



**AGENDA**

**FOR THE**

**ORDINARY MEETING**

**OF COUNCIL**

**TO BE HELD ON**

**TUESDAY, 27 NOVEMBER 2012**

**THE ORDINARY COUNCIL MEETING WILL BE  
FOLLOWED BY THE ANNUAL GENERAL MEETING OF  
ELECTORS AT THE IRWIN RECREATION CENTRE**

**PLEASE READ THE FOLLOWING DISCLAIMER BEFORE PROCEEDING**

Members of the public are cautioned against taking any action on Council decisions, on items in this Agenda in which they may have an interest, until such time as they have been advised in writing by Council staff.

# NOTICE OF MEETING

PLEASE BE ADVISED THAT THE  
  
ORDINARY MEETING OF COUNCIL

COMMENCING AT 4.00PM

WILL BE HELD ON

TUESDAY, 27 NOVEMBER 2012

IN COUNCIL CHAMBERS AT  
13 WALDECK STREET, DONGARA WA



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Darren Simmons  
Chief Executive Officer

22 November 2012

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## DISCLAIMER

The advice and information contained herein is given by and to the Council without liability or responsibility for its accuracy. Before placing any reliance on this advice or information, a written inquiry should be made to the Council giving entire reasons for seeking the advice or information and how it is proposed to be used.

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## AGENDA FOR ORDINARY COUNCIL MEETING TO BE HELD IN THE COUNCIL CHAMBERS ON TUESDAY, 27 NOVEMBER 2012 COMMENCING AT 4.00PM

<b>PRESENT:</b>	President	Cr S C Chandler (Presiding Member)
	Councillors	Cr K J Hepworth (Deputy President) Cr J B Fitzhardinge Cr R T McClurg Cr R J Porteus Cr B C Scott Cr M T Smith Cr I F West
	Staff	Mr D J Simmons - Chief Executive Officer (CEO) Mr G M Peddie – Director Corporate Community Services Mr G F Coaker – Manager Planning Services Mr F A Neuweiler – Manager Community Safety Mrs H M Sternick – Manager Corporate Services Mrs C M Palmer – Manager Community Services Mrs N M Nelson – Manager Library and Tourism Services Mr L G Smith – Manager Recreation Services Mr A S Wootton – Manager Works Miss L E Tunbridge – Research and Projects Officer Ms E Greaves – Executive Assistant
<b>GUESTS:</b>		Mrs Vanessa Wellstead and children
<b>APOLOGIES:</b>		Mr C M Smith – Planning Assistant
<b>LEAVE OF ABSENCE:</b>		-

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### 1. DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

Nil

### 2. RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE

Nil

### 3. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Mr John Rossiter presented questions at public question time at the Ordinary Council Meeting on 23 October 2012 which were taken on notice. A response was provided in writing to Mr Rossiter and is provided below;

- Q1. Mr Rossiter outlined that he had received a letter from the Shire regarding firebreak requirements. He also indicated that it was his understanding that the property neighbouring his belongs to the Shire and he felt that this block required clearing, including removal of fibrous cement sheeting and slashing.**

**On that basis, when will these issues be addressed by the Shire?**

Work has been and is continuing to be carried out by the Shire to check firebreaks and undertake clearing on relevant properties. However, in respect to the property in question, the requisite clearing has been attended to.

- Q2. Mr Rossiter reported that the block of land on the corner of St Dominics Road and Parker Street is being cared for by neighbouring residents. Furthermore, Mr Rossiter advised that two residents in Marina Heights have been looking after the public open space in front of their property as well as the garden and walkway beside the pensioner units, all at their own expense.**

**Mr Rossiter asked whether the people responsible for this care could be commended for their efforts and can the Shire assist in clearing one of the garden beds which is overgrown?**

As numerous landowners care for and maintain land that is considered the Shire's responsibility, it is difficult for Council to single out individuals for commendation on an ad hoc basis.

However, Council sponsors and/or supports a number of community-based award programs and, therefore, the matter will be referred to the Tidy Towns Sustainable Committee for consideration.

In respect to the request for assistance in clearing an overgrown garden bed, the Shire will assess the works required and, where appropriate, liaise with the landowners concerned.

**4. PUBLIC QUESTION TIME**

Nil

**5. APPLICATIONS FOR LEAVE OF ABSENCE**

Nil

**6. PETITIONS**

Nil

**7. CONFIRMATION OF MINUTES**

**7.1 MINUTES OF THE ORDINARY COUNCIL MEETING HELD ON 23 OCTOBER 2012**

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A copy of the Minutes of the Ordinary Council Meeting held on 23 October 2012 has been provided to all Councillors under separate cover.

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**COUNCIL MOTION:**

**MOVED: Cr \_\_\_\_\_**

**SECONDED: Cr \_\_\_\_\_**

***That the Minutes of the Ordinary Council Meeting, held on 23 October 2012, be confirmed as a true and accurate recording of that meeting.***

A copy of the Minutes of the Special Council Meeting held on 13 November 2012 has been provided to all Councillors under separate cover.

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**COUNCIL MOTION:**

**MOVED: Cr \_\_\_\_\_**

**SECONDED: Cr \_\_\_\_\_**

***That the Minutes of the Special Council Meeting, held on 13 November 2012, be confirmed as a true and accurate recording of that meeting.***

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**8. ANNOUNCEMENTS BY THE PERSON PRESIDING WITHOUT DISCUSSION**

Announcement and presentation of Better Beginnings Regional Competition for Families award to Mrs Vanessa Wellstead and children.

## 9. REPORTS

### CORPORATE AND COMMUNITY

CC01 – 11/12

**Subject:** Accounts for Payment  
**Reporting Officer:** Manager Corporate Services  
**Date of Report:** 19 November 2012  
**File Reference:** Minute Book  
**Voting Requirements:** Simple Majority

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#### Report Purpose:

To receive the list of accounts paid under delegated authority during October 2012.

#### Officer's Recommendation:

That the Accounts paid during October 2012, represented by Municipal Cheque Numbers 28818-28864, EFT payment numbers 13655-13754 totalling \$448,511.93, Police Licensing Payment No's PL021012 - PL291012 totalling \$49,488.80 Trust No's: 2319-2321 totally \$1,550.00 be received.

#### Background:

A list of accounts paid under delegated authority is attached showing all payments made during the month of October 2012.

#### Officer's Comment:

Nil

#### Financial Implications:

Nil

#### Statutory Environment:

13. Lists of accounts
- (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;
    - (b) the amount of the payment;
    - (c) the date of the payment; and
    - (d) sufficient information to identify the transaction.
  - (3) A list prepared under sub-regulation (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:

Under Delegation C3 Council has delegated authority to the Chief Executive Officer to authorise all payments by Council.

#### Strategic Implications:

Strategic Community Plan – Outcome 4.2.1 *Ensure compliance whilst embracing innovation and best practice principles.*

**CORPORATE AND COMMUNITY**

**CC 02 – 11/12**

**Subject:** Financial Statements for the Period ending 31/10/2012  
**Reporting Officer:** Director Corporate and Community  
**File Reference:** Minute Book  
**Date Prepared:** 20 November 2012  
**Voting Requirements:** Simple Majority

**Report Purpose:**

To consider and receive the Monthly Financial Statements for the period 1 July 2012 to 31 October 2012.

**Officers Recommendation:**

**That the Monthly Financial Statement for the period 1 July 2012 to 31 October 2012 be received.**

**Background:**

The Monthly Financial Report to the 31 October 2012 is prepared in accordance with the requirements of the Local Government Act and the Local Government (Financial Management) Regulations and includes the following:

- Statement of Financial Activity by Nature & Type
- Statement of Financial Activity by Program
- Statement of Cash Flows
- Schedules 3 – 14 Budget vs Actuals Comparison
- Graphical Representation – Statement of Financial Activity
- Net Current Funding Position
- Cash and Investments
- Receivables
- Cash Backed Reserves
- Information on Borrowings
- Capital Disposals and Acquisitions
- Trust Fund
- Budget Amendments
- Restricted Assets
- Port Denison Retirement Village Operating Statement

**Officers Comment:**

Nil.

**Financial Implications:**

Nil.

**Statutory Environment:**

The Local Government (Financial Management) Regulations provides as follows:

Section 34. Financial activity statement report

- (1) A local government is to prepare each month a statement of financial activity reporting on the sources and applications of funds, as set out in the annual budget under regulation 22(1)(d), for that month in the following detail -
  - (a) annual budget estimates, taking into account any expenditure incurred for an additional purpose under section 6.8(1)(b) or (c);
  - (b) budget estimates to the end of the month to which the statement relates;
  - (c) actual amounts of expenditure, revenue and income to the end of the month to which the statement relates;



- (d) material variances between the comparable amounts referred to in paragraphs (b) and (c); and
- (e) the net current assets at the end of the month to which the statement relates.
- (2) Each statement of financial activity is to be accompanied by documents containing -
  - (a) an explanation of the composition of the net current assets of the month to which the statement relates, less committed assets and restricted assets;
  - (b) an explanation of each of the material variances referred to in sub-regulation (1)(d); and
  - (c) such other supporting information as is considered relevant by the local government.
- (3) The information in a statement of financial activity may be shown -
  - (a) according to nature and type classification;
  - (b) by program; or
  - (c) by business unit.
- (4) A statement of financial activity, and the accompanying documents referred to in sub-regulation (2), are to be -
  - (a) presented to the council -
    - (i) at the next ordinary meeting of the council following the end of the month to which the statement relates; or
    - (ii) if the statement is not prepared in time to present it to the meeting referred to in subparagraph (i), to the next ordinary meeting of the council after that meeting; and
  - (b) recorded in the minutes of the meeting at which it is presented.

