



File No: 4.1.14

NOTICE OF ORDINARY MEETING OF COUNCIL

Dear Councillor,

The next Ordinary Meeting of the Northampton Shire Council will be held on Friday 18th May 2012 in the Council Chambers, Northampton commencing at 1.00pm.

The agenda for the above-mentioned meeting is enclosed.

Lunch will be served from 12.00pm.

A handwritten signature in blue ink, appearing to read "Garry L Keeffe", is placed above the printed name.

GARRY L KEEFFE
CHIEF EXECUTIVE OFFICER

11th May 2012



~ Agenda ~

18th May 2012

NOTICE OF MEETING

Dear Elected Member

The next ordinary meeting of the Northampton Shire

Council will be held on Friday 18th May 2012, at

The Council Chambers, Northampton commencing at 1:00pm.

GARRY KEEFFE
CHIEF EXECUTIVE OFFICER

11th May 2012

SHIRE OF NORTHAMPTON

DISCLAIMER

No responsibility whatsoever is implied or accepted by the **Shire of Northampton** for any act, omission, statement or intimation occurring during Council/Committee meetings or during formal/informal conversations with staff. The **Shire of Northampton** disclaims any liability for any loss whatsoever and howsoever caused arising out of reliance by any person or legal entity on any such act, omission, statement or intimation occurring during Council/Committee meetings, discussions or any decision recorded in the unconfirmed minutes of Council or Committee's of Council. Any person or legal entity who acts or fails to act in reliance upon any statement does so at that persons or legal entity's own risk.

In particular and without derogating in any way from the broad disclaimer above, in any discussion regarding any planning application or application for licence, any statement, limitation or approval made by a member or officer of the **Shire of Northampton** during the course of any meeting is not intended to be and is not taken as notice of approval from the **Shire of Northampton**. The **Shire of Northampton** warns that anyone who has lodged an application with the **Shire of Northampton** must obtain and should only rely on WRITTEN CONFIRMATION of the outcome of the application, and any conditions attaching to the decision made by the **Shire of Northampton** in respect of the application.

Signed  _____

Date 11th May 2012

GARRY L KEEFFE
CHIEF EXECUTIVE OFFICER

AGENDA
ORDINARY MEETING OF COUNCIL
18th May 2012

1. **OPENING**
2. **PRESENT**
 - 2.1 Leave of Absence
 - 2.2 Apologies
3. **QUESTION TIME**
4. **CONFIRMATION OF MINUTES**
 - 4.1 Ordinary Meeting of Council–20th April 2012
5. **RECEIVAL OF MINUTES -**
 - 5.1 Batavia Regional Organisation of Councils – 23rd March 2012
 - 5.2 Kalbarri Airport Joint Venture Committee – 27th April 2012
6. **REPORTS**
 - 6.1 Works
 - 6.2 Health & Building
 - 6.3 Town Planning
 - 6.4 Finance
 - 6.5 Administration & Corporate
7. **COUNCILLORS & DELEGATES REPORTS**
 - 7.1 Presidents Report
 - 7.2 Deputy Presidents Report
 - 7.3 Councillors' Reports
8. **INFORMATION BULLETIN**
9. **NEW ITEMS OF BUSINESS**
10. **NEXT MEETING**
11. **CLOSURE**

SHIRE OF NORTHAMPTON
Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.

4.1	OPENING	3
4.2	PRESENT	3
4.2.1	LEAVE OF ABSENCE	3
4.2.2	APOLOGIES	3
4.3	QUESTION TIME	3
4.4	CONFIRMATION OF MINUTES	3
4.4.1	CONFIRMATION OF MINUTES – ORDINARY COUNCIL MEETING 16 TH MARCH 2012	3
4.4.1.1	BUSINESS ARISING FROM MINUTES	4
4.5	WORKS REPORT	4
4.5.1	MAINTENANCE WORKS / PROGRAMMED WORKS (ITEM 6.1.1)	4
4.6	HEALTH & BUILDING REPORT	5
4.6.1	INFORMATION ITEM - SEMI PUBLIC SWIMMING POOLS (ITEM 6.2.1)	5
4.6.2	BUILDING STATISTICS FOR FEBRUARY 2012 (ITEM 6.2.2)	5
4.6.3	INFORMATION ITEM - FOOD SAMPLING (ITEM 6.2.3)	5
4.7	PLANNING REPORT	5
4.7.1	REQUEST FOR WAIVER OF PLANNING & BUILDING FEES (ITEM 6.3.1)	5
4.7.2	SUMMARY OF PLANNING INFORMATION ITEMS (ITEM 6.3.2)	5
4.8	ADMINISTRATION AND CORPORATE REPORT	5
4.8.1	COMMUNITY STRATEGIC PLAN (ITEM 6.5.2)	6
4.8.2	COMMUNITY BUS (ITEM 6.5.3)	6
4.8.3	REALIGNMENT OF COOLCALALAYA ROAD (ITEM 6.5.4)	7
4.8.4	KALBARRI FORESHORE LANDSCAPE MASTER PLAN (ITEM 6.5.5)	7
4.8.5	EXTRA MASS PERMIT – GEORGE GREY DRIVE & PORT GREGORY ROAD (ITEM 6.5.6)	7
4.8.6	BLACK SPOT PROGRAMME – GREY STREET KALBARRI (ITEM 6.5.7)	7
4.8.7	BATAVIA REGIONAL ORGANISATION OF COUNCILS (ITEM 6.5.8)	7
4.8.8	POLICY FOR ELECTED MEMBERS TO ATTEND WALGA CONFERENCE (ITEM 6.5.10)	8
4.8.9	MISCONDUCT COMPLIANTS AT A LOCAL LEVEL (ITEM 6.5.11)	8
4.8.10	BLACK SPOT PROGRAMME & DELETION OF BUDGET ITEMS (ITEM 6.5.12)	8
4.8.11	PARKING ON KALBARRI FORESHORE PARKLAND (ITEM 6.5.13)	9
4.8.12	FUTURE ROYALTIES FOR REGIONS FUNDED PROJECTS (ITEM 6.5.14)	9
4.8.13	LEASE OF LOT 587 GREY STREET, KALBARRI (ITEM 6.5.1)	9
4.8.14	LEGAL ADVICE - KALBARRI TRUTH WEBSITE (ITEM 6.5.9)	10
4.9	RECEIVAL OF MINUTES - AUDIT COMMITTEE	11



SHIRE OF NORTHAMPTON
Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.

4.9.1	RECEIPT OF MINUTES	11
4.9.2	ADOPTION OF ANNUAL REPORT, AUDIT REPORT & MANAGEMENT REPORT	11
4.10	FINANCE REPORT	
4.10.1	ACCOUNTS FOR PAYMENT (ITEM 6.4.1)	11
4.10.2	MONTHLY FINANCIAL STATEMENTS (ITEM 6.4.2)	12
4.10.3	2011/2012 BUDGET SUBMISSIONS (ITEM 6.4.3)	12
4.10.4	BUDGET VARIANCE PARAMETERS (ITEM 6.4.4)	13
4.10.5	BANK OVERDRAFT (ITEM 6.4.5)	13
4.11	PRESIDENTS REPORT	13
4.12	DEPUTY PRESIDENTS REPORT	14
4.13	COUNCILLORS REPORT	14
4.13.1	CR CARSON	14
4.13.2	CR PENN	14
4.13.3	CR BOOTH	14
4.13.4	CR GLIDDON	14
4.14	INFORMATION BULLETIN	15
4.15	NEW ITEMS OF BUSINESS	15
4.16	NEXT MEETING OF COUNCIL	15
4.17	CLOSURE	15

SHIRE OF NORTHAMPTON
Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.

4.1 OPENING

The President thanked all members present for their attendance, welcomed all Councillors and declared the meeting open at 1.03pm.

4.2 PRESENT

Cr G Wilson	President	
Cr L Parker	Deputy President	Kalbarri Ward
Cr T Carson		Northampton Ward
Cr C Simkin		Northampton Ward
Cr P Gliddon		Kalbarri Ward
Cr S Penn		Kalbarri Ward
Cr J Booth		Kalbarri Ward
Mr Garry Keefe	Chief Executive Officer	
Mr Jamie Criddle	Deputy Chief Executive Officer (entered at 1.25pm)	
Mr Glenn Bangay	Principal EHO/Building Surveyor	
Mrs Hayley Williams	Principal Planner	

4.2.1 LEAVE OF ABSENCE

Nil.

4.2.2 APOLOGIES

Cr B Cripps	Northampton Ward
Cr S Stock-Standen	Northampton Ward

4.3 QUESTION TIME

There were members of the public present with no questions put to Council.

4.4 CONFIRMATION OF MINUTES

4.4.1 CONFIRMATION OF MINUTES – ORDINARY COUNCIL MEETING 16th MARCH 2012.

Moved Cr PENN, seconded Cr CARSON

That the minutes of the Ordinary Meeting of Council held on the 16th March 2012 be confirmed as a true and correct record subject to the following amendments:

Minute 3.10.8 to be re-worded as its original intent was for a draft letter to be provided to Council, minute to read:

SHIRE OF NORTHAMPTON
Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.

“That Council instruct its lawyers to prepare a draft, for further consideration by Council, a warning letter to the editors of the Kalbarri Truth website to cease making defamatory and derogatory remarks about Council, Councillors and staff and should individual members wish to take further action, then they do so at their own accord.”

Minute 3.17 Closure to be changed from President to Deputy President.

CARRIED 7/0

4.4.1.1 BUSINESS ARISING FROM MINUTES

MINUTE 3.4.4.1 SALE OF LOTS – OLD SCHOOL OVAL

The Chief Executive Officer advised that Certificate of Titles should now be available within 14 days. Although the Council resolved to advertise for a two month period this will have an impact on the project cash flow and therefore the CEO advised that he will advertise in two parts, one for a period of four to five weeks and a second period being the two months as resolved by Council if lots have not been sold prior.

MINUTE 3.6.2 GRAVEL EXTRACTION – PAYMENT OF GRAVEL ROYALTIES (ITEM 6.1.2)
--

CEO advised that an amount of \$3.50 per cubic metre is being paid and management will be investigating the purchase of land to retain gravel resources within the near future

MINUTE 3.10.4 NORTHAMPTON TOWNSITE – 150 TH ANNIVERSARY (ITEM 6.5.4)

CEO advised at the end of the advertising period no nominations were received however one was received after the due date. The CEO will be undertaking additional advertising.

MINUTE 3.10.11 CSRFF APPLICATION – NORTHAMPTON BOWLING CLUB (ITEM 6.5.11)

CEO advised that no response has been received from the Northampton Bowling Club seeking their support for the project.

4.5 WORKS REPORT

4.5.1 MAINTENANCE WORKS/PROGRAMMED WORKS (ITEM 6.1.1)

Noted.

SHIRE OF NORTHAMPTON
Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.

4.6 HEALTH/BUILDING REPORT

4.6.1 INFORMATION ITEM – SEMI PUBLIC SWIMMING POOLS (ITEM 6.2.1)

Noted.

4.6.2 BUILDING STATISTICS FOR THE MONTH OF FEBRUARY 2012 (ITEM 6.2.2)

Noted.

4.6.3 INFORMATION ITEM – FOOD SAMPLING (ITEM 6.2.3)

Noted.

4.7 TOWN PLANNING REPORT

4.7.1 REQUEST FOR WAIVER OF PLANNING AND BUILDING APPLICATION FEES – COMMUNITY SERVICES DEPOT (AMBULANCE), TRAINING, ADMINISTRATION & AMENITIES (STAGE 2) – LOT 600 (RESERVE NO. 35181) MAGEE CRESCENT, KALBARRI (ITEM 6.3.1)

Moved Cr GLIDDON, seconded CR BOOTH,

That Council waive the Planning Application Fee of \$3,399.00 and the Building Application Fee of \$1,080.00 payable for the construction of Stage 2 of the community services depot for St. John Ambulance Australia on Lot 600 (Reserve 35181) Magee Crescent, Kalbarri in recognition of the valuable service the ambulance provides to the Kalbarri community.

CARRIED BY AN ABSOLUTE MAJORITY 7/0

4.7.2 SUMMARY OF PLANNING INFORMATION ITEMS (ITEM 6.3.2)

Noted.

Mrs Hayley Williams, Principal Planner left the meeting at 1.16pm.

Due to additional information required for the finance report Council progressed with the Administration & Corporate Report.

4.8 ADMINISTRATION & CORPORATE REPORT

SHIRE OF NORTHAMPTON
Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.

CEO requested that Items 6.5.1 and 6.5.9 be deferred until the end of the remaining report items as they are confidential and needed to be discussed in-camera and therefore both items can then be considered. Council agreed.

4.8.1 COMMUNITY STRATEGIC PLAN REVIEW (ITEM 6.5.2)
--

Moved Cr GLIDDON, seconded CR CARSON

1. That Council include the request received from the Northampton Botanic Line Group for the development of the Botanic Walk Trail within the strategy Social/Community of the revised Community Strategic Plan 2012-2022.
2. That Council not include the items requested by the Northampton Environmental Group as per the following:

Item 1 - the Group suggest the strategy to be on both Council and private land. This is not supported as private land is that and Council has limited jurisdiction in relation to environment issues, particularly native flora matters, on private land. This falls under the jurisdiction of other State and Federal Government Departments.

Item 2 – recommend it become a strategy in its own right, this is not supported and believe the current wording is adequate.

Item 3 – although their intent is supported, it will be very difficult to undertake. Primarily due to the non commitment by state and other regional local governments where facilities such as recycling are not high on their agenda.

Item 4 - recommend it become a strategy in its own right, this is not supported and believe the current wording is adequate.

CARRIED 7/0

The Deputy CEO, Jamie Criddle entered the meeting at 1.25pm.

4.8.2 COMMUNITY BUS (ITEM 6.5.3)

Moved Cr CARSON, seconded Cr PENN

That Council formally approve the purchase of the bull bar at a cost of \$3,350 GST exclusive and a front window stone guard at a cost of \$1,800 GST exclusive for the new Community Bus and these purchases be declared authorised expenditure.

CARRIED BY AN ABSOLUTE MAJORITY 7/0

SHIRE OF NORTHAMPTON
Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.

4.8.3 REALIGNMENT OF COOLCALALAYA ROAD (ITEM 6.5.4)

Moved Cr PENN, seconded Cr SIMKIN

That Council list a provision of \$50,000 for the re-surveying and alignment of the Coolcalalaya Road in the 2012/13 Budget.

CARRIED 7/0

4.8.4 KALBARRI FORESHORE LANDSCAPE MASTER PLAN (ITEM 6.5.5)

Moved Cr PENN, seconded Cr GLIDDON

That Council advertise the draft Kalbarri Foreshore Landscape Master Plan for a period of two months to seek public comment.

CARRIED 7/0

4.8.5 EXTRA MASS PERMIT – GEORGE GREY DRIVE & PORT GREGORY ROAD (ITEM 6.5.6)

Moved Cr PARKER, seconded Cr CARSON

That Council advise Giacci Bros Pty Ltd and Main Roads WA Geraldton that it does not support the use of truck combinations of 36.5 metres in length on the Port Gregory Road or George Grey Drive due to safety concerns to other road users and the limited areas for safe overtaking.

CARRIED 7/0

4.8.6 BLACK SPOT PROGRAMME – GREY STREET KALBARRI (ITEM 6.5.7)

CEO requested that this item be deleted due to new information arising and therefore the submitting of Black Spot application will remain unchanged.

4.8.7 BATAVIA REGIONAL ORGANISATION OF COUNCILS (BROC) (ITEM 6.5.8)

Moved Cr PENN, seconded Cr SIMKIN

That Council advise all BROC members that it does not support the continuation of the BROC as it has not achieved anything of real value and do not see it achieving anything in the future.

CARRIED 7/0

SHIRE OF NORTHAMPTON
Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.

4.8.8 POLICY FOR ELECTED MEMBERS TO ATTEND WALGA CONFERENCE AND TRAINING SESSIONS (ITEM 6.5.10)

Moved Cr CARSON, seconded Cr SIMKIN

That Council advise the WA Local Government Association that it does not support their recommendation to create a policy to encourage local members to attend the annual Local Government Convention due to the high costs for participating delegates and this matter be referred to the Northern Zone of the WALGA for further comment from a Northern Zone perspective.

CARRIED 7/0

4.8.9 MISCONDUCT COMPLAINTS AT THE LOCAL LEVEL (ITEM 6.5.11)
--

Moved Cr BOOTH, seconded Cr SIMKIN

That Council

1. Supports the Minister for Local Government proposal to have all complaints of a low level nature to be dealt with in house by the President/Mayor and Deputy President/Mayor, if either of them are involved in the complaint then an elected member to take their place.
2. Does not support the establishment of a peer group. Main reason is it does not see it to be necessary for such complaints and again sees it as a cost shift as the local authority is responsible for costs for sitting fees, travel etc.
3. Believes that Presidents/Mayors have the ability to determine if a complaint should be referred to the Standards Panel.
4. Express's its concern on the shortness of the consultation period and considered this inappropriate by the Minister when he and his government are enforcing their statements for Local Government to undertake more vigorous community consultation in its affairs.

CARRIED 7/0

4.8.10 BLACK SPOT PROGRAMME & NEED TO DELETE 2011/12 BUDGET ITEMS (ITEM 6.5.12)

Moved Cr SIMKIN, seconded Cr PENN

That Council delete the following works from the 2011/2012 budget to account for a \$173,780 change in the opening balance brought forward from 2010/2011:

SHIRE OF NORTHAMPTON
Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.

Boat Hire Car Park – second coat seal	\$ 50,080
Kalbarri Hotel Car Park – second coat seal	\$ 24,600
Bateman Street – widening works	\$ 27,700
Mary Street – redevelopment works	\$ 49,850
Forrest Street – drainage works	\$ 33,350
Refuse Sites – wood chipping, now not required	<u>\$ 25,000</u>
	\$210,580

CARRIED 7/0

4.8.11	REQUEST FOR PARKING ON LAWN AREA AT KALBARRI FORESHORE (ITEM 6.5.13)
--------	---

Moved Cr PARKER, seconded Cr PENN

That Council advise the event organisers of the Canoe and Cray Carnival and the Zest Festival that no parking is to occur on any foreshore parkland lawn areas along Grey Street, Kalbarri and they be required to rope off Grey Street to prevent such parking.

CARRIED 7/0

4.8.12	FUTURE ROYALTIES FOR REGIONS FUNDED PROJECTS (ITEM 6.5.14)
--------	--

Moved Cr BOOTH, seconded Cr GLIDDON

That Council amend the revised Capital Works Plan as per the following:

1. For 2012/13 year delete the relocation of the Northampton Bowling Club project and substitute with the construction of the Kalbarri Skate Park.
2. For 2014/15 include the relocation of the Northampton Bowling Club.

CARRIED 7/0

4.8.13	LEASE LOT 587, RESERVE 37435 GREY STREET, KALBARRI (ITEM 6.5.1)
--------	---

Moved Cr PARKER seconded Cr BOOTH

That Council discuss this item “in-camera”

CARRIED 7/0

Council proceeded “in-camera” at 2.07pm.

SHIRE OF NORTHAMPTON
Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.

Moved Cr Gliddon, seconded Cr SIMKIN

That Council no longer undertake proceeding s” in-camera”

CARRIED 7/0

Council ceased proceedings “in-camera” at 2.20pm.

Moved Cr BOOTH, seconded Cr PENN

That Council instruct its legal advisors to hold discussions with the Department of Regional Development and Lands to reach a satisfactory resolution on the land tenure of Lot 587 and should this not be achievable then Council advise the Department of Regional Development and Lands that it wishes to cancel the current Management Order and for the Department to resolve the land tenure issue.

CARRIED 7/0

4.8.14	LEGAL ADVICE – KALBARRI TRUTH WEB SITE	(ITEM 6.5.9)
--------	--	--------------

Moved Cr SIMKIN seconded Cr PENN

That Council discuss this item “in-camera”

CARRIED 7/0

Council proceeded “in-camera” at 2.26pm.

Moved Cr PENN, seconded Cr SIMKIN

That Council no longer undertake proceeding s” in-camera”

CARRIED 7/0

Council ceased proceedings “in-camera” at 2.46pm.

Moved Cr PENN, seconded Cr BOOTH

That Council instruct its legal advisors to forward the letter to the author of the Kalbarri Truth Website requesting a retraction of defamatory and derogatory remarks to Council and Councillors with the exception that items (a) and (b) of the draft correspondence to be deleted from the letter to be sent.

CARRIED 7/0

SHIRE OF NORTHAMPTON
**Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.**

4.9 AUDIT COMMITTEE

4.9.1 RECEIPT OF MINUTES

Moved Cr GLIDDON, seconded Cr PARKER

That the minutes of the Audit Committee held Friday 20th April 2012 be received.

CARRIED 7/0

**4.9.2 ADOPTION OF ANNUAL REPORT/AUDIT REPORT & SETTING OF TIME
& DATE FOR ANNUAL ELECTORS MEETING (ITEM 6.5.12)**

Moved Cr SIMKIN, seconded Cr PENN

1. That the Annual Report, including the Audit Report and Management Report, be received.
2. That the Annual Electors meeting be held Friday 18th May 2012 commencing at 5.00pm to be held at the Northampton Council Chambers, Hampton Road Northampton.

CARRIED 7/0

Note the Council did not adopt the CEO's recommendation due to a majority of Councillors would not be available on the 10 May 2012.

AFTERNOON TEA ADJOURNMENT

Council adjourned for afternoon tea at 2.53pm and reconvened at 3.10pm with the following in attendance:

Cr Wilson, Cr Parker, Cr Gliddon, Cr Penn, Cr Booth, Cr Carson, Cr Cripps, Cr Simkin, Chief Executive Officer, Garry Keeffe, Deputy Chief Executive Officer, Jamie Criddle and EHO/Building Surveyor, Glenn Bangay.

4.10 FINANCE REPORT

4.10.1 ACCOUNTS FOR PAYMENT (ITEM 6.4.1)

Moved Cr PENN, seconded Cr BOOTH

That Municipal Fund Cheques 19235 to 19270 inclusive, totalling \$124,576.45, Municipal EFT payments numbered EFT9776 to EFT9934 inclusive totalling \$570,888.15, Direct Debit payments GJ08-05 to GJ09-04 totalling \$2,347.14, Trust Fund Cheque 1851 to 1852 inclusive, totalling \$7,863.99, be passed for payment and the items therein be declared authorised expenditure.

CARRIED BY AN ABSOLUTE MAJORITY 7/0

SHIRE OF NORTHAMPTON
Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.

4.10.2 MONTHLY FINANCIAL STATEMENTS (ITEM 6.4.2)
--

Moved Cr CARSON, seconded Cr GLIDDON

That Council adopts the Monthly Financial Report for the period ending 28 February 2012 and notes any material variances greater than \$5,000

CARRIED 7/0

4.10.3 2011-12 BUDGET SUBMISSIONS (ITEM 6.4.3)
--

Moved Cr GLIDDON, seconded Cr SIMKIN

That the following items be listed in the draft 2011/12 Budget for further consideration:

1. Kalbarri Occasional Child Care Inc.

Lino throughout entire building at an estimated cost of \$8,000 and existing rooms estimated at \$4,510, however the body be requested to assist financially by way of own contribution or seek grants to assist with the project.

Construction of a Verandah on the outside of the building – costs to be advised prior to budget consideration.

2. Public Ablutions Upgrade

Upgrade to the Sally's Tree and Chinamen's Public Toilets at an estimated cost of \$76,180. A second quote to be obtained for these works prior to budget consideration.

3. IGA Car Park – Shade Trees

Placement of (2) two root guiding planter boxes in the centre of each island and plant suitable shade trees with the addition of rubbish bins to finish off the area, estimated cost \$3,500.00.

4. Northampton Friends of the Railway

A contribution of \$1,500 to assist in the 100 year commemoration of the rail extension line from Northampton to Ajana.

5. CBD Palm Trees

A provision of \$2,200 to prune several Palm trees in the Kalbarri CBD.

SHIRE OF NORTHAMPTON
Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.

6. Kalbarri Development Association – Zest Festival

Allocate \$2,000 to the Kalbarri Development Association to assist with the continuation of the Zest Festival.

7. Items not to be considered

A provision to develop and install a sculpture depicting the fishing industry in Kalbarri, project was withdrawn by Cr Booth.

A request from the Northampton Environmental Group for Council to employ additional gardeners, request denied as current gardening staff is adequate and doing an excellent job.

The development of a Tourism Strategic Plan, Council has already formally resolved to include this item within the draft budget.

CARRIED 7/0

4.10.4 BUDGET VARIANCE PARAMETERS (ITEM 6.4.4)
--

Moved Cr BOOTH, seconded Cr SIMKIN

That the Budget Variance parameters be set at \$5,000 as per *Financial Management Regulation 34 (5)*.

CARRIED 7/0

4.10.5 BANK OVERDRAFT (ITEM 6.4.5)

Moved Cr CARSON, seconded Cr SIMKIN

That Council approves the application of a \$500,000 bank overdraft.

CARRIED BY AN ABSOLUTE MAJORITY 7/0

4.11 PRESIDENTS REPORT

Since the last Council meeting the President, Cr Wilson reported on his attendance to the following:

- Attended the BROC meeting with the CEO.
- 31 March attended the Northern Zone conference and found to be worthwhile and was well organised with good speakers.
- 13 April attended a Midwest Regional Road Group workshop and meeting.

SHIRE OF NORTHAMPTON
Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.

- Met with recipients of Councils scholarship program to students at the Geraldton Combined Universities. The recipients for this Councils scholarship were Debbie Carson and Rachel Clancy.

4.12 DEPUTY PRESIDENTS REPORT

Since the last Council meeting the Deputy President, Cr Parker reported on his attendance to the following:

- 22 March with the CEO attended a meeting on the delivery of health services to the Mid West region.
- 31 March attended the Northern Zone conference and found the Grants Commission section very informative and with the new changes this Council is likely to benefit financially.
- 13 April attended a Midwest Regional Road Group workshop and meeting.

4.13 COUNCILLORS REPORT

4.13.1 Cr CARSON

Since the last Council meeting Cr Carson reported on his attendance to the following:

- With the Building Surveyor undertook an inspection of all Council buildings in the Northampton area.

4.13.2 Cr PENN

Since the last Council meeting Cr Penn reported on her attendance to the following:

- Kalbarri Visitor Centre meeting.

4.13.3 Cr BOOTH

Since the last Council meeting Cr Booth reported on her attendance to the following:

- With the Building Surveyor undertook an inspection of all Council buildings in Kalbarri.
- Various meetings to organise the Zest Festival.

4.13.4 Cr GLIDDON

Since the last Council meeting Cr Gliddon reported on her attendance to the following:

SHIRE OF NORTHAMPTON
**Minutes of Ordinary Meeting of Council held at the Council Chambers, Hampton Road,
Northampton on the 20th April 2012.**

- 24 March attended a public forum on the new MedicareLocal where the local community forms a hub to identify shortfalls in health care within their community.
- 30 & 31 March attended the Northern Zone training day and conference.
- Attended Canoe and Cray Carnival and Zest Festival Committee meetings.
- Attended a Kalbarri Visitors Centre meeting. Advised that a new Manager has been appointed in Thomasina Bowen.

4.14 INFORMATION BULLETIN

Noted.

4.15 NEW ITEMS OF BUSINESS

Nil.

4.16 NEXT MEETING OF COUNCIL

The next Ordinary Meeting of Council will be held at the Northampton Council Chamber, Hampton Road, Northampton on Friday the 18 May 2012.

4.17 CLOSURE

There being no further business, the President declared the meeting closed at 4.15pm.

AGENDA
ORDINARY MEETING OF COUNCIL
18th May 2012

1. OPENING

2. PRESENT

- 2.1 Leave of Absence
- 2.2 Apologies

3. QUESTION TIME

4. CONFIRMATION OF MINUTES

- 4.1 Ordinary Meeting of Council–20th April 2012

5. RECEIVAL OF MINUTES -

- 5.1 Batavia Regional Organisation of Councils – 23rd March 2012
- 5.2 Kalbarri Airport Joint Venture Committee – 27th April 2012

6. REPORTS

- 6.1 Works
- 6.2 Health & Building
- 6.3 Town Planning
- 6.4 Finance
- 6.5 Administration & Corporate

7. COUNCILLORS & DELEGATES REPORTS

- 7.1 Presidents Report
- 7.2 Deputy Presidents Report
- 7.3 Councillors' Reports

8. INFORMATION BULLETIN

9. NEW ITEMS OF BUSINESS

10. NEXT MEETING

11. CLOSURE



BATAVIA REGIONAL ORGANISATION OF COUNCILS

**MEETING HELD AT THE
CITY OF GREATER GERALDTON,
CATHEDRAL AVENUE
ON FRIDAY 23 MARCH 2012 At 11.30am**

MINUTES

1. ATTENDANCE AND APOLOGIES

Mayor Ian Carpenter	City of Greater Geraldton
Cr Nino Messina	City of Greater Geraldton
Mr Tony Brun – CEO	City of Greater Geraldton
Cr Kevin Hepworth – Deputy President	Shire of Irwin
Mr Darren Simmons – CEO	Shire of Irwin
Cr Gordon Wilson – President	Shire of Northampton
Mr Garry Keefe – CEO	Shire of Northampton
Cr John Collingwood – President	Shire of Chapman Valley
Cr Peter Batten – Councillor	Shire of Chapman Valley
Stuart Billingham - CEO	Shire of Chapman Valley
Sheri Moulds – Minute Secretary	City of Greater Geraldton

APOLOGIES

Cr Lou Parker – Deputy President	Shire of Northampton
Mr S Chandler	Shire of Irwin

BY INVITATION

Mr Terry Lewis	Department of Environment & Conservation
----------------	--

2. CONFIRMATION OF PREVIOUS MINUTES / BUSINESS ARISING FROM PREVIOUS MINUTES

Approve Minutes of the BROC Committee held on 15 June 2011.

CARRIED

3. ACTIONS FROM PREVIOUS MEETING

See Appendix 1

4. PRESENTATIONS

Nil

5. BUSINESS ARISING

i. MOU between BROC and the WA Government – Mr Terry Lewis, DEC

Mr Lewis was introduced to the BROC members.

Mr Lewis has been working on the MOU since 2007.

His Role is to feedback to the premier and Premier to report back to the State Local Government.

Mr Lewis gave a brief overview of MOU and how it has progressed to date.

The Mayor of the City of Greater Geraldton sent a letter to the Premier in June 2010, which Prompted the Premier to move this forward.

Reviewed the Mid West Investment Plan and Infrastructure framework, which is looking at the next 4 years. Feels that we are still working on short term.

The purpose of the MOU is facilitate development and implementation of Sustainable framework, with a rolling 25-year horizon, applicable to BROC.

We have to ensure this region is sustainable.

The current MOU does need review to reflect sustainability. Do we want to be a group that leaves a legacy or who are here for here and now?

Cr Batten didn't feel that BROC is big enough. To be of value we need to go out further to capture those Local Governments in mining areas for example.

Cr Collingwood felt local governments need to plan longer than state and Federal government. We need to work in conjunction with the commission.

It is noted that State and Federal governments are not planning very far.

The sustainability of mined items, food etc is a cause for concern. .

Do you want to stay in 1-4 year investments or into 3-4 strategic directions. Aspirations that we would want to pursue. These are not going to give you a serious future big directions. We want to get to the big ones – in the event of climate change – what is possible.

Cr Batten commented that the State is locking up land which no one can access for 100 years. But he was advised that no one has provided plans.

No vision or forward planning is happening on resources like power.

