

**SHIRE OF ASHBURTON**

**ORDINARY COUNCIL MEETING**

**AGENDA**

**ATTACHMENTS**

**Barry Lang Centre  
PANNAWONICA**

**15 June 2011**

PROJECT

**TOM PRICE SPORTS PRECINCT / SPORTS PAVILION**

LOCATION

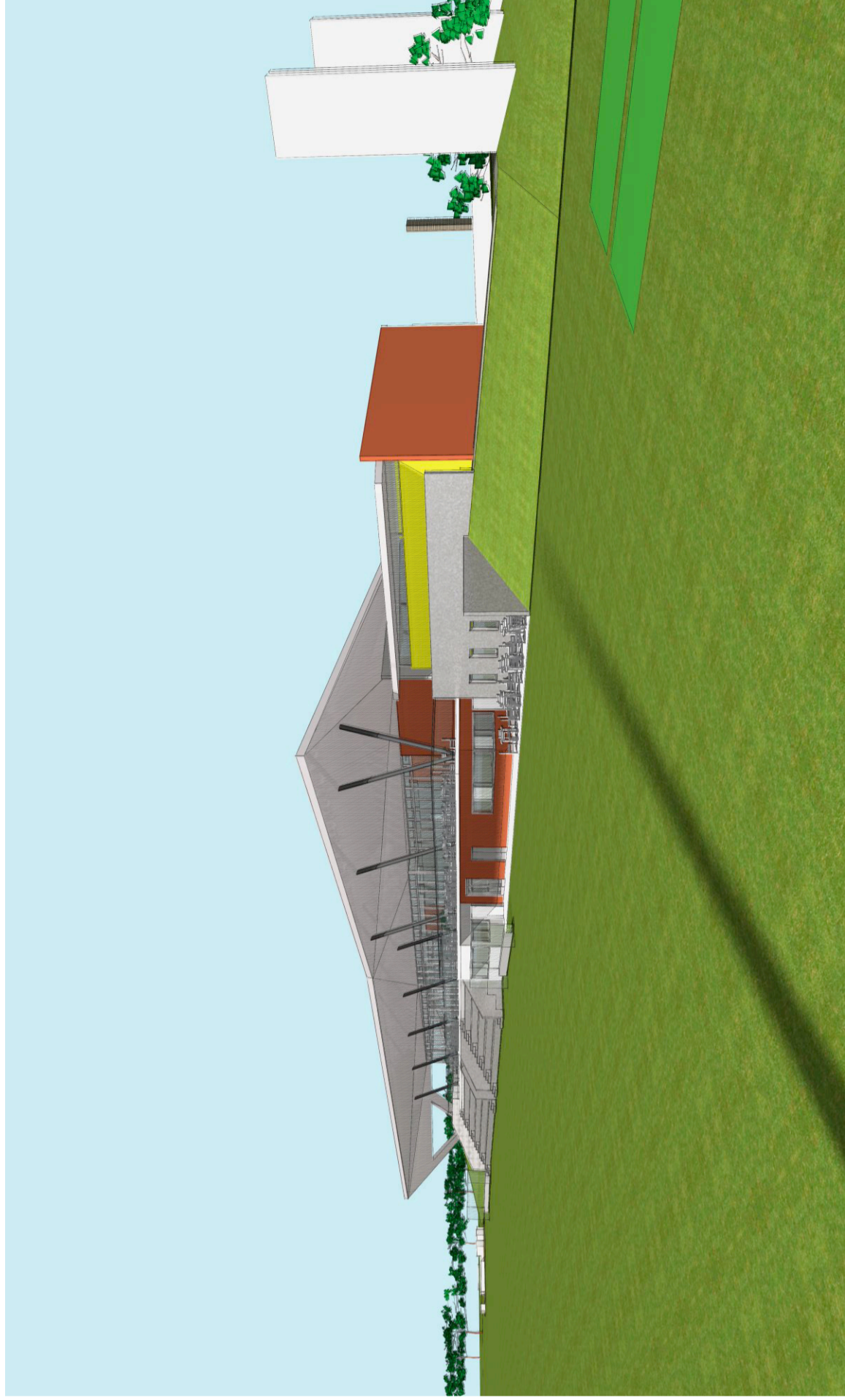
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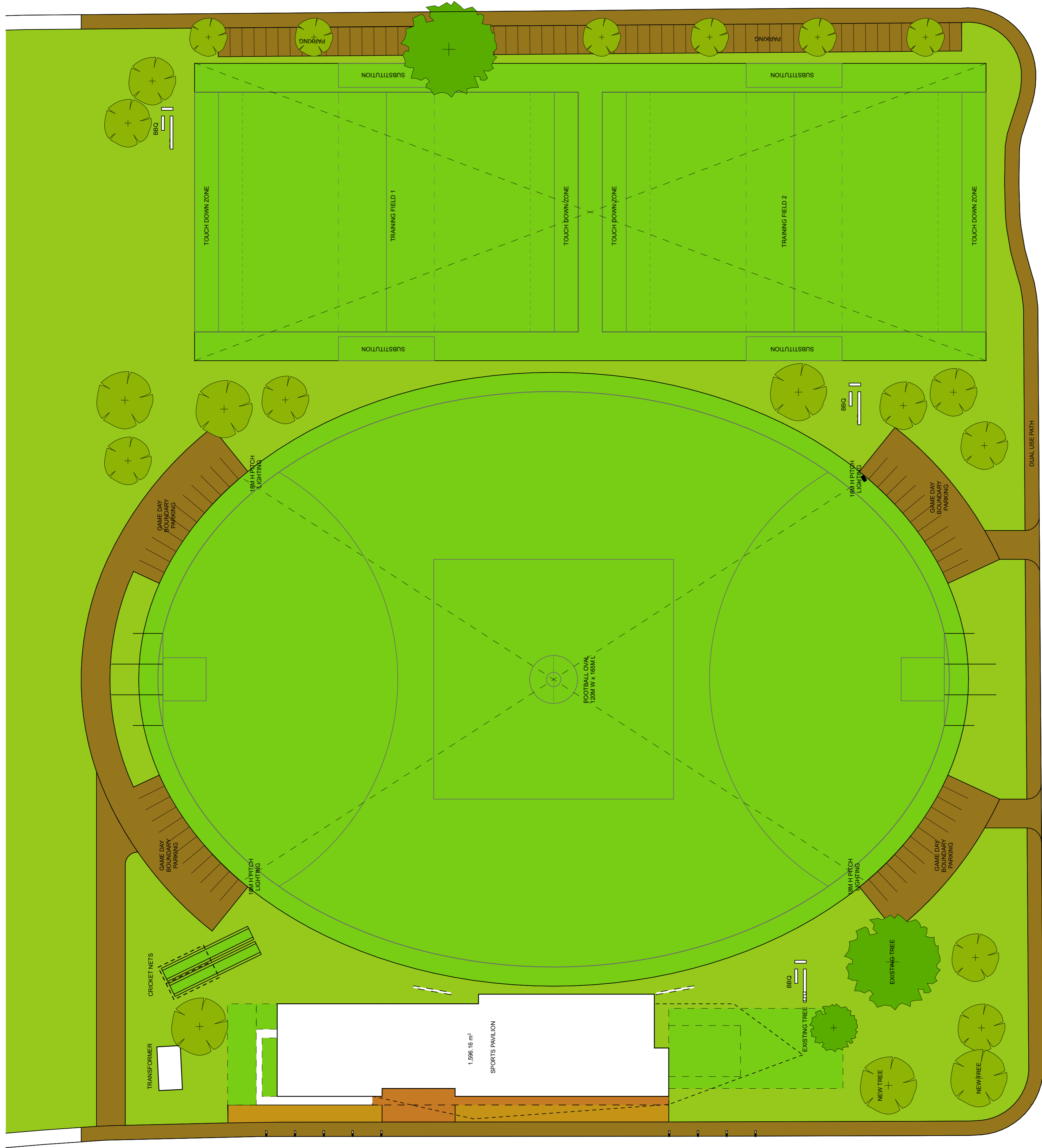
CLIENT

**SHIRE OF ASHBURTON**

JOB NUMBER

**13210**





2 SITE PLAN 1:500



**PART SITE PLAN**  
1:500

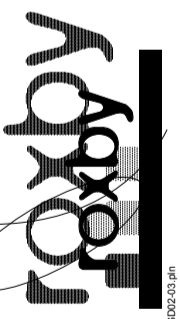
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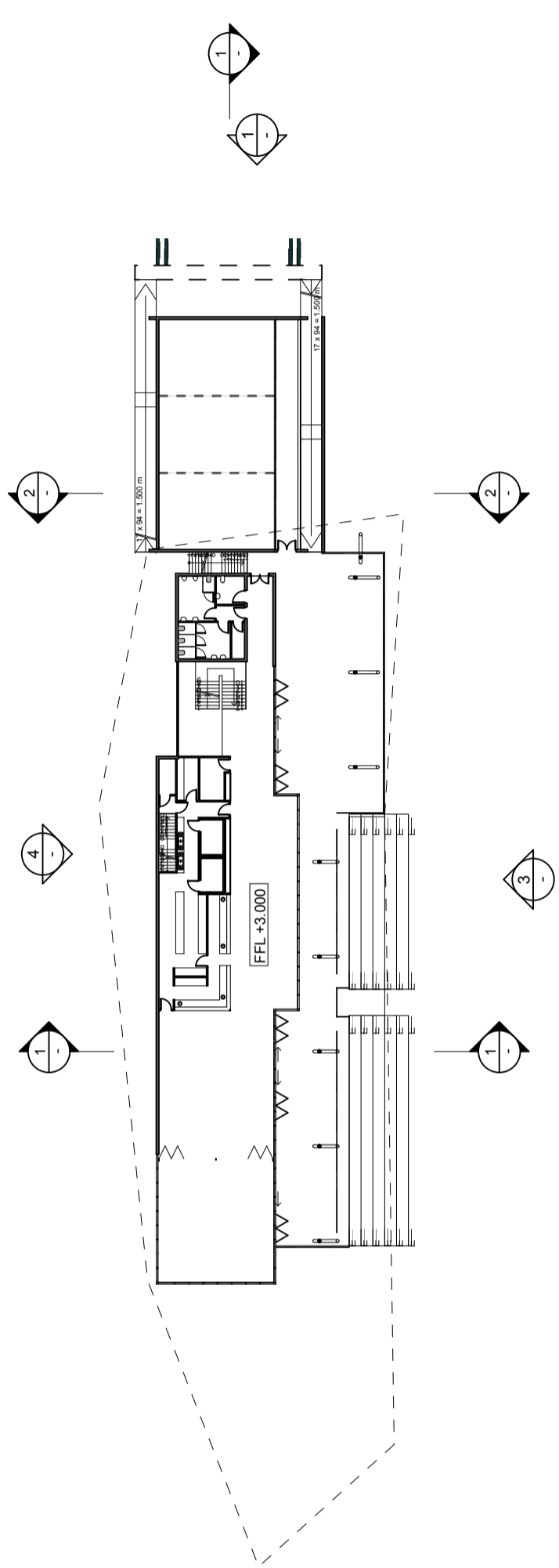
PROJECT	TOM PRICE SPORTS PRECINCT / SPORTS PAVILION	CLIENT	SHIRE OF ASHBURTON	SCALE @ A3	AS PER PLAN	DATE	16.05.2011	DRAWN	BC
STAGE	SCHEMATIC DESIGN	TITLE	PART SITE PLAN	JOB NUMBER	13210	SHEET No	A01-02	ISSUE	B

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ARCHITECTS (WA) PTY LTD AND REMAIN THE PROPERTY OF  
ROXBY ARCHITECTS (PRA) PTY LTD

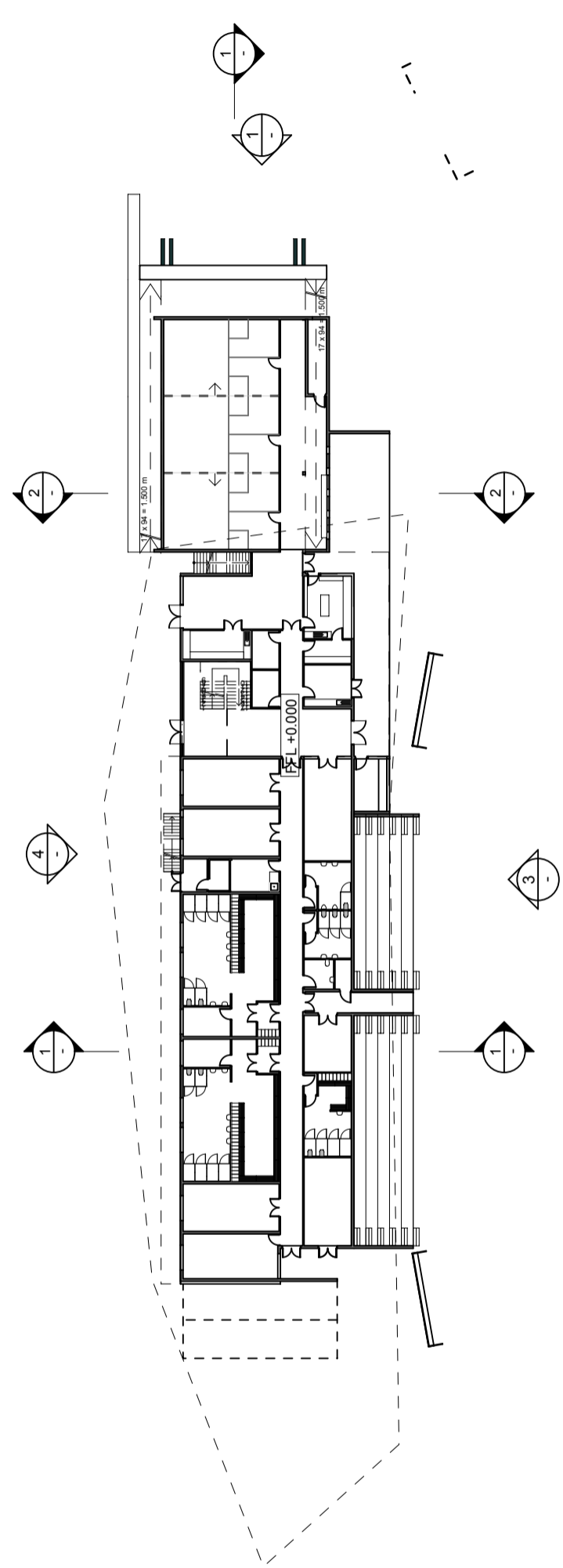


Rev.	Date.	Amendment.	Issued To.
B	16.05.2011	REVISED BUILDING LAYOUT FOR EOI	CLIENT
A	10.00.0000	CONCEPT PRESENTATION	CLIENT

FILE PATH: PROJECTS\2010\13210 TOM PRICE SPORTS PAVILION\DWGS\ARCH\CAD\13210\_SPORTS PAVILION\_S002.dwg



1 FIRST FLOOR PLAN  
1:500



2 GROUND FLOOR PLAN  
1:500

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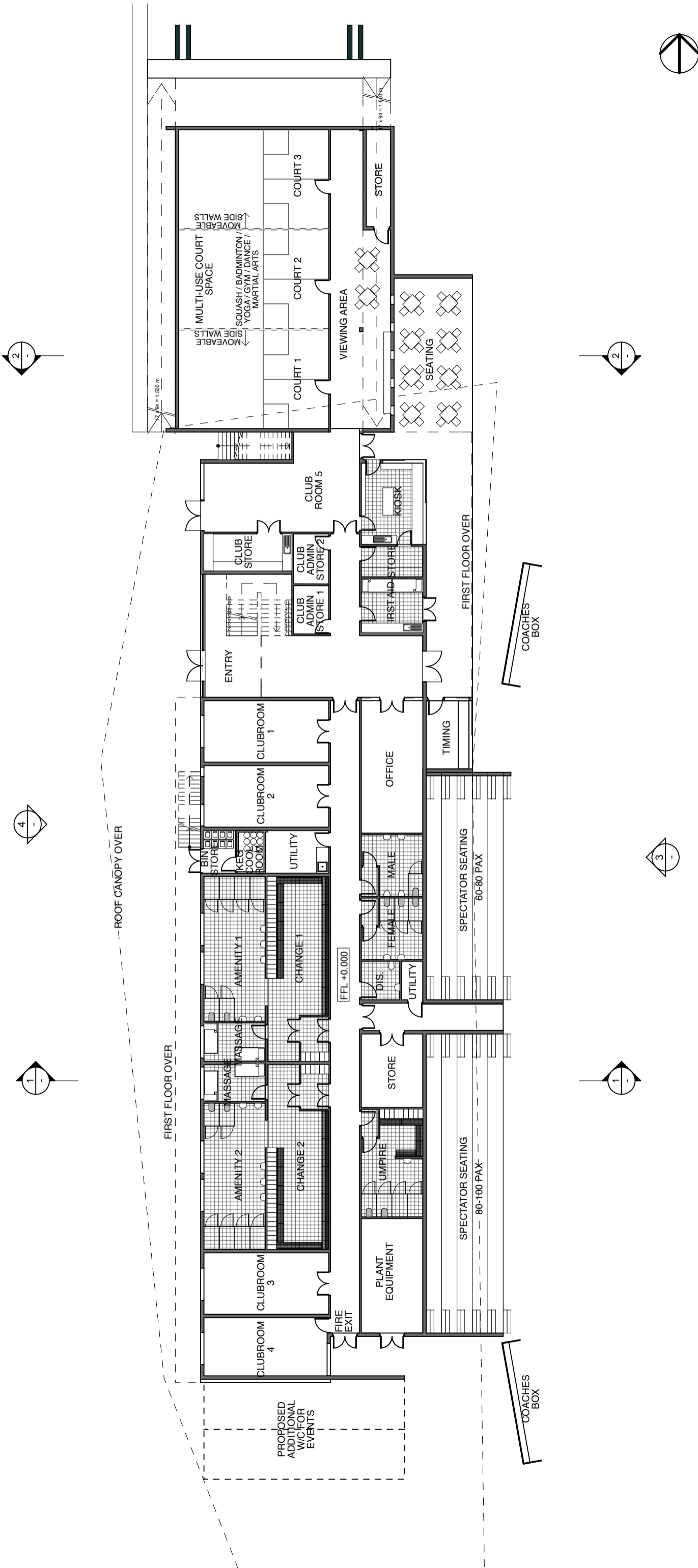
PROJECT	TOM PRICE SPORTS PRECINCT / SPORTS PAVILION	CLIENT	SHIRE OF ASHBURTON	SCALE @ A3	AS PER PLAN	DATE	16.05.2011	DRAWN	BC
STAGE	SCHEMATIC DESIGN	TITLE	PAVILION FLOOR PLANS	JOB NUMBER	13210	SHEET No	A02-00	ISSUE	B

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A	00.00.0000	CONCEPT PRESENTATION	CLIENT

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1 GROUND FLOOR  
1:250

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PROJECT	TOM PRICE SPORTS PRECINCT / SPORTS PAVILION	CLIENT	SHIRE OF ASHBURTON
STAGE	SCHEMATIC DESIGN	TITLE	GROUND FLOOR
SCALE @ A3	AS PER PLAN	DATE	16.05.2011
JOB NUMBER	13210	SHEET No	A02-01
ISSUE	B	ISSUE	B

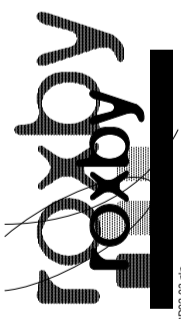
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A	00.00.0000	CONCEPT PRESENTATION

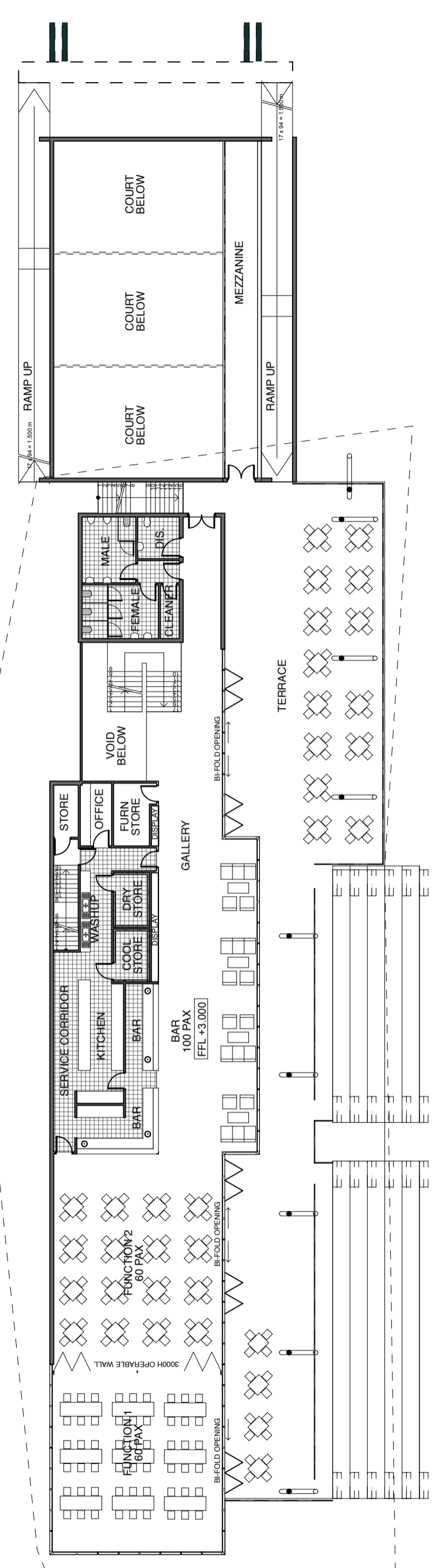
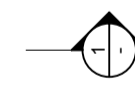
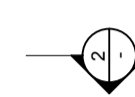
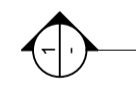
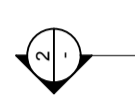
  

CLIENT	SHIRE OF ASHBURTON
CLIENT	SHIRE OF ASHBURTON
Issued To	SHIRE OF ASHBURTON

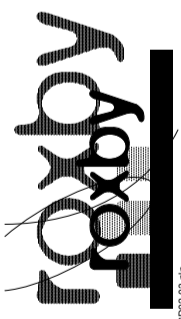
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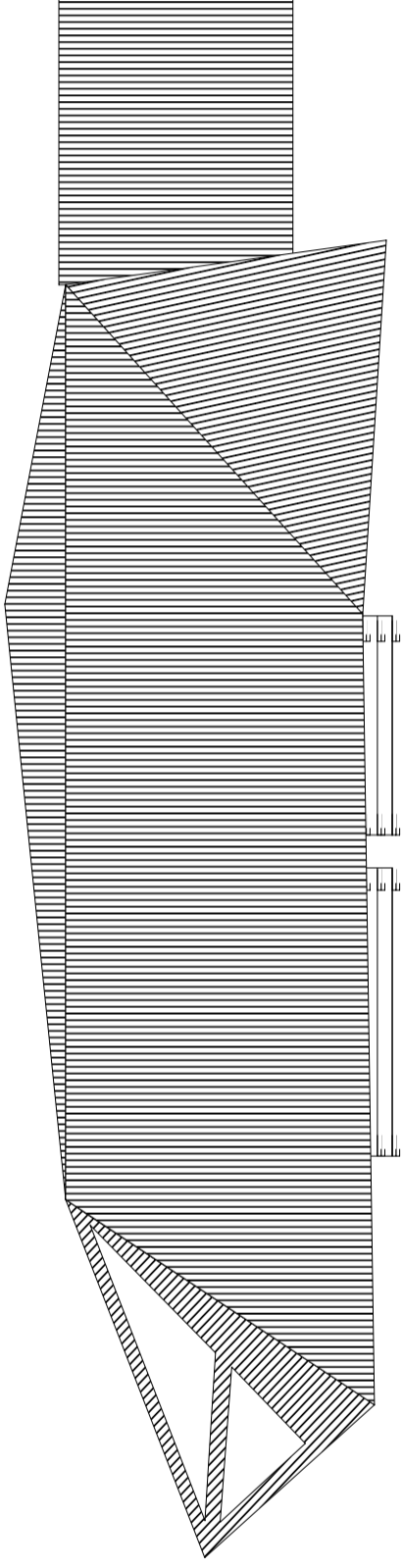
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PROJECT	TOM PRICE SPORTS PRECINCT / SPORTS PAVILION	CLIENT	SHIRE OF ASHBURTON	SCALE @ A3	AS PER PLAN	DATE	16.05.2011	DRAWN	BC
STAGE	SCHEMATIC DESIGN	TITLE	FIRST FLOOR	JOB NUMBER	13210	SHEET No	A02-02	ISSUE	B



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B	16.05.2011	REVISED BUILDING LAYOUT FOR EOI	CLIENT
A	10.00.0000	CONCEPT PRESENTATION	CLIENT

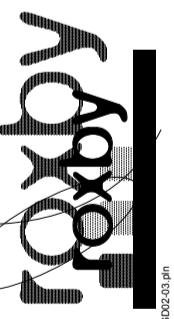


1 ROOF PLAN  
1:500

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<b>PROJECT</b>	<b>CLIENT</b>	<b>SCALE @ A3</b>	<b>DRAWN</b>
TOM PRICE SPORTS PRECINCT / SPORTS PAVILION	SHIRE OF ASHBURTON	AS PER PLAN	BC
<b>STAGE</b>	<b>TITLE</b>	<b>DATE</b>	<b>ISSUE</b>
SCHEMATIC DESIGN	ROOF PLAN	16.05.2011	B
		<b>JOB NUMBER</b>	<b>SHEET No</b>
		13210	A02-03

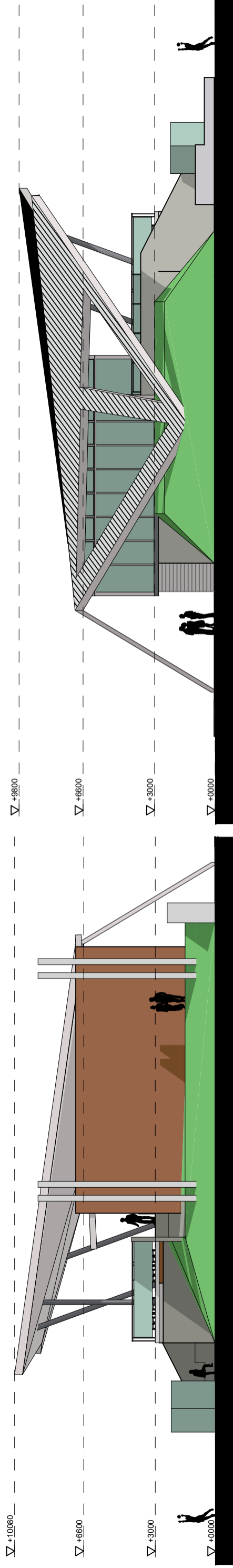
  
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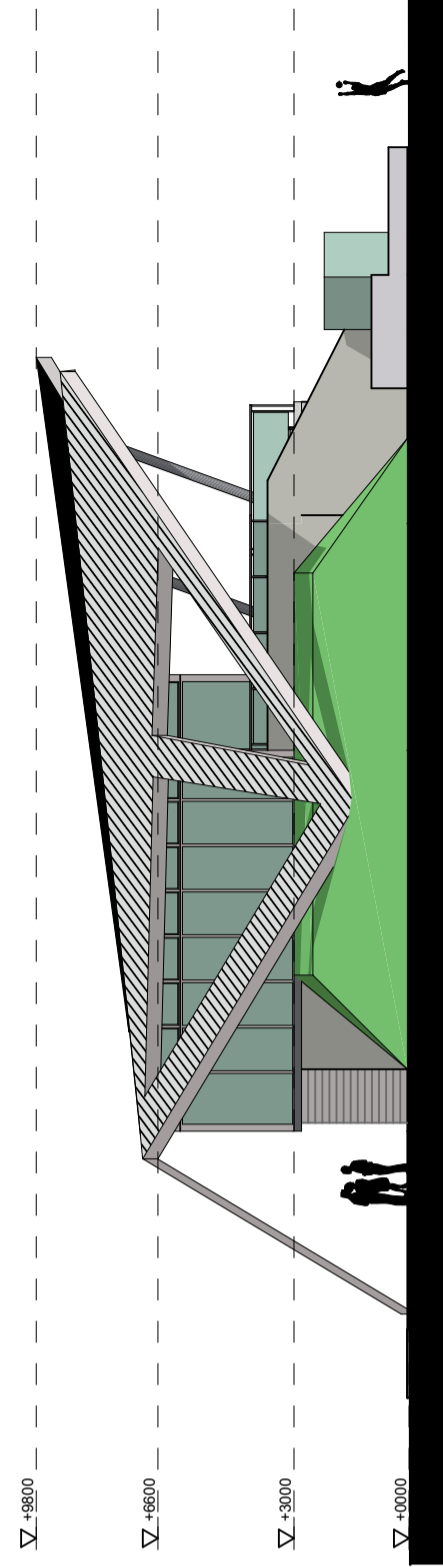
Rev.	Date.	Amendment.	Issued To.
B	16.05.2011	REVISED BUILDING LAYOUT FOR EOI	CLIENT
A	10.00.0000	CONCEPT PRESENTATION	CLIENT

FILE PATH: PROJECTS\2010\13210 TOM PRICE SPORTS PAVILION\DWGS\ARCH\CAD\13210\_SPORTS PAVILION\_S002.dwg

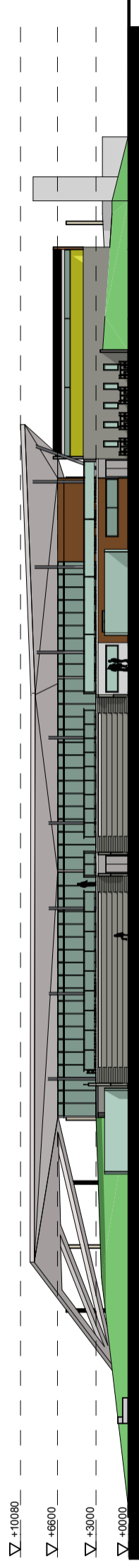




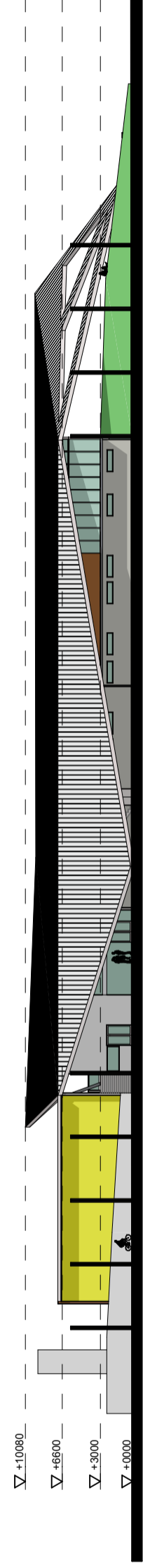
1 ELEVATION - NORTH 1:200



2 ELEVATION - SOUTH 1:200



3 ELEVATION - EAST 1:500



4 ELEVATION - WEST 1:500

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PROJECT		CLIENT	SCALE @ A3	DRAWN
TOM PRICE SPORTS PRECINCT / SPORTS PAVILION		SHIRE OF ASHBURTON	AS PER PLAN	BC
STAGE		TITLE	DATE	ISSUE
SCHEMATIC DESIGN		ELEVATIONS	16.05.2011	B
JOB NUMBER		SHEET No		
13210		A03-01		

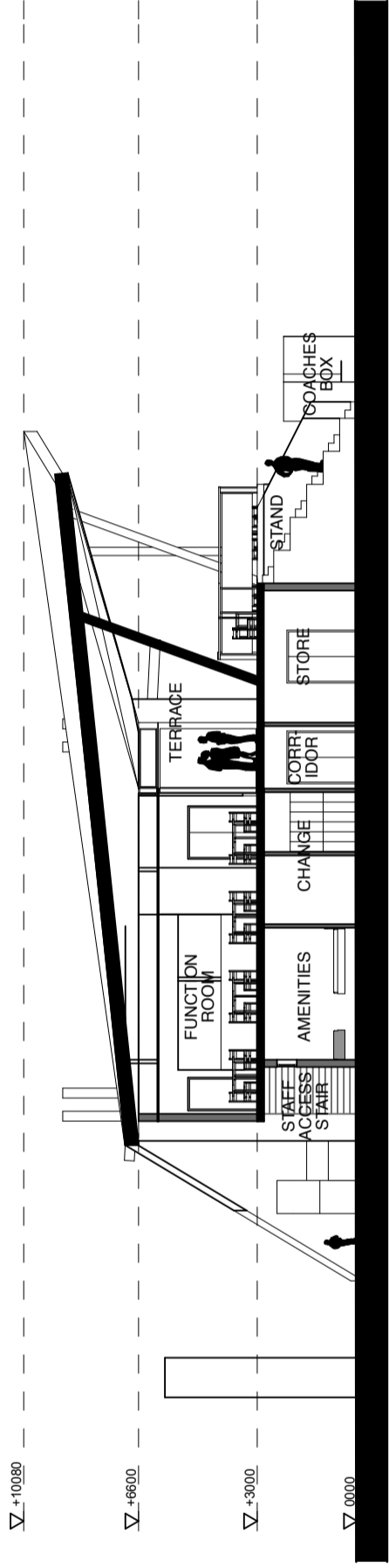
Rev.	Date.	Amendment.	Issued To.
B	16.05.2011	REVISED BUILDING LAYOUT FOR EOI	CLIENT
A	10.00.0000	CONCEPT PRESENTATION	CLIENT

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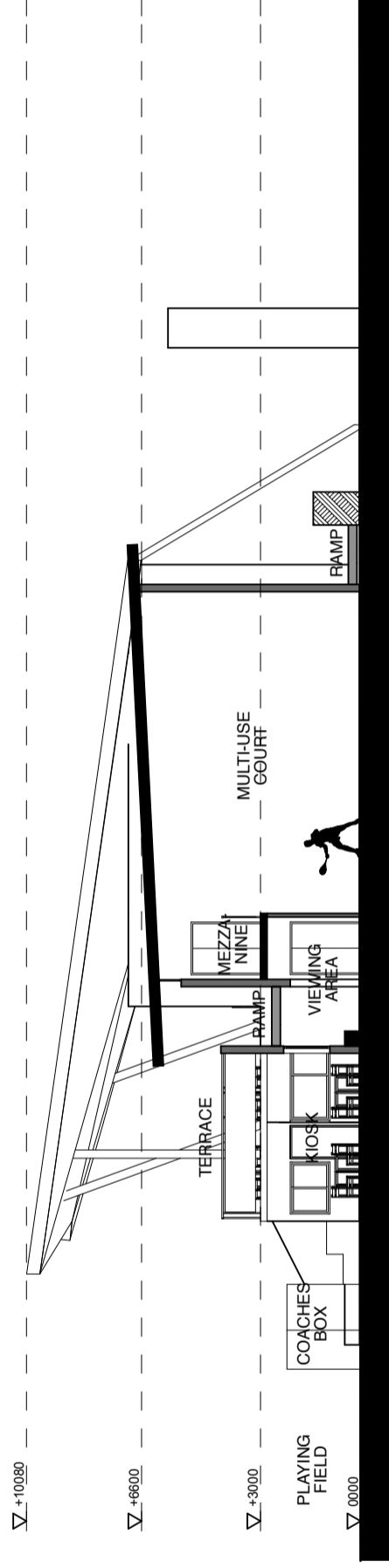
**ROXBYP**

FILE PATH: PROJECTS\2010\13210 TOM PRICE SPORTS PAVILION\DWGS\ARCH\13210\_SPORTS PAVILION\_8002.dwg



SECTION A  
1:200

1



SECTION B  
1:200

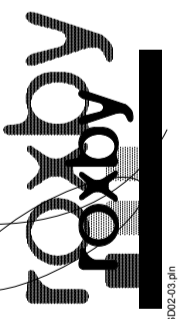
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SCALE @ A3	DATE	DRAWN
AS PER PLAN	16.05.2011	BC
JOB NUMBER	SHEET No	ISSUE
13210	A04-01	B

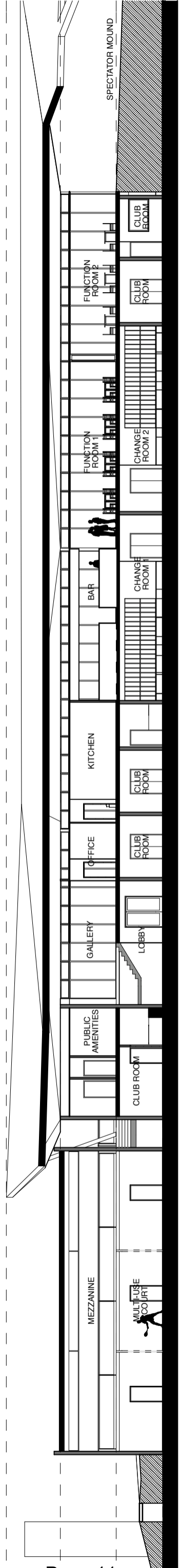
PROJECT	CLIENT
TOM PRICE SPORTS PRECINCT / SPORTS PAVILION	SHIRE OF ASHBURTON
STAGE	TITLE
SCHEMATIC DESIGN	SECTIONS

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A	10.00.0000	CONCEPT PRESENTATION	CLIENT

FILE PATH: PROJECTS\2010\13210 TOM PRICE SPORTS PAVILION.DWG; ARCHICAD\13210\_SPORTS PAVILION\_S002.dwg



1  
SECTION C  
1:250

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PROJECT	TOM PRICE SPORTS PRECINCT / SPORTS PAVILION	CLIENT	SHIRE OF ASHBURTON	SCALE @ A3	AS PER PLAN	DATE	16.05.2011	DRAWN	BC
STAGE	SCHEMATIC DESIGN	TITLE	LONG SECTION	JOB NUMBER	13210	SHEET NO	A04-02	ISSUE	B

  
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A	00.00.0000	CONCEPT PRESENTATION	CLIENT



1 AERIAL PERSPECTIVE



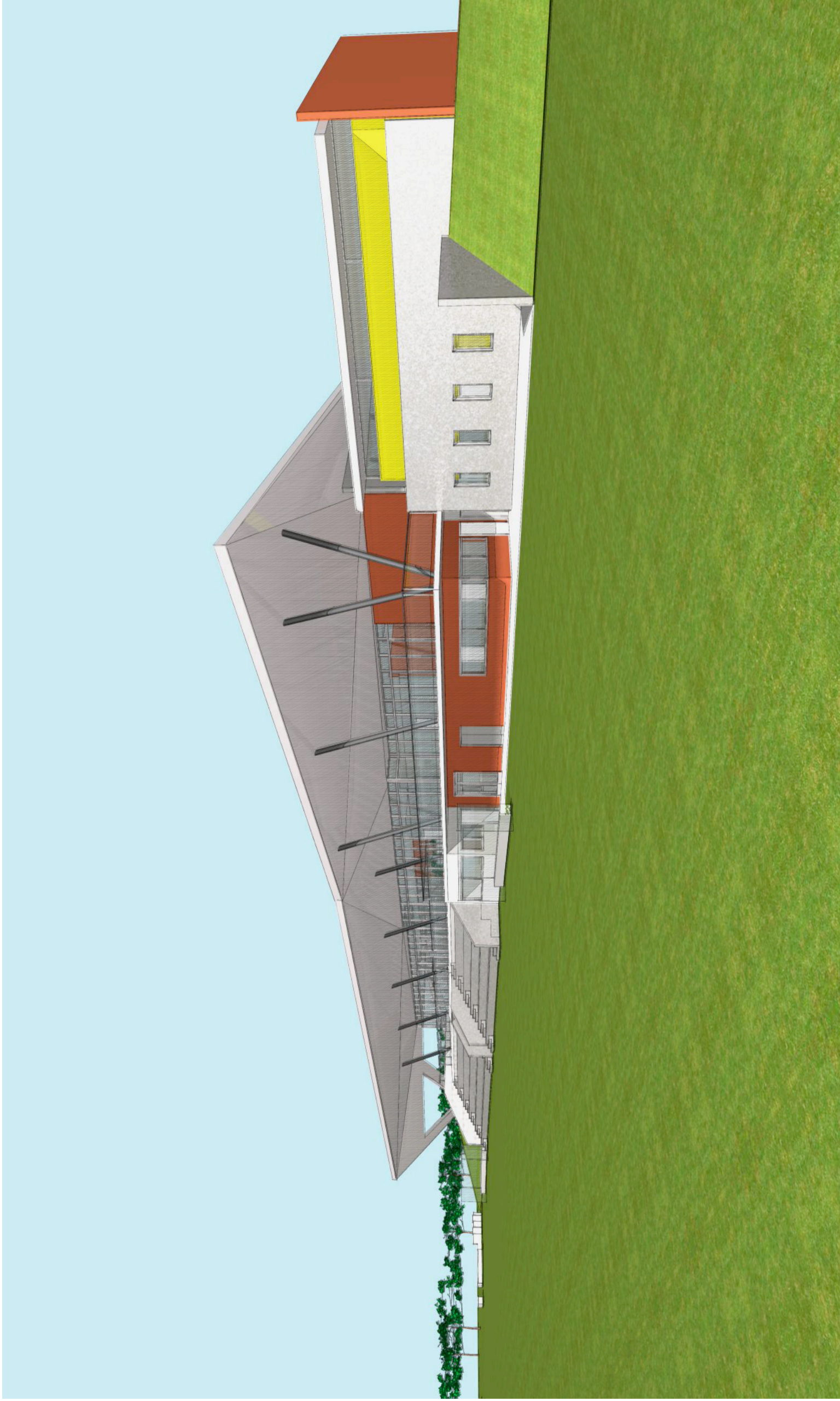
2 NORTH PERSPECTIVE

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B	16.05.2011	REVISED BUILDING LAYOUT FOR EOI	CLIENT
A	10.00.0000	CONCEPT PRESENTATION	CLIENT
Rev.	Date.	Amendment.	Issued To.
FILE PATH: PROJECTS\2010\13210 TOM PRICE SPORTS PAVILION\DWGS\ARCH\CAD\13210_SPORTS PAVILION_3002.dwg			


  
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PROJECT	CLIENT	SCALE @ A3	DRAWN
TOM PRICE SPORTS PRECINCT / SPORTS PAVILION	SHIRE OF ASHBURTON	AS PER PLAN	BC
STAGE	TITLE	DATE	ISSUE
SCHEMATIC DESIGN	PERSPECTIVES	16.05.2011	B
		JOB NUMBER	SHEET No
		13210	A11-01

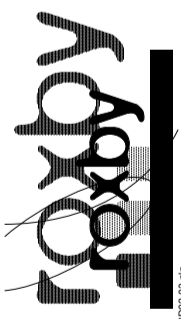


1 NORTH EAST PERSPECTIVE

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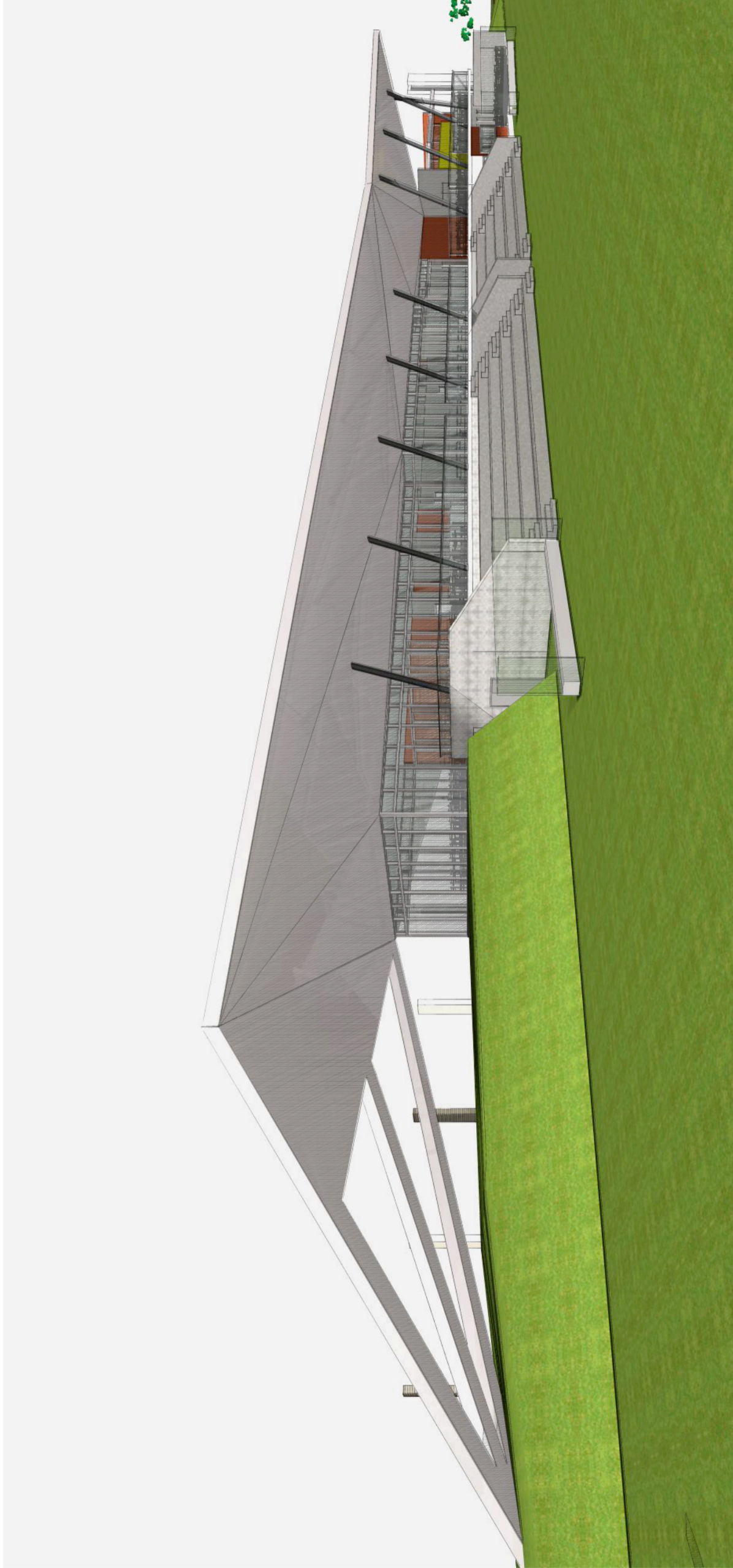
<b>PROJECT</b>	<b>CLIENT</b>	<b>SCALE @ A3</b>	<b>DATE</b>	<b>DRAWN</b>
TOM PRICE SPORTS PRECINCT / SPORTS PAVILION	SHIRE OF ASHBURTON	AS PER PLAN	16.05.2011	BC
<b>STAGE</b>	<b>TITLE</b>	<b>JOB NUMBER</b>	<b>SHEET No</b>	<b>ISSUE</b>
SCHEMATIC DESIGN	NORTH EAST PERSPECTIVE	13210	A11-02	B


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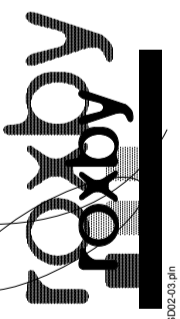


1 SOUTH EAST PERSPECTIVE

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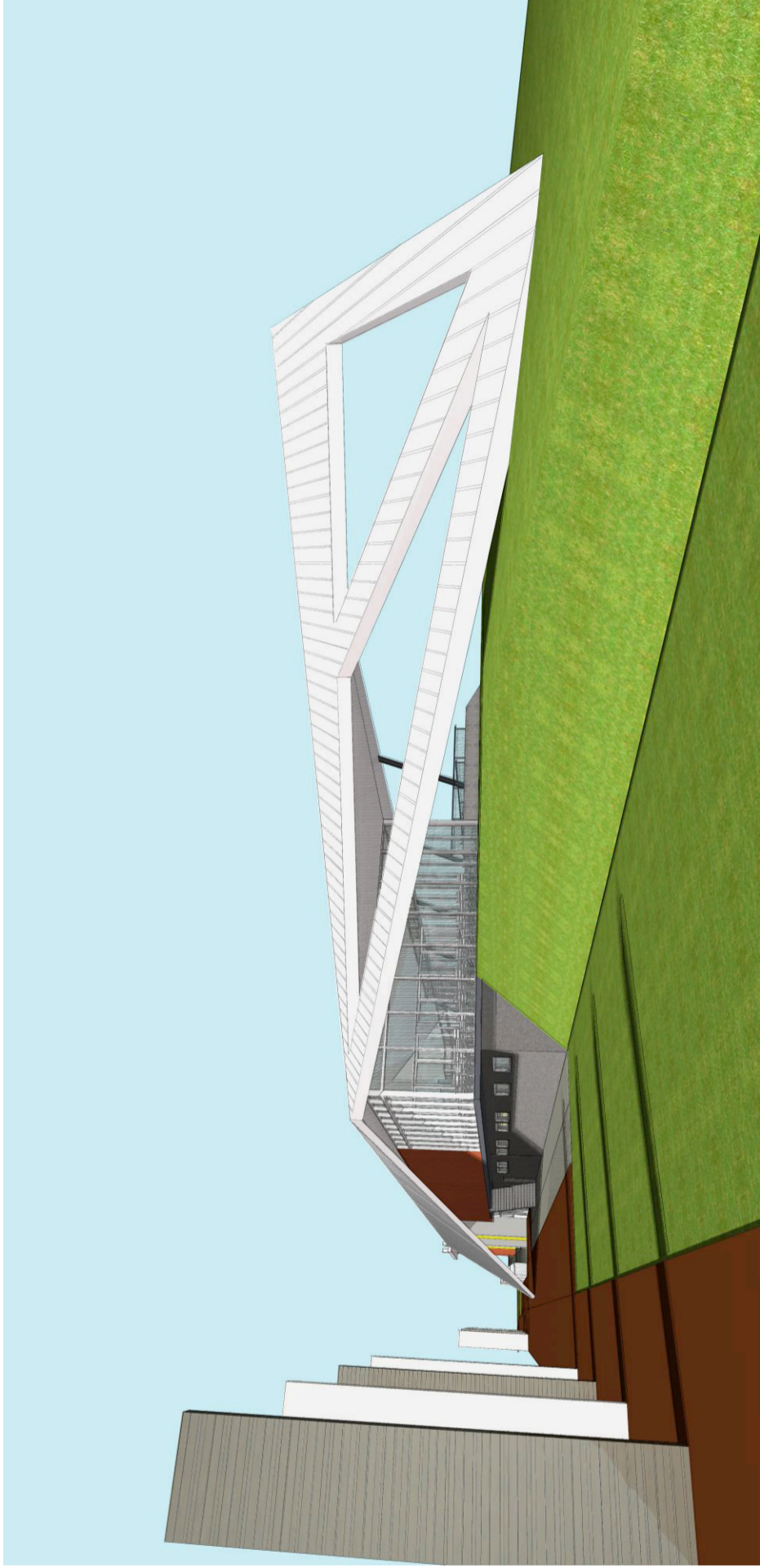
PROJECT	TOM PRICE SPORTS PRECINCT / SPORTS PAVILION	CLIENT	SHIRE OF ASHBURTON	SCALE @ A3	AS PER PLAN	DATE	16.05.2011	DRAWN	BC
STAGE	SCHEMATIC DESIGN	TITLE	SOUTH EAST PERSPECTIVE	JOB NUMBER	13210	SHEET No	A11-03	ISSUE	B


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1 SOUTH PERSPECTIVE



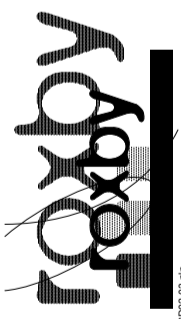
2 ENTRY PERSPECTIVE

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SCALE @ A3	DATE	DRAWN
AS PER PLAN	16.05.2011	BC
JOB NUMBER	SHEET No	ISSUE
13210	A11-04	B

PROJECT	CLIENT
TOM PRICE SPORTS PRECINCT / SPORTS PAVILION	SHIRE OF ASHBURTON
STAGE	TITLE
SCHEMATIC DESIGN	PERSPECTIVES


  
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## SHIRE OF ASHBURTON

### PRELIMINARY MONTHLY STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

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SHIRE OF ASHBURTON

STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

	NOTE	April 2011 Actual \$	April 2011 Y-T-D Budget \$	2010/11 Budget \$	Variances Actuals to Budget \$	Variances Actual Budget to Y-T-D %	
<b>Operating</b>							
<b>Revenues/Sources</b>							
	1,2						
Governance		88,265	66,694	146,550	21,571	32.34%	▲
General Purpose Funding		3,348,930	2,972,266	3,896,950	376,664	12.67%	▲
Law, Order, Public Safety		127,302	118,014	124,010	9,288	7.87%	
Health		137,711	156,390	161,500	(18,679)	(11.94%)	
Education and Welfare		58,406	246,285	284,500	(187,879)	(76.29%)	▼
Housing		23,507	68,928	72,730	(45,421)	(65.90%)	▼
Community Amenities		2,288,923	3,407,047	3,628,869	(1,118,124)	(32.82%)	▼
Recreation and Culture		662,830	2,683,002	2,742,100	(2,020,172)	(75.30%)	▼
Transport		1,800,111	1,071,010	1,823,630	729,101	68.08%	▲
Economic Services		801,816	1,864,950	2,246,325	(1,063,134)	(57.01%)	▼
Other Property and Services		2,794,825	3,211,714	3,853,232	(416,889)	(12.98%)	▼
		<u>12,132,626</u>	<u>15,866,300</u>	<u>18,980,396</u>	<u>(3,733,674)</u>	<u>(23.53%)</u>	
<b>(Expenses)/(Applications)</b>							
	1,2						
Governance		(2,173,802)	(2,389,852)	(2,902,502)	216,050	9.04%	
General Purpose Funding		(252,485)	(306,992)	(364,853)	54,507	17.76%	▼
Law, Order, Public Safety		(612,022)	(605,273)	(720,032)	(6,749)	(1.12%)	
Health		(304,726)	(365,012)	(437,591)	60,286	16.52%	▼
Education and Welfare		(393,304)	(451,738)	(530,277)	58,434	12.94%	▼
Housing		(401,538)	(476,885)	(604,232)	75,347	15.80%	▼
Community Amenities		(2,691,041)	(2,317,064)	(2,717,990)	(373,977)	(16.14%)	▲
Recreation & Culture		(3,868,934)	(4,045,719)	(4,856,801)	176,785	4.37%	
Transport		(6,202,259)	(3,473,465)	(4,143,272)	(2,728,794)	(78.56%)	▲
Economic Services		(995,214)	(983,604)	(1,181,507)	(11,610)	(1.18%)	
Other Property and Services		(3,538,353)	(3,304,860)	(3,492,047)	(233,493)	(7.07%)	
		<u>(21,433,678)</u>	<u>(18,720,464)</u>	<u>(21,951,104)</u>	<u>(2,713,214)</u>	<u>14.49%</u>	
<b>Adjustments for Non-Cash</b>							
<b>(Revenue) and Expenditure</b>							
(Profit)/Loss on Asset Disposals	4	1,636	0	0	1,636	0.00%	
Movement in Accrued Interest		(12,275)	0	0	(12,275)	0.00%	
Movement in Accrued Salaries and Wages		(204,797)	0	0	(204,797)	0.00%	
Movement in Deferred Pensioner Rates/ESL		0	0	0	0	0.00%	
Movement in Employee Benefit Provisions		0	0	0	0	0.00%	
Adjustment for Rounding		1	0	0	1	0.00%	
Depreciation on Assets	2(a)	5,209,834	2,600,137	3,123,002	2,609,697	(100.37%)	▲
<b>Capital Revenue and (Expenditure)</b>							
Purchase Land Held for Resale	3	(537,853)	(4,998,997)	(4,999,000)	4,461,144	89.24%	▼
Purchase Land and Buildings	3	(5,553,941)	(13,427,093)	(15,014,385)	7,873,152	58.64%	▼
Purchase Plant and Equipment	3	(673,497)	(1,941,650)	(1,945,650)	1,268,153	65.31%	▼
Purchase Furniture and Equipment	3	(355,271)	(763,489)	(779,000)	408,218	53.47%	▼
Purchase Infrastructure Assets - Roads	3	(2,643,731)	(3,321,246)	(4,397,557)	677,515	20.40%	▼
Purchase Infrastructure Assets - Footpaths	3	(323,894)	(245,360)	(452,280)	(78,534)	(32.01%)	▲
Purchase Infrastructure Assets - Drainage	3	(87,689)	(193,730)	(193,730)	106,041	54.74%	▼
Purchase Infrastructure Assets - Parks & Ovals	3	(78,199)	(139,324)	(174,000)	61,125	43.87%	▼
Purchase Infrastructure Assets - Other	3	(4,850,383)	(10,461,577)	(13,218,611)	5,611,194	53.64%	▼
Proceeds from Disposal of Assets	4	168,012	8,311,100	9,436,100	(8,143,088)	(97.98%)	▼
Repayment of Debentures	5	(123,057)	(90,351)	(248,110)	(32,706)	(36.20%)	▲
Proceeds from New Debentures	5	0	2,500,000	2,737,000	(2,500,000)	(100.00%)	▼
Advances to Community Groups		0	0	0	0	0.00%	
Self-Supporting Loan Principal Income	5	0	0	0	0	0.00%	
Transfers to Restricted Assets (Reserves)	6	(537,339)	(270,830)	(337,000)	(266,509)	(98.40%)	▲
Transfers from Restricted Asset (Reserves)	6	7,552,118	12,800,581	18,781,320	(5,248,463)	(41.00%)	▼
ADD Net Current Assets July 1 B/Fwd	7	2,692,217	2,205,609	2,205,609	486,608	(22.06%)	
LESS Net Current Assets Year to Date	7	<u>1,386,434</u>	<u>(1,884,224)</u>	<u>0</u>	<u>3,270,658</u>	<u>173.58%</u>	
<b>Amount Raised from Rates</b>	8	<u>(11,045,594)</u>	<u>(8,406,160)</u>	<u>(8,447,000)</u>	<u>(2,639,434)</u>	<u>31.40%</u>	

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 2010 TO 30 APRIL 2011

**1. SIGNIFICANT ACCOUNTING POLICIES**

The significant accounting policies which have been adopted in the preparation of this statement of financial activity are:

**(a) Basis of Accounting**

The financial report is a general purpose financial report which has been prepared in accordance with applicable Australian Accounting Standards and the Local Government Act 1995 (as amended) and accompanying regulations (as amended). The report has also been prepared on the accrual basis under the convention of historical cost accounting.

