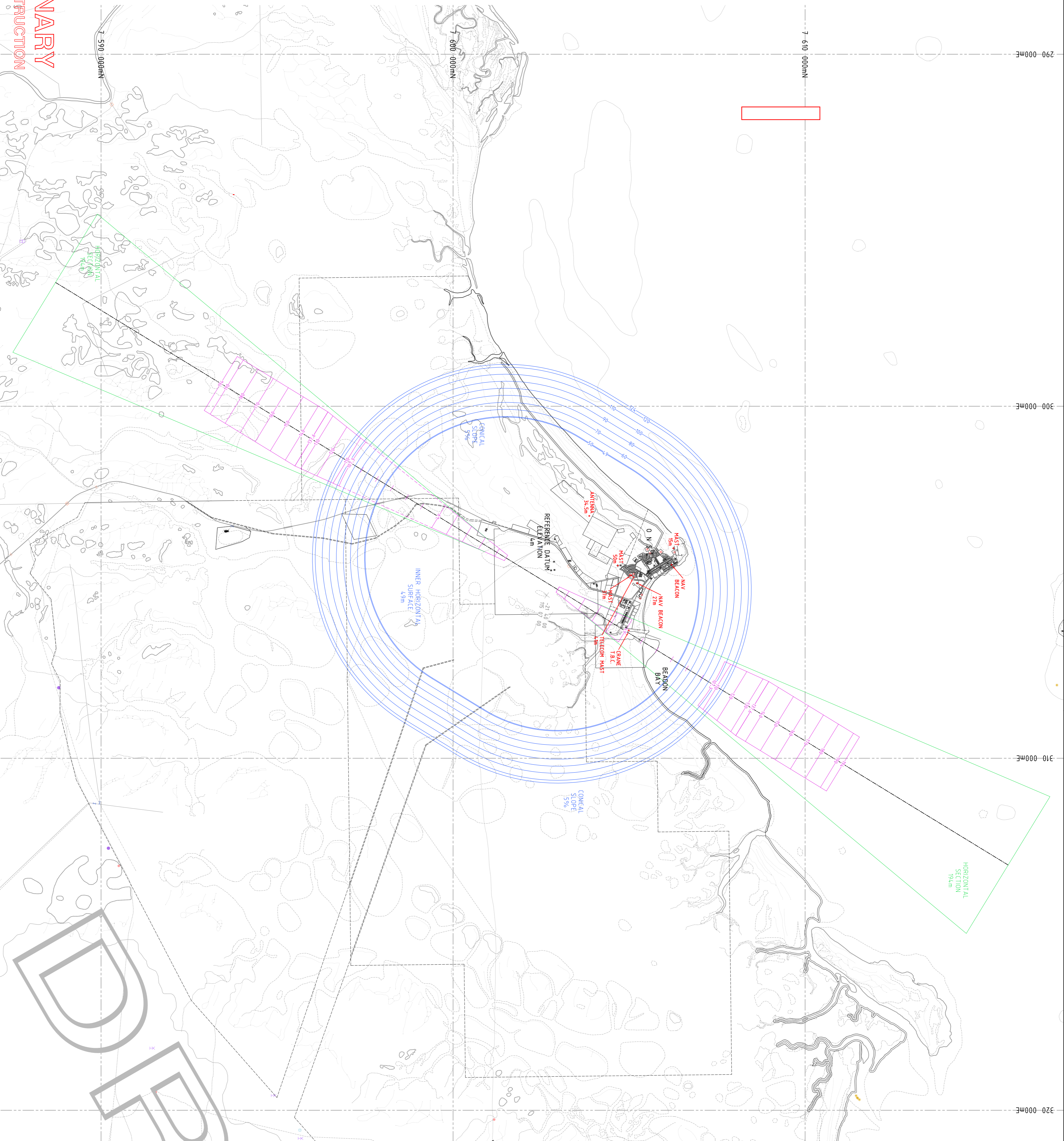


Figure 7.4-1: Shielding of obstacles penetrating the approach and take-off climb surfaces



290+000mE 300+000mE 310+000mE 320+000mE



PRELIMINARY
NOT FOR CONSTRUCTION

NOTES:

1. DESIGNED IN COMPLIANCE WITH THE 'MANUAL OF STANDARDS PART 139 - AERODROMES' (MOS 139).
2. DATUM USED MGA94, ZONE50 (ADH).

REV.	DATE	RE-ASSUED FOR PUBLICATION AMENDMENTS	DRG. NO.	REFERENCE DRAWING
1	11/09/12			

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CLIENT:

DRAWN BY	DATE
A.B.	11/09/12

TITLE:
 ONSLOW AERODROME
 WESTERN AUSTRALIA
 AERODROME MANUAL PLAN
 OBSTACLE LIMITATION SURFACE (OLS)

SCALE	DRAWING NO.	REV.
N.T.S. @ A1	YOLW-AM-004	1

DRAFT

Attachment 1

TENDERERS:		1	2	3	4	5	6	7	8	9	10
		C & O	Badge	Gavin	Pindan	Parnell	WildGeese	3D Build			
a)	Price	Score/10	10	9.8	9.7	9.4	0	8.2	0		
Weighted Score 40%:		40	39.2	38.8	37.6	0	32.8	0	0	0	0
COMMENTS: Add Comments as required											
TENDERERS:		1	2	3	4	5	6	7	8	9	10
b)	Design & Innovation	Score/10	6	5	6	3	0	6	0		
Weighted Score 20%:		12	10	12	6	0	12	0	0	0	0
COMMENTS: Add Comments as required											
TENDERERS:		1	2	3	4	5	6	7	8	9	10
c)	Proposed Timeline	Score/10	8	0	9	9	9	10	0		
Weighted Score 15%:		12	0	13.5	13.5	13.5	15	0	0	0	0
COMMENTS: Add Comments as required											
TENDERERS:		1	2	3	4	5	6	7	8	9	10
d)	Previous Projects	Score/10	10	5	9	10	0	4	0		
Weighted Score 10%:		10	5	9	10	0	4	0	0	0	0
COMMENTS: Add Comments as required											
TENDERERS:		1	2	3	4	5	6	7	8	9	10
e)	Whole of Life/Sustainability	Score/10	3	0	0	0	0	0	0		
Weighted Score 15%:		4.5	0	0	0	0	0	0	0	0	0
COMMENTS: Add Comments as required											
TENDERERS:		1	2	3	4	5	6	7			
		0	0	0	0	0	0	0			
TOTAL WEIGHTED SCORE:		78.5	54.2	73.3	67.1	13.5	63.8	0			
						Non Conforming	Non Conforming				

(Paraburdoo Multi Purpose Complex Sports Centre)

COUNCILLORS NAME: Cr Dias,
Cr Foster and Cr White.

DATE REPORT WRITTEN: 10th
August 2012

DISCLOSURE OF FINANCIAL INTEREST: The author has no financial interest in this matter

Issue

Paraburdoo is in urgent need of its' Multi Purpose Sports Complex. The town is also in dire need of more Child Care spare. Councillors are concerned as to the time being taken on this project at the expense of the Paraburdoo Townsite.

Reason

Paraburdoo sporting groups do not have sufficient, adequate or suitable facilities for their clubs and sporting groups. Additionally some of the existing infrastructure is unserviceable. This new sporting multipurpose centre will provide a modern complex with all facilities in one public arena.