We need to have a different ways of thinking. We want a group which is like a high level group that pick up strategic projects to ensure sustainability. The Busy list is not going to get to the top of the political file.

Mr Lewis gave his perceptions.

The governance of the MOU is very important. We have to change the paradigm of those people that make decisions. We need to focus on the big things and the governance structure that gives us access to what is being discussed.

BROC has to resolve to move this forward. How do we engage with Government – is it BROC or Mid West

Scale at local level; framework being meaningful that it engages at the right level.

BROC need to think about the things that are important to this area. It needs to be extended to the BROC region. This could be a model that can be used.

Cr Messina noted that studies have been done before, but Governments are not listening and their terms are only 3 years.

Cr Wilson commented that it is view that BROC are not going to be able to put this together, we need to pull in other members to make us think a little bit different.

Current resources in WA will not be there forever and we need to plan for alternatives.

Cr Collingwood stated that we need to keep these in front of new governments as well as sustainability, thought this is how we started out.

Mayor – clear line of communications with the government. The current MOU is too descriptive. Key issues is the current communication with State and Federal Government.

Who are the right people to run this to take us down the right path. The local member has advised that they are not allowed to be associated with any Committee. Mr Lewis advised he has not engaged political representative until he knows where BROC would like to go.

Day will be organised to work through in terms of communication and sustainability.

Any currents documents that we could use as a kick off point – Goldfields have an example. They have gone to a busy list though.

BROC – MWDC or Planning Commission – we don't have the mandate with government. The day may bring together a good document, but where does it go. Any document we produce will not have an impact. What was the intent with BROC. Some felt that there is no value being got out of BROC.

Government want solutions. Support from government would be required. Too many documents are being sent to Perth.

Governance frameworks are at regional level – MWDC/NACC/RDA/Planning commission etc.

Each one of the four have their own plans and do not talk to each other. We are involved in that process. They don't line up on priorities within the same region.

It was discussed whether BROC be disbanded

Cr Collingwood – meetings when required.

Cr Wilson felt that meetings could be called on an as need basis.

Reference was made to the Mid west infrastructure meeting which Mr Lewis could be asked to attend.

MOTION:

Each group to go back and ask if BROC should continue and advise Sheri Moulds at the City of Greater Geraldton who will collate the responses.

CARRIED

6. **NEXT MEETING**
Dated to be advised.
7. **CLOSE**

Actions from Previous Minutes

Date discussed	Action	Status
12/3/10	<p>DETERMINE the allocations based on individual Councils submitting a compliant project that can be commenced immediately on 1 July 2010 based on 100% of their CLGF Country Local Government Fund allocations equivalent.</p> <p>Draft templates has been issued for the regional projects and to be followed up by each council</p>	Ongoing
12/3/10	<p>FOLLOW up with the State Government in confirming the BROCC's commitment in undertaking an MOU.</p> <p>Spoke to Terry Lewis. Looking at sustainability at whole of state level.</p> <p>Change of Government has caused delays.</p> <p>Back with Local Government to formally write to the Premier for direction or we let it lie.</p> <p>Represent to the current premier or not progress further.</p> <p>Forward document to each Councillor for review.</p>	Ongoing
23/3/11	<p>A letter to be sent from BROCC seeking comments from the premier indicating we are reviewing the MOU and how to proceed.</p>	
10/9/10	<p>BROCC will Schedule Meetings for every three months but BROCC members can call a meeting when required.</p> <p>Secretariat will call for Agenda items two weeks before the meeting, if nothing is listed on the Agenda a week before the meeting then the meeting will be postponed on a month by month basis.</p> <p>Meetings will continue with this schedule.</p>	Ongoing

**MINUTES OF THE KALBARRI AIRPORT JOINT VENTURE COMMITTEE MEETING
HELD IN THE NORTHAMPTON COUNCIL CHAMBERS ON FRIDAY 27 APRIL 2012**

1. PRESENT

Shire of Northampton	Cr Gordon Wilson	Chairperson
	Cr Lou Parker	Member
	Mr Garry Keefe	Member
City of Greater Geraldton	Mayor Ian Carpenter	Member
	Mr Bob Urquhart	Member

2. OPEN

Chairperson declared the meeting open at 9.38am.

3. APOLOGIES

Cr Neil McIlwaine	City of Greater Geraldton
Cr Graeme Bylund	City of Greater Geraldton

4. MINUTES

Moved G Keefe seconded Cr L Parker

That the minutes of the previous committee meeting held 3 April 2009 as presented be confirmed.

CARRIED 5/0

5. BUSINESS ARISING FROM MINUTES

Nil

6. ITEMS OF BUSINESS

6.1 FINANCIAL STATEMENT

Noted.

6.2 RPT OPERATIONS

Noted.

Mr Keefe advised that in April 2012 Skippers have not flown into Kalbarri due to no passengers and their continued service to Kalbarri is of concern. Main contributing factor is the low numbers of tourism to Kalbarri.

7.0 OTHER ITEMS OF BUSINESS

7.1 RPT SUBSIDY

Mr Urquhart suggested that the Department of Transport be requested to reconsider a subsidy to allow RPT operations to Kalbarri to reduce costs and therefore increase passenger numbers.

Moved Mayor Carpenter seconded Cr L Parker

That it be recommended to the joint owners, the Shire of Northampton and City of Greater Geraldton, that the Department of Transport be requested to consider subsidizing the RPT service into Kalbarri to reduce operating costs and subsequently reducing the cost for airfares as current costs for RPT compliance requirements for the Kalbarri airport are exceeding income which is resulting in the airport operating at an ongoing and growing deficit.

CARRIED 5/0

7.2 FLY IN FLY OUT

Discussion took place on the options of trying to encourage Fly in Fly Out operations to mine sites from Kalbarri.

Mr Keeffe advised that the Northampton Shire had approached a number of large mining companies on this proposal however no response was ever received. Further approaches are being considered

8. NEXT MEETING

Next meeting of the Joint Venture Kalbarri Airport Committee to be held at a date and time to be determined.

9. CLOSURE

There being no further business the Chairperson, Cr Wilson declared the meeting closed at 10.05am.

WORKS & ENGINEERING REPORT CONTENTS

6.1.1	INFORMATION ITEMS MAINTENANCE /CONSTRUCTION WORKS PROGRAM	2
-------	--	---

6.1.1	INFORMATION ITEMS – MAINTENANCE/CONSTRUCTION WORKS PROGRAM	
	REPORTING OFFICER:	Neil Broadhurst - MWTS
	DATE OF REPORT:	8 May 2012
	APPENDICES:	1. Works Program

The following works, outside of the routine works, have been undertaken since the last report and are for Council information.

Specific Road Works

- Maintenance grading carried out on Horry, Frosty Gully, Blue well, Bowes Springs, Harvey, Isseka East, Hatch, Jackson, Oakabella East, Oakabellaa, Starling, Yarra, Norman Well, Pigeon Well, Suckling, Rosehill, Mitchell, Parker, Badderra, Wundi, Chisholm, Isachar Back, Isachar, Teakle, Bowes River and White Cliffs Roads.

Maintenance Items

- Northampton – Various tree lopping works.
- Northampton – Chemical spraying of woody weeds on various town and rural road verges.
- Kalbarri – Street cleanup as a result of recent rains.
- Kalbarri – Roadside mowing/slashing various areas.
- All townsites – Heavy verge rubbish pickup.
- Erriary Road – Culvert replaced south of Wedge's driveway.
- Northampton and Kalbarri ovals – Fertilizer applied.

Other Items

- Northampton – Stephen Street dual use pathway Forrest Street to School completed – Budget item.
- Ogilvie East Road – Stage 2 works commenced.
- Ajana to Kalbarri Road – Shoulder reconditioning works completed – Airport to Kalbarri – Budget item.
- Yallabatharra Road – Construction and sealing of floodway, Works complete pending availability of Bitumen. – Budget item.
- Fire attendance – 2 fires. - Plant and operators.
(Teakles 25/4/2012 /Northampton townsite 21/4/2012)

Plant Items

- P136 – Mitsubishi prime mover – Rust cut-out and repairs.

Staff/Personnel Items

- Nil.

OFFICER RECOMMENDATION – ITEM 6.1.1

For Council information.

SHIRE OF NORTHAMPTON

WORKS CREW 12 MONTHLY PROGRAM AND PROGRESS REPORT (2011/2012)

(May 2012)

2011/2012 Budget Works	Status	Comments
<u>Regional Road Group Projects</u>		
Ajana - Kalbarri Road Shoulder Recondition - 10kms Kalbarri to Airport	COMMENCED	Works commenced
Port Gregory Road Shoulder Recondition and Edge Repairs	COMPLETE	
Horrocks Road Widen 2km's - Stage 2	COMPLETE	Pending culvert headwall works
Horrocks Road Reseal works 2010/2011 (Stage 1)	COMPLETE	
<u>Roads To Recovery</u>		
Chilimony Road Reseal works 2010/2011	COMPLETE	
Bateman Street Install drainage system		
Ogilvie East Road Reseal works 2010/2011 (Stage 1)	COMPLETE	Small area of works to be resealed with construction works
<u>BLACK SPOT FUNDING</u>		
Kalbarri - Grey Street Engineering costs		
Cont.		

2011/2012 Budget Works	Status	Comments
<p><u>Special Funding</u> Ogilvie East Road Construct and Seal 2011/2012 (Stage 2)</p>	COMMENCED	Works commenced - Area east of Mark Johnson's to Horan Road Works ceased pending confirmation of approved funding
<p><u>MUNICIPAL FUND CONSTRUCTION</u></p>		
<p><u>Northampton</u></p>		
<p>Northampton - Mary Street Reseal from NWCH to West</p>	COMPLETE	
<p>Northampton - Bateman Street NWCH to Barlow - Widening and enhancements</p>		
<p>Northampton - Hampton Gardens carpark Reseal carpark</p>		
<p>Northampton - John Street Install additional concrete kerb to overcome scouring</p>	COMPLETE	
<p>Northampton - Forrest Street Reseal 2010/2011 construction works</p>		
<p>Northampton - Forrest Street Stephen to crossing - Construct, drainage and seal</p>		
<p>Northampton - Mary Street Enhancements to CBD - Asphalt seal</p>		
<p>Northampton - Sub Division Construct and Seal</p>	COMPLETE	Roadworks component - Complete
<p><u>Port Gregory</u></p>		
<p>Port Gregory - Port Street Install drainage and surface correct Cont.</p>	COMPLETE	Carry over from 2010/2011

2011/2012 Budget Works	Status	Comments
<u>Kalbarri</u>		
Kalbarri - Hackney Street Construct, seal and drainage (Walker west)	COMPLETE	Carry over from 2010/2011
Kalbarri - Hackney Street Construct and seal carpark area (Walker west)	COMPLETE	Carry over from 2010/2011
Kalbarri - Maggee Crescent Replace kerb and reseal		Carry over 2010/2011
Kalbarri - Grey Street Seal carpark area (CBD - opposite police station)		Carry over 2010/2011
Kalbarri - Grey/Porter Street Seal Hotel carpark area/s	COMPLETE	Carry over from 2010/2011
Kalbarri - Grey Street Seal Boat Hire carpark area/s	COMPLETE	Carry over from 2010/2011
Kalbarri - Clotworthy / Smith Street Install additional drainage		
Kalbarri - Porter Street Reseal Walker Street to Oval entry		
Kalbarri - Atkinson Crescent Construct and seal open drain west side		
Kalbarri - CBD shopping centre Widen footpaths, install kerb and reseal (Hot box area)	COMPLETE	
Cont.		

2011/2012 Budget Works	Status	Comments
<u>Rural</u>		
Binnu West Road Reseal 2010/2011 pavement repair area		
Yallabatharra Road Seal river crossing	COMMENCED	Works commenced
Parker Road Install culvert		
Nabawa Road Reseal 2010/2011 works		
<u>MUNICIPAL FOOTPATHS</u>		
<u>Northampton Townsite</u>		
Stephen Street School to Forrest Street	COMPLETE	Pending some areas of backfill
Stephen Street Burgess to Grey Street	COMPLETE	
<u>Kalbarri Townsite</u>		
Kalbarri - Walker Street Hackney Street to Porter Street		Carry over from 2010/2011
Kalbarri - Smith Street Hasleby to Woods	COMPLETE	Carry over from 2010/2011 - install asphalt infill
Kalbarri - Malaluca trail Repairs to existing		Ongoing
Cont.		

2011/2012 Budget Works	Status	Comments
<u>OTHER WORKS - SPECIFIC / MAINTENANCE</u>		
Kalbarri Waste Site New industrial hole - Sand covering etc.		
Binnu Waste Site New industrial hole - Sand covering etc.		
<u>OTHER WORKS - GRAVEL SHEETING</u>		
<i>Priority works</i>		
Parker Road - 3km's from last works		
Ogilvie West Road - Staged works for bus route	COMPLETE	Stage 1 - NWCH west approx 2 km's
Hatch Road - West of cross roads		
<i>Other</i>		
Ogilvie West Road - Chilimony Road to Teakles corner		
Balla Whellarra Road - approx 1km sth of Ajana East		
Diepeveen Road - approx 1.5 km sth of tank	COMPLETE	
Yerina Springs Road - 2 areas		
<u>OTHER WORKS - Foreshores/Parks/Gardens</u>		
Kalbarri Foreshore Install 3 water meter to Sand Spit bore	COMPLETE	
Kalbarri Oval/Foreshore Upgrade to pump size at oval pump location	COMPLETE	
Horrocks Foreshore Install upgraded reticulation system	COMMENCED	Works commenced
Cont.		

2011/2012 Budget Works	Status	Comments
<u>PLANT ITEMS - Major</u>		
Kalbarri - Front end loader	AWARDED	Delivery End of April/early May 2012 - Hitachi
Northampton - Motor Grader	COMPLETE	Received:
Northampton - Maintenance Truck	COMPLETE	Received:
Northampton - Rangers vehicle	COMPLETE	Received:
Kalbarri - Leading Hand vehicle	COMPLETE	Received:
Northampton - Gardeners vehicle	COMPLETE	Received:
Kalbarri - Gardener vehicle	AWARDED	Delivery May 2012 - Navara
<u>PLANT ITEMS - Minor/Other</u>		
Northampton Workshop - Motor operated compressor		
Northampton Workshop - Working at height platform	COMPLETE	
Kalbarri - New commercial lawnmower	COMPLETE	
Northampton Depot - Chemical Sea container	COMPLETE	
Northampton Gardener - New trailer	COMPLETE	

HEALTH AND BUILDING REPORT CONTENTS

6.2.1	INFORMATION ITEM – CARAVAN PARK OVERFLOW FACILITY PCYC KALBARRI – EASTER HOLIDAY WEEKEND	2
6.2.2	CHEMICAL TOILET WASTE DUMP POINT, KALBARRI FORESHORE	3
6.2.3	ZEST FESTIVAL – STILL LIFE/OUR LIFE EXIBITION – LIGHTING	6
6.2.4	BUILDING STATISICS FOR THE MONTH OF MARCH 2012	12

6.2.1	INFORMATION ITEM: CARAVAN PARK OVERFLOW FACILITY PCYC KALBARRI
--------------	---

DATE OF REPORT:	9th May 2012
RESPONSIBLE OFFICER:	Glenn Bangay Principal EHO/Building Surveyor

COMMENT:

The purpose of this report is to advise Council of the overflow facility used over the Easter long weekend at the PCYC in Kalbarri. The facility was arranged with consultation with all the caravan parks in the area that may be affected by the facility, the Kalbarri Visitor Centre and Mr Graham Dunn President of the Kalbarri PCYC.

The following restrictions and conditions were agreed to:

- Unpowered sites will be charged out \$15/person, under 5 years old free, maximum of three people per site (or a family unit);
- No persons be allowed onto the overflow facility until required tariff is paid to the KVC;
- Approximate number of sites available will be 60 with 10 maintained initially as emergency overflow, this is to restrict the maximum number of campers to around 180;
- All bookings and any advertising to be carried out by the KVC;
- A register of all bookings with names and contact phone numbers of all persons booked into the facility to be maintained by the KVC and a copy provided to the Local Authority after the Easter holiday period;
- KVC and the caretaker to maintain a complaints register, this register will be instrumental in future planning to ensure a smooth running overflow facility and booking system;
- No early or pre bookings can be made;
- Overflow facility will be available from Thursday afternoon of the 5th April until 10am Monday morning the 9th April;
- Communication to be maintained between the overflow facility caretaker and the Kalbarri Visitor Centre at regular intervals during the day, i.e. a minimum of every 2 hours;
- Maximum stay is four nights;
- The occupiers of each site to provide or have their own fire extinguisher;
- No pets will be allowed;
- No bikes, quad bikes will be allowed to be started or ridden in the facility;
- All chemical effluent waste to be disposed of in the public chemical waste dump point at the carpark above the Marina ablution block;
- No effluent to be disposed of onto the ground;
- All parties and noise to cease no later than 10pm;

- No fish cleaning will be permitted at the overflow facility as there are not suitable facilities on sites available;
- All boats to be parked in the area provided or as directed by the caretaker;
- All rubbish to be placed in rubbish receptacles provided and sites to be kept neat and tidy.

Other than some noise issues with one group of Irish tourists, the overflow facility was a great success with approximately \$650.00 in commissions being raised for the Kalbarri Visitor Centre and approximately \$4,500.00 being raised for the PCYC. The co-operation of the Kalbarri Visitor Centre staff, who were having their own staffing issues at the time, and from the President of the PCYC and his staff was commendable and resulted in some 180 visitors being accommodated over the Easter long weekend that would otherwise have been turned away. The PCYC facility could have been filled several times over with the number of enquires for accommodation that were turned away.

In the past the Big River Ranch has been available as an overflow facility, but due to a change of ownership, renovations and upgrading taking place the facility was not available this year, preliminary discussions have been undertaken with the Kalbarri Sport and Recreation group to also run an overflow facility in areas surrounding the oval in close proximity to the pavilion and ablution facilities in future years if the need is still required. I would anticipate that the Big River Ranch would be available as an overflow facility next year and possibly the Red Bluff Caravan Park site may have had sufficient upgrading work carried out to enable this facility to be available. The Kalbarri Visitor Centre staff and the PCYC president and staff should be congratulated for their efforts in promoting Kalbarri and providing a facility to enable as many tourists as possible to stay over the Easter weekend and contribute to the economic benefits of the local businesses.

OFFICER RECOMMENDATION – ITEM 6.2.1

For Council information.

6.2.2

CHEMICAL TOILET WASTE DUMP POINT, KALBARRI FORESHORE

DATE OF REPORT: 9th May 2012
RESPONSIBLE OFFICER: Glenn Bangay – Principal EHO/Building Surveyor
APPENDICES:
 1. Correspondence from Peter Grindley, Resort Manager, Kalbarri Beach Resort.

SUMMARY

Correspondence has been received from Peter Grindley, Resort Manager of the Kalbarri Beach Resort, see attached, requesting the relocation of the chemical toilet waste dump point on the foreshore in front of the Kalbarri Beach Resort.

These facilities are not for the use of the caravan parks as they have their own chemical toilet waste dump points for the use of their own customers, these units are for the day trippers and other travellers that are not staying in the caravan parks, that is the reason the installation was sponsored by the Caravan and Campers Association. The installation was initially supplied with a hose fitted to the tap, the hose was continually stolen, and most caravan and campers that use the facility have their own hose.

BACKGROUND

This facility was installed approximately two years ago with funding provided by the Caravan and Campers Association. The position was chosen as it provides easy access for the larger type of caravan units available now, the position is next to an existing ablution block and also adjoining the diesel storage tank for the commercial fisherman's jetty.

FINANCIAL & BUDGET IMPLICATIONS

The relocation of the unit would be at extra cost, depending on the relocated position, i.e. if a new septic system would be required or if sewer connection was available.

OFFICER RECOMMENDATION – ITEM 6.2.2

That Council include the relocation of the chemical toilet waste dump point in the Kalbarri Foreshore Strategy and when an appropriate position has been identified that the costs of the relocation be ascertained and presented for consideration in the Draft Budget; and that until the relocation can be carried out a small timber panel fence or similar barrier fence be placed on the eastern side of the unit to make the aesthetic outlook from the Kalbarri Beach Resort more acceptable; a sufficient length of hose be refitted to the tap and Council's contract cleaner be requested to monitor the cleaning of the unit when the adjoining ablution block is being cleaned.



28th April 2012

NORTHAMPTON SHIRE COUNCIL				
File: 60-013/13-24				
1 MAY 2012				
Attn:	Eng	Env Mgt	Town Plan	Reg
		Chk	GB	

Mr Garry Keefe
Chief Executive Officer
Shire of Northampton
PO Box 61
NORTHAMPTON WA 6535



Dear Mr Keefe

Re: Owners of Riverview Holiday Resort

This letter represents the views of at least one hundred and fourteen (114) rate payers.

Following a recent annual on-site meeting of the Councillors of The Body Corporate of Riverview Holiday Resort, I have been requested to contact the Shire of Northampton concerning what they feel is the neglect of the northern end of Kalbarri. All around Kalbarri there have been new pavements, new car-parking, plants and gardening, but nothing at the Kalbarri Beach Resort end of town.

A meeting this week between myself and Neil Broadhurst, the Shire Manager of Works and Technical Services, suggest that some positive actions are likely to happen to the roads and pedestrian access in this area - and this is good news provided our concerns about children's safety and security, which I mentioned to Neil, are not neglected.

However, we are all seriously concerned about the location of the caravan/campers' faeces dump right in front of our property. The attached photos were taken three days ago and the kind lady in the photos, who was emptying her poo-container, had no objection to me taking the pictures. For your information our conversation went as follows:

- Me** "Hello, do you mind if I take a couple of pictures?"
- The Lady** "No. Not at all. Do you work for the council?"
- Me** "No, I'm with Kalbarri Beach Resort just across the road."
- The Lady** "Gosh, your residents can't be happy with this (follet) dump spoiling their view!"
- Me** "No they're not...that's why I'm taking some pictures".

KALBARRI BEACH RESORT
Grey St (Car Cityworthy St) Kalbarri | Tel: + (61) 8 9937 1001 | Fax: + (61) 8 9937 1323 | Email: kalbeach@entwest.com.au
Postal Address: PO Box 61 Kalbarri, Western Australia 6536 | Web: www.kalbarribeachresort.com.au
RESERVATIONS FREECALL: 1800 698 092



The Lady *"It's a good job you weren't here yesterday. It was full of poo, the lid was dirty and there is never a hose here to wash it all away. It was awful! It attracts so many flies".*

That simple conversation surely makes a valid point. This waste-toilet-dump is not even near any of the active caravan parks! It is in front of what must be the Shire's largest single rate-paying and leading tourism property. The argument that such a facility needs to be near the public toilet and sewer access facility does not hold merit because there are other public toilets on the foreshore which are not directly in front of your rate-payers' balconies!

The Owners of Riverview Holiday Resort have stated that such a faecal facility should be away from a residential area, it should be very adjacent to the users and not on the edge of a beach or marina, and definitely not just a few metres from the nearest ratepayers' residence.

We are officially requesting that this waste-toilet-dump be relocated as soon as possible.

Yours sincerely

Peter Grindley
Resort Manager

KALBARRI BEACH RESORT
 Grey St (Cnr Clatworthy St) Kalbarri | Tel: + (81) 8 9937 1061 | Fax + (81) 8 9937 1323 | Email: kalbarri@rindwest.com.au
 Postal Address: PO Box 61 Kalbarri, Western Australia 6936 | Web: www.kalbarribeachresort.com.au
RESERVATIONS FREECALL: 1800 956 802

6.2.4 ZEST FESTIVAL – STILL LIFE/OURLIFE EXHIBITION – ALLEN CENTRE KALBARRI

DATE OF REPORT:	10 th May 2012
RESPONSIBLE OFFICER:	Glenn Bangay – Principal EHO/Building Surveyor
APPENDICES:	<ol style="list-style-type: none">1. Correspondence from Bec Millar, Zest Festival Co-ordinator.2. Proposed floor plan and lighting layout.3. Correspondence from Abrolhos Electrics on lighting.

SUMMARY:

Correspondence has been received from the Zest Festival Director, see Appendix 1, requesting permission to erect temporary lighting in the Allen Centre meeting room, the correspondence is self explanatory. Basically the current lighting is not sufficient to provide adequate exposure to the paintings that will be on display, therefore the request is to install temporary lighting attached to the suspended ceiling metal support channels and remove the lighting when the exhibition is finished. This can be carried out with little or no damage to the existing ceiling structure, see electricians letter, Appendix 3.

FINANCIAL & BUDGET IMPLICATIONS:

Nil.

CONCLUSION:

It is recommended that Council approve of the request to install the temporary lighting and that the lighting be removed to the satisfaction of the Building Surveyor at the conclusion of the exhibition.

OFFICER RECOMMENDATION – ITEM 6.2.3

That Council approve of the installation of the temporary lighting, by the licenced electrical contractor, and that the lighting be removed, to the satisfaction of the Building Surveyor, at the conclusion of the exhibition.

APPENDIX 1

9th May 2012 Still Life/Our Life exhibition at the Allen Centre Kalbarri

Request for temporary lighting fixtures in the Allen Centre Kalbarri

Background

Over the last six months local and regional artists have been creating works in response to six Dutch Masters provided by the Rijksmuseum in Amsterdam and 10 Dutch shipwreck artefacts from the WA Museum. This exhibition is being curated as part of the Zest Festival and will become an online exhibition on the WA Museum website and travel to South Africa, Jakarta and the Netherlands where international artist will respond to our artists and it will return to be exhibited again in Kalbarri in 2016.

The Kalbarri Development Association has planned to hold the exhibition in the Allen Centre in Kalbarri so that it can be located near the WA Museum Zuytdorp shipwreck artefacts and be close to the activities being held on the long-weekend in June 2012. The exhibition will be opened on the evening of the 1st June 2012 by the Dutch Ambassador Willem Andreae, Alec Coles CEO WA Museum and Winthrop Professor Sue Broomhall ARC Centre of Excellence for the history of emotion and will close on the 10 June 2012.

The Zest Festival will be held over the next 4 years and art exhibitions and cultural events, with the Shires permission, will be held in the Allen Centre meeting room each year.

Request

The current lighting system in the Allen Centre meeting room is not adequate to illuminate the artists' works and a temporary system has been designed to resolve this issue. It will be a simple track system installed on the metal strips on the ceiling with removable directional light fittings. This system provides a versatile system of lighting for the Allen Centre and can be used in multiple situations. There is an option to leave the tracks which would not visually intrude but would be white and have a track fillers inserted once the lights are removed. This option would allow for other community groups who require lighting to use this system for art displays or other events needing directional lighting. Otherwise the whole system can be removed. This system will be installed/dissembled by a registered electrician and be connected into the current light circuit.

The KDA will be paying for the installation and light fixtures and no financial contribution is requested from the Shire.

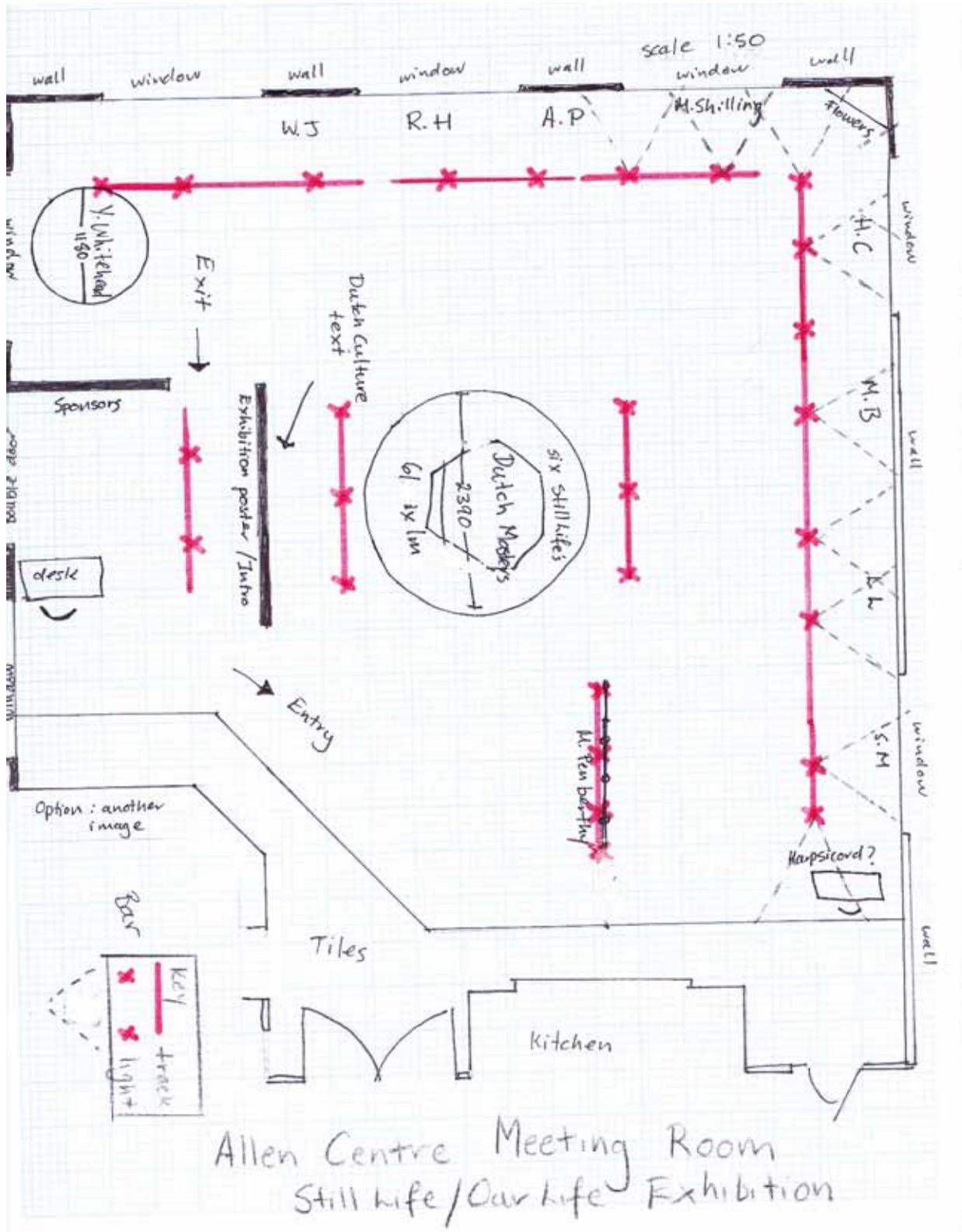
Diagram of exhibition lighting layout is attached. Electricians' letter.

We respectfully request that Council gives the KDA permission to install this system immediately as installation needs to be completed within 10 days and further that Council consider allowing the KDA to

leave the track installation (without light fittings) in the ceiling as a permanent fixture. This will not only reduce our costs to install and remove annually but will also make this lighting option available to other community groups who wish to use this area for artistic displays in the future.

Bec Millar
Zest Festival Coordinator
Kalbarri Development Association
rebecca-millar@bigpond.com
0428931362

APPENDIX 2



09/05 2012 14:27 FAX

→ GLENN

001

Abrolhos Electrics

EC 2619

A.B.N. 57 068 811 147
22 Harvey Place
Kalbarri, WA 6536
P.O. Box 175

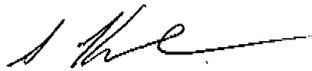
Phone: 0418 909 707
Fax: 08 9937 1757

E-mail: krakwa@bigpond.net.au
9 May 2012

Allen Centre installation of Lighting for Art display.

After a site inspection with Glenn Bangay the track lights for the Art display can be installed and removed safely when required without any permanent damage to the building. If any more information is required please contact Shane Ph 0418909707.

Shane Krakouer



6.2.4 INFORMATION ITEM: BUILDING STATISTICS

DATE OF REPORT:	9 th May2012
RESPONSIBLE OFFICER:	Glenn Bangay – Principal EHO/Building Surveyor

1. BUILDING STATISTICS

Attached for Councils' information are the Building Statistics for April 2012.

OFFICER RECOMMENDATION – ITEM 6.2.4

For Council information.

SHIRE OF NORTHAMPTON - BUILDING APPROVALS - APRIL 2012

Approval Date	App. No.	Owner	Builder	Property Address	Type of Building	Materials	Area m2	Value	Fees
						1. Floor 2. Wall 3. Roof			1. App Fee 2. BCITF 3. BRB 4. Other
17.4.2012	1001	G Henry & K Monger 62 Radley Drive KARRATHA WA	Tropicana Pools 29 Conus Way GERALDTON	Lot 189 Cassia Close KALBARRI WA 6536	S/Pool	1. Concrete 2. N/A 3. N/A	20	\$30,000	1. 90.00 2. 60.00 3. 41.50 4. 0.00
17.4.2012	1003	A & B Cooper 147 Railway Pde UPPER SWAN WA	Owner/ Builder	SITE 8 Sanford St PORT GREGORY WA	Verandah	1. Concrete 2. N/A 3. C/Bond	14	\$7,500	1. 90.00 2. 0.00 3. 41.50 4. 0.00
17.4.2012	1004	J & C Dane PO Box 519 KALBARRI WA	Owner/ Builder 1625/11	Lot 4 Ranch Crt KALBARRI WA	Dwelling Shed	1. Concrete 2. C/Bond 3. C/Bond	476 240	\$450,000	1. 1,440.00 2. 900.00 3. 41.50 4. 0.00
17.4.2012	1005	G & L Dixon 7 The Spit KALLAROO WA 6025	L Nairn Pty Ltd PO Box 261 KALBARRI WA	Lot 235 Smith St KALBARRI WA	Shed Additions	1. Concrete 2. H/Plank 3. C/Bond	78	\$113,000	1. 361.60 2. 226.00 3. 41.50 4. 0.00
17.4.2012	1006	G & A Boyland PO Box 596 NORTHAMPTON WA	West Steel Sheds 6 Bradford St GERALDTON WA	Lot 200 Robinson St NORTHAMPTON WA	Shed	1. Concrete 2. C/Bond 3. C/Bond	81	\$30,000	1. 96.00 2. 60.00 3. 41.50 4. 0.00
18.4.2012	1002	Kuda Nominees Northampton C/Van Park C/- Post Office NORTHAMPTON WA	G Leggett C/- Post Office NORTHAMPTON WA	Lot 156 Stephen St NORTHAMPTON WA	R/Wall Patio	1. Brick/Paving 2. N/A 3. C/Bond	70	\$15,000	1. 90.00 2. 0.00 3. 41.50 4. 0.00
18.4.2012	1007	G & J Poett PO Box 180 NORTHAMPTON WA	Owner/Builder	Lot 56 Port Gregory Rd YALLABATHARRA WA	Patio	1. Brick/Paving 2. N/A 3. Zinc	188	\$18,000	1. 90.00 2. 0.00 3. 41.50 4. 0.00

TOWN PLANNING CONTENTS

6.3.1	DRAFT LOCAL PLANNING POLICY – DESIGN GUIDELINES HALFWAY BAY COTTAGES, RESERVE 34945.....	2
6.3.2	PROPOSED SUBDIVISION GUIDE PLAN – LOTS 582, 830, 831 & 832 BRIDGEMAN ROAD, KALBARRI	13
6.3.3	SUMMARY OF PLANNING INFORMATION ITEMS.....	23

6.3.1 DRAFT LOCAL PLANNING POLICY – DESIGN GUIDELINES HALFWAY BAY COTTAGES, RESERVE 34945

LOCATION:	Reserve 34945
FILE REFERENCE:	10.9.5 / R34945
APPLICANT:	Shire of Northampton
DATE OF REPORT:	26 April 2012
REPORTING OFFICER:	Hayley Williams - Principal Planner
APPENDICES:	
1.	Proposed Local Planning Policy

AUTHORITY / DISCRETION:

Legislative *when Council makes and reviews the legislation it requires performing its function as Local Government. For example, adopting local laws, town planning schemes & policies.*

SUMMARY / BACKGROUND:

Council has recently been progressing with the recommendations contained within the *Shire of Northampton Coastal Planning Strategy* for the area known as Halfway Bay and formally known as Reserve 34945.

The Strategy recommends that design guidelines be formulated prescribing maximum standards as well as minimum standards, to discouraged development which is in conflict with the low-key theme of the reserve.

This report recommends the initiation of draft Local Planning Policy ‘Design Guidelines - Halfway Bay Cottages, Reserve 34945’ for public comment and advertise it for a period of 21 days pursuant to Section 2.4 of Shire of Northampton Local Planning Scheme No.10 – Northampton & Horrocks (‘LPS10’).

A copy of draft Local Planning Policy ‘Design Guidelines - Halfway Bay Cottages, Reserve 34945’ is included as Appendix 1 to this report for Council’s information.

COMMUNITY & GOVERNMENT CONSULTATION:

Section 2.4 of LPS10 details the minimum advertising requirements for the initiation of a Local Planning Policy being no less than 21 days.

It is recommended that that advertising period include the following actions:

- Write to the cottage owners;
- Write to the following government agencies
 - Department of Planning
 - Department of Environment and Conservation
 - Department of Water

- Department of Agriculture and Food
- Fire and Emergency Services Authority
- Water Corporation
- Western Power
- Main Roads WA
- Telstra
- A newspaper advert published in the Geraldton Guardian for two consecutive weeks;
- Notices displayed at both the Northampton and Kalbarri Offices; &
- Notice made available on Northampton website.

FINANCIAL & BUDGET IMPLICATIONS:

The cost of advertising the Local Planning Policies is covered by the Council's existing Planning budget allocation.

STATUTORY IMPLICATIONS:

State: Planning and Development Act 2005

Local: Shire of Northampton Local Planning Scheme No. 10

Reserve 34945 is zoned "Local Reserve – Parks and Recreation" under the *Shire of Northampton Local Planning Scheme No. 10 "LPS 10"*. Furthermore, Reserve 34945 is located within Special Control Area 1 – Coastal Planning and Management.

At Halfway Bay the Shire of Northampton has a Management Order for a 20ha Crown Reserve 34945 for the purpose of "Recreation and Holiday Cottages". The reserve was gazetted on 14 October 1977. 31 shacks or 'cottages' (exclusive of caravans) have been established in this reserve (as of April 2004) and two have been built outside the boundary to the north.

Local laws for management of the reserve were gazetted by the Shire on 28 July 1978. These local laws make provision inter alia for the following:

Temporary Accommodation:

- permission to erect, maintain and occupy a tent or other temporary structure must be obtained from Council; and
- permits issued by Council may be revoked by Council upon giving the occupier seven days notice.

Cottages:

- permission to erect, maintain and occupy a "cottage" or alter an approved cottage must be obtained from Council;

- permits issued by Council may be revoked by Council upon giving the occupier 3 months' notice;
- no two permits may be granted to the same person or the spouse of a permit holder;
- no cottage may be erected without detailed plans, there must be a minimum 50m² of habitable area, and the building must otherwise conform to the provisions of the Uniform Building By-Laws and the Health Act. Materials are to be new or as approved by Council; and
- a permit holder may remove his/her cottage at the end of the permit period. If removed earlier, the permit becomes null and void.

Plan:

- Council may prepare a plan showing cottage and tent sites;
- if Council is forced to remove any structure, it has the right to keep the materials as an offset against costs;
- permit holders must keep their sites clean and tidy, in a good state of repair, and shall not cause a nuisance, annoyance or disturbance or create a fire hazard;
- any breach of permit conditions may allow Council to revoke permits;
- no clearing of vegetation is allowed except for the purpose of clearing a site for an approved building;
- no fires are allowed except in a properly prepared fireplace or in a stove.

Local Planning Policy Provisions

It is proposed that draft Local Planning Policy 'Design Guidelines - Halfway Bay Cottages, Reserve 34945' be adopted under Section 2.4 of Shire of Northampton which states:

"2.4.1 If a local government resolves to prepare a Local Planning Policy, the local government:

- (a) *is to publish a notice of the proposed policy once a week for 2 consecutive weeks in a newspaper circulating in the Scheme area, giving details of:*

- (i) *where the draft policy may be inspected;*
 - (ii) *the subject and nature of the draft policy; &*
 - (iii) *in what form and during what period (being not less than 21 days from the day the notice is published) submissions may be made;*
- (b) *may publish a notice of the proposed policy in such other manner and carry out such other consultation as the local government considers appropriate.*
- 2.4.2 *After the expiry of the period within which submissions may be made, the local government is to:*
- (a) *review the proposed policy in light of any submissions made; and*
 - (b) *resolve to adopt the policy with or without modification, or not to proceed with the policy.*
- 2.4.3 *If the local government resolves to adopt the policy, the local government is to:*
- (a) *publish notice of the policy once in a newspaper circulating in the Scheme area; and*
 - (b) *if, in the opinion of the local government, the policy affects the interests of the Commission, forward a copy of the policy to the Commission.*
- 2.4.4 *A policy has effect on publication of a notice under clause 2.4.3 (a).*
- 2.4.5 *A copy of each Local Planning Policy, as amended from time to time, is to be kept and made available for public inspection during business hours at the offices of the local government.*
- 2.4.6 *Clause 2.4.1 to 2.4.5, with any necessary changes, apply to the amendment of a Local Planning Policy.”*

POLICY IMPLICATIONS:

This draft Policy has been placed before Council for its consideration as there is presently no Local Planning Policy or other documentation that gives specific

guidance to applicants and staff when dealing with the development and renovation of cottages at Halfway Bay.

A Local Planning Policy does not bind the local government in respect of any application for planning approval but the local government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

In most circumstances the Council will adhere to the standards prescribed in a Local Planning Policy, however, the Council is not bound by the Policy provisions and has the right to vary the standards and approve development where it is satisfied that sufficient justification warrants a concession and the variation granted will not set an undesirable precedent for future development.

For the most part Local Planning Policies are formulated and aligned with a strategic planning direction as set by Council. The establishment of Local Planning Policies aid in guiding the type and standard of development the Council views as appropriate within particular areas of the Shire. Policies provide a consistent approach to approving land use and development, therefore, as a general rule it is important the Council not waiver from an adopted policy position without specific justification being provided and planning merit being identified.

STRATEGIC IMPLICATIONS:

Nil.

COMMENT:

For the most part a Local Planning Policy is formulated to align with the strategic direction as principally set by the Council and, accordingly, used by staff to disseminate information to proponents and the community on the minimum standards for development as prescribed by Council.

With this said, a Local Planning Policy, once adopted, is not binding on Council in determining applications for planning consent although it is strongly recommended that Council adhere to the Policy, where practical or, at the very least, give due consideration to the Policy to maintain a level of consistency.

The draft Policy lists, for the information and guidance of the applicant, items required to accompany an application to the Shire:

- Completion of an Application for Planning Approval Form;
- The application is to include or be accompanied by the following:
 - Copy of the surveyed site plan which denotes which cottage is being redeveloped, detailing proposed setbacks to any existing cottages or structures;

- Floor plan, detailing existing footprint and total area of cottage, including habitable area and location of fire safety equipment;
- Elevations, detailing building materials, building heights;
- Location of effluent disposal systems; and
- Planning Application fee, charged as per Item 1(a) of Planning Fees.

In processing an application for the redevelopment of a cottage the Shire of Northampton may:

- Publicly advertise the proposal for a minimum of 14 days through writing to other cottage owners within Reserve 34945 as deemed appropriate by the Shire (Note: the Chief Executive Officer (CEO) retains the right to extend the length of the advertising period); and / or
- Seek comments, as determined by the Shire, from relevant government agencies and other stakeholders of affected parties.

Should there be no objection, and the application accords with the relevant provisions of this Policy as well as the Shire of Northampton Local Planning Scheme No. 10, the proposal may be approved by the Shire’s Chief Executive Officer (CEO) under delegated authority afforded by the Shire Council.

Most importantly the Draft Local Planning Policy (LPP) provides a set of design guidelines and minimum standards for redevelopment to the existing permitted cottages. The detail of these provisions can be found in Appendix 1, which contains a copy of the Draft LPP.

VOTING REQUIREMENT:

Absolute Majority Required: No

CONCLUSION:

That Council initiate advertising for the proposed Draft Local Planning Policy.

OFFICER RECOMMENDATION – ITEM 6.3.1		INITIATE
That Council pursuant to Section 2.4 of the Shire of Northampton Local Planning Scheme No.10 resolve to:		
1	Adopt draft Local Planning Policy ‘Design Guidelines - Halfway Bay Cottages, Reserve 34945’ for public comment and advertise it for a period of 21 days;	
2	Should no written, author-identified objections be received during the 21 day advertising period, then adopt for final approval Local Planning Policy	

‘Design Guidelines - Halfway Bay Cottages, Reserve 34945’ and proceed to publish a notice to this effect in the local newspaper; &

3 Should there be any written, author-identified objections received during the advertising period, require staff to present to Council a further report.

APPENDIX 1



Local Planning Policy

Design Guidelines – Halfway Bay Cottages (Reserve 34945)

- 1.0 PURPOSE
- 2.0 BACKGROUND
- 3.0 OBJECTIVE OF DESIGN GUIDELINES
- 4.0 APPLICATION OF DESIGN GUIDELINES
- 5.0 POLICY STATEMENT – DESIGN ELEMENTS
- 6.0 APPLICATION PROCESS
- 7.0 REFERENCE
- 8.0 SCOPE

1.0 PURPOSE:

Local Planning Policies are guidelines used to assist the local government in making decisions under the Scheme.

2.0 BACKGROUND:

The Guidelines have been formulated to address the management programme for Reserve 34945, Halfway Bay, which is a principal recommendation of the Shire of Northampton Coastal Strategy (2006).

Reserve 34945 is zoned “Local Scheme Reserves - Parks and Recreation” under the Shire of Northampton Local Planning Scheme No. 10. Furthermore Reserve 34945 is located within Special Control Area 1 – Coastal Planning and Management. As such, all use and development of land requires application for planning approval pursuant to Clause 6.2.2 of the Scheme.

Development proposals will be assessed against the Guidelines as well as the Local Planning Scheme requirements.

The Halfway Bay Concept Plan (attached to this Policy) provides details regarding the site of existing cottages.

3.0 OBJECTIVE OF DESIGN GUIDELINES:

- To promote a coordinated and consistent approach to building design and use of materials for existing cottages, which references the low-key theme of the reserve; and
- To prohibit the development of additional cottages on Reserve 34945.

4.0 APPLICATION OF DESIGN GUIDELINES:

- The Guidelines apply to the area subject of Reserve 34945.

5.0 POLICY STATEMENT – DESIGN ELEMENTS:

The provisions of the Guidelines are set out in each of the following Design Elements:

5.1 Element 1 Building Size and Footprint

- The maximum size for cottages contained within Reserve 34945 is 90m² or the existing building footprint, whichever is the greater.
- The minimum size for cottages contained within Reserve 34945 is 50m² of habitable area.

5.2 Element 2 Setbacks

- Cottages are to be a minimum of 2m from any adjoining cottage or structure on an adjoining site;
- Any existing cottages not at a distance of 2m from a neighbouring cottage are exempt from this clause, however, upon alterations, additions or alterations a 2m setback will be required.

5.3 Element 3 Building Design

- Cottages are to be in keeping with the low-key theme of the reserve and shall be in keeping with the design and amenity of a rustic, coastal shack;
 - As such no approvals will be granted for buildings that are similar in size and nature to a medium to large residential dwelling ie. A 3 or 4 bedroom transportable dwelling or similar structure house;
 - The use of second hand materials that have the approval of the Shire of Northampton Building Surveyor are considered appropriate; and
 - New transportable buildings are not considered appropriate.
- The maximum height of any building shall be:
 - wall height of 4.5m;
 - roof pitch of 6m; and
 - limited to one storey only.
- A caravan is not considered to meet the requirements of this policy or the recommendations made by the *Shire of Northampton Coastal Strategy (2006)*. However, it should also be noted that where Caravans form part of a cottage these are permitted to remain until such time as the cottage is redeveloped and then their removal will be required in order to comply with the provisions of this policy.

5.4 Element 4 Materials

- All materials used in the construction of a cottage shall be new or as approved by the Shire of Northampton Building Surveyor.

5.5 Element 5 Services and Safety

- Due to the lack of availability of a constant water supply cottage owners are required to install and maintain a 9kg ABE powder type extinguisher and a 1m x 1m fire blanket in a readily accessible area ie. Kitchen.

5.6 Element 7 Effluent Disposal Systems

- Effluent disposal systems are to be installed by a licensed plumber and inspected by the Shire of Northampton – Environmental Health Officer, prior to backfilling; and
- Soak wells or leach drains are to be a minimum of 30m from any bore or well used for human consumption.

6.0 APPLICATION PROCESS

6.1 An Application for Planning Approval is required to be submitted in accordance with the requirements of the *Shire of Northampton Local Planning Scheme No. 10*.

6.2 An Application for Planning Approval shall include the following:

- Completion of an Application for Planning Approval Form
- The application is to include or be accompanied by the following:
 - Copy of the surveyed site plan which denotes which cottage is being redeveloped, detailing proposed setbacks to any existing cottages or structures;
 - Floor plan, detailing existing footprint and total area of cottage, including habitable area and location of fire safety equipment;
 - Elevations, detailing building materials, building heights;
 - Location of effluent disposal systems; and
 - Planning Application fee, charged as per Item 1(a) of Planning Fees.

6.3 In processing an application for the redevelopment of cottages the Shire may:

- Publicly advertise the proposal for a minimum of 14 days through writing to other cottage owners within Reserve 34945 as deemed appropriate by the Shire (Note: the Chief Executive Officer (CEO) retains the right to extend the length of the advertising period); and / or
- Seek comments, as determined by the Shire, from relevant government agencies and other stakeholders of affected parties.

6.4 Should there be no objection, and the application accords with the relevant provisions of this Policy as well as the Shire of Northampton Local Planning Scheme No. 10, the proposal may be

approved by the Shire's Chief Executive Officer (CEO) under delegated authority afforded by the Shire Council.

7.0 VARIATIONS:

Variations to the Design Guidelines can be approved by the Shire of Northampton following consultation with cottage owners.

8.0 REFERENCE:

The Shire of Northampton Local Planning Scheme No. 10, the *Planning & Development Act 2005* and Shire of Northampton Coastal Planning Strategy.

9.0 SCOPE:

A Local Planning Policy is not part of the Scheme and does not bind the local government in respect of any application for planning approval but the local government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

Council Adoption:

Advertising
Final Adoption

6.3.2	PROPOSED SUBDIVISION GUIDE PLAN – LOTS 582, 830, 831 & 832 BRIDGEMAN ROAD, KALBARRI
FILE REFERENCE: 10.6.4 DATE OF REPORT: 7 May 2012 REPORTING OFFICER: Hayley R Williams - Principal Planner APPENDICES: 1. Subdivision Guide Plan – Prepared by Geraldton Independent Planners	

AUTHORITY / DISCRETION:

Quasi-Judicial	<i>when Council determines an application within a clearly defined statutory framework, abiding by the principles of natural justice, acting only with discretion afforded it under law, and giving full consideration to Council policies and strategies relevant to the matter at hand. These decisions are reviewable by the State Administrative Tribunal.</i>
Legislative	<i>includes adopting local laws, town planning schemes & policies.</i>

SUMMARY:

The owners of the four tourism zoned lots in the Bridgeman Road locality have submitted a Subdivision Guide Plan to facilitate re-subdivision of the area and the provision of opportunities for an expanded range of tourist attractions. This report recommends that Council not support the proposed Subdivision Guide Plan (SGP) in its current format.

LOCATION PLAN:



SITE PLAN:



BACKGROUND:

Lots 582, 830, 831 & 832 Bridgeman Road George Grey Drive, Jake's Corner. The lots total approximately 12 ha and, with the exception of Lot 582 which has a battleaxe access to George Grey Drive, access is limited to Bridgeman Road.

Lot 582 is the site of the former Sea Horse Farm and Lot 830 is the Rainbow Jungle site and associated tourist based activities.

Following a number of approaches from the landowners for subdivision of their lots, Shire Officers advised the owners through their representative – Mr Tony Turner of Geraldton Independent Planners – that the Shire is not prepared to consider piecemeal subdivision in the location but would be prepared to consider a Subdivision Guide Plan in the first instance to ensure the future of the location as a significant tourism enclave.

A Subdivision Guide Plan has now been received from Geraldton Independent Planners on behalf of the Owners and is submitted for Council's consideration.

A copy of the Subdivision Guide Plan is provided in Appendix 1. A copy of the supporting documentation will be tabled at the Council Meeting.

Proposed Subdivision Guide Plan:

The Subdivision Guide Plan proposes the creation of 15 lots ranging in area from approximately 4,000m² upwards to 1.3 ha, the latter accommodating the existing Rainbow Jungle operation. The proponents submit that the lot sizes proposed are "adequate to accommodate sustainable tourism facilities and allow for future growth and expansion in the tourist industry in Kalbarri".

More specifically, its submission advises that the Owner of Lot 830 has been approached by a number of smaller tourist operators and has pursued a number of options to enable additional tourist land to be made available, including better utilization of the southern portion of the Rainbow Jungle site. The owner has entered into an arrangement with the owner of the adjoining Lot 831 to facilitate road access to this portion of Lot 830.

Approaches / proposals have been received for portions of Lot 830 by:

- Kalbarri Laser Battle – currently occupies 800m² at the rear of Rainbow Jungle and seeking 2,000m².
- Maze – no specific proposal but likely to require in the order of 2,000m² also.

The owner of Lot 830 has also received support from tourist owners / operators for the "idea of creating smaller lots" to facilitate smaller boutique craft / tourist

enterprises such as within the Swan Valley and Margaret River locations. No specific proposals are identified.

The submission notes that the land the subject of the Guide plan is underutilised – indeed only two of the four lots are / have been developed for tourism purposes – and further that the objective of the Guide Plan is to “open up the potential for suitable tourist uses to consider locating in this area.

The submission specifically notes that TPS 9 does not permit residential development / occupancy in the Tourist development Zone and it is not the intention to develop the land for residential purposes.

COMMUNITY & GOVERNMENT CONSULTATION:

To date no statutory public advertising to the community or government agencies has been undertaken. The landowners have had a number of discussions between themselves however, the Subdivision Guide Plan has been mostly facilitated by the owners of Lot 830 – Rainbow Jungle and it is presumed that other landowners within the precinct would provide comments to Council during the statutory advertising period.

Limited consultation has been undertaken with all of the relevant government agencies.

FINANCIAL & BUDGET IMPLICATIONS:

Council has allocated \$20,000.00 within the 2011/12 Financial Year to facilitate the preparation of a Subdivision Guide Plan/Local Structure Plan in conjunction with all four landowners in this precinct. It was also anticipated that each landowner contribute \$4,000.00 each so that by the end of the process Council had only expended \$4,000.00 on the project.

It is also considered that the Shire of Northampton would provide a range administrative assistance, through the provision of advertising, report writing and the like.

STATUTORY IMPLICATIONS:

State: Planning and Development Act 2005

Local: Shire of Northampton Town Planning Scheme No. 9

Lots 830, 831 & 832 Bridgeman Drive are zoned “Tourist Development” under the Shire of Northampton Town Planning Scheme No. 9 – Kalbarri (TPS No. 9). Lot 582 George Grey Drive is zoned “Special Use” reflecting the former use of the site.

The Tourist Development zone is a broad based zoning providing for a range of tourist activities / attractions. It specifically excludes tourist accommodation, which is

provided for under the “Tourist Accommodation” zone of TPS 9, and similarly excludes residential uses other than a Caretaker’s dwelling.

POLICY IMPLICATIONS:

Local: Kalbarri Townsite Strategy (2011)

The Kalbarri Townsite Strategy (KTS) adopted by Council and the WA Planning Commission recognises the tourism potential of the Jake’s Corner location and proposes the progressive establishment of a major tourism precinct immediately to the east of the Bridgeman Road location and on the south side of the realigned Nanda Drive.

The location is seen as providing the opportunity to establish a broad range of tourist accommodation choices and attractions in a location that will have minimal impact on existing and future residential precincts. The locality also abuts Wittecarra Creek which has significant landscape values that can value add to future tourist proposals.

The Bridgeman Road lots are considered to be the *nucleus* of a future major tourism precinct and in this context the principle of facilitating further tourist based development in the location and the adoption of a Guide Plan to achieve that end is consistent with the KTS.

STRATEGIC IMPLICATIONS:

Local: Shire of Northampton Planning for the Future 2009-2019

Key Imperatives:

- Further development of residential and commercial land in the Shire.

Economy & Marketing Strategies:

- Increase support for tourism across the Shire and enable tourism to become a major and sustainable industry for the Shire.

Environment Strategies:

- Increased protection of native flora through green belts.
- Encourage developers to retain natural vegetation on project sites.

Infrastructure Strategies:

- Ensure that there is sufficient land supply to meet the needs of commerce and industry across the Shire.

Social Strategies:

- A vibrant and inclusive community enabling a range of interests and lifestyle options.

COMMENT:

The proposed subdivision guide plan has been examined in light of *Town Planning Scheme No. 9 – Kalbarri* and the newly adopted *Kalbarri Townsite Strategy* which provides the planning framework for Council decision making. The following comments are therefore provided below:

No reticulated water or sewer is available to the lots. This is not an insurmountable issue as water can be extended at a cost, and modern package treatment technologies may provide a suitable interim solution pending the extension of reticulated sewer into the area.

On first viewing of the Guide Plan and in any other zoning circumstances, the Plan could easily be construed as providing for Rural Residential subdivision. However it is noted that this is not the intention and further that TPS 9 does not permit residential uses of any description within the two Tourist Zones under the Scheme.

It is also noted that the existing tourist based uses in the location are either “struggling” or have closed and while the vagaries of the GFC and its impacts on intra-state tourism are not by themselves justification for re-subdivision; there is a case to be made for the “rejuvenation” of the location as a tourism precinct; particularly in the context of it forming the nucleus to the broader tourism proposals under the KTS.

Additionally, there is far stronger case to be made for Lots 582 and 830 than for Lots 832 and 832 which continue to be substantively occupied for rural-residential purposes.

In assessing the Guide Plan, it is important to note that unlike residential or industrial subdivision, there are no specific planning criteria applying to tourist subdivision nor is there a “typical” approach upon which an assessment can be reasonably based. The Tourism Taskforce Report observes operable lot sizes for tourist accommodation depending on location but in the context of the current zoning of this land, those observations are largely irrelevant.

Notwithstanding, the current Guide Plan is not supported for the following reasons:

- There is no integration nor apparent logic to the subdivision pattern other than conforming to existing primary lot boundaries, retaining existing (often inappropriate) buildings with appropriate boundary clearances and providing a (seemingly random) “mix” of lot sizes;
- The lot sizes proposed (starting at 4,000m²+) are not consistent with “approaches” noted in the submission, currently being for lots in the 2,000m² range;

- The lot sizes proposed are not consistent with “the idea of creating smaller lots to facilitate smaller boutique craft / tourist enterprises such as within the Swan Valley and Margaret River locations”;
- Further, the cost of the proposed lots would likely put them beyond the financial reach of smaller tourism operators which for the immediately foreseeable future are likely to be the principal “source” of tourist developments;
- Access to the proposed lots within primary Lots 582, 830 & 831 is disjointed, by battleaxe, discontinuous and unsuitable for larger vehicles including caravans and tourist buses;
- Accordingly, parking and traffic movement within the precinct is also disjointed and discontinuous;
- Similarly, pedestrian movement within the precinct is also disjointed and potentially discontinuous;
- There is no apparent mechanism for the extension of water to the lots and no discussion of effluent disposal nor the on-going maintenance of jointly shared battleaxe access legs; and
- The subdivision pattern/configuration facilitates the placement of single dwellings on a number of lots without any supporting tourist development/attraction which is currently at odds with the Scheme provisions which only permits the development of “Caretaker’s Dwellings”.

With the benefit of hindsight, it is evident that a traditional Subdivision Guide Plan approach to “manage” future tourism subdivision in this location is inadequate by itself in the absence of more specific development concepts or proposals.

There remains however a need for Council to assist the owners, particularly of Lots 582 and 830, with better utilising the land and providing expanded tourism opportunities, particularly for smaller tourist ventures, in a strategic location that will form the nucleus of a broader and more substantive mixed tourism precinct.

As mentioned previously in the Financial Implications section of this report, Council has budgeted for \$20,000.00 in the 2011/12 financial year for the preparation of a Local Area Structure Plan by Council in conjunction with an appointed consultant. It is also anticipated that all four landowners would contribute \$4000.00 each.

Accordingly, it is considered that the following provides the most appropriate course of action for progressing the planning and development of the land:

1. The division of tourist zoning under TPS 9 into “Accommodation” and “Development” is overly restrictive. To broaden the tourism opportunities available in this precinct, there is a need to introduce a “Mixed Tourism Zone” incorporating the core features of the Tourist Accommodation and Tourist Development Zones.

2. TPS 9 be amended in the short term to re-zone the subject lots to “Mixed Tourism Zone” subject to the preparation and adoption of a Structure Plan in accordance with the provisions of TPS 9 and prior to any subdivision or development. It is acknowledged that TPS 9 is to be replaced by a new Local Planning Scheme based on the outcomes of the KTS. The timeframes for preparing, processing and Gazettal of a new LPS are typically grossly under-estimated and it would be unreasonable given the current status of the new LPS to require the owners to “wait” until the new LPS is finalised.

3. The owners be advised that Council is prepared to engage a suitable Consultant to work with the owners in the preparation of a more detailed and innovative Structure Plan under TPS 9 that:
 - Integrates the lots into effectively a broader “tourist park” comprising a mix of sites for both tourist accommodation and tourist attractions;
 - Integrates, consolidates and shares vehicular access and parking on a whole of site basis and addresses the on-going maintenance of access roads and parking areas;
 - Integrates landscaping and pedestrian movement on a whole of site basis and addresses the on-going maintenance of landscaped areas;
 - Provides through a combination of freehold and strata subdivision, locational opportunities for a much broader range of tourist ventures;
 - Identifies for each proposed lot, potential uses for which the lot may be suitable;
 - Considers the development of a “village centre” with unifying design guidelines to provide for small boutique / craft operations, possibly on strata title, with “lots” as small as 250m², being essentially the size of a “shop”;
 - In respect of accommodation, recognises the need for cheaper and family based accommodation;
 - Addresses the provision of reticulated water;
 - Addresses effluent disposal requirements having regard for the potential of package treatment plants as an interim solution pending the extension of reticulated sewer;
 - In respect of Lots 831 & 832, displays a bias towards larger tourist accommodation having regard for the KTS proposals on the eastern side of Bridgeman Road; and
 - Is developed in close liaison with the Owners, Council, the Community, Department of Planning and Tourism WA so as to facilitate a potentially unique tourist development that has broad agency support.

VOTING REQUIREMENT:

Absolute Majority Required: No

CONCLUSION:

It is recommended that Council advise the Applicants and the WA Planning Commission:

- That the proposed Subdivision Guide Plan is not supported in its current form;
- That Council strongly supports the need for effective “rejuvenation” of the tourism opportunities of the location including the need to provide for smaller tourist ventures and cheaper / family based accommodation; and
- In terms of Items 1 to 3 above and the Owners be invited to discuss further the progression of a Structure Plan under TPS 9 over the area with Council Officers.

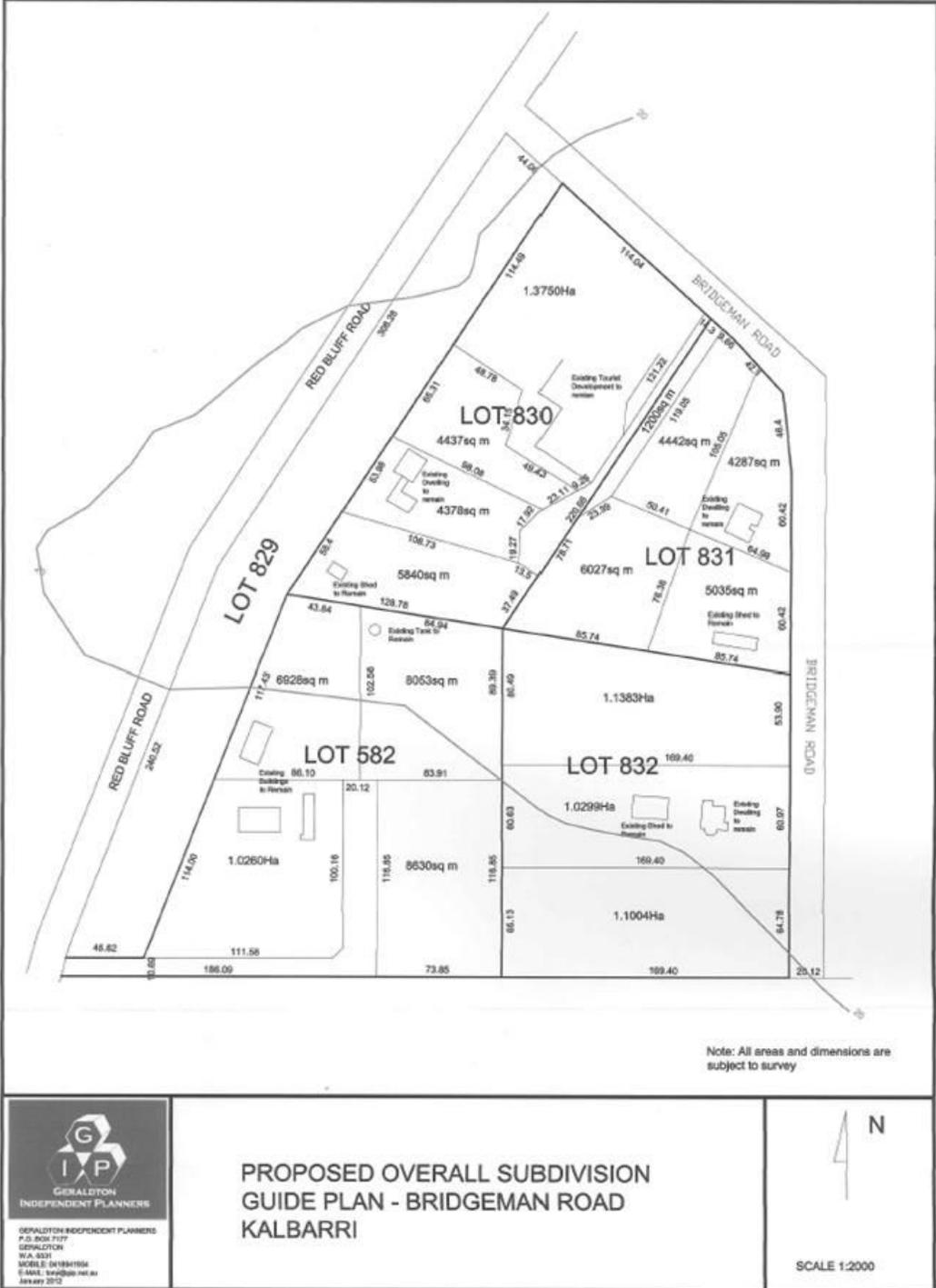
OFFICER RECOMMENDATION – ITEM 6.3.2

NOT SUPPORT

That Council advise the Applicants and the WA Planning Commission that:

- 1. The proposed Subdivision Guide Plan is not supported in its current form;**
- 2. Council strongly supports the need for effective “rejuvenation” of the tourism opportunities of the location including the need to provide for smaller tourist ventures and cheaper / family based accommodation; and**
- 3. In terms of Items 1 to 3 above and the Owners be invited to discuss further the progression of a Structure Plan under TPS 9 over the area with Council Officers.**

APPENDIX 1



6.3.3	SUMMARY OF PLANNING INFORMATION ITEMS
DATE OF REPORT:	7 May 2012
REPORTING OFFICER:	Hayley Williams - Principal Planner

COMMENT:

The following informs Council of the various planning items (including delegated approvals) that have been dealt with since last reported to Council. Further information regarding any of the items can be obtained from the Acting Principal Planner.

DEVELOPMENT APPLICATIONS				
REF.	APPLICANT	LOCATION	PROPOSED DEVELOPMENT USE	DATE
2012-012	D Africh	Lot 5 (No. 1) Salomit Place, Kalbarri	Three (3) Grouped Dwellings	20 April 2012
2012-013	K Irwin	Lot 219 (No. 26) Auger Street, Kalbarri	Home Occupation – Hairdressing	30 April 2012
2012-014	B Maher & S Smith	(No. 40) Rose Street, Isseka	Outbuilding (72m ²) Reduced Front Setback	3 May 2012
2012-015	D Harris	Lot 4701 (No. 1817) Binnu East Road, Binnu	Secondhand Transportable Dwelling – Additional Dwelling / Farmworker's Accommodation	3 May 2012

OFFICER RECOMMENDATION – ITEM 6.3.3	For Council Information
--	--------------------------------

FINANCE REPORT CONTENTS

6.4.1	ACCOUNTS FOR PAYMENT	2
6.4.2	MONTHLY FINANCIAL STATEMENTS	3

Compiled by

**Jamie Criddle
Deputy Chief Executive Officer**

6.4.1

ACCOUNTS FOR PAYMENT

FILE REFERENCE:	1.1.1
DATE OF REPORT:	10 May 2012
DISCLOSURE OF INTEREST:	Nil
REPORTING OFFICER:	Jamie Criddle
APPENDICES:	1. List of Accounts

BACKGROUND:

A list of payments submitted to Council on 18th May 2012, for confirmation in respect of accounts already paid or for the authority to those unpaid.

FINANCIAL & BUDGET IMPLICATIONS:

A list of payments is required to be presented to Council as per section 13 of the Local Government Act (Financial Management Regulations 1996).

POLICY IMPLICATIONS:

Council Delegation F02 allows the CEO to make payments from the Muni and Trust accounts. These payments are required to be presented to Council each month in accordance with Financial Management Regulations 13 (1) for recording in the minutes.

VOTING REQUIREMENT:

Absolute Majority Required:

OFFICER RECOMMENDATION – ITEM 6.4.1

APPROVAL

That Municipal Fund Cheques 19271 to 19305 inclusive, totalling \$123,282.92, Municipal EFT payments numbered EFT9935 to EFT10028 inclusive totalling \$498,498.78, Direct Debit payments GJ10-01 to GJ10-06 totalling \$2,347.14, Trust Fund Cheque 1851 to 1852 inclusive, totalling \$10,808.53, be passed for payment and the items therein be declared authorised expenditure.

6.4.2 MONTHLY FINANCIAL STATEMENTS

FILE REFERENCE:	1.1.1
DATE OF REPORT:	10 May 2012
DISCLOSURE OF INTEREST:	Nil
REPORTING OFFICER:	Jamie Criddle
APPENDICES:	1. Monthly Financial Report for March

BACKGROUND:

This information is provided to Council on a monthly basis in accordance with provisions of the Local Government Act 1995 and Local Government (Financial Management) Regulations 1996.

The Monthly Statements of Financial Activity for the period ending 30 April 2012 are attached, and consists of:

1. Statement of Financial Activity
2. Income Statement by Nature or Type
3. Various Notes to and forming part of the Statement of Financial Activity
4. Variances Report
5. Accounts by Schedule

FINANCIAL & BUDGET IMPLICATIONS:

Council 2011/2012 Budget

STATUTORY IMPLICATIONS:

General Financial Management of Council
Local Government (Financial Management) Regulation 34 1996
Local Government Act 1995 section 6.4

POLICY IMPLICATIONS:

Council is required annually to adopt a policy on what it considers to be material as far as variances that require to be reported for Council. Council policy is that the material variation be set at \$5,000.

VOTING REQUIREMENT:

Simple Majority Required:

OFFICER RECOMMENDATION – ITEM 6.4.2	APPROVAL
That Council adopts the Monthly Financial Report for the period ending 30 April 2012 and notes any material variances greater than \$5,000	

SHIRE OF NORTHAMPTION
MONTHLY STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

TABLE OF CONTENTS

Income Statement by Function/Activity	13
Income Statement by Nature or Type	14
Statement of Financial Activity	15
Notes to and Forming Part of the Statement	16 to 33

SHIRE OF NORTHAMPTON INCOME STATEMENT BY FUNCTION/ACTIVITY FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

	YTD ACTUAL 2012 \$	ANNUAL BUDGET 2012 \$	ANNUAL ACTUAL 2011 \$
REVENUE			
Governance	67,877	15,712	141,181
General Purpose Funding	3,830,218	4,181,283	4,252,065
Law, Order & Public Safety	103,075	70,827	110,540
Health	24,994	39,700	41,688
Education & Welfare	44,694	55,600	115,165
Housing	14,779	18,720	19,441
Community Amenities	890,246	912,380	896,120
Recreation & Culture	1,151,586	1,713,432	1,739,419
Transport	875,337	1,312,435	806,014
Economic Services	121,796	125,397	100,299
Other Property & Services	190,248	1,290,414	258,674
TOTAL OPERATING REVENUE	<u>7,314,850</u>	<u>9,735,900</u>	<u>8,480,606</u>
EXPENSES			
Governance	(439,935)	(356,811)	(516,452)
General Purpose Funding	(128,105)	(213,190)	(178,924)
Law, Order & Public Safety	(173,094)	(290,103)	(250,580)
Health	(174,827)	(239,941)	(231,841)
Education & Welfare	(72,158)	(96,905)	(121,316)
Housing	(85,414)	(97,465)	(129,486)
Community Amenities	(1,345,124)	(1,435,311)	(1,321,754)
Recreation & Culture	(897,927)	(1,305,137)	(1,220,169)
Transport	(1,632,552)	(2,462,553)	(2,476,359)
Economic Services	(110,027)	(198,047)	(148,422)
Other Property & Services	34,972	(531,169)	(16,201)
TOTAL OPERATING EXPENSES	<u>(5,024,191)</u>	<u>(7,226,632)</u>	<u>(6,611,504)</u>
BORROWING COSTS EXPENSE			
Governance	0	0	(1,593)
Law, Order, Public Safety	0	0	0
Education & Welfare	0	0	0
Housing	0	(9,902)	0
Community Amenities	0	0	(585)
Recreation & Culture	(10,616)	(12,219)	(15,792)
Transport	(25,555)	(38,741)	(48,292)
TOTAL BORROWING COSTS EXPENSE	<u>(36,171)</u>	<u>(60,862)</u>	<u>(66,262)</u>
CHANGE IN NET ASSETS			
RESULTING FROM OPERATIONS	<u>2,254,488</u>	<u>2,448,406</u>	<u>1,802,840</u>

SHIRE OF NORTHAMPTON INCOME STATEMENT BY NATURE OR TYPE FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012
--

	YTD ACTUAL 2012 \$	ANNUAL BUDGET 2012 \$	ANNUAL ACTUAL 2011 \$
REVENUE			
Rates	3,095,915	3,094,743	2,883,033
Operating Grants, Subsidies and Contribution	1,061,065	1,085,834	1,609,500
Non Operating Grants, Subsidies and Contributions	1,748,990	2,681,674	1,117,045
Profit on Asset Disposal	180,467	823,946	111,099
Fees and Charges	1,110,897	1,196,000	1,197,706
Interest Earnings	52,945	170,000	198,110
Other Revenue	0	737,976	1,364,113
TOTAL OPERATING REVENUE	7,250,279	9,790,173	8,480,606
EXPENSES			
Employee Costs	(1,692,799)	(2,200,000)	(1,966,775)
Materials and Contracts	(1,536,788)	(2,600,000)	(2,344,085)
Utilities Charges (Electricity, Gas, Water etc.)	(213,724)	(300,000)	(278,235)
Depreciation on Non Current Assets	(909,720)	(1,546,500)	(1,511,741)
Loss on Asset Disposal	0	(75,486)	0
Interest Expenses	(37,452)	(60,862)	(66,262)
Insurance Expenses	(3,818)	(238,919)	(203,911)
Other Expenditure	(601,490)	(320,000)	(306,757)
TOTAL OPERATING EXPENSES	(4,995,791)	(7,341,767)	(6,677,766)
 CHANGE IN NET ASSETS RESULTING FROM OPERATIONS	 2,254,488	 2,448,406	 1,802,840

**SHIRE OF NORTHAMPTON
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012**

	NOTE	YTD 2012 Actual \$	YTD 2012 Budget \$	2011/12 Revised Budget \$	Variances Budget to Actual Y-T-D Value	Variances Budget to Actual Y-T-D %
<u>Operating</u>						
Revenues	1,2					
Governance		67,877	42,000	50,100	-25,877	35.48%
General Purpose Funding		740,154	850,000	1,090,810	109,846	(32.15%)
Law, Order, Public Safety		103,075	60,000	70,827	-43,075	45.53%
Health		24,994	40,000	47,800	15,006	(47.71%)
Education and Welfare		44,694	46,000	55,600	1,306	(19.62%)
Housing		14,779	18,000	23,920	3,221	(38.21%)
Community Amenities		890,246	840,000	1,003,380	-50,246	(11.28%)
Recreation and Culture		1,151,586	350,000	329,348	-801,586	249.66%
Transport		875,337	770,000	913,896	-105,337	(4.22%)
Economic Services		121,796	115,000	134,736	-6,796	(9.60%)
Other Property and Services		190,248	700,000	1,275,046	509,752	(85.08%)
		<u>4,224,786</u>	<u>3,831,000</u>	<u>4,995,463</u>	<u>-393,786</u>	<u>(15.43%)</u>
Expenses	1,2					
Governance		(439,935)	(300,000)	(356,811)	139,935	(23.30%)
General Purpose Funding		(128,105)	(180,000)	(213,190)	-51,895	39.91%
Law, Order, Public Safety		(173,094)	(220,000)	(290,103)	-46,906	40.33%
Health		(174,827)	(195,000)	(239,941)	-20,173	27.14%
Education and Welfare		(72,158)	(80,000)	(96,905)	-7,842	25.54%
Housing		(85,414)	(90,000)	(107,367)	-4,586	20.45%
Community Amenities		(1,345,124)	(1,200,000)	(1,431,724)	145,124	6.05%
Recreation & Culture		(908,543)	(1,100,000)	(1,317,356)	-191,457	31.03%
Transport		(1,658,109)	(2,000,000)	(2,483,668)	-341,891	33.24%
Economic Services		(110,027)	(150,000)	(198,047)	-39,973	44.44%
Other Property and Services		34,972	(250,000)	(531,169)	-284,972	106.58%
		<u>(5,060,364)</u>	<u>(5,765,000)</u>	<u>(7,266,281)</u>	<u>-704,636</u>	<u>(30.36%)</u>
<u>Adjustments for Non-Cash (Revenue) and Expenditure</u>						
(Profit)/Loss on Asset Disposals	4	0	0	748,460	0	
Depreciation on Assets	2(a)	794,720	1,000,000	1,346,500	205,280	(40.98%)
Plant Depreciation		115,000	150,000	200,000	35,000	(42.50%)
Accrued Expenses		0	0	0	0	
<u>Capital Revenue and (Expenditure)</u>						
Purchase Land Held for Resale	3	(229,742)	(160,000)	(210,879)	69,742	(8.94%)
Purchase Land and Buildings	3	(1,743,216)	(1,800,000)	(2,481,289)	-56,784	29.75%
Purchase Infrastructure Assets - Roads	3	(953,621)	(1,000,000)	(1,977,932)	-46,379	51.79%
Purchase Infrastructure Assets - Parks & Other	3	(175,209)	(150,000)	(205,523)	25,209	14.75%
Purchase Plant and Equipment	3	(326,565)	(500,000)	(1,088,085)	-173,435	69.99%
Purchase Furniture and Equipment	3	(85,455)	(90,000)	(144,090)	-4,545	40.69%
Proceeds from Disposal of Assets		0	300,000	1,057,000	300,000	100.00%
Repayment of Debentures	5	(151,817)	(160,000)	(207,201)	-8,183	26.73%
Proceeds from New Debentures	5	420,000	420,000	810,000	0	48.15%
Self-Supporting Loan Principal Income		0	6,000	36,380	6,000	100.00%
Transfers to Reserves (Restricted Assets)	6	0	(17,000)	(103,293)	-17,000	100.00%
Transfers from Reserves (Restricted Assets)	6	0	200,000	1,195,785	200,000	
Transfers from Land Sales	6	0	0	0	0	
Transfer to Land Sales		0	0	0	0	
ADD Net Current Assets July 1 B/Fwd	7	204,240	204,240	204,240		
LESS Net Current Assets Year to Date	7	53,357	80,000	0		
Amount Raised from Rates	8	<u>(3,020,600)</u>	<u>(3,610,760)</u>	<u>(3,090,743)</u>		

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

SHIRE OF NORTHAMPTON
NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

1. SIGNIFICANT ACCOUNTING POLICIES

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

(a) Basis of Accounting

This statement is a special purpose financial report, prepared in accordance with applicable Australian Accounting Standards, other mandatory professional reporting requirements and the Local Government Act 1995 (as amended) and accompanying regulations (as amended).

(b) The Local Government Reporting Entity

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

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

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

(c) Rounding Off Figures

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

(d) Rates, Grants, Donations and Other Contributions

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

(e) Goods and Services Tax

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

(f) Cash and Cash Equivalents

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

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

(g) Trade and Other Receivables

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

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

SHIRE OF NORTHAMPTON
NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(h) Inventories

General

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

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

Land Held for Resale

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

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

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

(i) Fixed Assets

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the Shire includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead.

Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

SHIRE OF NORTHAMPTON
NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(j) Depreciation of Non-Current Assets

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

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

Buildings	30 to 50 years
Furniture and Equipment	4 to 10 years
Plant and Equipment	5 to 15 years
Sealed roads and streets	
clearing and earthworks	not depreciated
construction/road base	50 years
original surfacing and	
major re-surfacing	
- bituminous seals	15 to 20 years
- asphalt surfaces	20 to 25 years
Gravel roads	
clearing and earthworks	not depreciated
construction/road base	50 years
gravel sheet	12 years
Formed roads (unsealed)	
clearing and earthworks	not depreciated
construction/road base	50 years
Footpaths - slab	40 years
Sewerage Piping	100 years
Water supply & drainage systems	75 years

(k) Impairment

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

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

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

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

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

In any event, an impairment loss is a non-cash transaction and consequently, has no impact on the Monthly Statement of Financial Position from a budgetary perspective.

(l) Trade and Other Payables

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

SHIRE OF NORTHAMPTON
NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(m) Employee Benefits

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

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

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

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

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

(n) Interest-bearing Loans and Borrowings

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

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

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

Borrowing Costs

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

(o) Provisions

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

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

(p) Current and Non-Current Classification

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

SHIRE OF NORTHAMPTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

2. STATEMENT OF OBJECTIVE

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

The Shire operations as disclosed in this statement encompass the following service orientated activities/programs:

GOVERNANCE

The delivery of Councillor services to residents, and all expenses related to such activities.
The management and coordination of the delivery of all services to residents.

GENERAL PURPOSE FUNDING

Administration of general rate revenue and all expenses related to the raising and collection of rates. Administration of general purpose grants received from the Grants Commission.

LAW, ORDER, PUBLIC SAFETY

Supervision and enforcement of various local laws relating to bushfire control & the Bushfires Act.
Supervision of various local laws relating to dogs and ranger services for the care & control of animals. Administration of various local laws relating to camping & other public areas under the Shire's control.

HEALTH

Provision of health inspections, food quality and control, administration of Health local laws and maintenance of Doctors Surgery.

EDUCATION AND WELFARE

Maintenance of Day Care Centres
Facilitation and administration of live in care units for the aged.

HOUSING

Administration and maintenance of staff and rental housing

COMMUNITY AMENITIES

Rubbish collection services, operation of refuse sites, noise control, administration of Town Planning Schemes, maintenance of cemeteries and public conveniences, and storm water drainage maintenance.

RECREATION AND CULTURE

Maintenance of public halls and civic centres, beaches and foreshores, recreation centres and sports ovals, recreational parks and reserves, self help television retransmission services; operation of library services; maintenance of heritage sites and Municipal inventory

TRANSPORT

Construction and maintenance of streets, roads, bridges, drainage and depots; cleaning and lighting of streets; street and directional signage; maintenance of airstrip.

SHIRE OF NORTHAMPTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

2. STATEMENT OF OBJECTIVE CON'T

ECONOMIC SERVICES

Weed, pest and vermin control. The regulation and provision of tourism, area promotion, building control, standpipes; operation of caravan park.

OTHER PROPERTY & SERVICES

Private works and plant hire; plant repairs and operation costs; maintenance of coastal cliffs under the Shire's control.

SHIRE OF NORTHAMPTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

3. ACQUISITION OF ASSETS		YTD 2012 Actual \$	2010/11 Revised Budget \$	
The following assets have been acquired during the period under review:				
<u>By Program</u>				<u>Status</u>
Governance				
2 x Laptops	0134	4,114	3,550	Purchased
Photocopier - Kalbarri	0134	4,312	4,500	Purchased
Library Computers (Reserve Funds)	0134	2,362	-	Purchased
Administration Vehicle	0164	51,034	51,000	Purchased
Education & Welfare				
Northampton Childcare - Roof	1312	15,714	15,000	Commence in Jan
Health				
Potico @ NR Doctors Surgery	0834	3,176	3,500	Completed
Doctors Surgery equipment (Land Sales)	1644	23,378	-	Completed
2 x Airconditioners @ NR Surgery	1644	-	3,500	held off
Northern Boundary fence @ NR Surgery	1644	2,859	1,500	Completed
EHO Office Furniture	1644	413	1,250	Ordered
Housing				
Staff House DCEO Residence - Car Port	2494	6,350	10,000	Completed, waiting on bill
Community Amenities				
NR Refuse Site - Airconditioner to Caretakers unit		-	1,500	
NR Refuse Site - Provide enclosed lunch area		-	3,500	
Administration Vehicle	4014	30,204	29,100	Completed
Red Bluff Toilets	3344	30,160	39,500	Completed
Recreation and Culture				
Beach Shelters - Horrocks	3664	9,688	10,000	Completed
2 x Solar Lights - Horrocks Jetty	3664	-	10,000	Quotes
BBQ - Horrocks Community Kitchens	3664	4,991	5,500	ordered
Disabled Fishing Platform - Kalbarri	3664	27,454	40,000	Ordered
Kalbarri Northern Boat Ramp - Design	3674	5,884	5,000	
Northampton Community Centre Redevelopment	3714	1,203,459	1,374,760	Complete, Fit out & playground
Northampton Bowling Club Relocation - Design	3714	31,338	23,700	Completed
Guide Park Redevelopment	3714	33,372	81,074	Part ordered
Hampton Gardens - Solar Light		-	5,000	Quotes
Transport				
Roadwork Construction	5030,5060,5150,5210	953,621	1,977,932	On-going
Footpath Construction	5090	141,837	119,449	On-going
Plant Purchases	4214,4224,4254	245,327	956,985	On-going
Economic Services				
Administration Vehicle	1324/5124	-	51,000	ordered
Other Property and Services				
Old School Oval Sub-division	6574	229,742	210,879	
House Construction - CEO	6664	410,915	420,000	
Northampton Industrial Area	6758	42,104	594,829	
Half Way Bay Cottages		-	54,290	
		3,513,808	6,107,798	

SHIRE OF NORTHAMPTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

	YTD 2012 Actual \$	2011/12 Revised Budget \$
--	---------------------------------------	--

3. ACQUISITION OF ASSETS

The following assets have been acquired during the period under review:

By Class

Land Held for Resale	229,742	210,879
Land and Buildings	1,743,216	2,481,289
Infrastructure Assets - Roads	953,621	1,977,932
Infrastructure Assets - Parks and Ovals	33,372	86,074
Infrastructure Assets - Footpaths	141,837	119,449
Plant and Equipment	326,565	1,088,085
Furniture and Equipment	85,455	144,090
	<u>3,513,808</u>	<u>6,107,798</u>

4. DISPOSALS OF ASSETS

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

<u>By Program</u>	Net Book Value	Sale Proceeds	Profit(Loss)
	2011/12 Actual \$	2011/12 Actual \$	2011/12 Actual \$
Administration Toyota Prado			-
Community Amenities Holden Captiva - 121NR			-
Transport Cat Grader			-
Front end Loader			-
Nissan Community Bus 141 NR			-
Ford Courier Ute (Kal L/H) NR 8487			-
Mazda Bravo Ute (NR Ranger) NR 478			-
Economic Services Toyota Prado			-
Other Property And Services Land Held for Resale			-
	-	-	-

<u>By Class</u>	Net Book Value	Sale Proceeds	Profit(Loss)
	2011/12 Actual \$	2011/12 Actual \$	2011/12 Actual \$
Plant & Equipment	-	-	-
Land Held for Resale			-
	-	-	-

Summary

	2011/12 Actual \$
Profit on Asset Disposals	-
Loss on Asset Disposals	-
	<u>-</u>

SHIRE OF NORTHAMPTON
NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

5. INFORMATION ON BORROWINGS

(a) Debenture Repayments

Particulars	Principal 1-Jul-11	New Loans	Principal Repayments		Principal Outstanding		Interest Repayments	
			Actual \$	Budget \$	Actual \$	Budget \$	Actual \$	Budget \$
Housing								
152 - Staff Housing* 2534,3262	-	420,000		31,552	-	388,448		9,902
Recreation & Culture								
146 - Sport & Recreation CSRFF 3624,5102	35,069	-	35,069	35,069	-	-	1,716	1,716
147 - Kalbarri Bowling Club* 3624,5102	17,103	-	2,421	2,421	-	14,682	1,056	1,056
148 - Kalbarri Library Extensions 3624,5102	173,216	-	19,787	19,787	-	153,429	7,844	7,844
151 - Kalbarri Bowling Club* 3624,5102	27,668		1,186	2,407	-	25,261		1,603
Transport								
149 - Plant Purchases 5224,5992	389,131	-	21,819	44,430	-	182,133	14,273	27,459
150 - Plant Purchases 5224,5992	226,563	-	71,535	71,535	-	155,028	11,282	11,282
153 - Plant Purchases 5224,5993		390,000				390,000		
	868,750	810,000	151,817	207,201	-	1,308,981	36,171	60,862

* Self supporting loan

All debenture repayments were financed by general purpose revenue except loans 147, 151 & 152 which are self supporting loans.

SHIRE OF NORTHAMPTON
NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

5. INFORMATION ON BORROWINGS CON'T

(b) New Debentures

Particulars/Purpose	Amount Borrowed		Institution	Loan Type	Term (Years)	Total Interest & Charges	Interest Rate	Amount Used		Balance Unspent \$
	Actual	Budget						Actual	Budget	
Loan 152 - Staff Housing	420,000	420,000	TBA	Fixed	20	-	0	420,000	420,000	0
Loan 153 - Plant Purchases		390,000	TBA	Fixed	10	-	0	-	390,000	0

SHIRE OF NORTHAMPTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

	YTD 2012 Actual \$	ANNUAL 2011/12 Budget \$
6. RESERVES & OTHER RESTRICTED ASSETS		
Cash Backed Reserves & Other Restricted Assets		
(a) Leave Reserve		
Opening Balance	83,481	83,481
Amount Set Aside / Transfer to Reserve	-	2,700
Amount Used / Transfer from Reserve	-	-
	<u>83,481</u>	<u>86,181</u>
(b) Roadworks		
Opening Balance	20,148	20,148
Amount Set Aside / Transfer to Reserve	-	47,823
Amount Used / Transfer from Reserve	-	-
	<u>20,148</u>	<u>67,971</u>
(c) Kalbarri Airport Reserve		
Opening Balance	18,090	18,090
Amount Set Aside / Transfer to Reserve	-	550
Amount Used / Transfer from Reserve	-	-
	<u>18,090</u>	<u>18,640</u>
(d) Computer & Office Equipment Reserve		
Opening Balance	23,859	23,859
Amount Set Aside / Transfer to Reserve	-	750
Amount Used / Transfer from Reserve	-	-
	<u>23,859</u>	<u>24,609</u>
(e) Plant Reserve		
Opening Balance	85,632	85,632
Amount Set Aside / Transfer to Reserve	-	3,000
Amount Used / Transfer from Reserve	-	-
	<u>85,632</u>	<u>88,632</u>
(f) Housing & Building Reserve		
Opening Balance	48,049	48,049
Amount Set Aside / Transfer to Reserve	-	1,400
Amount Used / Transfer from Reserve	-	-
	<u>48,049</u>	<u>49,449</u>
(g) Kalbarri Aged Persons Accommodation Reserve		
Opening Balance	152,617	152,617
Amount Set Aside / Transfer to Reserve	-	20,720
Amount Used / Transfer from Reserve	-	-
	<u>152,617</u>	<u>173,337</u>
(h) Bridge Reconstruction Reserve		
Opening Balance	45,823	45,823
Amount Set Aside / Transfer to Reserve	-	1,500
Amount Used / Transfer to Road Reserve	-	(47,323)
	<u>45,823</u>	<u>-</u>

SHIRE OF NORTHAMPTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

6. RESERVES AND OTHER RESTRICTED ASSETS CON'T

Cash Backed Reserves & Other Restricted Assets

(i) Northampton Aged Persons Reserve		
Opening Balance	93,967	93,967
Amount Set Aside / Transfer to Reserve	-	3,000
Amount Used / Transfer from Reserve	-	-
	<u>93,967</u>	<u>96,967</u>
(j) Town Planning Scheme Review Reserve		
Opening Balance	53,624	53,624
Amount Set Aside / Transfer to Reserve	-	1,500
Amount Used / Transfer from Reserve	-	(55,124)
	<u>53,624</u>	<u>-</u>
(k) Community Bus Reserve		
Opening Balance	13,797	13,797
Amount Set Aside / Transfer to Reserve	-	-
Amount Used / Transfer from Reserve	-	(13,797)
	<u>13,797</u>	<u>-</u>
(l) Townscape Carpark Reserve		
Opening Balance	4,744	4,744
Amount Set Aside / Transfer to Reserve	-	150
Amount Used / Transfer from Reserve	-	-
	<u>4,744</u>	<u>4,894</u>
(m) Refuse Management Reserve		
Opening Balance	330	330
Amount Set Aside / Transfer to Reserve	-	-
Amount Used / Transfer from Reserve	-	(330)
	<u>330</u>	<u>-</u>
(n) Sport & Recreation Reserve		
Opening Balance	140,833	140,833
Amount Set Aside / Transfer to Reserve	-	4,200
Amount Used / Transfer from Reserve	-	-
	<u>140,833</u>	<u>145,033</u>
(o) Coastal Management Reserve		
Opening Balance	83,368	83,368
Amount Set Aside / Transfer to Reserve	-	2,500
Amount Used / Transfer from Reserve	-	-
	<u>83,368</u>	<u>85,868</u>
(p) Kalbarri Youth Activities Reserve		
Opening Balance	726	726
Amount Set Aside / Transfer to Reserve	-	-
Amount Used / Transfer from Reserve	-	(726)
	<u>726</u>	<u>-</u>

SHIRE OF NORTHAMPTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

6. RESERVES AND OTHER RESTRICTED ASSETS CON'T

Cash Backed Reserves & Other Restricted Assets

(q) Specified Area Rate Reserve		
Opening Balance	14,392	14,392
Amount Set Aside / Transfer to Reserve	-	500
Amount Used / Transfer from Reserve	-	-
	<u>14,392</u>	<u>14,892</u>
(r) Footpath Reserve		
Opening Balance	400	400
Amount Set Aside / Transfer to Reserve	-	-
Amount Used / Transfer from Reserve	-	(400)
	<u>400</u>	<u>-</u>
(s) Northampton Depot Reserve		
Opening Balance	-	-
Amount Set Aside / Transfer to Reserve	-	-
Amount Used / Transfer from Reserve	-	-
	<u>-</u>	<u>-</u>
(t) Kalbarri Eco Flora Asphalt Reserve		
Opening Balance	-	-
Amount Set Aside / Transfer to Reserve	-	-
Amount Used / Transfer from Reserve	-	-
	<u>-</u>	<u>-</u>
(u) Public Open Space Development Reserve		
Opening Balance	135,467	135,467
Amount Set Aside / Transfer to Reserve	-	4,500
Amount Used / Transfer from Reserve	-	(30,000)
	<u>135,467</u>	<u>109,967</u>
(v) Northampton Industrial Unit Reserve		
Opening Balance	345,017	345,017
Amount Set Aside / Transfer to Reserve	-	-
Amount Used / Transfer from Reserve	-	(345,017)
	<u>345,017</u>	<u>-</u>
(w) Northampton 150th Anniversary Reserve		
Opening Balance	-	-
Amount Set Aside / Transfer to Reserve	-	10,000
Amount Used / Transfer from Reserve	-	-
	<u>-</u>	<u>10,000</u>
(x) Infrastructure/Asset Development Reserve		
Opening Balance	-	-
Amount Set Aside / Transfer to Reserve	-	-
Amount Used / Transfer from Reserve	-	-
	<u>-</u>	<u>-</u>
(y) Land Development Reserve		
Opening Balance	321,964	321,964
Amount Set Aside / Transfer to Reserve	-	-
Amount Used / Transfer from Reserve	-	(74,493)
	<u>321,964</u>	<u>247,471</u>
Total Cash Backed Reserves & Other Restricted Assets	<u>1,364,364</u>	<u>1,223,911</u>

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

SHIRE OF NORTHAMPTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

	YTD 2012 Actual \$	ANNUAL 2011/12 Budget \$
6. RESERVES AND OTHER RESTRICTED ASSETS CON'T		
Summary of Transfers		
To Cash Backed Reserves and Other Restricted Assets		
Transfers to Reserves and Other Restricted Assets		
Leave Reserve	-	2,700
Roadworks Reserve	-	47,823
Kalbarri Airport Reserve	-	550
Computer & Office Equipment Reserve	-	750
Plant Reserve	-	3,000
House & Building Reserve	-	1,400
Kalbarri Aged Persons Accom. Reserve	-	20,720
Bridge Reconstruction Reserve	-	1,500
Northampton Aged Persons Reserve	-	-
Town Planning Scheme Reserve	-	-
Community Bus Reserve	-	-
Kalbarri Townscape Reserve	-	-
Refuse Management Reserve	-	-
Sport & Recreation Reserve	-	4,200
Coastal Management Reserve	-	2,500
Kalbarri Youth Activities Reserve	-	-
Specified Area Rate Reserve	-	-
Footpath Reserve	-	(400)
Northampton Depot Reserve	-	-
Kalbarri Eco Flora Asphalt Defects Reserve	-	-
Public Open Space Development Reserve	-	4,500
Northampton Industrial Unit Reserve	-	-
Northampton 150th Anniversary Reserve	-	10,000
Infrastructure/Asset Development Reserve	-	-
Land Development Reserve	-	-
Sub Total Reserves	-	89,243
Land Sales Fund	-	-
Sub Total Other Restricted Assets	-	-
Total	-	94,243
Transfers from Reserves and Other Restricted Assets		
Leave Reserve	-	-
Roadworks Reserve	-	-
Kalbarri Airport Reserve	-	-
Computer & Office Equipment Reserve	-	-
Plant Reserve	-	-
House & Building Reserve	-	-
Kalbarri Aged Persons Accom. Reserve	-	-
Bridge Reconstruction Reserve	-	(47,323)
Northampton Aged Persons Reserve	-	-
Town Planning Scheme Reserve	-	(55,124)
Community Bus Reserve	-	(13,797)
Kalbarri Townscape Reserve	-	-
Refuse Management Reserve	-	(330)
Sport & Recreation Reserve	-	-
Coastal Management Reserve	-	-
Kalbarri Youth Activities Reserve	-	(726)
Specified Area Rate Reserve	-	-
Footpath Reserve	-	(400)
Northampton Depot Reserve	-	-
Kalbarri Eco Flora Asphalt Defects Reserve	-	-
Public Open Space Development Reserve	-	(30,000)
Northampton Industrial Unit Reserve	-	(345,017)
Northampton 150th Anniversary Reserve	-	-
Infrastructure/Asset Development Reserve	-	-
Land Development Reserve	-	(74,493)
Sub Total Reserves	-	(400,141)
Land Sales Fund	-	(345,017)
Sub Total Other Restricted Assets	-	(345,017)
Total	-	(828,693)
Total Transfer to/(from) Reserves and Other Restricted Assets	-	(734,450)

SHIRE OF NORTHAMPTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

6. RESERVES (Continued)

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

Leave Reserve

- to be used to fund annual and long service leave requirements.

Roadworks Reserve

- to be used to fund major reseals of bitumen roads and other major road construction works including footpath construction.

Computer and Office Reserve Equipment

- to be used to for the purchase and upgrade of office equipment and computers.

Plant Reserve

- to be used for the purchase of major plant.

House and Building Reserve

- to be used for the construction of new housing and upgrades to buildings under the Shire's control.

Kalbarri Aged Persons Accommodation

- to be used for the construction of live in aged care facilities in Kalbarri.

Bridge Reconstruction Reserve

- to be used to fund major maintenance to bridges, as defined by Main Roads Assessment Report.

Northampton Aged Persons Reserve

- to be used for the construction of live in aged care facilities in Northampton.

Town Planning Scheme Reserve

- to be used for the review of Shire's town planning schemes.

Community Bus Reserve

- to be used for future major repairs and upgrade of the community bus.

Townscape Carpark Reserve

- to be used for the construction of the carpark area in the CBD area adjacent to Porter Street, Kalbarri, this is a Kalbarri Townscape project.

Refuse Management Reserve

- to be used for the upgrade and capital works to refuse sites within the district.

Sport & Recreation Reserve

- to be used for the upgrade and capital works to Sporting and Recreation Facilities within the district.

Kalbarri Airport

- to be used for the maintenance and construction of the Kalbarri Airport.

Coastal Management Reserve

- to be used for the construction of capital works along the foreshore management reserve's within the district.

SHIRE OF NORTHAMPTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

6. RESERVES (Continued)

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

Kalbarri Youth Activities Reserve

- to be used for the Kalbarri Youth Space Project Infrastructure.

Specified Area Rate Reserve

- to be used for unspent Specified Area Rate monies allocated and not expended during 2005/2006.

Footpath Reserve

- to be used for the construction of Footpaths within the Shire of Northampton.

Northampton Depot Reserve

- to be utilised for the construction of the Northampton Depot located at Seventh Avenue, Northampton it is anticipated that these funds will be fully expended during 2008/2009.

Kalbarri Eco Flora Asphalt Defects Reserve

- to be utilised for repairs to the Asphalt Roadwork's within the Kalbarri Eco Flora Estate.

Public Open Space Development Reserve

- to be utilised for the Development of Public Open Space areas in Kalbarri.

Northampton Industrial Unit Reserve

- to be utilised for the construction of the Northampton Industrial Units located at Seventh Avenue, Northampton

Northampton 150th Anniversary Reserve

- to be utilised for the 150th Anniversary for the Northampton Shire in 2014.

Infrastructure/Asset Development Reserve

- For the purpose of planning, designing and development of infrastructure and assets for and within the Shire of Northampton.

Land Development Reserve

- For the development of Council land for sale on the open market.

7. NET CURRENT ASSETS

Composition of Estimated Net Current Asset Position	YTD 2012 Actual \$	Brought Forward 1-Jul \$
CURRENT ASSETS		
Cash - Unrestricted	(182,888)	357,502
Cash - Restricted	1,364,364	1,410,111
Receivables	426,870	913,107
Inventories	8,637	7,993
	<u>1,616,983</u>	<u>2,688,713</u>
LESS: CURRENT LIABILITIES		
Payables and Provisions	<u>(199,262)</u>	<u>(1,074,362)</u>
NET CURRENT ASSET POSITION	1,417,721	1,614,351
Less: Cash - Reserves - Restricted	(1,364,364)	(1,410,111)
NET CURRENT ASSET POSITION	<u><u>53,357</u></u>	<u><u>204,240</u></u>

SHIRE OF NORTHAMPTON
NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

8. RATING INFORMATION

<u>RATE TYPE</u>	Rate in \$	Number of Properties	Rateable Value \$	YTD 2011/12 Rate Revenue \$	YTD 2011/12 Interim Rates \$	YTD 2011/12 Back Rates \$	YTD 2011/12 Total Revenue \$	ANNUAL 2011/12 Budget \$
Differential General Rate								
General GRV		1,275	27,249,012	981,951	-	-	981,951	981,950
General UV		457	216,664,461	1,622,763	-	-	1,622,763	1,622,763
Sub-Totals		1,732	243,913,473	2,604,714	-	-	2,604,714	2,604,713
Minimum Rates	Minimum \$							
General GRV		1,251	0	550,440	-	-	550,440	550,440
General UV		63	0	27,720	-	-	27,720	27,720
Sub-Totals		1,314	0	578,160	-	-	578,160	578,160
Specified Area Rates							3,182,874	3,182,873
							32,070	31,870
							3,214,944	3,214,743
Discounts							(124,880)	(120,000)
Totals							3,090,064	3,094,743

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

The general rates detailed above for the 2009/10 financial year have been determined by Council on the basis of raising the revenue required to meet the deficiency between the total estimated expenditure proposed in the budget and the estimated revenue to be received from all sources other than rates and also considering the extent of any increase in rating over the level adopted in the previous year.

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

SHIRE OF NORTHAMPTON

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2011 TO 30 APRIL 2012

9. TRUST FUNDS

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

Detail	Balance 01-Jul-11 \$	Amounts Received \$	Amounts Paid (\$)	YTD Balance \$
Town Planning - Security Bonds	5,000	-	-	5,000
Galena Donations	431	-	-	431
Transportable Housing Bond	11,275	10,000	-	21,275
Footpath Deposits	38,820	5,500	(4,500)	39,820
Horrocks Retention Fee - Parking/Stage 2	1,800	-	-	1,800
Retentions - Subdivisions	241,256	-	(30,363)	210,893
Building Levies (BCITF & BRB)	16,902	6,050	(1,179)	21,773
Community Bus Bond	4,200	200	-	4,400
Safer WA Funds	4,330	-	-	4,330
Northampton Cemetery Funds	920	-	-	920
Unclaimed Monies - Rates	5,569	719	-	6,288
DOLA - Parks & Gardens Development	8,261	-	-	8,261
Aged Unit Bond	1,306	100	(100)	1,306
Council Housing Bonds	940	520	(520)	940
Special Series Number Plates	1,565	110	(220)	1,455
BROC - Management Funds	1,173	-	-	1,173
Kalbarri Youth Space Project Funds	-	-	-	-
Burning Off Fees	194	-	-	194
Councillor Nomination Deposits	-	400	(400)	-
RSL Hall Key Bond	170	240	(20)	390
Peet Park Donations	4,288	-	-	4,288
Wila Gutharra	10,000	-	(10,000)	-
Auction Income	-	5,675	(5,675)	-
	<u>358,400</u>	<u>29,514</u>	<u>(52,977)</u>	<u>334,937</u>

ADMINISTRATION & CORPORATE REPORT

6.5.1	LOCAL GOVERNMENT WEEK CONFERENCE 2012	2
6.5.2	REVIEW OF POLICIES & DELEGATIONS	10
6.5.3	SALE OF COMMUNITY BUS	12
6.5.4	JET SKIS IN SWIMMING AREAS – HORROCKS	14
6.5.5	LOCAL GOVERNMENT REFORM	18
6.5.6	STATE AVIATION STRATEGY – ISSUES PAPER	20
6.5.7	NORTHAMPTON COMMUNITY CENTRE REDEVELOPMENT	23
6.5.8	CHANGE TO FUNDING ALLOCATIONS FOR BATAVIA RURAL GROUP	27

6.5.1 LOCAL GOVERNMENT WEEK CONFERENCE 2012

FILE REFERENCE:	4.1.8
CORRESPONDENT:	WALGA
DATE OF REPORT:	7 May 2012
REPORTING OFFICER:	Garry Keeffe
APPENDICES:	1. Notice of AGM 2. Conference Programme

SUMMARY:

Advice from WALGA of the 2012 Annual General Meeting and Local Government Week 2012 Conference.

Council to resolve who will be attending the conference.

BACKGROUND:

Details have been received (attached to the agenda) from WALGA for the 2012 Local Government Week conference and the Annual General Meeting.

The conference is to be held at the Perth Convention Exhibition Centre. The format for 2012 is summarised as per the following:

Wednesday 1 August – 1.30pm Annual General Meeting

Thursday 2 August - Main Conference sessions

Friday 3 August - Conference sessions continue

Registrations close 3 July 2012.

As per Council policy, a maximum of five Councillors are to attend the conference and six rooms have been booked at the Rydges Hotel. The CEO will be attending the conference.

In addition to the conference WALGA have provided formal notice of the Annual General Meeting and are seeking member motions.

FINANCIAL & BUDGET IMPLICATIONS:

A committed provision within the 2012/2013 budget must be made for all costs associated with attendance to the conference.

COMMENT:

It is recommended that a firm commitment be obtained from Councillors at the May meeting to allow early registration.

VOTING REQUIREMENT:

Simple Majority Required:

OFFICER RECOMMENDATION – ITEM 6.5.1

That Cr's (to be inserted) attend the 2012 WA Local Government Conference.

Appendices 1

2012 Local Government Convention

General Information

The 2012 Local Government Convention will be held at the *Perth Convention and Exhibition Centre* (PCEC) from 1 August to 3 August 2012. The tentative schedule for the Convention is as follows:

	START	FINISH
<u>Wednesday 1 August</u>		
Special State and Local Government Forum	9:00 am	12 Noon
Collection of Voting Keypads	10.00 am	1.30 pm
Honour Recipients Luncheon	12 Noon	1.00 pm
WA Local Government Association AGM opening (including Honours Awards Presentations)	1.30 pm	5.30 pm
Convention & Trade Exhibition Welcome Reception	5.30 pm	7.00 pm
<u>Thursday 2 August</u>		
ALGWA Breakfast	7.00 am	8.30 am
Opening and Convention Sessions	9:00 am	5.15 pm
Sundowner	5.15 pm	6.30 pm
Mayors & President Reception – Council House (by invitation)	5.30 pm	7.00 pm
<u>Friday 3 August</u>		
Convention Breakfast with Mick Malthouse	7:00 am	8:45 am
Convention Sessions	9:00 pm	4.30 pm
Convention Gala Dinner	7:00 pm	12:00 am

Further details are contained in the registration brochure which will be distributed to all Local Governments in May.

Format for the WALGA Annual General Meeting

The Annual General Meeting for the Western Australian Local Government Association will be held from 1:30 pm to 5.30 pm on Wednesday 1 August 2012. This event should be attended by delegates from all Member Local Governments.

Cost for attending the Annual General Meeting

Attendance at the Annual General Meeting is **free of charge** to all Member Local Governments; lunch is not provided. All Convention delegates must register their attendance in advance. Registration for the welcome reception that evening must also be notified in advance.

Submission of Motions

Member Local Governments are hereby invited to submit motions for inclusion on the Agenda for consideration at the 2012 Annual General Meeting. Motions should be submitted in writing to the Chief Executive Officer of WALGA.

The closing date for submission of motions is COB **Monday 4 June 2012**. *Please note that any motions proposing alterations or amendments to the Constitution of the WA Local Government Association must be received by COB **Monday 28 May 2012** in order to satisfy the 60 day constitutional notification requirements.*

The following guidelines should be followed by Members in the formulation of motions:

- ✓ Motions should focus on policy matters rather than issues which could be dealt with by the WALGA State Council with minimal delay.
- ✓ Due regard should be given to the relevance of the motion to the total membership and to Local Government in general. Some motions are of a localised or regional interest and might be better handled through other forums.
- ✓ Due regard should be given to the timeliness of the motion – will it still be relevant come the Local Government Convention or would it be better handled immediately by the Association?
- ✓ The likely political impact of the motion should be carefully considered.
- ✓ Due regard should be given to the educational value to Members – i.e. does awareness need to be raised on the particular matter?
- ✓ The potential media interest of the subject matter should be considered.
- ✓ Annual General Meeting motions submitted by Member Local Governments must be accompanied by fully researched and documented supporting comment.

Enquiries relating to the preparation or submission of motions should be directed to Janet Done, Executive Officer Governance and Strategy on 9213 2013 or via email jdne@walga.asn.au.

Emergency Motions

No motion shall be accepted for debate at the Annual General Meeting after the closing date unless the Association President determines that it is of an urgent nature, sufficient to warrant immediate debate, and delegates resolve accordingly at the meeting. Please refer to the Conference Standing Orders for details.

the program



WEDNESDAY 1 AUGUST

12.00pm Delegate Service Desk open for Convention Registration
(Perth Convention & Exhibition Centre Level 2)

12.00pm – 1.00pm Luncheon for 2012 WALGA Honours Recipients

1.30pm – 5.30pm WALGA Annual General Meeting
Parliamentarian addresses invited from
Hon. Colin Barnett MLA, Premier of Western Australia.
Hon. Mark McGowan MLA, Leader of the Opposition.

5.30pm – 7.00pm **Convention Opening Welcome Reception in Trade Pavilion**

THURSDAY 2 AUGUST

7.00am Delegate Service Desk open for Registration (Perth Convention & Exhibition Centre Level 2)

7.00am – 8.30am ALGWA (WA) AGM and Breakfast. Register online via Delegate Registration.
Other enquiries to Mayor Heather Henderson – City of Subiaco
M 0457 733 469; H 9387 5343 or hhenderson@subiaco.wa.gov.au

SESSION 1 NEW OPPORTUNITIES - NEW GROUND

9.00am **Driving New Ground – Sir Jackie Stewart OBE**



The indefatigable efforts by Sir Jackie to lead the move to safer motor racing in the face of long held practices and powerful interest groups is a story of personal triumph and tenacity that would be of immense benefit to community leaders. Sir Jackie did not just make a sport more professional, he saved lives and while most remember him as a three-time world champion, it is his achievements off the track that should have most salience with anyone facing personal or professional challenges.

10.15am Refreshments

SESSION 2 THE CHANGING NATURE OF COMMUNITIES – NEW OPPORTUNITIES

11.00am In creating a sense of belonging in our changing cities and towns we need to foster active living and sustainability in our neighbourhoods. So how do we make a difference in the quality of life, and what strategies can we embrace so as to create more liveable and healthier communities?



This session will showcase two perspectives around building a healthy community. Firstly, the opportunity to create more active places for people using design to encourage physical activity, and secondly developing a more sustainable environment in a strategic alliance around waste management – a key issue for the Local Government sector.
Peter Fitzpatrick, Chair - The Waste Authority.

12.30pm Lunch

SESSION 3 **CONCURRENT SESSIONS – A CHOICE OF GENERAL SECTOR UPDATES**

1.45pm All delegates are asked to indicate session preference to assist with venue planning.

Governance **Elected Member and CEO Relationships**

Good Elected Member-officer relationships are critical to the success of each and every Local Government. They hinge on clear and concise understandings by each of the role and responsibilities of the other, so that boundaries are respected and the business of the Local Government is facilitated.

The idea is simple, but the execution can be complicated; hear from two of the sector's "best practice teams" about how they get the balance right.

Regional Development **Flying High**

The newspapers tell you that Western Australia's mining communities are "booming", with big wages, jobs for everyone who wants one and opportunities for all. But what's the real story?

This session will explore the impacts of Fly-In-Fly-Out (FIFO) and Drive-In-Drive-Out (DIDO) workforces on both the economies and communities of our so called Boom Towns, and will seek to answer questions such as;

- Why have companies adopted this workforce management strategy?
- How do you plan sustainable community infrastructure and services when a large percentage of your population is so mobile?
- How do you pay for it?
- Is there a social cost?

Community and Planning **Libraries Out Loud in the Year of Reading**

Libraries aren't what they used to be. No longer quiet places, lined with aisles of books, Libraries are vibrant connected community hubs – a centre of activities, music concerts, and business development. Library usage is increasing across Australia, in a time of economic uncertainty.

So what does this say about the future of libraries? What does this mean for Local Government and how can we maximise opportunities to deliver better services by taking a different look?

Down times have a potential upside - they demand re-invention; hear how innovative thinking is making public library services edgier, smarter, more creative and cost effective in a world that is being transformed by digital and social technologies.

3.30pm Refreshments

SESSION 4 **THE NEW LANDSCAPE**

4.00pm Reform of the sector continues to loom on the horizon with the Local Government Metropolitan Review Panel to report to the Minister in June and conjecture whether the process will be extended to regional and remote areas. In this session hear those that have been through reform and amalgamations including the political strategist who assisted Queensland Councils during the consolidation in that state.



Jannette Cotterell, Managing Director – Executive Counsel Australia.

Mayor IW (Ian) Carpenter, City of Greater Geraldton.

5.30pm – 7.00pm **Mayors and Presidents' Reception at Government House**

Hosted by His Excellency the Governor of Western Australia Malcolm McCusker AC CVO QC, and Mrs Tonya McCusker (by prior invitation); or the Sundowner in the Trade Pavilions.

FRIDAY 3 AUGUST

7.00am Delegate Service Desk open

7.30am – 8.45am **Breakfast with Special Guest Mick Malthouse**



One of the most influential figures in Australian Rules football, Mick Malthouse has played and coached in over 700 games combined. He is one of only five coaches that have coached three different clubs to finals series. His contribution to the game has earned him the coveted Australian Sports Medal, and he was named Coach of the Australian team to take on Ireland in the International Rules Series in 2008.

SESSION 5 **TALES FROM THE BATTLEFIELD – LEADERSHIP RESILIENCE IN UNIMAGINABLE TIMES**

9.00am Given the ongoing devastating natural events being experienced around our regions there is an increasing focus in Local Government around the strategic direction for emergency management.



What happens when your community infrastructure is wiped out by a natural disaster, homes and businesses have been destroyed, and you have to find a way to respond and establish recovery activities? How do other jurisdictions foster shared responsibility and partnerships and implement community engagement strategies to improve disaster resilience?

Tim Manning, Deputy Administrator for Protection and National Preparedness, FEMA.

10.45am Refreshments

SESSION 6 **FRIENDS, FOES AND MEDIA – INFLUENCING THE INFLUENTIAL**

11.15am Keep your friends close and your enemies even closer. Knowing how to influence the influential – how to get your concerns to government and your message in the media – is a critical part of public life in Local Government. In this session you will hear from experts on the local political and media landscapes on developing and implementing successful advocacy strategies.



Paul Everingham, Managing Director - GRA Everingham and Associates.

Andrea Burns, Award winning Journalist - formerly of Today Tonight.

12.30pm Lunch

1.30pm Banners in the Terrace Awards

SESSION 7 **THE STATE OF PLAY**

1.30pm A conversation around the inside of Australian politics - both Federal and State - from two masters of political commentary – what does it all mean for the many and varied issues facing Australians today.



Graham Richardson, former Federal Minister.

Glenn Milne, Award winning Journalist.

2.45pm Refreshments

SESSION 8 **CONVENTION KEYNOTE ADDRESS**

3.15pm **Qantas Pilot, Captain Richard de Crespigny**



A testament to his outstanding professionalism and exceptional courage, in late 2012 Captain de Crespigny piloted the stricken Airbus A380 carrying 400 passengers in a successful emergency landing in Singapore, after an uncontained engine explosion. This pivotal event has changed his life forever – a breathtaking tale of leadership amid times of crisis.

4.30pm Close of the 2012 Local Government Convention

7.00pm – Midnight **Pre-Dinner Drinks and Gala Dinner, Perth Convention & Exhibition Centre BelleVue Ballroom.**

Post Convention There is an optional full day visit to Rottnest Island for Delegates and Partners for those remaining in Perth over the weekend – details are included in the Partner Activities overleaf.

CONVENTION FEES

Prices are per person and are all inclusive of GST.

Deadline for all Registrations is **Tuesday 3 July 2012**.

Full Delegate	\$1,250
WALGA Life Members	Complimentary (excluding Gala Dinner)
Day: Thursday 2 August	\$725 (includes Sundowner)
Day: Friday 3 August	\$670
Convention Gala Dinner	\$190
Opening Reception (Wednesday)	\$50 for partners and guests
Sundowner (Thursday)	\$50 for partners and guests
Convention Breakfast	\$88
ALGWA Breakfast	\$55
Partner Tours	Individual tour fees as listed

Local Government Officer Sessions –

see www.walga.asn.au – Convention link for full details

Elected Member Professional Development –

see enclosed leaflet for details.

Registration cancellations must be advised in writing prior to the deadline date of Tuesday 3 July 2012. Thereafter full fees are payable, or alternatively a registration may be transferred to another member of Council – to be advised in writing.

SPECIAL REQUIREMENTS

Any special dietary requirements, mobility or any other special needs should be indicated on the registration form – WALGA will use its best endeavours to meet these requests.

ACCOMMODATION

A range of accommodation options were issued to Councils in December, and hotel booking forms and details are available on www.walga.asn.au. Reservations are to be made direct and please note that city hotels have limited guest parking so clarify these arrangements when booking.

INTER-VENUE TRANSFERS

Coach transfers will be provided for the **Mayors and Presidents' Reception** at Government House on Thursday, collecting guests from Mounts Bay Road (near Mill Street intersection) - with returns to both the Perth Convention & Exhibition Centre and CBD hotels, as required.

A limited service will similarly be provided between CBD hotels and the Perth Convention & Exhibition Centre for the **Gala Dinner** on Friday evening.

The convenient, **free and frequent bus services** operating within the CBD is again recommended for transfers between city hotels and the Perth Convention & Exhibition Centre – for detailed information on these services go to www.transperth.wa.gov.au - and hotel staff can offer some local advice to guests.

The limited transfer schedule will be displayed at the Delegate Service Desk.

PERTH CONVENTION & EXHIBITION CENTRE PARKING

For those requiring daily parking, WALGA can arrange for a multi-entry (24 hour access) **parking space** in the underground car park at the Perth Convention & Exhibition Centre at a daily cost of \$30. Parking space requests must be indicated on the registration form – **please note the non-extendable deadline for these requests is Tuesday 3 July 2012**.

ENQUIRIES

Ulla Wolter

WALGA Marketing and Events Support Officer

T (08) 9213 2000 | F (08) 9322 2611

E registration@walga.asn.au

Information in this brochure is correct at time of printing but may be subject to change.

6.5.2 REVIEW OF POLICIES & DELEGATIONS

FILE REFERENCE:	4.2.4
DATE OF REPORT:	7 May 2012
REPORTING OFFICER:	Garry Keeffe

SUMMARY:

Council to review its Delegations and Policies. Councillors are advised to refer to their Delegation and Policy Manual.

6.5.1.1 REVIEW OF DELEGATIONS

Section 5.46(2) of the Local Government Act 1995 requires all local governments to at least once each financial year undertake a review of their delegations.

Throughout the year since the last review no new delegations were adopted or amended.

There are no new proposed delegations.

RECOMMENDATION 1

That all current delegations as reviewed to remain in force.

6.5.1.2 REVIEW OF POLICIES

Throughout the year Council made no new or amended any existing policies.

Proposed New Policy

During the year the issue of ongoing funding to community events has been raised.

It is recommended that Council adopt a policy on this funding to ensure that staff and community groups are fully aware of the Council position on this matter.

Basically the discussions have been based on the period of years where funding is to be continued. In recent events the Council has resolved during budget deliberation that after three years of continuous funding for a community event, that event should then be able to finance itself with profits/income received.

Therefore it is recommended that Council adopt the following policy.

RECOMMENDATION 2

That Council adopts the following policy.

Where Council funds a community group for the operation of a community event and that funding is for more than one year, then it is the policy of Council that no further funding after three years will be provided as it is considered that over that period the event should have reached an income level to allow the continuation of that event on its own finances.

STATUTORY IMPLICATIONS:

State: Local Government Act 1995 – Section 5.46(2)

VOTING REQUIREMENT:

Absolute Majority Required:

OFFICER RECOMMENDATION – ITEM 6.5.2

1. That all current delegations as reviewed to remain in force.
2. That Council adopts the following policy.

Where Council funds a community group for the operation of a community event and that funding is for more than one year, then it is the policy of Council that no further funding after three years will be provided as it is considered that over that period the event should have reached an income level to allow the continuation of that event on its own finances.

6.5.3 SALE OF COMMUNITY BUS

FILE REFERENCE:	10.2.5
DATE OF REPORT:	7 MAY 2012
REPORTING OFFICER:	Garry Keeffe

SUMMARY:

Council to provide delegated power to the Chief Executive Officer to accept tenders for the purchase of Councils existing community bus.

BACKGROUND:

Council at the March 2012 meeting adopted a staff recommendation for the purchase of a new Higer bus and to sell the existing bus by private tender.

Advertising for the sale of the bus has commenced with tenders to close 4.00pm Thursday 24 May 2012.

COMMENT:

Since a decision has been made to sell the current bus privately it has generated some interest from private persons and community/sporting groups and therefore it is considered that a decision on the sale of the bus needs to be made immediately and not wait until the 15 June meeting.

It is therefore requested that Council give the CEO delegated authority to accept a tender for the purchase of the bus.

COMMUNITY CONSULTATION:

Advertising has been undertaken state wide and in local newspapers circulating within the shire.

FINANCIAL & BUDGET IMPLICATIONS:

The budget allowed for a net changeover of \$120,000. The new bus has cost \$124,950 (GST exclusive) due to the additions of a bull bar and front window stone guard.

Depending on the purchase prices offered it is unlikely there will be a cost to Council but in fact be a profit.

STATUTORY IMPLICATIONS:

State: Local Government Act 1995 – Section 5.42

A local government by an absolute majority may delegate to the CEO the exercise of any of its powers or discharge any of its duties under the Local Government Act. The delegation is to be in writing.

VOTING REQUIREMENT:

Absolute Majority Required:

OFFICER RECOMMENDATION – ITEM 6.5.3

That Council, as per Section 5.42 of the Local Government Act, gives delegated authority to determine tenders received for the sale of the existing community bus.

6.5.4 JET SKIS IN SWIMMING AREAS - HORROCKS

LOCATION:	Horrocks Beach
FILE REFERENCE:	11.1.4
CORRESPONDENT:	Mrs Del Criddle
DATE OF REPORT:	7 May 2012
REPORTING OFFICER:	Garry Keeffe

SUMMARY:

Council to consider amendment of local laws to prevent jet skis and recreational boat use within a beach area at Horrocks.

LOCALITY PLANS:



BACKGROUND:

Correspondence has been received from Mrs Dell Criddle expressing concern with the use of jet skis and recreational boats using the beach area at the site known as either Grannies or the Whiting Pool as per above locality plan.

Mrs Criddle claims that the use of such vessels is a danger to bathers in this area and suggests that an alternative area for jet skis be allocated within the bay.

COMMENT:

The use of all water craft at Horrocks is under the control and authority of the Department of Transport and the Council has no jurisdiction in their control with the exception of the no boating area either side of the recreational jetty.

This particular area is a designated swimming area and governed by Councils *Safety Decency and Comfort for Bathers Local Laws* as well as legislation under the auspice of the Department of Transport.

Council does have the option of requesting the area in question to be a no boating zone which would then be assessed by the Department of Transport. It also can amend its *Safety Decency and Comfort for Bathers Local Laws* to cater for this request. Both steps will need to be carried out to enforce the prohibition of boats/jet skis.

From a practicable perspective the banning of vessels from this area is not fully supportive. In many cases users have to utilise this area to retrieve their boats due to the main launching area having too much swell which can cause damage to boats and vehicles and create dangerous situations.

With Horrocks not having a constructed boat ramp it is considered that use of alternative areas need to be allowed to cover such situations as described above.

Whichever direction is to be taken the hardest issue will be the policing of the area. Our rangers cannot be at the site at all times and DOT officers rarely visit Horrocks to police such areas, they mainly visit Horrocks to check on statutory requirements on boats, ie life jackets, flares etc.

There is no point in amending or adopting local laws if they cannot be policed properly.

COMMUNITY CONSULTATION:

If a change is to be progressed then a formal process and community consultation period to amend Councils local laws needs to be undertaken. If the local law is not to be amended and Council seeks the Department of Transport powers to prohibit boats in this area then public consultation should be undertaken.

GOVERNMENT CONSULTATION:

This will occur should Council proceed with the proposal to close this particular area from boat/jet ski use.

FINANCIAL & BUDGET IMPLICATIONS:

If changes are to be made to the local laws then costs will be incurred for advertising and local law amendment drafting/printing within the Government Gazette.

STATUTORY IMPLICATIONS:

State: Local Government Act 1995 – Section 3.12, making of Local Laws is to apply.

If Council determines that the existing local laws are to be amended to accommodate this request then the following procedure is to apply:

3.12. Procedure for making local laws

- (1) In making a local law a local government is to follow the procedure described in this section, in the sequence in which it is described.
 - (2) At a council meeting the person presiding is to give notice to the meeting of the purpose and effect of the proposed local law in the prescribed manner.
 - (3) The local government is to —
 - (a) give Statewide public notice stating that —
 - (i) the local government proposes to make a local law the purpose and effect of which is summarized in the notice;
 - (ii) a copy of the proposed local law may be inspected or obtained at any place specified in the notice; and
 - (iii) submissions about the proposed local law may be made to the local government before a day to be specified in the notice, being a day that is not less than 6 weeks after the notice is given;
 - (b) as soon as the notice is given, give a copy of the proposed local law and a copy of the notice to the Minister and, if another Minister administers the Act under which the local law is proposed to be made, to that other Minister; and
 - (c) provide a copy of the proposed local law, in accordance with the notice, to any person requesting it.
-

- (3a) A notice under subsection (3) is also to be published and exhibited as if it were a local public notice.
- (4) After the last day for submissions, the local government is to consider any submissions made and may make the local law* as proposed or make a local law* that is not significantly different from what was proposed.
**Absolute Majority required*
- (5) After making the local law, the local government is to publish it in the *Gazette* and give a copy of it to the Minister and, if another Minister administers the Act under which the local law is proposed to be made, to that other Minister.
- (6) After the local law has been published in the *Gazette* the local government is to give local public notice —
 - (a) stating the title of the local law;
 - (b) summarizing the purpose and effect of the local law (specifying the day on which it comes into operation); and
 - (c) advising that copies of the local law may be inspected or obtained from the local government's office.
- (7) The Minister may give directions to local governments requiring them to provide to the Parliament copies of local laws they have made and any explanatory or other material relating to them.
- (8) In this section —
making in relation to a local law, includes making a local law to amend the text of, or repeal, a local law.

VOTING REQUIREMENT:

Depending on which direction Council takes, if it's a request to the DOT then a simple majority is all that is required, however should the Local Laws be amended then an absolute majority is required.

OFFICER RECOMMENDATION – ITEM 6.5.4

For Council determination.

6.5.5 LOCAL GOVERNMENT REFORM

FILE REFERENCE:	4.1.12.1
CORRESPONDENT:	Shire of Chapman Valley
DATE OF REPORT:	7 May 2012
REPORTING OFFICER:	Garry Keeffe
APPENDICES:	1. Copy of Chapman Valley letter

SUMMARY:

Council to consider advice received from the Shire of Chapman Valley in relation to future local government structural reform.

BACKGROUND:

At the May 2011 Council meeting the Council resolved to invite the Chapman Valley Shire to hold discussions to form a Regional Transition Group that was being promoted by the Minister for Local Government. A response was received in July 2011 that Chapman Valley was prepared to meet however this did not progress. One main issue was the pending local government elections in October 2011.

Further approaches were made and following a brief discussion between both Shire Presidents and CEO's the Shire of Chapman Valley requested that this Council again make a formal request to discuss structural reform which was sent 27 March 2012.

COMMENT:

A response has been received from the Shire of Chapman Valley declining our request to discuss future local government reform. A copy of their correspondence is attached.

Council is requested to advise which direction management is to take on this matter.

VOTING REQUIREMENT:

Simple Majority Required:

OFFICER RECOMMENDATION – ITEM 6.5.5

For Council determination.

Appendices 1



POSTED
1 APR 2012

Our Ref: 404.13
Doc No: CR126742

Cr Gordon Wilson
Shire President
Shire of Northampton
PO Box 61
NORTHAMPTON WA 6535

NORTHAMPTON SHIRE COUNCIL				
File: 4.12.1				
27 APR 2012				
Admin	Eng	Hth Rdg	Town Plan	Reng
GW				

Dear Gordon

INVITATION TO MEET TO DISCUSS LOCAL GOVERNMENT REFORM

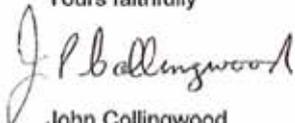
Thank you for your letter dated 27 March 2012 requesting THAT representatives from the Shire of Chapman Valley and the Shire of Northampton meet to commence discussion on the possible amalgamation of the two shires in the future.

Council on the 18 April 2012 discussed your invitation and it was agreed that the Shire of Chapman Valley wishes to continue to keep the lines of communication open and to continue to support inter-Council cooperation through resource sharing with the Shire of Northampton.

The Shire of Chapman Valley is now seeking stability and to return to focussing on its core business after the disruption created from the 2009/10 Local Government Advisory Board Inquiry to amalgamate the Shire with the City of Geraldton-Greenough and the Shire of Mullewa.

I therefore wish to advise that the Shire of Chapman Valley respectfully declines your invitation to meet and discuss the possible amalgamation of the two shires at this point in time. Should you wish to discuss this issue with me further please do not hesitate to contact me on 0429 108 207.

Yours faithfully



John Collingwood
SHIRE PRESIDENT

23 April 2012

6.5.6 STATE AVIATION STRATEGY

FILE REFERENCE:	12.2.3
CORRESPONDENT:	Department of Transport
DATE OF REPORT:	8 May 2012
REPORTING OFFICER:	Garry Keeffe
APPENDICES:	1. Discussion Paper (forwarded separately)

SUMMARY:

Council to consider providing comment on the section of the State Aviation Strategy relating specifically to the Kalbarri Airport.

BACKGROUND:

The Minister for Transport has asked the Department of Transport to develop a State Aviation Strategy (SAS) to be completed in 2012. A copy of the SAS has been emailed separate to the agenda.

The vision for the Strategy is to ensure that “Western Australia will have world-class aviation services and infrastructure that support and promote the State’s economic and social development.”

Steering Committee comprised of private sector and government representatives is guiding the development of the Strategy.

The first stage of the consultation process is the distribution of an Issues Paper to a targeted group of organisations.

This Issues Paper is not intended to be a definitive summary of all the current and anticipated aviation-related issues for Western Australia. It is a tool to initiate debate and discussion amongst stakeholders, as to the key issues faced by the Western Australian aviation industry now and into the future, which will inform the development of the State Aviation Strategy.

To encourage responses to the Issues Paper, a series of discussion questions are included throughout the document. Stakeholder responses are not expected to deal with all the questions raised throughout the Issues Paper, but rather target those that are most relevant to the organisation responding to the Issues Paper.

Responses to the Issues Paper must be received by **May 31, 2012**.

COMMENT:

The Kalbarri airport is referred to in Part 5.7 of the issues paper, refer to pages 34 to 36.

In relation to the discussion items on page 36 the following comments are provided:

1. *Should the State Government directly advocate to the Civil Aviation Safety Authority (CASA) to allow charter services to carry RPT passengers so as to improve passenger service provision to regional areas of Western Australia?*

It is considered that this change would be of benefit to the Kalbarri airport where an RPT service by charter from say Geraldton or other areas of the state could be used in promotional holiday packages, unlike the current structure where tourism operators can only deal with one operator.

It is also considered that by opening up the RPT service to charter operators there may be the opportunity to reduce costs to the customer; however this would also require deregulation of the RPT service.

2. *Are there ways of modifying the current charter policy to ensure that charter services do not undermine RPT services by which operate on the same RPT routes?*

It is not considered that this issue is relevant to our situation due to the low numbers of RPT passengers.

3. *Should an identified number of services on regulated routes be the trigger for a review of whether the route could be deregulated?*

Yes, if the route can prove that it has grown beyond the capacity of one service provider then it should be deregulated and let the industry itself determine its fate on that route. At present where such routes are regulated there is no competition and therefore do not believe that the customer is receiving value for money.

The flipside of this though is that if deregulated it could force one or two operators to cease operations which then reverts back to a one operator and the monopoly is recreated.

4. *What priorities and criteria are used in the allocation of RADS funding? What priorities and criteria should be used in the allocation of RADS future funding?*

It is considered that the current criteria for RAD's funding is adequate.

5. *Is there a need to review the stakeholder consultation and communication process associated with the awarding of regular passenger transport routes?*

Absolutely. In the case of this Council we were not formally notified of the change of route by Skippers Aviation when they changed the Kalbarri to Perth flight by going via Carnarvon. This was only discovered by the CEO through the booking agent in Kalbarri. All airport owners need to have up to date information as any change can and does have an effect on the operations of their airport.

6. *After the awarding of regular passenger transport routes how should the management of those routes be undertaken (by Government)?*

With the Department of Transport being responsible for all modes of transport it is considered that they be responsible for the management of routes. There really is no other agency or department that is best positioned.

One issue that is not raised in section 5.7 but has been raised in other sections is Fly in Fly Out operations. It is disappointing that this has not been raised as an issue for intrastate air services and believe it should be.

It is recommended that airports such as Kalbarri should be given due consideration to be used as an alternative FIFO destination instead of this industry being heavily focused in the metropolitan area and large regional areas.

FIFO operations to Kalbarri would no doubt bring a lifestyle better than that in the cities and open opportunities for communities such as Kalbarri to guarantee growth and not have to rely on industries such as tourism and fishing. The state government should be encouraging mining companies to consider this option and provide incentives to them to place FIFO workers in such communities through royalties' incentives or in the case of the federal government, tax incentives.

VOTING REQUIREMENT:

Simple Majority Required:

OFFICER RECOMMENDATION – ITEM 6.5.6

That Council provide comment on the WA State Aviation Strategy Issues Paper, specifically Section 5.7, as per comments made within the report and any other issues that are also raised by Council.

6.5.7 NORTHAMPTON COMMUNITY CENTRE REDEVELOPMENT

LOCATION:	Northampton
FILE REFERENCE:	11.1.8
DATE OF REPORT:	9 May 2012
REPORTING OFFICER:	Garry Keeffe
APPENDICES:	1. Financial Summary

SUMMARY:

Information item on the final outcome of the costs for the redevelopment of the Northampton Community Centre.

COMMENT:

The redevelopment of the Northampton Community Centre is now complete with the exception of the installation of bench seating out the front and an additional hand rail along the entire length of the verandah and back steps and repair to the playground soft fall where it had to be cut for the installation of the shade sail poles. The materials for the seats and railing works have been purchased and only installation costs will be incurred.

FINANCIAL & BUDGET IMPLICATIONS:

The purpose of this report is to provide to Council the total cost for the redevelopment, a breakdown of all costs is attached.

The end result is very rewarding both physically and financially. The total costs to date less GST is \$2,220,963, the total income from grants will be \$2,233,940 which results in a surplus of \$12,978, however as stated there are still some minor works to be completed which will affect this balance.

No actual cash contribution has been required from Council with the project fully covered by grant funding. With the surplus there may be a requirement for Council to return a portion of this to one of the funding authorities however this is not known at this stage.

The original budget for the project was \$2,300,000. The project savings to Council has been significant due to the following reasons:

- A grant of \$48,100 was received from Lotterywest for the playground and shade sails.

- The engineering costs that were estimated by the architect at the time was \$182,000 but the actual cost was \$36,438, a gross overestimation.

The benefit of the above however has been the capacity of Council to undertake additional works which would not have been possible without funding by the Council.

VOTING REQUIREMENT:

Simple Majority Required:

OFFICER RECOMMENDATION – ITEM 6.5.7

For Council information.

APPENDICES 1

**NORTHAMPTON COMMUNITY CENTRE - REDEVELOPMENT
SUMMARY OF CONSTRUCTION COSTS AND GRANTS RECEIVED**

EXPENDITURE		ACTUAL
Construction Cost - Tender plus variations	\$ 1,886,465	
Function Room/Bar/Kitchen redevelopment		\$ 1,531,920
Gymnasium		\$ 354,545
Design/Tender		\$ 117,778
Engineering Costs		\$ 36,438
Soil Testing		\$ 2,010
Survey		\$ 2,635
 Other Building/Upgrade Costs		
Remove Light Poles		\$ 1,255
Sand purchase & cartage		\$ 2,460
Advertising - Tender		\$ 511
Sundry		\$ 570
Council Wages/Plant		\$ 17,921
Landscaping		\$ 4,203
Paved Entry		\$ 3,450
New Front PA Speakers		\$ 530
Playground		\$ 24,154
Playground Softfall		\$ 28,890
Playground Shade Sails		\$ 10,720
Car Park Construction		\$ 10,035
New Front Fence		\$ 11,882
Redevelop area in front of pavilion		\$ 10,868
New Coaches Box's		\$ 9,577
Change Room Upgrade		\$ 26,120
Splash back for hot plates		\$ 1,296
Window in kitchen door		\$ 260
Set of kitchen draws as none provided		\$ 1,514
Bench Seats		\$ 4,885
Additional Front Railing & to rear steps		\$ 3,418
Keys		\$ 1,118
	Total Construction Costs	\$ 2,220,963

INCOME

R4R Grant	2010/2011	\$	519,465
R4R Grant	Regional Component	\$	491,303
R4R Grant	2011/2012 CLGF	\$	456,637
Regional Devp Grant – MWDC	\$60,000 to be claimed	\$	600,000
CSRFF		\$	112,435
Lotterywest - playground		\$	48,100
WAFL - Grant for coaches boxes (to be claimed)		\$	6,000
	Total Income	\$	2,233,940
	Surplus Funds	\$	12,978

6.5.8 CHANGE TO FUNDING ALLOCATIONS FOR BATAVIA RURAL GROUP

FILE REFERENCE: 4.2.14
CORRESPONDENT: Shire of Chapman Valley
DATE OF REPORT: 9 May 2012
REPORTING OFFICER: Garry Keeffe

SUMMARY:

Council to consider altering the allocation of the Regional Component for Royalties for Regions for the Shire of Chapman Valley. The alterations do not change the Northampton Shire's proposed allocations.

BACKGROUND:

As part of the Royalties for Regions Country Local Government Fund Regional component, the Shire of Chapman Valley is part of the Batavia Group which comprises of the Shires of Chapman Valley, Northampton and Irwin. The Batavia Group has the following table of regional projects agreed to by all three Councils.

	2010/11	2011/12	2012/13	2013/14
Chapman Valley	\$182,255	\$297,536	\$260,364	\$520,729
Northampton	\$288,409	\$456,637	\$412,012	\$824,025
Irwin	\$241,509	\$394,269	\$345,013	\$690,026
Total Funding Available	\$712,173	1,148,442	1,017,389	2,034,780
Projects				
Northampton - Community Centre	500,000	0	0	0
Northampton Industrial Subdivision	0	0	517,389	184,780
Northampton - Kalbarri Phone Tower	0	0	250,000	0
Irwin - Coastal Erosion	100,000	100,000	100,000	100,000
Irwin - Aged Care/Retirement Development	112,173	246,077	0	1,000,000

Chapman Valley - East Bowes Road	0	552,365	150,000	750,000
Chapman Valley – Mobile Phone Tower	0	250,000	0	0
Total	712,173	1,148,442	1,017,389	2,034,780

CURRENT SITUATION

The Shire of Chapman Valley is now not able to have a Business Case developed with Telstra, for their proposed mobile phone tower, submitted to the Department of Regional Development and Lands by the 30 May 2012 deadline, which will now require a reallocation of future funding for Chapman Valley..

The proposal put forward by Chapman Valley is for an allocation of \$250,000 be brought forward from their 2013/14 allocation to the 2011/12 funding allocation and to defer their \$250,000 allocation for their mobile telephone tower to 2013/14.

Council is advised that although the funding is listed for 2012/2013, you don't actually receive the funds until the following year. This is a direct result of the changes made by the State Government at the time when funds would be one year behind.

By undertaking the above the following results: New proposed timetable with changes highlighted in bold italics font.

	2010/11	2011/12	2012/13	2013/14
Chapman Valley	\$182,255	\$297,536	\$260,364	\$520,729
Northampton	\$288,409	\$456,637	\$412,012	\$824,025
Irwin	\$241,509	\$394,269	\$345,013	\$690,026
Total Funding Available	\$712,173	1,148,442	1,017,389	2,034,780
Projects				
Northampton - Community Centre	500,000	0	0	0

Northampton - Industrial Subdivision	0	0	517,389	184,780
Northampton - Kalbarri Phone Tower	0	0	250,000	0
Irwin - Coastal Erosion	100,000	100,000	100,000	100,000
Irwin - Aged Care/Retirement Development	112,173	246,077	0	1,000,000
Irwin - Community Resource Centre	0	0	0	0
Chapman Valley - East Bowes Road	0	802,365	150,000	500,000
Chapman Valley – Mobile Phone Tower	0	0	0	250,000
Total	712,173	1,148,442	1,017,389	2,034,780

FINANCIAL & BUDGET IMPLICATIONS:

There are no financial implications on this matter.

STATUTORY IMPLICATIONS:

State: Local Government Act 1995 -

VOTING REQUIREMENT:

Simple Majority Required:

OFFICER RECOMMENDATION – ITEM 6.5.8

That Council endorses the revised timetable and funding allocation for the Batavia Rural Group as presented within the officers report.



Western Australian State Aviation Strategy

Issues Paper

March 2012



CONTENTS

	Page no.
1 INTRODUCTION	3
1.1 The role of this Issues Paper	3
1.2 Process of Developing the State Aviation Strategy	4
2 STATE AVIATION STRATEGY VISION AND OBJECTIVES	5
2.1 Vision	5
2.2 Objectives of the State Aviation Strategy	5
3 STATE AVIATION STRATEGY SCOPE	6
4 WA AVIATION SECTOR ANALYSIS	8
5 ISSUES	9
5.1 Demand Analysis	9
5.1.1 Perth Airport Passenger and Aircraft Movements	9
5.1.2 Governmental Oversight of Perth Airport	14
5.1.3 WA Regional Airports Passenger and Aircraft Movements	15
5.2 Airports and Aviation Infrastructure	20
5.2.1 Medium to long term planning for Perth Airport and General Aviation in Perth	20
5.2.2 Identification, Classification and Development of a State-wide network of Regional Airports	23
5.3 Planning for Future Airport Development	26
5.4 Aviation Related Economic Development Opportunities	28
5.5 People and Skills - Fostering Aviation Training	31
5.6 Developing Western Australian aviation industry	33
5.7 Regulation of Intrastate Air Services	34
5.8 Role of the Private Sector in Supporting Strategy Objectives	37



1. INTRODUCTION

The State's demography and geography result in vast distances between population centres within the State as well to other centres in Australia and internationally. It is these vast distances that results in there being an absence of modal choice for travel between Perth and other population centres. From this perspective, aviation has a central role to play in both economic and social development of the State.

The aviation industry caters to the air service needs of the resource sector, corporate sector, tourism and leisure sector and local communities.

In the last five years aviation in Western Australia has grown considerably in terms of the movement of people and freight. It has been a challenge for airport infrastructure development to keep pace with the growth in services.

In December 2009, the Australian Government released the *National Aviation Policy White Paper* (White Paper). The Commonwealth's objectives through the White Paper are:

- to give industry the certainty and incentive to plan and invest for the long term;
- to maintain and improve Australia's excellent safety record;
- to give proper consideration to the interests and users of airports; and
- to better manage the impact of activity on communities and the environment.

The White Paper outlines the policy settings and the long-term approach the Commonwealth has taken to achieve these objectives. Key areas addressed in the White Paper are international travel, domestic and regional aviation, general aviation, industry skills and productivity, consumer protection, safety and security, airport infrastructure, and the environmental impacts of aviation.

The Western Australian Government currently does not have a strategic aviation policy. The Western Australian aviation environment has some unique characteristics and considerations that may warrant special consideration.

1.1 The role of this Issues Paper

This Issues Paper is not a definitive summary of all the current and anticipated aviation-related issues for Western Australia. It is a tool to initiate debate and discussion amongst stakeholders, as to the key issues faced by the Western Australian aviation industry now and into the future, which will inform the development of the State Aviation Strategy.

To encourage responses to the Issues Paper, a series of discussion questions are included throughout the document. Stakeholder responses are not expected to deal with all the questions raised throughout the Issues Paper, but rather target those that are most relevant to the person or organisation responding to the Issues Paper.

Responses to the Issues Paper must be received by May 31, 2012.

Please direct responses to Peter Ryan: Director, State Aviation Strategy at peter.ryan@transport.wa.gov.au

If you have any queries in respect of the Issues Paper please contact Peter Ryan on 08 6551 6323.



1.2 Process of Developing the State Aviation Strategy

The Issues Paper is being utilised in the first stakeholder engagement phase in the development of the State Aviation Strategy.

Following feedback from key stakeholders on the Issues Paper, a draft Strategy will be developed and released for public comment.

The feedback from both the Issues Paper and the draft Strategy will provide the basis for the final strategy document, which the Department of Transport anticipates to submit for Ministerial approval in late 2012.



2. STATE AVIATION STRATEGY VISION AND OBJECTIVES

2.1 Vision

Western Australia will have world-class aviation network and infrastructure that supports and promotes the State's economic and social development.

2.2 Objectives of the State Aviation Strategy

The objectives of the State Aviation Strategy are as follows:

- a. To support the economic and social development of Western Australia through the provision of safe, affordable, efficient and effective aviation services and infrastructure.
- b. To provide a sound framework for policy setting, and future planning and investment in Western Australian international and domestic air services and airport infrastructure.

In particular, the State Aviation Strategy aims to foster:

- Quality air services, in terms of:
 - safety and security;
 - choice; and
 - cost.
- Air services which support industry and economic growth (including synergies for utilisation of airport land and the training and development of such industry).
- Inbound tourism (both interstate and international, in terms of both capacity and destinations).
- Regional development.
- Essential services (including medical, defence, and fire fighting).
- Corporate sector

3. STATE AVIATION STRATEGY SCOPE

The Strategy should address the following aspects relevant to Western Australian Aviation:

- i. Developing quality air services
- ii. Developing air services and infrastructure which support regional development
- iii. Tourism access (Route development)
- iv. Aviation infrastructure (Airports development)
- v. Business travel and corporate aviation (Fly-In-Fly-Out, corporate travel, charters and helicopters)
- vi. Aviation industry investments (Flight training bases, aircraft maintenance bases)
- vii. Trade and exports (Freight)
- viii. Aviation industry support (Maintenance and engineering, ground handling, fuel providers etc)
- ix. Essential services (Flying Doctor Services, FESA etc)
- x. Flight training (Flight training schools and airports)

A Steering Committee comprising all levels of government, industry and peak body representation, will assist to develop the State Aviation Strategy.

In developing the Strategy, the Steering Committee will also:

- take into account current and projected passenger, aircraft and freight movements in:
 - identifying and classifying a network of metropolitan, regional and remote airports across the State, that should be progressively developed to best meet the State's aviation needs over the next 30 years;
 - identifying how best to integrate the proliferation of private, particularly resource industry, airports/airstrips into the above network in a way that will best complement the development of regional airports and RPT services across the State; and
 - identifying how best to address the medium to long-term aviation needs of the business and tourism sectors and those of remote regional communities.
- identify the location of:
 - an alternative to Perth Airport for emergency use;
 - a future second Perth Airport (work is currently being undertaken by the Department of Planning); and
 - a second metropolitan general aviation airport



- identify criteria for the approval of mineral and resource industry charter services in the context of the development of RPT services;
- determine how best to encourage private sector investment in the provision of aviation infrastructure;
- identify appropriate planning controls, particularly in the metropolitan area, to ensure the growth of airports and flight paths are not restricted;
- establish goals, objectives and priorities for the development of aviation infrastructure and services across the State;
- develop strategies to achieve these goals and objectives; and
- prepare an implementation plan for the delivery of these goals and objectives.

4. WA AVIATION SECTOR ANALYSIS

Table 1

<p>Strengths</p> <ul style="list-style-type: none"> • Open skies • Charter industry • Key regional hubs (i.e. Kalgoorlie) • Investment in Perth Airport and surrounding infrastructure • Perth Airport 24 hour capacity • Investment program in regional infrastructure (RADS/R4R) 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Small regional populations • Limited infrastructure/capacity to keep up with required air services • Metropolitan airport capacity constraints (peak departure time) • Limited training infrastructure (i.e. Instrument Landing System) • Limited available land for designation of secondary metropolitan airports • Distance to alternate airports • limited hub opportunities at end destination, limiting route expansion opportunities
<p>Opportunities</p> <ul style="list-style-type: none"> • Aviation training • Improved aviation technology providing efficiency and effectiveness gains • Resource sector underwriting key regional air services • Prioritised regional infrastructure investment • Encouraging low cost carriers • Development of secondary gateway airports • Proximity to Asian markets • Fast-growing and financially strong hub carriers from the Middle East and North Asia provide route commencement and expansion opportunities • Growing aviation industry provides opportunities for expansion of aviation support industries. 	<p>Threats</p> <ul style="list-style-type: none"> • Loss of aviation skills and knowledge (to global competitors) • Cost of fuel / peak oil • Ageing aircraft • Imposition of security requirements / terrorism • Noise impacts on communities (Perth, Jandakot, Busselton) • The proliferation of airports in regions utilising scarce resources and funds • Relatively high aeronautical charges at Regional Airports, which inhibit airline growth due to high operating costs and in turn contribute to high air fares.

5. ISSUES

5.1 Demand Analysis

5.1.1 Perth Airport Passenger and Aircraft Movements

Perth Airport

Perth Airport, located 12 km west of the Perth CBD is Western Australia's principal airport. It is the 4th busiest airport in Australia in terms of passenger movements after Sydney, Melbourne and Brisbane. The efficiency and effectiveness of Perth Airport is vital to the Western Australian economy as well as to the ability of Western Australia to connect with the rest of Australia and the world, as well as to interconnect the State's vastly spread cities and towns.

Passenger and Aircraft Movement Forecasts and Airport Infrastructure Planning and Investment

Passenger growth figures are an essential input into airport planning. Sound assumptions are required if forecasting models are to produce results that provide a reliable assessment of likely levels of demand in the medium to long-term.

Perth Airport uses passenger forecasts to work out the scale and timing of investments in terminal and airfield infrastructure, including runways, taxiways and aprons. Combining these forecasts with aircraft load factor and airline fleet mix assumptions develop the forecast for passenger aircraft movements. General aviation aircraft movements are also forecast, based on trend analysis in the industry sectors which these operators service. Freight aircraft movement forecasts are included with the passenger aircraft movement forecasts, to forecast total aircraft movements.

Airport infrastructure capacity must be able to reach targeted levels of efficiency and customer service at peak demand periods. A critical element of airport planning is therefore the combination of activity forecasts with future airline schedule assumptions to forecast peak hour demand for airfield, terminal and surface transport infrastructure.

Perth Airport Passenger Movements

Passenger Movements - Regular Passenger Transport Services

According to the Bureau of Infrastructure, Transport and Regional Economics (BITRE), nearly 10.9 million passengers travelled through Perth Airport in 2010–11 on Regular Passenger Transport (RPT) services only. This represented an increase of 9.0% on the previous year; and was consistent with long term passenger growth rates at Perth Airport which stand as follows:

- 5 years 2005/06 to 2010/11 9.2% p.a.
- 10 years 2000/01 to 2010/11 7.7% p.a.
- 20 years 1990/91 to 2010/11 7.6% p.a.

Table 2 shows the growth in RPT passenger movements at Perth Airport since 1991/92:

Table 2

Financial Year	Total Domestic (inter & intra state)	Growth domestic	International Airlines	Growth international	Total	Growth Total
1991-92	2,185,872	31.3%	840,555	-0.3%	3,026,427	20.7%
1992-93	2,047,035	-6.4%	949,578	13.0%	2,996,613	-1.0%
1993-94	2,361,059	15.3%	1,068,373	12.5%	3,429,432	14.4%
1994-95	2,676,954	13.4%	1,156,050	8.2%	3,833,004	11.8%
1995-96	2,908,781	8.7%	1,236,091	6.9%	4,144,872	8.1%
1996-97	3,139,558	7.9%	1,344,737	8.8%	4,484,295	8.2%
1997-98	3,202,278	2.0%	1,421,992	5.7%	4,624,270	3.1%
1998-99	3,222,957	0.6%	1,453,914	2.2%	4,676,871	1.1%
1999-00	3,374,136	4.7%	1,516,842	4.3%	4,890,978	4.6%
2000-01	3,554,930	5.4%	1,607,385	6.0%	5,162,315	5.5%
2001-02	3,168,747	-10.9%	1,597,721	-0.6%	4,766,468	-7.7%
2002-03	3,615,822	14.1%	1,573,543	-1.5%	5,189,365	8.9%
2003-04	4,154,561	14.9%	1,734,238	10.2%	5,888,799	13.5%
2004-05	4,579,101	10.2%	1,945,686	12.2%	6,524,787	10.8%
2005-06	5,025,504	9.7%	1,979,750	1.8%	7,005,254	7.4%
2006-07	5,785,370	15.1%	2,191,721	10.7%	7,977,091	13.9%
2007-08	6,474,249	11.9%	2,477,820	13.1%	8,952,069	12.2%
2008-09	6,759,279	4.4%	2,599,969	4.9%	9,359,248	4.5%
2009-10	7,010,711	3.7%	2,981,877	14.7%	9,992,588	6.8%
2010-11	7,644,447	9.0%	3,245,081	8.8%	10,889,528	9.0%

Source: BITRE Airport Traffic Data 1985-86 to 2010-11

A combination of the increased presence of Low Cost Carriers in WA, declining airfares and increased destination choices within Australia from Perth Airport, contribute to the longer term growth in passenger numbers.

Public confidence in the strong record of aviation safety within Australia, also underpins the growth in passenger demand.

An increased number of airlines operating within Australia have also accompanied the growth in the overall aviation industry.

Passenger Movements - Charter Services

The scale of intrastate air services at Perth Airport, including closed charters, is unusual for a large capital city airport. This reflects both the dispersed nature of Western Australia's population and the state's resource sector's use of the fly-in/ fly-out mode of workforce deployment.

Charter service passenger numbers are not required to report to Perth Airport or government agencies. Perth Airport charges for charter services on the basis of landed tonnes. There has been very strong growth in charter services as evidenced by the measure of landed tonnes doubling between 2005 and 2007. The driver in this respect is the resources industry which uses charter services heavily for its fly in – fly out workforces around the State.



Charter services are an intensive user of airfield infrastructure yet they carry relatively fewer passengers than domestic and international services. For example, in 2008 general aviation, which includes the closed charter sector, accounted for approximately 36% of airfield movements but only 7% of passenger movements.

Passenger Movement Forecasts

Perth Airport Forecast

In 2009, the Perth Airport published its forecast passenger movement in the Perth Airport Master Plan. This forecast estimates that RPT passenger movements will increase from 9.2 million passengers in 2007-08, to 18.9 million passengers a year by 2028-29. This figure assumes annual compound growth over the 21 year period is 3.5% per annum.

The 2009 Perth Airport Master Plan warned that owing to a reduction in forecast Australian and global economic growth, Perth Airport would likely see a downward revision of its 2009 forecasts “*but not to the extent that would have a major impact on peak hour demand for important airport processes.*”

In the event, the Perth Airport 2009 forecast has so far considerably underestimated actual growth of RPT passenger movements over the last two years, continuing to grow strongly at: 0.1% forecast vs. 6.8% actual in 2009-10; and 3.5% forecast vs. 9.0% actual in 2010-11 (see *Table 2*).

Underestimation of growth in passenger movements at Perth Airport is not new; the 2009 Perth Airport Master Plan noted that actual passenger movements in the years following the 2004 Perth Airport Master Plan “*were much higher than forecast*” as shown in the attached extract from the Airport’s master plan.

BITRE Forecasts

In 2009, BITRE published its *Research Report #117: Aircraft Movements through Capital City Airports to 2029-30*. BITRE forecast that slower economic growth in Australia and overseas would see a reduction in the long term average growth rate (1991-92 to 2008-09) of 6.8% per annum to 4.7% per annum over the 21 years to 2029-30, by which time there would be 24.8 million passenger movements through Perth Airport (23.9 million in 2028-29). BITRE’s forecast for 2028-29 was 26% greater than that forecast by Perth Airport.

Western Australia’s economic growth has not yet faltered and, passenger movements in the past two years have grown at a rate more than double BITRE’s forecasts, as shown the following *Table 3*:

Table 3 - PERTH AIRPORT PASSENGER MOVEMENTS – 2009 FORECASTS vs. ACTUAL

Year	Org	Forecast Domestic '000	Actual Domestic '000	Forecast International '000	Actual International '000	Forecast Total '000	Actual Total '000	Forecast Growth	Actual Growth
2009-10	Perth A	6,906	7,011	2,508	2,982	9,414	9,993	0.1%	6.8%
	BITRE	6,991		2,655		9,645		2.6%	
2010-11	Perth A	7,119	7,644	2,621	3,245	9,740	10,890	3.5%	9.0%
	BITRE	7,247		2,812		10,059		4.3%	
2011-12	Perth A	7,517		2,841		10,359		6.4%	
	BITRE	7,707		3,010		10,717		6.5%	
2012-13	Perth A	7,837		3,064		10,901		5.2%	
	BITRE	8,202		3,221		11,423		6.6%	
2013-14	Perth A	8,197		3,212		11,409		4.7%	
	BITRE	8,736		3,448		12,184		6.7%	
2018-19	Perth A	10,035		3,972		14,007		4.2% ¹	
	BITRE	11,531		4,750		16,281		4.7% ¹	
2023-24	Perth A	11,791		4,756		16,547		3.4% ¹	
	BITRE	13,563		6,259		19,822		4.0% ¹	
2028-29	Perth A	13,376		5,595		18,972		2.8% ¹	
	BITRE	15,736		8,163		23,899		3.8% ¹	

Source: Perth Airport Master Plan 2009 and BITRE Research Report 117

Note 1: 5 year Compound Annual Growth Rate

Passenger Movements - Growth Scenarios

If RPT passenger movements at Perth Airport were to grow over the period to 2028-09 at the same rate average annual rate experienced in the past 20 years (7.6% per annum), Perth Airport would reach 40.7 million passenger movements a year in 2028-09 – more than double the forecast made in the 2009 Perth Airport Master Plan. It could be argued that a rate of growth of 7.6% per annum is a conservative estimate, given the accelerating rate of passenger growth at Perth Airport, with the past 10 years averaging 7.7% growth per annum; and the past 5 years 9.2% growth per annum.

Certainly, the 3.5% average annual growth rate used by Perth Airport in its 2009 Master Plan would seem to be too low. This will impact planning and investment decisions into the future.

To help ensure that the development of infrastructure at Perth Airport keeps pace with passenger growth, planning could take into account differing growth scenarios including a high and low scenario. The current 3.5% growth forecast might serve as a “low growth” scenario; while a 7.6% growth rate, matching growth over the past 20 years, should be included as one of the growth scenarios.

Perth Airport Aircraft Movements

In 2010–11 there were 131,536 aircraft moved through Perth Airport. Out of the total aircraft volume movements, two-thirds were scheduled aircraft movements and the remainder were non-scheduled aircraft movements.

From 1999/00 to 2010/11, aircraft movements at Perth Airport have increased at an average rate of 2.3% per annum, a rate much lower than that of passenger movements. This is likely due to larger capacity of the aircraft employed as well as greater seat occupancy rates.

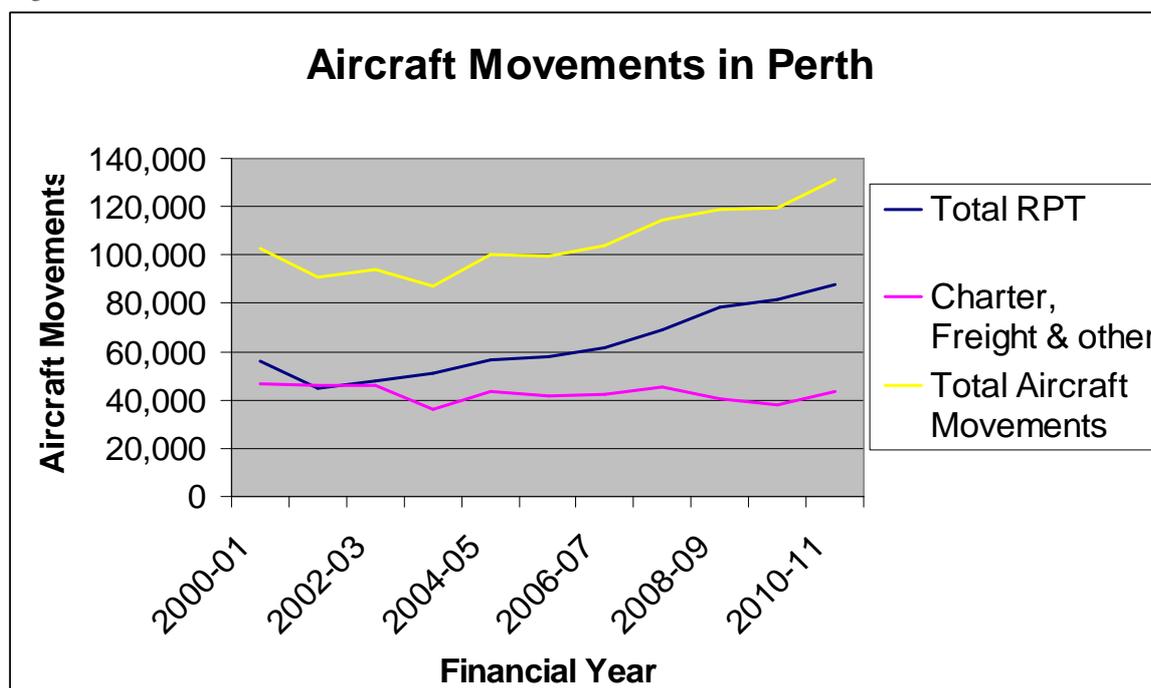
In 2009, BITRE forecasted aircraft movements to increase by 2.1 per cent a year to 185, 100 by 2029–30. This appears to be an accurate assessment, however it may be conservative as the past growth has maximised capacity of the existing infrastructure.

Table 4 - PERTH AIRPORT AIRCRAFT MOVEMENTS

Financial Year	Total RPT Domestic	International	Total RPT	Growth Total RPT	Charter, Freight & Other	Total Aircraft movements	Growth Total Aircraft movements
1999-00	45,951	9,855	55,806	4.1%	46,570	102,376	
2000-01	46,286	9,890	56,176	0.7%	46,552	102,728	0.3%
2001-02	36,522	8,529	45,051	-19.8%	45,869	90,920	-11.5%
2002-03	39,431	8,423	47,854	6.2%	45,874	93,728	3.1%
2003-04	42,075	9,208	51,283	7.2%	36,121	87,404	-6.7%
2004-05	46,022	10,423	56,445	10.1%	43,713	100,158	14.6%
2005-06	47,748	10,224	57,972	2.7%	41,664	99,636	-0.5%
2006-07	50,499	11,160	61,659	6.4%	42,317	103,976	4.4%
2007-08	56,437	12,548	68,985	11.9%	45,507	114,492	10.1%
2008-09	64,108	14,515	78,623	14.0%	40,423	119,046	4.0%
2009-10	64,534	17,137	81,671	3.9%	37,969	119,640	0.5%
2010-11	69,325	18,538	87,863	7.6%	43,673	131,536	9.9%

Sources: BITRE Airport Traffic Statistics 1985 – 2011 and Air Services Australia – Movements at Australian Airports

Figure 1



5.1.2 Governmental oversight of Perth Airport

In the light of the substantial growth of passenger and aircraft movements it is important that investment in airport infrastructure is sufficient to meet the increasing level of demand whilst maintaining appropriate standards. This is particularly the case for Perth Airport as the State's premier airport.

The Commonwealth Government has put in place reporting mechanisms and other processes to ensure major Australian Airports 'do not misuse their market power'.

Australian Competition and Consumer Commission

The Australian Competition and Consumer Commission's (ACCC) regulatory role relating to the monitored airports began in 1997. This role was specified in the *Prices Surveillance Act 1983* and the *Airports Act 1996*. The ACCC's role involves administering price caps, assessing price notifications, prices monitoring and quality of service monitoring.

The most recent ACCC report is for the 2009-10 financial year and provides an assessment of Adelaide, Brisbane, Melbourne (Tullamarine), Perth and Sydney (Kingsford Smith) airports.

In its latest report the ACCC noted:

"Perth Airport is responding to airlines quality of service concerns through new investment" and "while the ACCC has previously noted the declining quality standards at Perth Airport, the monitoring results indicate that the airport is responding to investment needs. In particular, the current year's results indicate that the airport has undertaken investment to address quality of service concerns raised by airlines in relation to its domestic terminal". Further, "although the airport's international terminal and airside services have also been rated below satisfactory by airlines recently, this has only occurred over two periods and the airport appears to be undertaking sizeable investment to address these quality concerns. This reduces the likelihood that Perth Airport has used its market power to delay investment in services provided to airlines".

Productivity Commission

The Productivity Commission presented its report into the *Economic Regulation of Airport Services* to the Commonwealth Government in December 2011.¹ One of the most controversial issues it examined was investment into airport infrastructure. The Productivity Commission received a range of competing views through its public submission phase. The airlines argued that the current regulatory framework does not strike the appropriate balance between providing incentives for airports to invest in airport infrastructure. As such the ACCC argued for greater regulatory oversight of airports, however, the National Competition Council argued against such an approach.

While the final report of the Productivity Commission is yet to be publicly released it would seem that the Productivity Commission is likely to argue for the maintenance of the existing "light handed" regulatory model as the Commission has determined that the levels of infrastructure investment have been 'significant'.

The key findings are outlined below;

DRAFT FINDING 5.1

The Australian Government has a number of regulatory and other levers to influence the timing and nature of investment at Australian airports, including lease provisions and requirements under the Airports Act 1996. To date, these levers have not been triggered, as investment has exceeded requirements established at the time airports were sold.

DRAFT FINDING 5.2

There is evidence of significant investment in aeronautical infrastructure at Australian airports in the period since light-handed monitoring was introduced in 2002, with significant future investment planned. Compared to other Australian infrastructure, airport investment outcomes rate favourably.

DRAFT FINDING 5.3

Despite instances of delays to aeronautical investment, it does not appear that such delays have been unreasonable. Moreover, airport operators appear to consult with airlines and other airport users about nature and timing of individual investments at the airports for which they are responsible — although not always to the satisfaction of airlines — and the degree of consultation varies between airports.

Commonwealth Government – Planning Processes

The Commonwealth Government, within the 2009 report *National Aviation Policy White Paper* committed “to work with the leased federal airports and with state, territory and local governments to achieve a more balanced airport planning framework, which will support more integrated planning outcomes, provide communities with more input to airport planning, and streamline the development of aviation infrastructure”.ⁱⁱ

One of the key mechanisms through which the Commonwealth has intended improved planning outcomes is Planning Coordination Forums. There will be Planning Coordination Forums for each primary capital city airport to enable airports and governments to more effectively engage on strategic planning issues including the development of aviation infrastructure.

In addition, it is the expectation of the Commonwealth Government that through the master planning process there will be substantial input from key stakeholders. The Commonwealth Government will look to ensure that there has been substantial input from such stakeholders as part of the process of approving master plans.

5.1.3 WA Regional Airports Passenger and Aircraft Movements

WA Regional Airport Passenger Movements

In the past ten years the development of WA’s resources industry has seen extraordinary growth in passenger movements in a number of regional airports, particularly those servicing the Pilbara region.

Table 5

Table 4: WA REGIONAL AIRPORT PASSENGER MOVEMENTS 2000/01 – 2010/11												
Year	Albany	Broome	Derby	Esperance	Geraldton	Kalgoorlie	Karratha	Kununurra	Learmonth	Newman	Paraburdoo	Port Hedland
2000 - 01	43,565	236,175	6,437	34,816	62,796	207,450	169,916	60,638	15,942	37,796	38,398	83,433
2001 - 02	32,351	169,633	2,949	27,807	48,714	149,156	144,885	37,134	13,498	50,246	49,134	69,681
2002 - 03	34,303	199,372	6,124	28,074	54,792	158,686	161,346	37,160	17,428	60,393	56,556	76,789
2003 - 04	37,462	230,924	2,562	30,379	56,707	160,352	187,401	40,239	18,840	62,670	61,717	91,371
2004 - 05	43,682	284,489	1,999	35,368	77,235	182,370	221,052	48,051	25,374	75,384	70,343	100,430
2005 - 06	49,824	302,061	1,610	37,100	88,610	192,891	261,825	50,901	30,292	100,516	87,798	120,931
2006 - 07	51,186	344,790	6,445	40,061	87,634	211,857	310,469	60,680	36,840	114,889	101,428	158,755
2007 - 08	57,401	360,652	20,847	44,372	103,455	255,957	389,406	69,483	44,674	135,987	114,157	196,252
2008 - 09	52,805	391,914	24,274	43,828	99,479	234,269	486,582	74,742	43,210	176,559	130,298	208,819
2009 - 10	52,535	401,359	24,683	44,001	99,364	230,210	587,211	81,933	45,667	184,667	145,076	296,810
2010 - 11	56,002	409,663	40,700	46,590	103,753	259,958	675,207	86,955	55,759	221,104	205,219	367,690
Annual Compound Growth Rate	2.5%	5.7%	20.3%	3.0%	5.1%	2.3%	14.8%	3.7%	13.3%	19.3%	18.2%	16.0%

Karratha airport has overtaken both Kalgoorlie and Broome to become WA's busiest regional airport in terms of passenger movements with 675,207 movements in 2010/11.

Figure 2

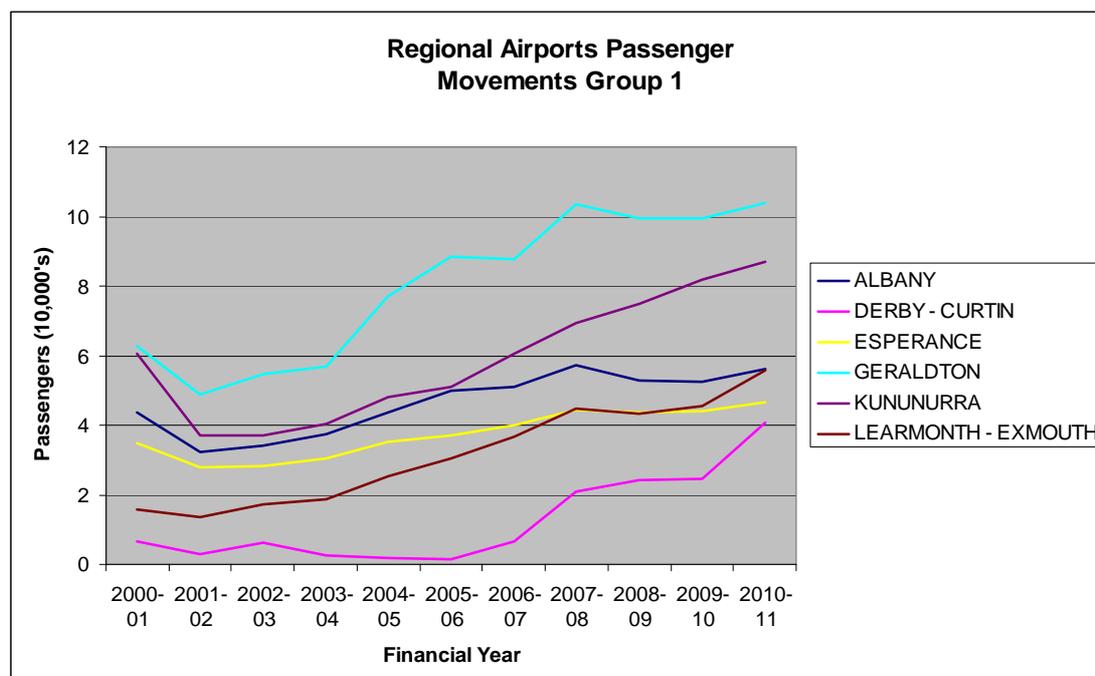
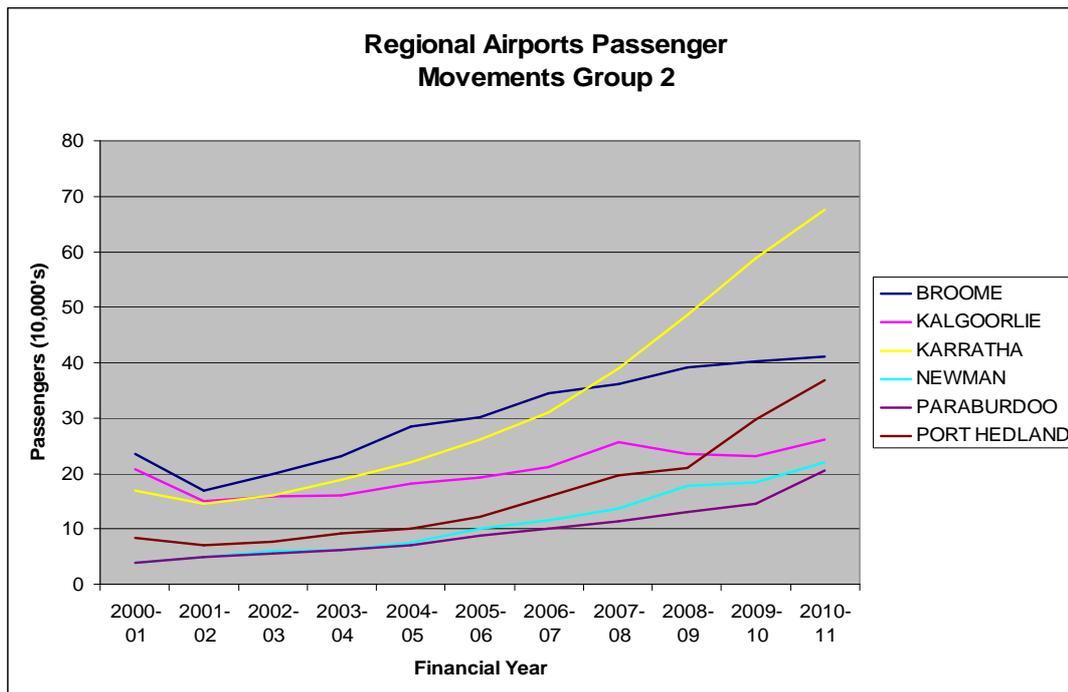


Figure 3



WA Regional Airports Aircraft Movements

The increase in aircraft movements at the principal WA regional airports in most cases mirror the increases seen in passenger movements.

A notable exception is Derby – Curtin which has seen an overall reduction in aircraft movements despite a six fold increase in passenger numbers since 2000/01. The figures reflect the use since 2007/08 of larger aircraft to service the requirements of a number of mining operations in the Kimberley.

Figure 4

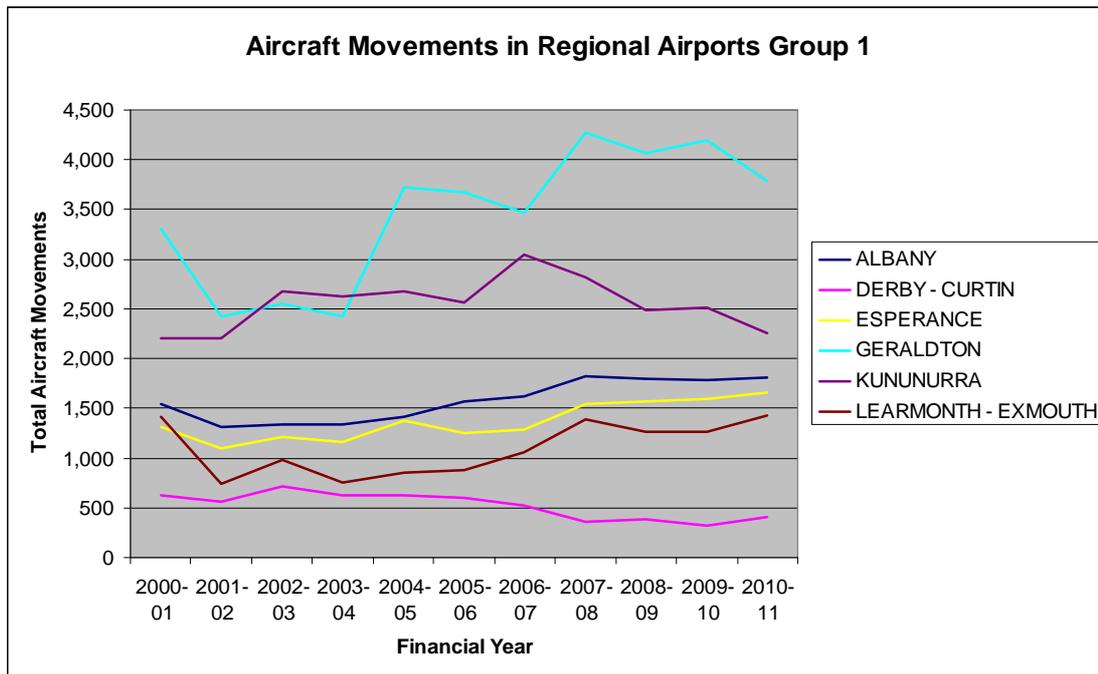
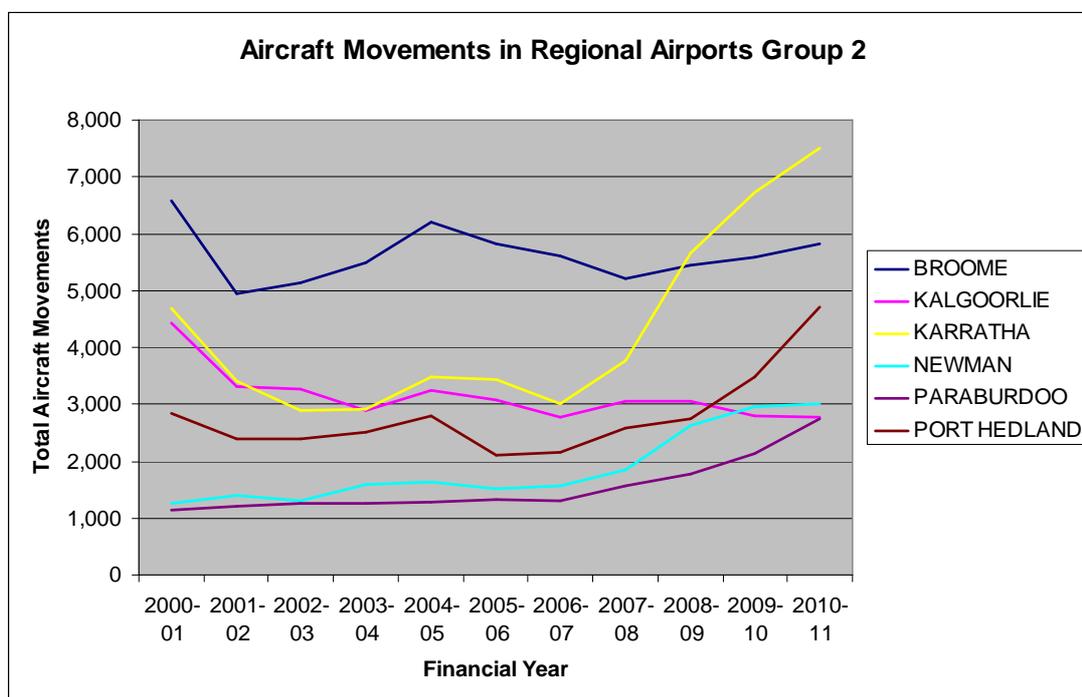


Figure 5



Discussion

1. The current forecasts contained in the 2009 Perth Airport Master Plan and the 2009 BITRE Research Report #117 is likely to have underestimated growth at Perth Airport in terms of passenger and aircraft movements.



2. Passenger movement numbers would be a more useful indicator of growth trends if they included charter flight passenger movements, therefore a means of collecting and reporting this information should be found.
3. Different growth scenarios should be modelled for Perth Airport, and the implications for the timing and scale of airport infrastructure upgrades and expansion should be explored.
4. Consistent with the on-going assessments of the ACCC, the timely investment in airport infrastructure and the economic opportunities associated with the operation of airports are recognised as important, and perhaps a critical element in the prosperity of a city such as Perth and the surrounding regional communities of WA.
5. The growth in the demand for travel to regional airports, particularly those located in the Pilbara has been dramatic. The management of the expansion of these airports to cater for the further development of the mining industry will be very important.



5.2 Airports and Aviation Infrastructure

5.2.1 Medium to long term planning for Perth Airport and General Aviation in Perth

Background

Infrastructure spending in Western Australia will need to increase in real terms in the next few decades due to several key factors, including;

- growth in economic activity within the State;
- changes in the composition of economic activity and its spatial distribution throughout the State;
- population growth and its spatial distribution within the State;
- longer life spans and associated changes in the age composition of the State's population;
- advances in technology;
- the need to replace or refurbish infrastructure that has reached the end of its useful life;
- cost pressures (including those associated with increased stringency of regulation);
- security issues;
- environmental change; and
- government policies.

Perth Airport

The Commonwealth Government owns Perth Airport and leases it to the Perth Airport Pty Ltd (PA). The airport handles a significant proportion of international, interstate and intrastate air services for Western Australia. It is the fastest growing capital city airport in Australia. Passenger and freight movement through the airport expects to double by 2030¹. PA has initiated works to consolidate the domestic and international airport terminals by 2020². The State Government has developed the Perth Airport Transport Master Plan, which identifies policy and investment initiatives required to maximise the efficiency of the transport networks surrounding the PA over the next 15 to 20 years. Currently, the State Government has commenced works on the Gateway WA project to upgrade the arterial roads around Perth Airport. Perth Airport is anticipated to reach theoretical capacity by 2060.

Jandakot Airport

The Commonwealth Government also owns Jandakot Airport and leases it to Jandakot Airport Holdings to operate. It is one of Australia's busiest general aviation airports in terms of aircraft movements, planning to build a fourth runway and associated taxiway system to improve its operational efficiency. It is the base for the Royal Flying Doctor Service (RFDS), police, fire and other emergency services. The airport is also WA's major centre for aviation training.

¹ "Let us take you somewhere you have never been" promotional brochure from Perth Airport (2011) pg 4

² "Let us take you somewhere you have never been" promotional brochure from Perth Airport (2011) pg 4



Jandakot Airport's future growth is directly linked to flight training aviation activity. With an annual average growth rate of 2.5% per annum expected for the next 20 years, Jandakot airport will reach its theoretical capacity of 514,650 fixed wing movements by approximately 2030³.

Alternate Airport

International flights to Perth Airport currently carry enough reserve fuel to travel to the designated alternate airports of Learmonth (Exmouth) or Adelaide, if weather conditions in Perth preclude aircraft from landing there. Domestic flights use Kalgoorlie as the alternate airport for Perth.

In December 2003, the then Westralia Airports Corporation (WAC) and the then Department for Planning and Infrastructure (DPI) received a final report from Connell Wagner into alternate airports that should ideally be within one hour's flight of Perth - suggesting Geraldton, Albany, Kalgoorlie and Busselton. The study did not consider Learmonth and Adelaide airports as they are the furthest distance alternates from any major destination airport anywhere in the world. Using these airports as alternates to Perth requires more fuel carried by the airlines flying to Perth and hence a reduced payload (less return) and an increased fuel burn (greenhouse gases). The report concluded that after considering all the relevant issues, nominated Kalgoorlie as the most appropriate alternate airport to Perth. No final decision on the appointment of an alternate airport to Perth has yet been made.

Perth Airport Capacity Constraints

There is concern that the current scale and timing of infrastructure upgrades at Perth Airport is based on understated forecasts of growth in passenger and aircraft movements. This issue is further discussed in Section 2.1.1.

There is a significant number of aircraft servicing the resource sector which depart from Perth Airport between 5.30am and 7.30am on week days. Capacity constraints exist at Perth Airport during these peak periods due to the limited departure slots and the method of air traffic control used at Perth Airport. Currently, initiatives in place to reduce or alleviate congestion include; a review of the Taxi slot system, the Airport Capacity Enhancement (ACE) project and a WA FIFO (fly-in fly-out) Safety Forum.

Rapidly increasing numbers of passengers, particularly fly in fly out (FIFO) operations are putting airstrips and associated infrastructure such as terminals, public transport, access roads and car parking under pressure.

The nature of arrival and destination airports within the State, impacts on the capacity of the network. For example, in key areas of growth in regional WA, the airports need expanding in order to be capable of taking larger aircraft, as flying multiple small aircraft is inefficient and causes greater problems in the Perth catchment area (air space congestion and noise exposure).

Alternate Airport

There has been debate on a range of issues regarding Kalgoorlie's suitability as the alternate to Perth, including the need for major infrastructure and investment to bring the airport up to appropriate standards for the short and long term.

³ State Government Report on the Draft Jandakot Airport Master Plan 2009 (October 2009) pg 11



Discussion

Airport Development

- 1) What is the future capacity of Perth Airport, based on its current infrastructure?
- 2) When is it expected to reach that capacity level?
- 3) Does the owner Perth Airport Pty Ltd (PAPL) have cogent plans and the capacity to expand the Perth Airport in a timely manner to meet the needs of the State?
- 4) Are current Perth and Jandakot airport development plans consistent with aircraft movement, passenger trip and freight task forecasts? What contingencies are in place should demand continue to grow at rates approaching current levels?
- 5) What is the role of the State in relation to Perth Airport and how should the State properly fulfil that role?
- 6) More generally, are there any constraints within the aviation industry that will limit the role, growth, reliability, choices, services and efficiency of the industry in the future?
- 7) Are the consultation processes set up by the Commonwealth Government in respect of Perth Airport, in particular the Planning Co-ordination Forums and the master planning processes, sufficient to ensure the necessary stakeholder involvement in the future infrastructure development of the Airport?
- 8) There has been a rapid growth in regional aviation, particularly FIFO, from Perth airport, and it is expected that the trend will continue into the foreseeable future. On this basis, is the aviation industry well placed to respond to this substantial increase in the demand for the specific need of those services? If not, what are the key issues to be addressed by the aviation industry?

Safety

- 9) Central to the continued strong growth in passenger demand for aviation services, are the high levels of public confidence in the management of safety within the aviation industry. With a specific focus on the airline industry in Western Australia are there are threats to this continued safety record?

Freight

- 10) Freight movement forecasting expects levels to double out of Perth airport by 2030. Are there specific considerations taken into account to respond to the growth in the freight task?

Perth's Alternative Airport

- 11) What options are available to the State regarding the selection of Perth's alternative airport?



5.2.2 Identification, classification and development of a state-wide network of regional airports

Background

Until the early nineties the Commonwealth Government owned and managed regional airports within WA. Regional airports were handed to Local Government Authorities to manage. Some of these Local Government Authorities do not yet have firm procedures in place to effectively manage these assets, and therefore regularly seek funding from external agencies.

The Department of Transport's current objective is to ensure that no community with a population greater than 500 is more than 250 km from a regular public transport (RPT) airport, unless the community has access to another form of regular public transport. The airport must accommodate at least two RPT services per week and be accessible by a safe road. In addition, sufficient emergency access (e.g. for the Royal Flying Doctors Service), is required for communities in WA, including for up to 280 aboriginal communities located in remote areas of the State.

Department of Transport's has identified 26 key regional centres to receive scheduled RPT air services. In 2009 there were 672 known publicly accessed aerodromes in the remote regions. Remote regions include the Gascoyne; Goldfields-Esperance; Kimberley; Pilbara and parts of the Mid West.

The identification of regional hubs is largely reliant on the "natural" development of regional areas, often involving the centralisation of key government services, economic activities and population in particular towns. These include:

- Mid West - Geraldton
- Goldfields – Esperance, Kalgoorlie
- Pilbara – Port Hedland, Karratha, Newman
- Kimberley – Broome, Kununurra
- Great Southern – Albany
- Gascoyne – Exmouth, Carnarvon
- South West – potential: Busselton

This has direct effects on passenger numbers to certain airports and infrastructure levels required.

Regional Planning Committees advise the Western Australia Planning Commission (WAPC) on planning for the region and makes recommendations. A State Aviation Strategy would need to be factored into any Regional Planning Committee deliberations.



Issues

The effective development of international airports, would improve arrangements between the State and Commonwealth Government, due to the Commonwealth control of international airport classification and international air service agreements.

The introduction of new Commonwealth initiatives and legislation has implications on the provision of infrastructure and air services in Western Australia.

Despite the importance of intrastate RPT operations in the development of airport infrastructure, resource sector chartered fly-in fly-out services are having an increasing influence on the development of both new and existing, public and private airports in Western Australia. While this presents opportunities in increased private sector airport infrastructure, challenges arise in the proliferation of airports in regional and remote areas, particularly in the Pilbara and Goldfields regions.

The need for major upgrades of regional airports is increasing due to; a greater number of air transport operators, the changing type of aircraft servicing the resources sector and more frequent usage. Longer sealed airstrips are required due to these factors and another consequence is the increased wear and tear on existing runways.

The rising construction costs in regional WA are also straining the capacity of the operators of regional airports, usually the local governments, to deliver and upgrade regional airport infrastructure.

The provision of Royalties for Regions funds to 2013/14 for the Regional Airports Development Scheme (RADS) has resulted in an improved level of regional airport infrastructure, however long term funding solutions are required to ensure that deficiencies in the quality of airport infrastructure do not constrain growth in regional WA communities.

In the development of a State-wide network of airports, a range of key State Government policies need to be considered, including:

- **Regional Airports Development Scheme (RADS)** – Royalties for Regions has committed \$27 million until 2013-14 for RADS to ensure regional aviation infrastructure and airport services are developed and maintained to support economic growth in regional Western Australia. The State Aviation Strategy will need to guide funding of this scheme.
- **Pilbara Cities** – The Pilbara Cities vision is focussed on supporting the growth of Karratha and Port Hedland in particular, to become cities of 50 000 by 2035. The proliferation of airports linked to mine sites has the potential to limit the interaction of mine workers into the local economies of Karratha and Port Hedland. A State Aviation Strategy will need to recommend the appropriate aviation policy approaches to align with the Pilbara Cities vision.
- **FIFO Workers** – The FIFO approach to mining has the potential to negatively impact on regional development particularly in relation to the Pilbara Cities vision. A State Aviation Strategy can impact on FIFO and support a policy response that limits adverse impacts.
- **SuperTowns** – The SuperTowns Royalties for Regions initiative seeks to support regional communities in the southern half of the State to plan and prepare for future growth. A State Aviation Strategy can positively impact on SuperTowns growth plans.



In addition, there are a number of key regional development projects that are relevant to the development of a State wide network of airports including: the Ord – East Kimberley expansion project, Oakajee Mid West development project; Browse LNG precinct; and Ashburton North Strategic Industrial Area (ANSIA) and the Anketell Port and Strategic Industrial Area, among others.

International aviation is also a factor affecting regional airport infrastructure development, principally with the influence of the Commonwealth Government's negotiation of international air rights and determination of international airports, via a set of principles, including a national interest consideration. Currently Perth, Broome, Port Hedland, Exmouth/Learmonth and Kalgoorlie airports are classified as international airports in varying categories. Perth and Port Hedland currently facilitate international air services, with Broome providing additional services seasonally.

Perth currently competes for limited international flights negotiated from international air rights agreements with other "major gateways", including Melbourne, Sydney and Brisbane. The Commonwealth Government also offers foreign airlines unlimited access to secondary gateways in regional areas such as Broome, allowing Western Australia to potentially attract additional international services.

Commonwealth legislation dictates that from 1 July 2012, all airports receiving RPT air services in aircraft greater than 20,000 kilograms will require passenger and checked bag screening. These screening requirements come at a high infrastructure cost to regional airports, including provision and installation of screening equipment, modifications to airport terminals and training and employment of staff. The majority of these costs are passed on to passengers by the airlines.

Discussion

- 1) To what extent are regional airports capable of handling aircraft of the size and capacity which are best suited to servicing routes to and from those airports?
- 2) What are the long term funding approaches and mechanisms that need to be put in place to ensure local government operators of regional airports are well placed to develop their airports consistent with expanding demand for services?
- 3) How should the network of regional airports be developed in order to support broader State Government policies such as Royalties for Regions?
- 4) Should consideration be given to limiting the number of international airports in WA, and consolidating infrastructure investment into key strategic areas or hubs?
- 5) Can State Government programs such as RADS be better coordinated with Commonwealth and local government funding programs? How should this occur?

5.3 Planning for future airport developments

Background

The planning and development of airports in Western Australia sits within the WA planning framework. The State Planning Strategy (SPS) provides the basis for long-term state and regional land use planning and coordinates a whole-of-government approach to planning. The Western Australian Planning Commission (WAPC) is currently revising the SPS, in order to accommodate the changes in the state's economic and social development since the SPS was released in 1997, and plan for future trends.

In addition, ensuring sufficient air space is central to the development and growth of aviation in Western Australia.

Issues

It is important to identify long term land requirements for both current and future airports prior to the finalisation of any Regional and Metropolitan Structure Plans. Airport sites require specific conditions, including; the distance from built up areas and activity centres, topography and buffer zones for noise and conservation areas.

Over the past ten years, planning and development on airport land, particularly in relation to non-aviation uses, does not reference the impacts of the development outside the airport boundaries, and so compromising the capacity of perimeter infrastructure such as roads and undermining strategic land use planning.

Perth Airport operates 24 hours a day. It is imperative that facilities and developments within a certain distance of airport land take into consideration the impact of aeronautical activities. There are concerns regarding the incompatibility of route alignment, frequency of flights, and development of large airport facilities with neighbouring communities, residential areas and adjacent land, particularly in regard to noise issues. Without appropriate planning processes there is a risk of constraining Perth Airport's ability to service the State.

The predominant trend in the resource sector industry workforce is to fly-in fly-out staff from major centres to remote mine sites. This has seen the number of aircraft movements from Perth Airport increase significantly leading to congestion.

Second Metropolitan Airport

The Department of Planning (DoP) and the Department of Transport (DoT) are currently being undertaking preliminary work for the banking of land within the metropolitan area, to allow the future planning of any proposed second metropolitan airport.

Though infrastructure capacity at Perth and Jandakot Airports will be a leading catalyst for the need to identify and develop a second airport site near Perth in the future, the increase in population density and Perth communities' sensitivity to aircraft noise may accelerate the need for State Government to identify and develop a new airport site/s sooner. Anecdotal evidence suggests there is limited land available which could be used for the development of a second airport within close proximity of the Perth metropolitan area, in approximately 15 to 50 years. .



Pearce Air Force Base

The future expectations and expansion plans in respect of the Pearce Air Force Base will be identified within the State Aviation Strategy.

Regional Planning Issues

Airports cannot be considered in isolation from the network in which they operate in. Whilst most public airports within Western Australia are owned and operated by Local Governments, whilst lessees or owners operate others. This can raise the question of responsibility for planning and investment in peripheral infrastructure such as connecting rail, roads and signage.

Consideration of whether the resource sector workforce could be decentralised, with fly-in fly-out operations occurring from other regional centres and airports such as Geraldton, Busselton or Karratha. Strategic town planning would be required in order to ensure that both airport facilities and infrastructure within the towns could encourage and support the increase in population.

Discussion

- 1) When might Perth need a second airport with capacity to service large aircraft and how should the State determine where that airport should be located? What should the State do to secure the location of a 2nd large airport in the Perth catchment?
- 2) What role does Pearce Air Force Base (PAFB) play and what is its future nature and scale of operations? To what extent does Pearce constrain air service capacity to and from Perth? What is or can be done to minimise the impact of PAFB?
- 3) Are current State planning processes sufficiently robust to protect Perth Airport from increased encroachment of noise sensitive development into potentially noise affected areas?
- 4) What is the status of air space capacity in WA?
- 5) What action is being undertaken by Airservices and other industry participants to grow the capacity of the air space?
- 6) Is the nature of air navigation technology servicing WA suitable?

5.4 Aviation related economic development opportunities

Background

For WA to be globally competitive, it needs global connectivity. WA's geographical size and location places a heavy reliance on adequate aviation access. Therefore a strong, reliable and sustainable aviation sector is essential.

In relation to aviation related economic development the main objectives are outlined as follows:

- To connect Western Australian communities to the world i.e. to other communities within the State, interstate and internationally;
- To grow the numbers of operators (intrastate, interstate and international), flights and passengers (commuters and tourists);
- To facilitate economic, social, cultural, trade and industrial development; and
- To facilitate tourism development.

The range of airlines operating in WA are;

- *Intrastate*: There are 7 RPT regional airlines: AirNorth, Qantas (QantasLink), Skippers, Skywest, Virgin, Cobham and Golden Eagle Airlines. There are also 4 major non-RPT airlines: Slingair, Alliance, Network and Marooomba.
- *Nationally*: There are 7 domestic carriers: Jetstar, Qantas, Skywest, Tiger, Virgin and AirNorth.
- *Internationally*: Currently 17 airlines have rights into Perth and of those also 16 code share.

There are 68 Air Service Agreements (ASA's) into Australia, which give capacity entitlements. They are a register of available capacity Treaty Levels between aeronautical authorities, for example as Memorandums of Understanding (MOU's) or letters, and a database controlled by the Department of Foreign Affairs and Trade (DFAT). These Bilateral Rights (Treaties) control the capacity, frequency, routes, cities, ownership, safety certifications and prices or air services in Australia. These usually form reciprocity in agreements.

The number of foreign ports that include Perth international city pairs has fluctuated considerably over the past 25 years. At present, the Perth international network comprises of 19 foreign ports, however in 1999 there were 42 foreign ports in the network. The significant decline in the number of foreign ports served, demonstrates how quickly airlines can pull out of routes in response to falling profitability. Airlines which have pulled out of Perth city pairs include; Bahrain, Bombay, Christchurch, Frankfurt, Harare, Honolulu, Los Angeles, Manchester, Paris, Rome, Wellington and Vancouver over the past 2 decades.

The State Government plays a crucial role in route development support, investing cooperative marketing funds in new routes and expanded services with an aim of generating growth and demand to achieve route sustainability.



Airports play a crucial role in route development support, providing aeronautical rebates for new carriers and routes to facilitate financially successful start-up operations.

The key issues and influencers regarding the opening up of new, expanded and regional air services by international and domestic carriers include:

- Impact of the AUD/USD price parity;
- Impact of the resources boom and industry needs;
- Population growth and demographics (local, regional WA and global);
- Political influence;
- Industry pressure – cabotage (exclusive rights to operate), ACCC (world trade organisation – restraint of trade);
- State, Commonwealth and international aviation polices;
- National competition policy ([Competition and Consumer Act 2010](#) (CCA) (previously the *Trade Practices Act 1974*);
- Domestic and international airline capacity and viability;
- Economic growth and development in key markets (particularly in the Asia Pacific region);
- Investment and infrastructure requirements; and
- The availability of funds for private and government investment (within Australia and globally).
- Analysis and identification of key growth aviation markets, growth in Western Australia and Perth, and assessment of travel demand and access opportunities between the key markets and Western Australia.

The State Government could undertake a range of initiatives in order to further develop aviation opportunities at both the international and the interstate and regional level.

For international development opportunities:

Together with the Commonwealth Government pursue an international air services policy which serves WA's interests by:

- Further supporting the growth of international aviation towards 'open skies' agreements, balancing the economic, trade and tourism benefits that flow from opening up international aviation markets and the need to maintain a strong Australian-based aviation sector;
- Supporting the capacity available to foreign and Australian airlines under Australia's bilateral agreements and that it remains ahead of demand so that growth is not constrained and airlines can plan for long-term expansion in the Australian market;



- Providing opportunities and support for regional areas such as Broome to attract international services by:
 - offering foreign airlines unlimited access to secondary gateway markets (i.e. markets other than Brisbane, Sydney, Melbourne and Perth); and
 - increasing these opportunities by offering additional beyond rights and improved access to major gateway markets for international flights linked to secondary gateways;
- Supporting and participating in cross border airline investment facilitations through the incorporation of principal place of business criteria in bilateral agreements; and

For interstate and regional opportunities:

Together with the Commonwealth Government pursue an international air services policy which serves WA's interests by:

- Support the Commonwealth Government's continued stance for the maintenance of a fully deregulated interstate domestic aviation market.
- Negotiate for infrastructure funding (Royalty for Regions/State/Commonwealth) in recognition of the challenges facing the regional tourism industry and the communities that rely on regular air services by:
 - Continuing to provide funding assistance for regional and remote air services and aerodromes,
 - Supporting the consolidation of funding for the Commonwealth Government's Remote Air Services Subsidy Scheme (RASS), the Remote Aerodrome Inspection (RAI) Program, the Remote Aerodrome Safety Program (RASP) and the Remote Aviation Infrastructure Fund (RAIF); and
 - Working with local governments and communities to identify routes and regional aerodromes which might be developed as hubs for serving remote areas.

Discussion

- 1) Is the State currently sufficiently served by intrastate, national and international airlines? Will the State be sufficiently served by intrastate, national and international airlines into the future?
- 2) Are there any barriers limiting the type and number of airlines servicing WA?
- 3) What factors will impact the number and type of airlines servicing WA?
- 4) What might the State Government do to encourage growth of airline presence in WA?
- 5) What are the structures & mechanisms that can encourage regional airports to undertake cost-efficiency & business diversification measures, with an aim of lowering aeronautical charges to aid route development, and in turn reduce travel fares for visitors and residents?



5.5 People and skills – Fostering aviation training

Background

The International Air Transport Association (IATA) has indicated that each year, the global airline industry needs 3,000 more pilots than training schools currently provide⁴. The International Civil Aviation Organisation (ICAO) has predicted that more than 800,000 new pilots and engineers will be required globally to meet the needs of the expanding international commercial fleet of planes, with more than double the current fleet expected to be purchased in the next 20 years. ICAO believes the following factors will lead to the predicted shortage of skilled aviation professionals; the retirement of the current generation of workers; failure to attract suitable people; competition from other industries for workers; lack of training capacity; and lack of international harmonisation of some aviation competencies.

For the aviation industry to grow in WA it is necessary that there is access to adequate numbers of appropriately skilled people for key industry activities, including:

- Pilots;
- Aircraft Maintenance Engineers;
- Flight crew; and
- Airport planning and operations.

Western Australia is well endowed with basic aviation infrastructure, as such there the opportunity to be a training base for the aviation industry within Asia.

A large number of aerodromes are scattered throughout the State and they provide the basis for a well developed aviation industry. Pilot training organisations such as China Southern West Australian Flying College, Singapore Flying College and the Royal Aero Club of WA based at Jandakot Airport, which is Perth's general aviation airport. Some tertiary aviation training is also available through Training WA (TAFE) and universities.

Issues

There is significant unmet demand for pilot training from countries within the Asia Pacific region including China, India, Malaysia, Indonesia and East Timor⁵. Jobs within the sector typically demand a high level of skill and training, which are both time consuming and costly to the individual. Training is primarily delivered to meet regulatory requirements. Whilst the majority of Australian training delivery is on the east coast, some commercial pilots train within WA.

To support pilot training, upgrading of regional aviation infrastructure is required, in particular with regard to advanced navigational aids (such as an Instrument Landing System). The Perth metropolitan region has major limitations with regards to pilot training. These include air space availability for training, which is at a premium whilst military activity heavily impacts on availability air space availability to the north. In addition, access to Perth Airport for training is limited with the growing number of commercial flights.

Changes to Commonwealth regulations are impacting on the security needs of regional airports including increased reporting officers, the need for greater screening of passengers, and baggage checking equipment. The training and retention of these staff is costly to small, regional airport operators.

⁴ Pearson, D. 2008, April 25. Global pilots shortage worsens. *The Australian*.

⁵ Wheatbelt Aviation Strategy Ministerial Taskforce Interim Report (Final) (2010)



With the increase in international air travel, skilled personnel (particularly pilots) are attracted to overseas airlines and airports. This has created a demand for training additional skilled staff to the projected domestic labour requirements, to compensate for international demand losses.

The Queensland Government has recognised the issue of aviation skills development in recent years, and has established aviation skills training facilities in Brisbane and Cairns. The Aviation Australia initiative has been an outstanding success and has received strong international recognition. It provides training on general aircraft maintenance, cabin crew and regulatory and licence training to standards required by the Civil Aviation Safety Authority (CASA) for over 50 airlines and aerospace companies such as Qantas, Boeing and regulatory agencies from a number of Asia-Pacific countries. This model provides an approach which WA could adopt.

Discussion

- 1) Are there sufficient numbers of appropriately skilled people available now and likely in the future to support unconstrained growth of the aviation industry?
- 2) How does the supply of skilled aviation personnel in WA compare to other States?
- 3) What are the current systems/processes for skills development in key aviation professions?
- 4) What role should the state play in supporting skills development?
- 5) Should Western Australia aim to further capitalise on pilot training opportunities from the Asian Pacific markets? Is there an opportunity to develop an aviation skills training facility in the metropolitan area?



5.6 Developing Western Australian aviation industry

Background

General aviation performs an essential role within the broader aviation industry in providing air services such as charter flights, aerial agriculture, aero-medical services, search and rescue, fire-fighting, surveying and aerial photography, pilot training, civil maritime surveillance, aircraft maintenance and repair work. It also includes private and recreational flying. The sector employed almost 3,000 people in 2008-09⁶. General aviation is characterised by a high proportion of small to medium sized businesses.

Western Australia has vast, unpopulated and open spaces in a relatively dry climate. Its large number of growing regional airports can be attractive to niche aviation industry markets such as research and development and recreational aviation including ballooning, ultra-light and unmanned aerial vehicles (UAV).

Issues

WA's remote geographic location and Perth's current level of domestic and international services is likely to impact on its ability to attract the aviation industry dependent on large workforces in specialised fields such as large-scale aircraft manufacture. Supporting industries to these large-scale operations would be co-located. The cost of labour in Australia is also prohibitive for large-scale manufacturing.

Niche aviation industry markets are varied and have diverse needs. Attracting these industries would require focused marketing on a case-by-case basis.

Discussion

- 1) Should the State Government work to encourage the aviation industry into regional areas in Western Australia by working with Local Governments and regional airport operators to ensure appropriate infrastructure is available in these areas and offering incentives?
- 2) The general aviation sector plays an important and wide ranging role within the industry. What are the key issues faced by this sector into the future?
- 3) Should the State Government undertake marketing to attract niche industries and research and development aviation industries into the State? Could this include assessment of the feasibility and then marketing for an aircraft cemetery (such as in Tucson, Arizona)?

⁶ IbisWorld Non-Scheduled Air and Space Transport in Australia: 16403, 28 July 2009



5.7 Regulation of Intrastate Air Services

Background

Under the *Transport Co-ordination Act* (1966), every vehicle operated on a road or air route requires a license. The definition of vehicle includes aircraft, and the Minister may specify any conditions applicable to a licence. These conditions are used to restrict where aircraft can fly, thus protect air routes which may be allocated to a single operator.

The 2009 Review of Intrastate Air Services determination as to whether to regulate or deregulate air services, were based on a National Competition Council framework. Following the recommendations of the Review, a Request for Proposal process was undertaken, from which eight Deeds were awarded to four airlines to provide regular public transport (RPT) air services to 17 regional airports:

- Broome to Derby, Fitzroy Crossing and Halls Creek (Golden Eagle Airlines)
- Perth to Learmonth (Skywest Airlines)
- Perth to Learmonth (QantasLink)
- Perth to Kalbarri, Monkey Mia and Carnarvon (Skippers Aviation)
- Perth to Albany, Esperance, Busselton and Ravensthorpe (Skywest Airlines)
- Perth to Meekatharra and Mt Magnet (Skippers Aviation)
- Perth to Wiluna and Leinster (Skippers Aviation)
- Perth to Leonora and Laverton (Skippers Aviation)

The boom in the resources industry has seen an unprecedented growth in charter air services to accommodate the movement of staff between residencies in the Perth region and mine sites throughout WA. Resource companies often prefer to charter aircraft for these FIFO arrangements in order to reduce costs and to provide more flexibility.

Under current national regulations, the Civil Aviation Safety Authority (CASA) does not allow charter services to carry RPT passengers. Charter operations are not accessible to the general public, whereas RPT operations are scheduled and individual seats are available for purchase by the general public. This definition applies as per the *Transport Co-ordination Act* and by WA Aircraft Licences.

The Commonwealth National Aviation Policy White Paper (White Paper), released in December 2009, states a policy goal for regional services that “Australians in regional and remote communities have reasonable access to air services to major cities and other key centres, including on routes that are not commercially viable.” In line with Commonwealth policy, the State Government is committed to ensuring that regional communities with populations greater than 500 persons are within 250 kilometres by sealed road, of an airport which receives RPT air services at least twice per week.

The State Government has imposed a restriction that limits intrastate charter flights to one flight per corporate customer per week over each RPT route. This restriction applies to both regulated and deregulated routes. The Minister considers applications for any additional charter services on a case-by-case basis. When assessing applications by charter operators to fly



these routes more than once per week, the Minister must take into consideration the impact that any charter would have on the RPT service and whether the RPT service already in place could adequately meet the needs of the client.

Issues

Whilst services to the majority of the airports in the Request for Proposal process were offered and provided to only one airline, services to Geraldton were deregulated and limited competition was tested in four different communities – Albany, Esperance, Learmonth (Exmouth) and Leinster. Only Learmonth was successful in attracting two airlines willing to compete and currently receives services from both QantasLink and Skywest. Many routes in Western Australia are lean and volatile, as they rely on tourism and/or the resource sector to underpin service demand. In light of this, when determining the level of intervention in the market, the State Government has to make a decision whether to provide market full opportunities to compete or provide certainty of service to the communities.

Given the strong resource industry drivers present in Western Australia, fly-in fly-out workforces underwrite many flight services. This includes flights on both deregulated routes such as Perth to Karratha, and on regulated routes such as Perth to Leonora. The resource sector companies also block-book seats on many RPT services on deregulated routes where there are frequent services in large aircraft, RPT services on regulated routes often operate less frequently in smaller aircraft and so charter becomes a more flexible and cost effective option.

Where charter flights operate on RPT air routes, they have the potential to undermine the viability of the RPT service by taking existing customers away from the RPT service, eroding its potential to increase capacity and therefore provide a better service to the community. It is essential for there to be a balance between ensuring RPT services continue to regional communities and meeting the operational needs of the resource industry.

The number and composition of passengers (i.e. tourism vs. corporate), length of the route and seasonality of demand are all key factors to determine whether an RPT service can sustain competition. The variables determining a route's viability are complex and considered on a case-by-case basis. Competition sustainability should be considered given the volatility of passenger demand on many routes. Whilst the State Government requires a minimum number of services on regulated routes, it does not impose ceilings on the number of services provided by individual airlines on RPT routes, including those operating in competition. A ceiling on the number of services on regulated routes may trigger a review of whether the route could be deregulated.

CASA indicated in 2009 that it is seeking to remove the distinction between charter and RPT air services, instead categorising them both as "passenger transport". This would enable charter operators to effectively open their flights to the general public so that any spare capacity could be utilised by non-clients. This would have a significant impact on services, for example in the Northern Goldfields where community travel is infrequent and so a few seats per flight on what previously would have been classified as charter could be adequate to meet demand and also provide better frequency of service and in many cases, a larger aircraft.



The State Government established a grant program in 1997 to contribute funding to airport owners to ensure that regional aviation infrastructure was developed and maintained to facilitate air access and enhance economic growth in Western Australia. Whilst the funding available from the Regional Airports Development Scheme (RADS) has significantly contributed to regional airport infrastructure, there is little prioritisation applied to submissions for funding with the exception of safety, access by the Royal Flying Doctor Service and continuity of existing RPT air services. Without direction in regards to a key network of international and regional hubs and consolidation of infrastructure, the allocation of funds may be inefficient.

Discussion

- 1) Should the State Government directly advocate to the Civil Aviation Safety Authority (CASA) to allow charter services to carry RPT passengers so as to improve passenger service provision to regional areas of Western Australia?
- 2) Are there ways of modifying the current charter policy to ensure that charter services do not undermine RPT services by which operate on the same RPT routes?
- 3) Should an identified number of services on regulated routes be the trigger for a review of whether the route could be deregulated?
- 4) What priorities and criteria are used in the allocation of RADS funding? What priorities and criteria should be used in the allocation of RADS future funding?
- 5) Is there a need to review the stakeholder consultation and communication process associated with the awarding of regular passenger transport routes?
- 6) After the awarding of regular passenger transport routes how should the management of those routes be undertaken (by Government)?



5.8 Role of the Private Sector in Supporting Strategy Objectives

Background

The WA aviation industry impacts on every level of the community and has numerous stakeholders. These include but are not limited to state and local government, various airlines, charter operators, private airports, resources industry, tourism sector, RFDS, to service regional towns and remote communities, and NGO's such as the Royal Flying Doctor Service and the general community. A robust, efficient, economical and effective aviation sector is equally critical to these stakeholders.

No one sector or stakeholder has the influence to 'control' the aviation industry in WA or to unilaterally plan for the long term future of state aviation. The development of a state aviation strategy provides the opportunity for all of these disparate sectors to work together in a partnership for the common benefit of all sectors of the community.

The WA aviation industry is already a partnership by government and the private sector. Several major airports are operated by private companies, including; Perth, Jandakot and Broome airports. It is therefore in the interests of all sectors to work together in the planning and development of a state aviation strategy for both the short and longer term.

The Steering Committee provides the opportunity for all sectors to work together in developing and shaping the optimum aviation infrastructure and network to meet the future needs of the state.

Issues

The private sector's important role in the provision of airport infrastructure necessitates the existence of a functioning planning system, in addition to improved relationships between Government and the private sector. The consolidation of airport infrastructure should be considered for key strategic RPT airports, when considering balancing limited economic resources with community benefits.

In cases where regional airports require substantial investment to support the requirements of particular industry sectors, it may be challenging for local government which own the airports to secure the necessary funding and establish appropriate commercial agreements with airlines to deliver a suitable risk/reward arrangement to underpin the investment.

The categorisation of both charter and RPT as "passenger transport" would enable charter operators to carry members of the general public. In most cases where the Minister for Transport permits charter services, the client of the charter service agrees to transport a number of its personnel on the RPT air service, thereby supporting the viability of the RPT and its continuation of services to the community. The condition for the client to commit to purchase seats on the RPT flights would therefore also be reviewed as part of an assessment of the charter policy.

A number of publicly accessible airports in Western Australia have received significant investment from the private sector including; Kambalda, Leinster and Paraburdoo airports. The investment by the private sector in these community assets has ensured the maintenance of infrastructure and their ongoing ability to receive RPT air services.

Opportunities for joint funding of regional airport infrastructure that provides benefits to the resource industry, tourism operators and the community are encouraged through the RADS assessment process.



There are mechanisms of improving the efficiency of the aviation industry that will be of direct benefit to the private sector. For example;

- Members of the Chamber of Minerals and Energy (CME) have indicated a willingness to contribute to the cost of upgrading the technology used by air traffic controllers in facilitating air traffic at Perth Airport. This will assist in easing congestion during peak periods.
- Charter operations for the WA resources industry currently provide the access to air services for the communities of many regional towns, which would otherwise not be available or economic to do so.

Discussion

- 1) What measures or initiatives can be taken by the private sector in conjunction with government in improving the efficiency of the WA aviation industry?
- 2) In particular, in relation to airports in regional areas to what extent can private industry assist to make the investments in infrastructure or operating requirements?
- 3) Should there be a more coordinated approach between government and the private sector, such as what exists in relation to WA's ports?



REFERENCES

ⁱ <http://www.pc.gov.au/projects/inquiry/airport-regulation>

ⁱⁱ http://www.infrastructure.gov.au/aviation/nap/files_white_paper/091215_Full.pdf