**Policy Implications:**

Nil.

**Strategic Implications:**

Nil

**CORPORATE AND COMMUNITY**

**CC03 – 11/12**

**Subject:** Shire of Irwin Access and Inclusion Plan 2012-2017  
**Reporting Officer:** Manager Community Services  
**Date of Report:** 20 November 2012  
**File Reference:** DB.GU.2  
**Voting Requirements:** Simple Majority

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**Report Purpose:**

To ensure that the Shire's Access and Inclusion Plan 2012 -2017 meets national standards and that we are able to identify new strategies and actions which will result in better services and facilities to the community of Irwin.

**Officer's Recommendation:**

**That the Shire of Irwin Access and Inclusion Plan 2012-2017, as presented, be adopted.**

**Background:**

The Western Australian Disability Services Act (1993) requires all State and Local Government Authorities to implement a Disability Access and Inclusion Plans DAIP to ensure that people with disabilities have equal access to facilities and services.

The Shire of Irwin adopted its first Disability Services Plan in 1995 to address barriers within the community. Since the adoption of the initial Disability Services Plan, the Shire has implemented a number of works and programs to improve disability access within the Shire of Irwin.

In 2012, the Shire undertook to review its Disability Access and Inclusion Plan 2006.

The process included:

- Examination of current Disability Access and Inclusion Plan;
- Review of progress reports;
- Consultation with key staff;
- Consultation with key members of the community.

Consultation was done through a public questionnaire made available on the Shire website, through email and hardcopy and distribution to relevant stakeholders. Consultation was to identify access and inclusion barriers and a draft review of the Access and Inclusion Plan 2012 – 2017 was prepared to guide further improvements to access and inclusion.

The advertising for feedback through the Dongara Denison Local Rag, Shire website and paper copies asked people to identify areas of access and inclusion that they felt needed to be addressed to help develop the Shire's new Access and Inclusion Plan 2012 - 2017 , which has been advertised for comment.

Community consultation was undertaken with a broad spectrum of stakeholders inviting contributions from; local residents, disability service providers, Elected Members, and Council Staff.

Responses received through community consultation, Walkability Audit and findings based on recent research relating to barriers, formed the basis on which actions have been identified within the six (6) outcome areas of the Access and Inclusion Plan 2012-2017.

The overarching goal of Access and Inclusion Plan 2012-2017 is to provide equity of access and inclusion to Council services, facilities and functions provided by the Shire of Irwin by identifying and redressing barriers that either restrict or prevent the full participation of people with disabilities.

**Officer's Comment:**

The Shire of Irwin acknowledges that people with disabilities are valuable members of the community who have the same fundamental rights as all other residents to access services, functions and facilities. The Access and Inclusion Plan 2012-2017 provides the Shire of Irwin with a framework to address barriers to access and inclusion across all areas of Council responsibility.

The Shire of Irwin realises the importance of developing a forward plan to ensure that both the physical infrastructure and the communities' perception and awareness of the needs of people with a disability is enhanced through education.

The Shire of Irwin recognises that the task of addressing the many important issues that affect our diverse community is not an easy one. The Shire will endeavour, through ongoing consultation and involvement with the community, to identify as many barriers and challenges to access and inclusion as possible and work toward achieving success in these areas.

This plan sets to ensure that areas of the greatest need and impact for people with a disability are initiated first.

**Financial Implications:**

Nil

**Statutory Environment:**

The Western Australian Disability Services Act (1993) requires all State and Local Government Authorities to implement a Disability Access and Inclusion Plan DAIP to ensure that people with disabilities have equal access to facilities and services.

Other legislation underpinning access and inclusion includes the Western Australia Equal Opportunity Act (1984) and the Commonwealth Disability Discrimination Act 1992 (DDA) both of which make discrimination on the basis of a person's disability unlawful.

**Policy Implications:**

Nil

**Strategic Implications:**

The Shire of Irwin Access and Inclusion Plan 2012-2017 allows us to meet *Outcome 2.4.2* of our Strategic Community Plan 2012-2022.

**CORPORATE AND COMMUNITY**

**CC 04 – 11/12**

**Subject:** Amendment to Policy F9 – Use of Corporate Credit Card  
**Reporting Officer:** Director Corporate and Community / Executive Assistant  
**Date of Report:** 20 November 2012  
**File Reference:** CM.PO  
**Voting Requirements:** Simple Majority

**Report Purpose:**

To update the Use of Corporate Credit Card policy in accordance with the change of financial institution, purchasing requirements and future organisational changes.

**Officer's Recommendation:**

That Council adopt the amended Use of Corporate Credit Card Policy as presented below;

***A Corporate Credit Card will be issued to the Chief Executive Officer, and to other Shire employees approved by the Chief Executive Officer, in accordance with the following guidelines;***

- i) The Cardholder must sign any corporate credit card issued, as soon as practicable following receipt of the credit card.***
- ii) Cardholders are responsible for the use of the corporate credit card in accordance with these guidelines and other operational guidelines, and must ensure the safe-keeping of the card at all times. Loss or theft of the corporate credit card must be reported to the Manager Corporate Services immediately.***
- iii) The cardholder will be required to sign a certification, on each and every credit card statement issued from this date forward, to the effect all purchases made using the corporate credit card were for official business purposed.***
- iv) For all expenditure, the cardholder shall obtain a tax invoice and/or receipt, which itemizes the details of the expenditure. If the invoice or receipt does not provide sufficient details of the item purchased, further details must be recorded on the invoice or receipt by the cardholder.***
- v) Corporate credit cards issued by the Shire can only be used for the business purposes of the Shire. The corporate credit card must not be used for –***
  - Personal or non work related expenditure,***
  - The purchase of fuel (unless the relevant fuel card is not able to be used),***
  - Obtaining cash advances; or***
  - The purchase of goods or services where the cardholder gains personal advantage through the transaction (eg special offers such as Fly Buys that benefit individuals).***
- vi) Among the permitted uses are –***
  - In person, across the counter retail purchases.***
  - Facsimile/telephone/internet business related purchases.***
  - Mail order purchases and subscriptions.***
  - Official travel, accommodation and related expenses.***
  - Entertainment and business hospitality expenses.***

**Background:**

On 22 July 2008 Council adopted the below Use of Corporate Credit Card Policy;

*A Corporate Credit Card will be issued to the Chief Executive Officer with a credit limit of \$5,000.*

**Guidelines:**

- vii) The Cardholder must sign any corporate credit card issued, as soon as practicable following receipt of the credit card.*
- viii) Cardholders are responsible for the use of the corporate credit card in accordance with these guidelines and must ensure the safe-keeping of the card at all times. Loss or theft of the corporate credit card **must** be reported to the Director of Corporate Services immediately.*
- ix) The cardholder will be required to sign a certification, on each and every credit card statement issued from this date forward, to the effect all purchases made using the corporate credit card were for official business purposed.*
- x) For all expenditure, the cardholder shall obtain a tax invoice and/or receipt, which itemizes the details of the expenditure. If the invoice or receipt does not provide sufficient details of the item purchased, further details must be recorded on the invoice or receipt by the cardholder.*
- xi) Corporate credit cards issued by the Shire can only be used for the business purposed of the Shire. The corporate credit card **must not** be used for –*
  - Personal or non work related expenditure.*
  - The purchase of fuel (BP fuel card is to be used for this purpose).*
  - Obtaining cash advances; or*
  - The purchase of goods or services where the cardholder may/will gain personal advantage through the transaction (eg special offers such as Fly Buys that benefit individuals rather than the Shire)*
- xii) Among the **permitted** uses are –*
  - In person, across the counter retail purchases.*
  - Facsimile/telephone purchases.*
  - Mail order purchases and subscriptions.*
  - Official travel, accommodation and related expenses.*
  - Entertainment and business hospitality expenses.*

**Officer's Comment:**

The amendments to this Policy reflect the current organisational structure and allows for future changes, includes reference to operational requirements and procedures, and considers the need to allow for internet purchases due to the increased online presence by businesses / suppliers.

As this policy is a formal policy of Council and involves the issuing of a corporate credit card to the Chief Executive Officer there is a requirement for Council to adopt any changes. The issuing of corporate credit cards to other staff is a function of the Chief Executive Officer.

A minor change has been made to allow the purchase of fuel with the credit card but only in the event that the fuel card may not be used.

**Financial Implications:**

Nil

**Statutory Environment:**

Local Government Act 1995

Local Government (Financial Management) Regulations 1996 s. 6.10

**Policy Implications:**

Nil

**Strategic Implications:**

Outcome 4.2.1 Ensure compliance whilst embracing innovation and best practice principles.

**CORPORATE AND COMMUNITY**

**CC 05 – 11/12**

**Subject:** A24 Purchasing Policy – Exclusion of Purchase Ordering Authority and Limits  
**Reporting Officer:** Director Corporate and Community / Executive Assistant  
**Date of Report:** 20 November 2012  
**File Reference:** CM.PO  
**Voting Requirements:** Simple Majority

**Report Purpose:**

To consider removal of 1.8 Purchase Ordering Authority & Limits from Council’s Policy Manual.

**Officer’s Recommendation:**

**That Council authorise exclusion of Item 1.8 Purchase Ordering Authority & Limits within Policy A24 of Council’s Policy Manual and Delegation Register.**

**Background:**

The below authority was included in Council’s Policy Manual – adopted 13 February 2007.