**(b) The Local Government Reporting Entity**

All Funds through which the Council controls resources to carry on its functions have been included in this statement.

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between Funds) have been eliminated.

All monies held in the Trust Fund are excluded from the statement, but a separate statement of those monies appears at Note 9.

**(c) Rounding Off Figures**

All figures shown in this statement, other than a rate in the dollar, are rounded to the nearest dollar.

**(d) Rates, Grants, Donations and Other Contributions**

Rates, grants, donations and other contributions are recognised as revenues when the local government obtains control over the assets comprising the contributions. Control over assets acquired from rates is obtained at the commencement of the rating period or, where earlier, upon receipt of the rates.

**(e) Goods and Services Tax**

In accordance with recommended practice, revenues, expenses and assets capitalised are stated net of any GST recoverable. Receivables and payables are stated inclusive of applicable GST.

**(f) Superannuation**

The Shire of Ashburton contributes to the Local Government Superannuation Scheme and the Occupational Superannuation Fund. Both funds are defined contribution schemes.

Contributions to defined contribution plans are recognised as an expense as they become payable. Prepaid contributions are recognised as an asset to the extent a cash refund or a reduction in the future payments is available.

**(g) Cash and Cash Equivalents**

Cash and cash equivalents comprise cash at bank and in hand and short-term deposits that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value.

For the purposes of the Cash Flow Statement, cash and cash equivalents consist of cash and cash equivalents as defined above, net of outstanding bank overdrafts. Bank overdrafts are included as short-term borrowings in current liabilities.

## SHIRE OF ASHBURTON

### NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

#### 1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

##### (h) Trade and Other Receivables

Trade receivables, which generally have 30 - 90 day terms, are recognised initially at fair value and subsequently measured at amortised cost using the effective interest rate method, less any allowance for uncollectible amounts.

Collectibility of trade receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.

##### (i) Inventories

###### **General**

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

Inventories held from trading are classified as current even if not expected to be realised in the next 12 months.

###### **Land Held for Resale**

Land purchased for development and/or resale is valued at the lower of cost and net realisable value. Cost includes the cost of acquisition, development and interest incurred on the financing of that land during its development. Interest and holding charges incurred after development is complete are recognised as expenses.

Revenue arising from the sale of property is recognised in the operating statement as at the time of signing a binding contract of sale.

Land held for resale is classified as current except where it is held as non-current based on Council's intentions to release for sale.

##### (j) Fixed Assets

###### **Initial Recognition**

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed includes the cost of all materials, direct labour and variable and fixed overheads.

###### **Revaluation**

Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. For infrastructure and other asset classes where no active market exists, fair value is determined to be the current replacement cost of an asset less, where applicable, accumulated depreciation calculated on a basis to reflect the already consumed or expired future economic benefits.

Those assets carried at a revalued amount, being their fair value at the date of revaluation less any subsequent accumulated depreciation and accumulated impairment losses, are to be revalued with sufficient regularity to ensure the carrying amount does not differ significantly from that determined using fair value at reporting date.

###### **Land Under Roads**

In Western Australia, all land under roads is Crown Land, the responsibility for managing which, is vested in the local government.

Effective as at 1 July 2008, Council elected not to recognise any value for land under roads acquired on or before 30 June 2008. This accords with the treatment available in Australian Accounting Standard AASB 1051 Land Under Roads and the fact Local Government (Financial Management) Regulation 16(a)(i) prohibits local governments from recognising such land as an asset.

In respect of land under roads acquired on or after 1 July 2008, as detailed above, Local Government (Financial Management) Regulation 16(a)(i) prohibits local governments from recognising such land as an asset.

Whilst this treatment is inconsistent with the requirements of AASB 1051, Local Government (Financial Management) Regulation 4(2) provides, in the event of such an inconsistency, the Local Government (Financial Management) Regulations prevail.

Consequently, any land under roads acquired on or after 1 July 2008 is not included as an asset of the Council.

**SHIRE OF ASHBURTON**

**NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY**

**FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**(k) Depreciation of Non-Current Assets**

All non-current assets having a limited useful life are systematically depreciated over their useful lives in a manner which reflects the consumption of the future economic benefits embodied in those assets.

Depreciation is recognised on a straight-line basis, using rates which are reviewed each reporting period. Major depreciation periods are:

Buildings	<i>Straight Line</i>	2-3%	30 to 50 Years
Furniture & Fittings	<i>Straight Line</i>	10-25%	4 to 10 Years
Computer Equipment	<i>Straight Line</i>	33.33%	3 Years
Office Equipment	<i>Straight Line</i>	20%	5 Years
Plant & Equipment	<i>Straight Line</i>	6-20%	5 to 15 Years
Motor Vehicles	<i>Straight Line</i>	10%	10 Years
Infrastructure - Other	<i>Straight Line</i>	2.5%	40 Years
Water Supply Piping & Drainage systems	<i>Straight Line</i>	1.3%	75 Years
Sewerage Piping	<i>Straight Line</i>	1%	100 Years
Footpaths	<i>Straight Line</i>	2.5%	40 Years
<i>Gravel Roads</i>			
Clearing and earthworks	<i>N/A</i>	Not Depreciated	
Construction/Road Base	<i>Straight Line</i>	2%	50 Years
Gravel Sheet	<i>Straight Line</i>	8.3%	12 Years
<i>Formed roads (Unsealed)</i>			
Clearing and earthworks	<i>N/A</i>	Not Depreciated	
Construction /Road Base	<i>Straight Line</i>	2%	50 Years
<i>Sealed Roads &amp; Streets</i>			
Clearing and earthworks	<i>N/A</i>	Not Depreciated	
Construction/Road Base	<i>Straight Line</i>	2%	50 Years
Major re-surfacing Bituminous Seals	<i>Straight Line</i>	5%	20 Years
Asphalt Surfaces	<i>Straight Line</i>	8.3%	12 Years

**(l) Investments and Other Financial Assets**

***Classification***

Council classifies its investments in the following categories: financial assets at fair value through profit or loss, loans and receivables, held-to-maturity investments and available-for-sale financial assets. The classification depends on the purpose for which the investments were acquired. Management determines the classification of its investments at initial recognition and, in the case of assets classified as held-to-maturity, re-evaluates this designation at each reporting date.

***(i) Financial assets at fair value through profit and loss***

Financial assets at fair value through profit or loss are financial assets held for trading. A financial asset is classified in this category if acquired principally for the purpose of selling in the short term. Derivatives are classified as held for trading unless they are designated as hedges. Assets in this category are classified as current assets.

***(ii) Loans and receivables***

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market. They are included in current assets, except for those with maturities greater than 12 months after the balance sheet date which are classified as non-current assets. Loans and

SHIRE OF ASHBURTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(l) Investments and Other Financial Assets (Continued)

**Classification (Continued)**

*(iii) Held-to-maturity investments*

Held-to-maturity investments are non-derivative financial assets with fixed or determinable payments and fixed maturities that the Council's management has the positive intention and ability to hold to maturity. If Council were to sell other than an insignificant amount of held-to-maturity financial assets, the whole category would be tainted and reclassified as available-for-sale. Held-to-maturity financial assets are included in non-current assets, except for those with maturities less than 12 months from the reporting date, which are classified as current assets.

*(iv) Available-for-sale financial assets*

Available-for-sale financial assets, comprising principally marketable equity securities, are non-derivatives that are either designated in this category or not classified in any of the other categories. They are included in non-current assets unless management intends to dispose of the investment within 12 months of the balance sheet date. Investments are designated as available-for-sale if they do not have fixed maturities and fixed or determinable payments and management intends to hold them for the medium to long term.

**Recognition and derecognition**

Regular purchases and sales of financial assets are recognised on trade-date – the date on which Council commits to purchase or sell the asset. Investments are initially recognised at fair value plus transaction costs for all financial assets not carried at fair value through profit or loss. Financial assets carried at fair value through profit or loss are initially recognised at fair value and transaction costs are expensed in the income statement. Financial assets are derecognised when the rights to receive cash flows from the financial assets have expired or have been transferred and Council has transferred substantially all the risks and rewards of ownership.

When securities classified as available-for-sale are sold, the accumulated fair value adjustments recognised in equity are included in the income statement as gains and losses from investment securities.

**Subsequent measurement**

Loans and receivables and held-to-maturity investments are carried at amortised cost using the effective interest method.

Available-for-sale financial assets and financial assets at fair value through profit and loss are subsequently carried at fair value. Gains or losses arising from changes in the fair value of the financial assets at fair value through profit or loss category are presented in the income statement within other income or other expenses in the period in which they arise. Dividend income from financial assets at fair value through profit and loss is recognised in the income statement as part of revenue from continuing operations when Council's right to receive payments is established. Changes in the fair value of other monetary and non-monetary securities classified as available-for-sale are recognised in equity.

**Impairment**

Council assesses at each balance date whether there is objective evidence that a financial asset or group of financial assets is impaired. In the case of equity securities classified as available-for-sale, a significant or prolonged decline in the fair value of a security below its cost is considered as an indicator that the securities are impaired. If any such evidence exists for available-for-sale financial assets, the cumulative loss- measured as the difference between the acquisition cost and the current fair value, less any impairment loss on that financial asset previously recognised in profit or loss – is removed from equity and recognised in the income statement. Impairment losses recognised in the income statement on equity instruments classified as available-for-sale are not reversed through the income statement.

SHIRE OF ASHBURTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(m) Estimation of Fair Value

The fair value of financial assets and financial liabilities must be estimated for recognition and measurement or for disclosure purposes.

The fair value of financial instruments traded in active markets is based on quoted market prices at the balance sheet date.

The fair value of financial instruments that are not traded in an active market is determined using valuation techniques. Council uses a variety of methods and makes assumptions that are based on market conditions existing at each balance date. These include the use of recent arm's length transactions, reference to other instruments that are substantially the same, discounted cash flow analysis, and option pricing models making maximum use of market inputs and relying as little as possible on entity-specific inputs.

Quoted market prices or dealer quotes for similar instruments are used for long-term debt instruments held. Other techniques, such as estimated discounted cash flows, are used to determine fair value for the remaining financial instruments.

The nominal value less estimated credit adjustments of trade receivables and payables are assumed to approximate their fair values. The fair value of financial liabilities for disclosure purposes is estimated by discounting the future contractual cash flows at the current market interest rate that is available to the Council for similar financial instruments.

(n) Impairment

In accordance with Australian Accounting Standards the Shire's assets, other than inventories, are assessed at each reporting date to determine whether there is any indication they may be impaired.

Where such an indication exists, an estimate of the recoverable amount of the asset is made in accordance with AASB 136 "Impairment of Assets" and appropriate adjustments made.

An impairment loss is recognised whenever the carrying amount of an asset or its cash-generating unit exceeds its recoverable amount. Impairment losses are recognised in the Income Statement.

For non-cash generating assets such as roads, drains, public buildings and the like, value in use is represented by the depreciated replacement cost of the asset.

At the time of adopting the budget, it is not possible to estimate the amount of impairment losses (if any) as at 30 June 2010.

In any event, an impairment loss is a non-cash transaction and consequently, has no impact on this budget document.

(o) Trade and Other Payables

Trade and other payables are carried at amortised cost. They represent liabilities for goods and services provided to the Municipality prior to the end of the financial year that are unpaid and arise when the Municipality becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured and are usually paid within 30 days of recognition.

SHIRE OF ASHBURTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(p) **Employee Benefits**

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

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

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

(ii) Long Service Leave (Long-term Benefits)

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

(q) **Interest-bearing Loans and Borrowings**

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs.

After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are included as part of the carrying amount of the loans and borrowings.

Borrowings are classified as current liabilities unless the Council has an unconditional right to defer settlement of the liability for at least 12 months after the balance sheet date.

**Borrowing Costs**

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset.

(r) **Provisions**

Provisions are recognised when: The council has a present legal or constructive obligation as a result of past events; it is more likely than not that an outflow of resources will be required to settle the obligation; and the amount has been reliably estimated. Provisions are not recognised for future operating losses.

Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. A provision is recognised even if the likelihood of an outflow with respect to any one item included in the same class of obligations

(s) **Current and Non-Current Classification**

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Council's operational cycle. In the case of liabilities where Council does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for resale where it is held as non-current based on Council's intentions to release for sale.

## SHIRE OF ASHBURTON

### NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

#### 2. STATEMENT OF OBJECTIVE

In order to discharge its responsibilities to the community, the Shire has developed a set of operational and financial objectives. These objectives have been established both on an overall basis and for each of its broad activities/programs.

#### ***Shire of Asburton Vision Statement***

*"A Dynamic and Caring Community Embracing Growth, Prosperity, Opportunity And Sustainability"*

#### ***Shire of Asburton Mission Statement***

*"Working Together Enhancing Lifestyle and Economic Vitality"*

Council operations as disclosed in this budget encompass the following service orientated activities/programs:

#### **GOVERNANCE**

Administration and operation of facilities and services to members of Council. Other costs that relate to the tasks of assisting elected members and ratepayers on matters which do not concern specific Council services.

#### **GENERAL PURPOSE FUNDING**

Rates, general purpose grants and interest on investments

#### **LAW, ORDER, PUBLIC SAFETY**

Supervision of various local laws, fire prevention, emergency services and animal control.

#### **HEALTH**

Food control, maintenance & contribution to health services & facilities, aboriginal health.

#### **EDUCATION AND WELFARE**

Maintenance of pre-school facilities & donations to schools. Maintenance of Senior Citizens Homes, Day Care Centre, assistance to welfare groups. Aged & Disabled services, Home and Community Care and Respite Care programs.

#### **HOUSING**

Maintenance of staff and rental housing.

#### **COMMUNITY AMENITIES**

Rubbish collection services, maintenance of refuse sites, control & co-ordination of cemeteries, administration of town planning schemes & other community/environmental services. Heritage issues relating to old Onslow.

#### **RECREATION AND CULTURE**

Maintenance of halls, sporting facilities, parks & associated facilities & provision of library services in Tom Price, Onslow, Pannawonica & Paraburdoo.

#### **TRANSPORT**

Construction and maintenance of roads, drainage, footpaths, parking facilities, traffic & street signs. Operation of Onslow airport.

#### **ECONOMIC SERVICES**

Noxious weeds & vermin control, tourism & area promotion including management of tourist bureau, building control.

#### **OTHER PROPERTY & SERVICES**

Public works overheads, plant operating costs & other unclassified works.



SHIRE OF ASHBURTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

3. ACQUISITION OF ASSETS	2010/11 Budget \$	April 2011 Actual \$
The following assets have been acquired during the period under review:		
<b><u>By Program</u></b>		
<b>Governance</b>		
<u>Administration General - Tom Price &amp; Paraburdoo</u>		
Furniture & Fittings	55,000	742.00
Office Equipment	7,000	4,138.18
Disabled Door - Paraburdoo Office	0	0.00
Office Renovations - Tom Price	0	0.00
<u>Finance &amp; Onslow Administration</u>		
Furniture & Fittings	7,500	9,267.45
Furniture & Fittings	2,500	533.36
Telecommunications Equipment	2,000	2,740.00
CAP - Bldg Prog/Admin Onslow	87,000	53,744.67
Disabled Doors - Onslow Office	0	0.00
New Air Conditioners in 2 Offices & Reception	0	0.00
<u>Human Resources &amp; Information Technology</u>		
Computer Equipment	600,000	286,997.51
<b>Law, Order &amp; Public Safety</b>		
<u>Fire Brigades</u>		
Equipment	0	0.00
<u>SES</u>		
Carport at SES Buildings	0	23,409.09
<u>Animal Control Eastern Sector</u>		
Upgrade Dog Pound	13,000	16,418.42
<u>Animal Control Western Sector</u>		
Upgrade Onslow Dog Pound	0	0.00
<u>Other Law, Order &amp; Public Safety</u>		
Upgrade Onslow Dog Pound	30,000	0.00
<b>Health</b>		
<u>Health Inspection &amp; Administration</u>		
Furniture & Fittings	2,000	0.00
<b>Housing</b>		
<u>Staff Housing</u>		
Staff Housing Upgrade/Construction	2,909,040	179,096.77
Senior Citizen Building Renovations	6,000	0.00
Carinya Units Building Upgrade	72,000	38,558.28

SHIRE OF ASHBURTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

3. ACQUISITION OF ASSETS	2010/11 Budget \$	April 2011 Actual \$
The following assets have been acquired during the period under review:		
<b><u>By Program (Continued)</u></b>		
<b>Community Amenities</b>		
<u>Sanitation General Refuse</u>		
Works Prog/Sanitation	621,850	80,106.89
<u>Urban Stormwater Drainage</u>		
Onslow Drainage (R4R)	181,500	87,689.10
Ashton Ave Drainage	12,230	0.00
<u>Town Planning/Regional Development</u>		
Onslow Townscape Development/Plan	160,000	37,859.94
Tom Price Town Centre Revitalisation	7,334,900	2,289,225.98
Paraburdoo Town Centre Redevelopment	1,137,111	126,721.25
<u>Other Community Amenities</u>		
Onslow Cemetery Upgrade	65,000	19,018.86
Municipal Heritage Inventory	10,000	0.00
Onslow Toilets	0	11,706.82
Golf Club Project - Tom Price	0	0.00
Bldg Prog/Other Community Amenities	0	0.00
<b>Recreation and Culture</b>		
<u>Public Halls, Civic Centres</u>		
Furniture & Fittings	10,000	7,920.14
CAP - Bldg Prog/Public Halls	355,200	43,893.15
<u>Swimming Areas - Tom Price</u>		
Pool Redevelopment	200,000	130,880.08
Aluminium Seats/Tables, etc.	12,000	0.00
Desks, Chairs, Filing Cabinet.	2,500	0.00
Computer and Printer.	2,500	0.00
<u>Foreshore Areas Onslow</u>		
Works Program/Foreshore Onslow	290,200	126,784.98
Plant & Equipment	0	0.00
<u>Swimming Areas - Paraburdoo</u>		
Pool Shade Sails and Fencing	5,000	0.00
Paraburdoo Pool Furniture & Equipment	6,000	0.00
CAP - Bldg Prog/Swimming Areas Paraburdoo	162,000	180,802.99
<u>Other Recreation &amp; Culture</u>		
Meeka Train Park Paraburdoo	0	0.00
Upgrade of Parks Lighting - Onslow	0	0.00
Security CCTV Project - Onslow	0	0.00
R4R Playground - Pannawonica	70,000	72,876.00
Infrastructure Parks	70,000	5,289.55
Infrastructure - Other	25,000	31,074.69
Sporting Precinct Upgrade - Onslow	3,245,000	2,091,248.77
RSL Memorial Park	34,000	33.65
Peter Sutherland Oval and Area "W" Oval Bores	108,000	9,114.63
CAP - Bldg Prog/Other Rec - Paraburdoo	15,000	450.00
CAP - Bldg Prog/Other Rec - Tom Price	5,512,300	347,455.25
CAP - Bldg Prog/Other Rec - Onslow	4,500,000	4,433,244.67
Eliptical Trainer Onslow Gymnasium	0	0.00
Equipment	0	0.00
<u>Libraries - Tom Price</u>		
Photocopier	0	0.00
New Front Door Tom Price Library	0	0.00
Carpet and Painting	0	573.56
<u>Libraries - Paraburdoo</u>		
Carpet	0	400.00
<u>Libraries - Pannawonica</u>		
Furniture & Fittings	13,000	10,814.00
<u>Other Culture</u>		
Christmas Decorations	4,000	3,624.55
Onslow Museum/Toilets	0	338.74

## SHIRE OF ASHBURTON

## NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

3. ACQUISITION OF ASSETS	2010/11 Budget \$	April 2011 Actual \$
The following assets have been acquired during the period under review:		
<b><u>By Program (Continued)</u></b>		
<b>Transport</b>		
<u>Construction Streets, Roads, Bridges, Depots</u>		
Works Program/Road Construction	4,172,557	2,625,133.05
Road Construction - Street Lighting	225,000	18,597.93
Works Program/Footpath Construction	452,280	323,894.22
Works Program/Drainage Construction	0	0.00
Depot Furniture	0	0.00
<u>Maintenence Streets, Roads, Bridges, Depots</u>		
Depot Capital Building	162,845	46,242.80
<u>Road Plant Purchases</u>		
Plant	1,452,650	461,207.00
Motor Vehicles	475,000	212,290.46
<u>Onslow Airport</u>		
Onslow Airport Upgrade	0	5,067.00
<b>Economic Services</b>		
<u>Tourism &amp; Area Promotion - Eastern Sector</u>		
Installation of Entry Signs and Signage Parks & Reserves	217,550	30,196.88
<u>Tourism &amp; Area Promotion - Onslow</u>		
Onslow Sun Chalets	0	0.00
Bldg Prog/Tourism Onslow	90,000	37,621.64
<u>Building Control</u>		
Furniture For Additional Staff	0	0.00
Computer Equipment For Additional Staff	0	0.00
Office Equipment For Additional Staff	28,000	26,988.00
<b>Other Property &amp; Services</b>		
<u>Public Works Overheads</u>		
Furniture & Fittings	12,000	5,130.00
<u>Onslow Residential Development</u>		
Building Construction	930,000	9,442.84
<u>Tom Price Residential Land Development (Land Held For Resale)</u>		
Land Purchase	0	1,593.03
Subdivision Survey & Plan	14,000	12,932.00
Design & Planning	30,000	139,282.36
Services Installation	4,300,000	161,458.40
<u>Tom Price Industrial Land Development (Land Held For Resale)</u>		
Subdivision, Survey & Plans - Industrial Land	5,000	56,044.51
Design & Planning	25,000	3,230.00
Services Installation	625,000	163,060.29
Land Purchase	0	252.79
	<u>41,174,213</u>	<u>15,104,459.17</u>

SHIRE OF ASHBURTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

3. ACQUISITION OF ASSETS (Continued)	2010/11 Budget \$	April 2011 Actual \$
The following assets have been acquired during the period under review:		
 <b><u>By Class</u></b>		
Land Held for Resale - Current	4,999,000	537,853.38
Land Held for Resale - Non Current	0	0.00
Land and Buildings	15,014,385	5,553,941.03
Plant and Equipment	1,945,650	673,497.46
Furniture and Equipment	779,000	355,270.64
Infrastructure Assets - Roads	4,397,557	2,643,730.98
Infrastructure Assets - Footpaths	452,280	323,894.22
Infrastructure Assets - Drainage	193,730	87,689.10
Infrastructure Assets - Parks & Ovals	174,000	78,199.20
Infrastructure Assets - Other	13,218,611	4,850,383.16
	<u>41,174,213</u>	<u>15,104,459.17</u>

## SHIRE OF ASHBURTON

## NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

## 4. DISPOSALS OF ASSETS

The following assets have been disposed of during the period under review:

By Program	Written Down Value		Sale Proceeds		Profit(Loss)	
	2010/11 Budget \$	April 2011 Actual \$	2010/11 Budget \$	April 2011 Actual \$	2010/11 Budget \$	April 2011 Actual \$
<b>Other Law, Order &amp; Public Safety</b>						
Sale of SES Building	30,100	0.00	30,100	0.00	0	0.00
<b>Transport</b>						
PUT 11 Hilux 4x4 Xtracab	10,000	0.00	10,000	0.00	0	0.00
PUT 16 Hilux 4x4 Twincab	5,000	0.00	5,000	0.00	0	0.00
PUT 20 Hilux 4x4 Twincab	10,000	0.00	10,000	0.00	0	0.00
PUT 31 Hilux TD TC 4x4	30,000	0.00	30,000	0.00	0	0.00
PSW18 Prado V6 GXL	35,000	34,564.63	35,000	28,181.82	0	(6,382.81)
PSW19 Prado V6 GXL	35,000	0.00	35,000	0.00	0	0.00
PSW27 Prado Kakadu	75,000	68,080.92	75,000	68,690.55	0	609.63
PSW17 Toyota Avensis	23,000	21,301.81	23,000	20,127.05	0	(1,174.76)
PUT29 Hilux SR5	32,000	31,175.55	32,000	25,069.55	0	(6,106.00)
PSW14 Corolla Wagon	13,000	14,525.05	13,000	10,978.64	0	(3,546.41)
PUT18 Hilux Twin Cab	10,000	0.00	10,000	0.00	0	0.00
PUT03 Hilux Ute 1998	2,000	0.00	2,000	0.00	0	0.00
PUT04 Hilux Ute 1998	2,000	0.00	2,000	0.00	0	0.00
PUT06 Hilux Ute 1998	2,000	0.00	2,000	0.00	0	0.00
PTR 10 Toyota Dyna split deck	15,000	0.00	15,000	0.00	0	0.00
PTR 11 Mitsu Canter Split Deck	15,000	0.00	15,000	0.00	0	0.00
PMG01 772 grader 14 ft blade	75,000	0.00	75,000	0.00	0	0.00
PTR03 Mitsu FK 457 Tipper	18,000	0.00	18,000	14,964.59	0	14,964.59
PTR05 Mitsu Canter	5,000	0.00	5,000	0.00	0	0.00
PTR06 Mitsu Canter	5,000	0.00	5,000	0.00	0	0.00
PRM04 Kubota Mower	2,000	0.00	2,000	0.00	0	0.00
PRM07 Kubota Mower	2,000	0.00	2,000	0.00	0	0.00
PLD06 Traxcavator 1980	25,000	0.00	25,000	0.00	0	0.00
PAC01 Ropa Accom Van 1995	15,000	0.00	15,000	0.00	0	0.00
PAC02 Ropa Accom Van 1995	15,000	0.00	15,000	0.00	0	0.00
PAC03 Ropa Ablution Van 1995	15,000	0.00	15,000	0.00	0	0.00
PBC01 Lovegrove Chipper	2,500	0.00	2,500	0.00	0	0.00
PBC02 Lovegrove Chipper	2,500	0.00	2,500	0.00	0	0.00
Various	10,000	0.00	10,000	0.00	0	0.00
<b>Other Property &amp; Services</b>						
Lot 308 Boonderoo Rd, Tom Price	1,750,000	0.00	1,750,000	0.00	0	0.00
Lot 500 Pilkena St/Yaruga St, Tom Price	7,150,000	0.00	7,150,000	0.00	0	0.00
	9,436,100	169,647.96	9,436,100	168,012.20	0	(1,635.76)

By Class of Asset	Written Down Value		Sale Proceeds		Profit(Loss)	
	2010/11 Budget \$	April 2011 Actual \$	2010/11 Budget \$	April 2011 Actual \$	2010/11 Budget \$	April 2011 Actual \$
<b>Buildings</b>						
Sale of SES Building	30,100	0.00	30,100	0.00	0	0.00
<b>Land Held For Resale</b>						
Lot 308 Boonderoo Rd, Tom Price	1,750,000	0.00	1,750,000	0.00	0	0.00
Lot 500 Pilkena St/Yaruga St, Tom Price	7,150,000	0.00	7,150,000	0.00	0	0.00
<b>Vehicles</b>						
PUT 11 Hilux 4x4 Xtracab	10,000	0.00	10,000	0.00	0	0.00
PUT 16 Hilux 4x4 Twincab	5,000	0.00	5,000	0.00	0	0.00
PUT 20 Hilux 4x4 Twincab	10,000	0.00	10,000	0.00	0	0.00
PUT 31 Hilux TD TC 4x4	30,000	0.00	30,000	0.00	0	0.00
PSW18 Prado V6 GXL	35,000	34,564.63	35,000	28,181.82	0	(6,382.81)
PSW19 Prado V6 GXL	35,000	0.00	35,000	0.00	0	0.00
PSW27 Prado Kakadu	75,000	68,080.92	75,000	68,690.55	0	609.63
PSW17 Toyota Avensis	23,000	21,301.81	23,000	20,127.05	0	(1,174.76)
PUT29 Hilux SR5	32,000	31,175.55	32,000	25,069.55	0	(6,106.00)
PSW14 Corolla Wagon	13,000	14,525.05	13,000	10,978.64	0	(3,546.41)
PUT18 Hilux Twin Cab	10,000	0.00	10,000	0.00	0	0.00
PUT03 Hilux Ute 1998	2,000	0.00	2,000	0.00	0	0.00
PUT04 Hilux Ute 1998	2,000	0.00	2,000	0.00	0	0.00
PUT06 Hilux Ute 1998	2,000	0.00	2,000	0.00	0	0.00
<b>Plant &amp; Equipment</b>						
PTR 10 Toyota Dyna split deck	15,000	0.00	15,000	0.00	0	0.00
PTR 11 Mitsu Canter Split Deck	15,000	0.00	15,000	0.00	0	0.00
PMG01 772 grader 14 ft blade	75,000	0.00	75,000	0.00	0	0.00
PTR03 Mitsu FK 457 Tipper	18,000	0.00	18,000	14,964.59	0	14,964.59
PTR05 Mitsu Canter	5,000	0.00	5,000	0.00	0	0.00
PTR06 Mitsu Canter	5,000	0.00	5,000	0.00	0	0.00
PRM04 Kubota Mower	2,000	0.00	2,000	0.00	0	0.00
PRM07 Kubota Mower	2,000	0.00	2,000	0.00	0	0.00
PLD06 Traxcavator 1980	25,000	0.00	25,000	0.00	0	0.00
PAC01 Ropa Accom Van 1995	15,000	0.00	15,000	0.00	0	0.00
PAC02 Ropa Accom Van 1995	15,000	0.00	15,000	0.00	0	0.00
PAC03 Ropa Ablution Van 1995	15,000	0.00	15,000	0.00	0	0.00
PBC01 Lovegrove Chipper	2,500	0.00	2,500	0.00	0	0.00
PBC02 Lovegrove Chipper	2,500	0.00	2,500	0.00	0	0.00
Various	10,000	0.00	10,000	0.00	0	0.00
	9,436,100	169,647.96	9,436,100	168,012.20	0	(1,635.76)

**Summary**

	2010/11 Budget \$	April 2011 Actual \$
Profit on Asset Disposals	0	15,574.22
Loss on Asset Disposals	0	(17,209.98)
	0	(1,635.76)

SHIRE OF ASHBURTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

5. INFORMATION ON BORROWINGS

(a) Debenture Repayments

Particulars	Principal 1-Jul-10	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
		2010/11 Budget \$	2010/11 Actual \$	2010/11 Budget \$	2010/11 Actual \$	2010/11 Budget \$	2010/11 Actual \$	2010/11 Budget \$	2010/11 Actual \$
<b>Law, Order &amp; Public Safety</b>	140,100			31,950	31,949	108,150	108,151	8,030	3,867
Loan 112 Colocation Facility									
<b>Housing</b>	765,196			41,510	20,469	723,294	744,727	41,905	18,101
Loan 117 Staff Housing Plan	0	237,000	0	4,950	0	232,050	0	7,520	0
Loan 120 Onslow Residential Development	0	2,500,000	0	94,000	0	2,406,000	0	73,250	0
Loan 121 New Staff Housing									
<b>Recreation &amp; Culture</b>	311,628			25,395	25,393	286,232	286,235	17,775	15,060
Loan 118 Recreation Centre Tom Price									
<b>Transport</b>	349,198			40,340	40,340	308,674	308,858	23,375	21,405
Loan 116 Onslow Aerodrome	265,822			9,965	4,906	255,765	260,916	16,755	8,499
Loan 119 Onslow Aerodrome Upgrade									
	1,831,944	2,737,000	0	248,110	123,057	4,320,165	1,708,887	188,610	66,932

All loan repayments are financed by general purpose income.

SHIRE OF ASHBURTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

5. INFORMATION ON BORROWINGS (Continued)

(b) New Debentures - 2010/11

Particulars/Purpose	Amount Borrowed		Institution	Term (Years)	Total Interest & Charges \$	Interest Rate %	Amount Used		Balance Unspent \$
	Budget \$	Actual \$					Budget \$	Actual \$	
Loan 120 Onslow Residential Development	237,000	0	Unknown	15	Unknown	Unknown	237,000	0	NIL
Loan 121 New Staff Housing	2,500,000	0	Unknown	10	Unknown	Unknown	2,500,000	0	NIL

SHIRE OF ASHBURTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

	2010/11 Budget \$	April 2011 Actual \$
<b>6. RESERVES</b>		
<b>Cash Backed Reserves</b>		
<b>(a) Employee Entitlement Reserve</b>		
Opening Balance	141,121	141,121
Amount Set Aside / Transfer to Reserve	2,098	5,544
Amount Used / Transfer from Reserve	0	0
	143,219	146,665
<b>(b) Plant Replacement Reserve</b>		
Opening Balance	82,292	82,292
Amount Set Aside / Transfer to Reserve	13,223	3,233
Amount Used / Transfer from Reserve	(80,000)	0
	15,515	85,525
<b>(c) Infrastructure Reserve</b>		
Opening Balance	190,323	190,323
Amount Set Aside / Transfer to Reserve	2,829	7,477
Amount Used / Transfer from Reserve	0	0
	193,152	197,800
<b>(d) Housing Reserve</b>		
Opening Balance	529,450	329,451
Amount Set Aside / Transfer to Reserve	7,870	12,943
Amount Used / Transfer from Reserve	(498,520)	0
	38,800	342,394
<b>(e) Onslow Community Infrastructure Reserve</b>		
Opening Balance	32,284	32,283
Amount Set Aside / Transfer to Reserve	480	1,269
Amount Used / Transfer from Reserve	0	0
	32,764	33,552
<b>(f) Onslow Emergency Evacuation Building Reserve</b>		
Opening Balance	225,345	225,345
Amount Set Aside / Transfer to Reserve	3,349	8,854
Amount Used / Transfer from Reserve	0	0
	228,694	234,199
<b>(g) Property Development Reserve</b>		
Opening Balance	427,626	427,626
Amount Set Aside / Transfer to Reserve	6,356	16,800
Amount Used / Transfer from Reserve	(400,000)	0
	33,982	444,426
<b>(h) Town Centre Redevelopment Reserve</b>		
Opening Balance	41,331	41,331
Amount Set Aside / Transfer to Reserve	614	1,624
Amount Used / Transfer from Reserve	0	0
	41,945	42,955
<b>(i) Onslow Aerodrome Reserve</b>		
Opening Balance	12,184	12,185
Amount Set Aside / Transfer to Reserve	181	478
Amount Used / Transfer from Reserve	0	0
	12,365	12,663



SHIRE OF ASHBURTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

	2010/11 Budget \$	April 2011 Actual \$
<b>6. RESERVES (Continued)</b>		
<b>Cash Backed Reserves (Continued)</b>		
<b>(j) Onslow Residential Development Reserve</b>		
Opening Balance	0	0
Amount Set Aside / Transfer to Reserve	0	0
Amount Used / Transfer from Reserve	0	0
	<u>0</u>	<u>0</u>
<b>(k) Unspent Grants &amp; Contributions Reserve</b>		
Opening Balance	20,309,969	20,124,611
Amount Set Aside / Transfer to Reserve	300,000	479,117
Amount Used / Transfer from Reserve	(17,802,800)	(7,552,118)
	<u>2,807,169</u>	<u>13,051,610</u>
<b>Total Cash Backed Reserves</b>	<u><u>3,547,605</u></u>	<u><u>14,591,789</u></u>

All of the above reserve accounts are to be supported by money held in financial institutions.

SHIRE OF ASHBURTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

	2010/11 Budget \$	April 2011 Actual \$
<b>6. RESERVES (Continued)</b>		
<b>Cash Backed Reserves (Continued)</b>		
<b>Summary of Transfers To Cash Backed Reserves</b>		
<b>Transfers to Reserves</b>		
Employee Entitlement Reserve	2,098	5,544
Plant Replacement Reserve	13,223	3,233
Infrastructure Reserve	2,829	7,477
Housing Reserve	7,870	12,943
Onslow Community Infrastructure Reserve	480	1,269
Onslow Emergency Evacuation Building Reserve	3,349	8,854
Property Development Reserve	6,356	16,800
Town Centre Redevelopment Reserve	614	1,624
Onslow Aerodrome Reserve	181	478
Onslow Residential Development Reserve	0	0
Unspent Grants & Contributions Reserve	300,000	479,117
	<u><u>337,000</u></u>	<u><u>537,339</u></u>
<b>Transfers from Reserves</b>		
Employee Entitlement Reserve	0	0
Plant Replacement Reserve	(80,000)	0
Infrastructure Reserve	0	0
Housing Reserve	(498,520)	0
Onslow Community Infrastructure Reserve	0	0
Onslow Emergency Evacuation Building Reserve	0	0
Property Development Reserve	(400,000)	0
Town Centre Redevelopment Reserve	0	0
Onslow Aerodrome Reserve	0	0
Onslow Residential Development Reserve	0	0
Unspent Grants & Contributions Reserve	(17,802,800)	(7,552,118)
	<u><u>(18,781,320)</u></u>	<u><u>(7,552,118)</u></u>
<b>Total Transfer to/(from) Reserves</b>	<u><u>(18,444,320)</u></u>	<u><u>(7,014,779)</u></u>

SHIRE OF ASHBURTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

6. RESERVES (Continued)

In accordance with council resolutions in relation to each reserve account, the purpose for which the reserves are set aside are as follows:

**Employee Benefits Reserve**

- To contribute towards funding the Council's liability for payments of employee benefits owing to staff and taken either as leave or paid upon termination of their employment.

**Plant Replacement Reserve**

- To provide an optimum level of cash reserves for funding the Council heavy machinery replacement program on a five year rolling basis.

**Infrastructure Reserve**

- To provide funds for provision and maintenance of new and existing infrastructure assets throughout the Shire.

**Housing Reserve**

- To provide funds to assist the Council to maintain and improve Council housing stock in accordance with the Housing Asset Management Plan.

**Onslow Community Infrastructure Reserve**

- To provide funds for the development of community facilities in Onslow.

**Onslow Emergency Evacuation Building Reserve**

- To provide for the construction and fitting out of an emergency evacuation facility for the joint use by the emergency services in Onslow.

**Property Development Reserve**

- To provide funds to assist the Council in purchasing, developing and selling property to stimulate economic development.

**Town Centre Redevelopment Reserve**

- To provide funds to develop and implement a plan to redevelop the Tom Price town centre.

**Onslow Aerodrome Reserve**

- To provide funds for the upgrading and modifications to the Onslow aerodrome.

**Onslow Residential Development Reserve**

- To be used for the development of staff housing in Onslow.

**Unspent Grants and Contributions Reserve**

- To preserve unspent Grant and ongoing Capital Works Funds

The Leave, Plant and Computer Reserves are not expected to be used within a set period as further transfers to the reserve accounts are expected as funds are utilised.

**SHIRE OF ASHBURTON**

**NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY**

**FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011**

	<b>2009/10 B/Fwd Per 2010/11 Budget \$</b>	<b>2009/10 B/Fwd Per Financial Report \$</b>	<b>April 2011 Actual \$</b>
<b>7. NET CURRENT ASSETS</b>			
<b>Composition of Estimated Net Current Asset Position</b>			
<b>CURRENT ASSETS</b>			
Cash - Unrestricted	3,557,188	3,192,214	2,100,767
Cash - Restricted Unspent Grants	0	819,498	0
Cash - Restricted Unspent Loans	0	0	0
Cash - Restricted Reserves	21,991,925	21,606,567	14,591,789
Rates - Current	131,502	144,634	134,908
Sundry Debtors	3,782,411	4,433,510	2,307,462
Accrued Income	0	10,091	0
Payments in Advance	0	16,389	0
GST Receivable	571,025	643,775	325,309
Provision For Doubtful Debts	(127,373)	(95,815)	(95,815)
Inventories	68,621	137,648	137,648
	<u>29,975,299</u>	<u>30,908,511</u>	<u>19,502,068</u>
<b>LESS: CURRENT LIABILITIES</b>			
Sundry Creditors	(4,939,375)	(5,331,688)	(3,327,339)
Accrued Expenditure	(36,218)	(283,915)	0
PAYG Payable	(117,688)	(119,350)	(121,405)
Payroll Creditors	0	0	0
Withholding Tax Payable	(970)	0	0
GST Payable	(759,252)	(823,098)	(47,319)
Other Payables	(38,392)	(51,676)	(27,782)
Restricted Funds	0	0	0
	<u>(5,891,895)</u>	<u>(6,609,727)</u>	<u>(3,523,845)</u>
<b>NET CURRENT ASSET POSITION</b>	24,083,404	24,298,784	15,978,223
Less: Cash - Reserves - Restricted	(21,991,925)	(21,606,567)	(14,591,789)
Less: Cash - Unspent Grants - Restricted	0	0	0
Adjustment for Trust Transactions Within Muni	114,130	0	0
<b>ESTIMATED SURPLUS/(DEFICIENCY) C/FWD</b>	<u>2,205,609</u>	<u>2,692,217</u>	<u>1,386,434</u>

## SHIRE OF ASHBURTON

## NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

## 8. RATING INFORMATION

RATE TYPE	Rate in \$	Number of Properties	Rateable Value \$	2010/11 Rate Revenue \$	2010/11 Interim Rates \$	2010/11 Back Rates \$	2010/11 Total Revenue \$	2010/11 Budget \$
<b>General Rate</b>								
GRV - Residential	0.081558	2,316	33,448,606	2,728,000	256,420	31,672	3,016,092	2,726,726
GRV - Residential Development	0.081558	4	58,260	4,752	0	0	4,752	4,752
GRV - Commercial Civic	0.081558	98	8,281,710	675,440	0	0	675,440	675,440
GRV - Tourism	0.081558	3	345,300	28,162	0	0	28,162	28,162
GRV - Community	0.081558	10	143,300	11,687	0	0	11,687	12,968
GRV - Industrial	0.081558	40	512,964	41,836	0	0	41,836	41,836
GRV - Industrial Development	0.081558	1	12,400	1,011	0	0	1,011	1,011
UV - Rural/Pastoral	0.024530	32	7,260,192	178,092	(853)	0	177,239	178,093
UV - Rural/Commerical	0.262030	7	54,425	14,261	0	0	14,261	14,261
UV - Rural/Industrial	0.262030	31	5,864,991	1,536,804	6,271	(3)	1,543,072	1,536,804
UV - Mining Leases	0.262030	458	10,200,151	2,672,745	57,080	10,925	2,740,750	2,928,294
UV - Tourism	0.126076	3	300,000	37,823	2,572	1,214	41,609	37,823
<b>Sub-Totals</b>		3,003	66,482,299	7,930,613	321,490	43,808	8,295,911	8,186,170
<b>Minimum Rates</b>	<b>Minimum \$</b>							
GRV - Residential	530	109	390,522	57,770	0	0	57,770	62,540
GRV - Commercial Civic	530	25	76,624	13,250	0	0	13,250	12,190
GRV - Community	530	5	9,750	2,650	0	0	2,650	4,240
GRV - Industrial	530	29	69,730	15,370	0	0	15,370	15,370
UV - Rural/Pastoral	530	7	53,327	3,710	0	0	3,710	3,710
UV - Rural/Commerical	530	5	3,477	2,650	0	0	2,650	2,650
UV - Rural/Industrial	530	27	7,021	14,310	0	0	14,310	14,310
UV - Mining Lease	530	294	246,548	155,820	0	0	155,820	155,820
<b>Sub-Totals</b>		501	856,999	265,530	0	0	265,530	270,830
Specified Area Rates							0	0
							8,561,441	8,457,000
Discounts							0	0
Rates Written Off							(4,332)	(10,000)
Movement in Excess Rates							(11,512)	0
<b>Totals</b>							8,545,597	8,447,000

All land except exempt land in the Shire of Ashburton is rated according to its Gross Rental Value (GRV) in townsites or Unimproved Value (UV) in the remainder of the Shire.

The general rates detailed above for the 2010/11 financial year have been determined by Council on the basis of raising the revenue required to meet the deficiency between the total estimated expenditure proposed in the budget and the estimated revenue to be received from all sources other than rates and also bearing considering the extent of any increase in rating over the level adopted in the previous year.

The minimum rates have been determined by Council on the basis that all ratepayers must make a reasonable contribution to the cost of the Local Government services/facilities.

**SHIRE OF ASHBURTON**

**NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY**

**FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011**

**9. TRUST FUNDS**

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

<b>Detail</b>	<b>Balance 01-Jul-10 \$</b>	<b>Amounts Received \$</b>	<b>Amounts Paid (\$)</b>	<b>Balance \$</b>
Public Open Space	0	225,500	0	225,500
Cleaning and Key Deposits	17,450	11,870	(16,660)	12,660
Other Trust Monies	35,711	40,621	(84,213)	(7,881)
Bonds & Guarantees	35,808	11,150	(3,200)	43,758
Nomination Deposit	80	80	0	160
Unclaimed Monies	12,952	762	0	13,714
BCITF Levy	551,703	403,813	(385,226)	570,290
BRB Levy	1,888	(1,347)	0	541
Consignment Stock	2,494	18,399	(19,334)	1,559
Tour Sales	49,412	138,109	(172,171)	15,350
Fundraising Aqua Run	700	0	0	700
	<u>708,198</u>	<u>848,957</u>	<u>(680,804)</u>	<u>876,351</u>

**SHIRE OF ASHBURTON**

**NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY**

**FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011**

**10. OPERATING STATEMENT**

	<b>April 2011 Actual \$</b>	<b>2010/11 Budget \$</b>	<b>2009/10 Actual \$</b>
<b>OPERATING REVENUES</b>			
Governance	88,265	146,550	462,819
General Purpose Funding	11,894,527	12,343,950	14,897,023
Law, Order, Public Safety	127,302	124,010	110,741
Health	137,711	161,500	90,745
Education and Welfare	58,406	284,500	67,402
Housing	23,507	72,730	32,715
Community Amenities	2,288,923	3,628,869	2,116,907
Recreation and Culture	662,830	2,742,100	7,397,543
Transport	1,800,111	1,823,630	6,806,373
Economic Services	801,816	2,246,325	1,424,976
Other Property and Services	<u>2,794,825</u>	<u>3,853,232</u>	<u>3,697,654</u>
<b>TOTAL OPERATING REVENUE</b>	<b><u>20,678,223</u></b>	<b><u>27,427,396</u></b>	<b><u>37,104,898</u></b>
<b>OPERATING EXPENSES</b>			
Governance	2,173,802	2,902,502	2,123,618
General Purpose Funding	252,485	364,853	257,926
Law, Order, Public Safety	612,022	720,032	635,155
Health	304,726	437,591	378,967
Education and Welfare	393,304	530,277	335,361
Housing	401,538	604,232	240,365
Community Amenities	2,691,041	2,717,990	2,412,959
Recreation & Culture	3,868,934	4,856,801	3,836,669
Transport	6,202,259	4,143,272	8,715,187
Economic Services	995,214	1,181,507	941,898
Other Property and Services	<u>3,538,353</u>	<u>3,492,047</u>	<u>1,766,924</u>
<b>TOTAL OPERATING EXPENSE</b>	<b><u>21,433,678</u></b>	<b><u>21,951,104</u></b>	<b><u>21,645,029</u></b>
<b>CHANGE IN NET ASSETS RESULTING FROM OPERATIONS</b>	<b><u>(755,455)</u></b>	<b><u>5,476,292</u></b>	<b><u>15,459,869</u></b>

**SHIRE OF ASHBURTON**

**NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY**

**FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011**

**11. BALANCE SHEET**

	<b>April 2011 Actual \$</b>	<b>2009/10 Actual \$</b>
<b>CURRENT ASSETS</b>		
Cash Assets	16,692,556	25,618,279
Receivables	2,671,865	5,152,584
Inventories	1,252,195	714,341
<b>TOTAL CURRENT ASSETS</b>	<u>20,616,616</u>	<u>31,485,204</u>
<b>NON-CURRENT ASSETS</b>		
Receivables	0	0
Inventories	0	0
Property, Plant and Equipment	33,189,930	28,620,820
Infrastructure	84,093,619	79,475,607
<b>TOTAL NON-CURRENT ASSETS</b>	<u>117,283,549</u>	<u>108,096,427</u>
<b>TOTAL ASSETS</b>	<u>137,900,165</u>	<u>139,581,631</u>
<b>CURRENT LIABILITIES</b>		
Payables	3,523,846	6,826,799
Interest-bearing Liabilities	26,099	149,156
Provisions	626,275	626,275
<b>TOTAL CURRENT LIABILITIES</b>	<u>4,176,220</u>	<u>7,602,230</u>
<b>NON-CURRENT LIABILITIES</b>		
Interest-bearing Liabilities	4,182,788	1,682,788
Provisions	117,604	117,604
<b>TOTAL NON-CURRENT LIABILITIES</b>	<u>4,300,392</u>	<u>1,800,392</u>
<b>TOTAL LIABILITIES</b>	<u>8,476,612</u>	<u>9,402,622</u>
<b>NET ASSETS</b>	<u>129,423,553</u>	<u>130,179,009</u>
<b>EQUITY</b>		
Retained Surplus	114,390,402	108,131,080
Reserves - Cash Backed	14,591,789	21,606,567
Reserves - Asset Revaluation	441,362	441,362
<b>TOTAL EQUITY</b>	<u>129,423,553</u>	<u>130,179,009</u>



SHIRE OF ASHBURTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011

12. FINANCIAL RATIOS

	2011 YTD	2010	2009	2008
Current Ratio	1.495	1.214	0.872	1.032

The above ratio is calculated as follows:

Current Ratio	$\frac{\text{Current assets minus restricted current assets}}{\text{Current liabilities minus liabilities associated with restricted assets}}$
---------------	--

**SHIRE OF ASHBURTON**  
**FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011**  
**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%:

Don't Report

Actual Variance exceeding 10% of YTD Budget

Use Management Discretion

Actual Variance exceeding 10% of YTD Budget and a value greater than \$20,000:

Must Report

**REPORTABLE OPERATING REVENUE VARIATIONS**

***Governance - Variance above budget expectations.***

Various miscellaneous Income received higher than budgeted year to date.

***General Purpose Funding - Variance above budget expectations.***

Interest earned on reserves significantly greater than budgeted.

***Education & Welfare - Variance below budget expectations.***

Actual Grant Income and Contributions relating to the running of Youth Services (Western Sector) not as high as budgeted for same period.

***Housing - Variance below budget expectations.***

Income for Aged Care Residential Development Design & Plan is not expected to be received this year.

***Community Amenities - Variance below budget expectations.***

Country Local Government Funding has just been finalised and acquittals now being prepaid. Paraburdoo Town Centre Redevelopment funding will now be brought forward into 2011/12 year.

Disposal Site Fees Onslow lower than budgeted for due to various projects that have not yet been started.

Disposal Site Fees Paraburdoo higher than budgeted year to date due to refurbishment of housing and disposal of asbestos.

Disposal Site Fees Tom Price higher than budgeted year to date due to refurbishment of housing and disposal of asbestos.

***Recreation and Culture - Variance below budget expectations***

Pannawonica Playground grant income not received and now being funded from Council and Rio.

Multi Purpose Centre/Sporting Precinct Projects income not received against budget YTD

***Transport - Variance above budget expectations.***

Sale of John Deer Grader not budgeted for YTD

***Economic Services - Variance below budget expectations.***

Building Fees receipts not as high as anticipated.

***Other Property & Services - Variance below budget expectations***

Private Works currently behind budget projection year to date expectation is to meet forecasted budget by year end.

**REPORTABLE OPERATING EXPENSE VARIATIONS**

***General Purpose Funding - Variance below budget expectations.***

Insurance expense over budgeted in error.

***Health - Variance below budget expectations.***

EHO salaries and oncosts less than budget as position not filled for full period to date.

***Education & Welfare - Variance below budget expectations.***

Expenditure for running of Youth Services (Western Sector) not as high as budgeted for same period.

***Housing - Variance below budget expectations.***

Loan repayments not due to commence until October 2011 but have been budgeted YTD in 2010.

***Community Amenities - Variance below budget expectations.***

Refuse site maintenance is higher than forecasted budget year to date.

***Transport - Variance above budget expectations.***

**SHIRE OF ASHBURTON**  
**FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011**  
**Report on Significant variances Greater than 10% and \$20,000**

Infrastructure road depreciation under estimated in budget. Flood damage expenditure occurred that is not budgeted for.

**REPORTABLE NON-CASH VARIATIONS**

***Depreciation on Assets - Variance above budget expectations.***

Infrastructure road depreciation under estimated in budget.

**SHIRE OF ASHBURTON**  
**FOR THE PERIOD 1 JULY 2010 TO 30 APRIL 2011**  
**Report on Significant variances Greater than 10% and \$20,000**

**REPORTABLE CAPITAL EXPENSE VARIATIONS**

***Purchase of Land Held for Resale - Variance below budget expectations.***

Tom Price Residential and Industrial Land Developments are currently behind budget.

***Purchase of Land & Buildings - Variance below budget expectations.***

Tom Price Sports Pavilion, Staff Housing in Willow and Warara Road, Onslow Multi Purpose Centre and Onslow Residential Development have not reached the budget expectations YTD.

***Purchase of Plant & Equipment - Variance below budget expectations.***

Road Plant Purchases have not reached the budgeted expectations YTD.

***Purchase of Furniture & Equipment - Variance below budget expectations.***

Information Technology behind budget expectations YTD

***Purchase of Infrastructure Assets Roads - Variance below budget expectations.***

Infrastructure Assets for Roads behind budget expectations YTD. Expected to be spent before year end as per revised budget.

***Purchase of Infrastructure Assets Footpaths - Variance above budget expectations.***

Works program/footpath construction under estimated in budget. Budget has been fully realised YTD.

***Purchase of Infrastructure Assets Drainage - Variance below budget expectations.***

Infrastructure Assets for Drainage behind budget expectations YTD. Expected to be spent before year end as per revised budget.

***Purchase of Infrastructure Assets Parks & Ovals - Variance below budget expectations.***

RSL Memorial Park, R4R Playground - Pannawonica and Parks Infrastructure are currently behind budget.

***Purchase of Infrastructure Assets Other - Variance below budget expectations.***

Peter Sutherland Oval and Area "W"Oval Bores - Budget has been allocated to commence in March.

Sporting Precinct Upgrade Onslow - currently behind budget expectations.

Works program/foreshore Onslow - currently behind budget expectations.

Tom Price revitalisation - currently behind budget expectations.

Paraburdoo Town Centre Revitalisation - currently behind budget expectations.

Onslow Townscape Development Plan - currently behind budget expectations.

Works Program/Sanitation - currently behind budget expectations.

***Repayment of Debentures - Variance above budget expectations.***

Budgeted principal repayments associated with the loans for Staff Housing and Onslow Residential Development will now commence in 2011/2012.

