



*'The Council and Staff of the Shire of Boddington, in partnership with the community,
are committed to operating effectively and efficiently to provide quality lifestyle
opportunities
that encourage population growth and development'*

AGENDA

For The
Ordinary Meeting of Council
To Be Held At

5PM, TUESDAY 20 AUGUST 2019

Council Chambers
39 Bannister Rd, Boddington

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1. DECLARATION OF OPENING:

Martin Glynn, Shire President declared the meeting open at

“I would like to acknowledge the traditional custodians of the land, the Nyoongar People, and pay my respects to Elders, past and present’.

2. ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE:

2.1.1	Attendance
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2.1.2	Apologies
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Nil at this time.

2.1.3	Leave of Absence
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Nil at this time.

3. DISCLOSURE OF FINANCIAL INTEREST:

CEO has a potential conflict with CEO Employment and Performance Appraisal Committee

4. PUBLIC QUESTION TIME:

4.1 RESPONSE TO PREVIOUS QUESTIONS TAKEN ON NOTICE:

Nil at this time.

4.2 WRITTEN QUESTIONS PROVIDED IN ADVANCE:

Nil at this time.

4.3 PUBLIC QUESTIONS FROM THE GALLERY:

5. PETITIONS/DEPUTATIONS/PRESENTATIONS/
SUBMISSIONS:

Nil at this time.

6. CONFIRMATION OF MINUTES:

6.1.1 Ordinary Meeting of Council held on Tuesday 16 July 2019
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That the minutes of the Ordinary Meeting of Council held on Tuesday 16th July 2019 be confirmed as a true record of proceedings.

7. ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT
DISCUSSION:

8. REPORTS OF OFFICERS AND COMMITTEES:

8.1 PLANNING CONSULTANT:

8.1.1	Modifications to Local Planning Policy No. 9 – Car Parking and Vehicular Access: Submitted for final adoption
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Location:	Applies throughout the district
File Ref. No:	ADM 0309
Disclosure of Interest:	Nil
Date:	10 July 2019
Author:	Steve Thompson
Attachments:	8.1.1A Local Planning Policy No. 9 – Car Parking and Vehicular Access: version seeking final adoption 8.1.1B Submission from Main Roads Western Australia

Summary

To seek Council final adoption of a modified planning policy relating to car parking and vehicular access.

Background

The purpose of this report is to inform Council of the public consultation outcomes and to seek Council's final adoption to the modified *Local Planning Policy No. 9 – Car Parking and Vehicular Access*. The recommended adopted version of the Policy is set out in Attachment 8.1.1A which incorporates minor amendments from the version that was publicly advertised. Recommended amendments are outlined in 'highlight' or 'strikeout'.

The Council at its meeting on 16 April 2019 resolved the following at Resolution 24/19:

'That Council:

1. Support the public release of the modified draft *Local Planning Policy 9 - Car Parking and Vehicular Access*, outlined in Attachment 8.1.1A, and require the draft Policy to be publicly advertised for an increased period of six weeks.
2. Will reconsider the modified draft *Local Planning Policy 9 - Car Parking and Vehicular Access* following the close of the public submission period and will determine whether to adopt the modified Policy with or without modification.'

In accordance with the Council resolution, the Shire administration consulted for a 6 week period through:

- writing to and inviting comments from relevant stakeholders and government agencies;
- placing public notices in local papers on multiple occasions;
- placing details on the Shire website;
- placing details on the Shire's Facebook page; and
- having information available at the Shire office.

The Shire received 3 submissions which all raised no objection to the draft modified policy. Two of the submissions did not seek changes to the draft modified Policy, while the

submission from Main Roads Western Australia (MRWA) sought a minor change. The submission from MRWA is outlined in Attachment 8.1.1B.

Comment

It is suggested that the Council is now in a position to finally adopt the modified *Local Planning Policy No. 9 – Car Parking and Vehicular Access* as set out in Attachment 8.1.1A. This is slightly amended from the advertised draft version based on a review by the Shire administration and addressing the matter raised by MRWA. Considering the extensive consultation that occurred on the draft Policy, it can only be assumed that there is no objection to the modified Policy.

As outlined in the report to Council on 16 April 2019, the modifications to the recently advertised draft Policy compared to the Policy adopted by Council on 11 August 2009 include to:

- waive the requirement, as part of development conditions, to seal crossovers for certain low-key proposals that adjoin a sealed road e.g. sheds for domestic or agricultural purposes, sea containers (for domestic or non-business use) or for home occupations where client traffic is expected to be low;
- add details relating to construction standards for battle-axe access legs in urban, rural living and rural areas associated with new subdivisions; and
- add details relating to the standard of new roads created through subdivisions. This sets out different thresholds such as requiring sealed roads where lots are less than 3.99 hectares in area, but to consider the merits of unsealed roads for lots that are 4 hectares plus.

Council at its meeting on 16 July 2019 considered the modified planning policy and resolved to lay the matter on the table for further minor amendments.

Those amendments extend the range of low-key developments where car parking and crossovers are not required to be sealed.

Strategic Implications

The Policy, if adopted, will assist the decision-making of the Council and the Shire administration and will inform applicants/landowners of Council requirements.

Statutory and Policy Environment

Planning and Development Act, Planning and Development (Local Planning Schemes) Regulations 2015 and Shire of Boddington Local Planning Scheme No. 2.

Policy Implications

These are addressed in this report and in the attached modified Policy. Finalisation of the Policy will increase certainty for everyone with an interest in the matter and should assist in more consistent decision making.

Financial Implications

The Shire met the cost of advertising the draft modified planning policy.

Economic Implications

The provision of car parking is an impost upon new developments, but nevertheless a necessary one given the traffic that each such development generates and the expectation of patrons that convenient parking will be available. If the car parking is not provided by the development, the responsibility and cost to provide the car parking is shifted to the Shire ratepayer through the need to provide and maintain public car parking.

Social Implications

The Policy sets out standards for parking and vehicular access consistent with anticipated community expectations, best practice and recent Council decisions. The Policy will result in various social implications with increased costs for some applicants/landowners. While noting this, the Policy seeks to ensure there is a standard which is consistent with the amenity of a progressive town and district.

Environmental Considerations - Nil

Consultation

The draft modified Policy was recently subject to community and stakeholder consultation.

Options

The Council can:

1. finally adopt the planning policy without modifications;
2. finally adopt the planning policy with modifications;
3. defer consideration of the matter and require additional information; or
4. not agree to adopt the planning policy.

Voting Requirements - Simple Majority

OFFICER'S RECOMMENDATION – ITEM 8.1.1

That Council:

1. Note the revised Policy in Attachment 8.1.1A and require modifications to sections 7.12 and 7.14 as set out in Attachment 8.1.1C. The modifications are to extend the range of low-key development where car parking and crossovers are not required to be sealed.
2. In accordance with Schedule 2, Part 2 and clauses 4 and 5 of the *Planning and Development (Local Planning Schemes) Regulation 2015*, to proceed with the Policy with modification and to grant final adoption of the amended *Local Planning Policy No.9 – Car Parking and Vehicular Access* as set out in Attachment 8.1.1C.
3. Advise submitters of the above and thank them for their input into the process.

ATTACHMENT 8.1.1A

SHIRE OF BODDINGTON LOCAL PLANNING POLICY No. 9 - CAR PARKING AND VEHICULAR ACCESS

1. Policy Statement

The purpose of this Policy is to provide developers and the general public with a guide to Council's requirements for the provision of car parking and vehicular access for new development and changes of use and for vehicular access for subdivision applications.

2. Background and Issues

The provision of on-site car parking, for the use of the owners/operators, workers, customers and visitors to each lot, is a basic planning requirement to ensure public convenience, traffic management and the general amenity of an area. The *Shire of Boddington Local Planning Scheme No. 2* (LPS2) accordingly sets out the specific parking requirements associated with various zones.

In the past, the standard of car parking and access for various developments (especially commercial and industrial developments) have created impacts including dust, drainage and safety impacts and detrimentally impacted the area's visual amenity.

The Council considers that car parking areas and vehicular access should be properly constructed, drained and defined on the development lot in order to enhance safety and to encourage orderly on-site use.

3. Definitions

In this Policy, the following definitions apply:

"AS 2890 - Australian Standard AS/NZS 2890.1.2004 – Parking Facilities – Part 1 – Off Street Car Parking published by Standards Australia in 2004 and reissued incorporating Amendment No 1 in August 2005 (and any associated updates).

"Car Parking" - the provision of off-street parking spaces for cars in accordance with LPS2 and this Policy.

"Crossover" - a constructed traffic way connecting a public road to the private property boundary that connects with the internal site circulation driveway, parking manoeuvring aisle or domestic driveway and which may carry one or two-way traffic.

"Gross Floor Area" (GFA) – in relation to a building means the aggregate of the total floor area of each level of the building including the thickness of external walls but excluding the space set aside for car parking or access thereto.

"Manoeuvring Aisle" - the area at the rear of each car parking space used to manoeuvre vehicles into and out of such spaces all of which combined comprise an access driveway providing access to the individual bays.

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"Off-Site Parking" - the provision of car parking accommodation on a different lot to that on which the new development that gives rise to the need for the parking accommodation is to occur.

"R Codes" - the *Residential Design Codes of Western Australia* adopted by the Western Australian Planning Commission including any updates.

"Reciprocal parking" - where parking facilities serve separate uses or a mixed-use development and the parking demand generated by the various uses do not coincide.

"Sealed" - the use of impenetrable surfaces such as sprayed bitumen (two coat seal), bituminous concrete (hot-mix or asphalt), in-situ concrete, paving bricks or blocks, or pea gravel seal in concrete or exposed aggregate. The impenetrable surface should be supported by a compacted gravel base.

4. Objectives

The objectives of this Policy are to:

- complement the car parking and vehicular access provisions of LPS2;
- establish guidelines that will achieve the construction of efficient and attractive car parking areas, provide appropriate access, circulation and manoeuvrability conditions, provide adequate size and number of parking bays to meet the needs of new development and to ensure vehicular and pedestrian safety;
- set out the requirements and standards for the development of vehicle parking facilities associated with developments and land uses;
- set out design and general construction standards for car parking spaces and manoeuvring aisles appropriate to differing situations;
- provide for the management and convenience of vehicle parking for all developments and land uses at a scale and to a standard consistent with the amenity of a progressive town and district;
- improve the level of amenity and visual appearance of residential, commercial, industrial and other areas of the municipality through site development requirements;
- outline the opportunities and limitations for variations to car parking and access requirements; and
- set out the circumstances where landscaping for parking areas will be a requirement of development approval.

5. Application of the Policy

This Policy applies throughout the municipality.

The provisions of this Policy will be applied to Development Applications and Subdivision Applications as relevant across the entire municipality.

This Policy applies to all developments including new development, alterations or extensions to existing development, new site uses, additional uses, extension of uses or change of uses as considered appropriate by the local government.

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In this Policy, references to different zones also include land zoned 'Special Use' and the associated uses on the approved Structure Plan such as Residential, Special Residential, Rural Residential, Rural Smallholdings and other uses.

6. Links to Town Planning Scheme and other documents

This Policy relates to various requirements set out in LPS2, Council's Local Planning Strategy, R Codes and relevant Australian Standards.