Background

For many years the possibility of a sports complex has been discussed. Funding has always been an issue and hence the project has struggled to proceed. In December 2011 when it was evident that the funding would be made possible through Royalty for Regions funding plus private stakeholders in the Paraburdoo Community such as Rio Tinto whom had agreed in principal to contribute an amount as they had a need for an appropriate day care centre which could be house in the same facility.

At the December 2011 Council Meeting; Agenda Item 15.1 "Report into Paraburdoo Community and Sports Facilities" Council accepted recommendation 1 and 2, and further added point 3. Recommendation was passed unanimously. Recommendation was as follows:

- 1) Accepts the attached report titled "Paraburdoo Community and Sport Facilities Study".
- 2) Direct the CEO to begin prioritising the content of the report, and seek accurate whole of costing for projects.
- 3) Council requests the CEO to develop a building concept plan consistent with the Paraburdoo Community and Sporting Facilities study and report back to Council.

After that Council recommendation, and after considerable delay, a plan was made available for public comment which was deemed out of step with community and Councillor consultations and did not meet the basic space requirements, for all relevant groups and stakeholders. It was recommended that the plan be revised to increase space to try and accommodate the following:

- 1) Shire Offices
- 2) Shire Reception Centre
- 3) Shire Library
- 4) Council Chambers
- 5) Shire Meeting Room/s
- 6) At least 6 additional office spaces for Pool Manager, Ranger, Community Coordinator, Library Officer, Staff Crib Room and an office for visiting CEO / President or Executive Managers.
- 7) Club Rooms for local football team.
- 8) Coffee shop or restaurant
- 9) Kiosk
- 10) Indoor Basketball / Netball Courts

- 11) Squash Courts
- 12) 100 person function room with kitchen and bar
- 13) Toilets
- 14) Shower
- 15) Change rooms for local and visiting teams
- 16) Ladies Arts and Crafts room.
- 17) Adequate space for Gymnasium
- 18) Day Care Facility
- 19) Space for Karingal Neighbourhood Centre and Op Shop
- 20) Sports Pavilion
- 21) Equipment storage areas for Toy Library, Community Classes, Men's Shed, Ladies Soft Ball, Children's T-Ball, Aus Kick, Taekwondo, Cricket Club and Administration Stores.
- 22) Possibility of relocating Bowling Club into complex

Designed so the pool entry would be via the Shire Office, reception and pool manager's office, and have space for expansion in the future.

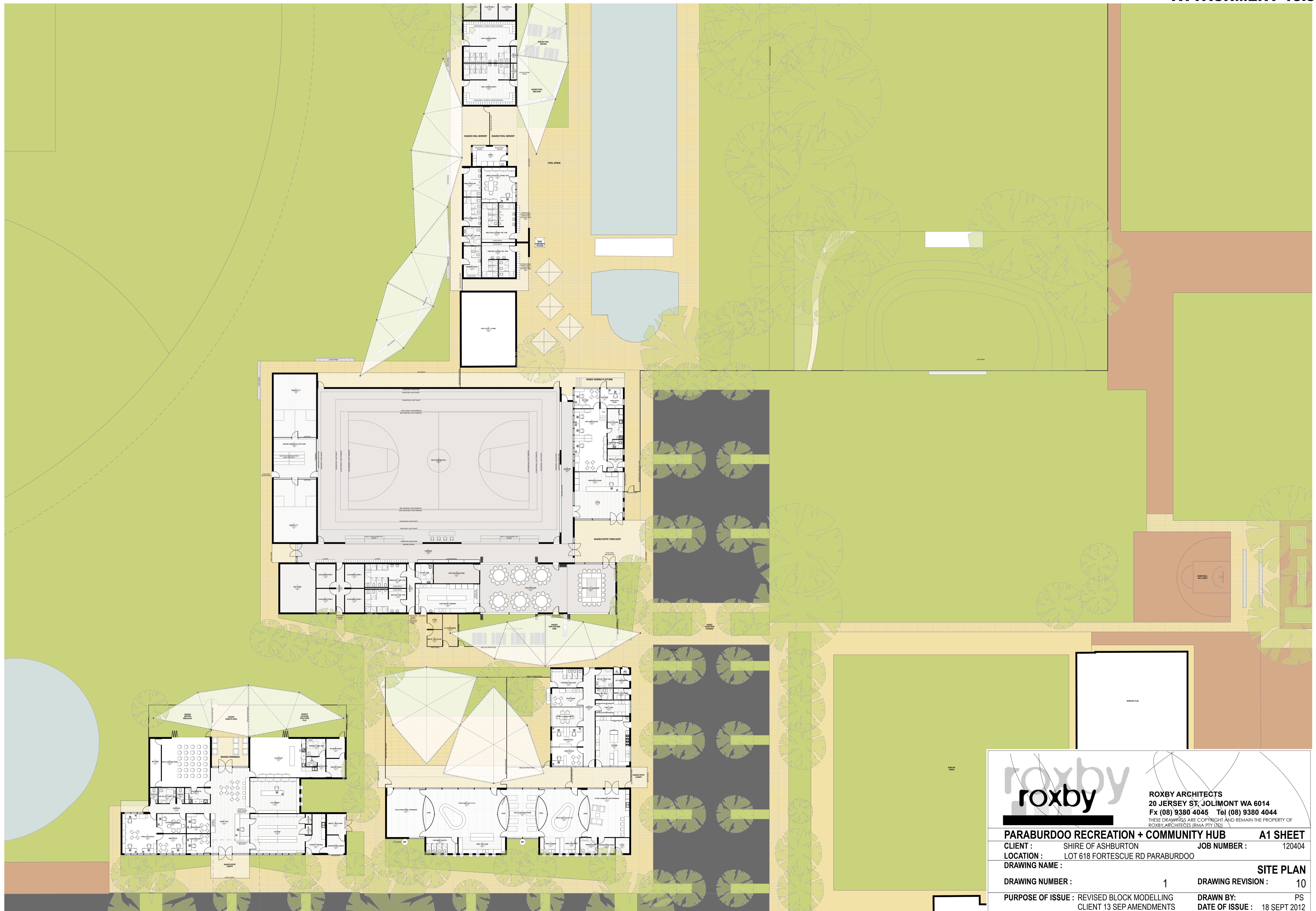
Additional Comments

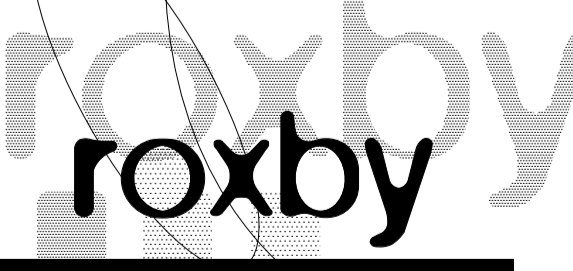
In the past two months these plans and business case studies have still not been developed. This project is unjustifiably behind schedule and with the State Government election coming up various Councillors are concerned that with the continued delay there is a possibility that the funding could be lost, and Rio Tinto would move ahead to construct some of these facilities themselves to address the Paraburdoo communities needs. Furthermore the residents of Paraburdoo are extremely frustrated by the Shire's lack of urgency with this matter and have been making their opinions known to Councillors on a regular basis.