***Proceeds from New Debentures - Variance below budget expectations.***

New Staff Housing funds budgeted for in March - received in April

***Transfer to Reserves - Variance above budget expectations.***

Reserve interest under budgeted and actual transfers now greater than budget.

**REPORTABLE CAPITAL INCOME VARIATIONS**

***Proceeds from Disposal of Assets - Variance below budget expectations.***

Sale of Assets less than budgeted for at YTD.

***Transfer from Reserves - Variance below budget expectations.***

Tom Price Revitalisation Project is behind schedule thus transfers from reserve for expenditure is also behind budget.

Tom Price Sports Pavilion Project is behind schedule thus transfers from reserve for expenditure is also behind budget.

Road Plant Purchases are behind schedule thus transfers from reserve for expenditure is also behind budget.

Onslow Residential Development Project is behind schedule thus transfers from reserve for expenditure is also behind budget.

Tom Price Industrial Land Development Project is behind schedule thus transfers from reserve for expenditure is also behind budget.



**BusinessChoice Everyday VISA Card Statement**

SHIRE OF ASHBURTON  
 ATTN: SENIOR FINANCE OFFI  
 PO BOX 567  
 TOM PRICE WA 6751

Billing Account Number	4293 1830 9098 1632
Payment Due Date	08 APRIL 2011
Closing Balance	\$17,992.68
Minimum Payment Due	\$17,992.68
Amount Paid (Details on the reverse)	\$

+4293183090981632

(Cut along this dotted line)

For enquiries, or lost or stolen cards, please call 1300 650 107 from anywhere in Australia, 24 hours a day, 7 days a week.

Any statement entries for purchases or cash advances made in a foreign currency include the following: (1) the foreign currency transaction amount converted in Australian dollars by the applicable credit card scheme and (2) the Westpac Foreign Transaction Fee (FX Fee), being the applicable Westpac Processing Fee and the applicable Westpac On-Charged Scheme Fee.

<b>Company Name</b>	<b>Number of Cards</b>	<b>Facility Number</b>	<b>Annual Cash % Rate</b>	<b>Annual Purchase % Rate</b>		
Shire Of Ashburton	6	00028553	19.96%	0.00%		
<b>Contact Name</b>	<b>Billing Account Number</b>	<b>Opening Balance</b>	<b>Credit Limit</b>			
Attn: Senior Finance Offi	4293183090981632	12,294.53	45,000			
<b>Statement From</b>	<b>Statement To</b>	<b>Payment Due Date</b>	<b>Opening Balance</b>	<b>Minimum Payment Due</b>	<b>Closing Balance</b>	<b>Available Credit</b>
03 MAR 2011	03 APR 2011	08 APR 2011	12,294.53	17,992.68	17,992.68	27,007.32

**Summary of Changes in Your Account Since Last Statement**

From Your Opening Balance of	We Deducted Payments and Other Credits	And We Added				To Arrive at Your Closing Balance of	Total Past Due / Overlimit balances	Your minimum payment including past due overlimit is
		New purchases	Cash advances	Fees, Interest & Government Charges	Miscellaneous Transactions			
12,294.53	12,294.53 -	0.00	0.00	0.00	17,992.68	17,992.68	0.00	17,992.68

07 APR 2011

<b>SHIRE OF ASHBURTON</b>	
Initials	
Goods & Services Rec'd	_____
Computations Checked	<i>Kyle</i>
Authorised for Payment	_____

Summary of Billing Account Transactions		
Date of Transaction	Description	Debits/Credits
03 APR	GEOFFREY BRAYFORD 4293 1830 0162 3927 Monthly Balance	62.50
	<b>Sub Total:</b>	<b>17,992.68</b>
	<b>Grand Total:</b>	<b>5,698.15</b>



## BusinessChoice Everyday VISA Card Statement

AMANDA O'HALLORAN  
SHIRE OF ASHBURTON  
PO BOX 567  
TOM PRICE WA 6751

SHIRE OF ASHBURTON	
07 APR 2011	Initials
Goods & Services Rec'd	
Computations Checked	<i>Kyle</i>
Authorised for Payment	

For enquiries, or lost or stolen cards, please call 1300 650 107 from anywhere in Australia, 24 hours a day, 7 days a week.

Any statement entries for purchases or cash advances made in a foreign currency include the following: (1) the foreign currency transaction amount converted in Australian dollars by the applicable credit card scheme and (2) the Westpac Foreign Transaction Fee (FX Fee), being the applicable Westpac Processing Fee and the applicable Westpac On-Charged Scheme Fee.

### Card Account Transaction Details

Account Name	Card Number	Credit Limit	Available Credit
Amanda O'Halloran	4293 1830 0118 6081	10,000	10,000.00
Statement From	Statement To	Facility Number	
03 MAR 2011	03 APR 2011	00028553	

### Summary of Changes in Your Account Since Last Statement

From Your Opening Balance of	We Deducted Payments and Other Credits	And We Added				To Arrive at Your Closing Balance of	Total Past Due / Overlimit balances	Your minimum payment including past due overlimit is
		New purchases	Cash advances	Fees, Interest & Government Charges	Miscellaneous Transactions			
0.00	0.00	7,560.57	0.00	0.00	7,560.57 -	0.00	0.00	0.00

### BusinessChoice Everyday VISA Card

Date of Transaction	Description	Debits/Credits	Cardholder Comments
	<b>Purchases</b>		
02 MAR	NOVOTEL VINE RESORT THE VINES AU	860.00	
03 MAR	HOTELS, MOTELS, RESORTS - LD KARRATHA ADVENTURE S KARRATHA AU	238.90	
04 MAR	SPORTING GOODS STORES NIKKIS LICENSED REST ONSLOW AU	525.00	
08 MAR	CATERERS CITY OF PERTH CALL TEC PERTH AU	50.00	
10 MAR	GOVERNMENT SERVICES NOT ELSE QANTAS MASCOT AU	572.70	
10 MAR	QANTAS MASCOT AU	1,055.40	

**BusinessChoice Everyday VISA Card**

Date of Transaction	Description	Debits/Credits	Cardholder Comments
11 MAR	ONSLow SUPERMARKET ONSLOW AU GROCERY STORES, SUPERMARKETS	57.81	
15 MAR	MERCURE HOTEL PERTH PERTH AU HOTEL MERCURE	74.10	
15 MAR	GM CABS AUSTRALIA MASCOT AU TAXICABS/LIMOUSINES	21.53	
15 MAR	SWAN TAXIS 13 13 30 EAST SYDNEY AU TAXICABS/LIMOUSINES	36.41	
16 MAR	LASTMINUTE/COM/AU MILTON AU TRAVEL AGENCIES AND TOUR OPE	1,040.50	
17 MAR	COLES MOUNT TOM PRICE WA AU GROCERY STORES, SUPERMARKETS	103.00	
18 MAR	VOICERECOGNITION GUNGAHLIN AU COMPUTERS, PERIPHERALS, SOFT	1,060.00	
21 MAR	AUST POST LPO 640470 ONSLOW AU POSTAL SERVICES GOVERNMENT O	178.95	
21 MAR	QANTAS MASCOT AU QANTAS	226.70	
28 MAR	LOCAL GOVERNEMENT MANA WEST PERTH AU GOVERNMENT SERVICES NOT ELSE	915.00	
29 MAR	GRAND PALACE RESTARAUN PERTH AU EATING PLACES, RESTAURANTS	147.00	
30 MAR	QANTAS MASCOT AU QANTAS	40.00	
30 MAR	KIKKI K PTY LTD BOORAGOON AU STATIONERY, OFFICE SUPPLIES,	24.95	
30 MAR	GNARABAR GNARABUP AU EATING PLACES, RESTAURANTS	160.00	
31 MAR	MARGRT RVER TAXIS MARGARET RIVE AU TAXICABS/LIMOUSINES	38.85	
31 MAR	MARGRT RVER TAXIS MARGARET RIVE AU TAXICABS/LIMOUSINES	40.07	
31 MAR	THE WHITE ELEPHANT PREVELLY AU EATING PLACES, RESTAURANTS	93.70	
	<b>Sub Total:</b>	<b>7,560.57</b>	
03 APR	<b>Miscellaneous Transactions</b> TRANSFER CLOSING BALANCE TO BILLING ACCT	7,560.57 -	
	<b>Sub Total:</b>	<b>7,560.57 -</b>	
	<b>Grand Total:</b>	<b>0.00</b>	

I have checked the above details and verify that they are correct.

Cardholder Signature \_\_\_\_\_ Date \_\_\_\_\_

Transactions examined and approved.

Manager/Supervisor Signature \_\_\_\_\_ Date \_\_\_\_\_



## BusinessChoice Everyday VISA Card Statement

JEFFREY BREEN  
SHIRE OF ASHBURTON  
PO BOX 567  
TOM PRICE WA 6751

SHIRE OF ASHBURTON	
Goods & Services Rec'd	Initials 07 APR 2011
Computations Checked	<i>Kyle</i>
Authorised for Payment	

For enquiries, or lost or stolen cards, please call 1300 650 107 from anywhere in Australia, 24 hours a day, 7 days a week.

Any statement entries for purchases or cash advances made in a foreign currency include the following: (1) the foreign currency transaction amount converted to Australian dollars by the applicable credit card scheme and (2) the Westpac Foreign Transaction Fee (FX Fee), being the applicable Westpac Processing Fee and 1 applicable Westpac On-Charged Scheme Fee.

### Card Account Transaction Details

Account Name Jeffrey Breen	Card Number 4293 1830 0118 6099	Credit Limit 10,000	Available Credit 10,000.00
Statement From 03 MAR 2011	Statement To 03 APR 2011	Facility Number 00028553	

### Summary of Changes in Your Account Since Last Statement

From Your Opening Balance of	We Deducted Payments and Other Credits	And We Added				To Arrive at Your Closing Balance of	Total Past Due / Overlimit balances	Your minimum payment including past due overlimit is
		New purchases	Cash advances	Fees, Interest & Government Charges	Miscellaneous Transactions			
0.00	10,000.00 -	11,367.50	0.00	0.00	1,367.50 -	0.00	0.00	0.00

### BusinessChoice Everyday VISA Card

Date of Transaction	Description	Debits/Credits	Cardholder Comments
30 MAR	<b>Payments</b> PAYMENT-BPAY-THANK YOU FINANCIAL INSTITUTIONS - MAN	10,000.00 -	
	<b>Sub Total:</b>	<b>10,000.00 -</b>	
02 MAR	<b>Purchases</b> QANTAS MASCOT AU	569.70	
09 MAR	QANTAS MASCOT AU	618.71	
10 MAR	QANTAS MASCOT AU	601.70	
10 MAR	QANTAS MASCOT AU	601.70	

**BusinessChoice Everyday VISA Card**

Date of Transaction	Description	Debits/Credits	Cardholder Comments
14 MAR	RESTAURANT JUN PERTH AU EATING PLACES, RESTAURANTS	28.00	
16 MAR	QANTAS MASCOT AU	693.70	
16 MAR	QANTAS MASCOT AU	600.70	
16 MAR	QANTAS MASCOT AU	375.71	
16 MAR	QANTAS MASCOT AU	282.70	
16 MAR	PARABURDOO BISTRO PARABURDOO AU DRINKING PLACES (ALCOHOLIC B	580.00	
17 MAR	QANTAS MASCOT AU	618.71	
18 MAR	QANTAS MASCOT AU	55.00	
21 MAR	QANTAS MASCOT AU	40.00	
21 MAR	QANTAS MASCOT AU	190.52	
21 MAR	QANTAS MASCOT AU	55.00	
22 MAR	QANTAS MASCOT AU	728.70	
22 MAR	SWAN TAXIS 13 13 30 EAST SYDNEY AU TAXICABS/LIMOUSINES	18.98	
22 MAR	LIVE TAXIEPAY WEST MELBOURN AU TAXICABS/LIMOUSINES	33.08	
23 MAR	MERCURE HOTEL PERTH PERTH AU HOTEL MERCURE	49.74	
23 MAR	SWAN TAXIS 13 13 30 EAST SYDNEY AU TAXICABS/LIMOUSINES	10.10	
23 MAR	QANTAS MASCOT AU	547.70	
23 MAR	LIVE TAXIEPAY WEST MELBOURN AU TAXICABS/LIMOUSINES	23.31	
23 MAR	LIVE TAXIEPAY WEST MELBOURN AU TAXICABS/LIMOUSINES	24.42	
24 MAR	THE QUARTER ON HAY PERTH AU EATING PLACES, RESTAURANTS	336.60	
24 MAR	QANTAS MASCOT AU	282.70	
24 MAR	QANTAS MASCOT AU	923.70	
25 MAR	QANTAS MASCOT AU	304.70	
25 MAR	QANTAS MASCOT AU	304.70	
25 MAR	SWAN TAXIS 13 13 30 EAST SYDNEY AU TAXICABS/LIMOUSINES	19.98	
25 MAR	SWAN TAXIS 13 13 30 EAST SYDNEY AU TAXICABS/LIMOUSINES	53.06	
25 MAR	CHIANTI ON COLINS WEST PERTH AU EATING PLACES, RESTAURANTS	245.80	

BusinessChoice Everyday VISA Card				
Date of Transaction	Description		Debits/Credits	Cardholder Comments
29 MAR	QANTAS MASCOT AU		226.00	
31 MAR	QANTAS MASCOT AU		650.71	
31 MAR	QANTAS MASCOT AU		9.99	
31 MAR	QANTAS MASCOT AU		661.68	
		<b>Sub Total:</b>	<b>11,367.50</b>	
03 APR	<b>Miscellaneous Transactions</b> TRANSFER CLOSING BALANCE TO BILLING ACCT		1,367.50 -	
		<b>Sub Total:</b>	<b>1,367.50 -</b>	
		<b>Grand Total:</b>	<b>0.00</b>	

I have checked the above details and verify that they are correct.

Cardholder Signature \_\_\_\_\_ Date \_\_\_\_\_

Transactions examined and approved.

Manager/Supervisor Signature \_\_\_\_\_ Date \_\_\_\_\_

## BusinessChoice Everyday VISA Card Statement

LARRY SOFTLEY  
SHIRE OF ASHBURTON  
PO BOX 567  
TOM PRICE WA 6751

SHIRE OF ASHBURTON	
07 APR 2011	Initials
Goods & Services Rec'd	
Computations Checked	<i>Kyli</i>
Authorised for Payment	

For enquiries, or lost or stolen cards, please call 1300 650 107 from anywhere in Australia, 24 hours a day, 7 days a week.

Any statement entries for purchases or cash advances made in a foreign currency include the following: (1) the foreign currency transaction amount converted in Australian dollars by the applicable credit card scheme and (2) the Westpac Foreign Transaction Fee (FX Fee), being the applicable Westpac Processing Fee and the applicable Westpac On-Charged Scheme Fee.

### Card Account Transaction Details

<b>Account Name</b> Larry Softley	<b>Card Number</b> 4293 1830 0127 7963	<b>Credit Limit</b> 5,000	<b>Available Credit</b> 5,000.00
<b>Statement From</b> 03 MAR 2011	<b>Statement To</b> 03 APR 2011	<b>Facility Number</b> 00028553	

### Summary of Changes in Your Account Since Last Statement

From Your Opening Balance of	We Deducted Payments and Other Credits	And We Added				To Arrive at Your Closing Balance of	Total Past Due / Overlimit balances	Your minimum payment including past due overlimit is
		New purchases	Cash advances	Fees, Interest & Government Charges	Miscellaneous Transactions			
0.00	0.00	1,305.60	0.00	0.00	1,305.60 -	0.00	0.00	0.00

### BusinessChoice Everyday VISA Card

Date of Transaction	Description	Debits/Credits	Cardholder Comments
14 MAR	<b>Purchases</b> QBE TRAVEL GLEN WAVERLEY AU	34.00	
15 MAR	INSURANCE SALES, UNDERWRITIN QANTAS MASCOT AU	601.70	
17 MAR	QANTAS B/W TAXI WA 93333333 EAST SYDNEY AU	31.08	
17 MAR	TAXICABS/LIMOUSINES SWAN TAXIS 13 13 30 EAST SYDNEY AU	49.95	
19 MAR	TAXICABS/LIMOUSINES SWAN TAXIS 13 13 30 EAST SYDNEY AU	31.30	
25 MAR	TAXICABS/LIMOUSINES GURUMA0789WINDAWARRI TOM PRICE AU	57.57	
	EATING PLACES, RESTAURANTS		

<b>BusinessChoice Everyday VISA Card</b>			
<b>Date of Transaction</b>	<b>Description</b>	<b>Debits/Credits</b>	<b>Cardholder Comments</b>
30 MAR	COLES MOUNT TOM PRICE WA AU GROCERY STORES, SUPERMARKETS	500.00	
	<b>Sub Total:</b>	<b>1,305.60</b>	
	<b>Miscellaneous Transactions</b>		
03 APR	TRANSFER CLOSING BALANCE TO BILLING ACCT	1,305.60 -	
	<b>Sub Total:</b>	<b>1,305.60 -</b>	
	<b>Grand Total:</b>	<b>0.00</b>	

I have checked the above details and verify that they are correct.

Cardholder Signature \_\_\_\_\_ Date \_\_\_\_\_

Transactions examined and approved.

Manager/Supervisor Signature \_\_\_\_\_ Date \_\_\_\_\_

## BusinessChoice Everyday VISA Card Statement

BERNARD SMITH  
SHIRE OF ASHBURTON  
PO BOX 567  
TOM PRICE WA 6751

SHIRE OF ASHBURTON	
07 APR 2011	Initials:
Goods & Services Rec'd	_____
Compuations Checked	<i>kylo</i>
Authorised for Payment	_____

For enquiries, or lost or stolen cards, please call 1300 650 107 from anywhere in Australia, 24 hours a day, 7 days a week.

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### Card Account Transaction Details

<b>Account Name</b> Bernard Smith	<b>Card Number</b> 4293 1830 0150 2972	<b>Credit Limit</b> 5,000	<b>Available Credit</b> 5,000.00
<b>Statement From</b> 03 MAR 2011	<b>Statement To</b> 03 APR 2011	<b>Facility Number</b> 00028553	

### Summary of Changes in Your Account Since Last Statement

From Your Opening Balance of	We Deducted Payments and Other Credits	And We Added				To Arrive at Your Closing Balance of	Total Past Due / Overlimit balances	Your minimum payment including past due overlimit is
		New purchases	Cash advances	Fees, Interest & Government Charges	Miscellaneous Transactions			
0.00	0.00	3,368.56	0.00	0.00	3,368.56 -	0.00	0.00	0.00

### BusinessChoice Everyday VISA Card

Date of Transaction	Description	Debits/Credits	Cardholder Comments
	<b>Purchases</b>		
05 MAR	SWAN TAXIS 13 13 30 EAST SYDNEY AU	30.19	
06 MAR	TAXICABS/LIMOUSINES EAST SYDNEY AU	29.86	
10 MAR	SWAN TAXIS 13 13 30 EAST SYDNEY AU		
	QANTAS MASCOT AU	1,268.75	
16 MAR	QANTAS MELBOURNE AU	24.50	
	DUN / BRADSTREET CONSUMER CREDIT REPORTING AG		
17 MAR	QANTAS MASCOT AU	1,770.04	
	QANTAS		
17 MAR	SWAN TAXIS 13 13 30 EAST SYDNEY AU	33.30	
	TAXICABS/LIMOUSINES		

BusinessChoice Everyday VISA Card			
Date of Transaction	Description	Debits/Credits	Cardholder Comments
18 MAR	SWAN TAXIS 13 13 30 TAXICABS/LIMOUSINES	EAST SYDNEY AU	22.87
18 MAR	SWAN TAXIS 13 13 30 TAXICABS/LIMOUSINES	EAST SYDNEY AU	30.41
19 MAR	SWAN TAXIS 13 13 30 TAXICABS/LIMOUSINES	EAST SYDNEY AU	23.87
19 MAR	SWAN TAXIS 13 13 30 TAXICABS/LIMOUSINES	EAST SYDNEY AU	19.54
20 MAR	SWAN TAXIS 13 13 30 TAXICABS/LIMOUSINES	EAST SYDNEY AU	30.08
24 MAR	LIVE TAXIEPAY TAXICABS/LIMOUSINES	WEST MELBOURN AU	30.75
26 MAR	SWAN TAXIS 13 13 30 TAXICABS/LIMOUSINES	EAST SYDNEY AU	30.41
26 MAR	ITUNES MUSIC STORE MUSIC STORES- MUSICAL INSTRU	SYDNEY AU	23.99
	<b>Sub Total:</b>		<b>3,368.56</b>
	<b>Miscellaneous Transactions</b>		
03 APR	TRANSFER CLOSING BALANCE TO BILLING ACCT		3,368.56 -
	<b>Sub Total:</b>		<b>3,368.56 -</b>
	<b>Grand Total:</b>		<b>0.00</b>

I have checked the above details and verify that they are correct.

Cardholder Signature \_\_\_\_\_ Date \_\_\_\_\_

Transactions examined and approved.

Manager/Supervisor Signature \_\_\_\_\_ Date \_\_\_\_\_

**Important:**

1. If mailing **DO NOT** send notes or coins.
2. Please write your Payment Account Number on the back of each cheque.
3. Check your records of your transactions against this statement.
4. Report any discrepancies to Westpac.

Details of cheques (proceeds may not be available until cleared)				CASH AMOUNT
DRAWER (i.e. account name on cheque)	CHEQUE NO.	BSB NO. OR BANK	ACCOUNT NO. OR BRANCH	CHEQUE AMOUNT
TELLER/BANK STAMP			TOTAL \$	
SIGNATURE: _____				



**Choose the payment method that suits you best**



**By Mail**

Complete and mail the top portion of page one of your statement together with your cheque to: Cards GPO Box 4220 Sydney NSW 2001



**Using Card Autopay**

Pay your account automatically from any cheque or non-passbook savings account with any bank or financial institution in Australia. To apply for Card Autopay for your credit card, call 1300 651 089 or download a form online at [www.westpac.com.au](http://www.westpac.com.au).



**By Telephone Banking**

Call 132 032 if you have another Westpac account.



**Via Westpac Internet Banking**

At [www.westpac.com.au](http://www.westpac.com.au) if you have another Westpac account.



**Using BPAY**

Contact any participating institution to make this payment from your cheque or savings account.

When prompted, simply enter the biller code (5181) and your Payment Account Number as your reference number.



**In Person**

At any of our Westpac branches in Australia.

Summary of Billing Account Transactions		
Date of Transaction	Description	Debits/Credits
08 MAR	<b>Payments</b> AUTOMATIC PAYMENT  <div style="text-align: right;"><b>Sub Total:</b></div>	12,294.53 - 12,294.53 -
03 APR	<b>Miscellaneous Transactions</b> AMANDA O'HALLORAN 4293 1830 0118 6081 Monthly Balance	7,560.57
03 APR	JEFFREY BREEN 4293 1830 0118 6099 Monthly Balance	1,367.50
03 APR	LARRY SOFTLEY 4293 1830 0127 7963 Monthly Balance	1,305.60
03 APR	FRANCO LUDOVICO 4293 1830 0143 7450 Monthly Balance	4,327.95
03 APR	BERNARD SMITH 4293 1830 0150 2972 Monthly Balance	3,368.56



## BusinessChoice Everyday VISA Card Statement

MR GEOFFREY BRAYFORD  
SHIRE OF ASHBURTON  
261 POINCIANA ST  
TOM PRICE WA 6751

SHIRE OF ASHBURTON	
07 APR 2011	Initials
Goods & Services Receipts	
Computations Checked	<i>Kylo</i>
Authorised for Payment	

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### Card Account Transaction Details

<b>Account Name</b>	<b>Card Number</b>	<b>Credit Limit</b>	<b>Available Credit</b>
Mr Geoffrey Brayford	4293 1830 0162 3927	10,000	10,000.00
<b>Statement From</b>	<b>Statement To</b>	<b>Facility Number</b>	
03 MAR 2011	03 APR 2011	00028553	

### Summary of Changes in Your Account Since Last Statement

From Your Opening Balance of	We Deducted Payments and Other Credits	And We Added				To Arrive at Your Closing Balance of	Total Past Due / Overlimit balances	Your minimum payment including past due overlimit is
		New purchases	Cash advances	Fees, Interest & Government Charges	Miscellaneous Transactions			
0.00	0.00	0.00	0.00	62.50	62.50 -	0.00	0.00	0.00

### BusinessChoice Everyday VISA Card

Date of Transaction	Description	Debits/Credits	Cardholder Comments
03 APR	<b>Interest, Fees &amp; Government Charges</b> CARD FEE	62.50	
	<b>Sub Total:</b>	<b>62.50</b>	
03 APR	<b>Miscellaneous Transactions</b> TRANSFER CLOSING BALANCE TO BILLING ACCT	62.50 -	
	<b>Sub Total:</b>	<b>62.50 -</b>	
	<b>Grand Total:</b>	<b>0.00</b>	



## BusinessChoice Everyday VISA Card Statement

FRANCO LUDOVICO  
SHIRE OF ASHBURTON  
PO BOX 567  
TOM PRICE WA 6751

SHIRE OF ASHBURTON	
07 APR 2011	Initials
Goods & Services Rec'd	
Computations Checked	<i>Kylo</i>
Authorized for Payment	

For enquiries, or lost or stolen cards, please call 1300 650 107 from anywhere in Australia, 24 hours a day, 7 days a week.

Any statement entries for purchases or cash advances made in a foreign currency include the following: (1) the foreign currency transaction amount converted in Australian dollars by the applicable credit card scheme and (2) the Westpac Foreign Transaction Fee (FX Fee), being the applicable Westpac Processing Fee and the applicable Westpac On-Charged Scheme Fee.

### Card Account Transaction Details

<b>Account Name</b>	<b>Card Number</b>	<b>Credit Limit</b>	<b>Available Credit</b>
Franco Ludovico	4293 1830 0143 7450	5,000	5,000.00
<b>Statement From</b>	<b>Statement To</b>	<b>Facility Number</b>	
03 MAR 2011	03 APR 2011	00028553	

### Summary of Changes in Your Account Since Last Statement

From Your Opening Balance of	We Deducted Payments and Other Credits	And We Added				To Arrive at Your Closing Balance of	Total Past Due / Overlimit balances	Your minimum payment including past due overlimit is
		New purchases	Cash advances	Fees, Interest & Government Charges	Miscellaneous Transactions			
0.00	0.00	4,327.95	0.00	0.00	4,327.95 -	0.00	0.00	0.00

### BusinessChoice Everyday VISA Card

Date of Transaction	Description	Debits/Credits	Cardholder Comments
	<b>Purchases</b>		
02 MAR	ISS FACILITY SERVICES PANNAWONICA AU	51.00	
	MISCELLANEOUS GENERAL MERCHA		
03 MAR	NANUTARRA ROADHOUSE CARNARVON AU	50.48	
	EATING PLACES, RESTAURANTS		
03 MAR	ISS FACILITY SERVICES PANNAWONICA AU	342.00	
	MISCELLANEOUS GENERAL MERCHA		
07 MAR	STAR MART EXMOUTH AU	199.31	
	SERVICE STATIONS		
14 MAR	QBE TRAVEL GLEN WAVERLEY AU	10.00	
	INSURANCE SALES, UNDERWRITIN		
14 MAR	QANTAS MASCOT AU	651.70	
	QANTAS		

**BusinessChoice Everyday VISA Card**

Date of Transaction	Description	Debits/Credits	Cardholder Comments
14 MAR	MONDIAL ASSISTANCE HOUSE AU INSURANCE SALES, UNDERWRITIN	9.94	
14 MAR	SKYWEST AIRLINES REDCLIFFE AU AIRLINES, AIR CARRIERS	435.44	
29 MAR	QBE TRAVEL GLEN WAVERLEY AU INSURANCE SALES, UNDERWRITIN	10.00	
29 MAR	QANTAS MASCOT AU QANTAS	622.70	
29 MAR	MONDIAL ASSISTANCE HOUSE AU INSURANCE SALES, UNDERWRITIN	9.94	
29 MAR	SKYWEST AIRLINES REDCLIFFE AU AIRLINES, AIR CARRIERS	435.44	
31 MAR	COLES MOUNT TOM PRICE WA AU GROCERY STORES, SUPERMARKETS	1,500.00	
	<b>Sub Total:</b>	<b>4,327.95</b>	
	<b>Miscellaneous Transactions</b>		
03 APR	TRANSFER CLOSING BALANCE TO BILLING ACCT <b>Sub Total:</b>	4,327.95 - <b>4,327.95 -</b>	
	<b>Grand Total:</b>	<b>0.00</b>	

I have checked the above details and verify that they are correct.

Cardholder Signature \_\_\_\_\_ Date \_\_\_\_\_

Transactions examined and approved.

Manager/Supervisor Signature \_\_\_\_\_ Date \_\_\_\_\_

# LIST OF PAYMENTS FOR MAY 2011

## Municipal Payments

CHQ/EFT	Date	Name	Description	Amount
EFT11698	06/05/2011	ANIKA SERER	Reimbursement of goods purchased- Subdivision, Survey & Plans - Industrial Land GEN	-241.09 1
EFT11699	06/05/2011	All Rid Pest Management	B258, B204 - General ant and insect spray (outside) -	-500.00 1
EFT11700	06/05/2011	Amar Auto Electrics	PTR16 Auto electrical work carried out - Hino Ranger Pro 10 Side Armed Compator Rubbish Truck 2007 14AS	-474.00 1
EFT11701	06/05/2011	***DO NOT USE*** Assetic MGM & Protection	Purchase of additional models and system upgrade for reporting, Progress invoice, travel & expenses - Computer Software GEN	-50632.81 1
EFT11702	06/05/2011	Australian Air Express	Freight charges week ending 15.4.11 and 22.04.11- ANALYTICAL EXPENDITURE GEN	-221.54 1
EFT11703	06/05/2011	Australian Super	Superannuation contributions	-1714.63 1
EFT11704	06/05/2011	Aviva Australia Ltd Superannuation	Superannuation contributions	-382.19 1
EFT11705	06/05/2011	BT Financial Group Super - Graeme Lees	Superannuation contributions	-419.87 1
EFT11706	06/05/2011	BT Financial Group Super - Vick Settatree	Superannuation contributions	-439.52 1
EFT11707	06/05/2011	BT Portfolio Service Ltd - Super Wrap - Tanya Worth	Superannuation contributions	-298.58 1
EFT11708	06/05/2011	Beadon Bay Pty Limited (Village)	Anzac Day Catering Costs -Catering for Council meeting, Accom for B. Smith	-2312.00 1
EFT11709	06/05/2011	Boya Equipment	PRM05 Anti scalp roller RCK72P-S36 (k5651- 46250) - Kubota F2560 Mower (Para)	-44.20 1
EFT11710	06/05/2011	Care Super	Superannuation contributions	-519.22 1
EFT11711	06/05/2011	Centurion Transport Co Pty Ltd	W223 Freight charges E & MJ Rosher week ending 16.4.11 - Recycling	-1821.41 1
EFT11712	06/05/2011	Child Support Agency	Payroll deductions	-703.77 1
EFT11713	06/05/2011	Commander Australia Limited	02E9F609140411 charges for April 2011 - UTILITIES - ADMINISTRATION GEN	-830.61 1
EFT11714	06/05/2011	DECMIL AUSTRALIA	Refund money for Building application due to amounts being paid twice - REFUNDS INCOME A/C (Cost Neutral) GEN	-1090.00 1
EFT11715	06/05/2011	David Gray & Company	W215 Hinge pins for 240 ltr MGB Sulo Bins - Works Prog Replacement Bins	-49.50 1
EFT11716	06/05/2011	Denver Technology	Various Computer software - Computer Software GEN	-20152.68 1
EFT11717	06/05/2011	Direct Office Furniture	Office furniture - FURNITURE & FITTINGS GEN	-5643.00 1

## LIST OF PAYMENTS FOR MAY 2011

EFT11718	06/05/2011	Direct Trades Supply - Eacott Enterprises	W286 8 valve box - W354, line marking paint	-488.40	1
EFT11719	06/05/2011	Downer EDI Works Pty Ltd	Various Asphalt work carried out - in SOA	#####	1
EFT11720	06/05/2011	E & MJ Rosher Pty Ltd	PTC05 Lower right hand side windscreen and seal with tinting - Kubota Tractor 2010 M9540 DC DS	-415.15	1
EFT11721	06/05/2011	***DO NOT USE*** Environmental Industries	C505 Landscape construction progress claim 1 - TP Town Centre Landscaping Package	#####	1
EFT11722	06/05/2011	Frank B Ludovico	re-imburement of accommodation and air fares for National LGMA conference - MEETINGS & SEMINARS - EMCS GEN	-1433.59	1
EFT11723	06/05/2011	Fuji Xerox Australia Pty Ltd	C500 DocuPrint 1.11.2010 to 30.11.2010 - Revitalisation Design Mall & Environs	-1.20	1
EFT11724	06/05/2011	GLH CONTRACTING	Various Maintenance grading due to storm damage - Hire of dozer for Para tip	-22088.00	1
EFT11725	06/05/2011	Harvey Norman-Karratha	Finepix Fuji Z80 (Silver) Digital Camera and Sandisk ultra 4gb - MINOR ASSETS GEN	-173.99	1
EFT11726	06/05/2011	Hesta Super Fund	Superannuation contributions	-429.50	1
EFT11727	06/05/2011	ISS Integrated Services Pty Ltd	S002 Fuel purchases for March 2011 - DIESEL FUEL, Various goods for Pannawonica	-1572.11	1
EFT11728	06/05/2011	KARRATHA CONTRACTING PTY LTD	B225 Installed evap motor to ducted in ceiling unit - 1104B Jabbarup St Tom Price, X009 install a/c at camp	-3634.40	1
EFT11729	06/05/2011	Keith Pearson	Town planning for the period 26.3.11 to 8.4.11 Airfares/bus - CONSULTANT FEES GEN	-4580.96	1
EFT11730	06/05/2011	LIFTMECH PTY LTD	X009 Transport 40 foot sea container from Millstream camp to NV camp - Private Works Nameless Valley Camp	-3960.00	1
EFT11731	06/05/2011	LISA HANNAGAN	Reimbursement of cost while at training, L. Hannagan (meals and Taxi) - Seminars and Training GEN	-170.57	1
EFT11732	06/05/2011	Lisa Shields	PSW24 - Reimbursement of fuel, fill up at Nanutarra on way back from Onslow - 2008 Toyota Prado GXL 1004AS	-100.00	1
EFT11733	06/05/2011	MTAA Superannuation Fund	Superannuation contributions	-551.40	1
EFT11734	06/05/2011	Machinery Warehouse	Husqvarna 327P5X poll saw - MINOR ASSET PURCHASES GEN	-1100.00	1
EFT11735	06/05/2011	McIntosh & Sons	PLD08 Shift control rod - Case 430 Skidsteer Loader (Purchased Second Hand)	-216.96	1
EFT11736	06/05/2011	Municipal Employees Union	Payroll deductions	-17.40	1
EFT11737	06/05/2011	Nameless Coffee House	Morning tea's for Health module training - Seminars and Training GEN	-168.00	1

## LIST OF PAYMENTS FOR MAY 2011

EFT11738	06/05/2011	Nationwide Superannuation Fund	Superannuation contributions	-381.80	1
EFT11739	06/05/2011	Nexus Freight	W223 - Freight charges - SOA to AMCOR - Recycling	-2289.03	1
EFT11740	06/05/2011	Onslow Mechanical	PUT37 - 60000Km service - Holden Rodeo LX Dual Cab Utility AS1880	-339.24	1
EFT11741	06/05/2011	PILBARA FOOD SERVICES P/L	Paper towel for Pool - CLEANING EXPENSES GEN	-308.90	1
EFT11742	06/05/2011	Parry's Merchants	Bacon and Juice, no GST - Onslow - Special Projects/Regional Events GEN	-249.90	1
EFT11743	06/05/2011	Pennant House	New Zealand Flag for Anzac Day & freight - General Programs GEN	-151.80	1
EFT11744	06/05/2011	Phil Carey	Refund of monies deducted from payroll for Sundry debtors account however account already paid by cash - REFUNDS INCOME A/C (Cost Neutral) GEN	-102.00	1
EFT11745	06/05/2011	Pindan Contracting Pty Ltd	BC372 - Progress claim no. 11 - CAP - Multi-Purpose Building - Onslow	#####	1
EFT11746	06/05/2011	Prime Super	Superannuation contributions	-797.88	1
EFT11747	06/05/2011	Q SUPER	Superannuation contributions	-577.58	1
EFT11748	06/05/2011	REI Super	Superannuation contributions	-432.00	1
EFT11749	06/05/2011	RETRAVISION KARRATHA	2 x digital cameras, Onslow - General Programs GEN	-216.00	1
EFT11750	06/05/2011	Rio Tinto - Pilbara Iron Company Services Pty Ltd	GE016 - Cheque to Rio Tinto (Wandoo Project) for Pannawonica playground equipment - Pannawonica Playground Equipment	-55000.00	1
EFT11751	06/05/2011	Rob Paull & Associates	Professional services rendered April 2011 - CONSULTANT FEES GEN	-18673.72	1
EFT11752	06/05/2011	Sheridan's for Badges	INSERT NAME PLATE DENNIS WRIGHT FOR HONOUR BOARD - ADMINISTRATION ALLOCATION GEN	-47.80	1
EFT11753	06/05/2011	Sinclair Knight Merz	C001 - Professional services in relation to TP landfill extension. - Works Prog Tom Price Refuse Site Upgrade	-30398.03	1
EFT11754	06/05/2011	SYMMETRICAL GROUP	B216, B261 - electrical repairs	-649.00	1
EFT11755	06/05/2011	TOXFREE (KARRATHA) PTY LTD	W551 - Chemical disposal and treatment - Works Prog Depot Mtce Onslow	-2501.68	1
EFT11756	06/05/2011	TUSS CONCRETE PTY LTD	C506 - Mall works Dockets 5131 to 5142 - TP Town Centre Infrastructure(Water,Power,Drainage,Sewer ,ITC	-85658.07	1
EFT11757	06/05/2011	The Constable Care Child Safety Foundation	Constable Bears 40cm, 17cm and Note pads - Constable Care	-1530.00	1
EFT11758	06/05/2011	The Shell Company of Australia Ltd	S002 - DIESEL FUEL	-62055.58	1

## LIST OF PAYMENTS FOR MAY 2011

EFT11759	06/05/2011	Toll Ipec Pty Ltd	Various freight covering all areas of SOA	-4728.75	1
EFT11760	06/05/2011	TOM PRICE TYREPOWER	Various tyre repairs for TP	-535.00	1
EFT11761	06/05/2011	WA Concreters	C100 - Simpson St footpaths - Works Prog Dual Pathway Onslow (C)	-46046.22	1
EFT11762	06/05/2011	WA Local Government Super Plan	Superannuation contributions	-48375.96	1
EFT11763	06/05/2011	WE PRINT BANNERS	New Revised Banner (change DSR logo and Opening Date). - Pool Redevelopment GEN	-260.00	1
EFT11764	06/05/2011	Western Australian Local Government Association	Various advertisements through out SOA	-683.50	1
EFT11765	06/05/2011	Western Australian Treasury Corporation	116 - Capital repayment - Principal Loan Repayments - 116 GEN	-31858.41	1
EFT11766	06/05/2011	Westrac Pty Ltd	PLD08 - D.15W-40.20L - Case 430 Skidsteer Loader (Purchased Second Hand)	-206.73	1
EFT11767	06/05/2011	Westscheme Superannuation Fund	Superannuation contributions	-2750.93	1
EFT11768	06/05/2011	Whelans	C503 - Mobilisation and Mall services Ascon - - Amphitheatre Project - C506 - Mall services Ascon, Drain corridor -	-33493.90	1
EFT11769	12/05/2011	ALUTECH PTY LTD	Supply of Crimsafe - Sporting Precinct Upgrade - Onslow GEN	-594.00	1
EFT11770	12/05/2011	ARADON PTY LTD	Pet rocks and rock eggs - Souvenir Expenses GEN	-715.72	1
EFT11771	12/05/2011	Alliance Power & Data	Provision of electrical engineering for sub- division of TP residential Development Stage 2, Lot 308 Boonderoo Stage 1, Warara St stage 1 - Design & Plan Expenses GEN	-957.44	1
EFT11772	12/05/2011	Amar Auto Electrics	PTR15 Inspected fault and repair - 2005 Hino FD Twin Cab 6T AS 8050 - PRM08 Test glow plug operation - Kubota ZD28 Mower 1CEX465	-408.50	1
EFT11773	12/05/2011	Antique Warehouse	Maghony pedstral desk with green leather, brass fittings and office chair - PRESENTATIONS/GIFTS GEN	-5000.00	1
EFT11774	12/05/2011	B Seated Global	Trolleys, chairs, tables and freight from Perth - Furniture & Fittings GEN	-4065.60	1
EFT11775	12/05/2011	Basefield P/L T/as Basefield Contracting & Hire	R1313 Gravel works on Maunsell cres and Beadon Road -x2 hrs Bobcat and driver - MAUNSELL CNR	-673.20	1
EFT11776	12/05/2011	City Barn	Seconds Wheat and laying pellets - Sentinel Chicken Program GEN	-188.10	1
EFT11777	12/05/2011	Collins Distributors	SAMPLE JEWELRY ON INVOICE - Souvenir Expenses GEN	-223.69	1
EFT11778	12/05/2011	Commander Australia Limited	Phone rental charges for SOA	-881.20	1
EFT11779	12/05/2011	Courier Australia	Freight charges for Sportsworld Con Note 8540213488 - ACTIVITIES/PROGRAMS GEN	-22.62	1

## LIST OF PAYMENTS FOR MAY 2011

EFT11780	12/05/2011 Coventrys	PTR19 Titan Gear Hyp - Hino 300 series Dump Truck	-266.95 1
EFT11781	12/05/2011 DAMPIER PORT AUTHORITY	Office lease Parliament Place 10.3.11 to 9.5.11 - Lease - Office Accommodation Perth GEN	-2640.00 1
EFT11782	12/05/2011 DY Mark (Aust) Pty Ltd	W255 Line marking paints black, yellow and white - Works Prog Shopping Mall Tom Price	-468.33 1
EFT11783	12/05/2011 Dell Computer Ltd	Dell Latitude E6410 Base for CTO - COMPUTER EQUIPMENT GEN	-8750.50 1
EFT11784	12/05/2011 Dennis Jones & Associates	Books Helping children with dyslexia, lonely for my land, mining boom share buyers guide - Souvenir Expenses GEN	-742.86 1
EFT11785	12/05/2011 ENZED - Tyco Motion & Control	PLD10 various seals, Hose, Swivel and connectors - 2010 John Deere Loader 320 D Skid Steer	-774.14 1
EFT11786	12/05/2011 ERA Contractors	W551 Test and tag all electrical items at the depot - Works Prog Depot Mtce Onslow	-815.96 1
EFT11787	12/05/2011 ESS THANLANYJI P/L	S002 Diesel Feb and March 2011 - DIESEL FUEL	-10751.96 1
EFT11788	12/05/2011 Esplanade Hotel Fremantle	Accommodation for Jeff Breen - LGMA Exec Mgmt Program - Travelling Expenses GEN	-1015.00 1
EFT11789	12/05/2011 Fire Rescue Safety Australia Pty Ltd	RALS 9430 Standard Backpack - Black, RALS 9430 tripod, ext cord and vehicle charger, rope bags, Rescue stretcher- Minor Assets GEN	-2751.10 1
EFT11790	12/05/2011 Fuji Xerox Australia Pty Ltd	Various stationary through out SOA	-2698.44 1
EFT11791	12/05/2011 Hitachi Ltd	Various parts for PMG02	-1351.72 1
EFT11792	12/05/2011 IT Vision Australia Pty Ltd	Implementation & Training and Data Cleansing, purchase of Synergy SQL	-33378.50 1
EFT11793	12/05/2011 JR & A Hersey Pty Ltd	Various items - Uniforms & PPE (Outdoor Staff) GEN - W550 Male socket 1/4 - Works Prog Depot Mtce Tom Price	-2151.39 1
EFT11794	12/05/2011 Jason Signmakers	W284 Street sign green on white no logo - Paraburdoo Street Signs	-484.00 1
EFT11795	12/05/2011 Jenko Welding & Marine Services	Making and repairing various items for Onslow	-4735.50 1
EFT11796	12/05/2011 K MART KARRATHA	Easter rabbits - General Programs GEN	-372.17 1
EFT11797	12/05/2011 LGMA (WA) Division	Attendance at LGMA Executive Management Program Jeff Breen - MEETINGS & SEMINARS - CEO GEN	-1650.00 1
EFT11798	12/05/2011 MORRISON LOW CONSULTANTS PTY LTD	Professional services rendered for Structure Review - SOA - Structural Review GEN	-7150.00 1
EFT11799	12/05/2011 Mark Reid	Reimbursement of payment made for 3 month rego of Heavy vehicles	-1705.55 1



## LIST OF PAYMENTS FOR MAY 2011

EFT11800	12/05/2011	Miles Glass & Flyscreens	BC289 shower screen with rod in chrome with clear laminated glass - Capital Upgrade Carinya Units (All)	-357.50	1
EFT11801	12/05/2011	NATHAN HOLTON PAINTING	additional painting to transportable unit (old gym) - Sporting Precinct Upgrade - Onslow GEN	-2541.00	1
EFT11802	12/05/2011	Nameless Coffee House	Catering for 12 - REFRESHMENT EXPENSES GEN	-198.00	1
EFT11803	12/05/2011	OZMICROCHIPS	Trovan Lid 560 Microchip Scanner - MINOR ASSETS GEN	-471.90	1
EFT11804	12/05/2011	Onslow Mackerel Motel	Accommodation 19 & 20 April 2011 - Councillors Travelling GEN & J. Thomas	-2335.00	1
EFT11805	12/05/2011	Onslow Mechanical	PUT31 - Service 10,000kms - Toyota Hilux 4X4 TD Dual Cab - Silver AS8003	-360.80	1
EFT11806	12/05/2011	PACIFIC BRANDS-Workwear Group	Uniform order (6 items) for Bill Hardy - UNIFORMS/PROTECTIVE CLOTHING GEN	-155.20	1
EFT11807	12/05/2011	PETA HAYTO	Reimbursement of communications costs for 16.02 to 16.04.11 - School Holiday Programs GEN	-400.00	1
EFT11808	12/05/2011	PILBARA FOOD SERVICES P/L	Various cleaning products - CLEANING EXPENSES GEN - Various refreshment items - REFRESHMENT EXPENSES GEN	-1954.60	1
EFT11809	12/05/2011	Pannawonica Kindergym	Delivery of paper for months of March and April '11 - Newsletter Expenditure GEN	-400.00	1
EFT11810	12/05/2011	Paraburdoo IGA	Catering for Youth Week - National Youth Week and Scholl holiday programs	-205.90	1
EFT11811	12/05/2011	Pilbara Mechanical Services	PLD04 - Travel to tip and refit A/c belt - Komatsu WA380-3 Front End Loader	-71.50	1
19270	12/04/2011	Pilbara Mechanical Services	PLD04 - Travel to tip and refit A/c belt - Komatsu WA380-3 Front End Loader	71.50	
EFT11812	12/05/2011	Pilbara Motor Group	Various filters and parts for SOA vehicles -	-1078.73	1
EFT11813	12/05/2011	Protector Alsafe	Jacket and pants - Uniforms & PPE (Outdoor Staff) GEN	-72.69	1
EFT11814	12/05/2011	RCR RESOURCES	C500 - Crane hire to remove rotunda roof - Revitalisation Design Mall & Environs	-1341.00	1
EFT11815	12/05/2011	RENDEZVOUS OBSERVATION CITY HOTEL	Accommodation, L/ Hannigan, 18/19.04.11 - Seminars and Training GEN	-302.00	1
EFT11816	12/05/2011	ROXBY RETAIL ARCHITECTS	Onslow Basketball Courts, Aquatic centre - Services and disbursement claim - Sporting Precinct Upgrade - Onslow GEN	-62069.44	1
EFT11817	12/05/2011	Rapid Plastics (wa)	B438 - adapter which reduces from 2 inch BSP to 1 inch BSP, - Ocean View Caravan Park	-87.45	1
EFT11818	12/05/2011	Rio Tinto - Pilbara Iron Company Services Pty Ltd	Various electricy accounts in TP and Para	-22277.03	1

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EFT11819	12/05/2011 SAI Global Ltd	Internet downloads for M. Jones - Subscriptions & Publications GEN	-221.00	1
EFT11820	12/05/2011 SCUBAROO DIVE ONSLOW PTY LTD	Aquatic Survey Services - CONSULTANT EXPENSES GEN	-2640.00	1
EFT11821	12/05/2011 SHANE CARRISON	Applicant refund of over-charge on building application 20111903 - BLDG-FEES & LICENCES GEN	-44.50	1
EFT11822	12/05/2011 SIMON DENTON INDUSTRIES P/L T/AS ICE MACHINES DIRECT	BC415 1 x IM100CLE under bench ice machine - CAP - Depot Buildings Tom Price	-2950.00	1
EFT11823	12/05/2011 Seton Australia	Hand Scourer Pk 10. - Cleaning Expenses Community Centre GEN	-13.93	1
EFT11824	12/05/2011 Susanna Tope	EV14 - Women's Health & Well Being - Women's Health Activities	-360.00	1
EFT11825	12/05/2011 TASSELL NATURAL THERAPIES	EV14 - Relaxation/reflexology workshop - Women's Health Activities	-280.00	1
EFT11826	12/05/2011 THE JAFFA ROOM / ARTISTRALIA	EV09 - Licence to screen movie for - School Holiday programs (Eastern)	-242.00	1
EFT11827	12/05/2011 TUSS CONCRETE PTY LTD	C506 - Drainage - TP Town Centre Infrastructure(Water,Power,Drainage,Sewer ,IT	-17810.32	1
EFT11828	12/05/2011 Toll West / Express	Freight charges TP library to State library - POSTAGE & FREIGHT GEN	-93.13	1
EFT11829	12/05/2011 Tom Price Bakery	EV09 - 42 Loaves of Bread - School Holiday programs (Eastern) & pool opening	-219.60	1
EFT11830	12/05/2011 Tom Price Betta Electrical	2x DC23 Turbine Dyson Vacuum Cleaner. - Cleaning Expenses Community Centre GEN	-1698.00	1
EFT11831	12/05/2011 Tom Price Hotel Motel	Accommodation/meals for Cr L. Thomas, 19 April 2011 - Councillors Travelling GEN	-263.50	1
EFT11832	12/05/2011 TOM PRICE TYREPOWER	PMG02 - tyre repairs - John Deere DW670D Grader PTR19 - windscreen repair - Hino 300 series Dump Truck	-840.00	1
EFT11833	12/05/2011 Toyo Tyre & Rubber Australia Ltd	PRS03 - Toyo 11 R 22.5 M 610ZL Tyres - McDonald Jonston 605VT Sweeper Mounted on HINO 500 Series Truck	-1503.81	1
EFT11834	12/05/2011 Trick Electricks Pty Ltd	Installation power point for wall oven & Hot plate & 5 lights - Capital Upgrade Carinya Units (All) B040 - inspect lights, B417 - Install data points	-1917.08	1
EFT11835	12/05/2011 WC Convenience Mgmt Pty Ltd T/as WC INNOVATIONS	C506 - Exeloo, 2nd claim - TP Town Centre Infrastructure(Water,Power,Drainage,Sewer ,ITC	-85952.35	1
EFT11836	12/05/2011 West Coast Roofing Australia Pty Ltd	Remove and replace roof to property all inclusive - CAP - 172 Hardy Ave PARaburdoo - purchase orders 11409,11410,11411.	-44715.00	1
EFT11837	12/05/2011 West Coast Trailer Parts	PTL12 - Various parts - Dean Tilt Trailer Kubota AS2518	-926.50	1

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EFT11838	12/05/2011	Western Australian Local Government Association	Advertising Onslow airport enterprised - Aerodrome Management Consultant Fees GEN	-4807.28	1
EFT11839	12/05/2011	Westrac Pty Ltd	PLD03 - Parts - Complete air con kit as per quote 11Q001701 - CAT 924F Front End Loader	-4133.52	1
EFT11840	20/05/2011	APRA Performing Right A.	Live artist performance licence for 1.4.11 to 31.3.12 - SUBSCRIPTIONS & PUBLICATIONS GEN	-440.00	1
EFT11841	20/05/2011	All Rid Pest Management	Yearly spray for insects externally for properties/buildings in TP and Para	-6325.00	1
EFT11842	20/05/2011	Auspine Ltd T/A Gunns Timber Products	W603 120m/ 240x45 - 20x 6.0mCCA 324m/ 190x45- 60x5.4m CCA Plus freight \$80 - Ian Blair Broadwalk	-6650.72	1
EFT11843	20/05/2011	Australian Air Express	Freight charges week ending 29.04 to 6.5.11 - FIELD EXPENSES GEN	-287.41	1
EFT11844	20/05/2011	Australian Private Networks	W307 Business plan from 21.3.2011 to 20.4.11 - Works Prog Streets & Roads Tom Price	-364.90	1
EFT11845	20/05/2011	BIANCA THAIR	Inside Ashburton, Facebook and website updates - Newsletter Expenditure GEN	-2904.00	1
EFT11846	20/05/2011	BOC Gases	W550 Handigas Forklift TS,S size and Dissolved Acetylene G size, - Works Prog Depot Mtce Tom Price	-240.88	1
EFT11847	20/05/2011	Bob Waddell Consultant	Assistance with monthly reporting, Chameleon to Synergy balancing, partial preparation of 2011/12 Statutory budget and general accounting assistance, airfares, taxi, bus - Contract/External Labour GEN	-7186.79	1
EFT11848	20/05/2011	Bridgestone Australia WA Office	PUT22 Bridgestone R623 185 R014 Tyres - Toyota Hilux Ute 3.0 TD AS1765	-674.52	1
EFT11849	20/05/2011	Centrel Pty Ltd T/A Reliance Petroleum	Tank hire for R1299 (Dec 10) and W307 (April 11)	-7266.21	1
EFT11850	20/05/2011	Centurion Transport Co Pty Ltd	PLD03 Transport 977 L Loader from Parra Shire depot to Pickles Auctions in Forrestfield - CAT 924F Front End Loader	-2177.43	1
EFT11851	20/05/2011	Child Support Agency	Payroll deductions	-703.77	1
EFT11852	20/05/2011	Civic Legal Pty Ltd	Master file/management of Native Title Matters April 2010 - LEGAL EXPENSES GEN	-5987.08	1
EFT11853	20/05/2011	Coates Hire Operations Pty Ltd (TP)	X009 Generator diesel - Private Works Nameless Valley Camp - C218 Roller Pad Drum - Weano/Banjima Drive Prep 10Km for seal SLK 00-10	-4211.50	1
EFT11854	20/05/2011	Collins Distributors	SAMPLE JEWELLERY - Souvenir Expenses GEN	-612.32	1
EFT11855	20/05/2011	Corporate Express	Various stationary and chairs - PRINTING & STATIONERY GEN	-1653.55	1