The provision of onsite parking is a requirement of LPS2 for new development and for various changes in land use (especially if the proposed use is expected to increase the demand for car parking spaces and/or lead to increased traffic impacts). The number of car parking spaces to be provided in relation to a range of different land use types is set out in the Scheme Text. Appendix 2 of LPS2 does not set whether the car parking standard is based on gross floor area or net floor area. For the purpose of this Policy, gross floor area will be used.

The number of bays to be provided under LPS2 is generally consistent with the likely demand for parking generated by each use and with the requirements for parking made by most other local governments within Western Australia.

7. Policy Provisions

7.1 General

No development shall be occupied, or a use commenced on a lot unless and until the on-site vehicle parking areas and associated access driveways, as set out in the Development Approval, have been constructed and completed, and the parking bays clearly defined or marked out to the specification and satisfaction of the local government. The local government will support performance bonds to assist in enabling earlier occupation for the development and/or use.

There is a presumption in this Policy in favour of parking areas and crossovers being sealed and drained. Unless otherwise set out in this Policy or approved by the local government, a person shall not develop or use any land or building within any urban zone (including the Commercial and Industrial Zones), unless it is provided with a sealed access way (crossover) for vehicles accessing between the property and the street.

Except for single house, certain group dwelling proposals and low-key development such as home occupations, all car parking spaces should be designed such that vehicles can enter and leave the site in a forward direction. Additionally, car parking should be designed so that both ingress and egress from each space can be achieved in one movement.

Tandem car parking is not generally supported for commercial or industrial development unless suitably justified by the applicant. Although generally discouraged, the local government may permit tandem parking in some forms of residential development.

An existing building extended, with or without a change of land use, may be required to comply, wholly or partly, with the provisions of this Policy. The local government shall determine the extent of car parking required in each case, having regard to the degree of extensions and the nature of the altered land use.

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Where redevelopment of an existing approved building is proposed, then the gross floor area of the existing building will be deleted from the gross floor area of the new building for determining additional car parking requirements (i.e. provided that existing parking bay numbers are retained, additional parking is only required for new floor space established). This provision is therefore not intended as a control or means to achieve retrospective provision of car parking to service an existing development, provided the land use remains the same (there is no intensification of car parking and traffic).

An applicant shall have regard, as appropriate, for the on-site provision of parking for owners/operators, staff, customers, people with disabilities, in addition to loading spaces and special purpose bays.

The local government may through issuing development approvals or making recommendations on subdivision applications, require applicants to provide reciprocal rights of access to facilitate parking and access arrangements with adjoining owners.

Where a Development Application proposes access to a road under the control of Main Roads Western Australia (which means the State Government's lead agency that is responsible for managing highways and the primary road network should it be renamed), the location and standard of access are to be to the satisfaction of the local government and Main Roads Western Australia.

Stormwater from impervious surfaces is to be designed and managed in accordance with the *Decision process of stormwater management in Western Australia* (DoW 2009) using systems as outlined in the *Stormwater management manual for Western Australia* (DoW 2007-2009).

7.2 Location and Availability

In most situations, car parking will be provided on-site. On-site car parking shall be situated in locations readily accessible to staff, clients, residents and visitors, as the case may be to the satisfaction of the local government.

The number of on-site car parking spaces required to be provided for a particular zone are set out in Appendix 2 of LPS2 or in the R Codes. The local government reserves the right to define a car parking requirement for uses not detailed according to the merits of the particular development proposed.

Unless otherwise set out in LPS2, premises and/or proposals with more than one use will be determined on the basis of floor area for the use.

7.3 Residential Development

The R Codes, adopted into LPS2, specify parking and access requirements for residential development together with the requirement to provide landscaping for parking areas where the number of parking bays is 6 or more. The local government will require compliance with the 'deemed-to-comply' provisions or will provide a discretionary decision based on the 'design principles' of the R Codes.

The R Codes stipulate that provision be made on-site for vehicles to be able to leave a residential site without reversing onto the street where the driveway serves five or more dwellings.

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In the Residential Zone and in areas classified as “Residential” in the Special Use Zone, all resident car parking areas should be located behind the building line. Visitor car parking will be considered in front of the building line, but only where suitable landscaping will screen the area and there will be no adverse effects on streetscape or traffic movement.

All parking for residential development, whether free-standing or as a component of retail/commercial development, shall be provided on-site.

7.4 Non-Residential Development

LPS2 sets out the provision to be made for parking for various non-residential land uses. Except as otherwise provided in LPS2 and this Policy, Council will expect compliance with these standards.

In the Commercial Zone, except for resident car spaces and staff car spaces expressly agreed to by the local government, all car parking areas must be freely available to the general public. Closure of car parks, at certain times, for reasons of security may be approved by the local government.

In commercial areas, especially in the Boddington town centre, preference is given to creating a continuous commercial facade fronting the street (usually with a nil/zero setback from the front property boundary) making the use of the rear part of the site, behind the building, suitable for parking purposes. Where rear service lanes are available, such as Peppercorn Lane, this arrangement is particularly convenient. Unless constrained by existing development, the local government expects that car parking will be located at the rear of commercial lots where a lot adjoins a service lane.

In the Commercial and Industrial Zones, the local government will require the loading and unloading areas to be designed to ensure loading/unloading occurs on-site (not on the street) and vehicles are able to exit and re-enter the street in a forward gear.

In the Industrial Zone, where front setbacks are normally applied, parking areas combined with site landscaping can be provided close to the street for the convenience of visitors, customers and employees.

In the case of uses not included in Appendix 2 of LPS2 or where requested by the applicant, the local government will determine the number of parking spaces to be provided in each case having regard to:

- the nature of the proposed use;
- the number of employees likely to be employed or engaged with the proposed use of the land;
- the likely demand for visitor parking;
- the orderly, proper and sustainable planning of the area in which the development is to occur;
- the times of peak usage and opportunities to share parking; and
- any other matter considered relevant by the local government.

7.5 Loading and Unloading Spaces

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In addition to the provision of car parking spaces, the local government may also require loading and unloading to be provided on the subject land, where goods need to be despatched from or delivered to the premises by truck. The ~~Council~~ local government may require the provision of these spaces to be marked exclusively for the use of delivery and services vehicles.

Loading bays must be situated such that commercial vehicles can be positioned wholly within the bay when loading and that loading activities can occur without undue disruption to, or access to, other car spaces.

Parking dimensions for trucks and buses should be determined by using the swept path templates as appropriate.

The minimum dimensions to be provided for a sealed loading and unloading area shall be not less than 7 metres long and 3.5 metres wide and with a minimum height clearance of 3.5 metres. Depending on the anticipated length of heavy haulage vehicles, the dimensions may need to be greater to ensure usability.

7.6 Special Purpose Bays

In addition to the provision of car parking spaces, the local government may where relevant require the provision of areas for parking of vehicles for people with disabilities, the provision of bicycle racks to promote sustainable transport and the provision of parking bays marked exclusively for the use of motor cycles, delivery and services vehicles, taxis, buses, coaches, courier services and for other relevant forms of motorised transport.

The local government will determine the number of special purpose bays to be allocated for vehicles listed above and bicycles depending on the nature of the development.

7.7 Off-Site Parking

Where parking cannot be provided on the lot the subject of the Development Application, but opportunity exists to provide the required parking on adjoining or nearby land, the local government will consider whether or not to approve such an arrangement.

The prerequisite to any such arrangement is that the proponent of the development that gives rise to the need to provide parking:

- has control over the land (which is not the subject of the Development Application);
- can set in place legally binding provisions that will ensure that the land will continue to be available for parking in perpetuity; and
- will enter into a legal agreement with the local government to maintain the land for parking purposes and not to sell, lease or otherwise dispose of the land unless other equivalent provision is made elsewhere to the satisfaction of the local government.

The local government may be prepared to accept car parking on adjoining or nearby land in the same ownership, provided that the adjoining or nearby land is:

- appropriately zoned; and
- consolidated with lands the subject of the proposed development; or
- subject of appropriate title restrictions to ensure its continued availability for the car parking use.

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Specific local government approval is required for any such arrangement. Applicants are required to provide relevant information for development approval under LPS2 setting out the full details of the way in which the above requirements will be met. The costs of preparing and adopting legal agreements under this provision will be borne by the applicant.

7.8 Cash-in-lieu of Car Parking

LPS2 does not set out the method of calculation of cash-in-lieu payments for car parking and vehicular manoeuvring. In practice, those payments relate to what it would have cost in terms of the land, sealing, draining and lining out to provide the spaces and vehicular manoeuvring on the application site.

The local government may accept a cash payment, in lieu of the provision of that required number of parking spaces and vehicular manoeuvring within the Commercial Zone, where an applicant for development approval can demonstrate to the satisfaction of the local government that:

- the minimum vehicle parking requirements cannot reasonably be provided on the site, or
- in the interests of the town centre development, it would be better served by providing a portion or all the vehicle parking requirement off site; and
- the surrounding parking facilities can accommodate the parking demand generated by the development to the satisfaction of the local government. This may require the preparation of a traffic/car parking management study by a suitably qualified professional.

Should the local government accept a cash-in-lieu payment, the following applies:

- the payment is not less than the estimated cost of constructing (sealing), draining and line-marking the parking spaces and vehicle manoeuvring areas required by LPS2, R Codes or as determined by the local government, plus the value of the land which would have been occupied by the area required for parking and vehicular manoeuvring areas. The cost per car parking bay is set out in the Council's annual review of land value in the Fees & Charges Manual (although this does not include vehicular manoeuvring areas). Land values are determined through valuations provide by Landgate or by a licensed valuer at the developer's cost;
- the local government having purchased land for a car park, or having provided a public car park in close proximity, or have a firm commitment to do so; and
- payments made under this clause being paid into a special fund to be used for the provision of public car parking facilities and the local government using these funds to provide public car parks, including on-street and off-street, in the vicinity of the land in respect of which the parking requirement arose (typically in the Boddington town centre).

Where desirable to facilitate the conservation of a heritage place, or to enhance or preserve heritage values of a place included on the Heritage List or within a Heritage Precinct, a cash-in-lieu payment may be provided up to a maximum of 100% of the car parking and vehicular manoeuvring costs.

The local government will consider options from the proponent to offset costs and partially meet off site car parking requirements, such as the proponent constructing the bays on

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Shire land and/or reserves subject to detailed design and a location approved by the local government.

7.9 Reciprocal Parking

The local government may consider reciprocal parking arrangements, where it is satisfied that the demand for parking by the uses proposed will not coincide. This is where the applicant can suitably demonstrate that various uses, within a single property, or in some cases adjoining or nearby properties, operate at different times of the day or different days of the week, such that the same parking areas can be used by more than one land use. Any such relaxation will be dependent upon the local government being satisfied that the arrangement will prevail for the duration of the uses concerned.

Where reciprocal parking is proposed, the local government must be satisfied that:

- the parking facilities serving the proposed use will be located on the one lot, or that parking arrangements are permanent (e.g. legal agreement, easement, registering appropriate caveats on title or any other formal arrangement that the local government may require); and
- parking demand in the immediate and long term can be satisfied; and
- the local government is satisfied that no conflict will occur in the operation of the land uses for which the joint use of parking facilities is proposed; and
- the uses being served by the parking arrangements are compatible (i.e. no overlap demand for parking facilities); and
- a proposed change of use will comply with the reciprocal parking arrangement, or will satisfy the parking requirements by other means.