**1.8 PURCHASE ORDERING AUTHORITY & LIMITS**

The following positions have delegated authority to sign purchase orders with the associated monetary limits, subject to the conditions and regulations contained in this Purchasing Policy:

<b>POSITION</b>	<b>LIMIT OF PURCHASE VALUE \$</b>
Chief Executive Officer	No Limit
Director, Corporate Services	\$100,000
Manager, Community Development	\$10,000
Accountant/Senior Administration Officer	\$10,000
Works Supervisor	\$10,000
Tourism/Library Manager	\$2,000
Building Maintenance	\$2,000
Head Gardener	\$2,000
Mechanic	\$2,000

**Officer’s Comment:**

Following a review of this Policy it has been determined that there is no requirement for the purchase ordering authority and limits to be adopted by Council and therefore being included within the Policy. As it stands, this section of the A24 Policy does also not reflect the current organisational structure or purchasing limits required.

Removal of this section allows for changes to be made to the list as needed, for example when there are changes in staff, the staff structure or purchasing requirements

The Chief Executive Officer has delegated authority to determine staff purchase ordering authority and limits as required.

While having a Purchase ordering authority and limits list is considered important to record and make available to staff this can be included within finance operational procedures to ensure responsible practices are being adhered to, meeting the requirement for local governments to develop procedures for the approval of accounts to ensure that before payment of an account is determined, the relevant debt has been incurred by a person who is properly authorised to do so.

**Financial Implications:**

Nil

**Statutory Environment:**

Local Government (Financial Management) Regulations 1995

**Policy Implications:**

This will require a change to the current Policy A24 and removal of the delegation from the Delegation Register.

**Strategic Implications:**

Outcome 4.2.1 Ensure compliance whilst embracing innovation and best practice principles



**PLANNING AND INFRASTRUCTURE**

**PI 01 – 11/12**

**Subject:** eQuote – Supply of New Road Sweeper  
**Reporting Officer:** Manager Works  
**Date of Report:** 15 November 2012  
**File Reference:** PL.AC.2  
**Voting Requirements:** Simple Majority

**Report Purpose:**

To consider the eQuotes for the purchase of a new road sweeper following the public tender process required for such a purchase.

**Officer's Recommendation:**

That, subject to the acceptance of various options by the Chief Executive Officer included within the eQuote received from MacDonald Johnston, Council authorises the Chief Executive Officer to procure a new CX400 Compact Sweeper from MacDonald Johnston at a cost not exceeding the submitted eQuote price of \$251,570.

**Background:**

Quotes were called through WALGA's eQuote system and there were three tenders received that met with the outlined criteria.

**Officer's Comment:**

The following companies have submitted quotations for the purchase of a new road sweeper;

COMPANY / SUPPLIER	ITEM DESCRIPTION	PRICE (GST inclusive)
MacDonald Johnston	Compact Sweeper CX400	\$251,570*
Rosmech	Scarab Mistral Sweeper	\$274,984
Tennant	Sentinal Sweeper	\$278,410

\***Note:** MacDonald Johnston have included in their quotation various options to the value of approximately \$4,000 which are not relevant to safety or operator needs. As these options are not required, this will reduce the price further.

There were two other machines offered from Tennant and Rosmech which did not meet the criteria, in that they were too small to be considered suitable.

Based on; what is currently in use, cost and operator and mechanics opinion's, the offer from MacDonald Johnston appears to be the preferred option.

The Mechanic and main operator have travelled to Perth to look at the machines offered. A test drive of the scarab machine was undertaken and feedback provided was quite positive machine however the overall height of 3.2 metres and no forward broom setups would make it difficult getting into tight areas around the town sites.

The CX400 was unavailable for viewing but the representatives pointed out the fact that it was only the updated version of what the council already operate and versatility and operability has not been compromised.

The lack of time allotted to inspect the offers meant that the Sentinel offer was not looked at.

**Financial Implications:**

As per 2012/13 Council Budget

**Statutory Environment:**

Nil

**Policy Implications:**

In accordance with local government legislation and as incorporated within Policy A24, purchases over \$100,000 requires a public tender process to be followed.

However, as the Shire has used WALGA's eQuotes service, an exemption from the public tender requirement applies.

**Strategic Implications:**

Nil

**PLANNING AND INFRASTRUCTURE**

**PI02 – 11/12**

**Subject:** Proposed Subdivision of Lots 15, 1232 and 2918 Brand Hwy  
Yardarino  
**Reporting Officer:** Manager Planning Services  
**Date of Report:** 19 November 2012  
**File Reference:** WAPC.146829  
**Voting Requirements:** Simple Majority

**Report Purpose:**

To consider a referral from the Western Australian Planning Commission (WAPC) to subdivide Lots 15, 1232 and 2918 Brand Highway, Yardarino.

**Officer's Recommendation:**

**Part 1:**

That the Council advises the Western Australian Planning Commission that it supports the proposed subdivision of Lots 15, 1232 and 2918 Brand Highway, Yardarino subject to the following conditions:

1. Engineering drawings and specifications are to be submitted, approved, and subdivisional works undertaken in accordance with the approved plan of subdivision, engineering drawings and specifications, to ensure that those lots not fronting an existing road are provided with frontage to a constructed road connected by a constructed road to the local road system and such roads are constructed and drained at the landowner/applicant's cost.
2. Drainage easements and reserves as may be required by the local government for drainage infrastructure being shown on the diagram or plan of survey (deposited plan) as such, granted free of cost, and vested in that local government under Sections 152 and 167 of the *Planning and Development Act 2005*.
3. Uniform fencing along the boundaries of all of the proposed lots is to be constructed.
4. A fire management plan being prepared, approved and relevant provisions implemented during subdivisional works, in accordance with the WAPC's *Guideline Planning for Bushfire Protection Edition 2, May 2010 (in particular Appendix 3)* to the specifications of the local government and/or the Fire and Emergency Services Authority.
5. Satisfactory arrangements being made for the closure of the road reserve abutting the northern boundary of Lot 15 on Deposited Plan 70132 and amalgamation of that land into proposed Lot A.

**Advice:**

The landowner/applicant is advised to refer to the Institute of Public Works Engineering Australia Local Government Guidelines for Subdivisional Development (current edition). The guidelines set out the minimum best practice requirements recommended for subdivision construction and granting clearance of engineering conditions imposed.

**Part 2:**

That Council initiates the closure of the unconstructed road reserve abutting the northern boundary of Lot 15 on Deposited Plan 70132, subject to the following:

1. The Western Australian Planning Commission issuing conditional approval for the subdivision of Lot 15, 1232 and 2918 Brand Highway, Yardarino as per application number WAPC:146829; and

The owner of Lot 15 making formal application to the Shire of Irwin to close the road, including an undertaking to pay the associated costs for amalgamating the land, and payment of the relevant road closure request fee as per the Shire of Irwin Schedule of Fees and Charges.

**Background:**

Subject Land

The land the subject of this application is made up of three existing lots being Lot 15 (21.8ha), Lot 1232 (40.7ha) and Lot 2918 (134ha) and located approximately 5 kilometres to the east of the Dongara urban area on the north side of Brand Highway.

The lots are currently held in one ownership and predominantly used for agricultural purposes including cropping and grazing. There are no buildings located on any of the lots.

Access to the land is currently from Brand Highway with crossovers located at both the western and eastern boundaries of Lot 15. There is a road reserve adjoining Lot 15 on its western and northern boundaries but is currently unconstructed, resulting in Lots 1232 and 2918 having no constructed road frontage. Lot 2918 is however, benefited by an easement over Lot 15 along its eastern boundary which provides access to Brand Highway. There is also an unconstructed road reserve which runs parallel to the western boundary of Lot 2918 adjacent to the railway line.

The attached location plan illustrates the above.

Zoning

The land is currently zoned “General Farming” under the Shire of Irwin Local Planning Scheme No 5 and falls within Policy Area C of the Local Planning Strategy.

The objectives for this zone and policy area are intended to ensure the protection of land for its continued use for agricultural purposes, primarily broadacre farming and protection of rural amenity.

The land immediately to the west, north and east is similarly zoned “General Farming”, while the land to the south, on the opposite side of Brand Highway, is zoned “Rural Smallholdings”, with a minimum lot size of 20 hectares.

The Proposal

The application does not propose to create any additional lots, it purely intends to rationalise the boundaries of the existing three lots and provide them with constructed road frontage.

In this regard, Lots A, B and C are intended to be more uniform in area (53ha, 51ha and 89ha respectively) and with consistent rectangular shapes.

Access is proposed to be derived by extending the existing 20 metre wide road reserve adjoining the western boundary of current Lot 15, northwards and terminating just before the railway line. The total length of the road reserve would be approximately 1.73 kilometres from Brand Highway to the south western corner of proposed Lot C, thus ensuring that each lot has frontage to a constructed road.

The proposal will result in a new intersection onto Brand Highway, for which the proponent has consulted with Main Roads WA (MRWA). Initially, there was some discussion as to whether the road and the new intersection should be located on the eastern side of the landholding, as it was felt that constructing the road on the western side (corresponding with the existing road reserve) was slightly compromised due to the bend in Brand Highway at this location and a reduction in sight distances.

The eastern option was therefore explored for its improved sight distances in each direction. However, advice from MRWA has indicated that an intersection on the eastern side is complicated due to the presence of the northbound overtaking lane in this location and the existing driveway on the opposite side of Brand Highway (Bygrave’s) which is intended to later form a new road (Dawson Lane) as per the Policy Area G Structure Plan. Engineering a new intersection in this

location would therefore be difficult and costly. As such, MRWA ultimately advised that the western side of the subdivision, and utilising the existing road reserve, presented a more favourable option for a new intersection.

If the application receives approval, it would be expected that the WAPC (at the request of MRWA) would impose conditions that the new intersection be engineered and constructed to meet with applicable MRWA standards.