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EFT11856	20/05/2011	DAMPIER PORT AUTHORITY	Office lease Parliament House 10.5.11 to 9.6.11 - Lease - Office Accommodation Perth GEN	-1320.00	1
EFT11857	20/05/2011	DINGO CORPORATION P/L T/A DINGO DE CONSTRUCTION	Hire of various heavy equipment for SOA	#####	1
EFT11858	20/05/2011	DRYLANDS PERMACULTURE NURSERY	W287 37 packets of vege seeds plus postage - Works Prog/Community Garden	-212.00	1
EFT11859	20/05/2011	Daniel WOOD	Annual hosting fee for web domain - UTILITIES - Visitors Centre GEN	-363.00	1
EFT11860	20/05/2011	ERA Contractors	W285 After hours callout to faulty irrigation pump, found faulty relay - Works Prog Onslow Oval & Surrounds	-468.27	1
EFT11861	20/05/2011	HOLCIM (AUSTRALIA) PTY LTD	B283 Delivery of coarse sand - Mobile Accomodation Units	-1523.06	1
EFT11862	20/05/2011	HOLLY CLINTON-BURNS	Creation of Shire newsletter and changes made to Shire Advertising rates - Newsletter Expenditure GEN	-560.00	1
EFT11863	20/05/2011	HOYLAKE NOMINEES T/AS MCGRAHON BURNETT TRANSPORT	Various freight charges for Onslow	-1182.43	1
EFT11864	20/05/2011	Hitachi Ltd	Various parts - Plant & Equipment Capital Expenditure GEN	#####	1
EFT11865	20/05/2011	Jakamo Remote Service Pty	X009 Plumbing/electrical materials, hire of ute, electrician and plumber - Private Works Nameless Valley Camp	-61283.95	1
EFT11866	20/05/2011	Jason Signmakers	R1319 Road Sign W5-38B - NAMELESS VALLEY RD	-215.60	1
EFT11867	20/05/2011	Keith Pearson	Town planning services for 9-22 April 2010 - CONSULTANT FEES GEN	-5348.20	1
EFT11868	20/05/2011	Kross-Tech Storage Solutions	1 X 3 SHELF 2 DRAW TROLLEY - MINOR ASSETS GEN	-423.50	1
EFT11869	20/05/2011	Landgate	Various searches - SEARCH FEES GEN	-496.14	1
EFT11870	20/05/2011	Leonie Stanley	Goods purchased on behalf of Mums and Bubs grant - Program Expenditure GEN	-501.27	1
EFT11871	20/05/2011	MORRISON LOW CONSULTANTS PTY LTD	Completion of draft report for Structure Review - SOA - Structural Review GEN	-3300.00	1
EFT11872	20/05/2011	Municipal Employees Union	Payroll deductions	-17.40	1
EFT11873	20/05/2011	NTC Contracting	Various earth works in Onslow	-54719.32	1
EFT11874	20/05/2011	Nationwide Oil	W222 - costs associated with waste oil removal - Works Prog Waste Site Tom Price	-4137.24	1
EFT11875	20/05/2011	Neat n' Trim Uniforms Pty Ltd	Uniform items for M. Rowe, C.Main, W. Green, C. Waller, T. Worth	-789.52	1
EFT11876	20/05/2011	Onslow Mackerel Motel	Accommodation for G. Brayfors, A. Patel - Travel & Accommodation & Training EMES GEN	-570.00	1

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EFT11877	20/05/2011 Onslow Mechanical	Reapirs and services for Onslow vehicles	-837.58 1
EFT11878	20/05/2011 Orica Limited	Service fee for the 73kg and 920kg cylinders - CHEMICALS GEN	-191.07 1
EFT11879	20/05/2011 PILBARA FOOD SERVICES P/L	Various cleaning items - Cleaning Expenses GEN 6x Cartons of water - REFRESHMENT EXPENSES GEN	-477.01 1
EFT11880	20/05/2011 Paraburdoo IGA	EV09 - ingredients for - School Holiday programs (Eastern)	-99.48 1
EFT11881	20/05/2011 Parry's Merchants	Water and Cool Drink for Boat Regatta - Onslow - Special Projects/Regional Events GEN	-91.85 1
EFT11882	20/05/2011 Pilbara Development Commission	GE001 Refund of PRC grant received May 2010 - Tom Price Sports Pavillion	##### 1
EFT11883	20/05/2011 Roundel Civil Products	Various culvert piping, coupling wrap & bands, cloth tape x 12 boxes - as per quote G2320	-37246.26 1
EFT11884	20/05/2011 SAI Global Ltd	Install buried metal structure - PRINT/STATIONERY/PUBLICATIONS GEN	-103.37 1
EFT11885	20/05/2011 SALMAT BUSINESS FORCE	Inside Ashburton, Newspaper April - SUBSCRIPTIONS & PUBLICATIONS GEN	-2445.97 1
EFT11886	20/05/2011 Sixth Avenue Consulting	C500 - Provision of Project management March & April 11 - Revitalisation Design Mall & Environs	-42768.00 1
EFT11887	20/05/2011 Smith Sculptors	W250 - Supply the 2 main gate pillars and fencing - Works Prog Cemetery Maintenance - 286 - steel support base for Beadon point memorial. - Works Prog Onslow Parks & Reserves	-25553.00 1
EFT11888	20/05/2011 State Library of WA	Recoveries of lost and damaged books, through out SOA - BOOK PURCHASES/REPLACEMENT GEN	-79.20 1
EFT11889	20/05/2011 SYMMETRICAL GROUP	C500 - Connect light pole in park - Revitalisation Design Mall & Environs	-157.30 1
EFT11890	20/05/2011 TOM PRICE TYREPOWER	PRM08 - Replace windscreen - Kubota ZD28 Mower 1CEX465 - PMG02 - Strip and fit tyre - John Deere DW670D Grader	-369.00 1
EFT11891	20/05/2011 Toll Ipec Pty Ltd	Various freight charges for SOA	-567.53 1
EFT11892	20/05/2011 Toll Priority	WA Storage fee for April 11 - ADVERTISING & PROMOTION GEN	-687.64 1
EFT11893	20/05/2011 Tom Price Computer Services	Logitech Remote - MINOR ASSETS GEN	-115.95 1
EFT11894	20/05/2011 Tools of the Trade	EV09 - movie night for pool party - School Holiday programs (Eastern)	-1400.00 1
EFT11895	20/05/2011 Tudor House	Banners for Nameless and Banners on the Terrace Competitions. - Advertising & Promotion GEN	-785.40 1
EFT11896	20/05/2011 Vocam Pty Ltd	Various work place DVD's - Seminars and Training GEN	-434.50 1

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EFT11897	20/05/2011	WA Concreters	C100 - Supply 880m2 footpaths to Onslow - Works Prog Dual Pathway Onslow (C)	-43560.00	1
EFT11898	20/05/2011	WESTERN AUSTRALIAN SYMPHONY ORCHESTRA	Reimbursement fo cleaning deposit from the Hire of Onslow Shire Hall - Refunds of all Hire Bookings GEN	-300.00	1
EFT11899	20/05/2011	Water 2 Water	W552 - Rental charges for free standing filtration system and R/O in Office kitchen - April - Works Prog Depot Mtce Paraburdoo	-138.00	1
EFT11900	20/05/2011	Wavkegan Pty Ltd T/A BLOCKBUSTER VIDEO	Purchase of DVDs as per attached tax invoice# 23481 - BOOK PURCHASES/REPLACEMENT GEN	-100.75	1
EFT11901	20/05/2011	West Coast Roofing Australia Pty Ltd	BC166 - All aspects of Re-roofing - CAP - 571 Brockman Ave Paraburdoo	-38555.00	1
EFT11902	20/05/2011	Western Australian Local Government Association	Registration for communications workshop, L. Hannigan - Seminars and Training GEN	-319.00	1
EFT11903	20/05/2011	Westrac Pty Ltd	PLD03 - various parts ex Melb and USA - CAT 924F Front End Loader	-534.25	1
EFT11904	20/05/2011	Whelans	X019 - Survey works for DEC at Karijini - Hamersley Gorge Works	-13189.99	1
EFT11905	26/05/2011	AIT Specialists Pty Ltd	Professional services rendered in connection with : review of records and determination - fuel tax credits for the period of 1.3.2011 - 31.3.11 - Consultant - Fuel Tax Credits GEN	-1079.76	1
EFT11906	26/05/2011	AMANDA J THOMAS	Refund of dog registration for 1 year - REFUNDS INCOME A/C (Cost Neutral) GEN	-30.00	1
EFT11907	26/05/2011	Amar Auto Electrics	Various repairs to vehicles	-1067.30	1
EFT11908	26/05/2011	Austral Mercantile Collections Pty Ltd	Court filing and solicitors professional fees - LEGAL EXPENSES GEN	-321.55	1
EFT11909	26/05/2011	Australia Post	Postage purchases for April 2011 - PRINTING & STATIONERY GEN	-1386.56	1
EFT11910	26/05/2011	BALLARD CLEANING CO.	Cleaning Contract labour - through out SOA	-3283.50	1
EFT11911	26/05/2011	BJ & A Building and Maintenance	Various repairs to properties TP and Para	-4138.20	1
EFT11912	26/05/2011	BORAL CONSTRUCTION MATERIALS GROUP LTD	W600 400 litres of Emulsion - Works Prog Airport General Maintenance	-627.00	1
EFT11913	26/05/2011	Basefield P/L T/as Basefield Contracting & Hire	W600 Dry hire of bobcat for airport works - Works Prog Airport General Maintenance	-161.70	1
EFT11914	26/05/2011	Budget Car and Truck Rental	Medium Sedan Rental plus all associated costs - Meetings/Travelling Costs GEN	-109.24	1
EFT11915	26/05/2011	Centurion Transport Co Pty Ltd	Freight charges for SOA	-1042.73	1
EFT11916	26/05/2011	CHEF MASTER AUSTRALIA	x3 Ctns White Bagswith Blue Writing - 355PR-\$ 115.85 Ctn - Multi Purpose Complex Mtc & Servicing GEN	-913.70	1

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EFT11917	26/05/2011	Child Support Agency	Payroll deductions	-496.02	1
EFT11918	26/05/2011	Coates Hire Operations Pty Ltd (TP)	W400 Diesel fuel and transport charge - Works Prog Rural Access Roads	-1052.04	1
EFT11919	26/05/2011	David Gray & Company	W272 Envirodye Red 5Ltr - Works Prog Tom Price Clem Thompson Oval & Surrounds	-130.12	1
EFT11920	26/05/2011	Davric Australia Pty Ltd	Various items for Visitors centre	-2632.31	1
EFT11921	26/05/2011	Department of Environment & Conservation	Licence renewal for Para, TP and Onslow Waste Disposal Site - LICENCES & PERMITS GEN	-2019.57	1
EFT11922	26/05/2011	Digga West	PLD08 Orga hoses x 2 - Case 430 Skidsteer Loader (Purchased Second Hand)	-134.20	1
EFT11923	26/05/2011	Dingo Promotions	XL Telfon S/S business shirt royal blue #BS08S with embroidery - Mr Allan Monson - Uniforms & PPE (Outdoor Staff) GEN	-127.11	1
EFT11924	26/05/2011	Downer EDI Works Pty Ltd	C506 Supply and lay AC10DGG - TP Town Centre Infrastructure(Water,Power,Drainage,Sewer ,ITC	-11528.00	1
EFT11925	26/05/2011	FUJITSU GENERAL (AUST) PTY LTD	B219 supply 1 x ASTG 30 LFCA reverse cycle air condition for - 215 Grevillea St in Tom Price.	-5507.70	1
EFT11926	26/05/2011	Fire Rescue Safety Australia Pty Ltd	4 x ERS Vbs HIVIS200; Ferno HiVis PVC rope Bag 200m SES Spec Duel eyelet - Minor Assets GEN	-435.60	1
EFT11927	26/05/2011	Fuji Xerox Australia Pty Ltd	Lease agreement Panna & Tom Price - PRINTING & STATIONERY GEN	-463.61	1
EFT11928	26/05/2011	GLH CONTRACTING	Hire of equipment for work around Gorges	-24244.00	1
EFT11929	26/05/2011	GLORIA QUINN	Stationary items - PRINTING & STATIONERY GEN	-35.00	1
EFT11930	26/05/2011	GREG Musgrave	Taxi fare, PRC forum - Councillors Travelling GEN	-97.95	1
EFT11931	26/05/2011	HOYLAKE NOMINEES T/AS MCMAHON BURNETT TRANSPORT	Freight charges for Onslow	-639.94	1
EFT11932	26/05/2011	Hanson Construction Materials	C100 Mobilisation and supply 90m3 of concrete for Onslow footpaths - Works Prog Dual Pathway Onslow (C)	-37276.80	1
EFT11933	26/05/2011	Hitachi Ltd	PMG02 Full 5000 Hr Service and fit drive pulley, flat belt - John Deere DW670D Grader - PBH02 Gas oper cyclinder and labour - John Deere 315 SJ	-2474.45	1
EFT11934	26/05/2011	ISS Integrated Services Pty Ltd	S002 Diesel Pannawonica - DIESEL FUEL and grocery items	-1479.86	1
EFT11935	26/05/2011	IWATER HAULAGE	X018 Semi water cart & prime mover hire - Onslow Airport Apron & Landing Node Extension	-21006.00	1

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EFT11936	26/05/2011 JUSTINE HYAMS	C500 Purchase of kettle, microwave, vacuum cleaner and refrigerator - Revitalisation Design Mall & Environs	-975.30	1
EFT11937	26/05/2011 L. J. Hooker	Advertising for land sale Tom Price - Land Settlement Expenses GEN	-9613.03	1
EFT11938	26/05/2011 L.D. & M.J. BUTLER	X018 Hire of excavator at Onslow Airport - Onsolw Airport Aprol & Landing Node Extension	-3069.00	1
EFT11939	26/05/2011 LIGHTBASE PTY LTD	Progress payment 3 Onslow - Sporting Precinct Upgrade - Onslow GEN	#####	1
EFT11940	26/05/2011 Landgate	Land enquiry and other DLI invoices - SEARCH FEES GEN	-323.00	1
EFT11941	26/05/2011 Local Government Managers Australia - WA	2010-2011 LGMA Membership Subscription Member - Subscriptions & Publications GEN	-102.50	1
EFT11942	26/05/2011 Lyons & Pierce Karratha	Various Plumbing works in TP and Para	-6538.53	1
EFT11943	26/05/2011 M2 TECHNOLOGY	Update of phone night message - UTILITIES - Visitors Centre GEN	-165.00	1
EFT11944	26/05/2011 MUZZYS HARDWARE - RED DAWN ENTERPRISES PTY LTD T/A	Various hardware items - REPAIRS & MAINTENANCE GEN	-3276.03	1
EFT11945	26/05/2011 McLeods	Proposed Food Act Prosections - Minderoo Station - LEGAL EXPENSES GEN	-239.80	1
EFT11946	26/05/2011 Mercure Hotel Perth	All Charges for Mr Geoffrey Brayford - Travel & Accommodation & Training EMES GEN	-711.05	1
EFT11947	26/05/2011 Municipal Employees Union	Payroll deductions	-17.40	1
EFT11948	26/05/2011 Neat n' Trim Uniforms Pty Ltd	Uniforms for C. Shaw, N. Elder, M. Walsh, D. Bodanski	-2323.59	1
EFT11949	26/05/2011 Office Choice Malaga	Various stationary - PRINTING & STATIONERY GEN	-819.60	1
EFT11950	26/05/2011 Onslow Nursery & Garden Centre	W287 - Gardening items - Works Prog/Community Garden	-1273.95	1
EFT11951	26/05/2011 Onslow Supermarket	Various items for Dec 10, March & April 11	-2623.46	1
EFT11952	26/05/2011 PETA HAYTO	Reimbursement of items purchased - General Programs GEN and Communication Allowance	-1398.32	1
EFT11953	26/05/2011 PILBARA FOOD SERVICES P/L	X009 - Various goods - Private Works Nameless Valley Camp	-1907.49	1
EFT11954	26/05/2011 PLANET SMART PTY LTD	C010 - Plastipole Slam Lock - Works Prog Beadon Bay Boat Ramp	-949.78	1
EFT11955	26/05/2011 Pilbara Motor Group	PSW25 - Parts - 2008 Toyota Prado GX AS005	-238.08	1
EFT11956	26/05/2011 Pritchard Francis P/L	Warara St, Pilkena and Yaruga St and commercial - Design & Plan Expenses GEN	-14850.00	1
EFT11957	26/05/2011 Protector Alsafe	SPECIALISED DRY ICE GLOVES - EACRYOG15L	-199.82	1

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## LIST OF PAYMENTS FOR MAY 2011

EFT11958	26/05/2011 RAY WHITE EXMOUTH	Rent for May 11 - B151,B144, B153	-7149.99 1
EFT11959	26/05/2011 RED 11 PTY LTD	GOVT Acrobat 10; WIN; AOO;1U;1+; 0M as per quote KW-5782 - Computer Software GEN	-1553.70 1
EFT11960	26/05/2011 Rob Paull & Associates	Professional services rendered April/ May 2011 and Onslow airport - CONSULTANT FEES GEN	-24998.06 1
EFT11961	26/05/2011 Royal Wolf Trading	Hire of accommodation units, Laundry and rec room	-46332.00 1
EFT11962	26/05/2011 SNAP PRINTING	C500 - Output of special round application-sporting precinct masterplan - Revitalisation Design Mall & Environs	-215.38 1
EFT11963	26/05/2011 Scribal Group Pty Ltd T/as Carbonrib Wa Pty Ltd	BOTTLE OPENER / KEYRING ENGRAVED TOM PRICE - Souvenir Expenses GEN	-370.00 1
EFT11964	26/05/2011 Seton Australia	Scourers - Cleaning Expenses Community Centre GEN	-55.73 1
EFT11965	26/05/2011 Sinewave Electrical Contractors	B219 - Maintenance to front room aircon - 215 Grevillea St Tom Price - B329 - Air Conditioner not working - Community Centre (rear of Library) Tom Price	-462.00 1
EFT11966	26/05/2011 Skipper Truck Parts	PRL03 - Chock and R/Beeper - 2009 Bomag BW25RH Road Roller	-98.98 1
EFT11967	26/05/2011 SYMMETRICAL GROUP	C500 - Install mains cable for donga terminate data cables, supply generator-Revitalisation Design Mall & Environs	-6457.61 1
EFT11968	26/05/2011 TOM PRICE TYREPOWER	PTR14 - Service - ISUZU Rear Loading Rubbish Truck 1CFY026 - PUT18 - Strip and fit, tyre disposal - 2002 Toyota Hilux Twin Cab Ute 3.0TD AS1984	-945.50 1
EFT11969	26/05/2011 TRACEY BOLLAND	B145 - Rent for May 2011 - 5B Maunsell Cresc, Onslow	-2600.00 1
EFT11970	26/05/2011 TUSS CONCRETE PTY LTD	C506 - Drainage and concrete supply- TP Town Centre Infrastructure(Water,Power,Drainage,Sewer ,ITC	-92152.72 1
EFT11971	26/05/2011 Toll Ipec Pty Ltd	Freight charges - for SOA	-1635.95 1
EFT11972	26/05/2011 Tom Price Tyres	Various tyres and repairs for vehicles	-532.23 1
EFT11973	26/05/2011 Totally Confidential Records Management T/A Archivewise	Storage of the discovery database documents April 2011 - LEGAL EXPENSES GEN	-37.88 1
EFT11974	26/05/2011 Toyo Tyre & Rubber Australia Ltd	PTR14 - Toyo M503 11R 22.5 - ISUZU Rear Loading Rubbish Truck 1CFY026	-2758.14 1
EFT11975	26/05/2011 TransAir	RA/IC/IC-A15 A-15 Airband Radio - Minor Assets GEN	-1718.81 1

## LIST OF PAYMENTS FOR MAY 2011

EFT11976	26/05/2011	Trick Electricks Pty Ltd	B333 - Please relocate GPO and light switch - RM Forrest Memorial Hall Onslow - B440 - Please carry out inspection and repair of the power circuits tripping - Onslow Sun Chalets	-599.50	1
EFT11977	26/05/2011	WA Concreters	BC299 - Supply various link paths to carinya units - CAP - Renovations - Senior Citizens Units	-17235.90	1
EFT11978	26/05/2011	Water 2 Water	W552 - month;y rental for cooler and R/O system - Works Prog Depot Mtce Paraburdoo and for the Office R/o system	-138.00	1
EFT11979	26/05/2011	West Coast Trailer Parts	PTL12 - Parts for brakes and 2 6stud rims - Dean Tilt Trailer Kubota AS2518	-269.00	1
EFT11980	26/05/2011	Western Australian Treasury Corporation	PRINCIPAL LOAN REPAYMENTS - LOAN 117 GEN	-41703.01	1
EFT11981	26/05/2011	Westrac Pty Ltd	PLD03 & PLD09- Various parts-	-4064.86	1

## Municipal Cheques

CHQ/EFT	Date	Name	Description	Amount	
25442	06/05/2011	AMP Corporate Superannuation (SuperLeader)	Superannuation contributions	-405.64	1
25443	06/05/2011	AXA - GENERATIONS PERSONAL SUPER PLAN	Superannuation contributions	-126.36	1
25444	06/05/2011	Assett Super	Superannuation contributions	-290.82	1
25445	06/05/2011	CBus Super	Superannuation contributions	-727.76	1
25446	06/05/2011	Commonwealth Personal Superannuation	Superannuation contributions	-441.44	1
25447	06/05/2011	Department for Planning and Infrastructure	Special series number plate application - REFUNDS INCOME A/C (Cost Neutral) GEN	-150.00	1
25448	06/05/2011	Host Plus Executive Super	Superannuation contributions	-1193.03	1
25449	06/05/2011	LESTOK TOURS PTY LTD	Bus fare for staff TP to Para and return	-360.00	1
25450	06/05/2011	MLC Super	Superannuation contributions	-111.02	1
25451	06/05/2011	Quadrant Superannuation Pty Ltd	Superannuation contributions	-2080.73	1
25452	06/05/2011	Rest Superannuation	Superannuation contributions	-1291.19	1
25453	06/05/2011	Shire of Ashburton (Payroll Deductions)	Payroll deductions	-656.23	1
25454	06/05/2011	Spectrum Super	Superannuation contributions	-429.50	1
25455	06/05/2011	Sunsuper	Superannuation contributions	-652.74	1
25456	06/05/2011	TELSTRA	Phone charges for SOA	-2131.80	1

## LIST OF PAYMENTS FOR MAY 2011

25457	06/05/2011 Tasplan Super	Superannuation contributions	-783.61 1
25458	06/05/2011 Telstra Super Pty Ltd	Superannuation contributions	-350.48 1
25460	09/05/2011 Shire of Ashburton	TP petty cash	-754.35 1
25461	12/05/2011 C. Munro Contractors	Various works and repairs in Onslow	-2712.69 1
25462	12/05/2011 Chameleon Technology PTY LTD	Supply of Chameleon Power Budget, Labour Budget & Drill Down" to transaction Software including installation and training - Computer Software GEN"	-53277.55 1
25463	12/05/2011 Deb Broderick	EV14 4 x 1 hour relaxation classes - Women's Health Activities	-380.00 1
25464	12/05/2011 Jacaru Australia Pty Ltd	6508 - FLY NET MESH BLACK/CREAM AND LADIES KANGAROO PURSE - Souvenir Expenses GEN	-291.80 1
25465	12/05/2011 Leonie Stanley	Re-imburement for goods purchased on behalf of Mums & Bubs grant - Program Expenditure GEN	-107.60 1
25466	12/05/2011 Posties General Store	Assorted Magazines for the month of March 2011- SUBSCRIPTIONS & PUBLICATIONS GEN	-177.70 1
25468	12/05/2011 TELSTRA	Various phone charges for SOA	-6869.20 1
25469	12/05/2011 The Leukaemia Foundation of Australia	Fund raising for World Greatest Shave - REFUNDS EXPENDITURE A/C (Cost Neutral) GEN	-510.80 1
25470	13/05/2011 Shire of Ashburton	Para petty cash	-67.15 1
25471	13/05/2011 Shire of Ashburton	Various building licences and applications	-8138.59 1
25472	20/05/2011 C. Munro Contractors	BC372 Install mirrors in gym at MPC - CAP - Multi-Purpose Building - Onslow - Re-fit & re-secure water gun feature at water playground - Sporting Precinct Upgrade - Onslow GEN	-495.00 1
25473	20/05/2011 Fortescue Junior Cricket Association	Donation for cooking/preparing BBQ for Vic Hayton Memorial Swimming Pool Official Opening - DONATIONS GEN	-500.00 1
25474	20/05/2011 ***DO NOT USE*** Nicki's Restaurant	Dinner for guests Sarah Harmony and Michael Leslie - General Programs GEN	-226.00 1
25475	20/05/2011 Shire of Ashburton (Payroll Deductions)	Payroll deductions	-498.00 1
25476	20/05/2011 Shire of Ashburton (Petty Cash)	Onslow and TP petty cash	-968.35 1
25477	20/05/2011 TELSTRA	Phone charges for SOA	-7145.45 1

## LIST OF PAYMENTS FOR MAY 2011

25478	20/05/2011	Tom Price Netball Association	Donation towards Silver sponsorship for Northwest Netball Championships - Donations GEN	-1000.00	1
25479	20/05/2011	YMCA Perth Youth & Community Services	EV09 - Skate board workshop Tom Price and Paraburdoo - School Holiday programs (Eastern)	-4950.00	1
25480	26/05/2011	C. Munro Contractors	BC365 Labour to unload gym equipment, tick off supply list, and locate into gym - CAP - Onslow Gymnasium	-341.00	1
25481	26/05/2011	Onslow Tyre Service	PLD03 and PUT37 and PSW26 - Strip and re-fit tyres	-499.00	1
25482	26/05/2011	Posties General Store	Stationary - PRINTING & STATIONERY GEN	-224.30	1
25483	26/05/2011	Shire of Ashburton (Payroll Deductions)	Payroll deductions	-417.50	1

## Trust Payments

CHQ/EFT	Date	Name	Description	Amount	
202377	13/05/2011	BJK Publishing & Photography	SALE OF PHOTOGRAPHIC PRINTS FOR APRIL 11 - BJK PUBLISHING & PHOTOGRAPHY	-416.50	2
202378	13/05/2011	Frank Richardson	SALE OF PHOTOGRAPHIC PRINTS FOR APRIL 11 - FRANK RICHARDSON	-1005.60	2
202379	13/05/2011	LESTOK TOURS PTY LTD	Gorge and MINE TOURS FOR APRIL 11 - LESTOK TOURS PTY LTD	-8861.15	2
202380	24/05/2011	Chris Woodhouse	REFUND OF BOND TO CHRIS WOODHOUSE FOR 583 THIRD AVE ONSLOW	-600.00	2
202381	26/05/2011	Builders Registration Board of WA	REFUND BRB LEVY COLLECTED IN APRIL 2011	-945.00	2
202382	26/05/2011	Construction Training Fund	REFUND CITF LEVY COLLECTED IN APRIL 2011	-93267.38	2
202383	26/05/2011	Shire of Ashburton	COMMISSION ON BRB and CITF COLLECTED IN APRIL 2011	-267.30	2

## POLICY MANUAL

**Title:** Strategic Media Policy

**File No:** AS.AD

**Minute No:**

**Statutory Environment:** Not Applicable

**Adopted:**

### PURPOSE

To provide a professional, consistent and cohesive approach to addressing media-related issues within the Shire of Ashburton.

This policy will apply to all day-to-day dealings with the media.

### OBJECTIVE

In order to complement the Shire's corporate image and to ensure a more proactive and positive approach in dealing with the media this Policy aims to:

1. Ensure all Shire issues are highlighted fairly within the community and the Shire's corporate integrity is upheld.
2. Maintain consistency and control over media releases, responses and statements written or verbal and other media-related material (such as the monthly Inside Ashburton newsletter).
3. Ensure that a Communications Strategy, which includes a proactive media component, is prepared for major projects/issues.

### POLICY

1. All public statements on behalf of the Shire can only be issued by the Shire President or if the President is unavailable the Chief Executive Officer (CEO), pursuant to Section 5.41(f) of the Local Government Act, 1995, with the further understanding that the Shire President or Chief Executive Officer may refer any issue to any of the following officers for comment, when appropriate:-

- Divisional Directors;

- Departmental Managers; and
  - Media and Communications Officer.
2. The Shire President, CEO or an authorised person should express the will of the Council and should not in any way present views which are, or could be interpreted as being, inconsistent with the formal decisions or will of the Council.
  3. Statements which are made to the media by Councillors are to be identified as their opinion only and do not reflect the position of Council or the Shire.
    - Councillors are not permitted to speak on behalf of the Council to the media unless appropriate approval has been granted by the Shire President or CEO.
    - No employee can speak on behalf of the Shire to external media, without prior authorisation by the Shire President or CEO.
  4. Media releases will not be distributed to the media until these have been approved by either the Shire President or CEO.
  5. Media releases issued should include contact details of a spokesperson to talk further on the issue.
  6. Day to day media will be handled by the Media and Communications Officer.
    - Journalists may on occasions contact senior officers and staff members directly. No staff member, other than those authorized above are to handle an enquiry from the media without prior approval from one of the above.
    - Information given to the media of a controversial, legal or ethical nature requires the approval of the Shire President and/or Chief Executive Officer.
  7. Live on-air/on-screen interviews will only be approved if there is a tangible benefit to the community.
    - These opportunities should be vetted and the interviewee should be thoroughly briefed on the issue.
    - Off the record opportunities should be managed carefully and ideally avoided.
  8. Any articles that are written for publication on behalf of the Shire or information and quotes for use in publications, should firstly be submitted to the Media and Communications Officer for review who will then forward to the Shire President and CEO for final approval. .

9. Staff who become aware of issues or potential issues that could damage the image or reputation of the Shire, should contact their direct supervisor immediately.
  - Providing information in advance will help the Shire President and/or Chief Executive Officer prepare for communication with the media if and when an issue arises – or to communicate in a pro-active way about a relevant issue affecting members of the wider community.

**Responses to any enquiries deemed sensitive in nature will always be approved by the CEO before they are given to the media.**

10. The Media and Communications Officer has the discretion to execute judgment on how best to respond to certain media enquiries, depending on the nature of the enquiry, especially in the face of and with reference to urgent deadlines.
11. A copy of all media releases will be kept by the Media and Communications Officer and will also be available on the “data” network drive in the Media and Communications folder.
12. A Communications Strategy will be prepared for any major project or issue of significant public interest. The Strategy will include a proactive media component which will be subject to the policies contained herein.

## **PROMOTION**

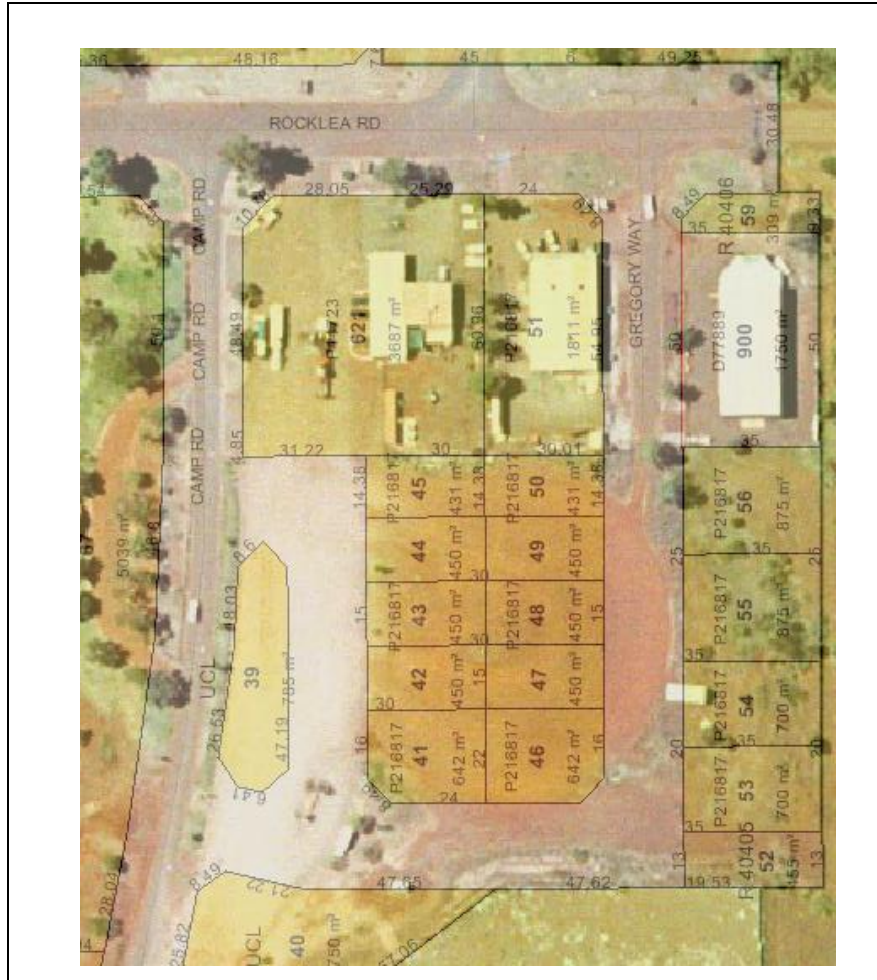
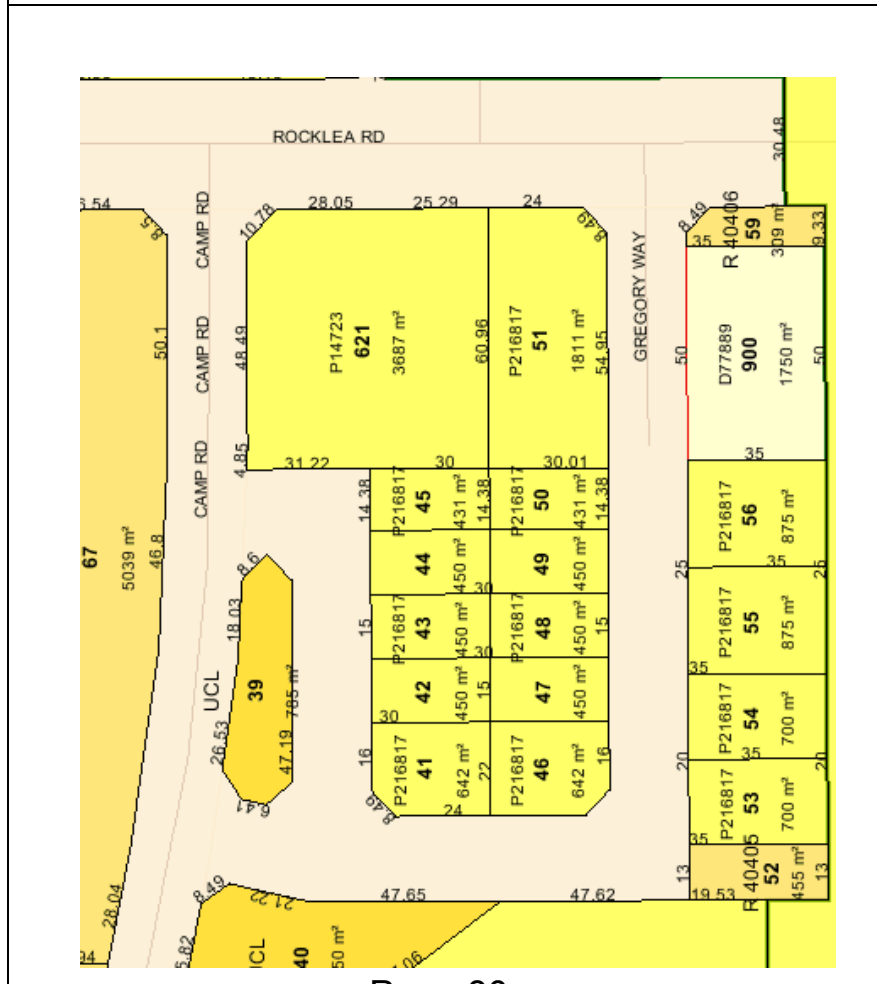
It may be necessary from time to time to promote certain activities ie. School Holiday Programs, Town Markets, Fairs and other special events or make impromptu access to the media (eg. Journalist in town, or last minute promotion on radio).

In these cases, Managerial Staff are authorized to make comments to the media on the following basis:

- All comments are specific to the promotion of the event;
- The comments relay information (ie. Date, time, location, activities), benefit the community and do not contain opinion; and
- The information should benefit and inform the community rather than aggrandize any individual.

Managerial staff are defined as those staff members that directly report to Executive Managers.

LOCATION PLAN AND AERIAL PHOTO OF GREGORY WAY, PARABURDOO





This Development Plan details specific guidelines for Lots 41-50, 53-56 Gregory Way, Paraburdoo and has been prepared in accordance with Clause 6.4 and Appendix 7 of the Shire of Ashburton Local Planning Scheme No.7 (TPS 7). Except where varied by this Development Plan, all use and development within this area shall be in accordance with all relevant provisions of the TPS 7 and relevant planning policies.

### **SUBDIVISION/ AMALGAMATION**

- It is acknowledged that the subject lots are undersized lots under TPS7. Notwithstanding, the Council of the Shire of Ashburton is prepared to allow the use and development of lots as shown on this Development Plan where it can be demonstrated that all required setbacks, parking and necessary standards can be achieved on the site.
- The Council will require the formal amalgamation of lots prior to granting a building licence for any buildings which traverse boundaries.

### **ROAD CONSTRUCTION AND INFRASTRUCTURE**

- Prior to the use and development of any lots:
  - Gregory Way, indented parking areas, establishment of bollards and designated landscaping all within the road reserve shall be constructed by the owner of Lots 41-50, 53-56 Gregory Way, Paraburdoo in accordance with this Development Plan; and
  - Reticulated water, power and sewer shall be connected to each 'amalgamated' lot as provided by this Development Plan;

to the to the requirements and satisfaction of the Shire of Ashburton.

### **GENERIC DESIGN REQUIREMENTS FOR ALL LOTS**

- All buildings shall be located towards the front of the lot.
- All buildings shall be located within the designated building envelope.
- Parking is to be provided at the rate prescribed under Appendix 8 of TPS7. Parking and crossovers are to be sealed to the requirements and satisfaction of the Shire of Ashburton prior to the use and development of any lots.
- Where TPS7 does not prescribe a parking ratio or the proposed use, a general parking ratio of 1 bay per employee and 1 customer bay per 100m<sup>2</sup> floor space applies (only applicable to commercial service uses).
- Storage facilities, depots, lay down areas and any other open area shall be surfaced to the requirements and satisfaction of the Shire of Ashburton.
- Crossovers shall generally be located and sealed in accordance with this plan with any variation requiring the approval of Council.

- Where parking requirements cannot be met, Council may consider any street parking provided in the immediate area along with reciprocal parking arrangements.
- Signage will be subject to approval by the Shire unless exempted under Appendix 4 of TPS7. As a guide, signage located on boundary fencing up to a size of 2m by 1m will be acceptable to the Shire.

#### **SPECIFIC DESIGN REQUIREMENTS FOR 'AMALGAMATED' LOTS 41- 45**

- Where solid fencing has been installed at the property boundary, landscaping of the front verge will be required, including incorporation of measures to restrict vehicle access to these areas, in lieu of on-site landscaping.
- A 5m front setback will not be required to these lots where solid fencing has been installed at the property boundary.

#### **SPECIFIC DESIGN REQUIREMENTS FOR 'AMALGAMATED' LOTS 46- 56**

- All buildings, carparking, storage facilities and laydown areas shall be located behind the 5m setback from the front boundary as depicted on the Development Plan.
- No storage of materials or yard storage is to occur within the 5m front setback area.
- Landscaping is to be provided in the front setback area to the requirements and satisfaction of the Shire of Ashburton.
- Open yard and storage areas shall be screened by a wall or fence in accordance with Clause 6.19.6 of TPS7.

**Declaration of Financial Interest**

In accordance with Section 5.60A of the Local Government Act Cr Dias declared an indirect financial interest in Agenda Item 13.12.74, the nature of the interest being Cr Dias is a shareholder of Chevron Australia Pty Ltd.

Cr Dias left the meeting at 11.34 am.

**13.12.74 DRAFT AMENDMENT NO. 10 TO PLANNING SCHEME NO. 7 AND  
DRAFT ASHBURTON NORTH STRATEGIC INDUSTRIAL AREA  
STRUCTURE PLAN**

**FILE REFERENCE:** PS.TP.10

**AUTHOR'S NAME AND POSITION:** Keith Pearson  
Senior Project Officer  
and  
Rob Paull  
Consultant Town Planner

**NAME OF APPLICANT/  
RESPONDENT:** Chevron Australia P/L

**DATE REPORT WRITTEN:** 30 November 2010

**DISCLOSURE OF FINANCIAL INTEREST:** The authors have no financial interest in the proposal.

**PREVIOUS MEETING REFERENCE:** Agenda Item 14.12.20 Ordinary Meeting of Council 16 December 2008  
Agenda Item 13.03.03 Ordinary Meeting of Council 17 March 2009  
Agenda Item 13.10.63 Ordinary Meeting of Council 27 October 2009  
Agenda Item 13.12.89 Ordinary Meeting of Council 15 December 2009  
Agenda Item 13.07.38 Ordinary Meeting of Council 21 July 2010  
Agenda Item 13.10.61 Ordinary Meeting of Council 20 October 2010

**Summary**

In December 2008 the State Premier issued a media release which detailed the State Government's intent to develop a hydrocarbon industrial hub of State significance on a site approximately 12 kms south west of the town of Onslow.

The Premier stated that It is the State Government's intent that the site, named the Ashburton North Strategic Industrial Area (ANSIA), service the gas rich Carnarvon Basin and Exmouth Gulf. More specifically he noted the site has been identified as the possible location for Chevron's proposed Wheatstone LNG plant, BHP Billiton/Exxon's proposed Scarborough LNG plant and BHP's Macedon Domestic Gas facility. He also stated that it is proposed to develop a common port facility, to be

operated by the Dampier Port Authority, to service the ANSIA, while additional land is to be developed by Landcorp in support of possible future hydrocarbon related industries

Council, at its December 2009 meeting considered a report in relation to the proposed ANSIA and its possible impact on Onslow, particularly as it related to social services and physical infrastructure. Following its consideration of the officer's report Council resolved to initiate an amendment to its Planning Scheme No. 7 (Amendment 9).

The purpose of this Shire initiated amendment was to establish the "ground rules" or criteria against which development within the ANSIA is assessed, to ensure that development is co-ordinated, orderly and takes into account its impact on community services and infrastructure in Onslow. The amendment proposes to meet these objectives by identifying a Special Control Area (SCA) covering the entire ANSIA. It is proposed that no major development occur within this area unless the land is appropriately rezoned and is consistent with the provisions of a Structure Plan produced for the entire site.

Amendment No. 9 has progressed to the point that it has been approved by the Minister for Planning and is now passing through the final administrative processes, prior to being Gazetted.

The Shire has now received a submission from town planning consultants representing Chevron Australia P/L, the proponents of Wheatstone LNG plant. The submission requests that the Council initiate an amendment to the Shire's planning scheme (Amendment No. 10) which would result in the rezoning of the Wheatstone LNG site as well as the proposed common port facility site from their existing "Rural" zoning and "Conservation Recreation and Nature Landscape" reservations to "Strategic Industrial" in the Shire's Planning Scheme. The proposed amendment also proposes to rezone land to be used for associated land uses including infrastructure and transport corridors as well as land to be used for a construction transient workforce facility.

Council has also been requested to adopt the Draft ANSIA Structure Plan which the company has had developed for the entire ANSIA site. The purpose of this plan is to ensure development within the ANSIA is consistent with a clear and co-ordinated strategy for the entire area.

Both of the documents submitted to Council have been prepared having regard to the Shire initiated Amendment No. 9 to the Shire's planning scheme.

In the very limited time that the Administration has had available, it has undertaken an assessment of the proposed scheme amendment and the associated draft Structure Plan and as a result has concluded that the proposed scheme amendment warrants being initiated by Council and progressing to the formal advertising stage, subject to a number of conditions being met.

## **Background**

Council, at its December 2008 meeting considered a report (Agenda Item 14.12.20) which highlighted to Council the severe limitations which adversely impact on the orderly development of the existing Onslow Strategic Industrial Area, (OSIA), located immediately outside of the Onslow Townsite, generally to the west of Onslow Road.

Specific problems identified in relation to the site included;

- The site's proximity to the Onslow townsite and aerodrome.

- The potential closing of Sunset Drive and therefore loss of access to Four Mile Creek.
- Environmental and heritage constraints.
- The potential impact on existing Onslow Salt operations, including its haul road.
- The impact of buffer zones on the future development of Onslow.

The report noted that during 2007 the Department of Industry and Resources (now the Department of State Development (DSD)) had identified a possible alternative site that could be available for hydrocarbon related industries.

The site, which is located approximately 12 kms to the south west of Onslow, has subsequently been called the Ashburton North Strategic Industrial Area (ANSIA)

The December 2008 report to Council highlighted the fact that the ANSIA site was likely to overcome the problems identified with the existing OSIA and it was for this reason Council resolved:

*“That Council*

- 1. Lobby State Government to seek in principle agreement and endorsement of the North Ashburton Industrial Precinct, and*
- 2. Request the State Government undertake the necessary fatal flaw studies and high level analysis to better understand the feasibility of the North Ashburton Precinct.”*

Three days later, on 19 December 2008 the State Premier issued a media release which detailed the State Government’s intent to develop a hydrocarbon industrial hub of State significance on a site approximately 12 kms south west of the town of Onslow (ie on the ANSIA site).

The Premier stated that it is the State Government’s intent that the ANSIA site service the gas rich Carnarvon Basin and Exmouth Gulf. More specifically, he noted that the site has been identified as the possible location for Chevron’s proposed Wheatstone LNG plant, BHP Billiton/Exxon’s proposed Scarborough LNG plant and BHP’s Macedon Domestic Gas facility. It is also proposed to develop a common port facility, to be operated by the Dampier Port Authority, to service the ANSIA, while additional land is to be developed by Landcorp in support of possible future hydrocarbon related industries.

A copy of the Premier’s media release is attached

**ATTACHMENT 13.12.74a**

At its March 2009 meeting Council considered a further report in relation to the proposed ANSIA. The report noted that four DSD sponsored working groups had been formed in order to make an assessment of the proposed ANSIA and the Shire had been invited to have representatives on three of these groups. Following its consideration of the officer report Council resolved:

*“That Council advise the DSD that Council is of the opinion that the development and implementation of a Social Impact Plan and infrastructure Plan for the town of Onslow be an integral part of any development approval for any project construction activities.”*

It was during this period that the Shire Administration became concerned that although there were various working groups made up of relevant state government agencies, and in most cases the Shire, the strategic planning process for the ANSIA was lacking in direction and appeared to have little momentum. For this reason the Shire Administration submitted a report to the December 2009 meeting of Council, proposing that Council initiate a planning scheme amendment to its Town Planning Scheme No 7, which would ensure that the Shire's best interests were protected.

It was suggested that the planning issues generated by development of the proposed ANSIA and its impact on the Onslow community would be best addressed by creating a "Special Control Area" (SCA) over the proposed ANSIA site. It was explained that the existing "Rural" zoning and the "Conservation Recreation and Nature Landscape" reservation covering the ANSIA would not satisfactorily ensure that adequate consideration is given to these impacts, particularly those relating to social services and the provision of infrastructure within the town of Onslow.

It was explained that the SCA would, in effect, establish the "ground rules" or criteria against which development within the ANSIA would be assessed prior to development approval being given by the Shire. It was suggested that the SCA contain a requirement that development not occur within the ANSIA unless the land has been appropriately rezoned and, furthermore, a Structure Plan (SP) which would guide all development within the ANSIA, in a co-ordinated manner, would have to be prepared prior to development occurring. Council supported this proposal and as a result resolved:

*"That Council resolves to advise the DOP (Department of Planning), DSD and Chevron, BHP Billiton/Exxon Mobil that it is Council's opinion that in relation to the establishment of the Ashburton North Strategic Industrial Area (ANSIA),*

- 1. the following planning processes will be required;*
  - The creation of the ANSIA in the form of a "Special Control Area" under the scheme which would establish the planning controls and structure planning for the ANSIA*
  - The Special Control Area and structure plan/s would define the Ashburton North SIA area, the sites for LNG development, the port area, the multi-user corridor, construction camp areas, infrastructure and transport corridor*
  - It is Council's expectation that the planning process referred to above will also address the "re-planning" of the existing SIA in Onslow along with the necessary assessment of social impact and infrastructure needs of the Onslow community*
- 2. "Spot" zonings for individual sites will not be supported until the "Special Control Area" is undertaken or the "zoning" of individual sites incorporates an agreed "Special Control Area and "Structure Plan".*
- 3. Council is open to suggestions from proponent companies associated with the ANSIA who may wish to pursue a Scheme Amendment for "their" land in tandem with Special Control Area and Structure Plan, in concert with the above direction of the Shire, DoP and DSD."*

Immediately following the October 2009 Council meeting the Shire staff commenced progressing the concept of a Special Control Area for the ANSIA and by December 2009 a report proposing that the Shire, itself, initiate the planning scheme amendment creating the Special Control Area was submitted to Council. In that report it was noted:

*“In the Report to Council of 27 October, it was not clear who would be responsible for the preparation of the ‘Special Control Area’, Scheme Amendment and structure plan/s. Since the resolution of Council, was passed, Shire staff met with representatives from the Department of Planning, Department of State Development and the Department of Conservation and Environment.*

*From these discussions, it is considered that it is in Council’s best interest to initiate a Scheme Amendment and to define the Special Control Area (itself) as the success or otherwise of the Ashburton North SIA directly links to the Onslow Townsite Strategy. Amendments and the preparation of the Ashburton North Strategic Industrial Area Structure Plan would the responsibility of an industry proponent.*

*The scheme amendments and the structure plan would, however have to be prepared having regard to the conditions and criteria applying to the Special Control Area.”*

Council subsequently resolved to initiate a planning scheme amendment, itself, in order to create the Special Control Area over the ANSIA. This scheme amendment, known as Amendment No. 9, underwent an extensive programme of consultation with various State Government agencies and relevant resource companies. It was also the subject of a 42 day period of public advertising. Despite this extensive consultative process the amendment has made relatively quick progress through the planning process to the point that the amendment was adopted, in its final form, by Council at its July 2010 meeting. The Minister for Planning has since approved the amendment on the 4 November 2010.

Gazettal of the Amendment No. 9 is expected to have occurred prior to the council meeting.

Significant aspects of the amendment include:

- No subdivision or development shall occur within the ANSIA (except for the Macedon Domestic Gas Plant) unless the land is rezoned and a Structure Plan has been prepared and adopted. (The Macedon Domestic Gas project was exempted from an initial rezoning because of the relatively small scale of the project and because of the statewide importance of increasing the state’s supply of domestic gas. The development approval issued for the development does, however, requires BHP, the proponent, to complete a rezoning of the Macedon site within the framework of Amendment 9 prior to the use commencing.)
- The predominant use and development within the ANSIA shall be LNG and hydrocarbon related processing industries.
- Transient workforce accommodation shall not be permitted other than as may be permitted by the Structure Plan.
- The Structure Plan requires a *“social impact assessment identifying pressures on community facilities and services within Onslow, along with the method to implement funding by developer contributions identified in the Ashburton North Strategic Industrial Area Structure Plan.”*

A copy of a plan identifying the area covered by the Special Control Area identified in Amendment No. 9 is attached.

**ATTACHMENT 13.12.74b**

In the time since the Premier identified the proposed ANSIA site in December 2008 Chevron Australia Pty Ltd has been undertaking investigations with the objective of establishing the proposed Wheatstone LNG plant within the ANSIA. This has occurred within a framework of ongoing discussions with both the relevant state government agencies and the Shire. Chevron's project represents the first major proposal within the ANSIA (see earlier comments about the Macedon Domestic Gas project) and in order to progress its proposal it has become necessary for the company to both rezone the land to be occupied by the plant (as well as the site of the proposed Common Port Area and associated infrastructure and transport corridors) and, as lead (first) proponent within the ANSIA, also prepare the necessary Structure Plan.

Chevron has now progressed its proposals to the point where it has now submitted a request to Council that it adopt:

- A proposal to rezone the proposed Wheatstone LNG site, the adjacent Common Port Area, associated infrastructure and transport corridors, as well as the site of the proposed construction transient workers accommodation site (proposed Amendment 10 to the Shire's Town Planning Scheme 7; and
- A draft Structure Plan for the ANSIA.

The company has been guided in its preparation of its proposed scheme amendment and its associated structure plan by the provisions of the Shire initiated Amendment No. 9 to the planning scheme.

### **The Proposal and method of assessment**

Chevron has submitted two separate documents for Council consideration, these being Draft Amendment No. 10 to the Shire of Ashburton's Town Planning Scheme No 7 and the Draft Structure Plan for the Ashburton North Strategic Industrial Area.

Copies of both documents have been distributed to Councillors prior to the agenda being distributed. Additional copies will be tabled on the day of the Council meeting.

A copy of the actual draft Structure Plan is attached to this report.

### **ATTACHMENT 13.12.74c**

The ANSIA Structure Plan can, in practice, be prepared either prior to, or in association with the rezoning of specific sites to 'Strategic Industry'. In this case, Chevron has elected to have the ANSIA Structure Plan and the proposed Amendment (Amendment No. 10) considered together. Importantly, this allows both the ANSIA Structure Plan and Amendment No. 10 to be publicly advertised together.

Should Council be generally satisfied with the contents of the planning documents submitted to it by the company, it would be appropriate for Council to initiate the proposed Scheme Amendment No. 10 subject to any conditions it may think appropriate.

Council could resolve to initiate proposed Amendment No. 10 by referring it to the EPA without formally determining the ANSIA Structure Plan, however, the ANSIA Structure Plan should 'accompany' Amendment No. 10 in order that a clearer understanding of the amendment is possible.

Council initiating the scheme amendment will result in it being referred to the Environment Protection Authority (EPA) in order that the authority may determine the level of environmental assessment the



amendment is to be subjected to. While the draft Structure Plan would also be forwarded to the EPA, the plan is not, itself subject to the authority's statutory processes and would only be forwarded in order to assist the authority assess the amendment.

The EPA has, in fact, informally advised the Shire that it (the EPA) has advised Chevron of the formal level of environmental assessment it is requiring for the physical construction of the Wheatstone LNG project.

The authority has stated that in view of this fact it was unlikely to require a separate environmental assessment for the proposed amendment. This does, however, need to be confirmed formally.

It is emphasized that the Environment Protection Act takes precedence over all planning legislation and therefore the proposed amendment can only follow a path determined by the statutory environmental processes.

One outcome of this is no final adoption of the scheme amendment can take place prior to the environmental processes overseen by the EPA being completed. Following initiation of the amendment by Council the amendment would also be referred to various state agencies for comment, in addition to the EPA.

Once the EPA and agencies have responded to Council's initiation of Amendment No. 10, then Council will then need to consider whether to proceed to the next stage of the planning process which is advertising of the Amendment. It is this stage that both the draft Amendment No. 10 and the draft ANSIA Structure Plan would be made available for community consultation. It is anticipated that Council would seek to advertise both documents for 60 days and invite Chevron to undertake a community forum in Onslow.

Importantly, by the time it is proposed that the draft Amendment No. 10 and the draft ANSIA Structure Plan be available for community consultation, Council will need to be comfortable with the information in both documents. It will need to ensure that the documents reflect the strategic direction of the Shire and, equally importantly, ensure that the social contract between the State, Chevron and the Shire has been clearly defined. It will be then that the community can assess the detail of the ANSIA development, along with the level of social and hard infrastructure proposed for Onslow.

It should be noted that at present the social infrastructure agreement with Chevron and the State is yet to be finalised. It is imperative that it be undertaken prior to Council resolving to move to the community consultation phase

Finally, Councillors will note that the draft ANSIA Structure Plan refers, in some cases, to further detailed information being provided at the "development plan" stage. Essentially, there are two 'levels' of structure planning proposed. The higher level structure plan is the ANSIA Structure Plan, which will cover the entire ANSIA while plans for specific sites (eg the Wheatstone LNG site) are referred to as 'development plans'. Chevron has not submitted a development plan for the Wheatstone site at this point in time. It is, however, acceptable that some of the more detailed assessments be deferred to the development plan stage.

## **Comment**

Throughout the preparation of the two planning documents there has been extensive dialogue between the company, the Shire and the various state government agencies. This interaction has been at both a formal and an informal level.

It is noted, for example, that for an extended period of time the two report authors have held teleconferences with Chevron representatives on a weekly basis in order to discuss the preparation of the scheme amendments. There have also been monthly meetings of a company initiated working group consisting of company representatives, the Shire, as well as the relevant state government agencies.

In addition to these more formal arrangements there have been numerous informal meetings between the Shire Administration and the various stakeholders.

Despite the many discussions which have taken place during the preparation of the draft scheme amendment and Structure Plan, it has not been possible to make a totally satisfactory assessment of the proposals, to date. This is partly due to many of the formal meetings which took place having been “process”, not “content” driven. This has meant that despite efforts by the Administration to obtain technical reports and other documents in a timely manner, this has not always occurred.

This, combined with the fact that the Shire has had only a very short time to review and assess the final draft documents, means that a significant amount of detail work still needs to be undertaken by the Administration. This does not, however, mean that it is has not been possible to assess the overall merits of the proposals, relative to the Shire’s Amendment No. 9.

During the consultation process which took place as Amendment No. 10 and the associated ANSIA Structure Plan were prepared, a number of issues of major concern were identified by the Shire administration and/or by relevant State Government agencies. In a number of cases these matters have been resolved while others are at various stages of resolution. Summaries of the more major issues which have arisen during the preparation of the scheme amendment and draft Structure Plan are detailed below, while the most recent correspondence from the various state agencies,(submitted after a very short working day, viewing of the final draft) are contained in the enclosed attachment.