Councillor Recommendation

That Council:

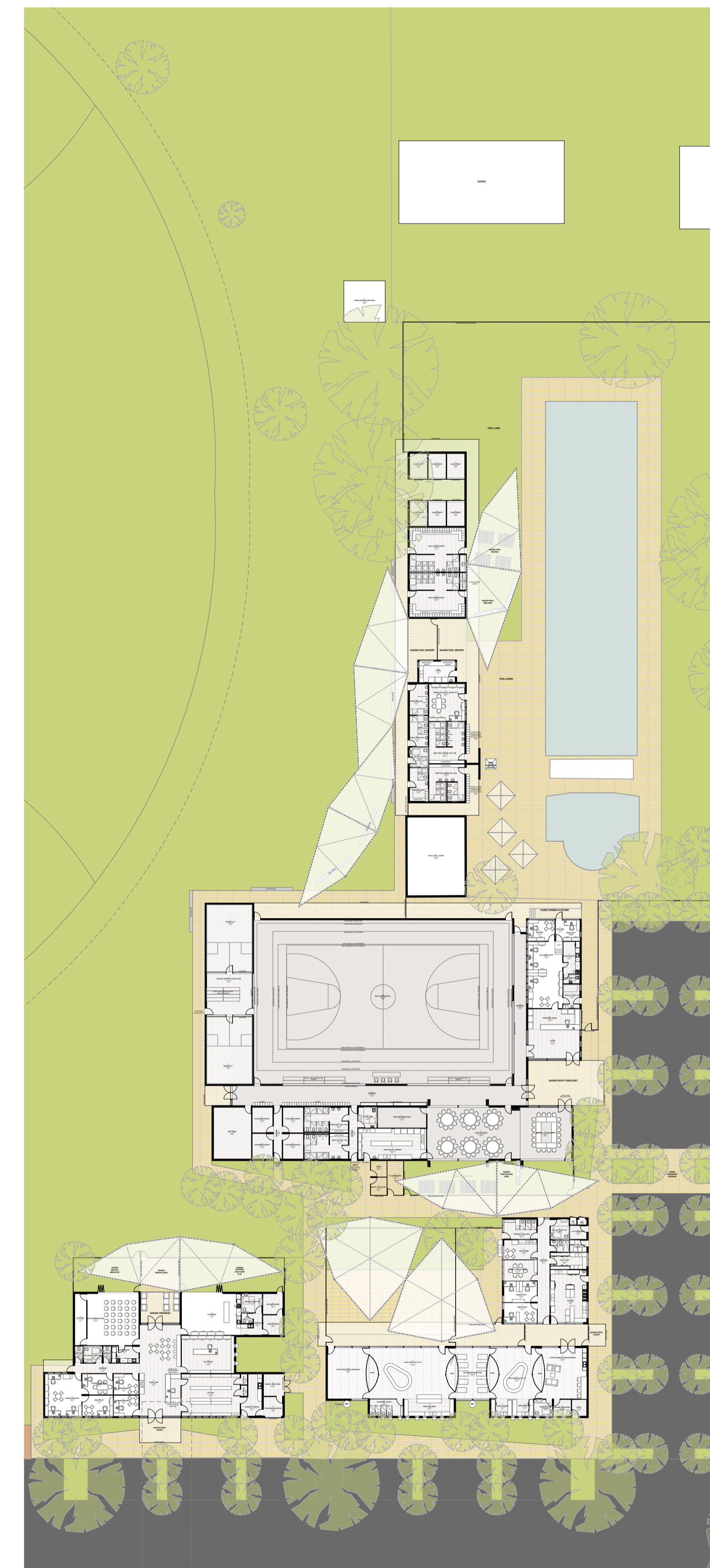
- 1) Direct the CEO to organise and table no later than the NEXT COUNCIL MEETING (19th September 2012) a complete concept plan for the Paraburdoo Multi Purpose Sports Complex to suit the above requirements as expressed by the Paraburdoo Community and Councillors.
- 2) Direct the CEO to organise and table no later than the NEXT COUNCIL MEETING (19th September 2012) an accompanying business case study also for the complete project.



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CLIENT :	SHIRE OF ASHBURTON	JOB NUMBER :	120404
LOCATION :	LOT 618 FORTESCUE RD PARABURDOO		
DRAWING NAME :	SITE PLAN		
DRAWING NUMBER :	1	DRAWING REVISION :	10
PURPOSE OF ISSUE :	REVISED BLOCK MODELLING CLIENT 13 SEP AMENDMENTS	DRAWN BY :	PS
		DATE OF ISSUE :	18 SEPT 2012