If land uses change, such that the parking area is in demand at the same time, then the local government will require the revised parking arrangements to meet the changed circumstances.

7.10 Modifying Development Requirements for Parking

Where, in the opinion of ~~Council~~ **the local government**, conditions are such as to render full compliance with the provisions of this Policy impractical, the ~~Council~~ **local government** may permit such departures as are warranted in the circumstances of the case.

Clause 4.4 of LPS2 allows ~~Council~~ **the local government** to modify the requirements of LPS2, including car parking standards, but may only do so where it is fully satisfied that:

- approval of the proposed development would be consistent with the orderly and proper planning of the locality and the preservation of the amenities of the locality; and
- the non-compliance will not have any adverse effect upon the occupiers or users of the development or the inhabitants of the locality or upon the likely future development of the locality.

In order for the local government to consider whether to modify a car parking requirement, it must determine that the above matters are met. It is also incumbent upon the local government to ensure that it acts in fairness and equity between landowners and does not set an unreasonable precedent for similar applications from others.

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Given the above, the local government will require the proponent to appropriately justify the modification to parking requirements.

The local government may consider modifying development requirements for car parking if the proponent sets out measures to address and implement sustainable transport, including walking and cycling, with associated facilities.

The local government considers that the availability of adjoining and/or nearby on-street parking may not constitute a reason to vary the Policy given circumstances and demands will change over time.

7.11 Dimensions for Parking Spaces, Manoeuvring Aisles and Access Driveways

The dimensions for parking bays and manoeuvring aisles in differing locations are set out in AS 2890 and Austroads and any associated updates. To provide general guidance to prospective developers and applicants, a table and diagram of parking spaces and manoeuvring areas is found in Attachment 1 to this Policy.

For more specific information, proponents of new development involving a smaller number of car parking bays (usually less than 10) should contact the Shire to determine the dimensions that should be used for the parking facilities to ensure compliance. For larger car parking areas, proponents are encouraged to seek professional design services.

The dimensions detailed in this Policy are generally minimum requirements. Individual circumstances may require the use of dimensions different from those specified in order to provide satisfactory access and manoeuvrability conditions e.g. topography or the provision of special purpose bays.

7.12 Construction Standards for Parking Areas

There is a presumption in this Policy in favour of all parking areas being sealed, drained and line-marked to the satisfaction of the local government on land zoned Commercial, Industrial and Residential along with land similarly allocated in the Special Use zone. With the exceptions set out below and in this Policy, all car parking areas, access driveways and crossovers will be required to be sealed, drained and lined-marked or suitably defined to the satisfaction of the local government. The exceptions are parking for:

- development in the Rural, Rural Smallholding, Rural Residential and Special Residential zones;
- low-key development such as sheds and sea containers (for domestic purposes), single house, ancillary accommodation, home occupation, home business, bed and breakfast, holiday home and industry-cottage in any permitted zone; and
- areas used for parking, circulation and manoeuvring of vehicles on Industrial zoned land other than those areas required for customer and operator/staff parking, associated access ways and crossovers.

The local government may consider granting a short-term approval which waives sealing car parking areas for certain developments where suitably justified by the applicant. For the development to continue operating after the initial approval period, a new Development Application will be required. Unless there are exceptional circumstances, the local government will require the second development approval to include sealing the car parking area.

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Car parking situated in yard areas or generally behind the building line within the Industrial Zone may be constructed to a suitable gravel standard only. All car parking within front setbacks and/or associated with public use and/or showroom/front office use shall be sealed and landscaped to the local government's satisfaction.

All car parking, vehicle access ways, loading and unloading bays and turning and manoeuvring areas in the Commercial Zone shall be sealed and drained to the specification and satisfaction of the local government (unless associated with a low-key proposal such as a sea container for non-commercial use or a small outbuilding).

Draining car parks may involve the provision of a sump connected to the Shire's main drainage system or such other arrangements to the satisfaction of the local government. The drainage design should seek to treat and detain water on-site so that as much water as possible will soak into the ground, with any surplus water being piped or directed off-site. The drainage shall not be connected to the Shire main drainage without the written authorisation of the Shire and shall be constructed to the local government's satisfaction and standards.

Staff, resident and visitor car parking shall be appropriately marked and/or signposted to the satisfaction of the local government.

For more detailed requirements on the construction of parking areas and width and construction of crossovers, these are set out in Council's Subdivisional Development Guidelines and in the adopted *Guidelines for Subdivisional Development* prepared by the Institute of Public Works Engineering Australia.

7.13 Pedestrian Movement between Parking Areas and Buildings

The local government will seek to ensure there are safe and convenient routes for pedestrians, including disabled persons, between car parks and buildings on each development site.

7.14 Vehicular Access/Crossovers

The local government requires that points of entry to and exit from properties/car parking areas onto the street suitably address the safety of all road users, road geometry, sight lines and visibility. The respective positions of street furniture such as poles, street lamps and street trees will also be taken into account.

The width of any such access ways/crossovers will be determined by matters including the numbers of vehicles proposed within the car park and the frequency of movements into and from the land in accordance with AS2890. Generally, access ways will be required to accommodate simultaneous traffic movements into and out of the land.

Unless appropriately justified by the applicant and agreed to by the local government, parking areas will not be approved where there is no provision for turning a vehicle within the site except where no more than two vehicle bays are to be provided and where there are safe sight distances in both directions.

The local government will require crossovers to be suitably located (to maximise sight distances and safety), constructed and drained. Any gates and fencing are to be suitably

ATTACHMENT 8.1.1A

located and designed to ensure there are sufficient areas to enable vehicles to park in the crossover and/or on the property without impeding traffic or compromising safety on to the adjoining road.

Where new development and subdivision is proposed, the local government ~~may~~ will generally require sealed crossovers onto sealed roads. This includes for ~~a single house (where a development approval is required)~~, outbuildings that have a commercial component ~~(for non-farming purposes)~~, a sea container used for commercial purposes, ancillary accommodation, home business, bed and breakfast, holiday home, other forms of holiday accommodation, family day care, ~~industry-cottage~~ and industrial development.

The local government will not require crossovers to be sealed onto sealed roads for the following development or uses:

- for low-key development such as ~~single house, ancillary accommodation~~, sea containers (for domestic or non-business use), home occupations, ~~home business, bed and breakfast, holiday home, industry-cottage~~ and non-commercial stables;
- domestic or non-business sheds in urban, rural living and rural areas;
- outbuildings for rural purposes where members of the public usually do not visit; and
- telecommunications infrastructure.

The requirement to seal the crossover applies unless the proponent demonstrates exceptional circumstances to the satisfaction of the local government.

If the road is gravel, ~~Council~~ ~~the local government~~ will allow an unsealed crossover which will need to be suitably located, constructed and drained to the ~~Council's~~ ~~local government's~~ satisfaction.

The local government may consider granting a short-term approval, which waives sealing crossovers for certain developments, where suitably justified by the applicant. For the development to continue operating after the initial approval period, a new Development Application will be required. Unless there are exceptional circumstances, the local government will require the second development approval to include sealing the crossover.

~~Any crossovers onto roads managed by Main Roads Western Australia will need to be located and constructed to Main Roads Standards, to the satisfaction of Main Roads Western Australia and to the satisfaction of the local government.~~

A crossover/vehicular driveway (ingress and/or egress) should:

- be located such that any vehicle turning from the street into the driveway or into the street from the driveway can be readily seen by the driver of an approaching vehicle and be clear of all obstructions which may prevent drivers from having a timely view of pedestrians;
- have separate entry/exit if it is likely that it will be used simultaneously by vehicles both entering and leaving the site and obstruction to traffic in the street could occur;
- be located to the street with the lowest traffic volume; and
- be more than 6 metres from an intersection.

Road safety and turning radii will be taken into account in deciding the position of a crossover.

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Twinned crossovers are required, wherever possible and practical, on Albany Highway, Bannister-Marradong Road, Bannister Road, Pinjarra-Williams Road and Crossman Road.

The access way should be not less than 4.5 metres in width, but if the size or shape of the lot makes the provision of any access way of that width impractical or unreasonable, the local government may permit a narrower access way but in no case less than 3 metres in width.

Where laneway access is provided to the rear of a site in the Commercial Zone which is not sealed, this is to be upgraded to provide an effective servicing function. This should be read in conjunction with Council's *Developer and Subdivider Contributions Policy*.

Where there is conflict between a proposed crossover and public utilities services, such as drainage pits and structures, services inspection pits, power or light poles, traffic medians and street trees, the local government may set the position of the crossover access onto the road, require its construction and/or repair and maintain the crossover as provided for under Schedule 9.1 (7.2) of the *Local Government Act 1995*.

Any alterations for the removal/relocation of the conflicting public utilities will be at the owner's cost and subject to the approval of the service authority concerned.

Owners/designers are advised when designing building/s and/or requiring vehicle access from the street, to take into account Shire services, public utility services and street trees. Where possible, the position of roadside services should be designed and constructed to minimise potential conflict with crossovers.

The local government will contribute (or subsidise) half the cost of a standard crossover (one crossover to a property) subject to the crossover being deemed by the local government to conform to the local government's specifications.

The subsidy applies to the first crossover to a lot for industrial, business, commercial and residential uses. Crossovers, eligible for subsidy, must be claimed within 12 months of completion of the crossover.

The local government will not however contribute for reasons including:

- the cost of culverts, alteration to services or tree removal;
- reconstruction of an existing crossover to a property;
- subdividers proposing freehold (green title) or strata title lots; or
- applicants/landowners who received development approval incorporating a condition on crossovers.

The crossover subsidy rates will be set annually by Council with standard fees and charges.

The landowner is responsible for maintenance of crossovers (whether sealed or unsealed).

The local government will request, where considered appropriate, that the Western Australian Planning Commission impose a condition requiring the subdivider to construct (and generally seal) crossovers prior to the clearance of titles. The local government will not request a sealing requirement for amalgamations and will not usually request a sealing requirement for a boundary adjustment (where no additional titles are proposed). The local

ATTACHMENT 8.1.1A

government will seek to ensure crossovers are appropriately located and constructed by subdividers.

Further construction and supporting details are outlined in the *Shire of Boddington Crossover Guidelines*.

7.15 New public roads created through subdivisions

Where a subdivider proposes to create a new public road, the local government will require the road to be suitably designed by a professional engineer and then suitably constructed and drained to the satisfaction of the local government. The road is to be consistent with the *Guidelines for Subdivisional Development* prepared by the Institute of Public Works Engineering Australia and/or *Liveable Neighbourhoods*.

Where the proposed lots are 3.99 hectares or less, the road/s should be suitably sealed and drained by the subdivider to the satisfaction of the local government.

For lots that are between 4 and 9.99 hectares, the local government will require that a sealed road is provided where more than 5 lots are created. For lots that are between 4 and 9.99 hectares, where 4 or less lots are created or have the potential to be created from the road, the local government will consider unsealed roads unless there is steeper topography or other ground conditions that create safety issues and/or higher levels of on-going maintenance.

For lots that are 10 hectares or more, the local government will accept unsealed roads provided they are suitably designed and drained.