## **ATTACHMENT 13.12.74d**

It is emphasized that the state agency comments listed represent only the more significant issues identified by them. As was explained previously, there will be an opportunity for these organisations to comment in greater detail prior to the amendment being advertised.

### **Infrastructure and Transport Corridors**

Various state government agencies, in particular DSD, Dampier Port Authority and Landcorp have identified the lack of continuity in the Multi-User Access and Infrastructure Corridor (MUAIC) as being the major outstanding issue in relation to the planning of the ANSIA.

The preference of all parties has been for an unencumbered corridor, 300 metres wide, extending in a north south direction along the eastern side of the ANSIA, thus providing all development with unfettered access to the port.

Achieving the preferred alignment has been complicated by the fact that the north eastern portion of the ANSIA is located on land over which Onslow Salt holds an existing lease. Negotiations involving Onslow Salt, Chevron and DSD have been held with the objective of achieving the release of the land from the Onslow Salt lease. To date, Chevron and Onslow Salt have reached an agreement whereby Onslow Salt would relinquish the land, subject to conditions restricting the range of materials which can be conveyed along this section of the corridor.

Significantly, the passage of some hydrocarbon products would be prohibited due to concerns Onslow Salt has in relation to the possible contamination of its salt product. Further, it is proposed that this section of the corridor be reduced from 300 to 200 metres in width.

Chevron proposes to address this limitation in the continuity of the MUAIC by identifying an alternative corridor along the western side of the ANSIA with a possible east – west MUAIC connection to the eastern corridor by a link generally located immediately south of the Wheatstone site. This proposal, which is not favoured by DSD, Dampier Port Authority nor Landcorp has the following disadvantages:

- The link is of a lesser geometric standard.
- The link's alignment immediately south of the Wheatstone would occupy land that is amongst that which is most suitable for development.
- The link would be significantly more expensive to construct.
- No party has committed to the design and construction of the link.

It is of note that Chevron has included the proposed east west link in the Draft Structure Plan but not in Amendment No. 10. The company argues that this does not represent an inconsistency in the planning process. The report authors are, however, of the opinion that it is necessary for either the eastern corridor to become unencumbered or for the proposed scheme amendment to include the possible east west corridor link if the amendment is to be progressed. The latter option may have timing implications due to the need to have the environmental implications of the link assessed (this link is not included in the documentation relating to the physical construction of the LNG plant previously submitted by the company to the EPA).

Chevron has advised that it is continuing to hold discussions with Onslow Salt in an endeavour to resolve this issue. If the ongoing negotiations between Chevron and Onslow Salt are unsuccessful, the Administration is of the opinion that state guidance on the matter should be sought at Ministerial level.

More detailed comments on this aspect of the proposed Structure Plan are contained in the Schedule of Modification to the Structure Plan, which is referred to later in this report.

### **Operational Workforce Accommodation**

Chevron expects that the Wheatstone LNG project will generate a direct workforce of 300 or 400 workers when it commences operations in 2016.

During preliminary discussions with the Shire Administration the company has conveyed an ambiguous message with regards its proposals with respect to accommodating its operational workforce. Until recently, the company had at least three concurrent positions on the matter. These were:

- In its draft Environmental Impact Statement (EIS)/Environmental Review and Management Programme (ERMP) lodged with the EPA 'the company stated that all operational staff (up to

400 operational staff) will be located in the proposed transient workforce accommodation camp within the ANSIA.

- The early draft of Amendment No. 10 proposed the possible temporary accommodation of the operational workforce within the ANSIA in the event of there being insufficient/inadequate social services and physical infrastructure within Onslow to accommodate the entire operational workforce.
- During preliminary discussions with the Shire in relation to social services and infrastructure requirements for Onslow and the early drafts of proposed Structure Plan, the company proposed 25 percent of the workforce be permanent Onslow residents (ie equivalent to 100 houses) and the balance of FIFO workers permanently accommodated in a transient workforce accommodation in the ANSIA.

The Shire Administration supported none of the company's positions for the following reasons:

- It would establish an unacceptable precedent where all operators at the ANSIA would have the same opportunity and potential to house operational staff at Ashburton North in perpetuity.
- No definitive assessment has been made on actual numbers of people living at Ashburton North, however on the basis of deduction it is reasonable to assume that it could eventually be in excess of 700 – 800 people.
- The proposal would result from there being two permanent towns, given that Chevron's operation could be established for at least 50 years.
- An operational workforce camp could limit the overall size, development and operation of the ANSIA over time.
- Chevron should reasonably be expected to contribute to improving the social and physical infrastructure of Onslow.
- An operational workforce camp within the ANSIA would weaken the opportunity for upgrades of water, power and community facilities at Onslow.
- By relying upon an operational workforce camp within the ANSIA, Chevron's social and economic commitment to Onslow would be questioned.

It was in this context that Chevron wrote to Council on 22 September 2010, asking Council to advise the company as to its attitude to a proposed scheme amendment which would permit an operational workforce to be based at the ANSIA. Council considered the company's request at its October 2010 when it resolved, in part

*"That Council*

- 1. Instruct the Chief Executive Officer to write to Chevron Australia P/L advising the company in relation to Chevron's correspondence of 22 September 2010 as well as Chevron's "preliminary" draft Amendment 10 to the Shire of Ashburton Local Planning Scheme, draft Structure Plan for the Ashburton North Strategic Industrial Area (ANSIA) and draft Development Guide Plan, Council would not initiate any Amendment to the scheme that provides for operational workforce accommodation at the ANSIA."*

The Council also provided the company with guidance as to a form of scheme amendment that would be generally acceptable to the Council. This was done by providing the framework of a draft amendment.

The final form of draft Amendment No. 10 submitted by the company for consideration by Council generally reflects the advice Council gave the company in relation to this matter. More specifically, the document makes no provision for operational workforces to be based in accommodation located on the ANSIA.

### **Hydrology and Surface Water Management**

Hydrological and surface water issues have been subjects of major concern to the Shire Administration. Of particular concern is the fact that the ANSIA site and the east west Multi-User Access and Infrastructure Corridor (MUAIC) connecting it with Onslow Road lie within the flood plain of the Ashburton River. This has the potential to adversely impact on flood patterns if development does not adequately take the issue of hydrology into account.

Of particular concern is the possibility that the MUAIC acts as an impediment to flood waters travelling from the inland river catchment, thus forcing flood waters to deviate northwards towards Onslow Road.

The initial hydrological studies undertaken by the company were not considered adequate by the Administration. Of particular concern, they did not permit the impact of development on the flooding of Onslow Road to be adequately determined.

The concerns voiced by the Shire were supported by Main Roads WA and Landcorp. As a result of these concerns the two state agencies have worked with Chevron and BHP (the proponent of the Macedon Domestic Gas project) in order to undertake a more extensive hydrological study of the ANSIA. The outcome of that study is still to be received by the Shire. Briefings received by the Shire suggest, however, that the work being undertaken will address the Shire's earlier concerns. Main Roads WA and Landcorp have verbally voiced similar opinions.

It is proposed that the Scheme Amendment not be advertised until a satisfactory hydrological study has been submitted to the Shire.

### **Social Impact Assessment and Development Contribution Plan**

Clause 9 (o) of Amendment 9 to the Shire's Planning Scheme states that the following shall be taken into account when preparing the Structure Plan for the ANSIA

- “o) A social impact assessment identifying pressures on community facilities and services within Onslow, along with the method to implement funding by developer contributions identified in the Ashburton North Strategic Industrial Area Structure Plan.”*

A social impact assessment has been prepared and is attached as Appendix B to the Structure Plan report. It has not been possible in the limited time available to make a detailed assessment of the document however, an initial review suggests that its contents represent the minimum requirements associated with the development of Onslow.

Clause 9 (o) of Amendment 9 also requires that the method of implementing developer contributions towards the provision of necessary social services and infrastructure be addressed.

Chevron has highlighted the proposed Industrial Precinct Development Agreement (IPDA) between it and the State as being the most appropriate method of addressing this requirement of the Shire's planning scheme.

The proposed IPDA will be an agreement between the State and the company in relation to the provision of infrastructure. It will also address State issues of significance, including such matters as local content and the provision of domestic gas supplies.

The Administration acknowledges that the proposed IPDA will play a significant role in ensuring that the necessary social services and infrastructure is provided in a timely manner. It is noted, however, that the IPDA is an agreement between the State and Chevron. The Shire is not a party to it. Furthermore, the IPDA will address matters of regional and state significance. It will not address local and community matters which are normally the responsibility of local government.

For the reasons outlined above, it is thought that the proposed IPDA is not a satisfactory vehicle for addressing all community service and infrastructure issues. It is for this reason that the Shire Administration proposes a formal agreement between the Shire and Chevron in order that issues of particular concern to the Shire are addressed.

This approach to contributing to community services and infrastructure has been discussed with company representatives who have verbally agreed in principal to preparing such an agreement. The company has provided correspondence agreeing to the approach outlined and noting as follows:

*“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.”*

#### **ATTACHMENT 13.12.74e**

It is necessary to modify the Structure Plan in order to reflect the need for an agreement between the Shire and the company in relation to this matter. It is proposed that the Shire solicitor prepare the appropriate wording to address this issue.

It is proposed that the Scheme Amendment not be advertised until the Shire and the company have agreed in writing to the form of the proposed agreement.

#### **Shared Infrastructure**

A feature of ongoing discussions with the major companies which have shown an interest in the ANSIA is their reticence to make any meaningful commitment to infrastructure sharing, both within the ANSIA and between it and the town of Onslow. The State has on a number of occasions voiced concern about this lack of commitment to infrastructure sharing. It is noted, however, that it is within the State's powers, through such processes at the preparation of the IPDA referred to above, to require great consideration be given to infrastructure sharing.

It is proposed that modifications be made to the draft Structure Plan which will place greater emphasis on infrastructure sharing.

### **Access to Hooleys Creek**

Clause 9 (p) of Amendment 9 to the Shire's Planning Scheme states that the following shall be taken into account when preparing the Structure Plan for the ANSIA.

*“p) Should Hooley's Creek be unavailable for the community to freely access, suitable alternative access arrangements providing unlimited community access to the coast shall be determined.”*

The draft Structure Plan submitted by the company makes no specific reference to Hooley's Creek public accessibility. This is in contrast to written comments received from Dampier Port Authority (DPA), which has stated:

*“While the DPA strongly advocates for unencumbered "general cargo" access to the Port, the DPA does not support full public road access to the Port, and in particular, to Hooley Creek. While the issue of road access to Hooley Creek is not for the DPA to decide, it is not desirable from the DPA's perspective to have for instance, cars and caravans parking next to the second largest piece of industrial infrastructure in the State (there is also a significant security threat accorded by a public access arrangement).”*

DSD also stated in recent correspondence to the Shire:

*“This (Hooleys Creek) requires further discussion and the State will advise its position shortly. On current information Hooley's Creek will not be accessible to the community and alternative access arrangements need to be identified.”*

It is clear that this is an unresolved matter and is one which needs to be addressed prior to the Amendment being advertised.

As has previously been noted, it has not been possible in the short time available to assess the full detail of the proposed amendment and Structure Plan (indeed not all supporting documents have been provided at the time this report was prepared). The Administration's assessment to date has, however, yielded a number of matters which require clarification or modification in both documents. The schedules outlining these matters of interest are contained in the enclosed attachments.

**ATTACHMENT 13.12.74f**  
**ATTACHMENT 13.12.74g**

### **Conclusion**

The proposed Amendment No. 10 and Structure Plan are relatively complex documents which will contribute to the orderly planning of a major industrial precinct of national significance.

The Administration's review of the documentation to date suggests that while there are numerous matters outstanding, or requiring modification (and some of these are of significance), it would be appropriate for Council to formally initiate the proposed scheme amendment. This comment is made in light of the fact that initiation will enable the statutory process of referring the amendment to the EPA to

be undertaken, while outstanding issues can be attended to by means of ongoing discussions between the company, the Shire and relevant state agencies.

Council can take comfort in this process, knowing that the resultant documentation will be submitted to it for consideration prior to it approving advertising of the amendment and Structure Plan.

### **Consultation**

Acting Chief Executive Officer  
Executive Manager Western Operations  
Department of State Development  
Department for Planning  
Landcorp  
Dampier Port Authority  
Department of Environment and Conservation  
Environment Protection Authority  
Main Roads WA  
Department of Water  
Department of Mines and Petroleum  
Department of Transport  
Water Corporation  
Horizon Power  
Department of Indigenous Affairs  
Department of Health  
Chevron Australia Pty Ltd

### **Statutory Environment**

Shire of Ashburton Local Planning Scheme No. 7.

Planning Scheme amendments are processed in accordance with the Planning and Development Act (2005) and planning regulations. The decision on whether to adopt an amendment is solely that of Council (this is where this 'draft Amendment' currently sits in the process). Upon adoption by Council the amendment is referred to the Environmental Protection Authority (EPA) after which public advertising of the proposal is considered by Council. After public advertising, Council will consider whether to adopt the Amendment for final approval with or without modifications. The final decision on whether to grant final approval to an amendment rests with the Minister for Planning, acting upon recommendation from the Western Australian Planning Commission.

Both draft Local Planning Scheme Amendment No. 10 and the draft ANSIA Structure Plan rely upon the Gazettal of Local Planning Scheme No. 9, which establishes the planning framework for the Structure Plan and draft Amendment No. 10. The Minister for Planning has approved Amendment No. 10 with minor textual modifications, which the Shire has provided to the Department of Planning. The Department is in the process of finalising the Amendment and will then Gazette the final Amendment.

Importantly, it is suggested that the initiation of Amendment No. 10 will not proceed until the Gazettal of Amendment No. 9. The recommendation to Council is that it acknowledges this process.





- b) Request Chevron Australia Pty Ltd to undertake the modifications as included in Schedule 1 and any modifications an outcome of the revised hydrology assessment along with any other modifications identified by the Chief Executive Officer as being appropriate and then refer the document back to the Shire.
- c) Advise Chevron that in relation to the modifications sought in 1 above, it should not be construed that further changes to the draft *Ashburton North Strategic Industrial Area Structure Plan* will not be required as an outcome of the referral of draft Scheme Amendment No. 10 and further assessment of information received.

**DRAFT LOCAL PLANNING SCHEME AMENDMENT NO. 10**

- 1. That the Council in pursuance of Section 75 of the *Planning and Development Act 2005* ("Act"), initiate Scheme Amendment No. 10 to the Shire of Ashburton Local Planning Scheme No. 7 by:
  - a. Rezoning portion of Part Lot 152 and Part Lot 153 Onslow Road, Unallocated Crown Land Lot 238 and portion of Part Unallocated Crown Land Lots 301 and 302 from 'Rural' zone and 'Conservation, Recreation and Natural Landscapes' reserve to 'Strategic Industry' zone and 'Other Purposes – Infrastructure' reserve.
  - b. Rezoning Part Lot 152 Onslow Road from 'Rural' zone to 'Special Use – Transient Workforce Accommodation' zone.
  - c. Inserting into Schedule 2 the following:

No.	Description of Land	Special Use	Conditions
2.	Portion of Ashburton Location 153, Onslow Road	Transient Workforce Accommodation	<ul style="list-style-type: none"> <li>1. Land use and development shall generally be in accordance with a Structure Plan and Development Plan approved by the local government and the Western Australian Planning Commission which addresses those matters defined in Clause 7.9 and Appendix 11 as it relates to the Ashburton North Strategic Industrial Area and specifically, provides details on the layout, staging, operational period of the use, accommodation of operational workforce, transport, access, landscaping, management and environmental issues associated with the development and the use of the land.</li> <li>2. All transient workforce accommodation shall be considered a 'D' use under the Scheme.</li> <li>3. Transient workforce accommodation shall only be used for accommodation of a workforce</li> </ul>

				<p>directly involved in the construction or maintenance of those uses and developments approved in writing by the local government.</p> <p>4. Transient workforce accommodation for operational purposes of any use or development is prohibited.</p> <p>5. The local government may require the preparation of a legal agreement in relation to the use and operation of the transient workforce accommodation and to ensure that only those persons involved in the construction or maintenance of those uses and developments approved in writing by the local government.</p>
<p>2. That, as the draft Amendment is in the opinion of the Council consistent with Part V of the Act and regulations made pursuant to the Act, that upon preparation of the necessary documentation, the draft Amendment be referred to the Environmental Protection Authority (EPA) as required by Part V of the Act, and on receipt of a response from the EPA indicating that the draft Amendment is not subject to formal environmental assessment, be referred back to Council for further consideration.</p> <p>3. The initiation of draft Amendment No. 10 as referred to in 1. above is subject to the following being undertaken prior to the referral of draft Amendment No. 10 to the EPA (as referred in 2. above):</p> <ol style="list-style-type: none"> <li>a. Gazettal of Amendment No. 9 to the Shire of Ashburton Local Planning Scheme No.7; and</li> <li>b. the proponent undertaking the modifications to draft Local Planning Scheme Amendment No. 10 generally in accordance with those included as Schedule 2 (Attachment 13.12.74g), the modifications the draft <i>Ashburton North Strategic Industrial Area Structure Plan</i> (Attachment 13.12.74f) and any other modifications identified by the Chief Executive Officer as being appropriate.</li> </ol> <p>4. In the event that the EPA determines that the draft Amendment is to be subject to formal environmental assessment, this assessment is to be prepared by the proponent prior to advertising of the draft Amendment.</p> <p>5. That prior to referring back the Amendment to Council for consideration, the views of the following agencies be sought concerning the draft Amendment:</p> <ul style="list-style-type: none"> <li>• Dampier Port Authority</li> <li>• Department of Environment and Conservation</li> <li>• Department of Main Roads WA</li> </ul>				

- Department of Planning
- Department of Regional Development and Lands
- Department of State Development
- Department of Water
- Landcorp.

6. That following response from the EPA in accordance with Part 2 above and response from agencies in accordance with Part 5, the Chief Executive Officer in preparing a further Report to Council on the matter be requested to address (but not be limited to) the following:

- a) responses from the EPA and agencies;
- b) the issue of unencumbered access to the Multi-User Access and Infrastructure Corridor;
- c) clarification on the impacts of the proposed port and Wheatstone proposal on unrestricted access to Hooleys Creek; and
- d) progress on the separate agreement for infrastructure in Onslow with the Shire and Chevron Australia Pty Ltd (as referred to in Chevron's correspondence of 7 December).
- e) assess the impact of lighting and noise at the Ashburton River within the buffer zone from the proposed port and Wheatstone development.

7. Advise Chevron Pty Ltd that in relation to Council initiating draft Scheme Amendment No. 10 and the modifications sought in Schedule 2 (Attachment 13.12.74f and Attachment 13.12.74g), it should not be construed that further changes will not be required as an outcome of referral and further assessment of information received.

**CARRIED 7/0**

Cr Dias re-entered the meeting at 11.45 am.

**STRUCTURE PLAN CONDITIONS**

- The Ashburton North Strategic Industrial Area (ANSIA) has been established to provide a framework for the development of hydrocarbon processing and related hydrocarbon industries estate. All use and development or any modification to the Structure Plan of Development Plan must recognise the vision and objectives of the ANSIA as well as the area control of the Scheme.
- All use, subdivision, development and Development Plans shall be generally in accordance with the ANSIA Structure Plan adopted by the Shire and endorsed by the WAPC. Variations to the Structure Plan require the consent of both the Shire and the WAPC. The Structure Plan of Development Plan modification reflects the vision and objectives of the ANSIA as well as the area control of the Scheme.
- Prior to any use, subdivision or development the proponent shall prepare an amendment to the Structure Plan and the local government to initiate the amendment process pursuant to the Planning and Development Act 2005.
- Prior to any use, subdivision or development the proponent shall prepare an amendment to the Scheme and request the local government to initiate the amendment process pursuant to the Planning and Development Act 2005. Such Scheme Amendments shall reflect the Structure Plan and (if prepared) Development Plan demonstrating to the satisfaction of the EPA / DEC, conformance to the Risk, Noise and Air Quality Buffer, as defined in this report (Figure 10) and / or to the minimum requirement for the described sensitive land use, for risk and noise as prescribed in the following documents:
  - Risk - Guidance Statement No. 2 - Guidance for Risk Assessment and Management: Offsite individual risk from Hazardous Industrial Plant, (Noise) Regulations 1997, Air Quality - Draft State Environmental (Air Quality) Policy 2009.
- The Port / Common User Coastal Area (CUCA) will come under the jurisdiction of the Dampier Port Authority (DPA). The DPA's approvals required for all development within the Port / CUCA.
- A District Water Management Strategy (DWMS) has been prepared for the Port / Common User Coastal Area (CUCA) as part of this Structure Plan (Appendix C-D).
- The Development Plan, Scheme Amendment and application for Planning Approval will reflect the DWMS and the DPA's requirements for the DWMS, as well as the satisfaction of the Department of Water.
- A Local Water Management Strategy (LWMS) providing site specific details to ensure total water cycle management shall accompany a draft Development Plan and be implemented.
- Provision of servicing shall initially be proponent based. The Development Plan will reference where opportunities may exist for a co-ordinated approach to servicing or otherwise.
- Development Plans for Stages 1A and 1B will address impacts on European cultural heritage sites and artefacts in accordance with relevant legislative requirements. In this regard, all Development Plans will be referred to the Department of Cultural Heritage for comment prior to adoption of the Development Plan.
- Future Scheme Amendments and / or Development Plans / Development Applications within the Structure Plan area shall be accompanied by a Construction Environmental Management Plan to the satisfaction of the EPA / DEC. The DPA addresses these requirements via an Operational Environmental Management Plan as required under a Development Application for proposed developments on Port / CUCA land, and these requirements are assessed and approved by the DPA.
- The Eastern Multi-User Access and Infrastructure Corridor through the Wheatstone site is a potential restricted use area because the use of some chemicals is not permitted. The Development Plan will define the implementation process of ensuring the prohibited chemicals are not carried on or within the Corridor.

It is possible that unrestricted access to the proposed Ashburton North Port may not be achieved along the current alignment. Negotiations are occurring to remove these encumbrances. However, should the encumbrances not be removed:

- The proposed northern east-west Primary Access Road will convert to a Northern Multi-User Access and Infrastructure Corridor connection.
- The Western Multi-User Access and Infrastructure Corridor is to be determined as part of a Development Application for proposed developments on Port / CUCA land, and these requirements are assessed and approved by the DPA.
- Funding and delivery of the Western Multi-User Access and Infrastructure Corridor shall be undertaken in consultation and agreement between the stage 1B Proponent's and the State.

Importantly, the proposed location of the 'possible' northern east-west Primary Access Road is not included within the boundaries of the Wheatstone land allocation or the area covered by the Wheatstone ERM. This may have implications for the implementation of the PEP 1966 OPEA referral under Section 48A of the EP Act 1996.

**STRUCTURE PLAN CONDITIONS**

- If required to achieve unencumbered access, the northern east-west corridor must be reflected in the Planning Scheme before the adoption of any Development Plan.
- The main water flow channels from the Ashburton River to Hoooley Creek shall be maintained where ever practically possible. The State is undertaking detailed hydrological modelling for Stage 1B to identify hydrological features and potential development areas and the development will be identified in subsequent stage 1B Development Plans.
- The Western Multi-User Access and Infrastructure Corridor alignment is subject to detailed engineering design and the location of the final alignment may vary depending on the engineering design and the final alignment will be identified within subsequent Stage 1B Development Plans.
- Transient Workforce Accommodation (TWA) is for construction workers only. The TWA will be located within 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.
 

**Stage 1A**

The TWA will cater for all construction workers (including contractors) associated with the development of Stage 1A. In this regard, the Development Plan will define the location of the TWA and the construction workforce employed and directly employed by the proponent to be permitted in Onslow at any one time. This will include (but not limited to) preparation of a Workforce Management Plan that addresses the impact of the overall development and implements appropriate contributions in addition to the Planning approval stage, the Shire and proponent/s will enter into binding legal agreements to enforce the above restrictions.

**Stage 1B**

The Development Plan for Stage 1B will also address the location of a TWA and cover the same requirements as referred to above (Stage 1A). The requirement for any additional construction accommodation for Stage 2 would be addressed within a future ANSIA Structure Plan (for Stage 2).

Unless otherwise resolved by Council, the period of consultation for a proposed Development Plan is 42 days and where by during advertising the proponent may be invited to attend a public meeting or a public hearing in Onslow in order to explain the proposals and the community benefit of them.

**LEGEND**

**LOCAL SCHEME RESERVES**

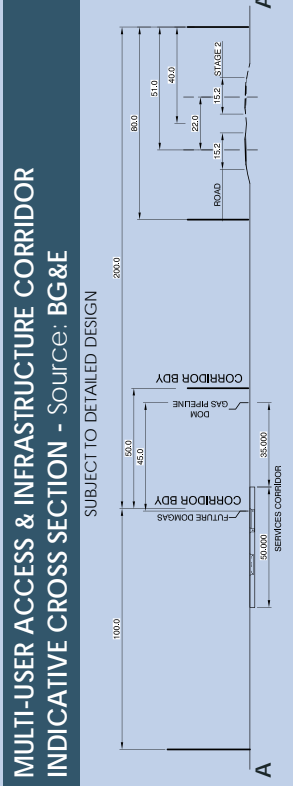
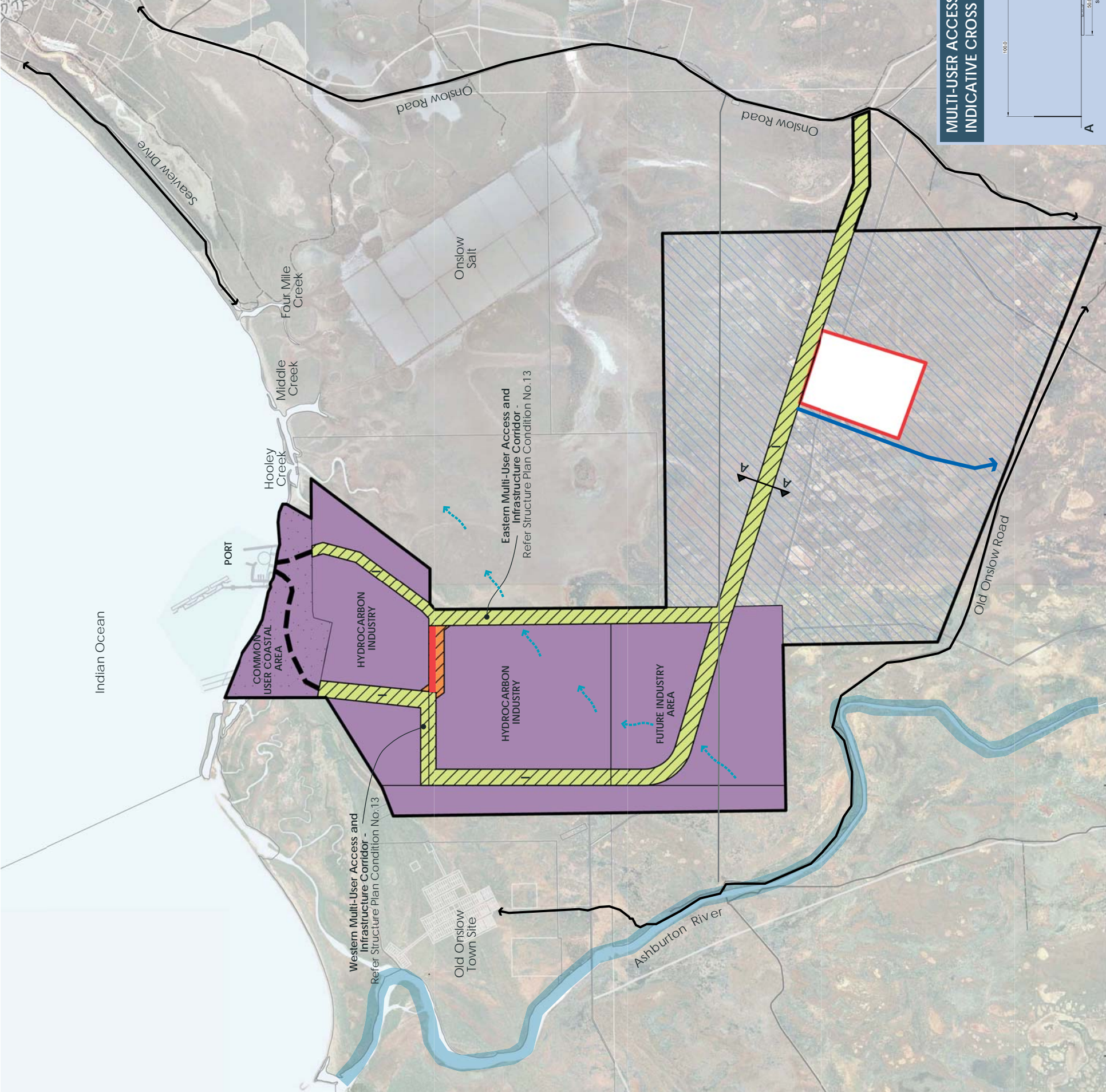
- Other Purposes
- Infrastructure (Multi-User Access and Infrastructure Corridor)

**ZONES**

- Strategic Industry Stage 1
- Special Use
- Wheatstone Transient Workforce Accommodation

**OTHER**

- Port / Common User Coastal Area Under the control of the Dampier Port Authority
- ANSIA Stage 2 Subject to Future Structure Plan
- Possible Multi-User Access and Infrastructure Corridor Connection Refer Structure Plan Condition No.13
- Primary Access Road Refer Structure Plan Condition No.13
- Secondary Access Road (Public)
- Access to Port
- Alignment is indicative only - refer Structure Plan Condition No.5
- Existing Domestic Gas Pipeline
- Surface Water Preferential Pathway - low ARI events
- Structure Plan Boundary

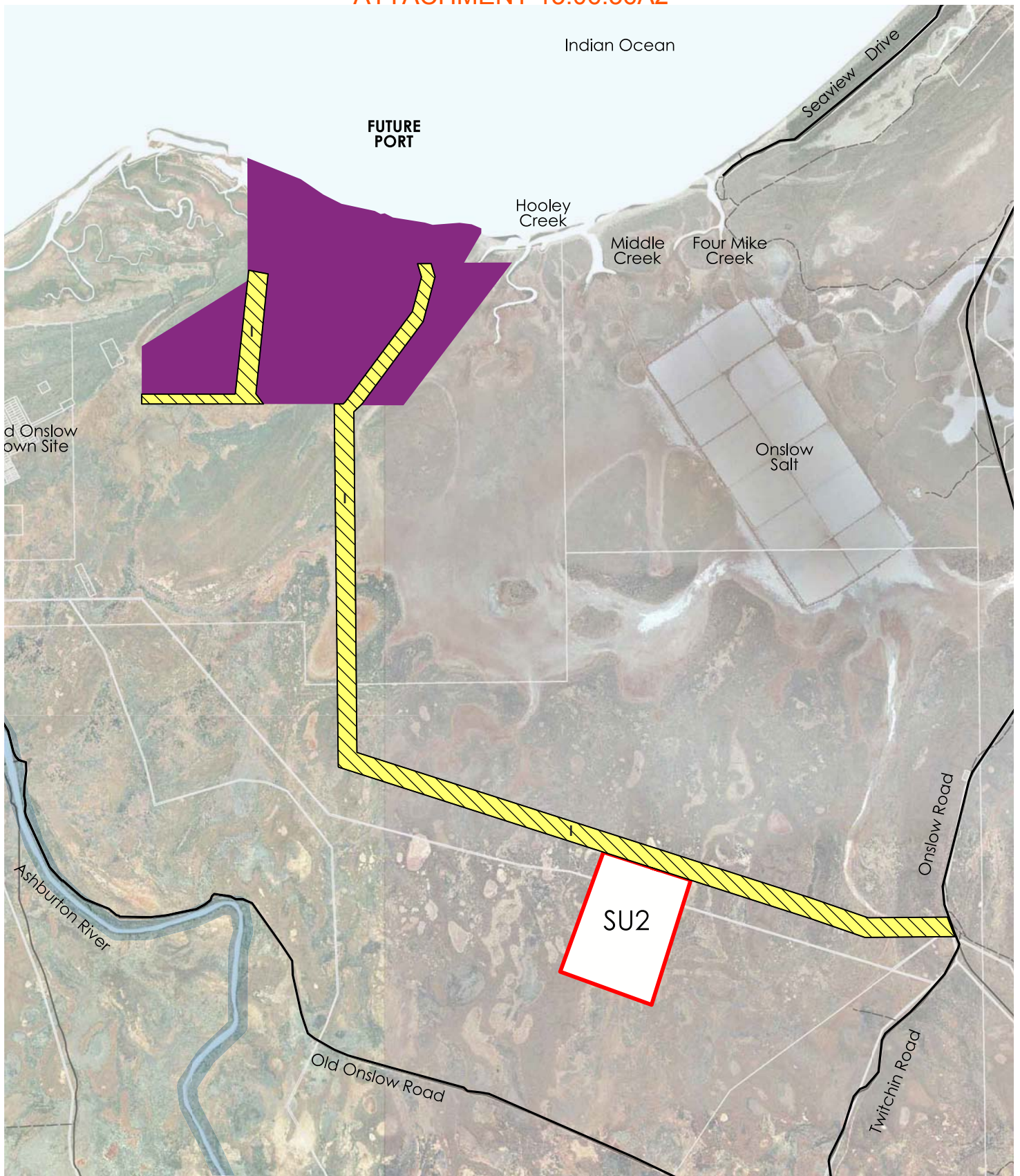


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NOTE: THE ACCURACY OF SOME OF THE PLOTTED DATA PRESENTED CANNOT BE GUARANTEED. THE INTEREST OF THE STRUCTURE PLAN IS NOT AFFECTED. SOME INFORMATION SHOULD BE VERIFIED THROUGH MORE ACCURATE SURVEY.

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figure 08



**LEGEND**

**LOCAL SCHEME RESERVES**

-  Other Purposes  
Denoted as Follows:
-  Infrastructure  
(Multi-User Access and Infrastructure Corridor)

**ZONES**

-  Strategic Industry
-  **SU2** Special Use  
(Transient Workforce Accommodation)

**PROPOSED ZONING**

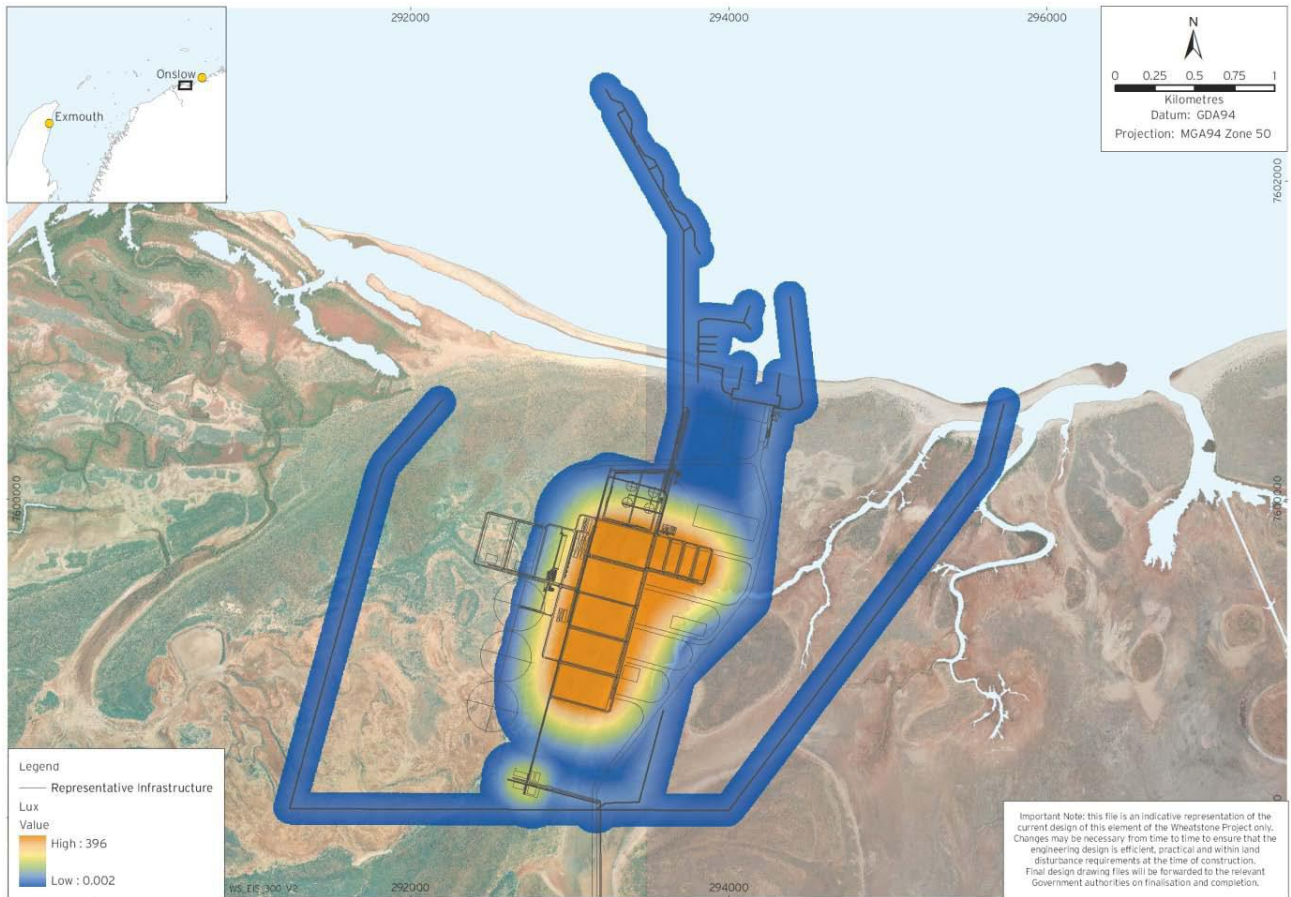
Amendment No. 10  
A Chevron Project



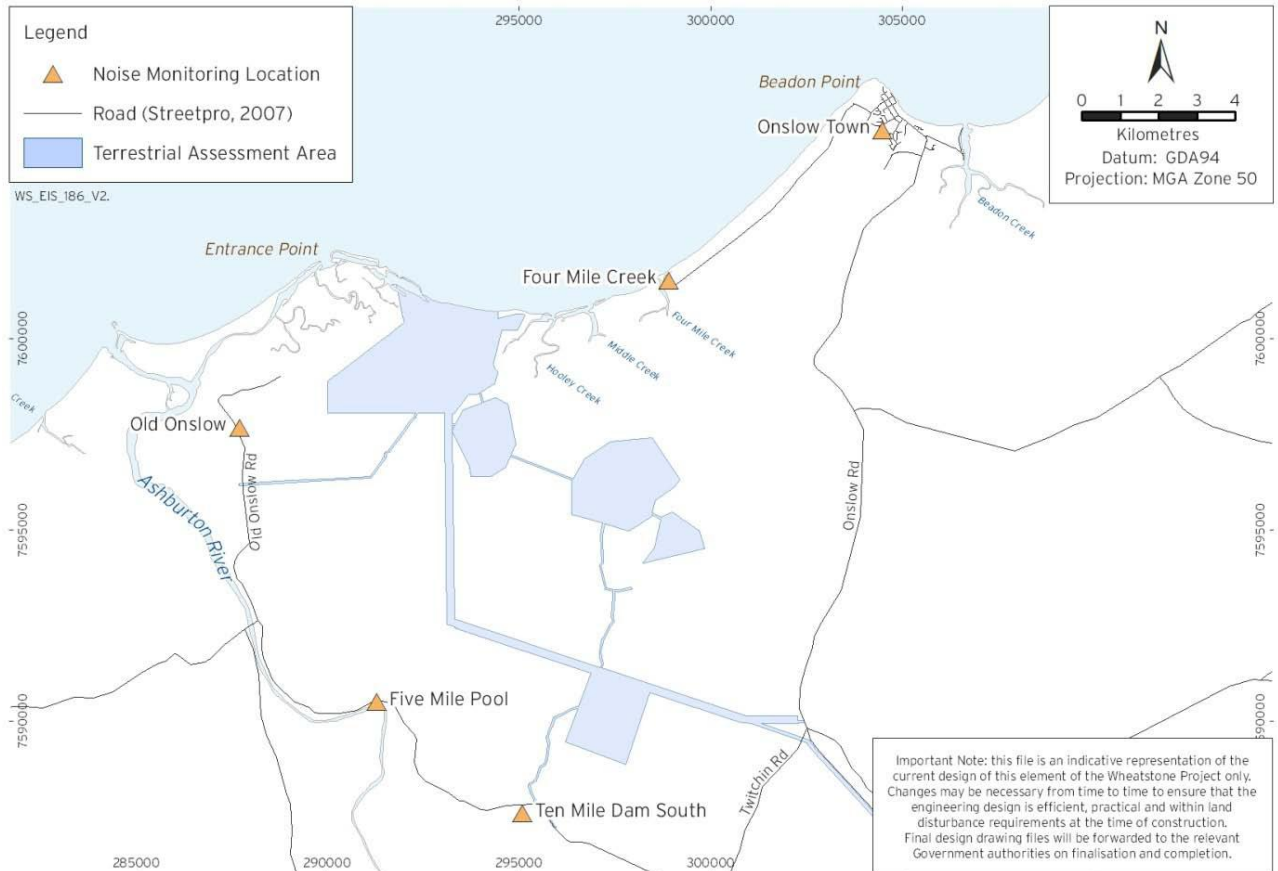
NOTE: THE ACCURACY OF SOME OF THE PLOTTED DATA PRESENTLY CANNOT BE GUARANTEED. WHILST THE INTENT OF THE STRUCTURE PLAN IS NOT AFFECTED, SOME INFORMATION SHOULD BE VERIFIED THROUGH MORE ACCURATE SURVEY.

figure 03

# Predicted illuminance from the Wheatstone LNG Plant



# Noise Monitoring and Prediction Locations





**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

7 December 2010

Mr Jeff Breen  
Acting Chief Executive Officer  
Shire of Ashburton  
PO Box 567  
TOM PRICE WA 6751

Dear Jeff

**WHEATSTONE LNG PROJECT – SOCIAL INFRASTRUCTURE**

Chevron has been working closely with the Shire of Ashburton and State agencies to progress planning for the Ashburton North Strategic Industrial Area (ANSIA) and the Wheatstone project.

As part of this process, Chevron has undertaken extensive consultation with the local and wider community, the Shire, industry and state agencies to consider the impacts of the project. Findings are presented in the EIS/ERMP and planning documents.

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.

Should you have any queries in relation to the documentation lodged please do not hesitate to contact me (08) 9216 4211.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Graeme Harman', written over a white background.

**Graeme Harman**  
Manager Wheatstone External Affairs

Dist GHEY, DESN, CHPM, SSKL  
Doc ID WSO-0000-PUB-LET-CVX-SOA-00009



# 2011

## Onslow Social Infrastructure Investment



ATTACHMENT 13.06.36D



Shire of Ashburton Capital Project Scope  
**Onslow Social Infrastructure Investment Strategy**

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## Shire of Ashburton Capital Project Scope Onslow Social Infrastructure Investment Strategy

### Executive Summary

The Shire of Ashburton's Onslow Vision as described in the Onslow Town Site Strategy is:

*"That Onslow be a vibrant, sustainable and prosperous place for work, living and leisure – for both residents and visitors."*

The large scale LNG gas projects planned in the Ashburton North Strategic Industrial Area at Onslow represents a major economic development opportunity for Australia with benefits flowing through to all sectors of the economy. If all current major projects proceed to full commercial development within the timeframes proposed, the population of Onslow is anticipated to treble over the next 7 – 10 years.

A review of all relevant community consultation previously conducted within Onslow, an audit of existing social infrastructure, and the benchmarking of the levels of infrastructure provision against comparative communities of similar size and demographic, show that considerable investment is required in Onslow to support the anticipated development.

The Shire of Ashburton's key over all objectives are –

- Create a sustainable community – one that is self determining and not reliant on the resource sector for its future.
- Stimulate the economic development opportunities of the region and create a community that is so attractive that recruitment and retention of staff is easily achieved!
- Develop community infrastructure that ensures a healthy and happy community.



Shire of Ashburton Capital Project Scope  
**Onslow Social Infrastructure Investment Strategy**

**ONSLow RING ROAD COST ESTIMATE**

CAPITAL PROJECT JUSTIFICATION	COMMENT	TOTAL CAPITAL INVESTMENT
<b>Scope (in Words)</b>	Survey Design, Construct Onslow ring road. 41250 m road, 10m pavement, 7m carriageway, design speed 110km/hr, drainage design period 50 years. Includes noise attenuation safety rail and road furniture.	\$4.87 million
<b>Key Objectives</b>	<ol style="list-style-type: none"> <li>1. Provide flood free access to Onslow</li> <li>2. Provide noise attenuation between Onslow Salt and town</li> <li>3. Provide access to residential subdivision</li> <li>4. Provide more direct route to town centre</li> <li>5. Provide bypass of industrial areas</li> </ol>	
<b>Project Custodian</b>	Shire of Ashburton	
<b>Project Manager</b>	Executive Manager Engineering Shire of Ashburton Construction Manager	
<b>Timing</b>	Design - Q4 2011 Construction Q3 and Q4 2012	
<b>Funding Options</b>	Chevron BHP LandCorp SoA	
<b>Project Synergies</b>	<ul style="list-style-type: none"> <li>• Provides access for residential land subdivision</li> </ul>	
<b>Knowledge Gaps</b>	Design and E10 estimate	
<b>Key Importance to the Community</b>	<ul style="list-style-type: none"> <li>• Safety - flood free access</li> <li>• Improved amenity - noise attenuation</li> <li>• Economic – access to residential and commercial land</li> </ul>	



Shire of Ashburton Capital Project Scope  
**Onslow Social Infrastructure Investment Strategy**

**ONSLow AQUATIC AND RECREATIONAL CENTRE COST ESTIMATE**

CAPITAL PROJECT JUSTIFICATION	COMMENT	TOTAL CAPITAL INVESTMENT
<b>Scope (in Words)</b>	Survey, Design and construct the Onslow aquatic centre and associated infrastructure – 25 metre swimming pool and leisure pool, fun slide and water playground features; associated kiosk, plant rooms, ablutions, cafe and first aid room. It is also proposed to combine the Squash Courts and Onslow Youth Centre into the administration building development.	\$11.5M Aquatic Centre \$5.5M Squash Courts and Youth Centre. Total \$17 Million.
<b>Key Objectives</b>	<ol style="list-style-type: none"> <li>1. Provide increased recreational opportunity to the community.</li> <li>2. Provide reduction in chronic disease burden</li> <li>3. Increase social and educational outcomes in the community.</li> </ol>	
<b>Project Custodian</b>	Shire of Ashburton Executive Manager Western Operations	
<b>Project Manager</b>	Shire of Ashburton Project Coordinator – Western Operations	
<b>Timing</b>	Design Q4 2011 Construction commences Q3 2012	
<b>Funding Options</b>	Royalties' for Regions Chevron Department of Sport and Recreation Funding Rounds	
<b>Project Synergies</b>	<ul style="list-style-type: none"> <li>• Substantial economic development sustainability correlation from increasing public amenity and the increased recruitment and retention of community members (employees).</li> </ul>	
<b>Knowledge Gaps</b>	Water availability, Detailed Design	
<b>Key Importance to the Community</b>	<ul style="list-style-type: none"> <li>• Increased recreational, health, and social outcomes.</li> <li>• Pools have long been known to increase the health of communities' particularly remote indigenous communities.</li> <li>• The Youth and Sporting focus of the centre will also have huge positives in the areas of recruitment and retention of staff to the region.</li> </ul>	



Shire of Ashburton Capital Project Scope  
**Onslow Social Infrastructure Investment Strategy**

**SHIRE OF ASHBURTON CUSTOMER SERVICE CENTRE, VISITORS CENTRE, COUNCIL CHAMBERS AND LIBRARY**

CAPITAL PROJECT JUSTIFICATION	COMMENT	TOTAL CAPITAL INVESTMENT
Scope (in Words)	Design and Construction of – Offices, Meeting rooms, Council Chamber and Library. Shire of Ashburton Office in Onslow is currently an outreach office with no provision for service functions and administration tasks to be adequately performed. It is intended to ensure the new facility has the ability to cope with the increase in service delivery and functions to be performed with the proposed resource development.	\$5.6 M includes site development and excludes site charges
Key Objectives	<ol style="list-style-type: none"> <li>To be able to meet the need of the Onslow Community and deliver services effectively.</li> <li>Provide for good governance and Local Government outcomes.</li> </ol>	
Project Custodian	Shire of Ashburton Executive Manager Western Operations	
Project Manager	To be appointed	
Timing	2014 onwards	
Funding Options	Chevron Regional Grant Funding Lotteries (dependent on level of community function) Shire of Ashburton	
Project Synergies	<ul style="list-style-type: none"> <li>Development and construction costs could be lessened significantly if coordinated to occur during peak residential construction.</li> <li>Economic development sustainability opportunity to continue to enhance Onslow's tourism opportunities,</li> </ul>	
Knowledge Gaps	Full design and scope hasn't been completed. Definitive costings, price has been allocated on a cost per m2, based on recent development in Onslow.	
Key Importance to the Community	<ul style="list-style-type: none"> <li>Local service provision</li> <li>Good governance, maintenance and management of facilities.</li> </ul>	



Shire of Ashburton Capital Project Scope  
**Onslow Social Infrastructure Investment Strategy**

**OLD ONSLOW CONSERVATION AND TOURISM DEVELOPMENT**

CAPITAL PROJECT JUSTIFICATION	COMMENT	TOTAL CAPITAL INVESTMENT
<b>Scope (in Words)</b>	Review and update Old Onslow Conservation Plan, Scope and develop improved signage and directional aides, Conserve and develop tourism products (Including the conservation of the old Courthouse and residence).	Conservation Plan \$200,00.00 Signage Project \$55,000.00 Conservation Initiatives, development of Tourism precinct \$9.5M. Total -\$9.755,000.00
<b>Key Objectives</b>	<ul style="list-style-type: none"> <li>• To ensure the ongoing conservation of the Old Onslow Historical precinct.</li> <li>• Preservation of significant European heritage.</li> <li>• Continue to enhance Onslow's culture and sense of place.</li> <li>• To enhance the tourism opportunities and local economic business stimulus opportunities.</li> </ul>	
<b>Project Custodian</b>	Shire of Ashburton	
<b>Project Manager</b>	Executive Manager Western Operations	
<b>Timing</b>	To be appointed	
<b>Funding Options</b>	Conservation Plan review and signage project – Q2 2012 Chevron Royalties' for Regions Heritage grant funding opportunities <i>***Previous funding attempts (Heritage grants both Federal and State haven't been successful, perhaps with funds allocation increased leverage could be achieved.</i>	
<b>Project Synergies</b>	<ul style="list-style-type: none"> <li>• Economic development sustainability opportunity to continue to enhance Onslow's tourism opportunities</li> <li>• Support the key outcomes of the Western Australian Heritage Council and Burra Charter.</li> </ul>	
<b>Knowledge Gaps</b>	Definitive costings, outcomes of the conservation plan.	
<b>Key Importance to the Community</b>	<ul style="list-style-type: none"> <li>• Old Onslow is very important to the Onslow community.</li> <li>• Ongoing conservation initiatives will have positive outcomes and support the maintenance of the community's identity in the face of the proposed resource development.</li> </ul>	



Shire of Ashburton Capital Project Scope  
**Onslow Social Infrastructure Investment Strategy**

**4 MILE CREEK PICNIC AREA AND PLAYGROUND**

CAPITAL PROJECT JUSTIFICATION	COMMENT	TOTAL CAPITAL INVESTMENT
Scope (in Words)	Design and construct – recreational Playground and Amenity at 4 Mile Creek. <ul style="list-style-type: none"> <li>• BBQ Area</li> <li>• Shelters and seating</li> <li>• Playground</li> <li>• Lighting and bollard placement</li> <li>• Interpretive Signage</li> <li>• Car parking and road way delineation</li> <li>• Eco toilet</li> </ul>	\$245,000.
Key Objectives	<ol style="list-style-type: none"> <li>1. Enhance the recreational potential of the 4 Mile Creek site</li> <li>2. Provide increased recreational facilities</li> <li>3. Inform the community of the environmental considerations of the area.</li> </ol>	
Project Custodian	Shire of Ashburton Executive Manager Western Operations	
Project Manager	Project Coordinator Western Operations	
Timing	Q4 2011	
Funding Options	Regional Grants Shire of Ashburton Chevron	
Project Synergies	<ul style="list-style-type: none"> <li>• Economic development sustainability opportunity to continue to enhance Onslow’s tourism opportunities,</li> </ul>	
Knowledge Gaps	Nil	
Key Importance to the Community	<ul style="list-style-type: none"> <li>• Increased recreational, health, and social outcomes.</li> <li>• Substantial economic development sustainability correlation from increasing public amenity and the increased recruitment and retention of community members (employees).</li> </ul>	





Shire of Ashburton Capital Project Scope  
**Onslow Social Infrastructure Investment Strategy**

**PEEDAMULLA ROAD UPGRADE COST ESTIMATE**

CAPITAL PROJECT JUSTIFICATION	COMMENT	TOTAL CAPITAL INVESTMENT
<b>Scope (in Words)</b>	Survey, Design, Construct Peedamulla Road. 59km road, 10m pavement, 7m carriageway, design speed 110km/hr, drainage design period 50 years. Includes road furniture and Cain River crossing.	\$41.875 million
<b>Key Objectives</b>	Provide improved transport between Onslow and Karratha	
<b>Project Custodian</b>	Shire of Ashburton Executive Manager Engineering	
<b>Project Manager</b>	Shire of Ashburton Construction Manager	
<b>Timing</b>	Design - Q2 2012 Construction 2012/2013	
<b>Funding Options</b>	Chevron SoA State Govt Federal Govt	
<b>Project Synergies</b>	<ul style="list-style-type: none"> <li>• Access to Cain River Borefields Road</li> <li>• Increase access to MESA A and Cape Preston</li> </ul>	
<b>Knowledge Gaps</b>	Detailed Design and E10 estimate	
<b>Key Importance to the Community</b>	<ul style="list-style-type: none"> <li>• Improved travel safety</li> <li>• Lower cost of travel (50km shorter route)</li> <li>• Improved access to medical and commercial facilities</li> <li>• Improved Tourism outcomes – Supports State Govt tourism initiatives – eg – Warlu Way. <i>(Economic Diversification)</i></li> </ul>	



**Shire of Ashburton Capital Project Scope  
Onslow Social Infrastructure Investment Strategy**

**ONSLow SPORTS CLUB UPGRADE**

CAPITAL PROJECT JUSTIFICATION	COMMENT	TOTAL CAPITAL INVESTMENT
Scope (in Words)	Rebuild the Onslow Sports Club – Main club house, recreational area, change rooms and ablutions, kitchen and catering area, dining hall and outdoor amenity.	\$3M includes site development and excludes head charges
Key Objectives	<ol style="list-style-type: none"> <li>1. Provide a meeting place and club house for sporting groups in Onslow.</li> <li>2. Provide increased recreational amenity and function centre.</li> </ol>	
Project Custodian	Shire of Ashburton and Onslow Sports Club PTY LTD	
Project Manager	To be appointed	
Timing	2014 onwards	
Funding Options	Royalties' for Regions Chevron Shire of Ashburton Regional Grant funding	
Project Synergies	Development and construction costs could be lessened significantly if coordinated to occur during peak residential construction.	
Knowledge Gaps	Definitive costings, price has been allocated on a cost per m2, based on recent development in Onslow.	
Key Importance to the Community	<ul style="list-style-type: none"> <li>• Sport is emerging in Onslow – increased population will provide for further sporting opportunities.</li> <li>• Substantial economic development sustainability correlation from increasing public amenity and the increased recruitment and retention of community members (employees).</li> </ul>	



**Shire of Ashburton Capital Project Scope  
Onslow Social Infrastructure Investment Strategy**

**AGED CARE FACILITIES**

CAPITAL PROJECT JUSTIFICATION	COMMENT	TOTAL CAPITAL INVESTMENT
Scope (in Words)	Develop an aged care precinct that incorporates an aging in place philosophy. 15 x Aged Villas and associated care takers quarters and activity room that support aged residents to have accommodation options in Onslow and remain in their community close to their history and families.	\$6.2M – includes site development and excludes head charges.
Key Objectives	<ol style="list-style-type: none"> <li>1. Provide appropriate housing alternatives to the Aged in Onslow</li> <li>2. Support the Aged to stay in Onslow and their home for as long as possible – benefiting the individual and the community fabric of the Onslow Community.</li> </ol>	
Project Custodian	Shire of Ashburton Executive Manager Western Operations	
Project Manager	Not appointed to date	
Timing	To coincide with peak residential development in Onslow – to decrease costs	
Funding Options	Chevron, State Government, Indigenous Groups, Shire of Ashburton	
Project Synergies	Development and construction costs could be lessened significantly if coordinated to occur during peak residential construction.	
Knowledge Gaps	Definitive costings, price has been allocated on a cost per m2, based on recent development in Onslow.	
Key Importance to the Community	<ul style="list-style-type: none"> <li>• High priority to community to be able to provide for elders to age in the community.</li> <li>• Social outcomes increased when extended family is catered for in a community.</li> <li>• Increases sense of community to have Aged living in community.</li> </ul>	



Shire of Ashburton Capital Project Scope  
**Onslow Social Infrastructure Investment Strategy**

**TOWN MASTER PLAN AND IMPROVEMENTS**

CAPITAL PROJECT JUSTIFICATION	COMMENT	TOTAL CAPITAL INVESTMENT
Scope (in Words)	Onslow Town centre revitalisation project. Complete plan and community consultation in relation to Foreshore development and town centre revitalisation project. <ul style="list-style-type: none"> <li>Construction of the Onslow Town Centre revitalisation Project.</li> </ul>	\$25Million
Key Objectives	<ul style="list-style-type: none"> <li>To create a modern, vibrant and attractive focus for the community</li> <li>Landmark developments to signal entrance to town and community centre</li> <li>Increase the connectivity to the main centre</li> <li>Provide increased parking and access to commercial precinct and business.</li> </ul>	
Project Custodian	Shire of Ashburton Executive Manager Western Operations	
Project Manager	Project Coordinator – Western Operations	
Timing	Design has commenced and Construction is planned for Q2 2012	
Funding Options	Chevron Regional Funding Grants State Government	
Project Synergies	<ul style="list-style-type: none"> <li>Development and construction costs could be lessened significantly if coordinated to occur during peak residential construction.</li> <li>Economic development sustainability opportunity to continue to enhance Onslow's tourism opportunities</li> </ul>	
Knowledge Gaps	Design isn't complete, therefore unable to complete definitive cost estimate.	
Key Importance to the Community	<ul style="list-style-type: none"> <li>Increased sense of Community</li> <li>Substantial economic development sustainability correlation from increasing public amenity and the increased recruitment and retention of community members (employees).</li> </ul>	



Shire of Ashburton Capital Project Scope  
**Onslow Social Infrastructure Investment Strategy**

**PILBARA UNDERGROUND POWER CONTRIBUTION AND STREET LIGHTING CONTRIBUTION**

CAPITAL PROJECT JUSTIFICATION	COMMENT	TOTAL CAPITAL INVESTMENT
Scope (in Words)	Street Lighting and Residential financial contribution to the Pilbara Underground Power Project.	\$3.75Million
Key Objectives	<ol style="list-style-type: none"> <li>Increase public safety and enhance sustainability in Cyclone and storm situations.</li> <li>Increased reliability and decreased maintenance cost to end user.</li> <li>Enhance the amenity of the Onslow Community</li> </ol>	
Project Custodian	Horizon Power –Pilbara Underground Power Project	
Project Manager	Shire of Ashburton - Project Coordinator Western Operations	
Timing	Design and Survey Imminent – Installation proposed by Horizon Power for Q2 2012.	
Funding Options	Chevron	
Project Synergies	<ul style="list-style-type: none"> <li>Underground power is generally a feature of a modern community; This exciting project is a step forward in the revitalisation of the Onslow community.</li> <li>Upgrade of street lighting will be able to create uniformity with new hosing subdivisions.</li> </ul>	
Knowledge Gaps	Complete final costing	
Key Importance to the Community	<ol style="list-style-type: none"> <li>Increase public safety and enhance sustainability in Cyclone and storm situations.</li> <li>Increased reliability and decreased maintenance cost to end user.</li> <li>Enhance the amenity of the Onslow Community</li> </ol>	

End of Report \_\_\_\_\_

## SCHEDULE 1 – AGENCY RESPONSE TO REFERRAL OF DRAFT AMENDMENT No. 10 AND DRAFT ANSIA STRUCTURE PLAN

### Overall comment with respect to submissions received.

As Council will recall, at the 15 December 2010 meeting considered a report (Agenda item 13.12.74) in relation to a proposed amendment (Amendment No. 10) to the Shire's Local Planning Scheme No 7 ('Scheme') and associated planning matters.

The Shire referred draft Amendment No. 10 and draft ANSIA Structure Plan to Agencies/Stakeholders on 22 December 2010. The various stakeholders involved in progressing the draft Amendment No.10 and draft ANSIA Structure Plan including the Shire, Chevron and relevant State Agencies, have actively endeavoured to address the matters identified by Council.

Steering group meetings have been convened by the DSD along with meetings with Chevron senior management and individual stakeholders, particularly State Agencies. As a result of this activity, several of the more significant matters identified by Council in its resolution of 15 December 2010, have now been met.

However, in some instances the response for Agencies from the initial referral of documentation in December 2010 has not been formally updated based on the results of stakeholder meetings. A copy of each submission has been provided to Chevron who has responded to the various concerns raised. The Shire has been advised by DSD and Chevron that the State has negotiated the controlled use of the eastern MUAIC to ensure that there is limited opportunity for offsite impacts on Onslow Salt. The details below outline the nature of this use:

- The Dampier Port Authority will site a security gate across the eastern infrastructure corridor in the vicinity of the southern boundary of the Chevron Wheatstone Plant site to ensure only authorised users access the Ashburton North Port.
- The security gate will be manned by the Dampier Port Authority or its contractors.

- The eastern infrastructure corridor from the security gate north to the start of the CUCA will be vested in the Dampier Port Authority. This acknowledges that the Dampier Port Authority will administer this section of the eastern infrastructure corridor.
- All users of the Ashburton North Port will be required to complete an online Dampier Port Authority induction training package prior to using the section of the eastern infrastructure corridor administered by the Dampier Port Authority. As part of the induction package there will be a module specifically highlighting Onslow Salt Pty. Ltd.'s sensitivity of certain chemicals being transported and used within this section of the eastern infrastructure corridor.
- Dampier Port Authority will ensure all users of the Port are inducted or escorted on site; however DPA will not accept any liability for port user's activities or actions that may impact on the operations of Onslow Salt Pty. Ltd.
- Dampier Port Authority will ensure that a sign is erected at the security gate highlighting the sensitivity of certain chemicals being transported and used within that section of the eastern infrastructure corridor.
- Large users of the Ashburton North Port (those that have a lease within Stage 1 of the Ashburton North Strategic Industrial Area and are required to enter into a State Development Agreement) will execute the Multi-User Access Road and Infrastructure Corridor User Indemnity Deed. This Deed may be added as a condition precedent for the granting of a lease, and will be administered by Landcorp/DPA(tba) within the process of issuing a lease.

With these conditions in place, the State considers the eastern MUAIC to have unencumbered access.

However, with respect to formal advice from the respective Agencies, the Shire has not formally received a written update or modified submissions.

Accordingly, the submissions referred to in this Schedule are those received in writing by the Shire.

**SCHEDULE 1 – AGENCY RESPONSE TO REFERRAL OF DRAFT AMENDMENT No. 10 AND DRAFT ANSIA STRUCTURE PLAN**

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
1	Environmental Protection Authority	<p>After consideration of the information provided by you, the Environmental Protection Authority (EPA) considers that the proposed scheme amendment should not be assessed under Part IV Division 3 of the <i>Environmental Protection Act 1986</i> (EP Act) but nevertheless provides the following advice and recommendations.</p> <p>ADVICE AND RECOMMENDATIONS Assessment of Environmental Issues through the Wheatstone Proposal (EPA Assessment No. 1754)</p> <p>Given that the EPA is currently formally assessing the Wheatstone Proposal as an Environmental Review and Management Programme (ERMP), the EPA expects all environmental issues will be dealt with through that assessment and for any final planning approvals to await completion of the assessment and to be consistent with the outcomes of the assessment. The Wheatstone proposal is for gas processing, export facilities, and supporting infrastructure located at the proposed Ashburton North Strategic Industrial Area located 10 km south-west of Onslow.</p>	<p>The comment from the EPA with respect to Section 41 of the EP Act limiting decision-making authorities decisions until the EPA's assessment of the proposal and the Minister for the Environment's decision making is complete, is noted.</p> <p>However, Section 41 of the EP Act would not prevent the advertising of draft Amendment No. 10 and draft ANSIA Structure Plan. However, it would prevent the finalization of the Amendment by the Minister for Planning as the Minister for the Environment's must first determine the environmental assessment. It is possible that an outcome of the environmental assessment could be specific environmental/planning conditions that are referred to in the final Amendment.</p>	No Modification to either draft Amendment No. 10 or draft ANSIA Structure Plan.



<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>The land-based facilities of that proposal cover the areas which are the subject of this proposed scheme amendment.</p> <p>Therefore the environmental impacts on the amendment area will be considered through the EPA's assessment of the Wheatstone proposal and addressed through any environmental approvals following from that assessment. Under the Section 41 of EP Act, decision-making authorities are not to make any decision that would allow the proposal to be implemented until the EPA's assessment of the proposal and the Minister for the Environment's decision making is complete. In this case, this means that the amendment should not be finalised until the assessment of the Wheatstone proposal is complete.</p> <p>So while the amendment may proceed through the proper planning processes (including advertisement and public comment), it is expected that the Western Australian Planning Commission will not finalise the amendment until the assessment of the Wheatstone proposal is complete. Before the amendment is finalised it should be checked for possible inconsistencies with the outcomes of the EPA's assessment of the Wheatstone proposal and changes made to remove any inconsistencies.</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>During Environmental Impact Assessment, changes to the details of the proposal are sometimes made in order to address particular environmental issues. It would be worthwhile to conduct a final check at the conclusion of the EPA's assessment to ensure that any planning and environmental approvals are consistent.</p> <p>GENERAL ADVICE</p> <ul style="list-style-type: none"> <li>• For the purposes of Part IV of the EP Act, the scheme amendment is defined as an assessed scheme amendment. In relation to the implementation of the scheme amendment, please note the requirements of Part IV Division 4 of the EP Act.</li> <li>• There is no appeal right in respect of the EPA's decision on the level of assessment of scheme amendments.</li> <li>• A copy of this advice will be sent to relevant authorities and made available to the public on request.</li> </ul>		
3	Department of Health WA	Considering that reticulated sewerage and water would be required for the developments, the Department of Health has no objection to the proposals as developments would comply with the draft Country Sewerage Policy.	Noted	No Modification to either draft Amendment No. 10 or draft ANSIA Structure Plan.

No.	Agency	Agency Comment	Shire Response	Recommended Action
4	Main Roads WA	<p>I refer to your letter of 22 December 2010 seeking Main Roads comment on the Shire of Ashburton TPS No 7 - Draft Scheme Amendment No 10 and accompanying Ashburton North Strategic Industrial Area (ANSIA) Structure Plan. The following comments are provided your consideration in respect to Main Roads interests and previous comments in our letter to the Shire of 25 October 2010</p> <p><u>Structure Plan Report</u></p> <p>There is still uncertainty about whether the proposed eastern Infrastructure Corridor will be adopted as the primary transport access to the port and CUCA. The Structure Plan should be <i>reviewed</i> in light of the following comments. Main Roads has previously indicated that the ANSIA Structure Plan should include planning for a high standard, direct and continuous access road to provide safe and efficient access to the port.</p> <p>The alignment for the proposed eastern corridor, shown in the Structure Plan, Figure 8, would achieve this objective and should be highlighted with a red line as primary access road. <i>However</i>, the indications are that the use of the section of the road corridor through the Wheatstone site is likely to be constrained by Onslow Salt, which is unacceptable to Main Roads.</p>	<p>The comments from MRWA (dated 7 January 2011) are noted. The Shire has not received any further correspondence from MRWA updating its position. However, discussions with DSD officers indicate that significant progress has been made with respect to the concerns raised by MRWA. Although the Shire is reliant upon the written advice, it is possible that many of the matters raised have been resolved.</p> <p>Accordingly, it is appropriate that Chevron be advised to respond to the matters raised in both the draft Amendment No. 10 and draft ANSIA Structure Plan.</p>	<p>Modification to draft Amendment No. 10 and draft ANSIA Structure Plan as follows:</p> <ol style="list-style-type: none"> <li>1. A statement for both documents that explains that the MUAIC within the Wheatstone site will be available for authorised users. Users of the portion of the eastern MUAIC through the Wheatstone project site will enter a Deed in favour of Onslow Salt (OS). The Deed is an indemnity that protects OS. DPA will administer each Deed and also physically manage this section of the MUAIC thereby allowing authorised users to access the port.</li> <li>2. Connection shown between eastern and western corridor (between the Wheatstone &amp; Scarborough Sites to be identified as an indicative secondary link access road.</li> </ol> <p>Modification to draft ANSIA Structure Plan as follows:</p> <ol style="list-style-type: none"> <li>3. Address MRWA comment:  <i>“More recent preliminary design investigations for the ANSIA road access corridor has identified that additional land will be required on the inside of the sharp angled bend of the corridor to achieve the required road design standards”.</i></li> </ol>

No.	Agency	Agency Comment	Shire Response	Recommended Action
		<p>If the negotiations between with the Department of State Development and Onslow Salt are unsuccessful then an alternative, direct access corridor will be required to achieve the long term road corridor objectives for the ANSIA.</p> <p>The primary road link proposed between the east and west corridor, shown in Figure 8, and in the Staging (Section 6.7), would not achieve the transport corridor objectives for major port access. Main Roads previously suggested showing an indicative alignment, notated with "alternative primary access road, subject to further investigation", for a more direct connection between the east and west access corridors. The indicative alignment option would impact marginally on proposed industrial land. An efficient transport corridor is vital for the future operation of the ANSIA and port.</p> <p>If this approach is not adopted in the Structure Plan it will be difficult to inform proponents of possible planning options and achieve an acceptable outcome for the access corridor Main Roads view is that the proposed eastern corridor should not be reduced from 300 metre to 200 metre wide through the Wheatstone area because it may impact on the ability to contain all services within this reduced area.</p>		<p><i>The Structure Plan should recognise that the width of the access corridor at this location is subject to further review and will require some additional land”;</i></p> <p>4. Address MRWA comment :  <i>“The Social Impact Statement at Appendix B indicates in Section 2.6.1 that it is possible that some roads will need to be upgraded. The report should be revised to reflect that roads such as Onslow Road will require upgrading. In Section 3.4, Onslow Road will be upgraded to a 9 metre seal on 11 metre formation”. (the Statement to acknowledge the responsibilities of Chevron for such upgrades);</i></p> <p>5. Address MRWA comment:  <i>“The traffic assessment in Appendix E is based on the future operational requirements for the ANSIA and excludes provision for port traffic due to unknowns. The assessment should be revisited when there is a clearer understanding of future port operations”;</i></p> <p>6. Address MRWA comment:  <i>“Road access is a critical component for the construction and operation of the new port and strategic industrial area and will require upgrading of the existing Onslow Road to an acceptable standard</i></p>

No.	Agency	Agency Comment	Shire Response	Recommended Action
		<p>Retaining a 300 metre wide corridor will retain maximum planning flexibility.</p> <p>More recent preliminary design investigations for the ANSIA road access corridor has identified that additional land will be required on the inside of the sharp angled bend of the corridor to achieve the required road design standards. The Structure Plan should recognise that the width of the access corridor at this location is subject to further review and will require some additional land. Section 6.3.6.5 of the report indicates that general service utilities will be included with roads under Main Roads control.</p> <p>Main Roads understands that general service utilities will be located in a separate dedicated reserve outside the proposed 80m road reserve and be the responsibility of others.</p> <p>The Social Impact Statement at Appendix B indicates in Section 2.6.1 that it is possible that some roads will need to be upgraded. The report should be revised to reflect that roads such as Onslow Road will require upgrading. In Section 3.4, Onslow Road will be upgraded to a 9 metre seal on 11 metre formation.</p>		<p><i>from North West Coastal Highway to the proposed access road to the Ashburton North site to accommodate the expected increase in traffic demand including large freight vehicles”; and</i></p> <p>7. Address MRWA comment:  <i>“A lead time of around two to three years is usually required to undertake all the project development, preconstruction activities, environmental and heritage clearances, material sources and construction. A preliminary cost estimate to upgrade Onslow Road to the required standard is between \$80M to \$100M. The Development Contribution Plan in Appendix G is very preliminary and provides no certainty on how the required road infrastructure upgrade requirements, including Onslow Road, will be dealt with”;</i></p> <p>or other alternate arrangements and wording to the requirements of the MRWA and the Shire of Ashburton.</p>

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>The traffic assessment in Appendix E is based on the future operational requirements for the ANSIA and excludes provision for port traffic due to unknowns. The assessment should be revisited when there is a clearer understanding of future port operations.</p> <p>Construction traffic is expected to have a significant impact on the road network, particularly Onslow Road from North West Coastal Highway to the ANSIA intersection and the Infrastructure Access Corridor. The report recognises that assessment of construction traffic is required as part of the Development Plans for the respective proponents.</p> <p>Road access is a critical component for the construction and operation of the new port and strategic industrial area and will require upgrading of the existing Onslow Road to an acceptable standard from North West Coastal Highway to the proposed access road to the Ashburton North site to accommodate the expected increase in traffic demand including large freight vehicles.</p> <p>A lead time of around two to three years is usually required to undertake all the project development, preconstruction activities, environmental and heritage clearances, material sources and construction.</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>A preliminary cost estimate to upgrade Onslow Road to the required standard is between \$80M to \$100M. The Development Contribution Plan in Appendix G is very preliminary and provides no certainty on how the required road infrastructure upgrade requirements, including Onslow Road, will be dealt with.</p> <p>I understand that the Development Agreement to be drafted for the Ashburton North Strategic Industrial Area Project by the Department of State Development will identify and agree the responsibilities and funding arrangements between the proponent(s) and the State, including roads.</p> <p>However, there is uncertainty as to the source and timing of infrastructure funding requirements. The required works cannot be funded from the existing Main Roads budget. Resolution of this issue is critical if Main Roads is to deliver the road upgrades to meet proponent construction timelines.</p> <p><u>Local Planning Scheme Report</u></p> <p>Main Roads supports the proposed Local Planning Scheme Amendment No 10 in principle. However, the Scheme Amendment Report makes reference to the multi-user access and infrastructure corridor, in Section 6.2.</p>		

No.	Agency	Agency Comment	Shire Response	Recommended Action
		<p>The Structure Plan should be reviewed in light of the Main Roads comments.</p> <p>With regards to the additional land required on the inside of the sharp angled bend of the infrastructure corridor to achieve the required road design standards, Landcorp has suggested that this issue be dealt with through other processes</p>		
5	Department of Water	<p>Thank you for your letter dated 22 December 2010 requesting comment on the above draft scheme amendment and accompanying <i>Ashburton North Strategic Industrial Area Structure Plan (December 2010)</i>.</p> <p>The Department of Water has assessed the above documents and has no objection to the proposed amendment. Please note that an approved <i>District Water Management Strategy</i> exists for the <i>Ashburton North Strategic Industrial Area</i> and has been considered during assessment.</p> <p>The structure plan currently proposes that each proponent be responsible for sourcing and maintaining their own water supply systems for both potable and industry purposes. The department would prefer that a collaborative approach is taken to water supply and infrastructure in the future.</p>	Noted	<p>No Modification to draft Amendment No. 10.</p> <p>Modification to the draft ANSIA Structure Plan that addresses a collaborative approach is taken to water supply and infrastructure in the future to the requirements of the DoW and the Shire of Ashburton.</p>



<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
6	Dampier Port Authority	<p>Thank you for the opportunity to comment on the draft Ashburton North Strategic Industrial Area (ANSI A) Structure Plan and the draft Local Planning Scheme No, 7 Amendment No. 10 (collectively referred herein as the "Draft Documentation"). The Dampier Port Authority (DPA)'s comments should be read in conjunction with comments previously provided on 22/10/2010 and 29/11/2010.</p> <p>The DPA wishes to advise that unfortunately it does not support the Draft Documentation in its current state because Chevron has failed 'to address a number of the key issues previously raised, namely:</p> <ul style="list-style-type: none"> <li>• whilst the Onslow Salt land surrender remains unresolved, Chevron should present a structure plan which provides for an alternate unrestricted access route to the Common Use Coastal Area (CUCA), Furthermore, the wording as is stands, still implies that an agreement has been reached between all the parties;</li> <li>• the proposed east-west alternative road is not supported, as there is no evidence to suggest that the road will be fit-for-purpose; nor has Chevron demonstrated that the road will not impact on the development of the second LNG site;</li> </ul>	<p>The comments from the DPA (dated 25 January 2011) are noted. The Shire has not received any further correspondence from the DPA updating its position. However, discussions with DPA and DSD officers indicate that significant progress has been made with respect to the concerns raised by DPA. Although the Shire is reliant upon the written advice, it is possible that many of the matters raised have been resolved.</p> <p>Accordingly, it is appropriate that Chevron be advised to respond to the matters raised in both the draft Amendment No. 10 and draft ANSIA Structure Plan.</p>	<p>Modification to draft Amendment No. 10 and draft ANSIA Structure Plan as follows:</p> <ol style="list-style-type: none"> <li>1. A statement for both documents that explains that the MUAIC within the Wheatstone site will be available for authorised users. Users of the portion of the eastern MUAIC through the Wheatstone project site will enter a Deed in favour of Onslow Salt (OS). The Deed is an indemnity that protects OS. DPA will administer each Deed and also physically manage this section of the MUAIC thereby allowing authorised users to access the port;</li> </ol> <p>or other alternate arrangements and wording to the requirements of the DPA and the Shire of Ashburton.</p> <p>Modification to draft ANSIA Structure Plan as follows:</p> <ol style="list-style-type: none"> <li>2. Address DPA comments: <ul style="list-style-type: none"> <li>• An alternate unrestricted access arrangements to the Common Use Coastal Area (CUCA);</li> <li>• the need for the proposed east-west alternative road and demonstrating that any such road will not impact on the development of the second LNG site;</li> </ul> </li> </ol>

No.	Agency	Agency Comment	Shire Response	Recommended Action
		<ul style="list-style-type: none"> <li>• the eastern access corridor though the Wheatstone Project area should remain at 300 meters, until design and engineering for the infrastructure corridors have been finalised; and</li> <li>• the DPA will not approve the Domestic Gas Plant location in the CUCA.</li> </ul> <p>It should be noted that despite DPA's previous comments, Chevron has failed to address the key issues previously raised.</p>		<ul style="list-style-type: none"> <li>• the eastern access corridor to remain at 300 metres, until design and engineering for the infrastructure corridors have been finalised; and</li> <li>• proposed Domestic Gas Plant location to be outside the CUCA;</li> </ul> <p>or other alternate arrangements and wording to the requirements of the DPA and the Shire of Ashburton.</p>
7	LandCorp	<p><b>LandCorp Letter dated 25 January 2011</b></p> <p>I refer to your letter of 22 December 2010 seeking LandCorp comment on the Shire of Ashburton TPS No 7 - Draft Scheme Amendment No 10 and accompanying Ashburton North Strategic Industrial Area (ANSIA) Draft Structure Plan. The following comments are provided for your consideration in respect to LandCorp's interests and previous comments in our letter to the Shire of 21 October 2010.</p> <p>There are a number of areas which LandCorp would like to highlight that require some additional work or change in order to effectively plan for the construction and operation of the ANSIA. General areas of concern have been identified below:</p>	<p>The comments from LandCorp (dated 25 January 2011) are noted. The Shire has received further correspondence from the LandCorp but it does update its position as expressed in its 25 January 2011 correspondence. However, discussions with DSD officers indicate that significant progress has been made with respect to the concerns raised by LandCorp. Although the Shire is reliant upon the written advice, it is possible that many of the matters raised have been resolved.</p> <p>Accordingly, it is appropriate that Chevron be advised to respond to the matters raised in both the draft Amendment No. 10 and draft ANSIA Structure Plan.</p>	<p><b>LandCorp Letter dated 25 January 2011</b></p> <p>Modification to draft Amendment No. 10 and draft ANSIA Structure Plan as follows</p> <ol style="list-style-type: none"> <li>1. A statement for both documents that explains that the MUAIC within the Wheatstone site will be available for authorised users. Users of the portion of the eastern MUAIC through the Wheatstone project site will enter a Deed in favour of Onslow Salt (OS). The Deed is an indemnity that protects OS. DPA will administer each Deed and also physically manage this section of the MUAIC thereby allowing authorised users to access the port; and</li> </ol>

No.	Agency	Agency Comment	Shire Response	Recommended Action
		<ul style="list-style-type: none"> <li>• Multi-user Access and Infrastructure Corridor:               <ol style="list-style-type: none"> <li>a. Location of eastern corridor through Chevron plant site is encumbered by restrictions applied in the agreement between Chevron and Onslow Salt. This is unacceptable for the operation of the ANSIA and Port.</li> <li>b. The connection shown between eastern and western corridor (between the Wheatstone &amp; Scarborough Sites) is indicative only. This alignment is subject to further investigation and approvals and has significant impacts on the net developable area of the proposed Scarborough Site (2nd LNG Site), which are not fully understood. LandCorp is progressing technical investigations to clarify the optimum alignment for a connection between the east and west corridors. This information is scheduled to be available by March 2011.</li> <li>c. As unencumbered access has not been achieved to date. An agreement needs to be reached between Chevron and the State detailing how unencumbered access to the Port will be met including the allocation of cost to construct the access.</li> </ol> </li> </ul>	<p><i>LandCorp Letter dated 25 May 2011</i>  <i>TPG (Planning Consultants) on behalf of LandCorp Letter dated 27 May 2011</i></p> <p>The modifications to draft ANSIA Structure Plan sought from LandCorp for:</p> <ul style="list-style-type: none"> <li>• the temporary construction camp area previously located south of the Chevron construction camp area;</li> <li>• Truncation area at the main bend of the Multi User Access Corridor; AND</li> <li>• General Industry Area within the ANSIA;</li> </ul> <p>are noted and supported.</p> <p>It is appropriate that these modifications are included within the advertised draft ANSIA Structure Plan. The modifications (if approved) will still result in a specific rezoning and subsequent Development Plan.</p>	<p>2. Connection shown between eastern and western corridor (between the Wheatstone &amp; Scarborough Sites) to be identified as an indicative secondary link access road;</p> <p>or other alternate arrangements and wording to the requirements of LandCorp and the Shire of Ashburton.</p> <p>Modification to draft ANSIA Structure Plan as follows:</p> <p>3. Address LandCorp comments:</p> <ul style="list-style-type: none"> <li>• Although the Structure Plan should not have the role as to the defining a "...management regime for use of the camp by others on reasonable commercial terms.", (this is a responsibility of the State Leasing agency) the Structure Plan shall clearly define whether the construction workers camp will be made available to other future industries establishing in the estate;</li> <li>• The apparent piecemeal approach to servicing shall be addressed in the Structure Plan so as to identify opportunities to integrate servicing of the ANSIA;</li> </ul>

No.	Agency	Agency Comment	Shire Response	Recommended Action
		<ul style="list-style-type: none"> <li>• Transient Workforce Accommodation: The Construction Workers Camp should be made available to other future industries establishing in the estate to maximise the use of infrastructure and minimise the environmental footprint associated with multiple construction camps. The Structure Plan should identify a management regime for use of the camp by others on reasonable commercial terms. Refer to specific comments later in this letter.</li> <li>• Servicing: The Structure plan should identify opportunities to integrate servicing of the ANSIA. Landcorp and DSD are working with Horizon Power and Water Corporation to identify potential sources for power and water services for distribution within. The ANSIA and townsite. The proposed piecemeal approach will amplify environmental impacts and is not considered to be sustainable practice.</li> <li>• Hooley Creek: The need to maintain access to Hooleys Creek or identify a suitable alternative was outlined in Am 9. The Structure Plan remains 'silent' on this issue. In the first instance, a process outlining how to identify an appropriate alternative needs to be formulated.</li> </ul>		<ul style="list-style-type: none"> <li>• Clarification on telecommunication capacity and the need for additional infrastructure;</li> <li>• The need to maintain access to Hooleys Creek or identify a suitable alternative; and</li> <li>• The specific dot point comments as provided by LandCorp;</li> </ul> <p>or other alternate arrangements and wording to the requirements of LandCorp and the Shire of Ashburton.</p> <p><b>LandCorp Letter dated 25 January 2011</b></p> <p><b>TPG (Planning Consultants) on behalf of LandCorp Letter dated 27 May 2011</b></p> <p>Modification to draft ANSIA Structure Plan as provided for in Attachments 3-11 or other alternate arrangements to the requirements and wording of the LandCorp and the Shire of Ashburton.</p>

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>Specific comments on sections of the Draft Structure Plan are as follows: 3.2.3.2: Transient Workforce Accommodation - It is recommended that the first paragraph be amended to acknowledge that TWA quality and interface issues can be addressed via appropriate planning which is achievable under the current timeframes.</p> <p>4.2.5: Existing Onslow SIA - End of first paragraph should reference Figure 4, not Figure 2. Figure 6: Amend second bottom legend (left hand side) by clarifying reference to noise. Refer to attached email exchange between LandCorp and DEC confirming that informal camping areas are not classified as sensitive receptors. This information was provided to Chevron and TBB. Chevron and TBB should confirm if similar provisions are applicable to risk and air buffers.</p> <p>5.1.3: Mangroves – LandCorp supports the foundation proponent establishing the mangrove monitoring program. As mangrove impacts occur along the coastline either within or adjoining the Common User Coastal Area, LandCorp recommends that DPA would be the best entity to manage the ongoing monitoring program. This could be funded via agreements with future port users.</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>LandCorp does not support all ANSIA proponents contributing to mangrove monitoring, as some users will not impact the mangrove environment. LandCorp questions if the identified management outcomes of not more 0% and 5% are achievable.</p> <p>5.4: Servicing - Second paragraph should be amended to reflect that the immediate need of current proponents requires that sites are individually serviced. The State continues to work with proponents and service providers to explore integrated servicing opportunities for the ANSIA.</p> <p>5.5.4: TWA - As per earlier comments, LandCorp recommends that the TWA be made available to other proponents and that "on reasonable commercial terms" be inserted at the end of the final sentence.</p> <p>5.6.1: Land Availability – LandCorp recommends clarification to some of the estimates used by inserting the following sentence at the end of the first sentence, second paragraph:</p> <p>"More recent indications are that these estimates are conservative compared to the Onslow Townsite Strategy (Draft 2010)."</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>6.1: Vision - Suggest that "completely sustainable manner" (end of first paragraph) be replaced with "sustainable manner". Completely sustainable is unlikely to be achievable for a strategic industrial area, especially considering the proposed piecemeal approach to the provision of services.</p> <p>6.2.1: Development Objectives - 9th dot point. Recommend to amend by inserting additional words in red as follows: "The funding and development of common user infrastructure in the ANSIA, which is not project specific, should be equitably shared between all stakeholders within the ANSIA."</p> <p>LandCorp considers the access road and sales gas pipelines to be project specific infrastructure and that these are normal project establishment costs associated with any green field development.</p> <p>While future proponents may gain some benefit from this infrastructure, they will be expected to contribute to other new infrastructure for the development of the ANSIA and Onslow Townsite as determined by the State, rather than reimbursement to the foundation proponents.</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>Structure Plan (Figure 8):</p> <ul style="list-style-type: none"> <li>• Recommended that the legend be amended by replacing "Primary Access Road" with "Indicative Link Access Road". The use of "Primary Access Road" implies that this alignment has been resolved. The alignment is indicative only and subject to ongoing discussions between the State / potential proponents and technical investigations being undertaken by LandCorp to identify the most practical link between the proposed east and west corridors.</li> <li>• Condition 13: The encumbered access across the Onslow Salt surrender area is not acceptable to LandCorp. As Chevron has not resolved the encumbrance, Condition 13 should be amended to note that a link access between the eastern corridor and the western corridor will be constructed to provide unencumbered access to the Port.</li> <li>• Condition 16 - Stage 1 A - Amend by inserting additional words in red as follows: "The TWA will cater for all construction workers (including contractors) associated with the first stage construction phase of the development of Stage 1A."</li> </ul>		



<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>This is consistent with the intentions of Section 6.3.6 and ensures that the TWA has a finite life and will not be an ongoing constraint to the future development of Stage 2.</p> <p>6.3: Structure Plan Elements - Recommended to amend third last dot point by inserting additional words in red: "Future Industry: a proposed multi-user estate for industrial uses for the downstream processing of domestic gas and/or industries offering synergistic services and/or facilities to existing and potential operations within the Region." Proposed amendments are to ensure that the area is suitable for both hydrocarbon processing industries and support industries.</p> <p>6.3.3: Future Industry Area - Last dot point: recommended to insert "short to medium term use of the" before "Transient Workforce".</p> <p>6.3.4: MUAIC - It is preferred for the eastern MUAIC be maintained at 300 metres for the entire length to ensure maximum flexibility in the planning process for yet to be identified industries &amp; product. Chevron has recently provided further detail on the basis for the reduced width and this is being jointly assessed by DSD, DPA, MRWA and LandCorp.</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>LandCorp recommends the use of "Indicative Link Access Road" rather than "Primary Access Road" as per previous comments on Figure 8.</p> <p>6.3.4.1: Alternative MUAIC Connection - Comments on "Primary Access Road" terminology apply throughout.</p> <p>6.3.6: TWA - Access to the TWA by future proponents on "reasonable commercial terms" should be identified.</p> <p>6.3.6.2: Operations Workforce - LandCorp recommends that at least some estimates be included for contractors/support workers. Complete exclusion of any estimates for these workers is not providing the full picture.</p> <p>6.3.6.5: Tenure and Control - LandCorp recommends the following changes:</p> <ul style="list-style-type: none"> <li>• Amend the first dot point to clarify that the road corridor will be vested to MRWA and that general service utilities will be in a separate corridor administered by LandCorp.</li> <li>• Insertion of an additional dot point under "Utility / service corridors:" as follows:</li> </ul>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>"Freehold title granted to LandCorp with easements, leases and licence tenures granted to individual proponents at the discretion of LandCorp."</p> <p>Amend last dot point by deleting "such as roads". LandCorp considers the construction of access roads to be a project specific expenditure, with the asset being transferred to the relevant authority (in this case MRWA). This dot point should be amended to note that all proponents need make equitable infrastructure contributions to State and for the State to allocate funding to ANSIA and township infrastructure as required.</p> <p>6.5: Servicing - Recommended to amend second last paragraph by deleting "roads, access easements, and".</p> <p>6.5.6: Telecommunications - Clarification is sought on telecommunication capacity of Onslow and the need for additional infrastructure.</p> <p>6.5.7: Waste Disposal - LandCorp suggests some commentary on the capacity of existing land fill and if there is a need for a new site. Figure 10: Recommend replacing "Primary Access Road" with "Indicative Link Access Road".</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>7.3.2: Content - LandCorp recommends deletion of the first two dot points being "Common access road from Onslow Road; Common Domestic Gas supply line;"</p> <p>These two infrastructure items are project specific and where possible, both Chevron and BHPB have been encouraged to share the initial cost outlay on a commercial basis. However, these items are not considered to be components of a DCP.</p> <p>8.4: Development Plans - Recommended to add the following to the end of the last paragraph: "Where insufficient industry specific data is available for the Development Plan, some items may need to be deferred to the Development Application phase in consultation with the relevant approving authorities".</p> <p>LandCorp seeks this addition as some of the industry/project specific studies such as traffic impact assessments covering construction, Workforce Management Plans and other studies may not be available for the Stage 1A Development Plan and will be covered in the Development Application phase by individual incoming industries when sufficient detail is available.</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>8.10: Land Assembly and Administration - Amend last two rows of the table by inserting "or leases / licenses" after easements in columns 2 and 3. Specific comments on Amendment No. 10 are as follows:</p> <p>3.2.1: Land Availability - LandCorp recommends that updated forecasts be utilised from the Onslow Townsite Strategy (Draft 2010).</p> <p>5: Land Assembly and Administration -</p> <ul style="list-style-type: none"> <li>• Amend second column, 3rd last row by replacing "Management Order to Main Roads WA" with "Vested to Main Roads WA". Amend the second last row by inserting "or leases / licenses" after easements in columns 2 and 3.</li> </ul> <p>7.5: Onslow Townsite Consolidation - Recommend replacing the first paragraph with:"Land Corp, under the direction of DSD, has provided DSD and the proponent with conceptual options for the location of the ANSIA workforce accommodation within Onslow. Further investigation is required to be facilitated through DSD between the Shire, proponent, local community and LandCorp."</p>		

No.	Agency	Agency Comment	Shire Response	Recommended Action
		<p>Due to the uncertainty associated with major unresolved issues, especially the provision of unencumbered access to the Port, LandCorp is unable to support the draft Structure Plan in its current form.</p> <p><b>LandCorp Letter dated 25 May 2011</b></p> <p>I refer to Paul Schneider's letters dated <i>25/01/2011</i> and <i>21/10/2010</i> outlining LandCorp comments in relation to the ANSIA draft scheme amendment No 10 and accompanying draft Structure Plan December. The following comments are in addition to those raised in Paul's letters and are provided for your consideration in respect to LandCorp's interests.</p> <p>On further assessment of the draft scheme amendment No 10 and draft Structure Plan it has become apparent that a number of changes are required in order to plan the ANSIA sufficiently for optimal future functioning. After discussing the following matters with Rob Paull on <i>04/05/2011</i>, it was decided that LandCorp would submit modifications to the draft Structure Plan.</p> <p>Discussions have also occurred with Murray Hogarth (EPA) and Ian Yull (Chevron Australia) who have not raised any objection to including the matters referred to in this letter, within the draft Structure Plan.</p>		

No.	Agency	Agency Comment	Shire Response	Recommended Action
		<p>LandCorp intends to submit a modification based on the following three matters;</p> <p>1. Reapplication of the temporary construction camp area previously located south of the Chevron construction camp area:</p> <p>Prior to BHP Billiton choosing to locate their construction camp alongside their plant site, there was an area to the south of the Chevron construction camp designated for BHP's use. In consideration of the growth anticipated within the ANSIA (ie. a second LNG proponent and other downstream processing), and in response to concerns raised by Amanda O'Halloran at a meeting in Onslow on 08/04/2011, LandCorp is requesting that this area be re-applied designated as "Secondary construction camp". This will ensure that incoming proponents' construction contractors are located appropriately within the ANSIA, and not reliant upon vacation of the Chevron construction camp area.</p> <p>2. Truncation area at the main bend of the Multi User Access Corridor: Road design investigations revealed a requirement for a truncation at the main bend of the Multi User Access Corridor.</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>The truncation area in total is 3.0558 ha and has not been surveyed by Chevron for the draft Structure Plan.</p> <p>In order to assist Chevron, LandCorp agreed to include the area within their Stage 18 Development Plan at which time all relevant supporting data would be provided. This matter was a direct effort by LandCorp to assist Chevron in their planning and eliminate the need for them to reassess the truncation area. This will maintain the width of the corridor on both sides of the road.</p> <p>3. General Industry Area within the ANSIA:  In order to ensure the ANSIA is functional in the short and long term LandCorp believes it is imperative to have General Industry Area (GIA) land available as soon as possible. The GIA will accommodate support services to the ANSIA proponents both in the construction and operation phases. LandCorp therefore propose to include GIA within their Stage 18 Development Plan. In order to do this, LandCorp would like to modify the Draft Structure Plan to show that area. In total 204 hectares is being assessed on the north side of the multi user infrastructure corridor.</p>		



<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>It has been separated into two portions to maximise use of the natural topography. Supporting data of those areas will then be submitted as part of the Stage 18 Development Plan. A map showing the location of each of the areas referred to above is attached. A separate map showing the truncation in more detail is also attached. (ATTACHMENTS 1 &amp; 2</p> <p>LandCorp's planning consultant, The Planning Group (TPG), will be putting together the modifications with the changes to the relevant sections of the draft Structure Plan. The documentation will then be sent directly to the Shire of Ashburton for their consideration. I anticipate this occurring by the end of this week (27th May 2011).</p> <p><b><i>TPG (Planning Consultants) on behalf of LandCorp Letter dated 27 May 2011</i></b></p> <p>Further to the meeting of 4 May 2011 between Rob Paull of the Shire of Ashburton, Kathy Craig of LandCorp and Cathy Blake-Powell and Sian Morgan of our office, TPG Town Planning and Urban Design [TPG] is pleased to provide on Behalf of LandCorp, the following submission to the Ashburton North Strategic Industrial Area Structure Plan, prepared by TBB for Chevron.</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>INTRODUCTION</p> <p>In October 2009 the State Government endorsed the commencement of investigations to create a Strategic Industrial Area at Ashburton North to cater for proposed Liquefied Natural Gas (LNG) and domestic gas processing as well as related downstream opportunities. The Ashburton North Strategic Industrial Area (ANSIA) will promote regional development, provide a gas hub to monetise small sub-economic gas fields in the Carnarvon Basin, and promote more diverse sources of domestic gas.</p> <p>In February 2010, the Shire of Ashburton took the final step in formalising the location of the ANSIA by initiating an amendment to the Local Planning Scheme No. 7 to classify the designated area as a 'Special Control Area' and thereby establishing clear criteria required to progress more detailed zoning and development proposals.</p> <p>The ANSIA Structure Plan represents the next formal step in the statutory planning process. A TPG-led consultancy team is currently undertaking the technical studies required to support a Development Plan and subsequent Scheme Amendment for the Stage 1 B area of the ANSIA.</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>The Development Plan process is the next step in the statutory process to ready the land for development. During this process, and as a result of discussions with the Shire, it has become apparent that a number of minor changes to the Structure Plan would better facilitate the timely delivery of land that the Shire has indicated is in high demand, including land allocated for general industrial uses.</p> <p>This submission addresses three key issues, as follows:</p> <ol style="list-style-type: none"> <li>1. Enabling the necessary planning stages for a General Industry Area within the ANSIA to progress simultaneously with Stages 1A and 1 B, by denoting this land [approximately 204 hectares over two areas) as Stage 1 C in the Structure Plan;</li> <li>2. The extension of the Transient Workforce Accommodation area south of the existing area designated for the Wheatstone construction workforce; and</li> <li>3. The inclusion of the truncation [approximately 3 hectares) within the Multi-User Access and Infrastructure Corridor on the eastern side of the Future Industry Area within the Structure Plan Area for Stage 1A.</li> </ol>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>The rationales for the abovementioned modifications are outlined below, while the proposed changes to the text of the Structure Plan are stipulated at Appendix 1, followed by the proposed graphics at Appendix 2.</p> <p>GENERAL INDUSTRY AREA</p> <p>At the meeting on 8 April 2011 held at the Shire offices in Onslow with LandCorp and the TPG consultancy team, the Shire indicated that it was aware of a significant demand for general industrial land in the Onslow locality.</p> <p>Previously it had been assumed that demand for general industrial land would result from the development of the strategic industrial area, and would therefore be provided at a later time, however it appears that the demand is pre-empting this development and therefore should be provided as soon as possible in order to harness the current interest.</p> <p>Subsequently we would like to propose that an area totaling approximately 204 hectares in two portions of land, currently designated as Stage 2 of the ANSIA, be included in Stage 1 and denoted as Stage 1 C in the Structure Plan.</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>This would enable the necessary planning stages for a General Industry Area within the ANSIA to progress simultaneously with Stages 1A and 1B. The general industrial land would likely come on stream in approximately two years.</p> <p>Whilst one of these areas is located adjacent to the eastern boundary of the ANSIA, a significant sand dune exists further east of this site, providing a visual buffer between the future industrial development and Onslow Road. The primary industry envisaged for these areas is likely to be lay-down/transport vehicles depot and other support industries of the ANSIA. The lay down uses require a 200 metre buffer to sensitive land-uses [such as the Transient Workforce Accommodation areal. This buffer is accommodated in the Multi-User Access and Infrastructure Corridor and so this use can occur anywhere in the areas identified for the GIA. We understand that other uses potentially envisaged for the area have larger buffer requirements, however these can be accommodated in the eastern GIA so as not to impact upon the TWA.</p> <p>Other industrial uses potentially envisaged for the GIA are outlined in the table below, by minimum buffer distance required under the EPA's Guidance Statement No.3 –</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>Separation Distances between Industrial and Sensitive Land Uses [being, in this instance, the TWA). NOTE ATTACHED TABLE</p> <p>The above uses can be accommodated appropriately within the GIA with respect to the required buffer distances, without impacting on the amenity of the TWA. Hydrological investigations undertaken by BG+E identify this area as relatively unconstrained by potential storm surge and flooding, and subsequently the most suitable sites for development. Flora and vegetation studies are currently being undertaken and will be provided to the Council during advertising. All additional studies required will be undertaken through the Development Plan process.</p> <p>TRANSIENT WORKFORCE ACCOMMODATION</p> <p>Currently the ANSIA Structure Plan designates an area in Stage 1A for the Chevron Wheatstone Transient Workforce Accommodation. Chevron has indicated that the whole of this area will be required to accommodate the temporary construction workforce associated with the Wheatstone development. Given the size of the ANSIA it is necessary to provide a secondary area for construction accommodation purposes.</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>This will ensure any future incoming proponent is not reliant upon the vacation of Chevron's construction camp area, and that any additional temporary accommodation facilities can be accommodated appropriately within the ANSIA.</p> <p>We consequently propose for an area of land south of the Wheatstone Transient Workforce Accommodation Site to be included in the Stage 1 B area, so that this may be ready for use at the same time as the rest of Stage 1 B.</p> <p>Appendix 11 of the Shire's TPS7 contains provisions for the ANSIA. The Policy Statement outlines, "the local government acknowledges that there will be circumstances ... that result in a need for Transient Workforce Accommodation camps" and that any such camps are to identified in the ANSIA Structure Plan.</p> <p>Chevron has previously undertaken the required flora and fauna surveys for this area. Additionally, hydrological investigations undertaken by BG+E identify this area as relatively unconstrained by potential storm surge and flooding. All additional studies required will be undertaken through the Development Plan process.</p>		

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>TRUNCATION</p> <p>The Multi-User Access and Infrastructure Corridor as outlined in the draft Structure Plan currently turns at a sharp angle to the north once it reaches the Stage 1 B area. The inclusion of an area to the north of this corner is to eliminate a pinch point within the corridor. The original corridor design is sufficient to accommodate the road truncation however encroaches on the infrastructure corridor positioned on the northern side of the road reserve area. By applying a truncation, the northern corridor width can be maintained. The requirement for this truncation was identified a few months ago however, LandCorp agreed to include this area in its Stage 1 B Development Plan in order to assist Chevron in their planning approval process.</p> <p>The requisite flora and fauna studies are currently underway and will be provided to Council during the advertising period. All additional surveys will be undertaken during the Development Plan process.</p> <p>CONCLUSION</p> <p>The proposed modifications to the Ashburton North Strategic Industrial Area Structure Plan have been identified to facilitate the timely provision of land for various land use for which demand has been identified.</p>		

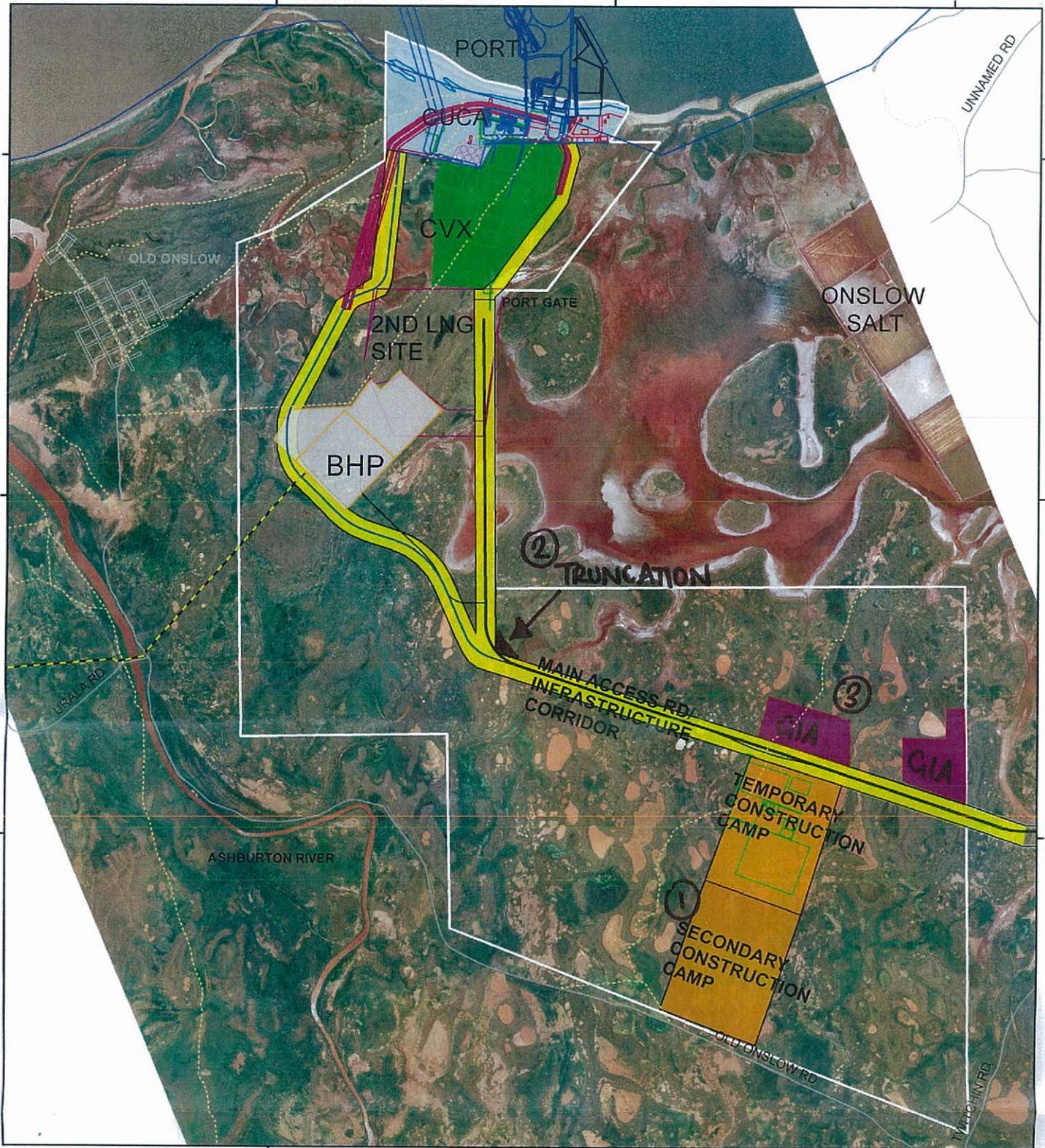


<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>The modifications are generally consistent with the Shire's Local Planning Scheme No.7, and in particular Amendment No.9, and also the intentions of the ANSIA Structure Plan. In order to facilitate the above-mentioned additions to the Structure Plan, TPG has prepared the relevant text and indicative graphic changes, which can be supplied to Chevron and forwarded to Taylor Burrell Barnett to be incorporated into the Structure Plan document.</p> <p>These have been included at Appendices 1 and 2, respectively. This will ensure minimal additional work for Chevron and will not affect the timeframes for inclusion prior to the Shire of Ashburton June meeting. A copy of this submission has been sent to Chevron and Taylor Burrell Barnett. Rob Paull from the Shire has suggested that the process of amending the Structure Plan prior to going to Council and including additional information at Development Plan stage is appropriate. Additionally, Murray Hogarth from the Environmental Protection Authority has advised that the proposed changes to the Structure Plan are satisfactory provided that the detailed report is contained within the Stage 1 B Development Plan.</p> <p>PROPOSED CHANGES TO STRUCTURE PLAN ARE INCLUDED AS ATTACHMENTS 3-11</p>		

No.	Agency	Agency Comment	Shire Response	Recommended Action
	Department of State Development	<p><i>Numerous Faxes and Emails concerning draft Amendment No. 10 and draft ANSIA Structure Plan have been received from DSO. Some have been in confidence and concern the social infrastructure agreements with DSD/Shire and Chevron. The following Fax is not the complete list of correspondence however it is directly related to the referral of documents in December 2010</i></p> <p><b>Letter from DSD dated 10 February 2011</b></p> <p>I refer to proposals currently before the Shire of Ashburton seeking development approvals for the Wheatstone project at Ashburton North.</p> <p>The government has approved the Department of State Development (DSD) to commence negotiations with Chevron seeking a substantial contribution to establish appropriate infrastructure at Onslow. The identified infrastructure is required in preparation of the potential population growth that will impact the town due to the construction and operation of an LNG plant at Ashburton North.</p> <p>The Shire of Ashburton will play a significant role in defining the requirements in greater detail and assisting the State in managing the delivery of key components of new works in Onslow.</p>	Noted.	No Modification to either draft Amendment No. 10 or draft ANSIA Structure Plan.

<b>No.</b>	<b>Agency</b>	<b>Agency Comment</b>	<b>Shire Response</b>	<b>Recommended Action</b>
		<p>However, the Premier is keen to ensure that DSD play a leading role in the management of such a significant infrastructure upgrade and the State's obligations in meeting the operational costs going forward.</p> <p>The State has also given in principle support to Chevron for the State, via the Dampier Port Authority, to manage the Eastern multi-access Corridor leading to the Port, dependant on Chevron gaining support from Onslow Salt. This decision is significant to ensure that the State can support multi-user access to the proposed Port in order to stimulate further industrial investment at the Ashburton North Strategic Industrial Area.</p> <p>Given the State's position on the above items, I would encourage the Shire to favourably consider Chevron's proposal currently before it, pending the successful outcome of Chevron's discussions with Onslow Salt.</p>		

Ashburton North SIA - Project Area



Legend				ACKNOWLEDGEMENT	
	Possible Marine Facs	Camp Site			
	align e	Infrastructure Corridor		DESIGN	
<b>Roads</b>		Structure Plan Boundary		PROJECT P10302	DATE 20/05/2011
				REVIEWED	
				APPROVED IZ	
				1:55,000	
				0 0.5 1 2 3 Kilometers	
				Disclaimer BG & E will assume no liability for the inputs of data from the client supplied or public available sources. Additionally BG & E will assume no liability for the products where it is inaccurate, incomplete or unsuitable for purpose as a direct result of inaccurate, incomplete or unsuitable data provided from client supplied or publicly available sources.	

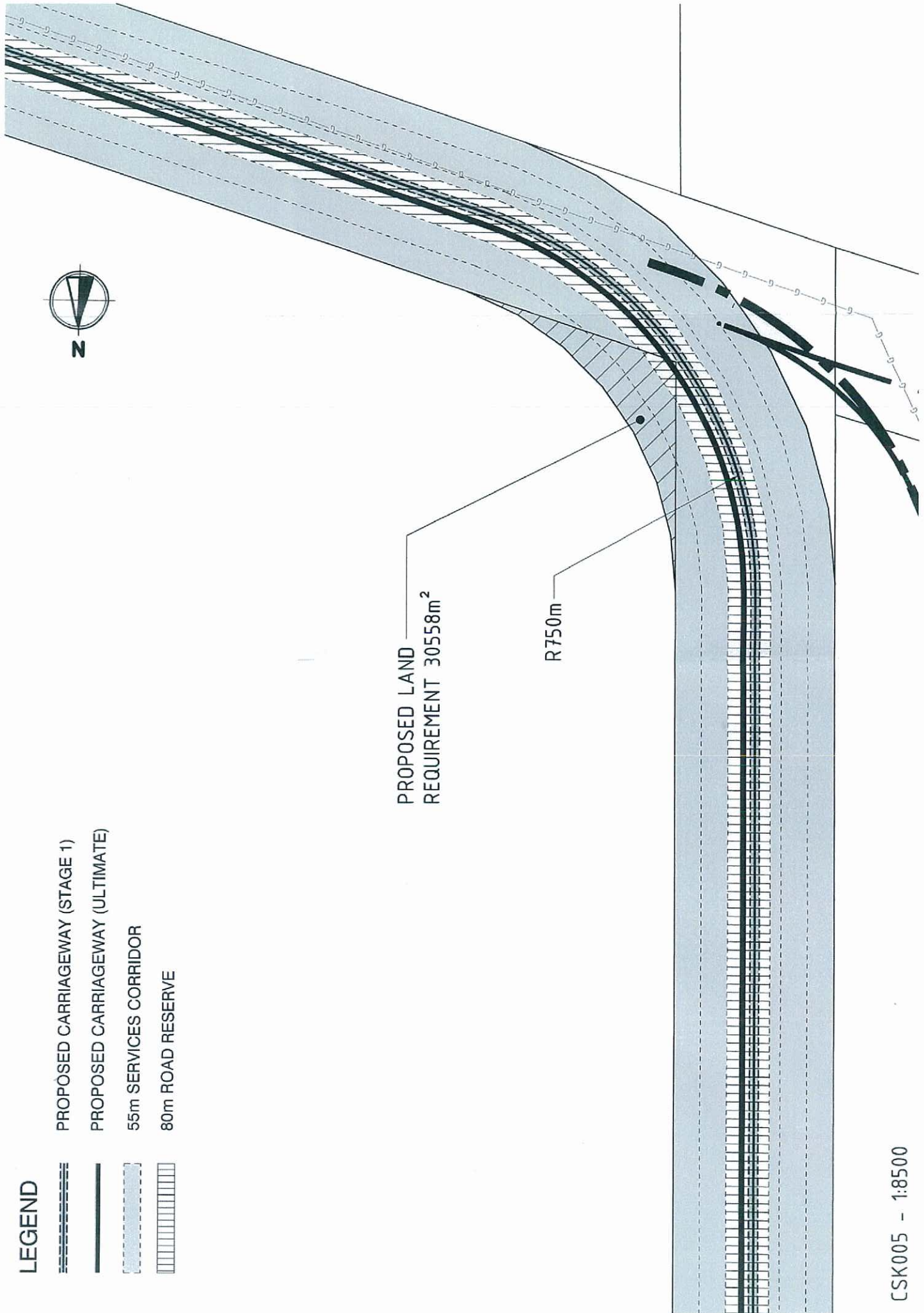
**LEGEND**

-  PROPOSED CARRIAGEWAY (STAGE 1)
-  PROPOSED CARRIAGEWAY (ULTIMATE)
-  55m SERVICES CORRIDOR
-  80m ROAD RESERVE



PROPOSED LAND  
REQUIREMENT 30558m<sup>2</sup>

R750m



**TABLE ATTACHED TO TPG LETTER**

Other industrial uses potentially envisaged for the GIA are outlined in the table below, by minimum buffer distance required under the EPA's Guidance Statement No.3 – Separation Distances between Industrial and Sensitive Land Uses (being in this instance, the TWA).

<b>200m</b>	<b>300m</b>	<b>500m</b>	<b>1000m</b>	<b>2000m</b>	<b>3000m</b>	<b>Case by Case</b>
Boat building and maintenance Chemicals storage (minor) Metal coating – industrial spray-paining Transport vehicles depot Waste Depot	Cement Product manufacturing works Chemical blending or mixing (min 300) Chemical manufacturing Chemicals (non-industrial) Concrete batching plant/brick manufacturing Foundries – metal melting or casting Gas distribution Scrap metal recycling works	Chemical or oil recycling Chemical storage (bulk/major) Industrial gases-production, processing etc. Metal fabrication Metal finishing Screening works	Asphalt works Crushing of building material	Chlor-alkali works	Electric power generation	Abrasive blasting operations Ammonium Nitrate export/import Extractive industries – not hard rock Waste disposal Waste resource recovery plant Waste water disposal site Water treatment plants

The above uses can be accommodated appropriately within the GIA with respect to the required buffer distances, without impacting on the amenity of the TWA.

## APPENDIX 1 – PROPOSED CHANGES TO STRUCTURE PLAN

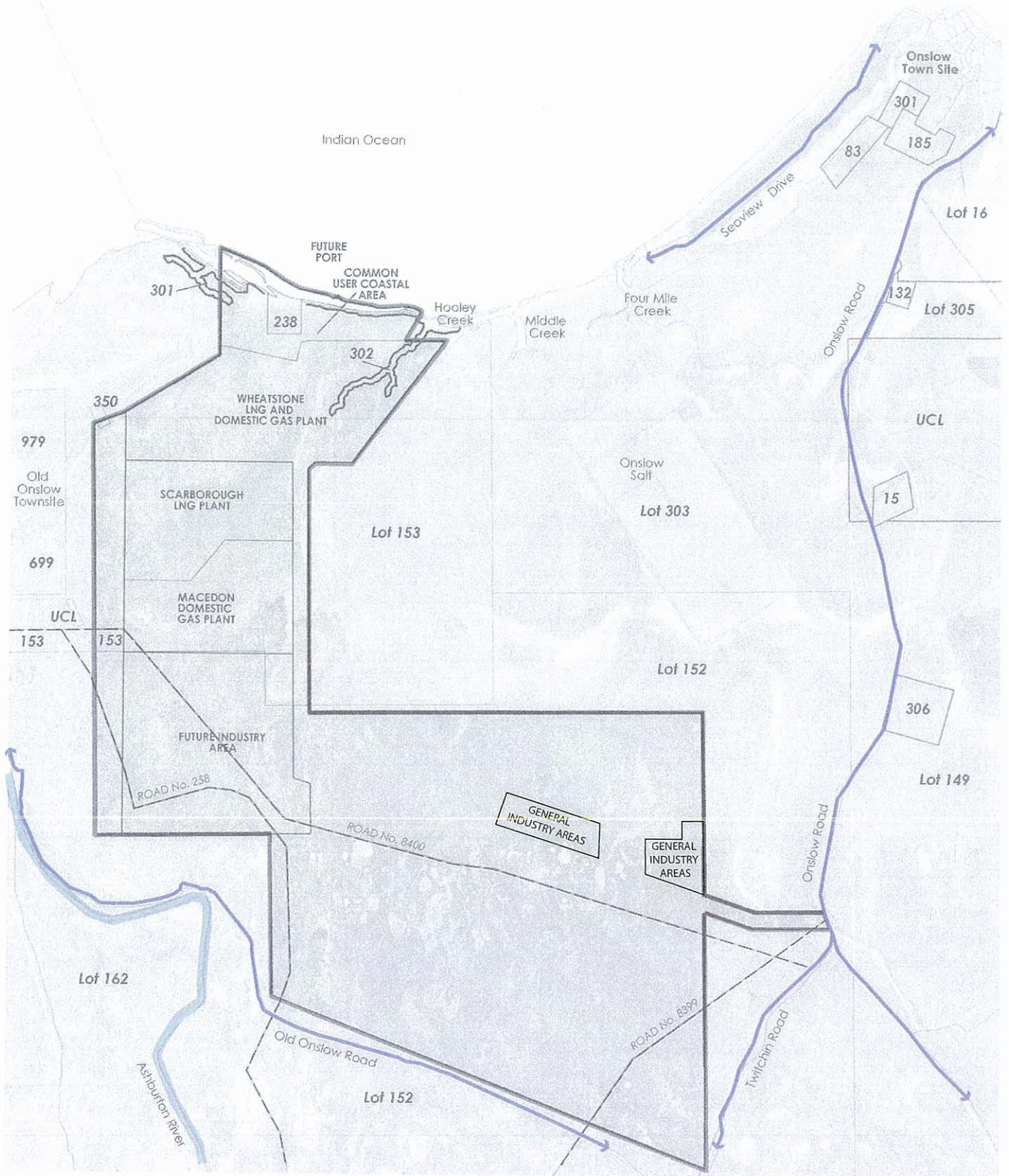
We proposed the following text changes to the Ashburton North Strategic Industrial Area Structure Plan:

1. Amend Flowchart 1 to include additional arm for Stage 1C.
2. In Section 2, paragraph 2, in point 2, replace "(Stages 1A and 1B)" with "(Stages 1A, 1B and 1C)"
3. In Section 2, paragraph 3, sentence 1, replace "Development Plan" with Development Plans"; replace "Macedon Domestic Gas Plant and the Scarborough LNG Plant" with "Macedon Domestic Gas Plant, Scarborough LNG Plant and the Second Transient Workforce Accommodation Site"; and after "Stage 1B" insert "and the General Industry Area, identified as Stage 1C".
4. In Section 2.5, paragraph 1, bullet point 2, after "Stage 1B" replace "The balance of Stage 1" with "The area identified for the development of the Scarborough LNG Plant, the Macedon Domestic Gas Plant, the Future Industry Area and the Second Transient Workforce Accommodation Site".
5. In Section 2.5, paragraph 1, after bullet point 2, insert a third bullet point with the following text: "Stage 1C: The balance of Stage 1 identified for General Industry development, for which varying amounts of information are available, but where further detailed planning can be expected in the near future."
6. In Section 2.5, paragraph 1, in the last bullet point, sentence 3, after "the planning undertaken for stages 1A" replace "and 1B" with "1B and 1C".
7. In Section 2.5, at the end of paragraph 2, insert the following: "Additionally the Second Transient Workforce Accommodation Site and Stage 1C area have not been assessed in the foundation proponent's EIS/ERMP process for Stage 1A, however detailed investigations are being undertaken for the relevant development plans."
8. In Section 2.5, paragraph 4, under the first bullet point, second sub-point, after "Stage 1B" replace "The balance of Stage 1" with "The area identified for the development of the Scarborough LNG Plant, the Macedon Domestic Gas Plant, the Future Industry Area and the Second Transient Workforce Accommodation Site"; and insert a third sub-point with the following text: "Stage 1C: The balance of Stage 1 identified for General Industry development, for which varying amounts of information are available, but where further detailed planning can be expected in the near future."
9. Amend Figure 2.
10. In Section 3.2.3.1, in paragraph 1, in the first sentence delete the word "total"; and at the end of this sentence insert the words "in Stage 1A and 300 ha in Stage 1B".
11. Amend Figure 4.
12. Amend Figure 6.
13. The second paragraph of Section 5.2.3 appears to be incomplete.
14. At the end of Section 5.5.2, insert the sentence, "Additional traffic and transport planning will be undertaken as part of the Development Plan process for each stage of the development."

15. In Section 5.5.4, paragraph 1, after the second sentence, insert the following: "The Secondary Transient Workforce Accommodation Site will accommodate similar numbers of workers."
16. In Section 5.5.4, paragraph 2, replace "The village will be self contained with its own water..." with "The villages will be self contained with their own water..."; and in the second sentence replace "It..." with "They...".
17. In Section 5.5.4, delete the final paragraph and insert, "The Secondary Transient Workforce Accommodation Site will require an additional amendment to LPS7."
18. Amend Figure 8.
19. In Section 6.3, paragraph 3, bullet point 1, after "hydrocarbon processing function" insert "and also General Industry Areas to support the key industries in the ANSIA"
20. In Section 6.3, paragraph 4, after bullet point 3, insert an additional bullet point with the following text: "General Industry: two multi-user estates for general industrial uses that support the key industries of the ANSIA."
21. Insert after Section 6.3.3, "Section 6.3.4 General Industry Area", with the following text: "
22. Renumber the subsequent sections accordingly.
23. In Section 6.3.6, after the third paragraph, insert the following paragraph: "A Secondary TWA site is located immediately south of the Wheatstone TWA. The Wheatstone peak construction period is likely to coincide with other major proponents, necessitating a second TWA site. Like the Wheatstone TWA, the Secondary TWA is likely to accommodate between 3,000 to 5,000 workers at peak. This TWA will cater for all constructions workers associated with Stage 1B."
24. In Section 6.3.6.1, paragraph 4, delete the second and third sentences, and insert, "In the event that additional workforce accommodation is required, beyond the capacity of the identified site, it may be possible for Wheatstone to utilise the area set aside for the Secondary TWA."
25. In Section 6.3.6.1, after the fourth paragraph, insert the following: "Detailed planning of the Secondary TWA will occur during the Development Plan process for Stage 1B. It is likely to take a similar form to the Wheatstone TWA, as described above, including recreational and entertainment facilities and domestic requirements."
26. In Section 6.3.6.3, replace "village" with "villages" and "its own" with "their own"; and after "Wheatstone project" insert "or other proponents".
27. In Section 6.3.6.4, paragraph 2, delete "could also be used by future proponents for access to future Transient Workforce Accommodation sites" and replace with "will also be used by future proponents for access to the Secondary TWA site".
28. Amend Figures 10 and 11.
29. In Section 8.4, in the final paragraph, after "the Future Industrial Area" insert "the Secondary Transient Workforce Accommodation site and Stage 1C General Industry Area,"
30. In Section 8.9, replace "Stages 1A and 1B" with "Stages 1A, 1B and 1C".



APPENDIX 2 - INDICATIVE PROPOSED CHANGES TO STRUCTURE PLAN  
FIGURES



**LEGEND**

— Structure Plan Boundary

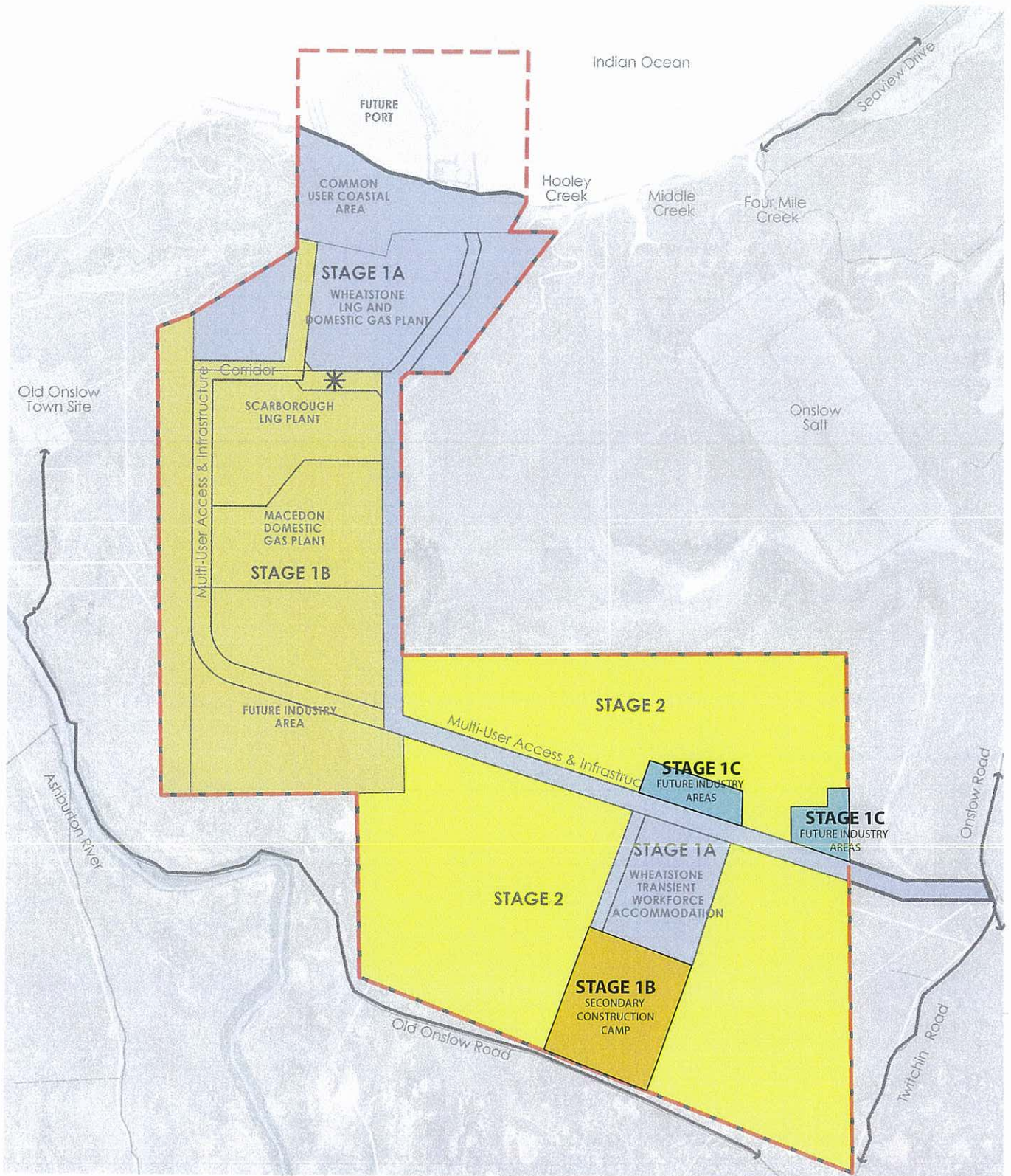
**LOCATION PLAN**

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s: NTS  
d: Dec 2010  
j: 09/051

NOTE: THE ACCURACY OF SOME OF THE LISTED DATA PRESENTLY CANNOT BE GUARANTEED, WHILE THE INTENT OF THE STRUCTURE PLAN IS NOT AFFECTED, SOME INFORMATION SHOULD BE VIEWED WITH CARE. UNDER ALL RIGHTS RESERVED.

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**LEGEND**

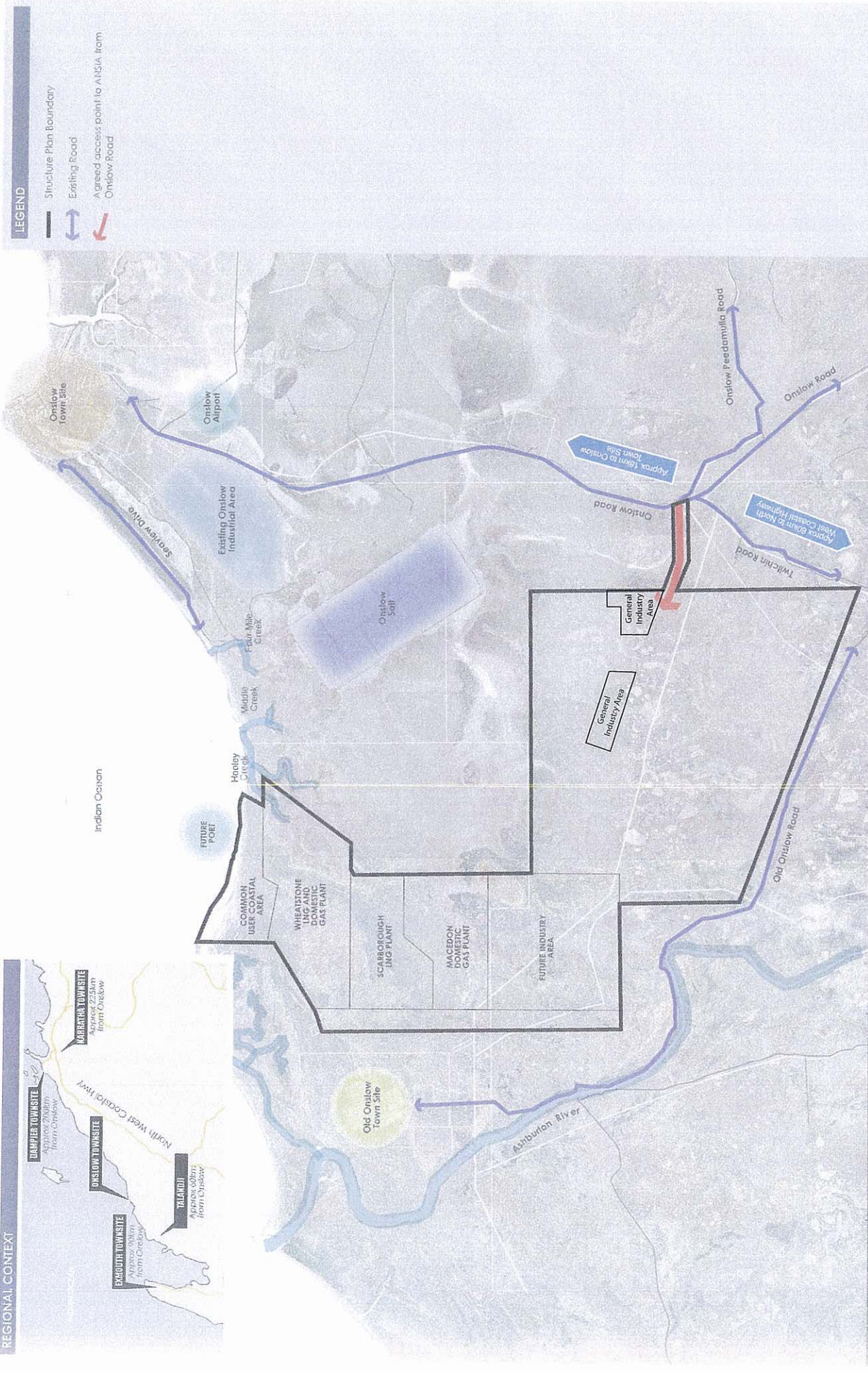
- Stage 1A**
  - Scheme Amendment and Development Plan
  - Development within the Port / CUCA is under the control of the DPA.
- Stage 1B**
- Stage 2**
  - Subject to Future Structure Plan
- ANSIA Special Control Area**
- ANSIA Structure Plan Boundary**  
ANSIA Structure Plan (Stage 1 and 2)
- ✳ **Subject to Future Negotiations - Refer to Structure Plan, section 6.3.4**

**PLANNING FRAMEWORK**

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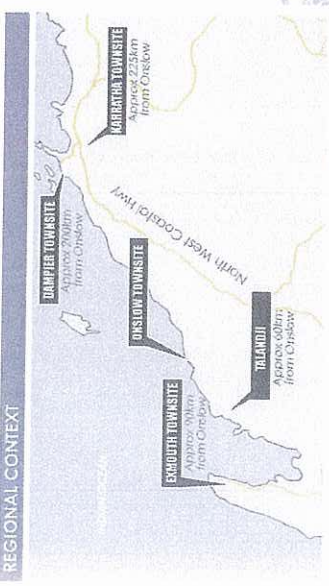
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 j: 09/051

NOTE: THE ACCURACY OF SOME OF THE PLOTTED DATA PRESENTED CANNOT BE GUARANTEED. WHERE THE INTENT OF THE STRUCTURE PLAN IS NOT AFFECTED, SOME INFORMATION SHOULD BE TREATED AS APPROXIMATE.



**LEGEND**

- Structure Plan boundary
- Existing Road
- Agreed access point to ANSIA from Onslow Road



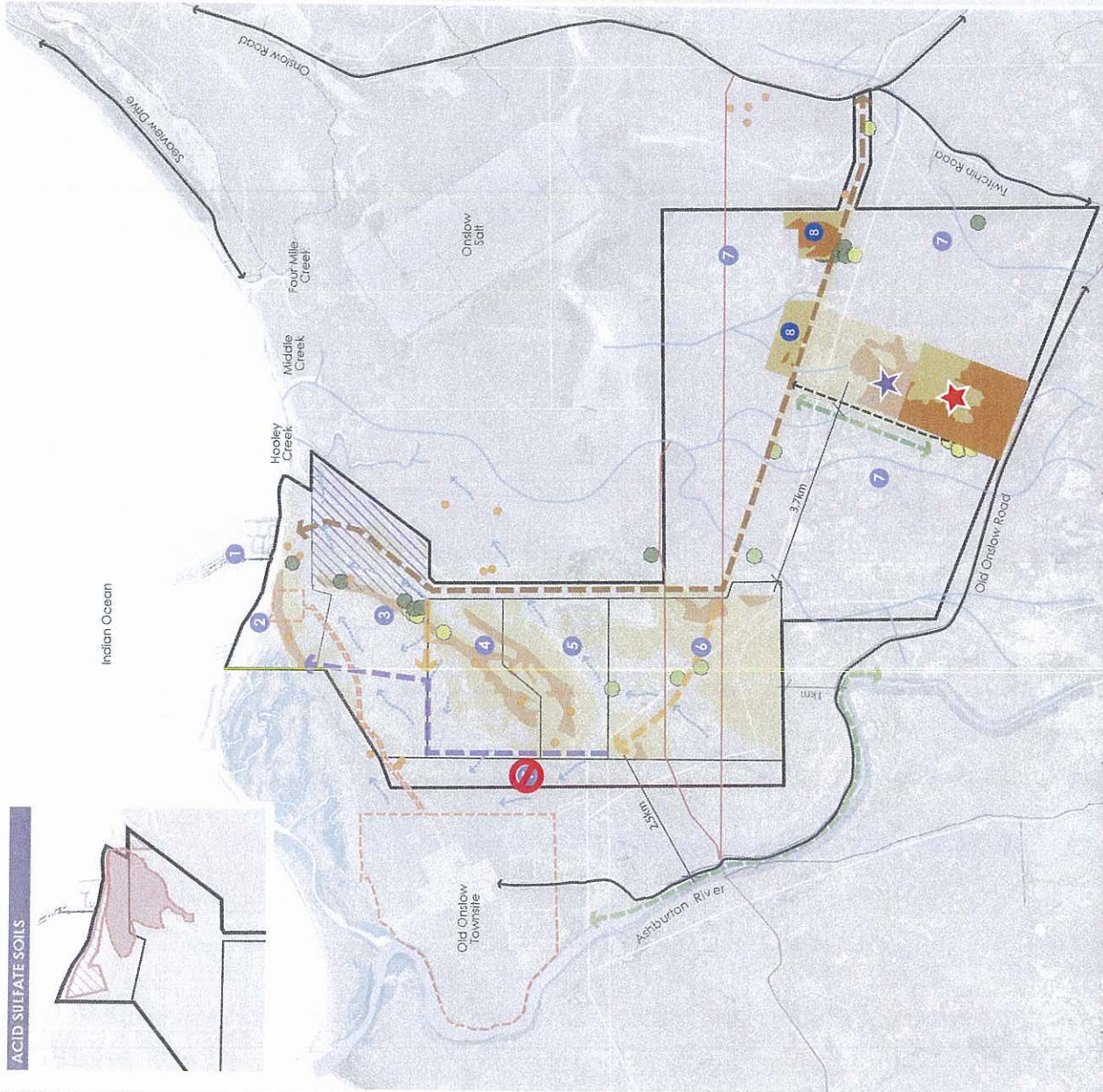
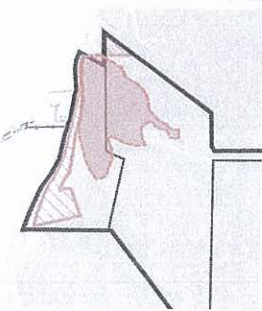
**LEGEND**

- Structure Plan boundary
- LAND USE**
- Heritage Reserve P3444 (HCWA, 2008)
- 4m-6m AHD viable development area
- 7m+ AHD more viable development area
- Linkage
- Eastern Multi-User Access & Infrastructure Corridor
- Possible Northern (east-west) and Southern (diagonal) Multi-User Access and Infrastructure Corridor connections
- Western Multi-User Access & Infrastructure Corridor
- Wheatsione Transient Workforce Accommodation Site
- Second Transient Workforce Accommodation Site
- Existing Fuel/Gas Pipeline
- Onslow Salt use restrictions

**ENVIRONMENTAL**

- Minor Watercourse (URS 2010)
- Surface Water Preferential Pathway - low ARI Events
- Priority Flora
  - Eremophila forrestii* subsp. *viridis*
  - Triumfetta echinata*
  - Atriplex (labelliformis)*
- Undescribed Flora
- Mangroves
- Distance from sensitive use to AHSIA Structure Plan boundary
- Risk, noise and air buffers to conform with requirements of EPA Guidance Statement 2 and EPA Act Noise and Air Quality Regulations in relation to sensitive uses.
- Potential Acid Sulfate Soils - High Risk
- Possible Acid Sulfate Soils - High Risk (Unsurveyed)

**ACID SULFATE SOILS**



**NOTES**

- 1 Future Port
- 2 Common User Coastal Area
- 3 Wheatsione LNG and Domestic Gas Plant Site
- 4 Scarborough LNG Site
- 5 Macedon Domestic Gas Site
- 6 Future Industry Area
- 7 Stage 2 - Subject to Future Structure Plan
- 8 General Industry Area





6.7 STAGING

Development within the ANSIA will not all occur at the same time, rather a staged development is likely to occur over the next 15 years, as illustrated in **Figure 11**. The dates provided are projected commencement dates only with completion of development in the ANSIA likely in 2025. These dates are indicative only and should be updated as development progresses.

Two scenarios for staging have been developed. Option 1 assumes that there are no encumbrances on the eastern MUAIC and therefore the Eastern Corridor is included in Stage 1A. Option 2 allows for the encumbrances to remain and provides for unencumbered access via a northern east-west MUAIC link (south of the Wheatstone Project) and access to the Port/CUCA via the Western Corridor in Stage 1A. The delivery of this alternative corridor will be determined in consultation with the State.

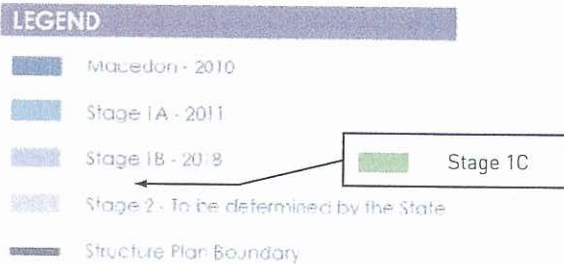
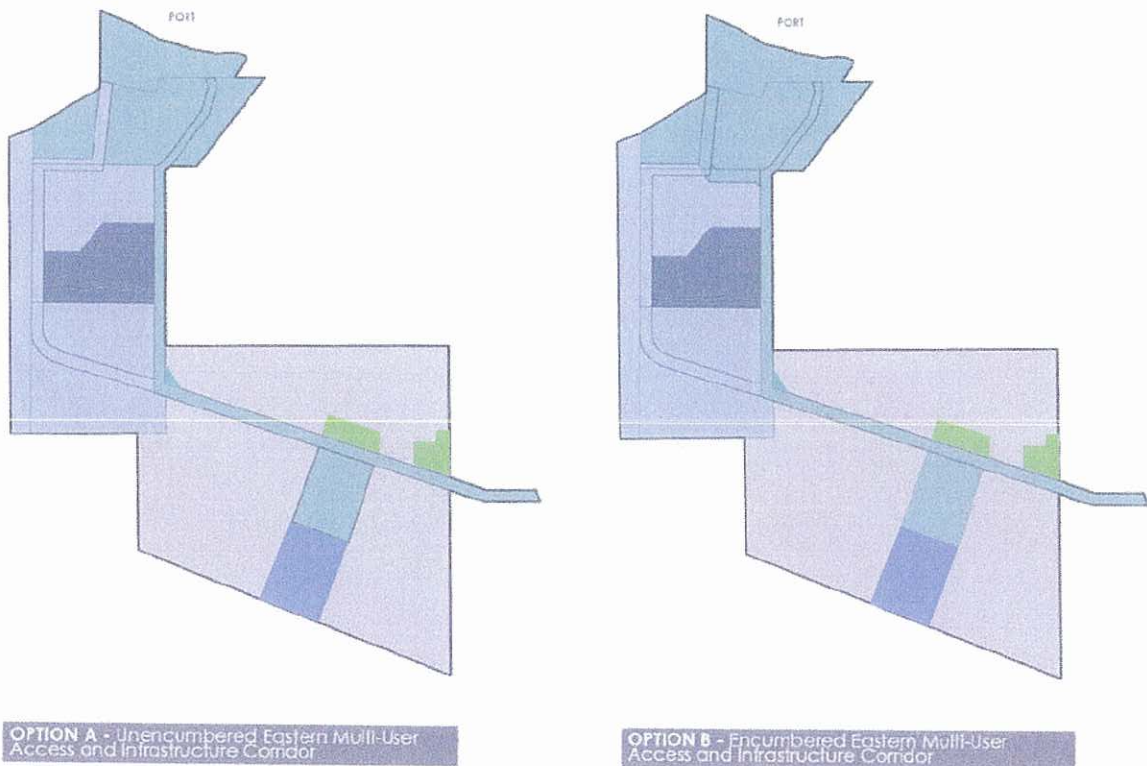
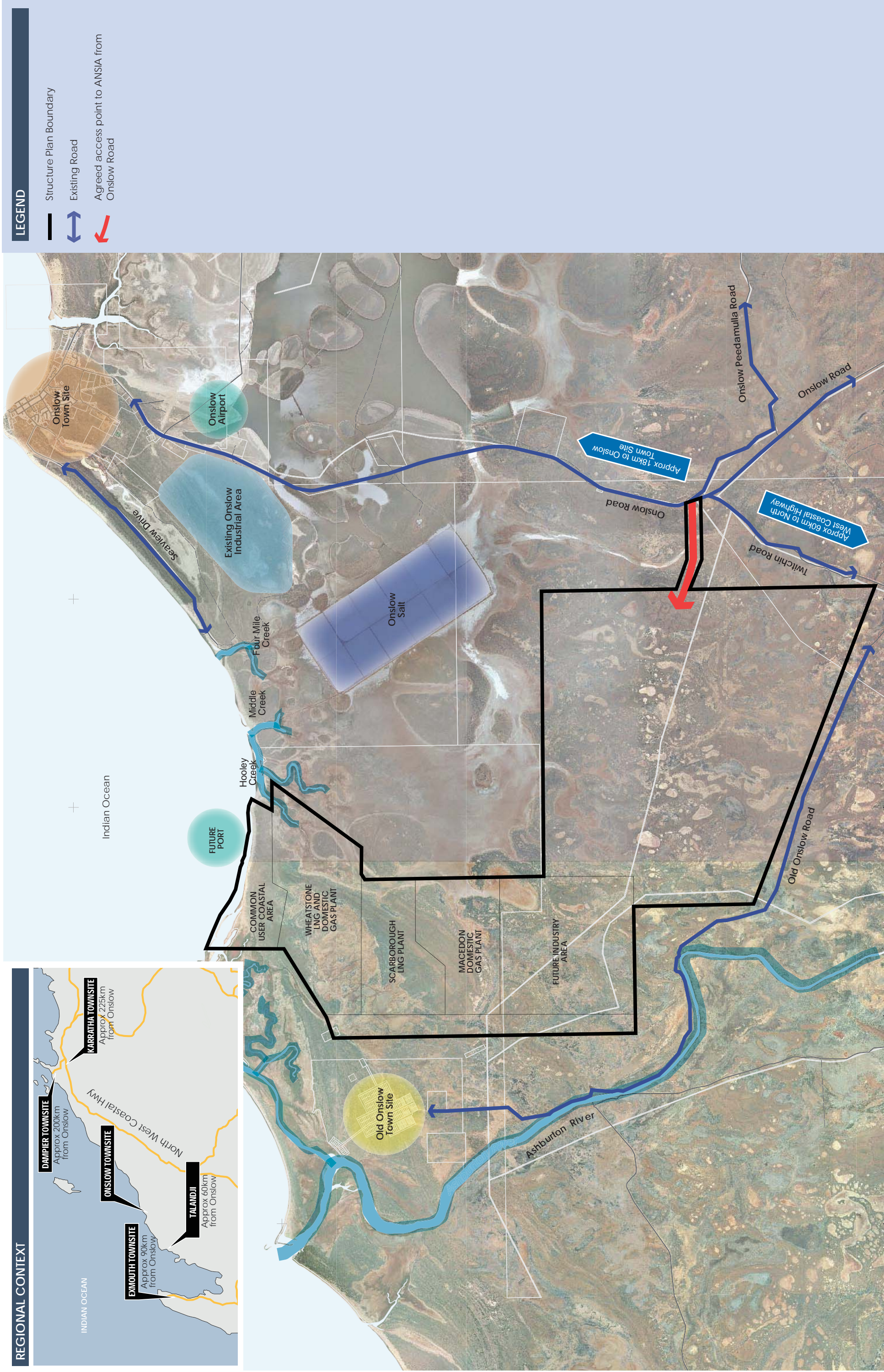


Figure 11: Indicative Staging Strategy





**REGIONAL CONTEXT**

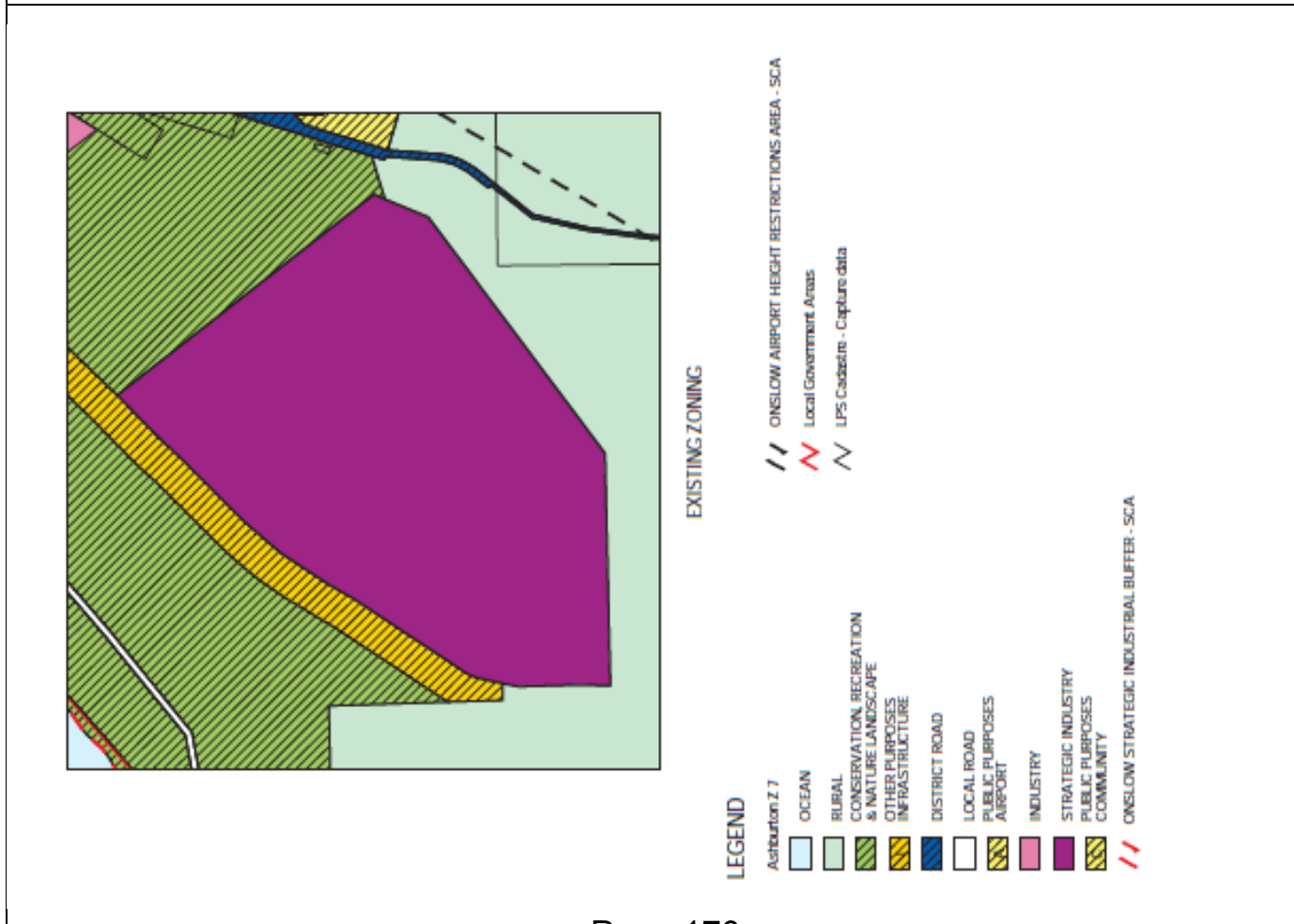


**LEGEND**

- Structure Plan Boundary
- ↔ Existing Road
- ↔ Agreed access point to ANSIA from Onslow Road

0km 0.5 1 1.5km  
 s: 1:80,000@A3  
 d: Dec 2010  
 j: 09/051

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## COUNCIL POLICY

### Local Planning Policy

**TITLE:** ASSESSMENT OF APPLICATIONS UNDER CLAUSES 6.10.4 and 6.10.5 OF THE SHIRE OF ASHBURTON LOCAL PLANNING SCHEME NO. 7

**File No:** PD.DV1

**Minute No:**

**Statutory Environment:** Shire of Ashburton Local Planning Scheme No.7  
Planning & Development Act 2005

**Adopted:**

#### **1.0 PURPOSE:**

Local Planning Policies are guidelines used to assist the Council 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 Council 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.

#### **3.0 OBJECTIVES:**

- 3.1 To establish clear guidelines for the consideration of Applications for applications under Clause 6.10.4 of the Shire of Ashburton Local Planning Scheme No. 7.
- 3.2 To ensure that applications under Clause 6.10.4 of the Shire of Ashburton Local Planning Scheme No. 7 do not create land use conflicts and protects the environmental, social and residential amenity.
- 3.3 To encourage transient workforce accommodation development that harmonises with the existing streetscape and complements the character of the locality.
- 3.4 To promote high quality accommodation design and development.
- 3.5 To manage transient workforce accommodation development in a way that recognises the needs of innovative design and contemporary lifestyles.
- 3.6 To encourage building design that incorporates sustainable and energy efficient design that befits the local climate and provides comfortable living conditions.
- 3.7 To determine applications which do not comply with Clause 6.10.4 of the Shire of Ashburton Local Planning Scheme No. 7 'prohibited' under Clause 6.10.5.

## **4.0 POLICY:**

### **4.1 Policy Statement**

Amendment No. 14 to the Shire of Ashburton Local Planning Scheme No. 7 ('Scheme') provides the opportunity for an applicant to apply for planning approval transient workforce accommodation in the Commercial and Civic zone in Onslow, Paraburdoo and Tom Price. The provisions specifically require that transient workforce accommodation will only be permitted in the zone where certain design standards and criteria are met.

### **4.2 Application of Policy**

This policy has been prepared in accordance with the provisions of Part 2 of the Scheme. This policy applies the residential areas of Tom Price and Paraburdoo, except to the extent that the provisions of State Agreement Legislation and the Mining Act 1978, over-rule the Planning and Development Act 2005 and the Shire planning scheme.

All applications under Clause 6.10.4 will need to comply with this Local Planning Policy in addition to Scheme and the Residential Design Codes (R Codes), which, legally, form part of the Scheme. This Policy is a planning policy pursuant to the Scheme. This means that both Council and intending developers are obliged to take the Policy fully into account. Variations and departures are possible however this needs to be suitably justified by the applicant.

### **4.3 Advertising of Applications**

The Shire will advertise applications made under Clause 6.10.4 as it feels that the amenity of the locality could be adversely affected by such use of land.

### **4.4 Residential Design Codes**

The main tool for controlling residential development in Western Australia is the R Codes. While the R Codes are very comprehensive, the R Codes also recognise that by its very nature, the R Codes cannot cater for specific differences that may exist from one local authority to another.

Therefore, the R Codes allow for variations to some of the provisions, where there may be a different or unique local context in terms of residential development. Part 2.6 'Local Planning Policies' of the R Codes allows the Council to prepare local planning policies for streetscape, building design, boundary walls, and building height that provide alternative requirements to the R Codes to suit the local planning context.

This Policy has been structured around these variations that are permitted by the R Codes along with Clauses 6.10.4 of the Scheme with the intent to provide clear and concise guidance for residential development associated with Clause 6.10.4. This Policy endeavours to complement the R Codes, by augmenting and further developing specific provisions with more specific policy measures pertinent to transient workforce accommodation.

## **4.5 Functions of Components**

- 4.5.1 The Policy has been developed specifically to function as a reference tool providing guidance for both the Shire and developers to use when considering an application for transient workforce accommodation lodged with the Shire under Clause 6.10.4 of the Scheme.

## **5.0 DEVELOPMENT ASSESSMENT**

- 5.1 Development which complies with the provisions of the R Codes and this Policy is still required not to unduly impact on the amenity of the area and be compatible with the existing development and character in the surrounding area.

- 5.2 The following requirements must be met in any application:

- a) the proposed transient workforce accommodation development is of a very high quality for the benefit of occupiers, as well as the community;
- b) the proposed development represents a motel or resort style development, with significant landscaping, recreation areas/facilities, quality design, quality infrastructure and materials;
- c) a limitation on the overall proportion (%) of transient workforce accommodation within a development and where accommodation for tourists and the like is made available;
- d) connection to reticulated sewer, water, and power is available; and
- e) where the development is of a permanent nature and where dongers, or transportable buildings or structures of any description are not proposed.

- 5.3 Where in the opinion of the Council any of the above provisions are not met, transient workforce accommodation is prohibited.

- 5.4 The applicant must provide written justification that the proposal that addresses this Policy. The Council may approve a development proposal which does not fully comply with this Policy where it is satisfied that the development proposal meets the Objectives and Development Requirements. As an application will be advertised, it will need to be submitted with an accompanying Social Impact Assessment which in addition to the requirements of Local Planning Policy – Social Impact Assessment, will need to:

- demonstrate consideration has been given to the impact on the amenity of adjacent properties and the streetscape; and

- outline any measures that have been or will be taken to mitigate any likely undue impacts on the amenity of adjacent properties.

## **6.0 DEVELOPMENT REQUIREMENTS**

6.1 All applications lodged pursuant to Clause 6.10.4 shall specifically address streetscape, setbacks and building design.

### **7.2 Streetscape**

7.2.1 Streetscape refers to the visual appearance of a street. Streetscape assessment and site analysis are the first steps in the design process and ensure that the proposal is the most appropriate design solution for both the site and the locality.

7.2.2 The presentation of buildings in a street is a critical element of a streetscape and contributes significantly to the character of both the street and the locality.

7.2.3 Desirable streetscapes are those in which the development and associated spaces create attractive neighbourhoods and therefore development needs to be sensitive to the environmental context in which it is being placed.

### **7.3 Street Setbacks**

7.3.1 Development must be appropriately located on the site having regard to the existing setback of adjoining properties, and the set back pattern of the street block within which the proposed development or addition is situated. A setback of 4 metres set back to a primary street would normally be the minimum setback that would be required by Council. This reflects the setback for an R30/50 density residential development as may be permitted within the zone. To ensure appropriate setbacks for a development can be achieved, Council may be prepared a setback based on the averaging provisions of the R Codes.

7.3.2 Minor incursions and projections are permitted where it will not detract from the character of the streetscape or dominate the appearance of existing development. A minor incursion refers to a porch, balcony, verandah, chimney or similar.

### **7.4 Side Setbacks**

7.4.1 The side set back requirements shall be determined using the R Code and assuming the land reflects an R30/50 density residential development as may be permitted within the zone. Development must be appropriately located on the site having regard to the existing setback of adjoining properties, and the setback pattern of the street block within which the proposed development or addition is situated.

### **7.5 Setbacks of Garages and Carports**

7.5.1 Any garages and/or carports shall not visually dominate the site or the streetscape. As a guide, garages and/or carports are to be located behind the street setback line.

## **7.6 General Provisions**

- 7.6.1 All applications for transient workforce accommodation development to which this Policy applies will be required to meet the provisions of the Scheme in the first instance, the R Codes, the Development Assessment and Development Requirements of this Policy. The provisions of this policy may be varied where accommodated under the Policy. The extent of any departure from a Policy provision will be determined by the Council in accordance with the objectives of this Policy.
- 7.6.2 Council may approve an application which does not comply with this Policy (not including Clauses 5.2 and 5.3) where, in its view, a certain standard is not appropriate or relevant in that particular case. In considering any relaxation of requirements the application may also be subject to consultation with the affected nearby landowners.

## **8.0 ASSESSMENT**

- 8.1 In addition to the provisions of the Scheme, Applications under Clause 6.10.4 the following will be applied by Council:
- a) Applications will be examined with regard to the following:
    - i) design quality;
    - ii) potential for increased levels of noise, disturbance, car parking, and landscaping and the possible greater impact on the residential amenity; and
    - iii) connection to reticulated water and sewer.
  - b) When considering a Approval of an Application, the following will apply:
    - i) where a proposed development is considered by Council to be inappropriate, consent may not be granted until a revised proposal representing a satisfactory standard; and
    - ii) access/egress and car parking spaces will be constructed, kerbed and drained to the satisfaction and specifications of the Shire.
  - c) The Shire will refer all applications to the service provider for comment prior to determining an application. No response from the service provider will be considered by Council to be 'no objection' to the application. However, the Applicant is responsible to negotiate with the service provider for such services.

## **9.0 REFERENCE:**

The Shire of Ashburton Local Planning Scheme No. 7 and the Planning & Development Act 2005.

## **10.0 RESPONSIBILITIES:**

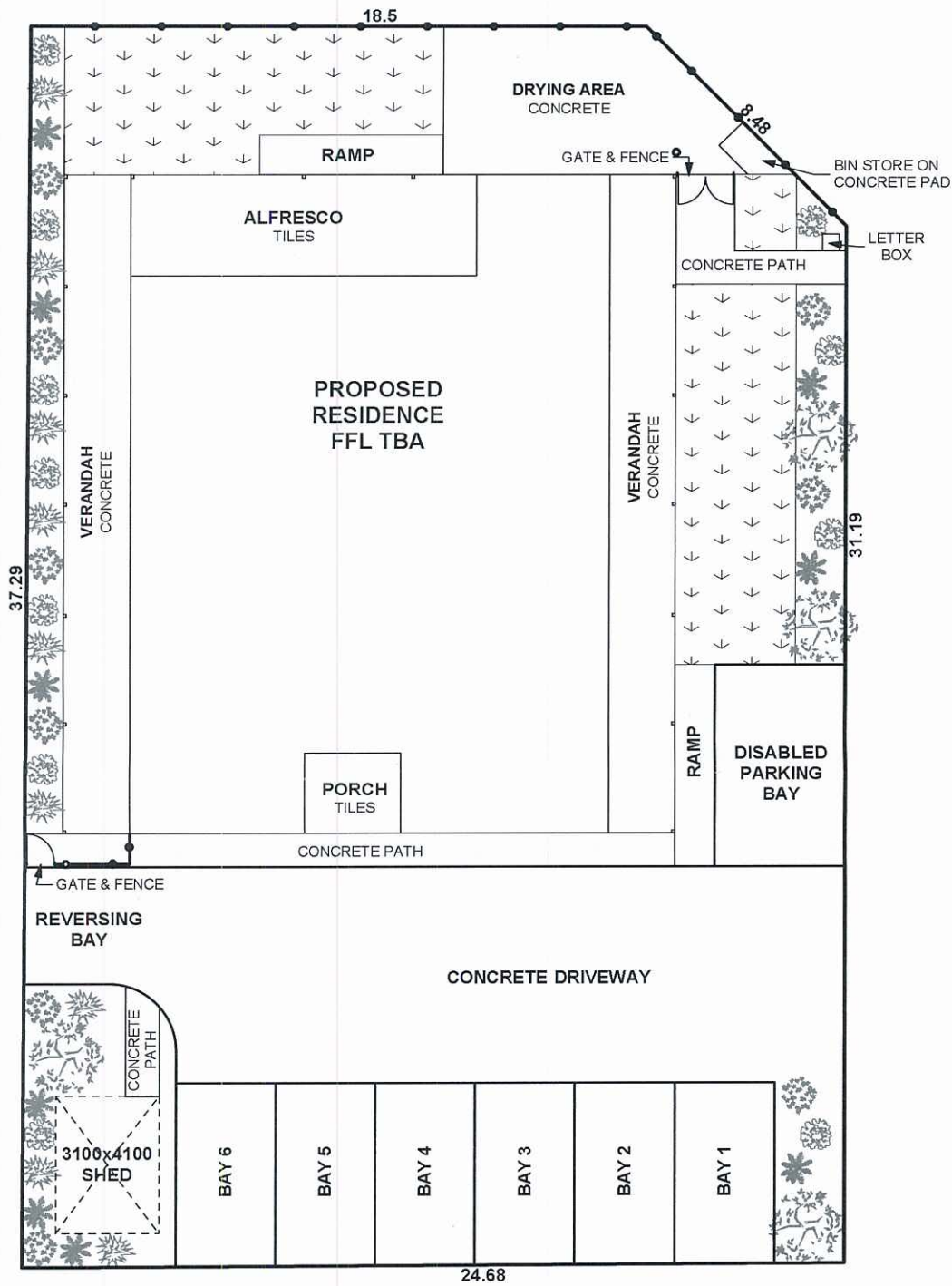
The Shire Planning Section of the Development Services Division as per the Delegations Policy and Register and further authority is delegated to the Chief Executive Officer.