FLOOR PLAN 1:100

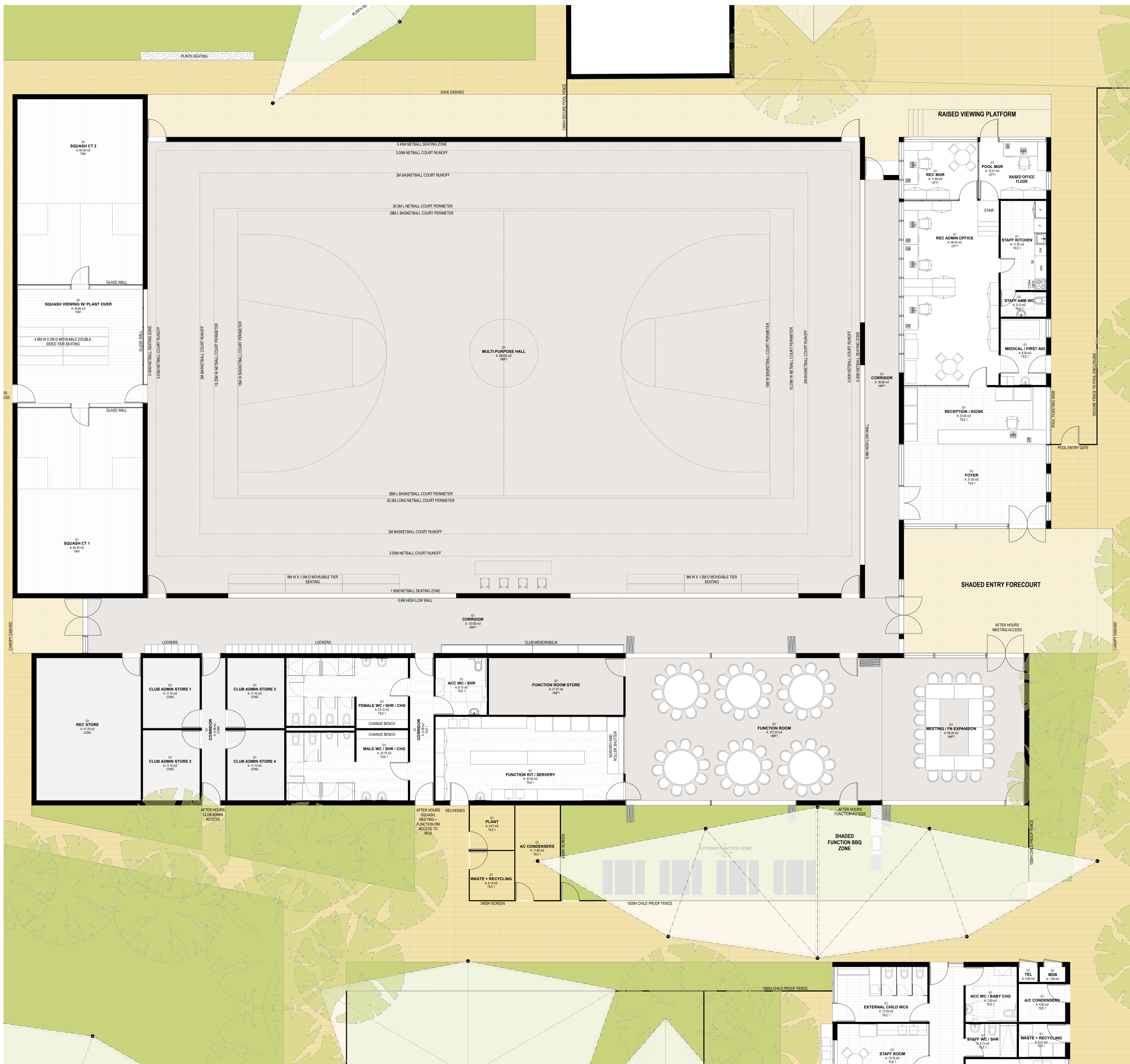


SITE PLAN 1:500

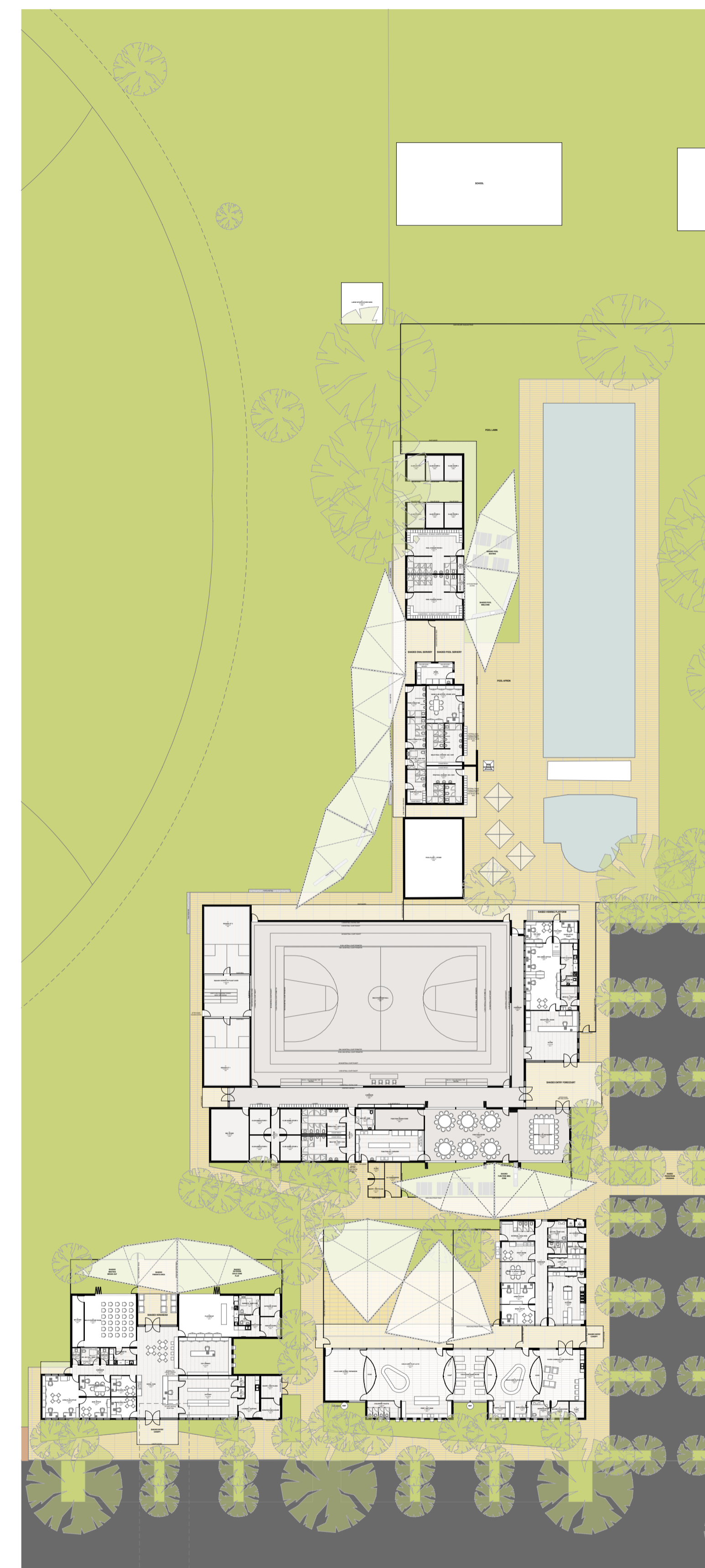
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CLIENT : SHIRE OF ASHBURTON JOB NUMBER : 120404
 LOCATION : LOT 618 FORTESCUE RD PARABURDOO
 DRAWING NAME : FLOOR PLAN - EVENT AMENS
 DRAWING NUMBER : 2 DRAWING REVISION : 10
 PURPOSE OF ISSUE : REVISED BLOCK MODELLING CLIENT 13 SEP AMENDMENTS DRAWN BY : PS DATE OF ISSUE : 18 SEPT 2012