7.16 Battleaxe access legs

The local government will require sealed battleaxe access legs for lots in the Commercial and Industrial zones and generally in the Residential and Special Residential zones unless suitably justified by the applicant to the satisfaction of the local government.

The local government supports unsealed battleaxe access legs in the Rural, Rural Residential and Smallholding zones provided they are designed and constructed to enable year-round access by two-wheel drive vehicles.

7.17 Landscaping

This section should be read in conjunction with Council's Planning Policy on Landscaping and Revegetation.

Car parking areas, particularly large parking lots, can be unattractive. The provision of landscaping can assist to reduce visual impacts. The use of shade trees and landscaping strips can provide visual relief from extensive areas of bitumen, or other forms of sealing or construction agreed to by the local government.

The local government will require that car park design and construction include adequate provision for landscaping comprising screen, feature and shade trees and shrubs as appropriate to the satisfaction of the local government.

ATTACHMENT 8.1.1A

In residential areas, the R Codes require specific landscaping proposals to be implemented where parking areas accommodate six or more vehicles.

For commercial and industrial developments, the local government will require 10% of the site area to be landscaped. The purposes of this landscaping are to:

- soften the impact of development;
- screen parking and other visually unattractive areas from view from the street; and
- improve the streetscape.

The local government will normally require the landscaping to be provided along the street frontage (as a minimum) to act as a screen for parking areas where located within the front setback.

Where an individual open car park contains 10 or more parking bays for a non-residential use, one parking bay in 10 shall be set aside and planted with trees and/or shrubs consistent with the site landscaping to provide shade and visual relief, and provided the applicant suitably demonstrates that area(s) will be maintained in good on-going condition to the satisfaction of the local government, it may be included in calculations as site landscaping rather than vehicle parking. The local government will consider alternative spacing and design of the landscaping to ensure the intent of this section of the Policy is suitably addressed to the satisfaction of the local government.

7.18 Implementation

The local government may require the lodgement of performance guarantees/bonds against the satisfactory construction, completion and establishment of car parking areas, vehicular access, crossovers and associated landscaping.

To achieve a neat, safe and consistent streetscape and good road condition, performance guarantee/bonds securing the construction of crossovers may be required to be paid at time of issue of Building Permit. The amount of the bond will be determined and set by Council in its annual fees charges bonds or as otherwise set out by the local government.

Crossover construction or reconstruction may be required as a condition of subdivision, development and/or as a condition of issue of Building Permit where it is deemed by the local government that the work is necessary.

The local government may construct the crossover, if not constructed by the owner/agent within 6 months of practical completion or occupation of the building, for which payment of a crossover bond has been made. Where the local government carries out the construction, the owner may not claim a subsidy.

8. Application Requirements

Applications for Development Approval for new development should provide, in addition to the details of the proposed development, a plan/s at a suitable scale with dimensions shown, which sets out for the entire lot the subject of the application, the following:

- the area to be or already covered by buildings or other structures;
- details of land to be allocated to car parking and other parking;
- details of the position of all access driveways and access crossovers;

ATTACHMENT 8.1.1A

- details of pedestrian movement systems between the car park and the building/s; and
- areas to be provided for landscaping and shade trees.

In giving consideration to a Development Application, the local government will require the applicant to:

- clearly indicate on the application form the type of land use that will operate from the land;
- the number of persons to be employed / involved in the operation of the land use; and
- other matters set out in this Policy.

Based on the above information, the local government as part of its development assessment will set out or estimate the expected parking needs of the proposed land use/development.

Related Policies	<i>LPP 5 Developer and Subdivider Contributions LPP 16 Residential Development and Design LPP 17 Stormwater Management</i>
Related Procedures and Documents	<i>Planning and Development (Local Planning Schemes) Regulations 2015 Building Code of Australia</i>
Delegation Level	Chief Executive Officer, Manager Works and Services
Adopted	Originally adopted 11 August 2009. Revised Policy granted final adoption on 20 August 2019.

ATTACHMENT 8.1.1B

Tamsin Hodder

From: HARTLEY-WEST Janet (NM) <janet.hartley-west@mainroads.wa.gov.au>
Sent: 10 May, 2019 12:59 PM
To: Tamsin Hodder
Subject: RE: ADM0309 & ADM0539 invite to comment - draft LPP 9 & 14

Hi Tamsin

Main Roads has reviewed the draft policies No 14 Signs and Advertisements and No 9 Car Parking and Access as provided.

The following comments are provided:

No 14: Signs and Advertisements

Section 7.15 Main Roads Western Australia mentions that MRWA approval is required for signs in or in the vicinity of the road reserve. It does not mention/reference Main Roads's "Policy and Application Guidelines for Advertising Signs", which are available on the Main Roads Website. Also the policy is unclear whether any development applications are to be received by the Shire and referred to Main Roads for comment or whether separate applications are required.

No 9: Car Parking and Access

Section 7.14 Vehicular Access/Crossovers. Add a statement that any crossovers onto roads managed by Main Roads will need to be located, constructed to Main Roads Standards and to the satisfaction of Main Roads.

If there are any further queries please contact me.

Regards Janet

Janet Hartley-West

Network Manager

Central and Northern Regions / Wheatbelt Region

p: +61 8 9622 4750 | m: +61 417 946 406

w: www.mainroads.wa.gov.au



mainroads
WESTERN AUSTRALIA

*We're working for
Western Australia.*



8.2 MANAGER FINANCIAL SERVICES:

8.2.1 Monthly Financial Statements – July 2019

Disclosure of Interest: Nil
Date: 14 August 2019
Author: J Rendell – Manager Financial Services
Attachments: 8.2.1A Financial Statements –July 2019

Summary

Council is to consider Monthly Financial Reports for July 2019.

Background

In accordance with Local Government (Financial Management) Regulations 1996 Council is to adopt Monthly Financial Report including the Operating Statement, Statement of Financial Position at the end of each month. Council has also wishes to consider a summary of financial reconciliations on a monthly basis.

Councillors have the opportunity to query financials before the meeting to satisfy themselves before the item comes before Council.

Comment

The Operating Statement, Statement of Financial Position, Statement of Cash flow, Statement of Financial Activity and Summary of Reconciliations are submitted for the month of July 2019.

FINANCIAL SUMMARY YEAR TO DATE JULY 2019

The following commentary is provided to assist in the understanding of Councils financial position. It is emphasised that the comparatives and comments are relative to the YTD budget and are against the proposed budget. This has been provided as a comparative guide only, although there is not expected to be any major difference between the proposed and approved budget.

The year to date financial result as at July 2019.

OPERATING RESULT

REVENUE

Revenue is 46.6% or \$278kk favourable to budget. Within the main items, the following is noted:-

- **Operating Grants** is 97.4% or \$6k unfavourable to budget
- **Fees & Charges** is 15.7% or \$12k favourable to budget.
- **Interest Earnings** is 42.8% or \$5k unfavourable to budget.
- **Other Revenue** is 29.7% or \$1k favourable to budget.
- **Profit from Asset sales**, relates to the sale of a tractor, this will be adjusted once the asset has been disposed of from the Asset Register in the next month.

EXPENDITURE

Expenditure is 24.8% or \$104k favourable to budget after adjusting for depreciation that is yet to be booked from the Asset Register, the main items are noted:-

- **Employee costs** are 14.7% or \$34k favourable to budget.
- **Materials and contracts** are collectively 29.5% or \$39k favourable to budget.
- **Utility charges** are 40.9% or \$22k favourable to budget.
- **Depreciation** has not been taken up in the year to date position.
- **Insurance expenses** no comment required.
- **Other expenditure** is 90.0% or \$5k favourable to budget.
- **Loss on Asset Sales** relates to the sale of a weed sprayers (2), this will be adjusted once the asset has been disposed of from the Asset Register in the next month.

NET RESULT

The net result is after adjusting for depreciation is 37.5% or \$120k favourable result to budget, due to total revenue being \$19k favourable and expenditure being \$101k favourable to budget.

FINANCIAL SUMMARY YEAR TO DATE JULY 2019

CAPITAL ITEMS

Capital revenue no comment to proposed budget required.

Capital expenditure is 56.1% or \$34k favourable to budget. For a more detailed understanding, refer to the Capital Expenditure by Asset Class report. In some cases there is a direct relationship between Capital income and Capital expenditure. Included within this year is an amount of \$3.9M for Councillor New Initiatives in accord with items contained in the Strategic Community Plan.

FUNDING ITEMS

Repayment of loan principal no comment to proposed budget required.

CASH & INVESTMENTS

Cash and investments sits at \$4.5M, a decrease of \$0.6M on the previous month, primarily due to the receipt of almost 95% of the total revenue for rates and charges, along with revenue being higher, capital and operating expenses both being lower. It is emphasised however that the majority of funds is tagged as "restricted" and therefore cannot form part of Council's unrestricted or free cash, this will be disclosed at final year end in the Annual financial statements embedded in the Annual Report.

Rates outstanding sits at only \$257k a reduction of \$11k on the previous month.

SUMMARY

The overall financial result after adjusting for depreciation expense is 74.0% or \$50k favourable to proposed budget, this will change significantly once final end of year adjustments to reserves and finalisation of last year accounts has been undertaken.

The result is pleasing in that the Shire of Boddington finances are in line with both the annual budget and long term financial plan, and augers well for the financial sustainability, additionally it indicates that the financial reform undertaken over the last 4 years is bringing favourable as anticipated results.

Statutory Environment - Local Government (Financial Management) Regulations 1996

OFFICER'S RECOMMENDATION – 8.2.1

That Council adopt the:

1. monthly financial statements for the period ending 31 July 2019; and
2. summary of reconciliations for the period ending 31 July 2019.