## **11.0 ADOPTION:**





Landscaping Areas	
ID	Area
CONCRETE	473.98
LAWN	4.15
LAWN	41.03
LAWN	44.44



**LANDSCAPING PLAN**  
1:200

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Lot 27 Willow Road, Tom Price

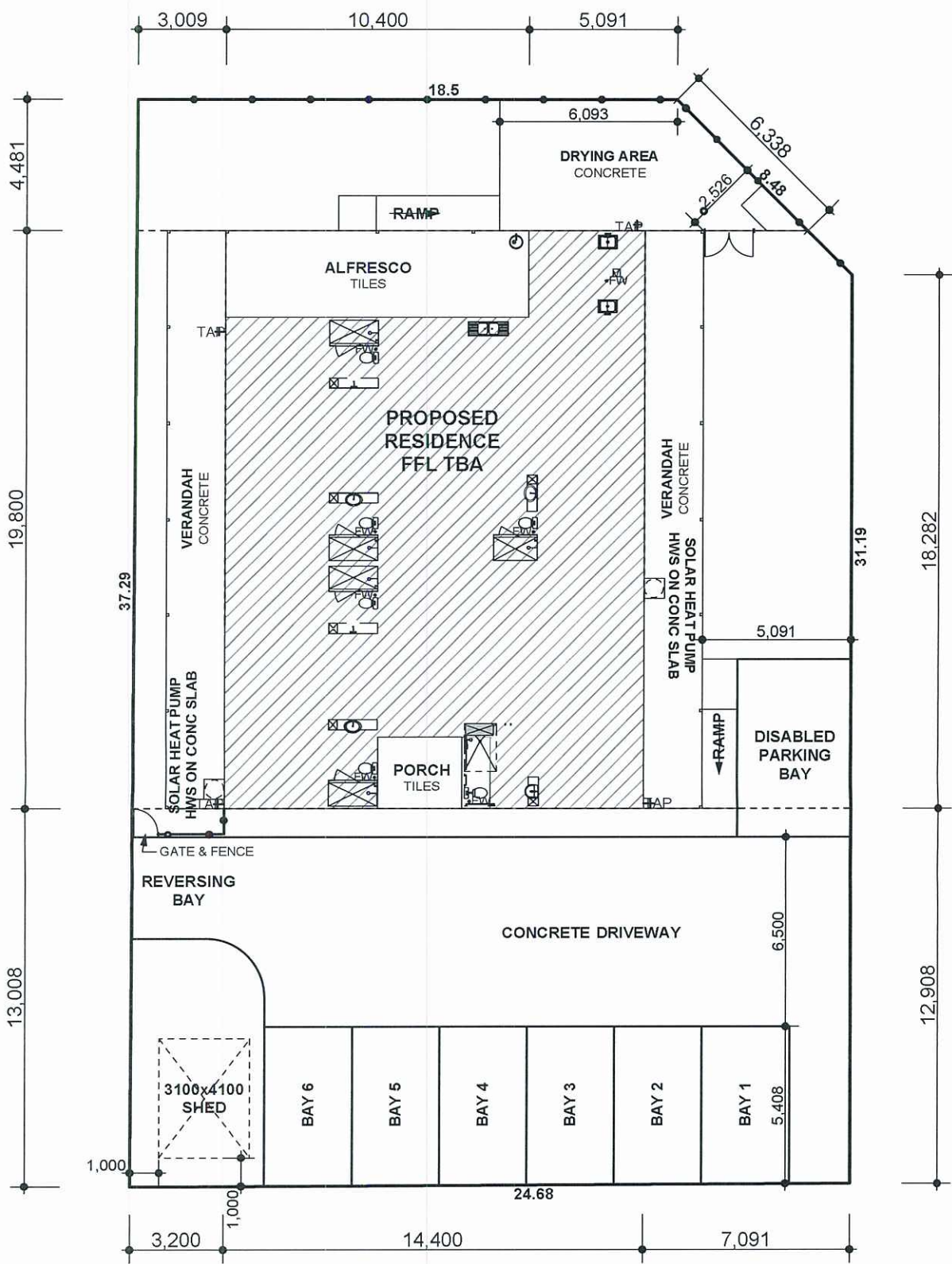
Job N°: RFT 05/11

Consultant: Jackie Feltham

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**SITE PLAN**  
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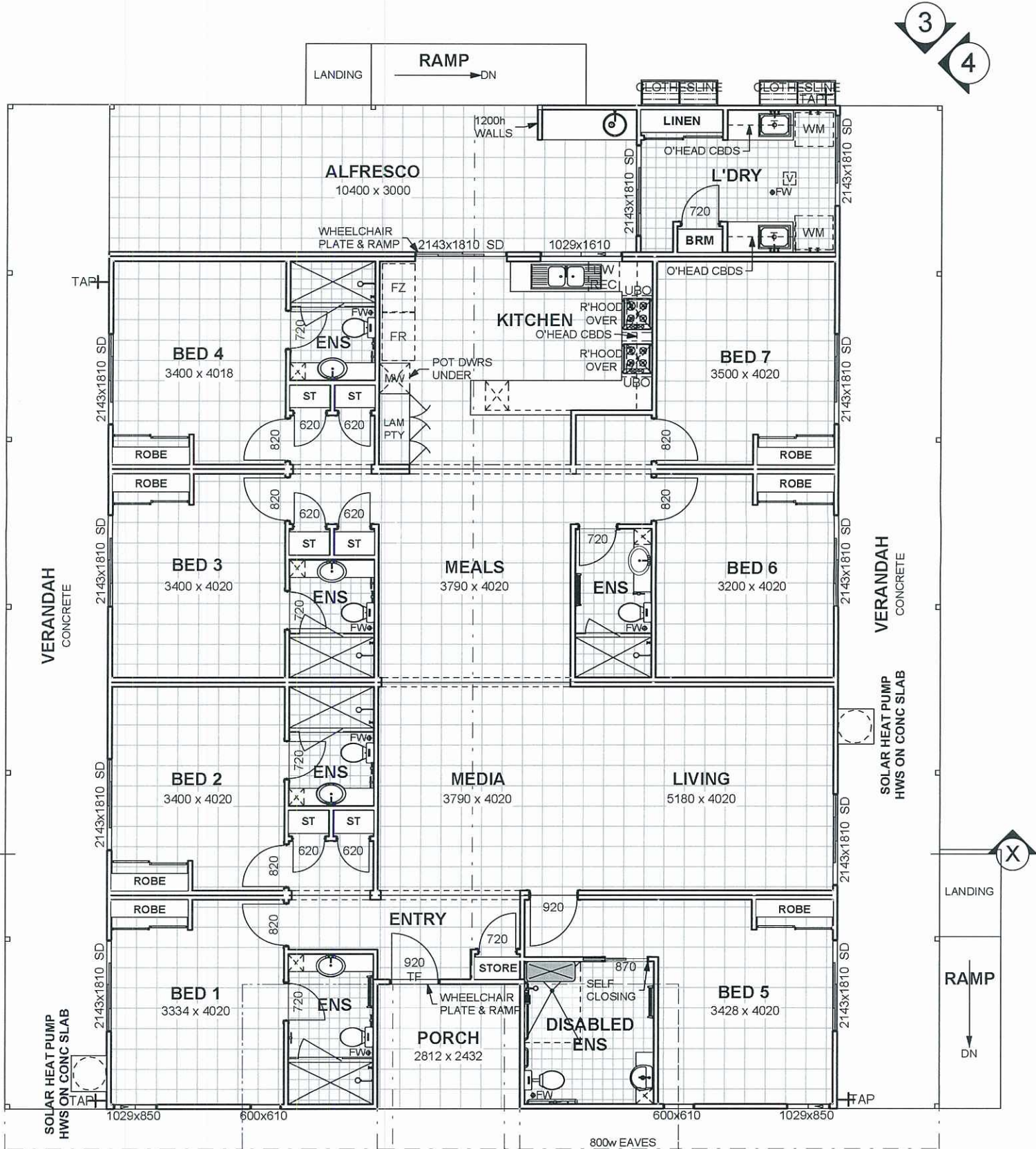
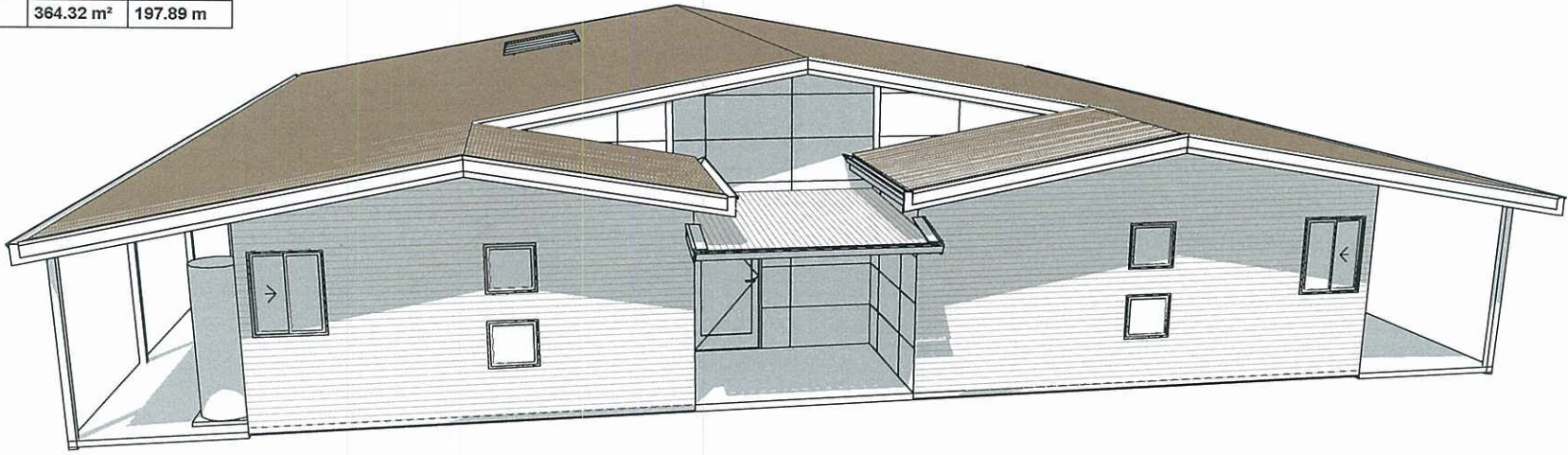


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 Drawn By: Date: 04 Mar 2011 12:02:37 PM

Reg. Builder N°: 12936. A.B.N. 87 130 881 560. A Division of JWH GROUP Pty Ltd

Floor Areas		
Location	Area	Perimeter
HOUSE	246.91	73.26
VERANDAH	39.60	43.60
VERANDAH	39.60	43.60
ALFRESCO	31.20	26.80
PORCH	7.01	10.63
	<b>364.32 m<sup>2</sup></b>	<b>197.89 m</b>



**FLOOR PLAN**  
1:100

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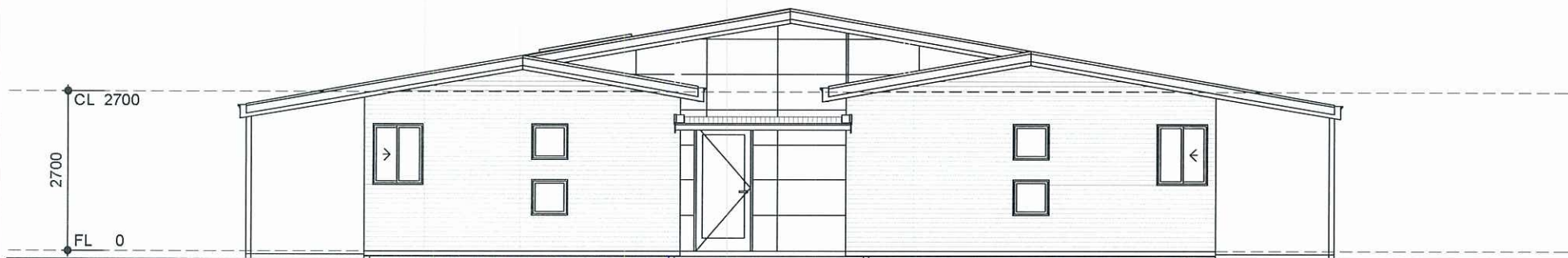
**Proposed "Shire of Ashburton" 7 Bedroom Residence ©**

**Lot 27 Willow Road, Tom Price**

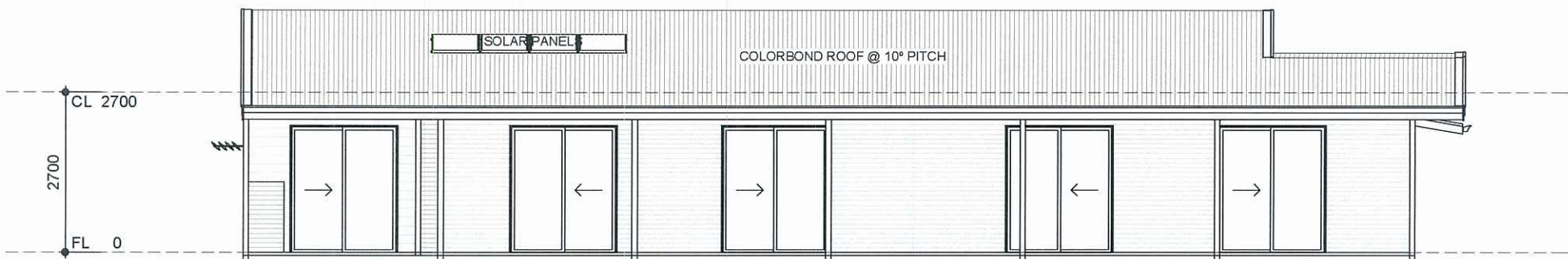
Job N<sup>o</sup>: RFT 05/11

Consultant: Jackie Feltham

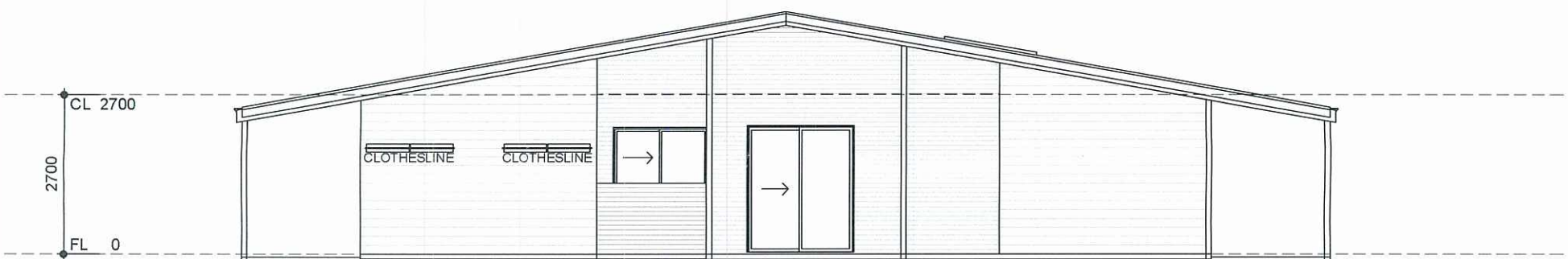
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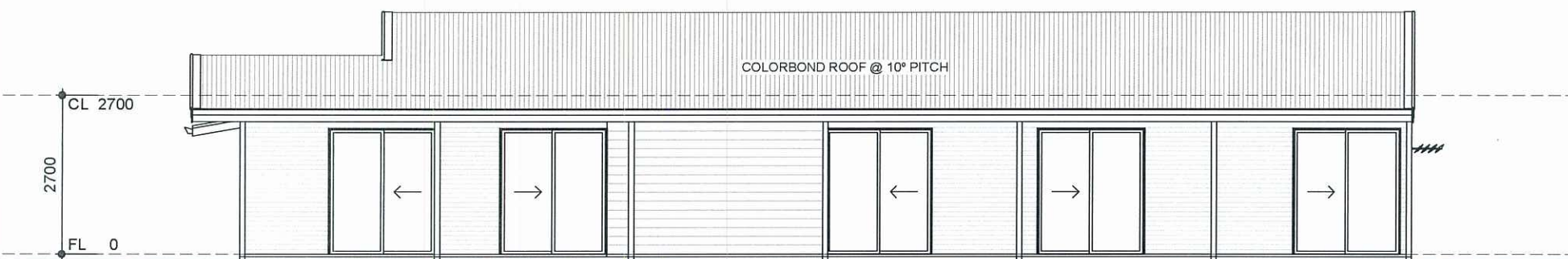
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**ELEVATION 3**  
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**Job N°: RFT 05/11**

**Consultant: Jackie Feltham**

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Drawn By: Date: 04 Mar 2011 12:02:37 PM

## **SHIRE OF ASHBURTON LOCAL PLANNING SCHEME NO.7 LOCAL PLANNING POLICY**

**Title:** Design Guidelines for the Tom Price Town Centre

**File No:** PS.DV10

**Statutory Environment:** Shire of Ashburton Local Planning Scheme No.7  
Planning & Development Act 2005

### **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 OBJECTIVES:**

- The scale, height and orientation of development within the town centre should combine in such a way that each business or activity is appropriately located in relation to each other, and the spaces between buildings are attractive, interesting, comfortable, safe and well maintained;
- Buildings within the town centre should be compatible in scale and form, and designed appropriately for the Pilbara climate. Refurbishment and new development should contribute positively to the principal functions and visual quality of the town centre;
- New development and internal fit-outs of existing buildings should be designed in a flexible manner to facilitate/encourage changes in use, and to ensure that desirable, alternative uses of buildings in the future are not prevented by inappropriate design;
- Public and private spaces around buildings should be developed in an integrated and attractive way, with attention paid to seating, lighting, signage, planting, colours, artworks and paving, with the additional effect of clearly defining the scope of the town centre, its various activity spaces and its thoroughfares;

- Adequate car parking should be provided in appropriate, convenient locations, with clear, safe and direct pedestrian connections to the businesses and activities. Servicing of businesses by vehicles should take place in such a way that pedestrian safety and amenity is not compromised.

#### **4.0 GENERAL GUIDELINES FOR BUILDING REFURBISHMENT AND NEW DEVELOPMENT**

The purpose of these provisions is to provide guidance on the design of private buildings and spaces within the Tom Price town centre, to achieve an enhanced urban environment and to improve the experience of the town for pedestrians.

Design Guidelines that define the 'Tom Price vernacular' are included as attachment 1 and form part of this Local Planning Policy.

- As a future development principal, civic uses, cultural uses/events, small office uses and more retail outlets should be encouraged into the town centre to make it more complete, viable and attractive.
- Refurbishment to existing buildings and new developments should be compatible in scale to existing development, and in particular, to development immediately adjacent. Multi storey development is supported provided important views and vistas – especially to Mt. Nameless – from existing vantage points are largely preserved.
- Important ground level views and vistas that correspond with main pedestrian routes and common visual associations should not be blocked or obscured by new buildings and planting. At the same time, desirable views and vistas that are presently obscured by unnecessary clutter such as shrub planting and redundant noticeboards should be reinstated.
- Refurbishment and new development in the vicinity of the mall should aim to reinforce the desirable character of the mall as a linear, two-sided public meeting space, broken into outdoor “rooms” each serving several compatible purposes.
- New development should react appropriately to local climatic conditions. That is, while windows and doors should mostly face north and south, east and west facing walls should have either no openings or small openings to minimise heat invasion. However, climate control should not come at the expense of visual quality and pedestrian amenity.

- Windows and doors can be located in east and west-facing walls, provided are protected by deep verandas or other shade devices.
- Verandas or canopies should be provided along all building frontages, and along the sides of buildings used as important pedestrian routes. Shop fronts should have large windows with regularly changed displays to provide visual interest and reinforce pedestrian scale. Blank walls abutting public spaces should be suitably detailed and articulated. All shop fronts and building edges used as main pedestrian routes should be lit at night.
- Coverings over walkways – such as exists over the north-south route between the three buildings located to the north-west of Coles – should be predominantly solid and provide weather protection, rather than slatted, pergola-type coverings.

## **5.0 BUILDING DESIGN**

Buildings should reflect a contemporary Australian urbanism featuring a composite of external finishes rather than historical or vernacular styles. Building elevations are to be articulated to provide visual interest. Blank facades are to be avoided through the provision of projections and indentations in the floor plan with resultant shadow effects. The street or 'public faces' of the building should be detailed to provide visual richness and variety, reduce apparent bulk and enhance individual identity. This can be achieved through:

- The application of colour, texture and changes in materials.
- The use of elements such as roof extensions, awnings, canopies and extensive glazing.
- Clear identification of building entries from the street through expressed elements such as entry canopies, glazing etc.
- Elevations which reflect the desired character through the application of integrated feature materials and colours and restrained ornamentation

### **5.1 Setbacks:**

- Nil or zero setbacks will not be supported where the building abuts a road or accessway.

### **5.2 Walls:**

- The visual appeal of development within the town centre will be greatly influenced by the colours and textures of walls visible from streets or other public spaces.

They will be required to feature a composite of construction materials with a dominant material complemented by minor elements of alternative material (preferably featuring a change in material and/or colour). The dominant material is to be articulated so as to avoid blank, repetitive facades.

- Wall materials selection is to consider robustness and vandalism requirements of a commercial precinct and to require minimal maintenance.

### **5.3 Roofs:**

- Roof forms within the town centre are not restricted, however conventional pitched roofs are not considered to meet the contemporary urbanism desired.
- Flat or low pitched roofs may be permitted with the use of articulated overhang projection elements or articulated parapets. Parapets are not to be higher than 1 metre nominally above the adjacent roof level. Contemporary roof forms may be permitted provided that the roof is articulated so as to avoid a blank repetitive form.
- The type of materials used for roofing can potentially impact on neighbouring properties. Material and colour selection should balance the visual impact intent of the building with any impacts on adjacent users or development. Adverse impacts such as glare, visual discomfort including perceived safety implications thereof on adjacent properties and users is not considered acceptable.

### **5.4 Glazing:**

- Large expanses of glazing are encouraged to articulate building facades, to enhance commercial opportunity and assist in activation of streetscapes and public areas.
- Glazing is to have adequate solar protection and is to be articulated appropriately to the scale and use of the development.

### **5.5 Awnings:**

- The use of awnings or similar devices should be employed over external glazing to limit solar exposure whilst adding to the extent of detail on a building.
- Awnings over a footpath (within a road reserve) may be accepted in exceptional circumstances where Council accepts a community benefit.



## 5.6 Accepted Materials and Finishes:

- Materials should be of appropriate standard and scale to a commercial environment and should be suited to the harsh climatic requirements of Tom Price.
- Industrial and domestic type materials are generally not considered acceptable.
- Walling and roofing materials should generally be high durability, low maintenance and easily cleanable. Self-coloured materials such as Colorbond™ cladding are preferred.
- Large uninterrupted or unarticulated expanses of any material are not considered acceptable.
- The following are examples of materials not considered appropriate:
  - Zinalume and pgi flat sheet cladding
  - Grey concrete blocks
  - Grey unpainted compressed fibre cement sheet
  - Highly reflective glass
  - Inappropriately coloured glass – such as black, brown or dark green
  - Clay or cement roofing tiles

## 5.7 Colour:

- Colours should reflect the contemporary urbanism requirements of these guidelines.
- Walling and roofing colours should be selected with respect to the harsh climatic requirements of Tom Price. Colours will be subject to the strong light quality of Tom Price and colours will be subject to fading. Building surfaces will also be exposed to the red dust of the Pilbara which will impact differently on various finishes and colours. Generally colours should be high durability, low maintenance and easily cleanable to deal with these issues.
- Very light coloured materials with a solar absorbency of less than 0.35, as classified in the BCA, is encouraged (refer to [www.colorbond.com](http://www.colorbond.com) for list of suggested colour range).
- Large uninterrupted or unarticulated expanses of any colour are not considered acceptable.
- Bright colours should generally be used for features and trims rather than in large dominating quantities.

Bright colours in large quantities are not considered acceptable where those colours represent commercial branding of a building or tenancy.

- Dark colours are not considered acceptable in large expanses, particularly to east and west walls and walls facing the street or public areas.
- Bright or dark heat absorbing colours with a solar absorbency rating greater than 0.55, as classified by the BCA, are prohibited (refer to [www.colorbond.com](http://www.colorbond.com) for list of suggested colour range).
- Colours which are not expressive of natural materials or landscape elements are not considered acceptable in large expanses.
- Fluorescent or similar colours are not considered acceptable.

#### **6.0 REFERENCE:**

The Shire of Ashburton Local Planning Scheme No. 7 and the Planning & Development Act 2005.

#### **7.0 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.

#### **8.0 ADOPTION:**

## DESIGN GUIDELINES

There are certain aspects of built form, public realm and infrastructure for which it is necessary to provide more detailed guidance in the form of Design Guidelines. This will ensure that certain opportunities afforded by particular aspects of site location, landscape / streetscape features and topography are optimised as development occurs within the town centre. In particular, guidelines will focus on urban design and planning related matters including:

- Building bulk, form and scale;
- Materials and texture;
- Sustainability and climate responsive design;
- Streetscape activation and relationship with streets, public parks and civic squares;
- Response to local character, heritage and landscape elements;
- Safety
- Pedestrian and vehicle access and movement; and
- Car parking.

Therefore, design guidelines and policy will require further development by the Shire of Ashburton to ensure that the implementation process accords with the gains so far achieved and the outcomes of the revitalisation project. This section outlines the objectives and design elements that are intrinsic to the development of a quality town centre in the future and are derived from the overarching principles utilised throughout the revitalisation process.

The following objectives and development provisions are intended to inform any future review of the Shire of Ashburton Local Planning Policy 10 - Design Guidelines for the Tom Price Town Centre. However, the principles and objectives outlined within this section may also be utilised as an operational policy to provide development or design guidance for proposals that may be received prior to the amendment of Shire policy.

**A TOM PRICE VERNACULAR STYLE**

The term 'vernacular' is often referred to as a historical precedent. Whilst this is partly true, the vernacular refers also to methods of construction using resources that are available on a local level, and the creation of a form that addresses localised needs. Vernacular architecture generally evolves over time to reflect the environmental, cultural and historical context in which it exists. As a relatively new place, Tom Price is at a pivotal point where lessons from past construction can now be directed into a series of aspirations for a sustainable future that truly reflects the local identity.

The origin of Tom Price as a mining town was predicated on a number of needs to ensure that a supply of skilled labour to service resource related activities could be adequately accommodated within a relatively short timeframe, and with little regard for the long-term future of the settlement. Therefore, the existing character of the town centre is largely defined by construction techniques that responded to the primary need to provide a labour force, rather than the need to create a vibrant and interesting place. As such, the buildings in the town centre are generally placeless and utilitarian in nature.

Given the remoteness of Tom Price to suppliers of construction materials, construction has generally favoured the use of lightweight materials, which are easier and cheaper to transport. Such materials also carry a low thermal mass that is a suitable material for hot arid environments. Due to a poor execution of the use of these materials, 'temporary' shed like nature of buildings evident throughout Tom Price inhibits the establishment of local identity and a sense of place that is relevant to the place and local community. However, there are certain elements that are distinctive to Tom Price, such as the use of breezeblocks, which are tinted to reflect the colours of the local landscape. Built form and places that are reflective of local aspirations and cultural values will contribute to a place that has its own unique identity.

Based on the continuing strength of the resource industry and the strategic importance of the Pilbara, permanence and the long term and survival of Tom Price are a now significant chapter of the Tom Price story. However, the permanence of Tom Price cannot be considered exclusively to matters relating to long-term sustainability and impact on locally available resources. Promoting efficient and reduced resource consumption through climate and environmentally responsive design is essential.

The manner in which a building is used by its occupants carries a significant influence on building forms. Tom Price's permanence as a central town to the Pilbara will mean that it will need to adapt over time to meet the evolving needs of the population, some whom have yet to arrive. Establishing robust and adaptable built form and urban spaces will ensure that building can accommodate the needs of an evolving population over a long period of time with minimal modification.

Based on the above rationale, the following four key elements have therefore been identified as a means of establishing a Tom Price vernacular style that reflects local and regional values:

- Permanence
- Sense of Place
- Environmental Responsiveness
- Adaptability

The following table provides an outline of design elements and principles, which should be addressed in the development of built form or design guidelines for the Tom Price Town Centre with respect to the development of a Tom Price Vernacular style.

# 1

## Permanence

### Durable Materials and Construction

- Local stone elements to balance the use of lightweight materials; and
- Breezeblocks pigmented to reflect the colour of the local landscape.

### Quality Design

- Clear articulation of facades and entrances;
- Quality design that promotes visual interest; and
- High level of articulation in the built form through employing measures including: materials; projections; recesses, balconies; awnings; major openings; entrances; and roof forms.

### Strong Relationship to Street and Public Realm

- Facades that promote interaction between the public and private realm through large openings to the street and balconies;
- A sense of architectural prominence at key gateways, arrival points and public spaces.

### Adaptability of Built Form

- Ceiling heights that enable buildings to adapt to a variety of uses; and
- Mixed use compact core including a mix of street-oriented high-amenity retail civic, cultural, community, residential and commercial developments.

# 2

## Sense of Place

### High Quality Architectural Design

- Design elements and forms that promote visual interest, architectural articulation and sustainable outcomes.

### Continuous streetscape rhythm and character

- Avoiding blank walls fronting streets or public places.

### Harmonious, safe and attractive environment

- Continuity of active shop fronts to ensure the activation of the street frontages with retail, commercial, civic and entertainment based development to the street edge with commercial or residential usage on upper floors.

- Place responsive design
- Reflective of local landscape and character.

### Cultural diversity and inclusion

- Acknowledgement of local indigenous cultures for landscape design within the town centre;
- Cultural diversity to be reflected in the design of the public realm;
- Public art initiatives to reflect local cultural values and promote inclusion of a wide community participation;
- Community facilities that provide for a wide variety of cultural needs; and
- Acknowledgement of cultural heritage in built form, public art, community art and community activities.

### Locally available materials or materials that are reflective of Tom Price

- The use of local stone or tinted breeze blocks in conjunction lightweight materials.

# 3

## Environmental Responsiveness

### Taking advantage of local assets and environmental opportunities

- Maximise the potential for vistas/ views to key locational assets such as Mount Nameless.

### Climate responsive design

- Continuous awnings over shop fronts for pedestrian comfort;
- Detached eaves to allow ventilation around the building;
- Tree planting to maximise shade cover of streets – trees that form a large canopy should be favoured in the town centre.

### Energy Efficiency

- Sufficient shading to all windows entrances and major openings;
- Minimise east and west facing windows; and
- Breezeways to promote cross ventilation of internal spaces.

### Water conservation elements

- Water wise landscaping.

## Adaptability

### Adaptable architectural design

- Mixed use development promoting a variety of mixed commercial and residential uses, where commercial is to be the predominant focus ground level, whilst residential to be mainly provided on upper levels; and

- Ceiling to floor heights should be of sufficient height to enable transition over time to accommodate a variety of uses, particularly for any temporary residential uses on ground level.

### Flexible design controls

- Design controls that can be adapted to address evolving market forces.

# 4

## BUILT FORM

### Objectives

- To ensure that development within the Tom Price Town Centre promotes a pedestrian-oriented and conveniently accessible urban form, which fosters community interaction and local identity.
- To ensure that buildings in the town centre are of an appropriate scale consistent with the character of Tom Price to optimise visual amenity within the town centre.
- To create a compact core including a mix of street-oriented high-amenity residential and commercial developments where active non-residential uses are designed to address the street, with minimal street setbacks.
- To create a harmonious, safe and attractive environment through streetscape enhancement and building design that provides a continuous rhythm and character.
- To ensure high quality architectural design for all development within the Tom Price Town Centre, with elements that promote climatic responsive design, visual interest, architectural articulation and sustainable outcomes.
- To promote activation of the public realm with an active frontages for all buildings fronting onto the public realm.

### Development Provisions

- The activation of the street frontages of Central Road, Stadium Road and frontages to the pedestrian mall with retail, commercial, civic and residential development to the street edge with commercial or residential usage on upper floors, in order to create a legible, active and interesting pedestrian-oriented environment.
- Buildings to be oriented to the street or public realm in all instances, avoiding blank walls fronting public spaces and large expanses of car parking separating active uses from the public realm. 70% of building façades are required to consist of doors and windows designed to provide visual linkage between the street and indoor spaces.
- Where appropriate, the intensification of land use on presently under-utilised land parcels and buildings to include mixed-use development, where development, retail, service commercial and other pedestrian-oriented uses are to be developed at the street level in most instances. Residential uses will only be permitted at street level in areas where commercial and retail uses are not the primary land use at street level.
- The provision of high quality and appealing built form enhancing the image of the Tom Price Town Centre as an enjoyable, safe, pedestrian-oriented place, complementing existing site attributes.
- Retain and conserve heritage buildings and other items having heritage value within the town centre, and ensure appropriate settings when developing adjacent to heritage buildings or significant vegetation.

### Development Provisions

- Protection from climatic extremes shall feature as a key element in the design of all buildings in the town centre.
  - A high level of articulation shall be provided through employing measures including: shading devices; materials; projections; recesses, balconies; awnings; major openings; entrances; and roof.
  - All building services (including air conditioners) to be located so as not to be seen from the public realm.
- ## PUBLIC REALM
- ### OBJECTIVES
- To provide opportunity for a variety of quality public open space experiences to facilitate public gatherings, civic occasions and social interaction within the Tom Price Town Centre.
  - To provide appropriate shading and climate control measures such as shade structures and tree planting to protect the from climatic extremes and promote a comfortable and useable open space at all times of the year.
  - To create a connected, safe and attractive public realm through the appropriate articulation of a hierarchy of open spaces, from the road network to malls, civic squares, forecourts and reserves, including elements that promote the ability to conduct community events and entertainment related activities.
  - The provision of a public realm that provides safe, equitable and legible connection between retail, commercial, civic recreational and residential activity.
- ### Development Provisions
- Public realm including elements such as road network, malls, civic squares, forecourts and reserves, to be developed resulting in an urban form that is attractive and comfortable for pedestrians, providing street furniture for pedestrian respite and overhead shade structures and planting of street trees for microclimate management;
  - Elements such as street furniture, lighting, landscaping treatments, awnings, paving treatments, public art and playground equipment are to facilitate a sense of place, providing legible connection between retail, civic, open space, commercial activities and residential uses;
  - Infrastructure design elements, including lighting and signage, that are unique to the Tom Price Town Centre will be provided to contribute to a sense of arrival to the Tom Price Town Centre;
  - The provision of public art elements should reflect the cultural values and heritage of the locality and its population; and
  - Street pavement widths, design and paving treatments shall encourage slower vehicle speeds to the benefit of pedestrian safety, whilst generous footpath widths are to be provided for pedestrian comfort.

## MOVEMENT NETWORKS

### Objectives

- To provide a legible and well-connected movement network that creates a safe and pleasant public realm providing a safe and equitable balance between all modes of active and non active transport modes such as public transport, pedestrians, cyclists and vehicles;
- To ensure that all car parks are appropriately shaded with the use of shade structures and tree planting to prevent excessive heat loads and promote an attractive and hospitable public realm; To ensure that development in the Tom Price Town Centre is undertaken in such a way as to minimise the conflict between vehicles and pedestrians;
- To provide and active frontage to all streets, pedestrian networks and public access ways.

### Development Provisions

- Ensure safe and convenient access is provided between buildings and public transport stops, car parking areas, and other facilities;
- Vehicular access points on streets to be limited, to avoid disruption to traffic and minimise the impact on local streets within the Tom Price Town Centre;
- The provision of appropriate traffic calming measures within the Tom Price Town Centre, in order to provide a more pedestrian friendly environment;
- Where ground level car parks are proposed, these shall be appropriately shaded with street trees or shade structures;
- Provide clear demarcation between the vehicle and pedestrian realm through the use of contrasting colours and textures in paving treatments and edges such as kerbs, footpaths and decorative bollards; and
- Maximise the provision of kerbside car parking.ESD (Ecologically Sustainable Design)

### Objectives

- To utilise climate responsive design principles in the design of all built form and public realm elements in the town centre;
- To ensure that all development has access to breeze paths for the use of cross ventilation as a passive cooling measure;
- To promote a reduction in water and energy usage within the town centre;
- To reduce reliance on air conditioning systems for climate control;
- To promote building design that provides shading to the public realm;

### Development Provisions

- Provision of appropriate solar shading to all major openings and windows on the exterior of the building through the use of awnings, shade structures and large overhanging roofs and balconies;
- Minimisation of east and west facing windows;
- The provision of drought tolerant landscaping for all development within the Tom Price town centre;
- The incorporation of water efficient fixtures such as taps, toilets and toilet cisterns;
- Planting of shade trees adjacent to east and west facing walls to reduce solar gain; and
- Buildings that front onto the public realm shall be provided with appropriate shading devices to provide shelter to the pedestrians along the building frontage.



## CPTED (CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN)

### Objectives

- To promote a positive sense of safety within the public realm;
- To encourage the use of the centre outside of regular business hours; and
- To promote a positive image for the Tom Price Town Centre to attract visitors and activity.

## DEVELOPMENT PROVISIONS

### Surveillance

- Windows and major openings are to be evident on facades of buildings and oriented to overlook the public realm.
- Visual links to be provided between indoor (private) and outdoor (public) spaces.
- Good access to premises should be provided from street/public space.
- Landscaping to permit or ensure viewing of public spaces at eye level.
- Pedestrian paths to provide a comfortable environment that encourages use through visual quality and materials.
- Reduced building set backs to encourage active participation of public space.
- Street layout/circulation to encourage pedestrian and vehicle use outside core business hours.
- The centre to contain a mix of uses that will lead to the activation of spaces for extended periods of time, particularly night time hours.
- Pedestrian pathways to be adequately illuminated at night.

- Building facades to be lit effectively to encourage passive surveillance.
- The centre to be well integrated with the surrounding land uses.
- In areas where natural surveillance is unachievable, alternative measures of crime reduction such as CCTV should be provided.
- Fencing to allow for surveillance of buildings and the public realm through appropriate height and permeability.

### Access Control

- Loading areas to be secure and/or legible.
- Access opportunities to maximise activation of public realm.
- The pedestrian and traffic network to allow for effective access for emergency vehicles and offender pursuit.
- Blank walls to be treated for visual interest and/or provided with mechanisms to prevent graffiti.

### Territorial Reinforcement

- Textures, fencing or other treatments to clearly designate private / public spaces.
- Buildings to be constructed of materials that present well, are low maintenance and resist graffiti.
- Development to promote public ownership and care of the space.
- Public space to allow for or encourage community events and alternate activities that help to activate the space during and outside usual operating times.



## SCHEDULE 1 - SUBMISSION FROM GREG ROWE AND ASSOCIATES

<b>Comment from Greg Rowe and Associates</b>	<b>Shire Response</b>	<b>Recommended Action</b>
<p>Submission to the Draft Design Guidelines for the Tom Price Town Centre</p> <p>Greg Rowe and Associates act on behalf of the landowner of Lot 1 Stadium Road, Tom Price (herein referred to as 'the subject site'). We have been instructed by our client to prepare a submission in opposition to a component of the draft Design Guidelines for the Tom Price Town Centre (herein referred to as the 'Policy'). In relation to our opposition, the Policy states:</p> <p><i>"Nil or zero setbacks will not be supported where the building abuts a road or access way."</i></p> <p>We take the view that disallowing nil or zero setbacks abutting roads or accessways to all developments is too restrictive for the revitalisation of the Tom Price town centre. As to be discussed in detail within this submission, the inclusion of nil setbacks:</p> <ul style="list-style-type: none"> <li>» Can improve the amenity of a street, contributing to active and passive surveillance and revitalisation of the town centre;</li> <li>» Are supported in planning theory and state planning policy;</li> <li>» Can contribute to climate control at the street level; and</li> <li>» Are encouraged in a number of other town centre revitalisation design guidelines due to the positive impact they have on revitalising centres.</li> </ul>	<p>The submission somewhat over emphasizes the benefits of a zero lot line development in a town centre like Tom Price. It uses examples of metropolitan towns where a generic design code of development is often sought with the result that it results in a bland and uniform building form.</p> <p>Reference is made to the Karratha town centre which has more similarities with the development of Onslow – which is under significantly more development pressure than Tom Price.</p> <p>The inclusion of reference to State Planning Policy 4.2: Activity Centre for Perth and Peel 2005 ('SPP 4.2') which set out the regional planning framework for Perth and Peel is curious. It is questioned how in any way, this can relate to development assessment of a resource based town some 1700km north.</p> <p>Reference to shading and climate control in the submission fails to acknowledge that the same can be achieved through the retention of existing significant trees within existing setbacks. It would seem that the submission concentrates on the benefit to the client landowner and not with the overall community benefit that the provision applies. Reference to Lot 1 and development potential will be addressed through the proper planning processes and should not be commented upon in this Report.</p>	<p>Modify Section 5.1 Setbacks to read:</p> <p><i>"Nil or zero setbacks will not normally be supported where the building abuts a road or access way.</i></p> <p><i>Any proposal that seeks nil or zero setbacks will need to clearly demonstrate in the proposal how such setbacks will achieve the overall objectives of the Policy and add to the unique character of the town site"</i></p>



<p>Positive Impact of Nil Setbacks:</p> <p>1. Climate Control</p> <p>State Planning Policy 4.2: Activity Centre for Perth and Peel 2005 ('SPP 4.2') sets out the regional planning framework for Perth and Peel. Although SPP 4.2 was written for Perth and Peel, the theory within the document is relevant in any urban context. A planning consideration within the urban design principles of SPP 4.2 is microclimate. In this regard, SPP 4.2 states:</p> <p><i>"the siting and layout of public spaces will affect their comfort and use. Careful consideration should be given to microclimate affects. Activity centre structure plans should set design controls that protect against excessive heat and prevailing winds, capitalise on cooling summer breezes and winter sun, and minimise the urban heat island effect."</i></p> <p>In towns such as Tom Price climatic conditions are extreme and therefore climate control through urban design is important. Climate control is a common theme within the Development Guidelines in which Part 4 states <i>"new development should react appropriately to local climatic conditions."</i></p> <p>The inclusion of nil setbacks, particularly within the town centre will enable the provision of awnings over walkways for pedestrian coverage from the extreme summer heat, humidity and rain.</p>	<p>It is noted that the submission did not refer to any photographs of the town or existing examples of zero lot lines.</p> <p>The Attachment provides photographs of existing zero lot line development in the town and it is for others to consider the benefit that this/these have provided. Importantly, the photographs show the extensive vegetation within the Stadium Road reserve (opposite Lot1) but in close proximity to lot boundaries.</p> <p>It is likely that with an unfettered policy direction promoting zero lot lines as sought that such development would result in the removal of these and other trees.</p> <p>However, it is possible that there could be some circumstances where some well designed and controlled development could occur that does not unreasonably impact upon the existing streetscape and vegetation.</p> <p>In this regard the Policy could be modified to consider nil or zero setbacks where it is demonstrated in the proposal how such setbacks will achieve the overall objectives of the Policy and add to the unique character of the town site.</p> <p>The intent is that the applicant would demonstrate how a nil or zero setback will not be to the detriment of existing trees, shrubbery or grassed areas that already contribute to the unique character of the townsite</p>
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2. Relationship Between the Street and Public Realm

Nil street setbacks are important design elements in promoting a strong relationship between the street and the public realm. SPP 4.2 emphasises the relationship between pedestrian movement and urban design in creating an Activity Centre. SPP 4.2 identifies that pedestrians typically prefer to take the most direct route between attractions. As such urban planning should ensure the pedestrian network reflects the main desire lines within the centre.

In the case of the subject site, disallowing a nil setback will prevent a direct route between the mixed use development on Lot 1 (for example) and the proposed mixed use/cultural centre on Lot 2 due to the existing nil setback of the adjacent transformer. This will resultantly have an inverse impact to that in which the imposed setback is trying to achieve. As such the street site line and active surveillance to and from the subject site will be hindered, both of which are important elements contributing to active streets.

3. Better and More Attractive Use of Space

The consideration of nil setbacks enables a better use of space.

In many cases this enable active and interactive street frontages with parking accommodated at the rear of the lots. As aforementioned in the case of nil setbacks, the building frontages are better utilised whilst responding to the need to best manage climate.

In addition to this, nil setbacks have proven to create a high standard of development and built form within town centres. This is important for attracting pedestrian activity and ultimately revitalising a town centre.

Contradiction Between the Policy and Development Guidelines

A review of the Policy highlighted that 'Attachment 1: Design Guidelines' is somewhat contradictory to the imposed nil setback. The development provisions of the Design Guidelines states:

*"Reduced building setbacks to encourage active participation of public space."*

Further to this, the third objective of the built form section of the Design Guidelines states:

*"To create a compact core including a mix of street-orientated high-amenity residential and commercial developments where active non-residential uses are designed to address the street, with minimal street setbacks."*

Therefore the nil setback provision of the Policy itself is inconsistent with its own Design Guidelines and as such the reference to no nil setbacks should be abandoned.

Review of Other Town Centre Revitalisation Policies:

A review of a number of other town centre development guidelines throughout Western Australia found there to be support for nil

setbacks in order to revitalise and improve the town centres. Listed below are examples from the Shire of Roebourne, City of Mandurah, City of Rockingham and City of Gosnells, all of which are supportive of nil setbacks from streets and accessways.

The City of Rockingham established Planning Policy 3.2.4 in 2009 to outline Council's policy requirements for the development of the Baldivis Town Centre. For the Northern Precinct of the town centre, the 'performance standards/requirements' states:

*"reduced front setbacks and zero lot lines are required to encourage an urban rather than suburban form of development."*

The 2007 City of Gosnells Local Planning Policy 5.2 was established to provide a guide for the planning, development and revitalisation of the Gosnells Town Centre. The policy states:

*"The built form of new development in the town centre is to comply with the following:  
A nil setback to principle streets at ground level."*

Further to this, the policy continues by stating "a maximum secondary setback of 1.5 metres." The City's Local Planning Policy 5.1 for the development and revitalisation of the Maddington Town Centre area is also supportive of nil setbacks stating:

*"non-residential or mixed use development must achieve a nil primary street setback."*

The Proposed Development Guidelines under the Draft Mandurah City Centre Precinct Plan proposes nil setbacks to Tuckey Street and Sholl Street as these are considered the centres 'main streets'. The nil setback is justified as promoting a 'tighter urban form.'

The 'City Centre Master Plan: Karratha City of the North Volume 3' Town Centre Policy identifies key drivers and pressures to include:

*"Amendment to the Scheme will be required to shift current development paradigms of large areas of single land uses to achieve nil or reduced setbacks; awnings or shade structures over footpaths... to enhance the Karratha Town Centre."*

The Master Plan further identifies that 'main street' type development that is focussed on enhancing the public domain to create clearly legible streets, active streetscapes, connectivity, enhanced pedestrian environments, safety and security, is achieved through the inclusion of nil or reduced setbacks.

Assessment of a Nil Setback on the Subject Site:

The following two tables formed part of the Development Application (which was recently submitted for assessment by the Shire of Ashburton) for the subject site. Both these tables assess the subject site against the performance criteria of the relevant R-Code provisions. As demonstrated in the tables, it is possible to satisfy the performance criteria with a nil or zero setback.

The following table (attached) justifies the nil setback by demonstrating how the proposal meets the R-Codes section 7.1.3 Performance Criteria.

The following table (also attached) discusses how the proposed building complies with the Performance Criteria of 'Section 6.3.2: Building on Boundary' of the R-Codes.

**Summary:**

We object to the proposed Policy modification on the grounds of it disallowing nil or zero setbacks where a building abuts a road or access way. We believe the inclusion of this development guideline has failed to consider the positive impacts that nil or zero setbacks can have relative to the revitalisation of a town centre. Further to this, it is apparent from a review of state planning policies and other town centre revitalisation policies that this policy has failed to represent the current trend of nil setbacks within town centre.

Importantly for Tom Price, the incorporation of nil setbacks can aid in climate responsive urban design. Together this will contribute to creating a livelier and safer street amenity specifically during the hot, humid and wet summer months. As such, we recommend the Shire of Ashburton reconsider the inclusion of this development guideline. We believe it would be more beneficial for the local government to be imposing maximum street setbacks whilst promoting nil street setbacks as it has been proven that nil setbacks will positively contribute to the revitalisation of the town centre.

The following table justifies the nil setback by demonstrating how the proposal meets the R-Codes section 7.1.3 Performance Criteria.

Performance Criteria: Buildings are to be setback from the street boundaries an appropriate distance to ensure they:	Compliance:
» Contribute to the desired streetscape	The proposed nil setback contributes to the desired streetscape as it enables a continual pedestrian footpath and visual corridor past the transformer towards the future cultural precinct of the town centre. A consistent building setback to a street frontage is considered good town planning.
» Provide articulation of the building on the primary and secondary streets	The proposed building will be aesthetically appealing as an entrance point to the town centre with a rendered wall finish to the lower level and a weatherboard finish to the upper level. Further to this, the adjacent visually intrusive transformer (that has a nil setback) will be concealed with a new fence designed to match to architectural design of the new building.
» Allow for minor incursions that add interest and reflect the character of the street without impacting on the appearance of bulk over the site	The proposed building will act as a transition between the existing 1 storey commercial building to the south and proposed multiple storey buildings to the north and east. Due to the presence of an approximate 4m verge adjacent to the road pavement, minor incursions will still add interest whilst not impacting on the appearance of bulk over the site.
» Are appropriate to its location, respecting the adjoining development and existing streetscape; and	Currently the subject site, as it exists within the town centre, is underdeveloped. The proposed building will provide an aesthetically pleasing entry to the town centre whilst acting as a transition between the one storey commercial building south (on Lot 1) and the proposed architecturally modern buildings to the east. The streetscape will be improved with the inclusion of street paving north and west of the proposed building as well as the reconfiguration and formalisation of the northern car park. The proposed building will conceal the existing transformer and improve to overall visual appearance of the subject site and wider town centre.
» Facilitate the provision of weather protection where appropriate.	The proposed development incorporates verandas on the northern, southern and western sides for weather protection. Further to this, paved pedestrian footpaths are proposed to connect various parts of the subject site and into the wider footpath network. Improved landscaping and shade tree planting is also proposed in an orderly manner throughout the site.

The following table discusses how the proposed building complies with the Performance Criteria of 'Section 6.3.2: Building on Boundary' of the R-Codes.

Performance Criteria Buildings built up to boundaries other than the street boundary where it is desirable to do so in order to:	Compliance:
<ul style="list-style-type: none"> <li>» Make effective use of space; or</li> <li>» Enhance privacy; or</li> <li>» Otherwise enhance the amenity of the development</li> </ul>	<ul style="list-style-type: none"> <li>» The building is effectively using a currently underused area of an underdeveloped lot within the town centre.</li> <li>» Privacy is not considered a concern as the proposed building is 2.1m within the eastern boundary of the site. As such there are no concerns of overlooking.</li> <li>» The amenity of the subject will be improved as this will assist in hiding the visually intrusive and out-of-place transformer. Amenity will further be improved as the transformer will be re-fenced to appear part of the proposed building.</li> </ul>
<ul style="list-style-type: none"> <li>» Not have significant adverse effects on the amenity of the adjoining property; and</li> </ul>	<ul style="list-style-type: none"> <li>» The proposed building will not have adverse effects on the amenity of the adjoining property. The adjoining property is a visually intrusive and inapt transformer. The proposed building will conceal the transformer as its exterior wall will be re-fenced to match the architectural design of the proposed building. This will contribute favourably to improving the subject site and the wider Tom Price town centre.</li> </ul>
<ul style="list-style-type: none"> <li>» Ensure that direct sun to major openings to habitable rooms and outdoor living areas of adjoining properties is not restricted.</li> </ul>	<p>The proposed building is on the western side of the transformer. The residential portion of the proposed building is higher than the transformer and as such, the habitable rooms of the proposed building are not impacted by the higher boundary wall. In addition to this, openings on the eastern and western side of the proposed building are minimised for climatic purposes.</p>

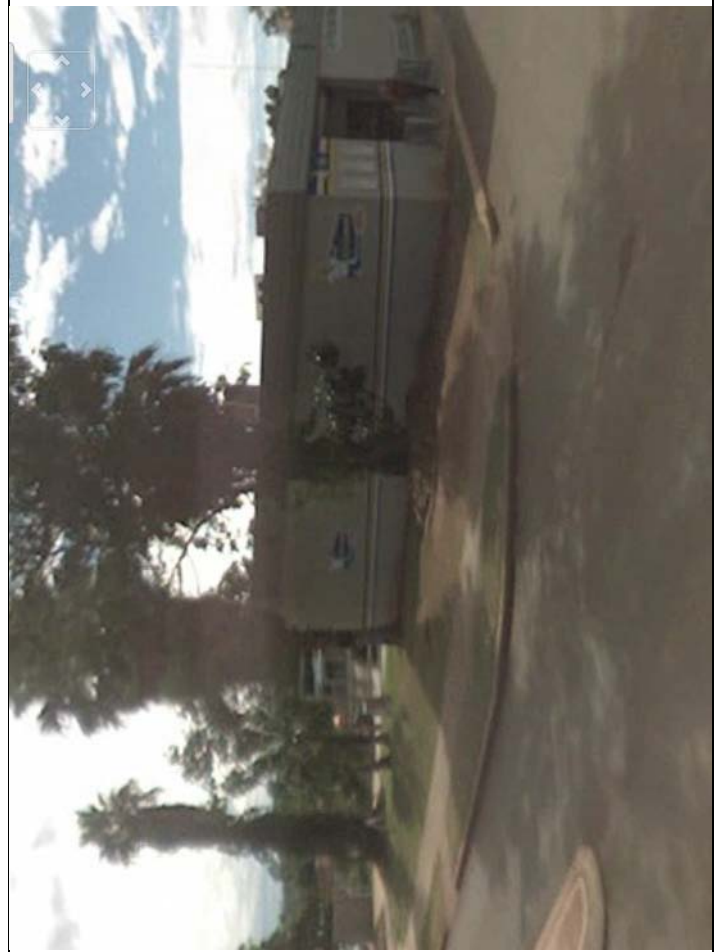




Land opposite Lot 1 Stadium Road. The trees are almost on the lot boundary, with the building walls set back approximately 6metres and the verandahs approximately 4metres from the boundary.



The fence of the electricity substation in Stadium Road is virtually on the boundary.



The Bottle shop at the Tom Price Hotel is located on the boundary to Central Road reserve



The side wall of Red Breeze restaurant is sited on the boundary of Stadium Road reserve

Amendment No.	Site or Issue	Initiation Date of Amendment by Council	Proposal	Current status
1	Lot 300 Boonderoo Road, Tom Price	18 March, 2008	Rezoning from 'Parks, Recreation and Drainage' Reserve to 'Mixed Business' zone.	Gazetted 16 July, 2010
2	Modification to Transient Workforce Accommodation provisions of Scheme	Not Initiated – 18 March 2008, Council resolved: "That Council requests further information for the options of transient workforce accommodation before making a decision.	Modification to Scheme to reflect the Local Planning Policy – Transient Workforce Accommodation	No further action undertaken by Council.
3	The zoning table modification	16 December, 2008	The zoning table be modified as follows: (a) Identifying 'Aged or Dependent Persons Dwelling' as a 'D' use class in the 'Community' zone.	Gazetted 1 November, 2009
4	Lot 854 Court Street, Tom Price, Lots 1049 and 1050 Gungarri Circuit and Lot 1053 Ceron Street, Tom Price.	16 September, 2008	Lot 854 Court Street, Tom Price rezoned from 'Parks, Recreation and Drainage' to 'Community zone' with Lots 1049 and 1050 Gungarri Circuit and Lot 1053 Ceron Street, Tom Price rezoned from 'Parks, Recreation and Drainage' to Residential R20.	Gazetted 1 December, 2009
5	Lot 327 Warara Street, Tom Price Lots 3010 to 3015 (inclusive) and Lot 3017 (Central Avenue and Jacaranda Drive)	19 May 2009	Rezoning Lot 854 Court Street/Central Road, Tom Price from 'Parks, Recreation and Drainage' reserve to 'Community' zone; and Rezoning Lots 1049 & 1050 Gungarri Circuit and Lot 1053 Ceron Street, Tom Price from 'Parks, Recreation and Drainage' reserve to 'Residential' zone with a Residential Planning Codes density zoning of R20; and Amending the Scheme Maps accordingly.	Gazetted 13 April, 2010
6	Modification to Cl 6.11.4 (Mixed Business, Industry or Industrial/Mixed Business Development Zones which are below 2 000 m2)	19 July 2009	Modifying Clause 6.11.4 of the Scheme to read as follows: <i>"Local Government, in considering applications for subdivision/ amalgamation of land shall not recommend approval of lots in the Mixed Business, Industry or Industrial/Mixed Business Development Zones which are below 2 000 m2 or include battleaxe access legs unless the subdivision/ amalgamation proposes connection to reticulated sewer, water, power and drainage and is land included in an approved Development Plan pursuant to Clause 6.4 of the Scheme"</i> .	Gazetted 22 June, 2010
7	Rezone Lot 603, 604 and 606 Rocklea Road Paraburdoo to Residential R50	17 November 2010	Rezone Lot 603, 604 and 606 Rocklea Road Paraburdoo to Residential R50	Adopted for final approval by Council on 16 March 2011 Referred to WAPC on 6 May 2011
8	Zoning Table modification	17 November, 2009	Modify the Zoning Table to make 'transient workforce accommodation' an 'X' use in the Strategic Industry zone	Adopted for final approval by Council on 16 June 2010 Referred to WAPC on 13 August 2010

# SCHEME AMENDMENTS STATUS

Amendment No.	Site or Issue	Initiation Date of Amendment by Council	Proposal	Current status
9	Amendment to establish a 'Special Control Area' for the Ashburton North SIA.	15 December, 2009	Amendment to establish a 'Special Control Area' for the Ashburton North SIA.	<b>Gazetted 21 December, 2010</b>
10	Rezone portion of Part Lot 152 and Part Lot 153 Onslow Road, to 'Strategic Industry' zone, 'Other Purposes – Infrastructure' reserve and 'Special Use – Transient Workforce Accommodation' zone.	15 December 2010	Rezone portion of Part Lot 152 and Part Lot 153 Onslow Road, to 'Strategic Industry' zone, 'Other Purposes – Infrastructure' reserve and 'Special Use – Transient Workforce Accommodation' zone.	Referred to EPA 23 December 2010 EPA – No objection. To be referred to June Council meeting for direction.
11	Rezone Part Location 303, Onslow Road, Onslow from 'Strategic Industrial zone to 'Rural' zone.	15 December 2010	Rezone Part Location 303, Onslow Road, Onslow from 'Strategic Industrial zone to 'Rural' zone.	Referred to EPA 31 January 2011 EPA – No objection. Anticipated to be referred to Council when outstanding matters associated with AM10 are resolved.
12	Amend Clause 6.6 of the Scheme for Tom Price and Paraburdo.	18 August 2010	Amend Clause 6.6 of the Scheme for Tom Price and Paraburdo.	Adopted for final approval by Council on 16 March 2011 Referred to WAPC on 6 April 2011
13	Amend Clause 6.6 of the Scheme for Onslow (R12.5 sites).	22 September 2010	Amend Clause 6.6 of the Scheme for Onslow/Amend to R20.	Referred to EPA 12 May 2011
14	Amend the Scheme to allow Transient Workforce Accommodation an 'A' use in the Commercial and Civic Zone.	16 February 2011	Amend the Scheme to allow Transient Workforce Accommodation an 'A' use in the Commercial and Civic Zone.	Referred to EPA 29 February 2011 EPA – No objection. To be reviewed at the June 2011 Council meeting.
15	Rezone certain portions of Lot 16 on Deposited Plan 161140, Onslow Road, Onslow (Onslow Airport) to 'Mixed Business' Zone. (Stage 1)	16 March 2011	Rezone certain portions of Lot 16 on Deposited Plan 161140, Onslow Road, Onslow (Onslow Airport) from Public Purposes 'Airport' Reserve to 'Mixed Business' Zone. (Stage 1)	Documentation currently being prepared.
16	Rezone certain portions of Lot 16 on Deposited Plan 161140, Onslow Road, Onslow (Onslow Airport) to 'Mixed Business' Zone. (Stage 2)	16 March 2011	Rezone certain portions of Lot 16 on Deposited Plan 161140, Onslow Road, Onslow (Onslow Airport) from Public Purposes 'Airport' Reserve to 'Mixed Business' Zone. (Stage 2)	Documentation currently being prepared.

**June 2011**