FLOOR PLAN 1:100

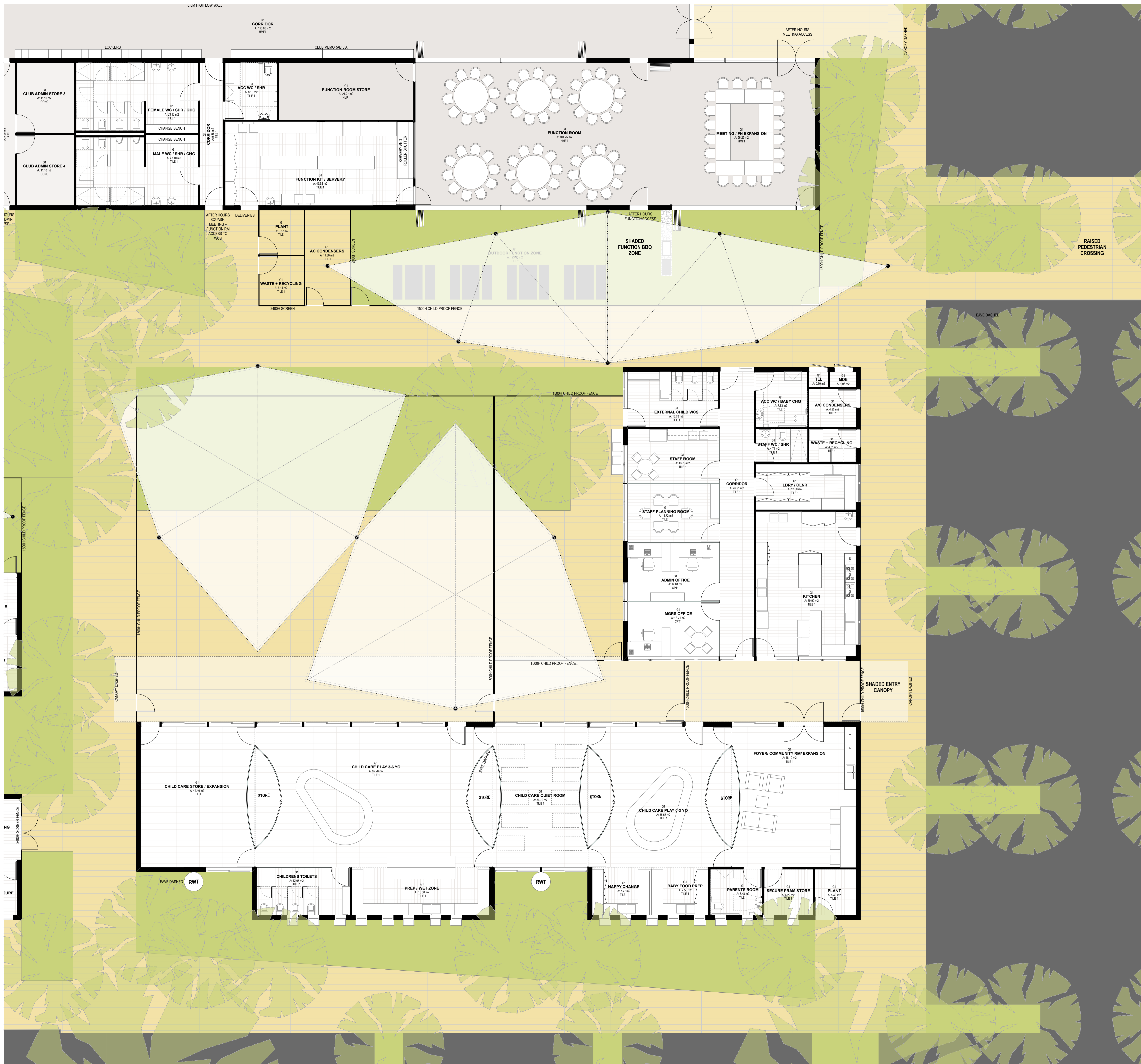


SITE PLAN 1:500

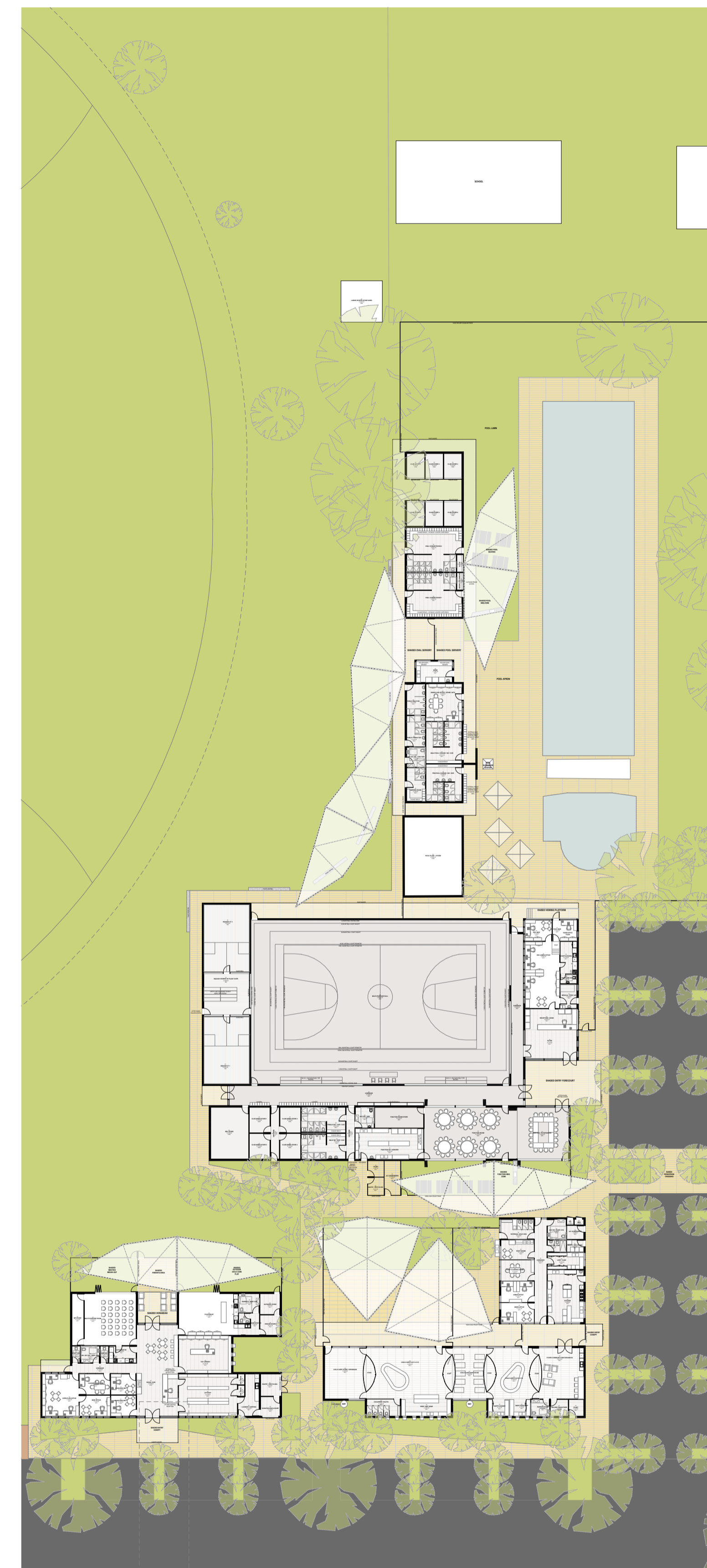
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LOCATION :	LOT 618 FORTESCUE RD PARABURDOO		
DRAWING NAME :	FLOOR PLAN - MPH		
DRAWING NUMBER :	3	DRAWING REVISION :	10
PURPOSE OF ISSUE :	REVISED BLOCK MODELLING CLIENT 13 SEP AMENDMENTS	DRAWN BY :	PS
		DATE OF ISSUE :	18 SEPT 2012



FLOOR PLAN 1:100



SITE PLAN 1:500

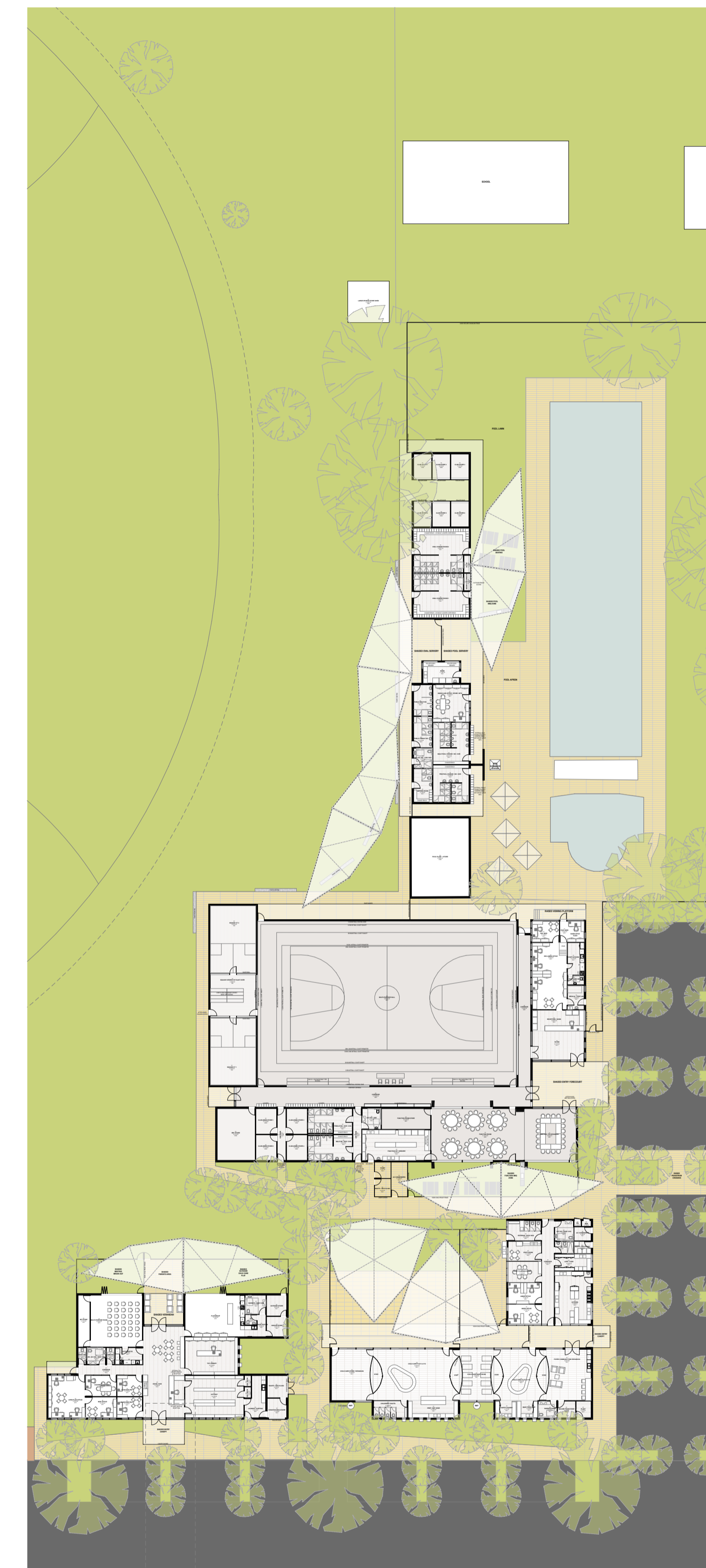
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CLIENT : SHIRE OF ASHBURTON JOB NUMBER : 120404
 LOCATION : LOT 618 FORTESCUE RD PARABURDOO
 DRAWING NAME : **FLOOR PLAN - CHILD CARE**
 DRAWING NUMBER : 4 DRAWING REVISION : 10
 PURPOSE OF ISSUE : REVISED BLOCK MODELLING CLIENT 13 SEP AMENDMENTS
 DRAWN BY : PS DATE OF ISSUE : 18 SEPT 2012