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON

Interim - Financial Reports for the period ended

31-Jul-19

Report Type	Page No.
Summary of Financial Activity	1
Comprehensive Income Statement by Nature/type	2
Comprehensive Income Statement by Programme	3
Rate Setting Statement	4
Statement of Financial Position	5
Capital Expenditure by Asset type	6
Existing Buildings Capital Expenditure by Jobs	7

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON						
SUMMARY OF FINANCIAL ACTIVITY by Nature or Type						
Provisional - for the period ended						
31-Jul-19						
	2019/20 Budget			Actual	Variance	% Variance
	Proposed	Amended	YTD Budget	YTD	YTD	YTD
Opening Funding Surplus (Deficit)	279,975	279,975	279,975	369,622	89,647	32.0%
Revenue						
Rates	4,580,000	4,580,000	1,116	-	1,116	-100.0%
Operating Grants, Subsidies and Contributions	550,704	550,704	6,098	160	5,938	-97.4%
Fees and Charges	1,278,659	1,278,659	79,349	91,832	12,483	15.7%
Interest Earnings	132,779	132,779	12,481	7,139	5,342	-42.8%
Other Revenue	51,838	51,838	3,386	4,390	1,004	29.7%
Profit from Asset Sales	-	-	-	18,323	18,323	
OPERATING INCOME	6,593,981	6,593,981	102,430	121,845	19,415	19.0%
Expenses						
Employee Costs	- 2,746,307	- 2,746,307	- 228,654	- 194,981	33,673	14.7%
Materials and Contracts	- 1,793,894	- 1,793,894	- 133,969	- 94,493	39,476	29.5%
Utility Charges	- 339,677	- 339,677	- 52,697	- 31,165	21,532	40.9%
Depreciation on Non-Current Assets	- 2,087,079	- 2,087,079	- 173,914	-	173,914	100.0%
Interest Expenses	- 89,044	- 89,044	- 1,105	- 1,858	753	-68.1%
Insurance Expenses	- 247,880	- 247,880	- 465	-	465	100.0%
Loss on Asset Sales	- 16,800	- 16,800	- 1,400	- 3,670	5,070	
Other Expenditure	- 162,795	- 162,795	- 5,970	- 595	5,375	90.0%
OPERATING EXPENDITURE	- 7,483,477	- 7,483,476	- 598,174	- 319,423	278,751	46.6%
Net Result (incl. c/f surplus position)	- 609,521	- 609,520	- 215,769	172,044	387,813	-179.7%
Adjustments for Non-Cash Items						
Depreciation	2,087,079	2,087,079	173,914	-	173,914	-100.0%
Loss on Asset Disposals	16,800	16,800	1,400	3,670	5,070	
(Profit) on Asset Disposals	-	-	-	18,323	18,323	
Provisions and Accruals	-	-	-	-	-	
	2,103,879	2,103,879	175,314	- 21,993	- 197,307	-112.5%
Net Result before funding and Capex items	1,494,358	1,494,359	- 40,455	150,051	190,506	-470.9%
Capital Income and Expenditure						
Non-operating Grants & contributions	1,862,779	1,862,779	-	-	-	#DIV/0!
Purchase Land & Buildings	- 180,000	- 180,000	- 15,000	- 16,002	1,002	-6.7%
Purchase Plant & Equipment	- 713,185	- 713,185	- 5,416	-	5,416	100.0%
Purchase Roads, Streets & Bridges	- 2,080,970	- 2,080,970	- 14,330	- 1,117	13,213	92.2%
Purchase Other Infrastructure	- 35,000	- 35,000	- 2,083	-	2,083	100.0%
New Initiatives	- 3,936,881	- 3,936,881	- 22,759	- 9,061	13,698	60.2%
Proceeds from Asset Sales	184,500	184,500	-	-	-	#DIV/0!
Net Capital Items	- 4,898,757	- 4,898,757	- 59,588	26,181	33,408	56.1%
Funding Items						
Proceeds from New loans	1,000,000	1,000,000	-	-	-	
Repayment of Loan Principal	- 240,532	- 240,532	- 5,687	- 4,916	771	13.6%
Self Supporting Loan Principal Income	-	-	-	-	-	
Total Funding Items	759,468	759,468	- 5,687	4,916	771	13.6%
Reserve Items						
Transfers to Reserves	- 17,519	- 17,519	-	-	-	#DIV/0!
Transfers from Reserves	2,953,482	2,953,482	-	-	-	#DIV/0!
Net Reserve movement	2,935,963	2,935,963	-	-	-	#DIV/0!
Closing Funding Surplus (Deficit)	291,034	291,034	- 105,730	118,954	224,684	-212.5%

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON
STATEMENT OF COMPREHENSIVE INCOME BY NATURE/TYPE
 Provisional - for the period ended

31-Jul-19

	2018/19 Budget			Actual YTD	Variance YTD	% Variance YTD
	Proposed	Amended	YTD Budget			
Revenue						
Rates	4,580,000	4,580,000	1,116	-	1,116	-100.0%
Operating Grants, Subsidies and Contributions	550,704	550,704	6,098	160	5,938	-97.4%
Fees and Charges	1,278,659	1,278,659	79,349	91,832	12,483	15.7%
Interest Earnings	132,779	132,779	12,481	7,139	5,342	-42.8%
Other Revenue	51,838	51,838	3,386	4,390	1,004	29.7%
OPERATING INCOME	6,593,981	6,593,981	102,430	103,521	1,091	1.1%
Expenses						
Employee Costs	- 2,746,307	- 2,746,307	- 228,654	194,981	33,673	14.7%
Materials and Contracts	- 1,793,894	- 1,793,894	- 133,969	94,493	39,476	29.5%
Utility Charges	- 339,677	- 339,677	- 52,697	31,165	21,532	40.9%
Depreciation on Non-Current Assets	- 2,087,079	- 2,087,079	- 173,914	-	173,914	100.0%
Interest Expenses	- 89,044	- 89,044	- 1,105	1,858	753	-68.1%
Insurance Expenses	- 247,880	- 247,880	- 465	-	465	100.0%
Other Expenditure	- 162,795	- 162,795	- 5,970	595	5,375	90.0%
OPERATING EXPENDITURE	- 7,466,677	- 7,466,677	- 596,774	323,093	273,681	45.9%
Net Result before Capital Income	- 872,696	- 872,696	- 494,344	219,571	274,773	-55.6%
Non-Op. Grants, Subsidies and Contributions	1,862,779	1,862,779	-	-	-	
Profit on Asset Disposals	-	-	-	18,323	18,323	
Loss on Asset Disposals	- 16,800	- 16,800	- 1,400	3,670	5,070	
OTHER	1,845,979	1,845,979	- 1,400	21,993	23,393	-1671.0%
NET RESULT	973,283	973,283	- 495,744	197,578	298,166	-60.1%
Other Comprehensive Income						
Changes on Revaluation of Non-Current Assets	-	-	-	-	-	
Total Other Comprehensive Income	-	-	-	-	-	
TOTAL COMPREHENSIVE INCOME	973,283	973,283	- 495,744	197,578	298,166	-60.1%

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON							
STATEMENT OF COMPREHENSIVE INCOME BY PROGRAM							
Provisional - for the period ended							31-Jul-19
	2018/19 Budget			Actual YTD	Variance YTD	% Variance YTD	
	Proposed	Amended	YTD Budget				
Revenue							
Governance	4,936,505	4,936,505	15,349	7,294 -	8,055	-52.5%	
General Purpose Funding	54,647	54,647	4,039	3,466 -	573	-14.2%	
Law, Order, Public Safety	94,777	94,777	584	4,616	4,032	690.4%	
Health	29,538	29,538	423	80 -	343	-81.1%	
Education and Welfare	612,089	612,089	45,706	61,162	15,456	33.8%	
Housing	6,812	6,812	566	709	143	25.2%	
Community Amenities	335,446	335,446	10,861	4,568 -	6,293	-57.9%	
Recreation and Culture	69,928	69,928	2,225	1,925 -	300	-13.5%	
Transport	122,247	122,247	6,098	18,323	12,225	200.5%	
Economic Services	299,293	299,293	13,855	18,123	4,268	30.8%	
Other Property and Services	32,700	32,700	2,724	1,579 -	1,145	-42.0%	
	6,593,981	6,593,981	102,430	121,845	19,415	19.0%	
Expenses excluding Finance Costs							
Governance	-	1,843,566 -	1,843,566 -	133,951 -	120,488	13,463	10.1%
General Purpose Funding	-	34,368 -	34,368 -	2,000	-	2,000	100.0%
Law, Order, Public Safety	-	363,172 -	363,172 -	29,342 -	17,781	11,561	39.4%
Health	-	131,085 -	131,085 -	11,947 -	6,197	5,750	48.1%
Education and Welfare	-	667,596 -	667,596 -	58,630 -	48,142	10,488	17.9%
Housing	-	93,813 -	93,813 -	9,307 -	8,158	1,149	12.3%
Community Amenities	-	426,265 -	426,265 -	35,318 -	16,963	18,355	52.0%
Recreation and Culture	-	1,334,365 -	1,334,365 -	114,426 -	40,727	73,699	64.4%
Transport	-	1,958,917 -	1,958,917 -	164,218 -	63,374	100,844	61.4%
Economic Services	-	601,455 -	601,455 -	44,668 -	18,181	26,487	59.3%
Other Property and Services	-	60,168 -	60,168 -	6,738	22,446	15,708	-233.1%
	-	7,394,434 -	7,394,434 -	597,069 -	317,565	279,504	46.8%
Finance Costs							
Governance	-	26,285 -	26,285	-	-	-	
General Purpose Funding	-	-	-	-	-	-	
Law, Order, Public Safety	-	-	-	-	-	-	
Health	-	-	-	-	-	-	
Education and Welfare	-	8,354 -	8,354	-	-	-	
Housing	-	28,691 -	28,691 -	1,105 -	1,858	753	-68.1%
Community Amenities	-	-	-	-	-	-	
Recreation and Culture	-	25,715 -	25,715	-	-	-	
Transport	-	-	-	-	-	-	
Economic Services	-	-	-	-	-	-	
Other Property and Services	-	-	-	-	-	-	
	-	89,044 -	89,044 -	1,105 -	1,858	753	-68.1%
Net Result before Capital Income	-	889,497 -	889,497 -	495,744 -	197,578	299,671	
Non Operating Grants, Subsidies and Contributions							
General Purpose Funding	664,500	664,500	-	-	-	-	
Law, Order, Public Safety	-	-	-	-	-	-	
Education and Welfare	-	-	-	-	-	-	
Recreation and Culture	200,000	200,000	-	-	-	-	
Transport	998,279	998,279	-	-	-	-	
Economic Services	-	-	-	-	-	-	
Other Property and Services	-	-	-	-	-	-	
	1,862,779	1,862,779	-	-	-	-	
Other Comprehensive Income							
Changes on Revaluation of Non-Current Assets	-	-	-	-	-	-	
TOTAL COMPREHENSIVE INCOME	973,282	973,282 -	495,744 -	197,578	298,166	-60.1%	