It is also noted that the subdivision design will result in proposed Lot A being bisected by the unconstructed east/west road reserve which currently adjoins existing Lot 15 on its northern boundary. This road reserve will become redundant should the subdivision be approved as the new lots will all be accessed by the new subdivisional road. In this regard, the application states that further, separate application will be made to the Shire to close this portion of road.

**Officer's Comment:**

There are no specific objections to the proposal or the subdivision design as submitted.

It is noted however, that there is a general presumption against subdivision of "General Farming" zoned land (as required by State policy and the Shire's Scheme and Strategy). Although in this instance there is scope to consider this application as a farm rationalisation, in that it does not propose any additional lots and is creating a more uniform lot size and shape to assist with farm management practices.

The WAPC's Development Control Policy 3.4 specifically allows for subdivision of this nature in the "General Farming" zone under criteria 4.6 (farm rationalisation).

The location and extent of the proposed new road is supported in that it will provide constructed road access to each new lot and follow a suitable alignment (compared to the existing road reserve which includes a 90 degree bend).

Placing the road on the western side of the subdivision (as preferred by MRWA in relation to the intersection with Brand Highway) is also supported in that it will mean the new road can connect, if required in the future, with the unconstructed road reserve adjacent to the railway line in the north. In the meantime it could also provide an option for emergency access to the railway line (in the event of fire or the like), as opposed to an isolated cul-de-sac as would be the case if the road were located on the eastern side of the subdivision.

The main issue for this subdivision therefore is that it pre-empts the closure of a portion of Shire road reserve. As mentioned above, the existing road reserve running east/west along the northern boundary of current Lot 15 is not required for access as part of the subdivision design. If it is to remain, it will result in the undesirable situation where Lot A is then bisected by an unconstructed road reserve. To properly achieve the proposed subdivision design, the redundant portion of road reserve should be closed.

Unfortunately however, existing road reserves cannot be closed as part of the subdivisional process, they must go through a separate procedure as required under the *Land Administration Act 1997*.

Although therefore the proposed subdivision and the road closure processes are subject to separate approvals, in this instance they are fundamentally related to each other and should be considered simultaneously. On this matter, provided Council are in support of both, separate recommendations have been provided for each, to ensure a coordinated approach.

In considering the proposed road closure specifically, the following comments are provided.

Generally, it is felt that there are no obvious impediments to its closure. Access via local road to the land to the east (Lot 30) in the immediate term is not required as the adjacent lot already has frontage (approx 750m) and access to Brand Highway.

It is also unlikely that Lot 30 could be subdivided and therefore need this road for access to a new lot, as it is similarly zoned “General Farming” but is a single, uninterrupted lot of approximately 500 hectares. There is a possibility however, that land in this area may be rezoned in the long term to allow closer rural settlement, at which point access from the west may be beneficial. If this were to eventuate, it would require structure planning to be put in place as part of any rezoning, at which time a new road network would be established.

It is therefore considered that closure of the subject portion of road reserve, in conjunction with the subdivision as proposed, is appropriate in this instance.

**Financial Implications:**

Nil

**Statutory Environment:**

Western Australian Planning Commission; Development Control Policy 3.4 – Subdivision of Rural Land.

Shire of Irwin Local Planning Scheme No 5; Clause 5.31 – General Farming Zone.

**Policy Implications:**

Nil

**Strategic Implications:**

Nil

**PLANNING AND INFRASTRUCTURE**

**PI03 – 11/12**

**Subject:** Proposed Local Planning Strategy Amendment and Local Planning Scheme No 5 Amendment – Indian Ocean Drive  
**Proponent:** D.J. MacCormick Property Group and Mary Donald Nominees Pty Ltd  
**Reporting Officer:** Manager Planning Services  
**Date of Report:** 20 Nov 2012  
**File Reference:** LP.PL.3.2  
**Voting Requirements:** Simple Majority

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**Report Purpose:**

To consider an application to concurrently amend the Shire's Local Planning Strategy to create a new 'Policy Area H' over Lots 51-54 Indian Ocean Drive, Arrowsmith and to amend the Shire of Irwin Local Planning Scheme No 5 to include 'Additional Use' rights over Lot 52 Indian Ocean Drive, Arrowsmith to permit the development of a traveller's stop and accommodation.

**Officer's Recommendation:**

**That Council advises the proponent's of the application to concurrently amend the Shire of Irwin Local Planning Strategy and Shire of Irwin Local Planning Scheme No 5 to facilitate a traveller's stop and 'rural conservation' subdivision over Lots 51-54 Indian Ocean Drive, Arrowsmith:**

- 1. That it declines to initiate the proposed amendment to its Local Planning Strategy for a new Policy Area H, although advises this land will likely be considered as part of an upcoming Local Planning Strategy review, on which the proponent's are welcome to make a submission.**
- 2. That it is recognised that the proposed traveller's stop and the scheme amendment to facilitate such have some merit, however formal consideration of such will be subject to the completion of, or significant progress towards completion of, the Indian Ocean Drive Planning Framework.**

**Background:**

The Land

Lots 51 to 54 Indian Ocean Drive, Arrowsmith are some of the only freehold lots located on Indian Ocean Drive outside of the existing town sites.

They are extensive in size, totalling nearly 4000 hectares in area and predominantly covered in vegetation. There are no buildings located on any of the four lots.

There is no service infrastructure in the area, the closest serviced population is located approximately 30 kilometres to the south at Leeman. Port Denison and Dongara are situated approximately 40 kilometres to the north.

Zoning

The land is currently zoned "General Farming" under the Shire of Irwin Local Planning Scheme No 5 and falls within Policy Area C of the Local Planning Strategy.

The objectives for this zone and policy area are intended to ensure the protection of land for agricultural purposes, primarily broadacre farming, and for protection of rural amenity.

The land is adjoined by Indian Ocean Drive on its western side, and the coastal foreshore reserve and the ocean west of that. The land is bounded on all other sides by Reserve 24496 (Beekeeper's Reserve).

Previous Proposals

Due to its coastal location, freehold tenure and unsuitability for farming operations, there have been many proposals put forward over the years, by various owners, to develop the land. Generally this

has centred on some form of tourism development, but always incorporating a subdivision component which has met with difficulties both at the local government level and through the Western Australian Planning Commission (WAPC) at the State Government level.

The two most recent proposals included an application in 2008 for a new 'Policy Area H' in the Shire's Local Planning Strategy, which would have facilitated a caravan/chalet park adjacent to Knobby Head and a fisherman's village opposite Freshwater Point, with potential for low density residential lots to be developed between the two. The application was rejected by the WAPC and went no further.

In 2010 a subdivision application was submitted seeking to subdivide Lot 52 into five new lots. In the absence of any strategic basis for further fragmentation of the land, the application was not supported by Council and subsequently refused by the WAPC.

The relative isolation of the site from any service infrastructure has also contributed to the difficulties in developing these lots.

#### Current Proposal

The landowner's have engaged planning consultant Michael Swift & Associates to prepare an amendment proposal for the Shire of Irwin which may have some realistic chance of being supported, based on the landholdings natural attributes, but in the context of the failed attempts of the past.

The current application is made up of two separate amendments.

The first seeks to similarly create a new 'Policy Area H' in the Shire's Local Planning Strategy that would apply specifically to Lots 51-54 Indian Ocean Drive. The provisions to be included in the new policy area are designed to provide the strategic basis for a tourism development node on the eastern side of Indian Ocean Drive at Lot 52 (adjacent to Freshwater Point), but also to provide for 'conservation incentive' rural subdivision of the balance of the landholdings, including possible expansion of Beekeeper's Reserve.

The second amendment is to the Shire's Local Planning Scheme No 5 to allocate 'Additional Use' rights to Lot 52, thereby providing the statutory provisions to allow the site to be developed as a traveller's stop and accommodation.

A copy of the specific text for each proposed amendment is attached.

The Traveller's Stop and Accommodation has been modelled on a self sufficient, sustainable design incorporating the following elements:

- Caravan park and camping grounds;
- General Store (inc fuel outlet and light refreshments);
- Chalets/Holiday cabins;
- Manager's residence and staff quarters;
- Pedestrian connection to the coast at Freshwater Point (possible underpass);
- Improvements to facilities at Freshwater Point to cater for increased usage;
- Self sufficient services inc:
  - o wind turbines, solar energy field, diesel backup;
  - o potable water via bore and roof catchment;
  - o on-site refuse and recycling;
  - o on-site sewage treatment; and
  - o on-site telecommunications antenna.

A copy of the concept plan for the Traveller's Stop is also attached.



The concurrent amendments are designed to address what may be considered as a deficiency in the Shire's current Local Planning Strategy in that Policy Area C (agriculture) does not properly recognise the attributes of this land, including its coastal location, freehold tenure and its tourism and conservation values. Secondly, the provisions under the Scheme to permit a traveller's stop are designed to cater for the needs of the travelling public and formalise a stop-over destination along this stretch of Indian Ocean Drive.

The amendment document suggests the general store component is not intended to compete with the 'roadhouse' rezoning that was gazetted in November 2010 at the intersection of Indian Ocean Drive and Brand Highway, it is intended more as a service facility for the occupants of the accommodation and for professional fisherman in the area. As can be seen by the concept plan, for the store to be accessed, it requires traffic to turn off Indian Ocean Drive.

Lastly, the application includes detailed reports from both Aecom and GHD which indicate there are few environmental constraints to the development of the site for a traveller's stop.

**Officer's Comment:**

There are two main factors affecting the Shire's ability to consider the proposed amendments.

Firstly, the Shire has recently been granted funding for, and has agreed to undertake, a review of its Local Planning Strategy. This will be a comprehensive review, encompassing the whole Shire, and taking into consideration the social, economic and environmental changes that have taken place since the current Strategy was written, approximately 12 years ago.

With the above in mind, it would not generally be appropriate to consider a specific, individual amendment to the Strategy having just agreed to its comprehensive review. In addition, an amendment to the Strategy that proposes a new policy area (as this application does) should probably be considered in the wider context of the regional area (something that the Strategy review can accommodate), rather than as an isolated proposal.

The issues applicable to this land to be considered in a wider context include its suitability or otherwise for a new settlement (including subdivision), the extent of the land parcels, their unsuitability for agriculture and their proximity to Beekeeper's Reserve. Realistically, a good outcome for this land would be for a significant portion to be amalgamated into the adjoining Beekeeper's Reserve.

As such, it is suggested the Strategy amendment may be premature at this point. If it were initiated it would likely get bogged down in these broader regional issues. It may be however, that a new 'Policy Area H' is appropriate for this land, although the preferred approach would be for this to be determined as part of the upcoming Strategy review, rather than as an individual consideration.

Secondly, the Shire has recently been requested (and has accepted) to take part in the formation of a technical working group for the preparation of the 'Indian Ocean Drive Planning Framework'. This is at the request of the Minister for Planning with the working group including each Shire through which Indian Ocean Drive passes from Gingin to Irwin, and other various stakeholders, including Main Roads WA.

The need for the Framework has arisen from a recent decision of the Minister to refuse an amendment to the Shire of Dandaragan's scheme to establish a service station south of Cervantes on Indian Ocean Drive. The Framework will therefore primarily provide guidance 'for the location and development of ablution and rest facilities, signage, entry statements, service stations and other tourism related development and infrastructure' along Indian Ocean Drive.

Again therefore, it would be premature to determine the proposed amendments, particularly the traveller's stop component, within the above context. The proposed traveller's stop is the exact type of development the Framework will aim to address and provide guidance on.

It is suggested though, that the traveller's stop may have some individual merit. Considering the proposal is for tourism related purposes only, does not propose any subdivision and applies to a relatively small area of Lot 52, there may be some scope to consider the amendment to the Scheme to permit this, even without the proposed Strategy amendment providing a strategic basis.

In this regard, the Scheme amendment does not propose any rezoning, it simply seeks to have additional uses permitted over Lot 52 (those being caravan, camping, service station etc.). For this particular location, that would not necessarily offend the objectives of the "General Farming" zone and, due to the proposed environmentally sensitive design, would be unlikely to compromise the rural amenity of the location.

The amendment would however, need to wait until the Indian Ocean Drive Planning Framework was either complete or significantly progressed, in order for the implications of the development on the tourism route to be properly considered. On the matter of timeliness therefore, the Department of Planning has advised that they anticipate a draft document for the Framework will be available for public advertising within six months. This would give a likely timeframe for the consideration of this amendment as approximately April/May 2013.

Based on these upcoming strategic planning projects therefore, it is recommended that Council firstly declines to initiate an amendment to its Local Planning Strategy, and advise the proponent that Lots 51-54 Indian Ocean Drive will be considered as part of the Local Planning Strategy review, on which they are welcome to make a submission. Secondly, that it is recognised that the proposed traveller's stop and the scheme amendment to facilitate such may have some merit, however, formal consideration of such will be subject to the completion of, or significant progress towards completion of, the Indian Ocean Drive Planning Framework.

**Financial Implications:**

Nil.

**Statutory Environment:**

Planning & Development Act 2005 (as amended),

Section 75 – Local planning scheme may be amended

A local government may amend a local planning scheme with reference to any land within its district, or with reference to land within its district and other land within or adjacent to its district, by an amendment –

- (a) Prepared by the local government, approved by the Minister and published in the *Gazette*; or
- (b) Proposed by all or any of the owners of any land in the scheme area, adopted, with or without modifications, by the local government, approved by the Minister and published in the *Gazette*.

**Policy Implications:**

Nil.

**Strategic Implications:**

Proposes concurrent amendments to both the Shire of Irwin Local Planning Strategy and the Shire of Irwin Local Planning Scheme No 5.

**PLANNING AND INFRASTRUCTURE**

**PI 04 – 11/12**

**Subject:** Proposed Scheme Amendment No 10  
**Proponent:** BJ & TH Clarke, Texas Property Development Pty Ltd and Lundy Nominees Pty Ltd  
**Reporting Officer:** Manager Planning Services  
**Date of Report:** 21 Nov 2012  
**File Reference:** LP.PL.2.10  
**Voting Requirements:** Simple Majority

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**Report Purpose:**

To determine not to proceed with Amendment No 10 to the Shire of Irwin Local Planning Scheme No 5 to rezone Lots 4, 5, 10 and portions of Lots 15, 16 and 17 north of Francisco Road from “General Farming” to “Rural Residential”, as the amendment has now been superseded by Amendment No 15.

**Officer’s Recommendation:**

**That Council, pursuant to section 75 of the *Planning and Development Act 2005*, resolves that:**

- 1. It does not wish to proceed with the Amendment No 10 to the Shire of Irwin Local Planning Scheme No 5 to rezone Lots 4, 5 and 10 and portions of Lots 15, 16 and 17 Francisco Road, Bonniefield from “General Farming” to “Rural Residential”; and**
- 2. Forward notification of its decision to the Western Australian Planning Commission.**

**Background:**

Council, at its meeting held on the 24<sup>th</sup> of August 2010, resolved as follows:

*‘That Council, in pursuance of section 75 of the Planning and Development Act 2005 (as amended), amend the Shire of Irwin Local Planning Scheme No. 5 by:*

- 1. Rezoning Lots 4, 5 and 10 and part of Lots 15, 16 and 17 Francisco Road, Bonniefield from “General Farming” to “Rural Residential”.*
- 2. Amending the scheme maps accordingly.’*

**Officer’s Comment:**

The above amendment and resolution by Council related to the original proposal to rezone the land north of Francisco Road to “Rural Residential” with a minimum lot size of 1 hectare.

A ‘Proposed Subdivision Concept Plan’ is attached which illustrates how the subdivision of the land was intended to look under this proposed zoning.

Subsequent to Council’s resolution, the amendment did proceed to advertising, in accordance with the requirements of the relevant regulations.

However, by the time the advertising had concluded, the planning framework underpinning the amendment and proposed rezoning had completely changed.

This point in time corresponded with the decision of the Western Australian Planning Commission (WAPC) not to proceed with the Dongara to Cape Burney Coastal Strategy. In doing this, the WAPC specifically indicated its preference for the land the subject of Amendment No 10 to be set aside for future residential use, not rural residential use.

The conclusion of advertising also coincided with the release of the WAPC’s draft revision of its rural living policies, which clearly indicate the Commission’s reluctance to approve rezoning applications for new rural residential and rural smallholdings developments, particularly in areas

that border urban environments (such as the land north of Francisco Rd), or in areas that receive less than 550mm of annual rainfall and cannot be provided with reticulated water.

Based on the above significant changes, the amendment was put on hold, until either a suitable modification could be made, or a new amendment submitted and supported, which would be more likely to receive favourable consideration from the WAPC.

That culminated in the adoption by Council of Amendment No 14 (introduction of the “Development” zone) at its meeting held on 28 Aug 2012 and more specifically, Amendment No 15, which seeks to rezone a smaller portion of the site to “Development” zone and for a mix of residential densities, on the 23<sup>rd</sup> of October 2012.

As such, Amendment No 10 has now been superseded by Amendment No 15, and can be brought to its conclusion.

In this regard, it is recommended that Council determine not to proceed with proposed Amendment No 10 to rezone Lots 4, 5, 10 and portions of Lots 15, 16 and 17 north of Francisco Road from “General Farming” to “Rural Residential”.

**Financial Implications:**

Nil.

**Statutory Environment:**

Planning & Development Act 2005 (as amended),

Section 75 – Local planning scheme may be amended

A local government may amend a local planning scheme with reference to any land within its district, or with reference to land within its district and other land within or adjacent to its district, by an amendment –

- (c) Prepared by the local government, approved by the Minister and published in the *Gazette*; or
- (d) Proposed by all or any of the owners of any land in the scheme area, adopted, with or without modifications, by the local government, approved by the Minister and published in the *Gazette*.

**Policy Implications:**

Nil.

**Strategic Implications:**

Nil – superseded by Amendments No’s 14 and 15 and the proposed Dongara and Port Denison District Structure Plan.

**PLANNING AND INFRASTRUCTURE**

**PI05 – 11/12**

**Subject:** Outbuilding (Hangar)  
**Proponent:** Gary Mason  
**Reporting Officer:** Planning Assistant  
**Date of Report:** 19 November 2012  
**File Reference:** P378  
**Voting Requirements:** Simple Majority

**Report Purpose:** To consider an application to construct an outbuilding (hangar) on Lot 50 (#291) Steele Road, Bonniefield.

**Officer's Recommendation:**

**That the Council, approve the proposed Outbuilding (Hangar) on Lot 50 (#291) Steele Road, Bonniefield subject to the following conditions:**

1. **The development hereby approved shall occur in accordance with the attached endorsed plans. The endorsed plans shall not be modified or altered without the prior written approval of the local authority.**
2. **The Outbuilding hereby approved shall only be used for general storage purposes associated with the predominant use of the land and shall NOT be used for habitation, commercial or industrial purposes.**
3. **Any soils disturbed or deposited on the site are to be stabilised and retained on site.**
4. **All roof and wall cladding of the Outbuilding hereby approved shall be finished in a non-reflective material.**
5. **All stormwater runoff is to be retained and disposed of on-site to the approval of the local government upon application of a Building Permit.**
6. **Any additions to or change of use of any part of the building/s or land (not the subject of this consent) shall be subject to a further development application and consent for that use.**

**Advice:**

1. **The outbuilding approved under this application, together with the existing outbuildings on the property is far in excess of the stated 150m<sup>2</sup> maximum area under the Rural Smallholdings zone of Local Planning Scheme No 5. Please note that any future application for additional outbuildings will need to have regard for the current zoning of the property.**
2. **A Building Permit is required to be approved by the local government prior to the commencement of any construction works on site.**

**Background:**

The Property

Lot 50 Steele Road is 202 hectares in area with 1.2km of frontage to Steele Road. The land is predominantly used for agriculture purposes, including livestock and fodder crops (hay production). There are three areas of good quality vegetation surrounding the edges of the lot, while in the middle of the property is an area of scattered vegetation. The remainder of the lot is cleared.

Currently the property contains several existing structures, including a single dwelling and large machinery shed located in the middle of the lot, a hay storage shed situated on the western edge of the lot and horse stables just north of the machinery shed.

#### The Proposal

The application seeks approval to construct a colourbond shed in the north-western corner of the lot, in front of the vegetation area. The proposed shed is to be used as an aircraft hangar with a floor area of 240m<sup>2</sup>. The dimensions of the shed are 12m wide by 20m long with a maximum wall height of 4.5m and a gable roof height of 6.5m. The plans indicate the shed is single level.

The applicants have stated in their application the proposed shed is required to store the aircraft and items of plant.

Please see plans attached.

#### **Statutory Environment:**

The property is zoned “Rural Smallholdings” under the Shire of Irwin Local Planning Scheme No 5 (the Scheme) and falls within Policy Area D of the Local Planning Strategy. The surrounding lots share the same zoning.

The objectives for this zone area stated as follows:

*‘To provide a low density residential living and working environment in which development and land use is of a type and location compatible with the overall amenity of the area.’*

Clause 5.17.3 applies to the size of sheds in this zone and states the following:

*5.17.3 The following requirements apply within the Residential, Special Residential, Town Centre, Rural Residential, Special Use zones where the lot size is over 2000m<sup>2</sup>, and on Rural Smallholdings:*

- (a) The area of an outbuilding of zincalume construction shall not exceed 75m<sup>2</sup>;*
- (b) The area of an outbuilding of non-masonry construction shall not exceed 150m<sup>2</sup>;*
- (c) The area of an outbuilding of masonry construction, or of an outbuilding with walls constructed of the same materials and having the same appearance as an adjacent house on the same lot, shall not exceed 200m<sup>2</sup>;*
- (d) The wall height of any outbuilding, including any parapet walls, shall not exceed 4m. In the case of gable roof construction, the maximum building height shall not exceed 5m.*
- (e) A planning application will be required for parapet wall construction on any boundary. The applicant shall obtain written comments on the proposal from the adjacent landowners for the local government’s consideration.*

The total shed area on the property exceeds part (b) above by 1139m<sup>2</sup>. The proposed shed (hangar) is in excess of the maximum building height set by part (d) above.

Applications for outbuildings which do not comply with the above require planning approval.

Council has delegated authority to the CEO to grant planning approval to sheds up to a maximum area of 300m<sup>2</sup>. Any application for a shed in excess of this must be determined by Council.

#### **Officer’s Comment:**

The application is in non-compliance with the Scheme with regards to the total accumulative size of all outbuildings on the property, as well as the maximum wall and roof height of the proposed shed.

The property already includes two sheds and horse stables, adding to an approximate area of 1049m<sup>2</sup>. The lot was previously zoned 'General Farming' (Scheme No 4) when these structures were built. As a result, there was no shed size limit under this previous zoning. The property is now zoned 'Rural Smallholdings' under Scheme No 5 and the stated maximum outbuilding area under this zoning is 150m<sup>2</sup>. The existing outbuildings therefore already exceed this limit. The outbuilding proposed by this application will add a further 240m<sup>2</sup>, creating a total excess of 1139m<sup>2</sup>. Activities and storage associated with the rural smallholdings zone, where lots are generally 15hectares in area, would not normally present a need for an excess outbuilding area of this extent.

In determining the application therefore, its intended use and its impact on the area must be carefully considered. The application is recommended for approval in this instance on the following basis:

- The applicant has advised the Shire that the property is currently used for livestock and fodder crops for hay production. Consequently, the large machinery shed is currently full with farm machinery and a workshop, the hay shed is already too small for the amount of hay they produce, and the horse stables serve a specific purpose and are therefore insufficient for the desired use. The applicant has acknowledged the fact that the existing machinery shed could be modified to allow for the size of the aeroplane, however, it would also mean that some of the machinery currently being accommodated would have to be removed and placed outside. For weathering and maintenance reasons this would be an undesired outcome;
- There is future subdivision potential for this particular lot. With the lots current size (202 hectares), it is possible for a subdivision guide plan to produce 13 new lots at approximately 15 hectares in size (minimum lot size for Policy Area D). If the lot was to subdivide in accordance with the Scheme, the location of the new shed would most likely be on a separate lot to the existing sheds. Therefore, the subdivision would 'spread the load' so to speak. By the same token, it is noted that the proposed airstrip location will possibly overlap lots of a typical subdivision plan. This is not considered an issue as the physical nature of a farm like airstrip will not hinder the opportunity for redevelopment;
- The proposed new shed and the property itself are well screened from view, both from Steele Road and adjoining properties. This is due to the natural topography and existing vegetation on site. It is unlikely the new shed would have any detrimental impact on visual amenity; and
- With regard to the floor area of the proposed Hangar, shed builders recommend a length of 21m. This allows for three 7m wide sliding doors and a more satisfactory sliding door mechanism. It also provides the necessary maneuvering space for an aircraft.

It is however, recommended an advice note be added indicating that any further applications for additional outbuildings will need to have regard for the current zoning of the property.

In relation to the height of the proposed shed, the applicant proposes a surplus of approximately 0.5m in wall height and 1.5m in gable roof height. These minor non-compliances are considered acceptable for the following reasons:

- According to the applicant, the wall height needs a clearance of at least 3.7m in order to accommodate the size of the aeroplane. On top of this is a truss which is required to fit across the 14m opening. Therefore a wall height of approximately 4.2- 4.5m is required; and

- The proposed hangar is well screened from view, both from Steele Road and adjoining properties. It is unlikely that the height of the shed will have a detrimental impact on the visual amenity of the surrounding area.

In consideration of the above, it is recommended the application be approved, subject to conditions.

**Financial Implications:**

Nil.

**Policy Implications:**

Nil.

**Strategic Implications:**

Nil.



**PLANNING AND INFRASTRUCTURE**

**PI 06 – 11/12**

**Subject:** Car Wash Facility  
**Proponent:** Ashley and Leslie James  
**Reporting Officer:** Planning Assistant  
**Date of Report:** 19 November 2012  
**File Reference:** P376 (A900)  
**Voting Requirements:** Simple Majority

**Report Purpose:**

To consider an application to develop Lot 78 (#34) Smith Street, Dongara for the purposes of a Car Wash Facility (auto wash hall, self serve wash bay, vacuum bay and dog wash facility).

**Officer's Recommendation:**

**That Council approves the proposed Car Wash Facility on Lot 78 (#34) Smith Street, Dongara subject to the following conditions:**

1. The development hereby approved shall occur generally in accordance with the attached endorsed plans. The endorsed plans shall not be modified or altered without the prior written approval of the local authority.
2. Hours of operation shall be limited from 7:00am to 7:00pm, unless otherwise approved by the local government.
3. The area set aside for the parking of vehicles, as shown on the attached approved plans, together with the associated access, as shown on the approved plans, shall:
  - i. be provided and completed to the approval of the local government prior to the commencement of the use hereby permitted;
  - ii. thereafter be maintained to the approval of the local government;
  - iii. be made available for such use at all times and not used for any other purpose unless specifically approved;
  - iv. be properly formed to such levels that it can be used in accordance with the plan;
  - v. be drained and sealed with an all weather seal coat to the approval of the local government;
  - vi. have the boundaries of all vehicle spaces clearly indicated on the ground in conformity with the approved plans; and
  - vii. be designed in accordance with AS2890.
4. Noise levels are to comply with the environment 'Environmental Protection (Noise) Regulations 1997'.
5. Landscaping on the corner of Smith and Martin Street is not to be higher than 500mm.
6. The landscaping as indicated on the approved plan is to be installed and maintained to the satisfaction of the local government.
7. The site ID sign is to be relocated to a position where it will not affect sight lines at the intersection of Martin and Smith Street.
8. All new developments are to be serviced by a concrete, brick paved or bitumen crossover constructed at right angles to the street alignment and in accordance with the Shire's specifications.

- 9. The car wash facility is to be maintained in a clean condition, to a standard considered satisfactory of the local government.**
- 10. Stormwater and waste water runoff from all impervious areas is to be directed to and drained into appropriately sized soakwells located on site, installed to the approval of the local government.**
- 11. The contents of the primary settlement tank to be disposed of by a registered Trade Waste Contractor in accordance with WA legislative requirements.**
- 12. Any proposed signage in conjunction with the approved use/development requires further, separate approval from the local government.**
- 13. The access way onto Smith Street is to serve as a one way exit point. The appropriate signage to enable this flow of traffic is to be in place before the commencement of operations.**
- 14. Any proposed fencing must be in accordance with the Shire of Irwin Local Laws Relating to Fencing.**
- 15. A lighting plan is to be submitted for approval by the local authority prior to the commencement of the operations.**
- 16. Any additions to or change of use of any part of the building/s or land (not the subject of this consent) shall be subject to a further development application and consent for that use.**

**Background:**

The Property

Lot 78 is 702m<sup>2</sup> in area and located in the town centre. The property is on a corner lot, providing two sides of street frontage onto Smith Street and Martin Street. The northern frontage is 14.5 metres in length and the eastern frontage is 48.5 metres in length, giving a total of 63 metres in street frontage. Both roads are constructed to the Shire's town centre standard.

The land is currently vacant with some minor trees located on and around the site. Despite being private property, the lot tends to be used as car parking for the adjacent businesses.

The surrounding lots represent a range of existing uses, including: residential (North); general industrial (East); commercial (South); and public parking (West).

The Proposal

This application seeks approval to construct and operate a new car wash facility comprising two self serve wash bays and one automatic bay together with vacuuming, a dog wash and a plant room containing the equipment needed for the facility.

The operations on this site falls into the category of "self select" washing, in either the self serve bays or the automatic. On this basis, only one staff member will be required to operate the site, and will only be on site during normal business hours on Saturday and Sunday. The site will not operate as a car wash café facility, nor will the operators allow customers to leave vehicles unattended on the site. Customers drive onto the site and if required, can vacuum their vehicle prior to entering the wash bays. Upon entering the wash bay, customers insert coins or tokens into the operating panel and select wash or rinse operations. When washing is complete customers leave the site.

The wash bay dividing walls and the street front walls will be steel framed, colourbond clad with glass panels. The self serve bay wall on the Eastern boundary shall be constructed from 200mm thick masonry, providing the necessary fire separation distances required by the BCA. The roofs

will be curved colourbond sheeting designed to provide aesthetic appeal. The vacuuming areas will be provided with shade sails to provide shade to customers, creating a pleasant environment during the heat of the summer.

The only advertising signage proposed, is a site identification sign at the north east corner of the site. The sign is to be 1.8 metres wide, have a maximum height of 5 metres and will be used to highlight the intended use of the site to the local community. All other signage onsite will be directional and instructional signage, including menu boards, safety instructions, directional arrows, etc.

Illumination of the site to minimise light spill, or reflection, on nearby properties will be a prime focus of the lighting design. Lighting of the site predominantly will consist of internal lighting of the wash bays and vacuum areas, and bollard lighting adjacent the rear fence to provide low level illumination of the driveway.

The wash facility is proposed to operate from 6.00am until 10.00pm. Equipment on the site that has the capacity to create nuisance noise levels above the ambient background levels is an air compressor which will be located in the plant room, and to a lesser extent, the vacuum units and the autowash. The vacuum units are located at the southern side of the site, furthest from the adjacent dwellings, however, in consideration of the residential properties, the vacuums and the autowash will be controlled by circuit breakers with integrated electronic timers. It is proposed that times will be set to ensure the vacuum units cannot be operated after 8.00pm each day.

The proposed car wash development is to be installed with a sophisticated wash water recycling system to minimise the use of water and to maximize the environmental benefits to the community. Approximately 80% of all water used in autowash is recycled. The recycling system consists of inground settlement, recycling and sewer discharge tanks together with a WashTec recycling system. All wash water is contained within the building envelope and a Trade Waste Contractor will dispose of the trade waste in accordance with Western Australian Legislative requirements.

Please see plans attached.

**Statutory Environment:**

Lot 78 is zoned 'Town Centre' under the Shire of Irwin Local Planning Scheme No. 5 (the Scheme) and falls within Policy Area B of the Local Planning Strategy.

A 'Car Wash Facility' is not included in the Zoning Table (Table 1) of the Scheme. As such, Clause 4.4.2 of the Scheme applies in determining a proposal for a use which is not listed, and one that cannot reasonably be determined as falling within the definition of any other use. It states the following:

*'If a person proposes to carry out on land any use that is not specifically mentioned in the Zoning Table and cannot reasonably be determined as falling within the type, class or genus of activity of any other use category the local government may' –*

- (a) determine that the use is consistent with the objectives of the particular zone and is therefore permitted;*
- (b) determine that the use may be consistent with the objectives of the particular zone and thereafter follow the advertising procedures of Clause 9.4 in considering an application for planning approval; or*
- (c) determine that the use is not consistent with the objectives of the particular zone and is therefore not permitted.'*

Further to the above, the proposal falls within the 'Town Centre Precinct Plan' and it is therefore subject to the site requirements and objectives of the relevant sub-precinct as outlined in this

statutory document. In this instance the property falls within ‘Sub-Precinct 1: Moreton Terrace Mainstreet Commercial’. The objectives for this sub-precinct are as follows:

- (a) *This sub-precinct to remain as the main shopping focus of the town;*
- (b) *The existing character maintained and enhanced;*
- (c) *New development of compatible land uses with tourist orientated focus;*
- (d) *Two storey buildings preferred as maximum height;*
- (e) *Residential coding of R30 (300m2 per lot) for houses and grouped dwellings in order to encourage housing variety in the town centre;*
- (f) *Increased pedestrian permeability with walkways between Smith Street, Moreton Terrace and Hunts Road;*
- (g) *Safer pedestrian and vehicle environment; and*
- (h) *Conservation of the ficus trees in Moreton Terrace.*

Although the proposed use is not adding to the shopping focus of the town (a), it is recommended that it can still be considered under part (b) of clause 4.4.2 above, on the basis that the proposal is not generally at variance with the objectives for this precinct of the Town Centre.

**Community Consultation:**

In accordance with Clause 4.4.2 (b), planning proposals for uses ‘not listed’ shall follow the advertising procedures of Clause 9.4 in considering the application for planning approval. Notice was therefore given to provide the opportunity for public comments in the following ways:

- Letters to the nearby owners and occupiers;
- Notice in the Geraldton Guardian and Local Rag; and
- A sign erected on site.

During the advertising period there was one public submission received, summarised as follows:

Address/Owner	Concerns Raised
1 Short Street – Adrian and Catrina Scatena	1. This type of facility is not in keeping with the historic nature of Dongara or existing businesses.  2. Concerned about the potential noise emissions from such a facility, especially if the facility is allowed to operate into the late hours of the night.  3. Believes there would be a more suitable location not in such close proximity to residential housing.  4. The lot is commonly used for car parking from adjacent businesses- further restrictions in the Town Centre car parking will not benefit local businesses.

A full copy of the submission is attached.

**Officer’s Comment:**

In determining this application, it is noted that the Shire does not have any specific policy governing applications for Car Wash Facilities. As such, this proposal has been assessed in accordance with the provisions of the Scheme and the endorsed ‘Town Centre Precinct Plan’, as well as on the merits of the application itself.

In regards to the Scheme, General Development Requirements are to be as specified in a precinct plan. Assessment against the Development Requirements of the ‘Moreton Terrace Mainstreet

Commercial' sub-precinct has found the application to be compliant, including provisions relating to setbacks, car parking, landscaping, building design etc.

Other considerations with regards to a Car Wash Facility not covered in the statutory documents include the suitability of the use for this location, issues relating to the likely environmental effects of the development, and the effect it will have on car parking and access in the area.

A key objective of the sub-precinct is to maintain the existing character of the area. The proposed building design adopts small features to provide an aesthetic appeal, such as curved colourbond roofing. This will contribute positively to the local streetscape. Another objective for the Town Centre zone is to encourage a wide variety of civic, service, business, entertainment and social functions. With this in mind, the proposed car wash facility will be providing a new commercial service while creating a positive relationship between the existing shops and services in the town centre.

An important consideration in relation to the proposed location is its close proximity to nearby residential lots. As a result, there are concerns for noise and lighting emissions on nearby properties. It should be noted however that the Town Centre zone is not exclusively for residential purposes, it is primarily intended as a mix of uses, supporting Moreton Terrace, as the main street. Some minor compromise on residential amenity should be expected therefore, in exchange for proximity to town centre businesses and services.

According to the applicant the only equipment on site that has the capacity to create nuisance noise levels above the ambient background levels is an air compressor, and to a lesser extent, the vacuum units and the autowash. By enclosing the plant room, as proposed, no significant noise is transmitted outside the building. With this in mind, it is believed that the above measures will ensure a minimal impact on the nearby residential properties.

Lighting at night has potential to be intrusive to neighbours or distracting to traffic and for that reason it is considered necessary to enforce a condition requiring a lighting plan to be submitted for approval by the local authority prior to commencement of the operations.

To address the environmental effects of such an operation, the applicant has provided the relevant information regarding the wash water recycling process and the disposal of trade waste. In general, the proposed car wash development is to be installed with a sophisticated wash water recycling system to minimise the use of water and to maximise the environmental benefits to the community. All wash water is contained within the building envelope by a high-quality drainage system. The central location of the self serve wash bays will ensure that the spray drift is contained within the lot boundary. A permit to discharge trade waste will be obtained from the Shire upon commencement of operations. Furthermore, when the primary settlement tank contains too much silt, a registered Trade Waste Contractor will pump the tank out, and have the content disposed of in accordance with WA legislative requirements. Despite the owner's good intentions, a condition is proposed ensuring the correct disposal method is undertaken.

It is noted that this particular site has a tendency to be used as car parking for the adjacent businesses. There is concern that further restrictions to the town centre car parking will not benefit local businesses. However, as witnessed during a site visit there is ample car parking bays in the vicinity currently being underutilised. Furthermore, the car wash facility itself will not result in additional parking demands. With this in mind, development of the vacant lot will not have a negative impact on car parking provision in the area, and if anything it will encourage people to park in appropriately designed car parking facilities (including: westpac car park to the south; front and rear chemist car parks to the west), as opposed to an unsealed vacant lot.

The submission during the advertising period and objections raised are acknowledged, however it is felt that most of the issues are adequately covered by the design of the facility or can be controlled via the imposition of conditions. In this regard, the concern about operating hours is

accepted and a condition is proposed which limits operating times to between 7am – 7pm. In talking with the owner, this is not considered to be a major concern as it will not have a big impact on the economic viability of the business.

The development also proposes a parapet wall to be built along a small stretch of the western boundary of the lot. This is to support the self serve wash bay and allow sufficient room for the eastern access way into the auto wash hall. The affected property in this instance is owned by the Shire and is currently used for car parking. The parapet wall is to be rendered and epoxy painted on the exterior, giving a visually attractive surface as viewed from the car park. This is considered to be satisfactory.

Of note also, is the proposed 1800mm x 5000mm sign proposed for the north eastern corner of the site. According to the sub-precinct, signs are to be contained to verandahs, building walls and parapets. It is understood that the proposed positioning of the sign will affect the sight lines of passing traffic at the intersection of Smith Street and Martin Street. The ID sign can quite easily be relocated to a site less intrusive to the intersection. For this reason a condition is proposed to be applied, allowing flexibility for the owners to find a more suitable location.

It is also likely the car wash facility will increase vehicle traffic in that particular area. For this reason the facility is designed to ensure safe exit and entry to the site. As a precautionary measure, it is deemed necessary to apply a condition ensuring that the access way onto Smith Street is a one way exit only. This is considered important as the stacking distance from the corner of Martin Street will create traffic problems if it were to experience busier than usual conditions.

It is recommended that the proposed Car Wash Facility be approved, subject to conditions.

**Financial Implications:**

Nil.

**Policy Implications:**

Nil.

**OFFICE OF THE CEO**

**CEO 01 – 11/12**

**Subject:** Council Meeting Dates 2013  
**Reporting Officer:** Executive Assistant  
**Date of Report:** 26 October 2012  
**File Reference:** GV.CM.1  
**Voting Requirements:** Simple Majority

**Report Purpose:**

For Council to consider and set its meeting dates for 2013

**Officer’s Recommendation:**

**That Council hold its 2013 Forum and Ordinary Meetings in the Council Chambers, 13 Waldeck Street, Dongara commencing at 4:00pm in accordance with the following schedule;**

MONTH	COUNCIL FORUM	COUNCIL ORDINARY MEETING
January	N/A	N/A
February	12	26
March	12	26
April	9	23
May	14	28
June	11	25
July	9	23
August	13	27
September	10	24
October	8	22
November	12	26
December	N/A	17

**Background:**

As per the 2012 schedule, Council have held its Ordinary Council Meetings on the fourth Tuesday of each month except for January and December which are held on the third Tuesday. In 2012 there was no Council Forum scheduled for January or December.

As per the Local Government (Administration) Regulations 1996, Council are required to set the meeting dates for next 12 months and make them available to the local public.

**12. Meetings, public notice of (Act s. 5.25(1)(g))**

- (1) *At least once each year a local government is to give local public notice of the dates on which and the time and place at which —*
  - (a) *the ordinary council meetings; and*
  - (b) *the committee meetings that are required under the Act to be open to members of the public or that are proposed to be open to members of the public,**are to be held in the next 12 months.*

**Officer’s Comment:**

The only change to this year’s schedule is that there is no Council Meeting in January.

It is common practice of local governments within the region to not hold a meeting in January due to the reduced service demand, minimal work’s programming and decreased staff levels.

The approval of accounts for payment and financial statements normally provided in January would be scheduled for consideration at the February 2013 meeting. In regards to the presentation of

statements of financial activity to Council, the Local Government (Financial Management) Regulations 1996 Section 6.4, states the following;

*(4) A statement of financial activity, and the accompanying documents referred to in subregulation (2), are to be —*

- (a) presented at an ordinary meeting of the council within 2 months after the end of the month to which the statement relates; and*
- (b) recorded in the minutes of the meeting at which it is presented.*

**Financial Implications:**

Nil

**Statutory Environment:**

Local Government Act 1995

Local Government (Administration) Regulations 1996

Local Government (Financial Management) Regulations 1996

**Policy Implications:**

Nil

**Strategic Implications:**

Outcome 4.2.1 Ensure compliance whilst embracing innovation and best practice principles



**OFFICE OF THE CEO**

**CEO 02 – 11/12**

**Subject:** Office Closure – Christmas Period  
**Reporting Officer:** Executive Assistant  
**Date of Report:** 30 October 2012  
**File Reference:** CM.PO  
**Voting Requirements:** Simple Majority

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**Report Purpose:**

For Council to consider amending the Policy A3 Christmas Closure to allow for a practical break over the Christmas period with minimal inconvenience to operations or the public.

**Officer's Recommendation:**

**That Council replace the A3 Christmas Closure with;**

**The Administration Centre and Library may be closed for business from the cessation of work on the last day before Christmas Day (except when Christmas falls on a Tuesday then work will cease on the Friday before Christmas), and reopen on the day following New Year's Day, provided;**

- a) Staff use annual leave, leave without pay, time in lieu or rostered days off to account for those days not designated as public holidays.**
- b) Suitable emergency contacts, either by telephone, or personally, are available to the public.**
- c) The closure is advertised in the Dongara Denison Local Rag, Council's website and the Shire of Irwin facebook page.**

**Background:**

The A3 Christmas Closure policy was adopted on 20 December 1994 and amended 16 June 1998 to regulate the conditions of closure over the Christmas / New Year break.

**Officer's Comment:**

As Christmas Day falls on a Tuesday this year and the current policy requires staff to be present at work on Christmas Eve (Monday), it was felt that there was a need to update the policy to no longer require staff to attend for the one day of the week prior to Christmas Day. (A day that traditionally sees the office close early, in any case).

At this time of year there would be little requirement for over the counter transactions, with final rate instalments not due until 7 January 2013, access to online payment methods and the availability of the new After Hours Customer Service Call Centre.

The Customer Service Call Centre is a specialist local government call centre set up to automatically receive calls directed to the Shire of Irwin, outside of our normal business hours. Calls received by the call centre are assessed against the Shire's own call handling standards and callers notified of the appropriate action that will be taken. The call centre will not transfer calls to specific staff members but if matters do require an immediate Shire response then the relevant staff member will be contacted directly by the call centre. Non-urgent or routine business will be referred to the Shire for action the next working day, in this case being the day after New Year's Day.

**Financial Implications:**

Nil

**Statutory Environment:**

Nil

**Policy Implications:**

This will require a change to the current Policy A3.

**Strategic Implications:**

Nil

**OFFICE OF THE CEO**

**CEO 03 – 11/12**

**Subject:** North Road Stock Route Drive Trail  
**Reporting Officer:** Research and Projects Officer  
**Date of Report:** 21 November 2012  
**File Reference:** GR.LO.3  
**Voting Requirements:** Simple Majority

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**Report Purpose:**

To consider whether the North Road Stock Route Drive Trail (NRSRDT) should continue to be supported.

**Officer's Recommendation:**

**That Council advises the City of Greater Geraldton that it no longer wishes to take part in the North Road Stock Route Drive Trail project.**

**Background:**

Since 2003, the Shire has been involved in the NRSRDT project, which aims to promote historical sites situated in various Local Governments between the Town of Cambridge and the City of Greater Geraldton.

The project was initiated by the Shire of Greenough in 2003, however due to the amalgamation of the Shire of Greenough and the City of Geraldton in 2007, and the City of Geraldton-Greenough and the Shire of Mullewa in 2011, the responsibility of this project has now been taken over by the City of Greater-Geraldton.

A Trail Development Plan was produced in July 2008, this included 33 historical sites over the Town of Cambridge, City of Stirling, City of Joondalup, City of Wanneroo, Shires of Coorow, Shire of Carnamah, Shire of Irwin and the City of Greater Geraldton.

Since the production of the Trail Development Plan various projects affecting the possible success of the NRSRDT have been undertaken / completed. These projects include the completion of Indian Ocean Drive, the implementation of 'Wildflower Way' drive trail (Wubin to Mullewa) and the commencement of the 'Exploring Wildflower Country – Midlands Route' drive trail project.

If the NRSRDT project was to continue, a review would need to be undertaken to ensure that surrounding projects are acknowledged and necessary alterations are made to the Trail Development Plan. This review would attract additional costs not included within the original cost estimate of \$591,000.

**Officer's Comment:**

Whilst the NRSRDT project has identified potential benefits including the promotion of tourism and heritage significance it is difficult to identify both economic and strategic advantages that would be achieved by taking part.

Due to the recent completion of Indian Ocean Drive and the implementation of Drive Trails in nearby Shires, it is felt that NRSRDT project would not provide adequate cost/benefit to the Irwin community.

Therefore, it is recommended that Council advises the City of Greater Geraldton that it no longer wishes to take part in the NRSRDT project.

**Financial Implications:**

Nil.

**Statutory Environment:**

Local Government Act.

**Policy Implications:**

Nil.

**Strategic Implications:**

1.3 – Increased and diverse tourism opportunities

1.3.1 – Develop and implement a Tourism Development and Promotion Strategy

**10. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Nil

**11. QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN**

Nil

**12. URGENT BUSINESS APPROVED BY PERSON PRESIDING OR BY DECISION**

Nil

**13. MATTERS BEHIND CLOSED DOORS**

Nil

**14. CLOSURE**

There being no further business, the Presiding Member declared the meeting closed at \_\_\_\_\_.