FLOOR PLAN 1:100



SITE PLAN 1:500

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PARABURDOO RECREATION + COMMUNITY HUB A1 SHEET

CLIENT : SHIRE OF ASHBURTON JOB NUMBER : 120404
 LOCATION : LOT 618 FORTESCUE RD PARABURDOO
 DRAWING NAME : FLOOR PLAN - NEIGHBOURHOOD CENTRE
 DRAWING NUMBER : 5 DRAWING REVISION : 10
 PURPOSE OF ISSUE : REVISED BLOCK MODELLING DRAWN BY : PS
 CLIENT 13 SEP AMENDMENTS DATE OF ISSUE : 18 SEPT 2012

**Crown Castle Australia
Tower Audit – Onslow W.A.**

September 2012

Background

The Shire of Ashburton owns and maintains an existing communications tower in Onslow, Western Australia. Crown Castle has been engaged by the Shire of Ashburton to complete a structural analysis report as to the current towers structural capacity.

Analysis Method

An onsite tower inspection and measure was completed by two qualified communications riggers. All tower members were measured to complete the structural analysis report (See Appendix B). As the equipment on the tower is operational estimated equipment dimensions have been used. Details of the tower foundation have been assumed from observations and measurements on site, however should the Shire of Ashburton require certainty as to the tower's actual foundation capacity further investigation would be required.

The Tower

The existing tower is a 23m triangular steel lattice tower. The tower has been fabricated with equal angles by an unknown manufacturer. Multiple tower members were observed to be slightly bent to suit the tower connections. This in most probability slightly reduces the capacity of the connections further however this reduction has not been included in the tower stresses listed. An example of a bent tower member is shown in photo 1 below. Oxidation was also observed (photo 2) closer to the top of the tower.



Photo 1



Photo 2



Conclusion

The tower is currently overloaded at **125%** in Module F. The tower bolt connection in Module B is overloaded at **255%**. Additionally, a number of other tower members and connections are also overloaded. Appendix A of the report details the tower loading by panel and specifically breaks down where the overloading occurs. Based upon assumed design and depth it is also likely the tower foundation is also overloaded i.e. in excess of 100%. Therefore in an adverse weather event this tower has an increased chance of failure.

Recommendation

It is our recommendation that this tower be upgraded immediately to bring the identified overloaded members back to 100% or less in accordance with the Australian Design Standards.



Bun: N/A
 Ref: N/A
 Date: 14/09/2012

Site: Onslow, WA

STRUCTURAL ASSESSMENT

TOWER SPECIFICS

 TOWER TYPE: Equal angle tower (manuf. unknown)
 TOWER HEIGHT (AGL): 23.00m
 TOP FACE WIDTH: 0.00m

 DRAWING REF: Tower Audit Report (See Appendix B)
 MODULES: Ext, A, B, C, D, E, F, G, H, I
 BOTTOM FACE WIDTH: 2.42m

DESIGN STANDARDS

 AS 3995 - 1994: Design of Steel Lattice Towers and Masts
 AS 4100 - 1998: Steel Structures
 AS 3600 - 2001: Concrete Structures
 AS 1170.1 - 2002: Structural Design Actions - Part 1: Permanent, imposed and other actions
 AS 1170.1 - 2002: Structural Design Actions - Part 2: Wind Actions
 Wind Region: D
 Regional Wind Speed (V_R): 88m/s
 Servicability Wind Speed (V_S): 28m/s
 Site Specific Data for Max. Wind Pressure:
 Wind Direction Multiplier (M_d): 1.00
 Shielding Multiplier (M_s): 1.0
 Topographic Multiplier (M_t): 1.00
 Terrain Category (T_c): 2.1

ANTENNA LOADING

Elevation (m) (Estimated)	Status	Equipment (Exact sizes estimated)
24.50	Existing	1 x 1000mm Omni
23.50	Existing	1 x 1000mm CHS extension
22.80	Existing	1 x 3000mm Omni
22.00	Existing	1 x Unknown Conner Reflector
21.30	Existing	1 x 1800mm Dipole
18.86	Existing	1 x 1800mm Dipole
15.92	Existing	1 x 1800mm Dipole
13.00	Existing	1 x 1800mm Dipole
10.00	Existing	1 x 1800mm Dipole

NOTE: Allowances are made for Cable Trays and Ladders

SUMMARY

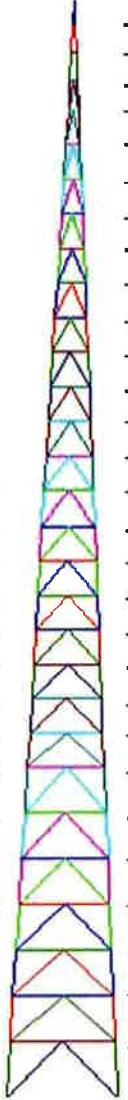
The existing equal angle tower at Onslow, WA is loaded to 125% in Module F (Connections - 255% in Module B) for loading specified above. See Appendix A for tower loading break-down for each panel. Foundation is also overstressed based on an assumed layout and depth. Additional foundation investigation would be required in order to perform a full foundation assessment.

Signed:



 Todd Lankford
 CPEng., MIE Aust., NPER 4049717, RPEQ 12261, PE
 Registered Professional Engineer (Structural)
 Senior Structural Engineer
 Crown Castle International.

APPENDIX A: Tower Loading (by panel)

Tower Panel	Leg	Diagonal	Horizontal	Redundant	Connections	Tower	Module
30	26.1%	0.0%	0.0%	0.0%	0.0%		EXT
1	61.2%	0.0%	5.7%	0.0%	12.8%		A
2	70.2%	0.0%	19.7%	0.0%	103.4%		B
3	66.2%	94.0%	10.9%	0.0%	255.1%		C
4	88.0%	78.1%	8.6%	0.0%	161.5%		D
5	63.5%	60.0%	7.9%	0.0%	113.0%		E
6	71.0%	57.8%	8.0%	0.0%	97.6%		F
7	79.2%	60.2%	9.7%	0.0%	106.1%		G
8	57.0%	27.6%	10.5%	0.0%	89.7%		H
9	62.1%	28.1%	12.2%	0.0%	89.7%		I
10	67.5%	28.5%	14.0%	0.0%	89.2%		
11	73.0%	32.4%	18.2%	0.0%	150.4%		
12	52.0%	22.4%	20.6%	0.0%	99.5%		
13	55.7%	23.6%	24.4%	0.0%	102.4%		
14	59.4%	25.0%	28.4%	0.0%	105.6%		
15	63.3%	26.7%	33.5%	0.0%	110.6%		
16	106.3%	18.2%	44.1%	0.0%	39.4%		
17	112.7%	18.6%	50.7%	0.0%	39.3%		
18	118.9%	19.7%	61.2%	0.0%	40.5%		
19	125.3%	21.7%	75.8%	0.0%	90.2%		
20	76.7%	17.8%	34.0%	0.0%	43.4%		
21	80.4%	19.5%	41.4%	0.0%	46.3%		
22	84.3%	20.5%	47.7%	0.0%	47.7%		
23	88.3%	21.3%	53.6%	0.0%	95.5%		
24	59.4%	26.7%	35.9%	0.0%	58.9%		
25	62.9%	28.4%	41.2%	0.0%	59.6%		
26	66.4%	30.7%	48.3%	0.0%	81.0%		
27	56.5%	20.2%	48.1%	0.0%	62.2%		
28	59.3%	21.7%	56.7%	0.0%	65.2%		
29	63.7%	31.0%	63.0%	0.0%	93.9%		



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Australia

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Fax +61 2 9495 9100
www.crowncastle.com

APPENDIX B: Tower Audit Report (Performed by HVAC)

MODULE No.	PANEL No.	MEMBER No.	MEMBER TYPE Solid Round (S) Circular (CHS)	MEMBER SIZE (Dia. x Thickness)	END BOLTS (No. x BoltØ x Grade)	LENGTH (End Bolt to End Bolt)
A	1	H1	FLAT	40 x 3 mm	M10 8.8	130
		D1	—	—	—	—
	2	H2	FLAT	40 x 3 mm	M10 8.8	185
		D2	—	—	—	—
	3	H3	EA	32 x 3.9 mm	M10 8.8	260
		D3	EA	32 x 3.9 mm	M10 8.8	670
	4	H4	EA	32 x 3.9 mm	M10 8.8	325
		D4	EA	32 x 3.4 mm	M10 8.8	760
	5	H5	EA	32 x 3.4 mm	M10 8.8	410
		D5	EA	32 x 3.4 mm	M10 8.8	770
	6	H6	EA	32 x 3.4 mm	M10 8.8	470
		D6	EA	32 x 3.4 mm	M10 8.8	785
7	H7	EA	32 x 3.4 mm	M10 8.8	545	
	D7	EA	32 x 3.4 mm	M10 8.8	795	
8	H8	EA	32 x 3.4 mm	M10 8.8	620	
	D8	EA	40 x 4 mm	M10 8.8	816	
9	H9	EA	32 x 3.9 mm	M10 8.8	695	
	D9	EA	40 x 4 mm	M10 8.8	825	
10	H10	EA	32 x 3.9 mm	M10 8.8	775	
	D10	EA	40 x 4 mm	M10 8.8	850	
11	H11	EA	32 x 3.9 mm	M10 8.8	850	
	D11	EA	40 x 4 mm	M10 8.8	865	
12	H12	EA	32 x 3.9 mm	M10 8.8	925	
	D12	EA	40 x 5.5 mm	M10 8.8	890	

SCALE: 1:200

ELEVATION



SPACE RESERVED FOR A & E LOGO

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REVISIONS	NO.	DATE	DESCRIPTION	BY

DRAWN BY: L.R
CHECKED BY:
DRAWING DATE: 11.07.12

SITE AUDIT INFORMATION

AUDIT CO: CCA
AUDIT DATE:

SITE NAME

TBA

BUSINESS UNIT NUMBER

TBA

SITE ADDRESS

TBA

TBA

ONSLOW, WA

AUSTRALIA

SHEET TITLE

TOWER AUDIT

SHEET NUMBER

MODULE No.	PANEL No.	MEMBER No.	MEMBER TYPE Solid Round (S) Circular (CHS)	MEMBER SIZE (Dia. x Thickness)	END BOLTS (No. x BoltØ x Grade)	LENGTH (End Bolt to End Bolt)
D	13	H13	EA	32 x 3.9mm	M10 8.8	1000
		D13	EA	40 x 5.5mm	M10 8.8	910
	14	H14	EA	32 x 3.9mm	M10 8.8	1070
		D14	EA	40 x 5.5mm	M10 8.8	930
	15	H15	EA	32 x 3.9mm	M10 8.8	1145
		D15	EA	40 x 5.5mm	M10 8.8	955
	16	H16	EA	32 x 3.8mm	M12 8.8	1220
		D16	EA	45 x 7mm	M12 8.8	975
17	H17	EA	32 x 3.8mm	M12 8.8	1300	
	D17	EA	45 x 7mm	M12 8.8	1010	
18	H18	EA	32 x 3.9mm	M12 8.8	1370	
	D18	EA	45 x 7mm	M12 8.8	1030	
19	H19	EA	32 x 3.9mm	M12 8.8	1445	
	D19	EA	45 x 7mm	M12 8.8	1055	
20	H20	EA	40 x 4mm	M12 8.8	1525	
	D20	EA	52 x 6.5mm	M12 8.8	1085	
21	H21	EA	40 x 4mm	M12 8.8	1600	
	D21	EA	52 x 6.8mm	M12 8.8	1120	
22	H22	EA	40 x 4mm	M12 8.8	1665	
	D22	EA	52 x 6.8mm	M12 8.8	1140	
23	H23	EA	40 x 4mm	M12 8.8	1745	
	D23	EA	52 x 6.8mm	M12 8.8	1170	
24	H24	EA	39 x 7mm	M12 8.8	1825	
	D24	EA	58.3 x 7mm	M12 8.8	1365	

SCALE: 1:200

ELEVATION

1



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A & E PROJECT #
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SPACE RESERVED FOR PROFESSIONAL SEALS

REVISIONS	NO.	DATE	DESCRIPTION	BY

DRAWN BY: L.R
CHECKED BY:
DRAWING DATE: 11.07.12

SITE AUDIT INFORMATION

AUDIT CO: CCA
AUDIT DATE:

SITE NAME

TBA

BUSINESS UNIT NUMBER

TBA

SITE ADDRESS

TBA

TBA

ONSLow, WA

AUSTRALIA

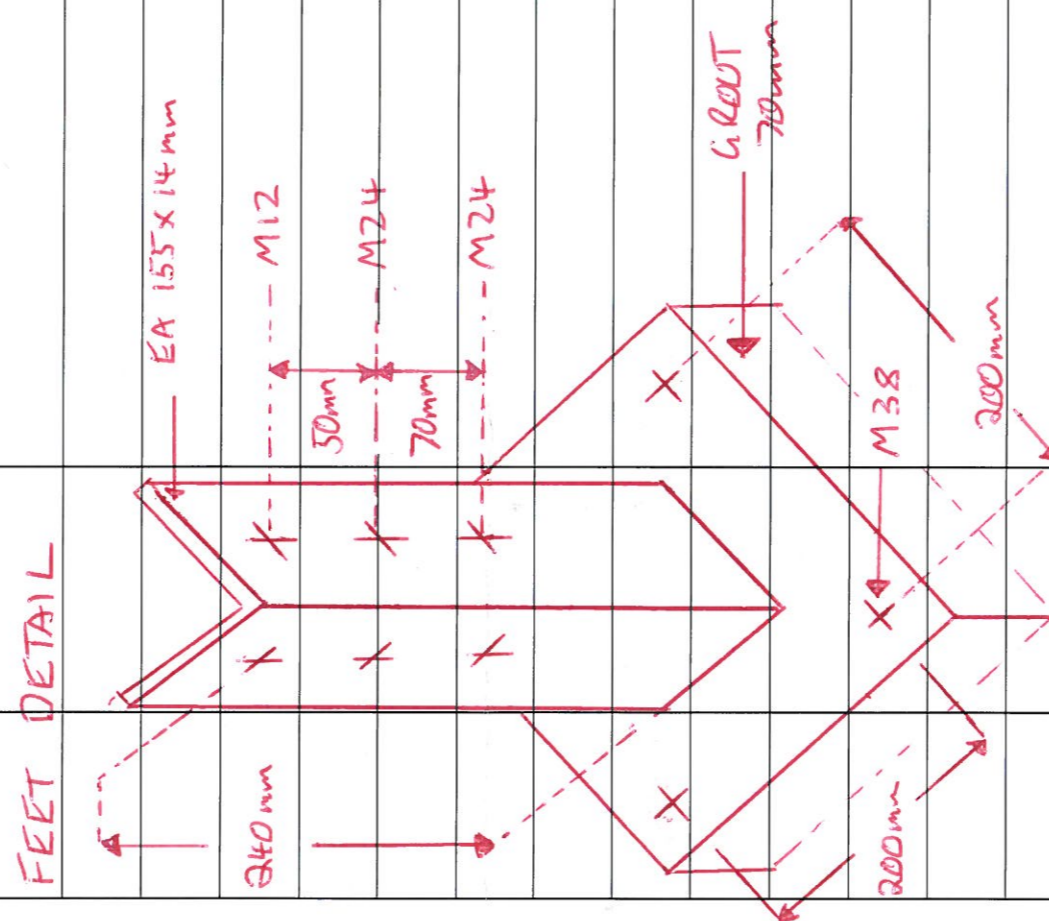
SHEET TITLE

TOWER AUDIT

SHEET NUMBER

SHEET 2 of 3

MODULE No.	PANEL No.	MEMBER No.	MEMBER TYPE Solid Round (S) Circular (CHS)	MEMBER SIZE (Dia. x Thickness)	END BOLTS (No. x BoltØ x Grade)	LENGTH (End Bolt to End Bolt)
G	25	H25	EA	39 x 7mm	M12 8.8	1925
		D25	EA	58.3 x 7mm	M12 8.8	1405
	26	H26	EA	40 x 7mm	M12 8.8	2025
		D26	EA	58 x 7mm	M12 8.8	1440
	27	H27	EA	45 x 5.6mm	M12 8.8	2130
		D27	EA	64.8 x 6.5mm	M12 8.8	1480
	28	H28	EA	45 x 5.6mm	M12 8.8	2230
		D28	EA	64.8 x 6.5mm	M12 8.8	1520
	29	H29	EA	45 x 5.6mm	M12 8.8	2325
		D29	EA	64.8 x 6.5mm	M12 8.8	1555



SCALE: 1:200



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TBA

ONSLOW, WA

AUSTRALIA

SHEET TITLE

TOWER AUDIT

SHEET NUMBER

Contact

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COUNCIL POLICY

Local Planning Policy

Title: Consideration of group housing development and bedrooms

File No:

1.0 PURPOSE:

Local Planning Policies are guidelines used to assist the local government in making decisions under the Scheme. The Scheme prevails should there be any conflict between this Policy and the Scheme.

2.0 SCOPE:

A Local Planning Policy is not part of the Scheme and does not bind the local government in respect of any application for planning approval but the local government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

3.0 INTRODUCTION

With the resource development in the Pilbara, the Shire is aware that there is strong demand on the availability of housing for both resource companies, their contractors and the like. The result has been the use of houses for purposes including offices and boarding houses. In these circumstances, rooms that may have been referred to as 'store', or 'home theatre', or 'study' or the like will be counted used as bedrooms. Generally, this has been restricted to single houses on single lots. The result does impact the amenity of towns due to parking and noise issues, however, with the increased development potential for group housing, the negative impacts will be exacerbated on a densely developed site.

The Shire is seeking to ensure that rooms within group dwellings are not readily established by occupants for bedrooms which in turn, will impact car parking and result in amenity concerns.

In this regard, rooms within the group housing unit defined as 'store', 'home theatre', 'study' or the like will be counted as bedrooms.

In addition, the maximum number of bedrooms the Shire will support for a group housing unit will be 4 bedrooms, unless the applicant can demonstrate that additional car parking is available on the site to cater for the use of these rooms for accommodation.

4.0 POLICY:

The Council, in considering an application for group housing will have due regard to the following:

- the aims and provisions of the Scheme;
- the requirements of orderly and proper planning;
- the standard of amenity to be enjoyed by residents within and outside of the development; and
- acknowledging that in an environment where resource development maximizes accommodation needs, the potential arises that rooms designed for habitable purposes but not defined on submitted plans as such, are likely to be used for accommodation purposes;
- rooms within the group housing unit defined as 'store', 'home theatre', 'study' or the like will be counted as bedrooms; and
- the maximum number of bedrooms the Shire will support for a group housing unit will be 4 bedrooms, unless the applicant can demonstrate that additional car parking is available on the site to cater for the use of the these rooms for accommodation.

4.0 REFERENCE:

The Shire of Ashburton Town Planning Scheme No. 7 and the Planning & Development Act 2005.

5.0 RESPONSIBILITIES:

The Town Planning Section of the Development Services Division as per the Delegations Policy and Register and further authority is delegated to the Chief Executive Officer for the following:

6.0 ADOPTION:

OCEAN VIEW CARAVAN PARK - LEASE RETURNS

TENANT	RETURNED	DEPARTED	DATE	EXTENSION
Jenko Fishing				
Harbeck Transport X 3				
IGA X 4				
Nikkis Restaurant				
Trick Electricks				
Harvey Pharmacy				
Drillline X 2	in post			
Duende Engineering				
HR Haulage				
Banfields contracting				
Kim Harrop				
Exmouth Aviation	YES		9/06/2012	
Vusumuzi Gumbo				
CGC Dredging X 3		YES	15/10/2012	
Boral - Mick Pattison				
Boral - Steve Sandiford				
Burke Builders				
Corbett Plumbing				
Ashburton Resort Motel	YES		9/10/2012	
Dennis and Jacki Brooks		YES	10/08/2012	
Ashley Hodges				
Garry and Graham Duncanson		YES	9/03/2012	
Peter Nicholson				
Ian and Rae Vickery				
Chris Cahill and Jade				
John and Yvonne Zolopa				24/09/2012
David and Roz Allen		YES	15/09/2012	
David and Julie Armstead				
Maureen Buck and Graham Coile				
Lee Thompson	YES		9/10/2012	
Sharon Stone and Grant Bryce				
Peter and Jo Heitman				24/09/2012
Julie Maxwell				

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2/3 Cabins