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON RATE SETTING STATEMENT Provisional - for the period ended							31-Jul-19
	2018/19 Budget			Actual	Variance	% Variance	
	Proposed	Amended	YTD Budget	YTD	YTD	YTD	
Revenue							
Operating Grants, Subsidies and Contributions	550,704	550,704	6,098	160 -	5,938	-97.4%	
Fees and Charges	1,278,659	1,278,659	79,349	91,832	12,483	15.7%	
Interest Earnings	132,779	132,779	12,481	7,139 -	5,342	-42.8%	
Other Revenue	51,838	51,838	3,386	4,390	1,004	29.7%	
Profit from Asset Sales	-	-	-	18,323	18,323		
Total Operating Revenue excluding Rates	2,013,981	2,013,981	101,314	121,846	20,531	20.3%	
Expenses							
Employee Costs	- 2,746,307 -	- 2,746,307 -	- 228,654 -	- 194,981	- 33,673	14.7%	
Materials and Contracts	- 1,793,894 -	- 1,793,894 -	- 133,969 -	- 94,493	- 39,476	29.5%	
Utility Charges	- 339,677 -	- 339,677 -	- 52,697 -	- 31,165	- 21,532	40.9%	
Depreciation on Non-Current Assets	- 2,087,079 -	- 2,087,079 -	- 173,914	-	- 173,914	100.0%	
Interest Expenses	- 89,044 -	- 89,044 -	- 1,105 -	- 1,858 -	- 753	-68.1%	
Insurance Expenses	- 247,880 -	- 247,880 -	- 465	-	- 465	100.0%	
Loss on Asset Sales	- 16,800 -	- 16,800 -	- 1,400	- 3,670	- 5,070		
Other Expenditure	- 162,795 -	- 162,795 -	- 5,970 -	- 595	- 5,375	90.0%	
Operating Expenditure	- 7,483,477 -	- 7,483,477 -	- 598,174 -	- 319,423	- 278,751	46.6%	
Operating Result Excluding Rates Income	- 5,469,496 -	- 5,469,496 -	- 496,860 -	- 197,577	- 299,282	60%	
Adjustments for Non-Cash Items							
Depreciation	2,087,079	2,087,079	173,914	-	- 173,914	100.0%	
(Profit)/Loss on Asset Disposals	16,800	16,800	1,400 -	21,993 -	23,393		
Provisions & Accruals	-	-	-	-	-		
	2,103,879	2,103,879	175,314 -	21,993 -	197,307	112.5%	
Capital Income and Expenditure							
Purchase of Capital Expenditure	- 6,946,036 -	- 6,946,036 -	- 59,588 -	- 26,181	- 33,408	56.1%	
Non-operating Grants & contributions	1,862,779	1,862,779	-	-	-	#DIV/0!	
Proceeds from Asset Sales	184,500	184,500	-	-	-	#DIV/0!	
	- 4,898,757 -	- 4,898,757 -	- 59,588 -	- 26,181	- 33,408	56.1%	
Funding & Reserve Items							
Proceeds from New loans	1,000,000	1,000,000	-	-	-		
Repayment of Loan Principal	- 240,532 -	- 240,532 -	- 5,687 -	- 4,916	- 771	13.6%	
Transfers to Reserves	- 17,519 -	- 17,519 -	-	-	-		
Transfers from Reserves	2,953,482	2,953,482	-	-	-	#DIV/0!	
	3,695,431	3,695,431 -	5,687 -	4,916	771	13.6%	
Estimated Surplus/(Deficit) July 1 B/Fd.	279,974	279,974	279,974	369,622 -	89,648		
Estimated Surplus/(Deficit) C/F or YTD.	291,034	291,034 -	105,730	118,954 -	224,684	-212.5%	
Amount required from General Rate	- 4,580,000 -	- 4,580,000 -	1,117	- -	1,117	-100.0%	

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON		
STATEMENT OF FINANCIAL POSITION		
Provisional - for the period ended		
	30-Jun-19	31-Jul-19
	Unaudited	YTD Actual
CURRENT ASSETS		
Cash and Cash Equivalents	5,052,194	4,537,201
Equity Reserve Investments	-	-
Trade & Other Receivables	567,365	514,735
Inventories	-	-
TOTAL CURRENT ASSETS	5,619,559	5,051,936
NON CURRENT ASSETS		
Trade and Other Receivables	-	-
Property Plant & Equipment	30,036,362	30,077,189
Land Held for Resale	272,539	272,539
Infrastructure	53,384,332	53,369,686
TOTAL NON CURRENT ASSETS	83,693,233	83,719,414
TOTAL ASSETS	89,312,792	88,771,350
CURRENT LIABILITIES		
Trade & Other Payables	587,159	247,844
Employee Provisions	277,641	277,641
Borrowings	3,979	937
Trusts	92,929	93,295
TOTAL CURRENT LIABILITIES	961,705	617,844
NON CURRENT LIABILITIES		
Trade & Other Payables - Specific	300,000	300,000
Borrowings	2,054,593	2,054,593
Employee Provisions	66,065	66,065
TOTAL NON CURRENT LIABILITIES	2,420,658	2,420,658
TOTAL LIABILITIES	3,382,366	3,038,502
EQUITY		
Retained Earnings	34,138,538	33,940,960
Reserves Cash Backed	2,974,251	2,974,251
Revaluation Reserve	48,817,637	48,817,637
TOTAL EQUITY	85,930,426	85,732,848
TOTAL LIABILITIES & EQUITY	89,312,792	88,771,350

ATTACHMENT 8.2.1A

SHIRE OF BODDINGTON

Printed : at 8:52 AM on 14/08/2019

SHIRE OF BODDINGTON CAPITAL EXPENDITURE BY ASSET CLASS

Provisional - for the period ended			31-Jul-19			
COA	Description	Asset Type	Budget	Amended	YTD Budget	YTD Actual
3042202	EXISTING BUILDINGS 17/18	Land & Buildings	180,000	180,000	15,000	15,858
3132008	VISITOR CENTRE	Land & Buildings	-	-	-	144
		Land & Buildings Total	180,000	180,000	15,000	16,002
3102201	REFUSE SITE	Other Infrastructure	10,000	10,000	-	-
3105050	OVALS PARKS & CEMETERIES	Other Infrastructure	25,000	25,000	2,083	-
3113082	DAM IMPROVEMENTS - WATER TO OVAL	Other Infrastructure	-	-	-	-
		Other Infrastructure Total	35,000	35,000	2,083	-
3042209	COMPUTER EQUIPMENT	Plant & Equip	25,000	25,000	2,083	-
3042208	OFFICE EQUIPMENT	Plant & Equip	25,000	25,000	-	-
3042219	VEHICLE COST UPGRADE	Plant & Equip	225,000	225,000	-	-
3051220	Fire Tender Boddington	Plant & Equip	-	-	-	-
3121096	LOADER & TRACTOR	Plant & Equip	271,000	271,000	-	-
3121066	ROAD SWEEPER & MINI DIGGER	Plant & Equip	127,185	127,185	-	-
3139302	MINOR CAPITAL ITEMS	Plant & Equip	40,000	40,000	3,333	-
		Plant & Equip Total	713,185	713,185	5,416	-
3121086	Main Roads Bridge Program	Roads Infrastructure	1,329,000	1,329,000	-	-
3112220	CULVERTS & DRAINAGE	Roads Infrastructure	100,000	100,000	8,333	817
3121090	ROADS TO RECOVERY	Roads Infrastructure	133,779	133,779	-	-
3121704	RESEALS - MUNI	Roads Infrastructure	146,221	146,221	-	-
3121705	MAIN STREET UPGRADE	Roads Infrastructure	-	-	-	-
3121800	ROAD CONST. - RRG	Roads Infrastructure	300,000	300,000	-	300
3121803	FOOTPATHS	Roads Infrastructure	71,970	71,970	5,997	-
		Roads Infrastructure Total	2,080,970	2,080,970	14,330	1,117
3105225	BODDINGTON CEMETERY	Councillor New Initiatives	22,500	22,500	-	-
3112100	SKATEPARK	Councillor New Initiatives	700,000	700,000	-	-
3112205	PUMP TRACK	Councillor New Initiatives	618,750	618,750	-	-
3105250	NATURE PLAYGROUND	Councillor New Initiatives	400,000	400,000	-	-
3105500	FORESHORE LANDSCAPE/DESIGN	Councillor New Initiatives	1,042,750	1,042,750	-	-
3113010	LOVING RANFORD	Councillor New Initiatives	30,000	30,000	9,900	7,711
3113205	TULLIS BRIDGE PROJECT	Other Infrastructure	1,000,000	1,000,000	-	-
3113005	RANFORD POOL INFO BAY/ENTRY STATEMENTS	Councillor New Initiatives	10,623	10,623	3,505	-
3113120	OTHER COUNCILLOR INITIATIVES	Councillor New Initiatives	27,082	27,082	2,256	-
3146203	ENTRY STATEMENTS & PUBLIC ART	Councillor New Initiatives	85,176	85,176	7,098	1,350
		Councillor New Initiatives Total	3,936,881	3,936,881	22,759	9,061
		Grand Total	6,946,036	6,946,036	59,588	26,181

ATTACHMENT 8.2.1A

CAPITAL EXPENDITURE - EXISTING BUILDINGS - By JOBS					31-Jul-19
Job	Description	Original Budget	Amended	YTD Budget	YTD Actual
BAC1999	Bannister Road Shire Office - Capital	-	-	-	-
BCC1028	Pollard Street Child Care Centre - Capital	-	-	-	-
BCC1029	Johnstone Street Community Newspaper - Capital	-	-	-	-
BCC1999	Bannister Road - Caravan Park Caretaker Residence - Capital	-	-	-	-
BCC3999	Bannister Road - Caravan Park Caretaker Residence - Capital	-	-	-	-
BDC1015	Farmer Ave - Depot Lunch Room - Capital	-	-	-	-
BDC2015	Farmer Ave - Depot Lunch Room - Capital	-	-	-	-
BEC1029	Johnstone Street Emergency Services Shed - Capital	-	-	-	-
BFC1039	Wurraming Ave - Foreshore Toilet Block - Capital	-	-	-	-
BIC1024	Hotham Street Ic Unit 1 - Capital	-	-	-	-
BIC2024	Hotham Street Ic Unit 2 - Capital	-	-	-	-
BIC3024	Hotham Street Ic Unit 3 - Capital	-	-	-	-
BIC4024	Hotham Street Ic Unit 4 - Capital	-	-	-	-
BMC1024	Hotham Street Medical Centre - Capital	-	-	-	-
BOC1025	Forrest Street Old School - Main Classroom - Capital	-	-	-	-
BOC3025	Forrest Street Old School Storeroom - Capital	-	-	-	-
BOC4025	Forrest Street Old School - Main Classroom - Capital	-	-	-	-
BPC1999	Bannister Road Public Toilets - Capital	-	-	-	-
BRC1025	Forrest Street Retirement Unit 1 - Capital	-	-	-	-
BRC2025	Forrest Street Retirement Unit 2 - Capital	-	-	-	-
BRC3025	Forrest Street Retirement Unit 3 - Capital	-	-	-	-
BRC4025	Forrest Street Retirement Unit 4 - Capital	-	-	-	-
BRC1999	Bannister Road Recreation Centre - Capital	-	-	-	-
BSC1027	Hill Street 34 (Staff Housing) - Capital	-	-	-	-
BSC1028	Pollard Street Swimming Pool Ablutions - Capital	-	-	-	-
BSC1045	Pecan Place 3 (Staff Housing) - Capital	-	-	-	-
BSC1050	Prussian Way 20 (Staff Housing) - Capital	-	-	-	-
BSC1054	Blue Gum Close 15 (Staff Housing) - Capital	-	-	-	-
BSC1063	Club Drive Sporting Complex - Capital	-	-	-	15,363
BSC2029	Johnstone Street 46 (Staff Housing) - Capital	-	-	-	-
BSC2054	Blue Gum Close 16 (Staff Housing) - Capital	-	-	-	-
BSC3028	Pollard Street Swimming Pool Kiosk/Pump Room - Capital	-	-	-	-
BTC1029	Community Hub Visitor Ctr - Capital	-	-	-	-
BVC1039	Johnstone Street Town Hall - Capital	-	-	-	-
BWC1013	Robins Road Waste Site Office - Capital	-	-	-	-
BYC1999	Bannister Road Youth Centre - Capital	-	-	-	-
TOTAL EXISTING BUILDINGS		-	-	-	15,363
REPRESENTED BY:					
COA					
3042202 EXISTING BUILDINGS 17/18		180,000	180,000	15,000	15,858

8.2.2 List of Payments – July 2019

Disclosure of Interest: Nil
Date: 14 July 2019
Author: J Rendell
Attachments: 8.2.2A List of Payments – July 2019

Summary

The Local Government (Financial Management) Regulations 1996 require the preparation of a List of Payments made from the Council's bank accounts.

Background

A list of the payments made in each month is to be prepared and presented to a meeting of Council in the following month.

This list of payments is to be reviewed by Council separately from the monthly financial statements. This will ensure that the requirement of the Financial Regulations for the list of payments made in one month to be presented to the Council meeting in the following month, will be met even if the financial statements are not presented to that meeting.

Councillors have the opportunity to query or inspect invoices before the meeting to satisfy themselves before the item comes before Council.

Comment

The List of Payments for the month of July 2019 is presented in Attachment 8.2.2A.

Statutory Environment

Local Government (Financial Management) Regulations 1996

13. Payments from municipal fund or trust fund by CEO, CEO's duties as to etc.

- (1) If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared –
 - (a) the payee's name; and
 - (b) the amount of the payment; and
 - (c) the date of the payment; and
 - (d) sufficient information to identify the transaction.
- (2) A list of accounts for approval to be paid is to be prepared each month showing –
 - (a) for each account which requires council authorisation in that month –
 - (i) the payee's name; and
 - (ii) the amount of the payment; and
 - (iii) sufficient information to identify the transaction; and
 - (b) the date of the meeting of the council to which the list is to be presented.

- (3) A list prepared under subregulation (1) or (2) is to be —
- (a) presented to the council at the next ordinary meeting of the council after the list is prepared; and
 - (b) recorded in the minutes of that meeting.

Policy Implications - Nil

OFFICER'S RECOMMENDATION – 8.2.2

That Council adopts the list of payments for the period ending 31 July 2019; at Attachment 8.2.2A.

**8.3 PRINCIPAL ENVIRONMENTAL HEALTH OFFICER/
BUILDING SURVEYOR:**

Nil at this time.

8.4 MANAGER WORKS & SERVICES:

Nil at this time.

8.5 DIRECTOR CORPORATE & COMMUNITY SERVICES:

Nil at this time.

8.6 CHIEF EXECUTIVE OFFICER:

8.6.1 Action Sheet

Disclosure of Interest: Nil
Date: 14 August 2019
Author: Chris Littlemore

Purpose of Report

To bring forward Councillors information the Action Report with actions taken on previous Council resolutions.

Meeting Date	Resolution Number	Responsible Officer	Subject	Date Completed	Comments Current Status
16/7/19	Nil	Steve Thompson TPC	Local Planning Policy 9 – car parking & Vehicular Access, submitted for final adoption	Lay on Table	Resubmission to Council 20 August 2019
16/7/19	61/19	Steve Thompson TPC	Local Planning Policy 14 – Signs & Advertisements, submitted for final adoption	16/7/19	Completed
16/7/19	64/19	Graham Stanley DCCS	Bush Fire Advisory Committee Recommendations	17/7/19	Completed
16/7/19	66/19	Chris Littlemore, CEO	2019/2020 Fees & Charges Adoption	17/7/19	Completed

For information only.

8.6.2	Actions Performed Under Delegated Authority For The Month Of July 2019
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File Ref. No: ADM0686
 Disclosure of Interest: Nil
 Date: 14 August 2019
 Author: Chief Executive Officer
 Attachments: Nil

Summary

To report back to Council actions performed under delegated authority for the month of July 2019.

Background

There is no specific requirement to report on actions performed under delegated authority. But to increase transparency this report has been prepared for Council and includes all actions performed under delegated authority for the month of July 2019.

Affixing of Common Seal

Authorisation to call Tenders

One off delegations to the Chief Executive Officer;

Building Permits issued;

Health Approvals issued;

Development Approvals issued

Subdivision Applications

Land Administration

Comment

The following tables outline the action performed within the organization relative to delegated authority for the month of July 2019 and are submitted to Council for information.

Common Seal - Nil	
Date Affixed	Documentation

One off delegation by CEO - Nil	
Date	Documentation

Authorisation to call Tenders - Nil	
Date	Action

Peter Haas - PEHO			
Building Applications			
Application No.	Applicant	Lot & Street	Type of Building Work
3256	W Munachen 27 Mary Crescent Eden Hill	Lot 31 No. 88 fairway Place Boddington	Water tank 55000L
3257	West Coast castle Pty Ltd Unit 3 No. 16 Ambitious Link Bibra Lake	Lot 9 No 73 Castle rock Way Bannister	Verandah Addition3258
3258	Shire of Boddington PO Box 4 Boddington	Lot 176 Pollard Street (Hakea Road) Boddington	Ablution block Rodeo Grounds
Health - Nil			

Steve Thompson - Town Planning Consultant			
Development Approvals - Nil			
Application No.	Applicant	Lot & Street	Type of Approval
Subdivision Applications - Nil			
Application No.	Applicant	Lot & Street	Action
Land Administration - Nil			
Application No.	Applicant	Lot & Street	Action

Strategic Implications – Nil

Statutory Environment

Regulation 19 of the *Local Government (Administration) Regulations 1996* requires delegates to keep a record of each occasion on which they exercise the powers or discharge the duties delegated to them.

Policy Implications - Nil

Financial Implications - Nil

Economic Implications – Nil

Social Implications - Nil
Environmental Considerations – Nil
Consultation - Nil

Voting Requirements – Simple Majority

OFFICER'S RECOMMENDATION – ITEM 8.6.2

That Council accept the report outlining the actions performed under delegated authority for the month of July 2019.

Chris Littlemore, CEO has a potential conflict with CEO Employment and Performance Appraisal Committee.

8.6.3 Appointments to Committees of Council

File Ref No:	ADM 0081
Disclosure of Interest:	CEO has a potential conflict with CEO Employment and Performance Appraisal Committee
Date:	14 August 2019
Author:	C Littlemore
Attachments:	Nil

Summary

Council is to consider appointments to Committees of Council and Council delegate to organisations and Committees to which Council has membership or representation.

Background

At an Ordinary Meeting of Council held on 31 October 2017, Council appointed delegates to committees and since that decision of Council there had been amendments to some of the committees.

Comment

A review of some of the committees and delegates that Council participates in may be appropriate.

The current delegates are as follows

Committee/Organisation	Delegate	Proxy Delegate
Boddington Local Health Advisory Group	Cr J Hoffman Cr G Ventris Community & Economic Development Officer (CEDO)	Cr S Manez Cr W McGrath Chris Littlemore, CEO
Worsley Alumina Community Liaison Committee	Cr G Ventris Community & Economic Development Officer (CEDO)	Cr R McSwain
Community Reference Group (Newmont)	Shire Deputy President, Cr Smart	Cr G Ventris

In addition, Council has adopted a CEO Employment and Performance Appraisal Policy which requires the appointment of delegates to the CEO Employment and Performance Appraisal Committee by Council. As this is a new policy, Council needs to officially appoint its delegates.

Statutory Environment

Local Government Act (1995)

5.8. Establishment of committees

A local government may establish committees of 3 or more persons to assist the council and to exercise the powers and discharge the duties of the local government that can be delegated to committees.*

** Absolute majority required*

5.10. Appointment of committee members

(1) A committee is to have as its members -

- (a) persons appointed* by the local government to be members of the committee (other than those referred to in paragraph (b)); and*
- (b) persons who are appointed to be members of the committee under subsection (4) or (5).*

** Absolute majority required.*

(2) At any given time each council member is entitled to be a member of at least one committee referred to in section 5.9(2)(a) or (b) and if a council member nominates himself or herself to be a member of such a committee or committees, the local government is to include that council member in the persons appointed under subsection (1)(a) to at least one of those committees as the local government decides.

(3) Section 52 of the Interpretation Act 1984 applies to appointments of committee members other than those appointed under subsection (4) or (5) but any power exercised under section 52(1) of that Act can only be exercised on the decision of an absolute majority of the local government.

(4) If at a meeting of the council a local government is to make an appointment to a committee that has or could have a council member as a member and the mayor or president informs the local government of his or her wish to be a member of the committee, the local government is to appoint the mayor or president to be a member of the committee.

(5) If at a meeting of the council a local government is to make an appointment to a committee that has or will have an employee as a member and the CEO informs the local government of his or her wish -

(a) to be a member of the committee; or

(b) that a representative of the CEO be a member of the committee, the local government is to appoint the CEO or the CEO's representative, as the case may be, to be a member of the committee.

5.11. Tenure of committee membership

(1) Where a person is appointed as a member of a committee under section 5.10(4) or (5), the person's membership of the committee continues until -

- (a) the person no longer holds the office by virtue of which the person became a member, or is no longer the CEO, or the CEO's representative, as the case may be;*
- (b) the person resigns from membership of the committee;*
- (c) the committee is disbanded; or*
- (d) the next ordinary elections day, whichever happens first.*

(2) Where a person is appointed as a member of a committee other than under section 5.10(4) or (5), the person's membership of the committee continues until -

- (a) the term of the person's appointment as a committee member expires;*

- (b) *the local government removes the person from the office of committee member or the office of committee member otherwise becomes vacant;*
- (c) *the committee is disbanded; or*
- (d) *the next ordinary elections day, whichever happens first*

Policy Implications - Nil

Financial Implications

Economic Implications – Nil

Strategic Implications - Nil

Social Implications - Nil

Environmental Considerations - Nil

Consultation – None required.

Options

Council can:

1. adopt the recommendation/s;
2. adopt the recommendation/s with further amendments; or
3. not accept the recommendation/s, giving reasons..

Voting Requirement – Absolute Majority

OFFICER'S RECOMMENDATION – ITEM 8.6.3

That Council appoint the following as members of Committees of Council and as delegates of Council to the respective committee or organisation as included in the following table:

Committee/Organisation	Delegate	Proxy Delegate
Boddington Local Health Advisory Group	Two Councillors Community & Economic Development Officer (CEDO)	Two Councillors CEO
Worsley Alumina Community Liaison Committee	Councillor	Councillor
Community Reference Group (Newmont)	Councillor	Councillor
CEO Employment and Performance Appraisal Committee	All Councillors	N/A

8.6.4	Adoption of the Draft Budget 2019/20 & Long Term Financial Plan 2019/20 to 2028/29
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File Ref. No:	ADM0314
Disclosure of Interest:	Nil
Date:	14 August 2019
Author:	Chris Littlemore, CEO
Attachment	8.6.4A Draft Budget 2019/20 (separate attachment) 8.6.4B Draft Long Term Financial Plan (separate attachment)

Purpose

To consider and adopt the Draft Budget for the 2019/20 financial year and Long Term Financial Plan 2019/20 to 2028/29 (LTFP) together with supporting schedules, including striking of the municipal fund rates.

Background

Each year local governments are required to adopt an operating budget for the forthcoming financial year and set a rate in the dollar for rates that allow the Council to operate in a financially sustainable manner. Once adopted, the budget is sent to the Department of Local Government.

Comment

In reviewing the 2019/20 Draft Budget, Council should note that:

1. The Draft Budget is presented with a cash surplus position for the year of \$291k, an increase of \$12k on the year end projected result of 2018/19 and sits with a deficiency ratio of 107%, within the guidelines of 90-110% to comply with the Act.
2. A 1.5% rate increase has been included in the calculations, with the exception of UV, GRV mining and non-farming. All calculations are fully disclosed in Note 8 of the 2019/20 budget and no discount has been allowed. It is noted that the revaluation of all GRV properties occurred at year end June 2019, this occurs every 4-5 years. There will be some property owners that will experience higher rates as a result of a change in valuation of their property.
3. The majority of the projects included in the Draft Budget are considered as capital items (refer capital program).
4. The Draft Budget has been compiled on the principles contained in the Strategic Community Plan;
5. The Draft Budget has been prepared to include information required by the Local Government Act 1995, Local Government (Financial Management) Regulations 1996 and Australian Accounting Standards.
6. The differential rate proposed for UV Mining is slightly less than that approved by the Minister to account for increases in valuations subsequent to the advertising of Council's intention to impose differential rating.

This budget incorporates a total operating expenditure of \$7.5M which is an increase of \$0.2M from last year's actual expenditure of \$7.3M.

This budget incorporates a total operating revenue of \$6.6M which is an increase of \$150k from last year's projected revenue of \$6.75M.

This level of operating revenue and expenditure is in line with Council's continued achievement to restore its financial ratios.

Capital works projects have been planned to ensure Council has sufficient funds to provide a professional works and maintenance program to improve the facilities available to our ratepayers.

Staffing levels contained within the 2019/20 include full time positions in respect of a gardener, depot worker and a trainee administrative officer. A remuneration increase of 2% has been factored in across the board.

In view of the fact that Council no longer offers a discount to ratepayers who pay by the due date, Council may consider the offering of an incentive to ratepayers. The Local Government Act S 6.12 allows Council to provide a discount or other incentive for the early payment of rates. This section also allows Council to make the incentive subject to any conditions it determines.

Rates incentive

In accordance with the Local Government Act the Shire of Boddington may offering a rates incentive program in providing a payment incentive of \$500 in vouchers for local businesses drawn from the municipal fund and payable to the first randomly drawn ratepayer whose rates account is fully paid by the due date for the first instalment 9th October 2019.

The budget for 2019/20 includes the following main capital projects:

BREAKDOWN OF STRATEGIC COMMUNITY PROJECTS & CAPITAL EXPENDITURE		
ASSET TYPE		
LAND & BUILDINGS		
New Toilet Block - Rodeo Ground	\$ 120,000	
Old School - air conditioning	\$ 15,000	
Minor refurbishment - Pavilion	\$ 15,000	
Other Projects	\$ 30,000	\$ 180,000
PLANT & MOTOR VEHICLES		
Loader (carry-over unspent from 2018/19)	\$ 215,000	
Road Sweeper	\$ 72,000	
Mini Dingo Digger	\$ 55,185	
Replacement Light fleet	\$ 225,000	
Tractor	\$ 56,000	
Miscellaneous Plant	\$ 40,000	\$ 663,185
ROAD & ASSOCIATED INFRASTRUCTURE		
Road upgrade - Harvey Quindanning Road	\$ 300,000	
Reseals (Roads to Recovery)	\$ 133,779	
Reseals & Resheets	\$ 146,221	
Culverts & Drainage	\$ 100,000	
Footpaths	\$ 71,970	
Bridge Replacement - (Mainroads WA Program)	\$ 1,329,000	\$ 2,080,970
OTHER INFRASTRUCTURE		
Waste Service	\$ 10,000	
Ovals, Parks & Cemeteries	\$ 25,000	\$ 35,000
OFFICE EQUIPMENT & COMPUTERS		
Office equipment	\$ 25,000	
Information Technology	\$ 25,000	\$ 50,000
STRATEGIC & COUNCILLOR INITIATIVES		
Strategic Items	\$ 3,936,881	\$ 3,936,881
TOTAL CAPITAL EXPENDITURE		\$ 6,946,036
BREAKDOWN OF STRATEGIC & COUNCILLOR INITIATIVES		
Skate Park & Pump track	\$ 1,318,750	
Entry Statements & Public Art	\$ 85,176	
Loving Ranford	\$ 30,000	
Ranford Pool Information Bay & Entry Statement	\$ 10,623	
Foreshore Development	\$ 1,042,750	
Nature Playground	\$ 400,000	
Other Councillor Initiatives	\$ 1,049,582	
TOTAL STRATEGIC & COUNCILLOR INITIATIVES		\$ 3,936,881

Funding for these capital projects is made of capital grants and contributions \$1.9M, proceeds from sale of assets of approx. \$185k, transfer out of Reserves \$2.4M, loans \$1M and Council operating funds \$1.5M.

Conclusion

It is anticipated that through this budget, Council will be able to further progress and increase facilities provided to the community and its wider users, and increase Council owned assets.

These continue as exciting times for the Boddington region and providing for increased infrastructure remains very important to ensure that the region continues to prosper and develop at a rapid but controlled rate.

Statutory Environment

Section 6.2 of the Local Government Act 1995 requires that not later than 31 August in each financial year, or such extended time as the Minister allows, each local government is to prepare and adopt, (Absolute Majority required) in the form and manner prescribed, a budget for its municipal fund for the financial year ending on the next following 30 June.

Divisions 5 and 6 of the Local Government Act 1995 refer to the setting of budgets and the raising of rates and charges. The Local Government (Financial Management) Regulations 1996 details the form and content of the budget.

6.12. Power to defer, grant discounts, waive or write off debts (1) Subject to subsection (2) and any other written law, a local government may –

(a) when adopting the annual budget, grant* a discount or other incentive for the early payment of any amount of money; or

(b) waive or grant concessions in relation to any amount of money; or

(c) write off any amount of money, which is owed to the local government.

* Absolute majority required.

The 2019/20 Draft Budget as presented meets all statutory requirements.

Council's 2019/20 draft budget document contains a number of items that require adoption by Council under the Local Government Act. These are in accordance to:

1. Section 6.32 (1) of the Local Government Act 1995, Rates and Minimum Rates to be levied on all rateable property be as follows:

Valuation	Rate cents/dollar	Minimum Rate \$
Gross Rental Value	10.85	960
UV Rural	0.6716	825
UV – Non rural	2.4812	N/A
Gross Rental Value Mining	0.7427	960
Unimproved Value Mining	3.185	960

2. Section 6.33 of the Local Government Act stipulates that where differential rates are imposed, certain information must accompany the rates notice. This being a brief statement of the objects & reasons for any differential rate & or minimum payments.
3. Section 6.46 of the Local Government Act which allows Council to grant a discount for payment of rates in full within 35 days of the date of issue of the rate notice;
4. Section 6.45 of the Local Government Act which allows Council to impose an interest charge be levied on rates instalments, Deferred Pensioners Rates' excluded;
5. Section 6.45 of the Local Government Act which allows Council to impose an administration charge be levied for the second and each of the subsequent rates installments;
6. Section 6.51 of the Local Government Act which allows Council to impose an interest charge be levied on all overdue rates outstanding, Deferred Pensioners' Rates excluded;
7. Section 64 (2) of the Local Government (Financial Management) Regulations 1996 that the due date for installments be set as follows:

Two Instalment Option:

- 1st Instalment due not before 9th October 2019 and
- 2nd Instalment due not before 14th February 2020;

Four Instalment Option:

- 1st Instalment due not before 9th October 2019 and
- 2nd Instalment due not before 9th December 2019; and
- 3rd Instalment due not before 14th February 2020; and
- 4th Instalment due not before 17th April 2020.

8. Regulation 34(5) of the Local Government (Financial Management) Regulations 1996 requires that Council is required to adopt a percentage or value, to be used in statements of financial activity for reporting material variances against the adopted Budget.

Strategic Implications

The 2019/20 Draft Budget has been developed based on the Draft Shire of Boddington Long Term Financial Plan 2019/20 to 2028/29 included in this report for adoption by Council. The LTFP was reviewed during 2018/19 financial year with consideration to all other council strategic planning documents

Financial Implications

Specific financial implications are as outlined in the comment section of this report and as itemised in the 2019/20 Draft Budget attached for adoption.

Economic Implications

The 2019/20 Draft Budget has been developed based on sound financial management and accountability principles and is considered to deliver a sustainable economic outcome for council and the community.

Social Implications

The 2019/20 Draft budget includes social outcomes identified in various planning and community supporting strategies that have previously been adopted by the council.

Environmental Considerations

The 2019/20 Draft budget supports key environmental strategies and initiatives adopted by council.

Consultation

The proposed differential rates model was advertised by local public notice using the following mediums;

- advertising in the Narrogin Observer on 16 May 2019
- posting the notice on the Shires noticeboards from 8 May 2019
- making copies of the objects and reasons available at the Shire Office and on the Shire website
- writing to each affected ratepayer providing a copy of the Objects and Reasons.

At the close of the submission period at 4 PM on 30 May 2019, the Shire received one submission. Council considered that submission at its ordinary meeting on 18 June 2019.

At Council's ordinary meeting on 18 June 2019, Council resolved by an absolute majority of the Councillors present to seek Ministerial Approval for the differential rates (UV Mining and UV-Non Rural) that was proposed to be more than two times the lowest rate in the dollar.

Ministerial approval was received on 18 July 2019 for the UV Mining and UV Non-Rural differential rates.

Options

Council can resolve to:

1. adopt the recommendation/s;
2. adopt the recommendation/s with further amendments; or
3. not accept the recommendation/s, giving reasons.

Voting Requirements -Absolute Majority

OFFICER'S RECOMMENDATION – ITEM 8.6.4

That Council adopt, as detailed in the 2019/20 Budget and included at Attachment 8.6.4A and the Long Term Financial Plan 2019/20 to 2028/29 at Attachment 8.6.4B

- The Rates and Minimum Rates to be levied in 2019/20 on all rateable property be as follows:

Valuation	Rate cents/dollar	Minimum Rate \$
Gross Rental Value	10.85	960
UV Rural	0.6716	825
UV – Non rural	2.4812	N/A
Gross Rental Value Mining	0.7427	960
Unimproved Value Mining	3.185	960

- A 5.5% interest charge be levied on rates instalments, eligible and deferred pensioners rates' excluded;
- An 11% interest charge be levied on all overdue rates, eligible and deferred pensioners rates' excluded;
- An 11% interest charge be levied on all overdue service charges and rubbish charges, eligible and deferred pensioners rates' excluded;
- An administration charge of \$8.50 be levied for the second and each of any subsequent rates instalments;
- The due date for instalments of rates payments be set as follows;

Two Instalment Option:

- 1st Instalment due not before 9th October 2019 and
- 2nd Instalment due not before 14th February 2020;

Four Instalment Option:

- 1st Instalment due not before 9th October 2019 and
- 2nd Instalment due not before 9th December 2019; and
- 3rd Instalment due not before 14th February 2020; and
- 4th Instalment due not before 17th April 2020.

- The Revenue and Expenditure as detailed in the 2019/20 Budget;
- Provide a payment incentive of \$500 in vouchers for local businesses drawn from the municipal fund and payable to the first randomly drawn ratepayer whose rates account is fully paid by the due date for the first instalment 9 October 2019
- Council adopt a materiality threshold of +/- 10% of the budget allocation unless the dollar value of any variance is less than \$10,000 as disclosed in the statement of financial activity at nature type level and other monthly financial reports. This will be by providing Council with financial commentary in a suite of monthly financials.

9. ELECTED MEMBERS' MOTION OF WHICH PREVIOUS MOTION HAS BEEN GIVEN:

Nil at this time.

10. URGENT BUSINESS WITHOUT NOTICE WITH THE APPROVAL OF THE PRESIDENT OR MEETING:

Nil at this time.

11. CONFIDENTIAL ITEM:

Nil at this time.

12. CLOSURE OF MEETING: