

SHIRE
of
DANDARAGAN

AGENDA AND BUSINESS PAPERS - PUBLIC

for the

ORDINARY COUNCIL MEETING

to be held

AT THE BADGINGARRA COMMUNITY CENTRE

on

WEDNESDAY, 24 APRIL 2024

COMMENCING AT 4.00PM

(THIS DOCUMENT IS AVAILABLE IN LARGER PRINT ON REQUEST)



DISCLAIMER

INFORMATION FOR THE PUBLIC ATTENDING A COUNCIL MEETING

Please note:

The recommendations contained in this agenda are Officer's Recommendations only and should not be acted upon until Council has considered the recommendations and resolved accordingly.

The resolutions of Council should be confirmed by perusing the Minutes of the Council Meeting at which these recommendations were considered.

Members of the public should also note that they act at their own risk if they enact any resolution prior to receiving official written notification of Council's decision.

Brent Bailey
CHIEF EXECUTIVE OFFICER



COUNCIL MEETING INFORMATION NOTES

1. Your Council generally handles all business at Ordinary or Special Council Meetings.
2. From time to time Council may form a Committee, Working Party or Steering group to examine subjects and then report to Council.
3. Generally all meetings are open to the public; however, from time to time Council will be required to deal with personal, legal and other sensitive matters. On those occasions Council will generally close that part of the meeting to the public. Every endeavour will be made to do this as the last item of business of the meeting.
4. Public Question Time. It is a requirement of the Local Government Act 1995 to allow at least fifteen (15) minutes for public question time following the opening and announcements at the beginning of the meeting. Should there be a series of questions the period can be extended at the discretion of the Presiding Member.

Written notice of each question should be given to the Chief Executive Officer fifteen (15) minutes prior to the commencement of the meeting. A summary of each question and response is included in the Minutes.

When a question is not able to be answered at the Council Meeting a written answer will be provided after the necessary research has been carried out. Council staff will endeavour to provide the answers prior to the next meeting of Council.

Council has prepared an appropriate form and Public Question Time Guideline to assist.

5. **Councillors** may from time to time have a financial interest in a matter before Council. Councillors must declare an interest and the extent of the interest in the matter on the Agenda. However, the Councillor can request the meeting to declare the matter **trivial, insignificant** or **in common with a significant number of electors** or **ratepayers**. The Councillor must leave the meeting whilst the matter is discussed and cannot vote unless those present agree as above.

Members of staff, who have delegated authority from Council to act on certain matters, may from time to time have a financial interest in a matter on the Agenda. The member of staff must declare that interest and generally the Presiding Member of the meeting will advise the Officer if he/she is to leave the meeting.

6. Agendas including an Information Bulletin are delivered to Councillors within the requirements of the Local Government Act 1995, i.e. seventy-two (72) hours prior to the advertised commencement of the meeting. Whilst late items are generally not considered there is provision on the Agenda for items of an urgent nature to be considered.

Should an elector wish to have a matter placed on the Agenda the relevant information should be forwarded to the Chief Executive Officer in time to allow the matter to be fully researched by staff. An Agenda item including a recommendation will then be submitted to Council for consideration should it be determined appropriate by the Chief Executive Officer.

The Agenda closes the Monday week prior to the Council Meeting (i.e. ten (10) days prior to the meeting).

The Information Bulletin produced as part of the Agenda includes items of interest and information, which does not require a decision of Council.

7. Agendas for Ordinary Meetings are available in the Shire of Dandaragan Administration Centre and all four libraries as well as on the website www.dandaragan.wa.gov.au seventy-two (72) hours prior to the meeting and the public are invited to secure a copy.
8. Agenda items submitted to Council will include a recommendation for Council consideration. Electors should not interpret and/or act on the recommendations until after they have been considered by Council. Please note the Disclaimer in the Agenda (page 3).
9. Public Inspection of Unconfirmed Minutes (Reg 13)

A copy of the unconfirmed Minutes of Ordinary and Special Meetings will be available for public inspection in the Shire of Dandaragan Libraries and on the website www.dandaragan.wa.gov.au within ten (10) working days after the Meeting.

NOTE:

10.3 Unopposed Business

- (1) Upon a motion being moved and seconded, the person presiding may ask the meeting if any member opposes it.
- (2) If no member signifies opposition to the motion the person presiding may declare the motion in sub clause (1) carried without debate and without taking a vote on it.
- (3) A motion carried under sub clause (2) is to be recorded in the minutes as a unanimous decision of the Council or committee.
- (4) If a member signifies opposition to a motion the motion is to be dealt with according to this Part.

This clause does not apply to any motion or decision to revoke or change a decision which has been made at a Council or committee meeting.

SHIRE OF DANDARAGAN QUESTIONS FROM THE PUBLIC

The Shire of Dandaragan welcomes community participation during public question time as per the Shire of Dandaragan Standing Orders Local Law.

A member of the public who raises a question during question time is requested to:

- (a) provide a copy of his or her questions at least 15 minutes prior to the commencement of the meeting;
- (b) first state his or her name and address;
- (c) direct the question to the President or the Presiding Member;
- (d) ask the question briefly and concisely;
- (e) limit any preamble to matters directly relevant to the question;
- (f) ensure that the question is not accompanied by any expression of opinion, statement of fact or other comment, except where necessary to explain the question;
- (g) each **member of the public** with a question is **entitled to ask up to 3 questions** before other members of the public will be invited to ask their questions;
- (h) when a member of the public gives written notice of a question, the President or Presiding Member may determine that the question is to be responded to as normal business correspondence.

The following is a summary of procedure and a guide to completion of the required form.

1. This is a "question" time only. Orations, explanations or statements of belief will not be accepted or allowed.
2. Questions must relate to a matter affecting the Shire of Dandaragan.
3. Questions must be appropriate and made in good faith. Those containing defamatory remarks, offensive language or question the competency or personal affairs of council members or employees may be ruled inappropriate by the Presiding Member and therefore not considered.
4. Frame your question so that it is both precise and yet fully understood. Long questions covering a multitude of subjects are easily misunderstood and can result in poor replies being given.
5. Write your question down on the attached form, it helps you to express the question clearly and provides staff with an accurate record of exactly what you want to know.
6. When the President or presiding member calls for any questions from the public, stand up and wait until you are acknowledged and invited to speak. Please start by giving your name and address first, then ask the question.
7. Questions to be put to the President or presiding member and answered by the Council. No questions can be put to individual Councillors.
8. The question time will be very early in the meeting. **There is only 15 minutes available for Question Time.** Questions not asked may still be submitted to the meeting and will be responded to by mail.
9. When you have put your question, resume your seat and await the reply. If possible, the President or presiding member will answer directly or invite a staff member with special knowledge to answer in his place. However, it is more likely that the question will have to be researched, in which case the President or presiding member will advise that the question will be received and that an answer will be forwarded in writing. Please note under NO circumstances, will the question be debated or discussed by Council at that meeting.
10. To maximise public participation only three questions per person will initially be considered with a time limit of 2 minutes per person. If there is time after all interested persons have put their questions the President or presiding member will allow further questions, again in limits of two per person.
11. To fill out the form, just enter your name and address in the appropriate areas together with details of any group you are representing, then write out your question.
12. Please ensure your form is submitted to the minute's secretary.

If you have difficulty in or are incapable of writing the question, Shire staff are available on request to assist in this task.

We hope this note assists you in the asking of your question and thank you for your interest and participation in the affairs of our Shire.

SHIRE OF DANDARAGAN

QUESTIONS FROM THE PUBLIC

Any member of the public wishing to participate in Public Question Time during Council or Committee meetings is welcome to do so, however, Council requires your name, address and written questions to be provided to the meeting secretary.

Name: _____ Signature: _____

Address: _____

Contact No: _____ Meeting Date: _____

Council Agenda

Item No: _____

Name of Organisation Representing: _____
(if applicable)

QUESTION:

Each member of the public is entitled to ask up to 3 questions before other members of the public will be invited to ask their question. 15 Minutes is allotted to Public Question Time at Council Meetings.

Please see notes on Public Question Time overleaf...

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1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS**1.1 DECLARATION OF OPENING**

"I would like to acknowledge the traditional owners of the land we are meeting on today, the Yued people of the great Nyungar Nation and we pay our respects to Elders both past, present and emerging."

1.2 DISCLAIMER READING

"No responsibility whatsoever is implied or accepted by the Shire of Dandaragan for any act, omission, statement or intimation occurring during this meeting."

It is strongly advised that persons do not act on what is heard, and should only rely on written confirmation of Council's decision, which will be provided within fourteen days."

2 RECORD OF ATTENDANCE / APOLOGIES / APPROVED LEAVE OF ABSENCE**Members**

| | |
|-----------------------|--------------------|
| Councillor T O'Gorman | (President) |
| Councillor M McDonald | (Deputy President) |
| Councillor J Clarke | |
| Councillor W Gibson | |
| Councillor R Glasfurd | |
| Councillor S Young | |

Staff

| | |
|---------------|--|
| Mr B Bailey | (Chief Executive Officer) |
| Mr L Fouché | (Executive Manager Development Services) |
| Mr B Pepper | (Executive Manager Infrastructure) |
| Mr B Waters | (Executive Manager Corporate & Community Services) |
| Mrs N Winsloe | (Executive Secretary) |
| Mr R Mackay | (Principal Planning & Building Officer) |
| Ms R Sutton | (Manager Community & Customer Service) |
| Ms T Slee | (Manager Economic Development) |

Apologies

Cr G Lethlean

Approved Leave of Absence

- 3 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**
- 4 PUBLIC QUESTION TIME**
- 5 APPLICATIONS FOR LEAVE OF ABSENCE**
- 6 CONFIRMATION OF MINUTES**
 - 6.1 MINUTES OF THE ORDINARY MEETING HELD THURSDAY 28 MARCH 2024**
- 7 NOTICES AND ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION**
- 8 PETITIONS / DEPUTATIONS / PRESENTATIONS / SUBMISSIONS**

9 REPORTS OF COMMITTEES AND OFFICERS

9.1 CORPORATE & COMMUNITY SERVICES

9.1.1 ACCOUNTS FOR PAYMENT FOR THE PERIOD ENDED 29 FEBRUARY 2024

| | |
|-------------------------|---------------------------------------|
| Location: | Shire of Dandaragan |
| Applicant: | N/A |
| Folder Path: | Doc Id: SODR-2042075298-78975 |
| Disclosure of Interest: | None |
| Date: | 16 April 2024 |
| Author: | Rebecca Pink, Accountant |
| Senior Officer: | Brent Bailey, Chief Executive Officer |

PROPOSAL

To accept the Cheque, EFT, BPAY, Direct Debit and Fuel Card listing for the month of February 2024.

BACKGROUND

In accordance with the Local Government Act 1995, and Financial Management Regulations 1996, a list of expenditure payments is required to be presented to Council.

COMMENT

The Cheque, EFT, BPAY and Direct Debit (including fuel cards) payments for February 2024 totalled **\$1,061,897.33** for the Municipal Fund.

Should Councillors wish to raise any issues relating to the February 2024 Accounts for payment, please do not hesitate to contact the Accountant prior to the Council Meeting, in order that research can be undertaken, and details provided either at the time of the query or at the meeting.

CONSULTATION

Nil

STATUTORY ENVIRONMENT

Regulation 13 of the Local Government Financial Management Regulations 1997.

POLICY IMPLICATIONS

There are no policy implications relevant to this item.

FINANCIAL IMPLICATIONS

There are no adverse trends to report currently.

STRATEGIC IMPLICATIONS

There are no strategic implications relevant to this item.

ATTACHMENTS

Circulated with the agenda are the following items relevant to this report:

- Cheque, EFT, BPAY, Direct Debit and Fuel Card listings for February 2024 (Doc Id: SODR-2042075298-78975)
(Marked 9.1.1)

VOTING REQUIREMENT

Simple majority

OFFICER RECOMMENDATION

That the Cheque, EFT, BPAY, Direct Debit and Fuel Card payment listing for the period ending 29 February 2024 totalling \$1,061,897.33 be received.

9.1.2 FINANCIAL STATEMENTS – MONTHLY REPORTING FOR THE PERIOD ENDING 29 FEBRUARY 2024

| | |
|-------------------------|---------------------------------------|
| Location: | Shire of Dandaragan |
| Applicant: | N/A |
| Folder Path: | Doc Id: SODR-2042075298-79042 |
| Disclosure of Interest: | None |
| Date: | 16 April 2024 |
| Author: | Rebecca Pink, Accountant |
| Senior Officer: | Brent Bailey, Chief Executive Officer |

PROPOSAL

To table the monthly financial statements for the period ending 29 February 2024 for adoption by Council.

BACKGROUND

In accordance with the Local Government Act 1995 and Financial Management Regulations (1996), monthly financial statements are required to be presented to Council. Circulated are the monthly financial statements for the period ending 29 February 2024.

COMMENT

Regulation 34 of the Financial Management Regulations (1996) requires the following information to be provided to Council:

1. Net Current Assets

Council's adjusted net current assets surplus / (deficit) position as at the 29 February 2024 was \$1,399,502. Net Current Assets are calculated by deducting current liabilities from current assets as reported in the Statement of Financial Position. In accordance with regulation 34 of the Local Government Financial Management Regulations (1996) the net current assets are adjusted to establish a surplus / (deficit) position within the monthly financial statements. The current position indicates that Council can easily meet its short-term liquidity or solvency.

The adjusted Net Current Assets position is reflected on page 5 and reconciled with the Statement of Financial Activity on page 2 of the financial statements.

The amount raised from rates, shown on the Statement of Financial Activity (page 2), reconciles with note 8 (page 16) of the financial statements and provides information to Council on the budget vs actual rates raised.

2. Material Variances

During budget adoption a 10 percent and \$10,000 threshold for these variances to be reported was set.

Note 3 (page 6) of the attached report details any significant variances.

Should Councillors wish to raise any issues relating to the 29 February 2024 financial statements, please do not hesitate to contact the Accountant prior to the Council Meeting in order that research can be undertaken, and details provided either at the time of the query or at the meeting.

CONSULTATION

- Chief Executive Officer

STATUTORY ENVIRONMENT

- Regulation 34 of the Local Government Financial Management Regulations (1996)

POLICY IMPLICATIONS

There are no policy implications relevant to this item.

FINANCIAL IMPLICATIONS

There are no adverse trends to report at this time.

STRATEGIC IMPLICATIONS

There are no strategic implications relevant to this item.

ATTACHMENTS

Circulated with the agenda is the following item relevant to this report:

- Financial statements for the period ending 29 February 2024
(Doc Id: SODR-2042075298-79042)
(Marked 9.1.2)

VOTING REQUIREMENT

Simple majority

OFFICER RECOMMENDATION

That the monthly financial statements for the period 29 February 2024 be received.

9.2 INFRASTRUCTURE SERVICES

9.2.1 AVON AND CENTRAL COAST 2050 CYCLING STRATEGY

| | |
|-------------------------|--|
| Location: | Jurien Bay |
| Applicant: | Shire of Dandaragan |
| Folder Path: | SODR-877026889-4010 |
| Disclosure of Interest: | Nil |
| Date: | 28 March 2024 |
| Author: | Julie Rouse, Coordinator Infrastructure Services |
| Senior Officer: | Brad Pepper, Executive Manager Infrastructure |

PROPOSAL

This report seeks Council's endorsement of the Department of Transport's Avon and Central Coast 2050 Cycling Strategy (Strategy) as attached.

BACKGROUND

The development of this Strategy stems from the Department of Transport's (DoT) WA Bike Network (WABN) Plan 2014-2031 key action to develop long term cycle strategies for Perth and Regional WA. The DoT have identified the need for twelve long-term cycling strategies across WA, including 11 regional 2050 Cycling Strategies to create a shared long-term vision for cycling in the regions and guide delivery of safe and interconnected bicycle networks, along with associated facilities and travel behaviour change initiatives.

Each strategy developed has been undertaken in partnership with local governments across WA and informed by multiple phases of stakeholder and community consultation. Positioned as aspirational strategies to 2050, each strategy highlights opportunities to encourage bike riding for transport, recreation, and tourism across the region and proposes networks for regional centres and their surrounding areas. Five-year action plans prioritise the delivery of strategic infrastructure and initiatives and guide funding through the DoT's current Regional Bike Network (RBN) Grants program. It is important to note however, that this grants program is currently suspended for the 2024-2025 financial year while the DoT undertake a review of the program to determine new guidelines around future funding rollouts.

As aspirational plans, the DoT recognises that regional local governments with constrained funding may not have the capacity to deliver the complete final networks as outlined in each Strategy. Beyond guiding available RBN funding, these strategies are also demonstrably effective in driving investment by opening additional funding sources and enabling local governments to build more of the network and deliver more local travel behaviour change initiatives.

Development of these strategies has been wholly funded by the

DoT but undertaken in partnership with all relevant local governments. To date six regional strategies have been completed, with the remaining 5 strategies due for completion this financial year.

Development of the Avon Central Coast 2050 Cycling Strategy began in late 2019, with the Shires of Beverley, Chittering, Dandaragan, Gingin, Northam, Toodyay and York, working in partnership with DoT.

Internal working groups for each of these local government authorities provided input and guided the development of this document. These working groups included diverse representatives across engineering, works, planning, community development, community safety, communications, sustainability, tourism, and economic development.

Following an agreed scope of works, the DoT procured engineering consultants, Cardno, as the delivery contractor to assist with the project. Stakeholder input was sought and received from government and non-government organisations, including (but not limited to) the Departments of Local Government, Sport and Cultural Industries (DLGSC), Planning, Lands and Heritage (DPLH), Biodiversity, Conservation and Attractions (DBCA), Water and Environmental Regulation (DWER), Main Roads WA (MRWA), and Tourism WA, as well as the WA Local Government Association (WALGA), and WestCycle. Details of stakeholder consultation can be found in Section 1.4.6 of the Strategy.

DoT and Cardno officers visited all key centres across the Avon-Central Coast region to undertake initial scoping in late 2019 and early 2020 which included a comprehensive review of relevant government and non-government policies and strategies, alongside reviews of existing cycling networks, data analysis, and stakeholder meetings to discuss and identify opportunities for cycling across the region.

Outputs from the scoping work culminated in the production of information sheets and preliminary 2050 network maps for the project which were used throughout the community consultation process. Information on the project was provided via the DoT's online 'My Say' Transport project page, with 139 people engaged online. Three drop-in sessions were held in 2020 in Jurien Bay, Gingin, and York, as well as stalls held at community markets in Jurien Bay, Bindoon and Toodyay (refer Appendix C of the Strategy for details).

With the onset of the COVID pandemic in 2020 the ongoing development of the Strategy was placed on hold in 2021 but recommenced in 2022. Between late 2022 and mid-2023, DoT re-

engaged with the relevant local governments and principal stakeholders to review mapping and outline each five-year action plan.

Shire of Dandaragan officers have worked extensively with the DoT in relation to the relevant projects within our Shire region listed within the Action Plan and throughout its review process on receiving the first draft of the document, provided significant feedback to DoT with modifications to be incorporated on information relating to the Shire of Dandaragan region and mapping.

Concern around coastal inundation and erosion in Cervantes in particular, highlights the risk of investing in the construction of cycling infrastructure along the coastline as shown on maps within the Strategy, however, over time, Shire officers may be able to identify an alternative route to deliver this cycling network link within the townsite.

COMMENT

In presenting this item to Council, Shire officers invite Council to endorse the Strategy as-is or provide in-principle support pending any additional requests from Councillors for modifications if any.

If Council supports the document as is, the Strategy will be published on the DoT website and maintained by the DoT in partnership with all included local governments.

The DoT seek this endorsement to demonstrate region-wide collaboration on a shared vision, which will assist in leveraging and prioritising future funding. Once this long-term strategy is in place, all current WABN grants and its future iteration, will be linked to them. Furthermore, these strategies have already been successful in gaining funding from Federal and commercial sources.

The final document is, as previously stated, a shared aspirational vision for cycling across the region, with the various action plans a guide for delivery, not an enforced set of actions. This long-term planning approach has now been endorsed by 32 metro local governments (through the Perth and Peel Long-Term Strategy) and all local governments with published regional strategies (including those in Warren-Blackwood, Leeuwin-Naturaliste, Bunbury-Wellington, Esperance, Geraldton, and Pilbara). These endorsements have been given on the basis that DoT will continue to work with local governments over time to maintain and where necessary, modify each strategy.

It is important that Council understand that endorsement of this Strategy does not commit Council nor State Government agencies to deliver all, or any part, of the Strategy, within a particular

AGENDA FOR ORDINARY COUNCIL MEETING TO BE HELD WEDNESDAY 24 APRIL 2024

timeframe, nor does endorsement commit any party(s) to fund any specific route or initiative within the Strategy. Council's endorsement will solely confirm its support for local and State Government agencies to continue to work together in delivering the aspirational projects over the longer term.

It is also to be noted that the Shire of Gingin has chosen not to endorse the Avon-Central Coast Cycling Strategy due to other pressing priorities relating to the coastal management of its seaside towns and their commitment to funding subject to organisational and funding capacity at this point in time.

CONSULTATION

Department of Transport WABN Bike Network Team
Shire of Gingin
Shire of Chittering
DBCA (Turquoise Coast)

STATUTORY ENVIRONMENT

Not applicable

POLICY IMPLICATIONS

Not applicable

FINANCIAL IMPLICATIONS

Budget implications will be based upon future annual budgets adopted by Council over the 25-year period as outlined in the new Strategy.

STRATEGIC IMPLICATIONS

Strategic Community Plan - Envision 2029

| | |
|--|--|
| 01 - Infrastructure | The Shire will work cooperatively with private enterprise and government agencies to develop and maintain a dynamic infrastructure network responsive to usage demand that attracts and retains residents and businesses. |
| Priority Outcomes | Our Roles |
| Our investments in public assets are based on responsible and sustainable asset custodianship. | <p>Modernise the Shire's Asset Management Planning framework to sustainably manage our existing asset network and consider asset expansion within sustainable levels of service.</p> <p>Work with community groups to review existing facilities, plan for renewal and ascertain the feasibility of any proposed new facilities.</p> |

AGENDA FOR ORDINARY COUNCIL MEETING TO BE HELD WEDNESDAY 24 APRIL 2024

| | |
|--|--|
| | Increase activation of our public open spaces and buildings rather than increasing quantity without a demonstrated need. |
|--|--|

ATTACHMENTS

- Department of Transport's Final Avon and Central Coast 2050 Cycling Strategy – *Electronic only* (Doc ID No. SODR-877026889-4340).

(Marked 9.2.1)

VOTING REQUIREMENT

Simple Majority

OFFICER RECOMMENDATION

That Council:

- 1. Endorses the key directions of the Avon and Central Coast 2050 Cycling Strategy; and**
- 2. Receives the proposed Action Plan for future budget and planning consideration.**

9.3 DEVELOPMENT SERVICES

9.3.1 PROPOSED HOLIDAY HOUSE – LOT 44 (NO. 9) MERMAID COVE, JURIEN BAY

| | |
|-------------------------|--|
| Location: | Lot 44 (No. 9) Mermaid Cove, Jurien Bay |
| Applicant/Landowner: | P J & S P Booth |
| Folder Path: | SODR-1262144384-22368 |
| Disclosure of Interest: | Nil |
| Date: | 15 April 2024 |
| Author: | Rory Mackay, Principal Planning & Building Officer |
| Senior Officer: | Louis Fouché, Executive Manager Development Services |

PROPOSAL

The purpose of this report is for Council to consider granting development approval for the use of Lot 44 (No. 9) Mermaid Cove, Jurien Bay as a commercial holiday house.



Location Plan – Lot 44 (No. 9) Island Drive, Jurien Bay

BACKGROUND

A four-bedroom, two-bathroom, single-storey dwelling is nearing completion on the subject property with the expected builder handover in May 2024. The proponent seeks development approval to accommodate up to eight guests for short stay bookings, not exceeding three consecutive months.

As a result of the application being advertised to immediate neighbouring landowners, eight submissions objecting to the proposal were received as outlined in the Consultation section of this report. The objections result in a Council determination being

required for the application in accordance with Delegation 9.1.2 (Town Planning – Other Use and Development).

Local Planning Policy 9.12 Short-Term Rental Accommodation (Policy) has been adopted by Council to guide the assessment of short-term rental accommodation development applications. The subject application for up to eight guests within a single house is classified as a 'Holiday House' under the Policy. The Policy objectives are set out in the Policy Implications section of this report.

The State Government has announced new regulations for un-hosted Short-Term Rental Accommodation (STRA) in Western Australia. All STRA providers will be required to register their properties when the regulation becomes effective. The State register is expected to open mid 2024 with registration for local providers required by 1 January 2025.

There are currently two other commercial holiday houses approved adjacent to this proposal at 4 and 5 Island Drive, Jurien Bay.

Overall, there are 94 commercial holiday houses approved in the townsites of Jurien Bay and Cervantes. This represents 4.4% of the 2137 dwellings in these towns recorded on the 2021 Census date, plus the 68 additional houses which have completed construction since the last census in these two towns.

For Jurien Bay specifically, there are 80 approved commercial holiday houses which represents 4.9% of the 1628 dwellings in Jurien Bay recorded on the 2021 Census date, plus the additional 55 Jurien Bay houses which have completed construction since the last census.

The above representations exclude privately used holiday dwellings which are only for personal, friends and family use at no commercial reward. It is noted on the 2021 Census date 49% of the 1573 dwellings were occupied in Jurien Bay, with the remaining 51% of dwellings unoccupied. It is therefore estimated that a significant portion of the Jurien Bay housing stock is utilised as private holiday dwellings which are not for commercial STRA reward. The statistics reflect Jurien Bay's current and historic character as a tourist / holiday destination.

COMMENT

Dwellings provide places for people to shelter, to retreat, to eat and to gather. While temporary accommodation (such as a holiday house) may be said to also provide these, the intensity, and the manner of these two land uses is not the same. This is because in the context of a holiday house, the premises are not being occupied as a dwelling (permanent residence) but for tourist accommodation.

For example, it was noted in Hope and City of Joondalup [2007], that outdoor areas are routinely used more intensively and for longer hours in short stay accommodation than would often be the case for permanent residential use. Additionally, each time a booking begins, and ends, people enter and leave the premises; this regular movement of different people into and out of the premises has consequential amenity impacts on the surrounding locality.

'Amenity' is defined within the Deemed Provisions of LPS7 to mean: *All those factors which combine to form the character of an area and include the present and likely future amenity.*

It is for the reasons above that holiday house development applications have to be considered carefully, because if the premises is deemed suitable for use as a holiday house, then those who choose to stay there, should be entitled to use the premises in an ordinary manner that one may use a holiday house.

It is acknowledged that this tourist land use within an established residential area of Jurien Bay can negatively affect the amenity of nearby permanent residents. The submissions received raised this concern as detailed in the Consultation section below.

If this application is approved, it will result in 3 of the 11 dwellings built in Seagate Estate (which consists of 57 Residential zoned lots and 1 Tourist zoned lot) being used for STRA. This raises the question on the cumulative amenity impact of STRA within in the estate and over saturation of STRA within a Residential zoned precinct.

The cumulative impact of STRA on the amenity of Seagate Estate residents is not considered unacceptable as the saturation of STRA does not of itself cause unacceptable amenity impacts if all approved STRA are managed in accordance with their development approval conditions including their specific property management plans and guest code of conducts enforced by their given property manager. Furthermore, the current predominant use of Residential zoned Seagate Estate lots remain as a dwelling for permanent residents and not STRA for short-term guests.

In the broader context of all Residential zoned dwellings in Jurien Bay based on the fact that only 4.9% of these dwellings are used for STRA, it is concluded that STRA is not the sole or the principal reason for a shortage of available permanent rental dwellings (housing shortage) within Jurien Bay and wider region as there are some 40-50% of private holiday dwellings not made available for permanent rental agreements or STRA outside of the 4.9% approved for STRA. Therefore, objectively, it cannot be clearly demonstrated that approved holiday house use in Jurien Bay or

AGENDA FOR ORDINARY COUNCIL MEETING TO BE HELD WEDNESDAY 24 APRIL 2024

specifically the locality of the application, contributes significantly to the Australian and State wide housing shortages.

The Shire's Local Planning Framework (LPF) is currently the subject of review. The Report of Review of the LPF was adopted by Council in November 2023 and subsequently accepted by the Western Australian Planning Commission in February 2024. The review will include the preparation of a new Local Planning Scheme as well as a review of existing Local Planning Policies (including *Local Planning Policy 9.12 Short-Term Rental Accommodation*) to determine which policies (if any) should be amended / revoked and whether any new policies are required. This policy was last reviewed in 2022, while also considering the potential application of relevant planning policies of other Local Governments in Western Australia.

In 2023 officers sought legal advice in relation to limiting the number (quota) of holiday homes in a particular precinct or locality. The advice received from the Shire's solicitors did not support this option given that a 'first in, best dressed' approach was considered unfair or inequitable, lacking evidence-based support for this methodology. A decision based on a quota of STRA is therefore unlikely to survive a review to the State Administrative Tribunal. For these reasons, officers are unaware of like STRA quota systems applied elsewhere in Western Australia. Nevertheless, although considered in the 2022 Policy review, the LPF review will reconsider the permissibility of STRA based on specific precincts or zones in the Scheme.

This application must however be considered against the current LPF and not against other possible changes that may or may not be made to it.

The premises will be managed locally by Ray White Jurien Bay. This management arrangement provides a local point of call for neighbouring landowners/occupants surrounding the proposed holiday and complies with clause 7.5 Management Protocols of the Policy which requires holiday house property managers to reside or have their office within 30 minutes driving distance from the premises and be contactable between 9am and 5pm Monday to Saturday (excluding public holidays) and 9am to 12pm on Sunday and public holidays.

An assessment of the proposal against the deemed-to-comply criteria of the Policy is displayed in the following table.

| Deemed-to-comply Provision | Proposed |
|--|---|
| <u>Utility Servicing</u> The premises is: | <u>Compliance</u> Connected to reticulated water and deep sewer; and will be provided with a rubbish |

AGENDA FOR ORDINARY COUNCIL MEETING TO BE HELD WEDNESDAY 24 APRIL 2024

| | |
|---|---|
| <ol style="list-style-type: none"> 1. connected to reticulated water for the exclusive use of the premises; and 2. located within the Shire's kerbside refuse collection area; and 3. connected to reticulated sewerage, or there is an approved on-site effluent disposal system with adequate capacity for the proposed number of guests. | <p>collection service when the dwelling construction is completed.</p> |
| <p><u>Vehicle Parking</u> The premises will have constructed on-site car parking bays, consistent with the size and manoeuvrability criteria set out in the Residential Design Codes of Western Australia, but with no more than any of two bays arranged one behind the other in accordance with the following rates: 9-12 guests = minimum of 4 parking bays</p> | <p><u>Compliance</u> Dual-width driveway and garage for parking of four vehicles on the premises.</p> |
| <p><u>Dwelling Design</u></p> <ol style="list-style-type: none"> 1. The premises is an existing, lawful dwelling. 2. There is 5.5m² per guest in each bedroom utilising beds. 3. There is 3.5m² per guest in each bedroom utilising bunks. 4. Bedrooms in a premises are provided in accordance with the following rates: 8-12 guests = 4 bedrooms 5. Bathrooms and toilets are provided in accordance with the following rates: 7-12 guests = 1 or 2 bathroom and 2 toilets | <p><u>Compliance</u></p> <ul style="list-style-type: none"> ▪ Lawful 4-bedroom, 2-bathroom dwelling with 2-toilets ▪ 1st bedroom – 2 adult guests – king bed – 15.6m² ▪ 2nd bedroom – 2 adult guests – queen bed – 11.6m² ▪ 3rd bedroom – 2 adult guests – single bunk bed – 9.4m² ▪ 4th bedroom – 2 adult guests – single bunk bed – 11.28m² |
| <p><u>Overcrowding</u> Each occupant over the age of 10 years has 14m³ of airspace within a bedroom for sleeping purposes.</p> <p>Each occupant 10 years and under has 8m³ of airspace within a bedroom for sleeping purposes.</p> | <p><u>Compliance</u></p> <ul style="list-style-type: none"> ● 1st bedroom – 2 adult guests – 38m³ ● 2nd bedroom – 2 adult guests – 28m³ <p><u>Non-compliance</u></p> <ul style="list-style-type: none"> ● 3rd bedroom – 2 adult guests – 23m³ – less than 28m³ required ● 4th bedroom – 2 adult guests – 27.5m³ – less than 28m³ required |

Where a proposal does not meet the deemed-to-comply provisions of the Policy, it is required to be assessed against the relevant performance criteria to determine its acceptability. The following performance criteria relate to the outlined non-compliance for the subject proposal.

Overcrowding - The Shire is satisfied the proposed maximum number of occupants can meet the sleeping airspace requirements by use of a suitable habitable room which is not a bedroom.

As assessed in the above table, bedrooms 3 and 4 do not meet the 28m³ deemed-to-comply airspace requirements for sleeping two adult guests within and 18% (5m³) and 2% (0.5m³) variations, respectively are sought.

It is considered that the intent of the subject performance requirement of having a sufficient size dwelling for eight guests which prevents overcrowding within the proposed holiday house is achieved as it reasonable that two guests be permitted to sleep within each bedroom which have a standard ceiling height of 2.4m as required under the Building Code of Australia. The use of single bunk beds within the bedrooms in question is expected to result in the STRA market using these rooms for predominantly children only.

Furthermore, recent previous development approvals considered in terms of the latest form of the Policy have allowed minor performance-based variations to the deemed-to-comply provisions (generally not exceeding two guests per bedroom). It should be noted that the bedrooms in question do meet the minimum floor area requirements of the Policy.

Given the above, granting conditional development approval is recommended until 30 June 2025. On cessation of this period, any complaints received against the premises will be reviewed before renewal for a 12-month period is provided (if forthcoming).

CONSULTATION

The application was advertised to immediate neighbouring landowners from 12 March 2024 until 12 April 2024. Eight objections were received from surrounding landowners. The submissions and officer response are reflected in the attached Schedule of Submissions.

STATUTORY ENVIRONMENT

Deemed Provisions for local planning schemes

67. Consideration of application by local government

(2) In considering an application for development approval (other than an application on which approval cannot be granted under subclause (1)), the local government is to have due regard to the following matters to the extent that, in the opinion of the local government, those matters are relevant to the development the subject of the application-

(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;

(b) *the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;*

...

(g) *any local planning policy for the Scheme area;*

...

(n) *the amenity of the locality including the following —*

(i) *environmental impacts of the development;*

(ii) *the character of the locality;*

(iii) *social impacts of the development;*

...

(y) *any submissions received on the application;*

Local Planning Scheme No.7

The subject property and surrounding area are zoned 'Residential' with a density coding of R30. A Holiday House is a Discretionary (D) Use in this zone.

Zoning Table

3.3.2. *The symbols used in the cross reference in the Zoning Table have the following meanings —*

'P' *means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme;*

'D' *means that the use is not permitted unless the local government has exercised its discretion by granting development approval;*

'A' *means that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving special notice in accordance with clause 64 of the deemed provisions;*

'X' *means a use that is not permitted by the Scheme.*

Health Local Laws 2005:

Overcrowding

3.2.2 *The owner or occupier of a house shall not permit—*

a) *a room in the house that is not a habitable room to be used for sleeping purposes; or*

b) *a habitable room in the house to be used for sleeping purposes unless—*

(i) *for every person over the age of 10 years using the room there is at least 14 cubic metres of air space per person; and*

(ii) *for every person between the ages of 1 and 10 years there is at least 8 cubic metres of air space per person; or*

c) *any garage or shed to be used for sleeping purposes.*

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The owner or occupier of the house can seek direction from the local government to vary the above requirements via the exercise of discretion. In this instance discretion is recommended as the variation in relation to the cubic space within bedrooms 3 and 4 is of a minor nature and the room design complies with the Building Code of Australia in terms of ceiling height (2.4m).

POLICY IMPLICATIONS

Local Planning Policy 9.12 Short-Term Rental Accommodation:
“Holiday house” means a single dwelling used to provide short-term rental accommodation for up to twelve (12) adult guests.

The Policy has the following objectives:

- To support the role of un-hosted short-term rental accommodation as part of the tourism industry.
- To provide for the safety of guests who may be less familiar with the dwelling and surrounding environment.
- To establish development standards for un-hosted short-term rental accommodation to avoid off-site impacts and maintain the desired amenity of the Residential, Rural Residential and Regional Centre zones.
- To encourage the provision of good quality, well managed un-hosted short-term rental accommodation.

FINANCIAL IMPLICATIONS

The applicant has paid the required change of use fee of \$295 for the development application.

STRATEGIC IMPLICATIONS

Strategic Community Plan – Envision 2029:

| | |
|--|--|
| 02 Prosperity | The region will experience economic and population growth with increasing economic opportunities, diversifying primary production and a vibrant visitor economy. |
| Priority Outcomes | Our Roles |
| Our Shire has a contemporary land use planning system that responds to, and creates, economic opportunities. | Ensuring that our planning framework is modern and meets the needs of industry, small business and emerging opportunities. |

ATTACHMENTS

Circulated with the agenda are the following items relevant to this report:

- Property Management Plan & Architectural Dwelling Plans (SODR-1262144384-22850)
- Schedule of Submissions (SODR-1262144384-22849)
(Marked 9.3.1)

VOTING REQUIREMENT

Simple majority.

OFFICER RECOMMEDATION

That Council approve the development application for the proposed Holiday House at Lot 44 (No. 9) Mermaid Cove, Jurien Bay, subject to following conditions and advice:

Conditions:

1. All development shall be carried out only in accordance with the details of the application as approved herein and any approved plan. Subject to any modifications required as a consequence of any conditions of this approval the approved plans shall not be altered without the prior written approval of the Shire of Dandaragan.
2. The Holiday House must not cause nuisance or degrade the amenity of the neighbourhood in any way, including by reason of the emission of noise, light, odour, fumes, smoke, vapour or other pollutant, or impact on public safety or otherwise, to the satisfaction of the Shire of Dandaragan.
3. The total number of people to be accommodated in the Holiday House shall not exceed eight (8) guests and a maximum of two (2) guests are permitted to sleep within each of the four (4) bedrooms at all times.
4. The listed 'Property Manager' shall undertake the duties listed on the 'Property Management Plan' submitted with the subject development application date stamped 3 April 2024 for the life of the development.
5. The Holiday House shall be operated in accordance with the 'Property Management Plan' and 'Code of Conduct', submitted with the subject development application date stamped 3 April 2024 for the life of the development.
6. All vehicle parking associated with the use must be confined to the Holiday House premises, to the satisfaction of the Shire of Dandaragan.
7. A sign up to 0.2m² in area listing the approved property manager's contact details is to be erected / placed on a frontage wall, fence, or entry statement to the premises to the satisfaction of the Shire of Dandaragan prior to the commencement of the development.
8. This development approval is valid until 30 June 2025. The Holiday House land use should cease before or on this date unless otherwise approved in writing by the Shire of Dandaragan.

Advice notes:

- A. This is a development approval of the Shire of Dandaragan under its *Local Planning Scheme No.7*. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/landowner to obtain any other necessary approvals, consents, permits, and licenses required under any other law, and to commence and carry out development

- in accordance with all relevant laws.
- B. In relation to condition 6, parking is not permitted on road verges, footpaths, vacant lots etc. in order not to adversely affect the amenity of the locality.**
 - C. Development approval does not affect the existing and future use of the premises as a Single House.**
 - D. If the applicant/landowner is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. An application must be submitted within 28 days of the determination.**

9.3.2 PROPOSED REPLACEMENT OF AMENITIES – LOBSTER SHACK – 37 CATALONIA STREET, CERVANTES

| | |
|-------------------------|--|
| Location: | Lots 5, 7-11 & 362 Catalonia/Madrid Streets, Cervantes |
| Applicant: | Design Theory on behalf of MJ, DE & DG Thompson |
| File Ref: | SODR-1262144384-21613 |
| Disclosure of Interest: | Nil |
| Date: | 2 April 2024 |
| Author: | Rory Mackay, Principal Planning & Building Officer |
| Senior Officer: | Louis Fouché, Executive Manager Development Services |

PROPOSAL

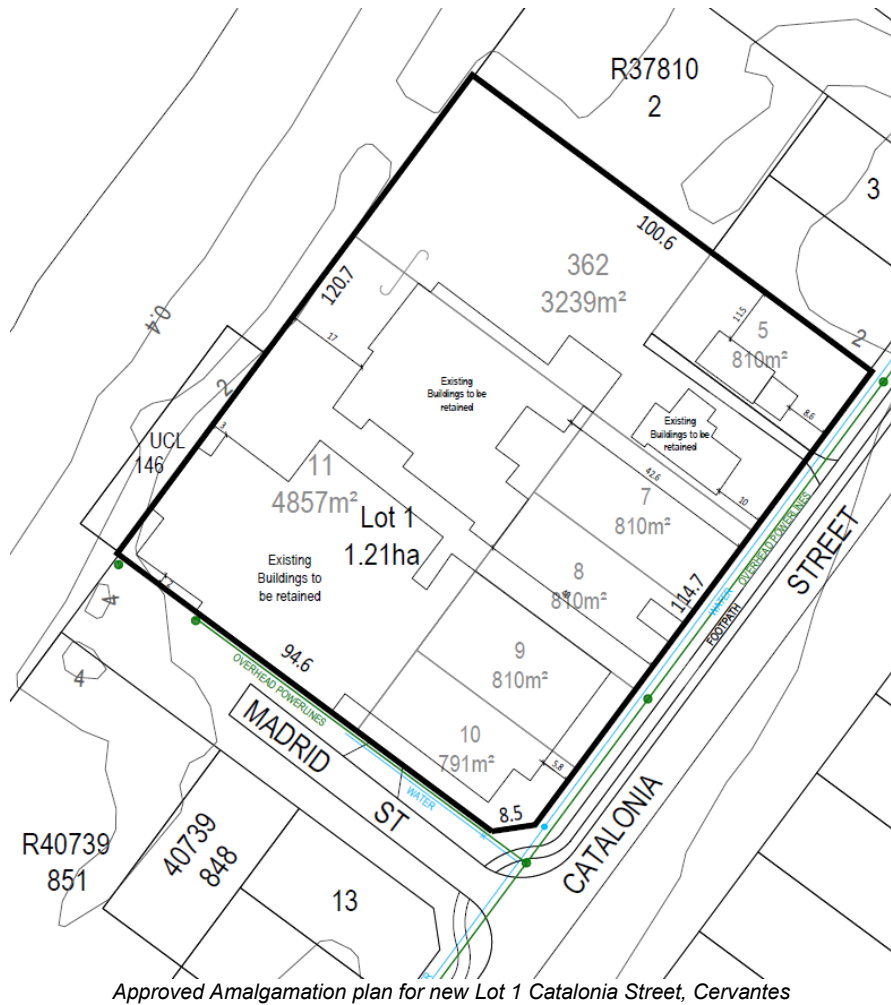
The purpose of this report is for Council to consider granting development approval for the replacement of restaurant toilets and staff amenities on the Lobster Shack site at 37 Catalonia Street, Cervantes.



Location Map - Lobster Shack site at 37 Catalonia Street, Cervantes

BACKGROUND

On 26 April 2022 the Western Australian Planning Commission granted approval for the amalgamation of current Lots 5-11 and 362 (No. 37) Catalonia Street, Cervantes, which the Lobster Shack restaurant and lobster processing plant is situated on, subject to two conditions. One of the approval conditions requires arrangements to be made with Western Power regarding the provision of an electricity distribution system for the property. The Lobster Shack entity is in advance discussions regarding the installation of this system and are expected to discharge the amalgamation approval by the required date of 18 July 2025.



Amendment 29 to the *Shire of Dandaragan Local Planning Scheme No.7* gazetted on 10 August 2018 rezoned Lots 5-11 and 362 (No.37) (Future Lot 1) Catalonia Street, Cervantes from 'Residential' and 'Industrial' to 'Special Use 5' to cater for the unique land uses approved for the site to date.

Development application 136/23 for the replacement of a storage shed on the Lobster Shack site was approved by Council on 22 February 2024. A building permit for this development was issued on 10 April 2024.

Development application 38/24 to further refurbish the Lobster Shack restaurant and tour retail shop has been received and will be presented to Council for a determination in due course.

The subject development application seeks approval for the replacement of the existing central restaurant toilets and staff amenities compliant with current building standards. The extent of the proposal is 131m² of the 1.2ha Lobster Shack site. The project is not anticipated by the proponent to materially impact current Lobster Shack operations and/or customers during construction as

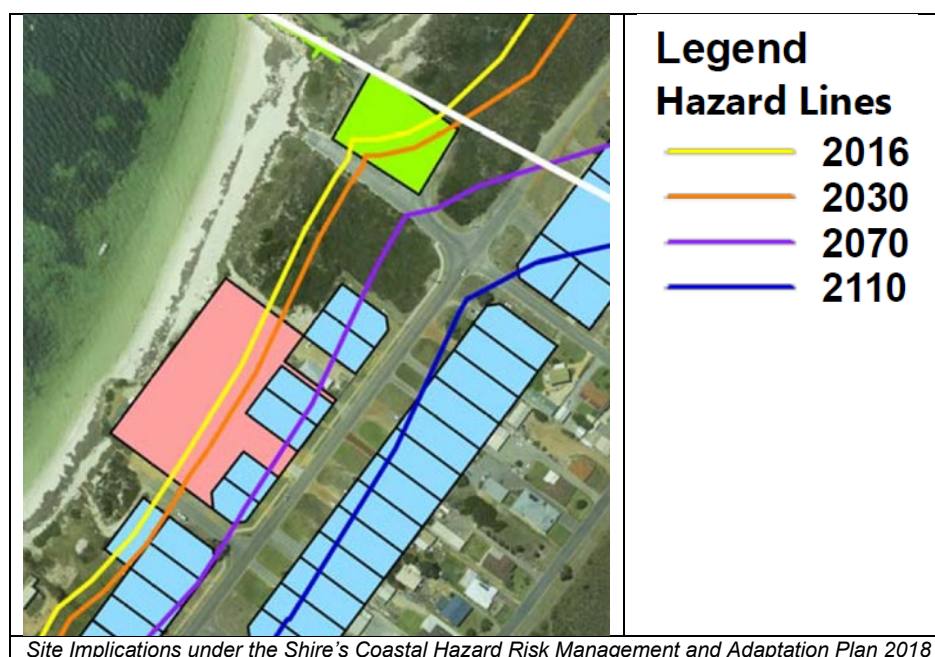
the secondary Catalonia Street entry toilets will remain in operation during this period.

A Council determination is required as there is no exemption from requiring development approval for the proposal nor is there authority within the Shire's Delegations Register for Shire Officers to approve the development application under delegation.

COMMENT

The proposed toilet and staff amenities replacement are considered consistent with the 'Special Use' zoning for the site (as outlined in the 'Statutory Environment' section of this report) as the amenities are incidental to the existing principal approved lobster processing plant and restaurant land uses for the site.

As the whole of the subject property is located within 'Special Control Area 3 – Coastal Hazard Risk Area' under the Scheme and is expected to be impacted by coastal processes over the 100-year planning timeframe as shown below, development approval can only be approved on a temporary or a time limited basis.



Although the incidental amenities are not specifically designed to be transportable or removable as is, they will however be constructed of lightweight materials which can be readily disassembled and relocated at such a time that coastal hazards occur. Accordingly, relevant coastal planning conditions of approval are recommended to be applied, requiring the development to be removed upon coastal trigger points being reached. The relevant recommended conditions reflect Western Australian Local Government Association model conditions for coastal hazard application, developed with assistance from McLeods solicitors.

AGENDA FOR ORDINARY COUNCIL MEETING TO BE HELD WEDNESDAY 24 APRIL 2024

The replacement of the toilet and staff amenities is considered reasonable given the current use of the property and is also of a design complementary with that of the existing development on site (fibre cement weatherboard clad walls and metal clad roof).

As a whole, the development is incidental to the existing principal approved land uses for the site and is compatible with its setting. As such, it is recommended that Council applies the relevant discretion by granting conditional development approval for the proposal.

CONSULTATION

The proposed development was referred to surrounding landowners from 20 February 2024 to 1 April 2024. One submission was received as outlined and responded to below.

| Summary of Comment | Officer Response |
|---|--|
| <p>Frustrated and concerned with the continual running tour buses parking in proximity to their adjoining residential property as result of fencing changes on the subject site, adversely affecting the use and enjoyment of their property.</p> <p>Dissatisfied with the previous development approval issued for the subject site.</p> <p>Questions 'the point of replying' to the subject request for comment on the subject proposal given the likely approval of the officer recommendation to Council.</p> <p>Requests that the construction works do not commence before 7am.</p> | <p>Although the comments made are not relevant considerations of the development application under assessment the cumulative impact of some 14 development applications for the Lobster Shack commercial development in a predominant Residential zoned area over time is acknowledged.</p> <p>However, the subject development application for incidental amenities, when assessed on merits, is recommended for development approval.</p> <p>A standard building permit condition restricts hours of construction works to between 7am and 7pm on any day which is not a Sunday or a Public Holiday.</p> |

STATUTORY ENVIRONMENT

Local Planning Scheme No 7 (Scheme):

The subject property is zoned 'Special Use 5' under the Scheme. The special use (land use) is described as follows:

Lobster processing plant and restaurant and associated land uses, generally in accordance with development approvals issued by the local government prior to June 2018:

1. *Agriculture – intensive – confined to the existing lobster processing plant (aquaculture).*
2. *Restaurant – confined to the existing 'Lobster Shack' building.*
3. *Single house – confined to the existing dwellings on Lots 362 and 5 Catalonia Street.*
4. *Uses incidental to the lobster processing plant and restaurant, being for sale of seafood, lobster-related merchandise and souvenirs, tours of the plant, parking storage, and maintenance of fishing boats.*

The conditions of the special use are as follows:

The Special Use designation seeks to recognise land uses approved on the site prior to June 2018. The following conditions apply:

- 1. Parking is to be contained on-site, in accordance with the provisions of the scheme.*
- 2. The site is to be landscaped in accordance with local government requirements.*
- 3. The site is to be provided with water and wastewater services.*
- 4. Any future development on the land (including change of use) shall be subject to an application for approval to commence development and is limited to the defined special uses.*
- 5. If all lots within Special Use Zone 5 are amalgamated, the land use grouped dwelling may be permitted at the local government's discretion to recognize the existing dwellings on the site.*

The subject property is also located with the Special Control Area 3 – Coastal Hazard Risk Area which has the following objectives:

The objectives of the Special Control Area are:

- a) to ensure land in the coastal zone is continuously provided for coastal foreshore management, public access, recreation and conservation;*
- b) to ensure public safety and reduce risk associated with coastal erosion and inundation;*
- c) to avoid inappropriate land use and development of land at risk from coastal erosion and inundation;*
- d) to ensure land use and development does not accelerate coastal erosion or inundation risks; or have a detrimental impact on the functions of public reserves; and*
- e) to ensure that development addresses the Shire of Dandaragan Coastal Hazard Risk Management and Adaptation Plan prepared in accordance with SPP2.6*

All proposed development within this Special Control Area requires development approval and development approval can only be issued on a temporary or time limited basis.

POLICY IMPLICATIONS

State Planning Policy 2.6 Coastal Planning:

5.6 Infill development

- (i) New development should be located on the least vulnerable portion of the development site.*
- (ii) Where development is likely to be subject to coastal hazards over the planning timeframe, coastal hazard risk management and adaptation planning measures (Section 5.5) should be implemented to reduce the risk from coastal hazards over the full planning time frame to an acceptable level.*

FINANCIAL IMPLICATIONS

The proponent has paid the required development application fee of \$160 for the development which is estimated to cost \$50,000.

STRATEGIC IMPLICATIONS

- Shire of Dandaragan Coastal Hazard Risk Management and Adaptation Plan 2018:

- 6.4 *Cervantes*

- 6.4.1 *Long Term Pathway*

- The long term pathway for the Cervantes Township should aim for the eventual managed retreat and accommodation of built infrastructure, as it becomes vulnerable to coastal hazards and/or interferes with the maintenance of an appropriate coastal foreshore reserve (as defined in Section 5.9 of SPP2.6). The development of emergency plans and controls should occur for the management of coastal hazards. For major infrastructure, such as residential and commercial property, managed retreat should occur when the risk to infrastructure becomes intolerable and it is no longer viable or acceptable to the Shire's community to implement protection measures. For undeveloped areas, the long term pathway should focus on avoiding inappropriate development, to prevent unnecessary future cost and potential liability for the Shire...*

- 6.4.2 *Short Term Implementation – Cervantes Township Central (CE3)*

- The following adaptation pathway is proposed:*

- Short to Medium term: Protect in a manner that maintains existing social values and within budgetary constraints, until such time as triggers for retreat are exceeded following which the planned retreat strategy be implemented.*

- Local Planning Strategy 2020:
 - Economy Strategic Directions – Support growth of the tourism sector by assisting operators to provide a range of products to cater for differing consumer experiences and expectations.*
- Strategic Community Plan – Envision 2029:

| | |
|--|--|
| 02 – Prosperity | The region will experience economic and population growth with increasing economic opportunities, diversifying primary production and a vibrant visitor economy. |
| Priority Outcomes | Our Roles |
| Our Shire has a contemporary land use planning system that responds to, and creates, economic opportunities. | Ensuring that our planning framework is modern and meets the needs of industry, small business and emerging opportunities. |

ATTACHMENTS.

Circulated with the agenda are the following items relevant to this report:

- Development Plans (Doc Id: SODR-1262144384-21615)
- Neighbour Submission (Doc Id: SODR-1262144384-22409)
(Marked 9.3.2)

VOTING REQUIREMENT

Simple majority.

OFFICER RECOMMENDATION

That Council grants development approval for new restaurant toilets and staff amenities on Lots 5, 7-11 & 362 Catalonia/Madrid Streets, Cervantes subject to the following conditions and advice:

Conditions:

1. All development shall be carried out only in accordance with the details of the application as approved herein and any approved plan. Subject to any modifications required as a consequence of any conditions of this approval the approved plans shall not be altered without the prior written approval of the Shire of Dandaragan.
2. All stormwater must be contained and disposed of on-site at all times, to the satisfaction of the Shire of Dandaragan.
3. The development must be finished, and thereafter maintained, in accordance with the schedule of the colour and texture of the building materials provided and approved by the Shire of Dandaragan, for the life of the development, to the satisfaction of the Shire of Dandaragan.
4. This development approval is granted for a limited period and shall expire upon the earliest occurrence of any one of the following events:
 - i. the most landward part of the Horizontal Shoreline Datum being within 22m of the most seaward part of the development; or
 - ii. a public road no longer being available or able to provide legal access to Lots 5, 7-11 & 362 Catalonia/Madrid Streets; or
 - iii. when water, sewerage or electricity is no longer available to Lots 5, 7-11 & 362 Catalonia/Madrid Streets as the service has been removed or decommissioned by the relevant authority due to a coastal hazard.
5. Upon the expiry of the development approval in accordance with Condition 5, the owner shall at the owner's cost:
 - i. remove the development; and
 - ii. rehabilitate the land to its pre-development condition to the specification of the Shire of Dandaragan.

Advice:

- A. Should the applicant be aggrieved by the decision (in part or whole) there is a right pursuant to the *Planning and*

Development Act 2005 to have the decision reviewed by the State Administrative Tribunal. Such an application must be lodged within twenty-eight (28) days from the date of the decision.

- B.** This approval is not an authority to ignore any constraint to development on the land which may exist through contract or on title, such as an easement, memorial or restrictive covenant. It is the responsibility of the applicant and landowner and not the Shire of Dandaragan to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the Shire of Dandaragan's attention.
- C.** This is a development approval of the Shire of Dandaragan under its *Local Planning Scheme No.7*. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/landowner to obtain any other necessary approvals, consents, permits and licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.
- D.** Conditions 4 and 5 are imposed given the application site being located within a 'Coastal Hazard Risk Area'.
- E.** Failure to comply with any of the conditions of this development approval constitutes an offence under the provisions of the *Planning and Development Act 2005* and the *Shire of Dandaragan Local Planning Scheme No.7* and may result in legal action being initiated by the Shire of Dandaragan.

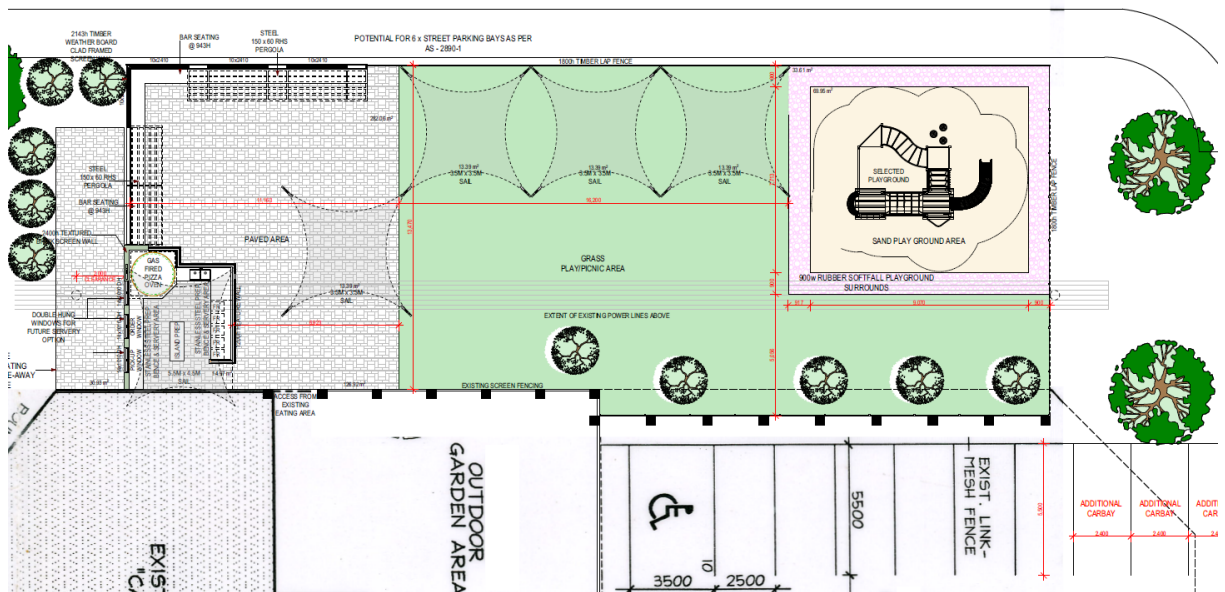
9.3.3 PROPOSED OUTDOOR EATING FACILITY – SANDPIPER STREET ROAD RESERVE, JURIEN BAY

| | |
|-------------------------|--|
| Location: | Sandpiper Street Road Reserve adjacent Lot 672 (No. 12) Roberts Street, Jurien Bay |
| Applicant: | Sandpiper Bar and Grill |
| Folder Path: | SODR-1262144384-21561 |
| Disclosure of Interest: | Nil |
| Date: | 8 March 2024 |
| Author: | Rory Mackay, Principal Planning & Building Officer |
| Senior Officer: | Louis Fouché, Executive Manager Development Services |

PROPOSAL

The purpose of this report is for Council to consider granting development approval for the development of a portion of the Sandpiper Street Road Reserve as an outdoor eating facility extending the existing restaurant on Lot 672 (No.12) Roberts Street, Jurien Bay (Sandpiper Bar & Grill).

Should development approval be forthcoming, Council is also requested to close the subject portion of the road reserve to enable the land to be leased or sold in freehold by the State Government to the proponent.



Proposed outdoor eating facility within the Sandpiper Street Road Reserve adjacent Lot 672 (No. 12) Roberts Street, Jurien Bay

BACKGROUND

Since the adoption of the Shire's *Outdoor Eating Facility Guidelines* on 28 April 2022, the proponent has been planning the subject application as an extension of the outdoor beer garden for the Sandpiper Bar and Grill. Given the liquor licensing fencing requirements for restaurant beer gardens and the proponent's request for more certain land tenure, a development application was submitted rather than a permit application under the *Activities on*

Thoroughfares and Trading in Thoroughfares and Public Places Local Law. Nonetheless, Council is requested to waive the requirement for a permit under this local law.

The development is located within the Sandpiper Street Road Reserve which is under the care, control, and management of the Shire. However, as the Shire does not have a management order for the road reserve, the Shire is required to be authorised in writing by the Minister for Lands to provide landowner's consent for the development application, before making a determination. A delegated officer of the Department of Planning, Lands and Heritage provided authorisation (by signing the development application form) to the Shire on 9 April 2024 as attached to this item.

As the Shire has no power to lease road reserves, consultation was undertaken with the Lands Service Unit of the Department of Planning, Lands and Heritage who advised that the subject portion of the Sandpiper Street Road Reserve can be closed as a road by the Shire under Section 58 of the *Land Administration Act 1997* and then sold or leased to the proponent directly from the State Government (Minister for Lands).

Before the development site can be used or occupied for the purpose of an outdoor eating facility, the following steps are required to be completed:

1. Development approval is to be granted by Council.
2. The subject portion of the Road Reserve is to be closed by the Shire and the Minister for Lands.
3. The proponent is to procure the subject portion of the current road reserve from the State Government either by way of lease or outright purchase.
4. A building permit is to be issued for the structures of the outdoor eating facility and the building works can then legally be completed.

COMMENT

The proposal will result in the loss of 11 unsealed / non-bitumised public parking bays within the Sandpiper Street Road Reserve.

The proponent has outlined that no additional patron dining is proposed by the development due to the limitation of staff and kitchen sizing. As such, the proponents claim that existing maximum dining numbers of 85 patrons will be spread across the additional 110m² of public floor area of the restaurant establishment.

Table 2 (site and development requirements) of the Shire's *Local Planning Scheme No.7* (Scheme) and *Local Planning Policy 9.6 Car Parking* (LPP9.6) require one parking bay for every 10m² of gross

lettable area or one parking bay for every four seats provided, whichever is the greater.

Calculations across the submitted floor plan result in an additional 11 parking bays being required onsite by the proponent. Three additional sealed onsite parking bays will be provided to the rear onsite carpark (currently consisting of 16 parking bays) accessed from Andrews Street.

Under Clause 4.8 of the Scheme and LPP9.6 Council has the discretion where it is satisfied that adequate parking is available nearby the development to request a cash in lieu payment from the developer for their shortfall of parking spaces provided.

The following table summarises the calculation made for cash-in-lieu car parking as a result of the proposal.

| Cash-in-Lieu Car Parking Calculation | | | |
|---|----------------------|----------------------|--------------------------------|
| Public Bays Lost | Onsite Bays Required | Onsite Bays Proposed | Net Cash-in-Lieu Bays Required |
| 11 unsealed | 11 sealed | 3 sealed | 19 (8 sealed, 11 unsealed) |

A car parking cash-in-lieu payment is to include:

- a) The land value component for each car bay, determined by the Valuer General or by a licensed valuer appointed by the local government, based on an area of 27.5m² per car bay inclusive of manoeuvring area; and
- b) The estimated construction cost as determined by the local government or by a person nominated by the local government who is competent in the field of architecture or engineering, with any associated cost for this service to be funded by the party requesting the parking concession.

The restaurant land use has operated for several years with 85 patron seats with only 16 parking bays provided onsite. There are 74 public parking bays available within the Roberts Street Road Reserve between Sandpiper and Heaton Streets and 68 public parking bays already provided adjacent to the commercial precinct bounded by Bashford and Sandpiper Streets.

The floor area is an extension of the restaurant, land use is not expected to jeopardise current reciprocal general public parking demand in the locality for the following reasons:

1. During evening times, the restaurant is in high use and other current surrounding businesses have closed for their daily trade;

2. The restaurant has operated to the same maximum number of patrons for several years without known car parking capacity issues or concerns; and
3. The restaurant establishment is centrally located between and within walking distance to prominent tourist accommodation providers and nearby central townsite residential properties.

However, it is considered that adverse parking demand could occur from time to time for immediate adjacent parking bays during peak tourist lunch time trade and if there is any change in surrounding business activity into evening hours. As the current reciprocal parking arrangement cannot be guaranteed into the future, it is recommended that Council require the cash-in-lieu parking bay payment from the proponent for 19 parking bays in accordance with the Scheme and LPP9.6. Funds received will be used in the development of additional public parking bays in the locality (e.g. on the western side of the Sandpiper Street Road Reserve).

It is within Council's discretion to waive the requirement for the cash-in-lieu parking bay payment as requested by the proponent. It is noted Council has previously provided this discretion for the Jurien Bay Tourist Park redevelopment based on the reasoning provided by this proponent. The officer recommendation not to require a cash-in-lieu parking bay payment for 24 parking bays for the reception centre in that instance was primarily based on the fact that the centre was to be used (as a condition of approval) predominantly by visitors to the tourist park, already parked in bays within the site.

Should Council wish to waive the cash-in-lieu parking bay payment an alternative motion is required to remove development approval condition "J" from the Officer Recommendation with appropriate reasoning given in support of this alternative. It should be noted that the waiving of a cash-in-lieu requirement could be considered to create a precedent in instances where shared public parking in a business precinct is not fully in the care and control of a single entity.

It is further recommended by condition of approval that bicycle racks are installed by the proponent to the Shire's satisfaction as supported by the Shire's *Jurien Bay City Centre Strategy Plan* and *Jurien Bay CBD Urban Design Plan*. It is considered reasonable that the proponent could achieve a discount for the 19 additional parking bays required at the ratio of four bicycle parking bays per car parking bay as the Scheme requires one parking bay per four restaurant seats.

As part of the proposed restaurant extension, the rationalisation of loading and bin areas is also proposed, which is currently provided within the rear onsite car park from time to time. A new bin store with screening adjacent to Andrews Street will be constructed and

the rear delivery entry will also be upgraded with additional screening works. These works are consistent with the intent of the *Jurien Bay CBD Urban Design Plan* which encourages storage points to be screened by solid fencing or landscaping to ensure they are not visible from public streets.

Given that a development approval will adequately control the proposed development, it is recommended that Council waive the requirement for an application for a permit in terms of the *Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law*.

In summary three recommendations are proposed for Council's consideration:

1. Waiving the requirement for an application for a permit in terms of the *Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law*;
2. Providing conditional development approval for the subject development application; and
3. Approving the road closure of a portion of Sandpiper Street (road reserve) required for the development.

CONSULTATION

The development application was advertised from 19 January 2024 to 6 March 2024.

Two submissions were received as outlined and responded to in the table below.

| Comment | Officer Response |
|---|---|
| <p>1. Disclosing a personal interest in the Sandpiper proposal. As the property owner of X Andrews Street any development nearby may have a direct impact on future commercial property development and outlook.</p> <p>2. After reviewing the proposal, it does not appear to me to be in keeping with the recent Jurien Bay CBD Urban Design Plan. Proposed External fencing appears to be no better than a backyard fence with poor presentation to the street. Future streetscape beautification planning for this zone will be extremely limited also indicates a clear loss/reduction of current car parking spaces. It does not show the footpath location, as this is a major use footpath from holiday accommodation and used by locals it needs to be clearly identified.</p> | <p>1. Noted.</p> <p>2. The development has been assessed as being consistent with the local planning framework and the guiding Jurien Bay CBD Urban Design Plan. The footpath is to be re-aligned at the proponent's cost around the outdoor eating facility adjoining the kerb and road surface. A recommended condition of approval requires detailed plans of the boundary walls / fencing for the development to be submitted, and thereafter approved and installed to the Shire's satisfaction.</p> |

AGENDA FOR ORDINARY COUNCIL MEETING TO BE HELD WEDNESDAY 24 APRIL 2024

| | |
|--|--|
| <p>3. I query why this proposal is fully focused on acquiring and building on Shire Road Reserve significantly increasing their footprint. Why not develop their own carpark for the proposal and improve the look of their property?</p> | <p>3. A different proposal, whether wanted or needed, is not a valid planning consideration. The subject development must be assessed and determined on its merits against the applicable local planning framework.</p> |
| <p>1. The outdoor eating facility is proposed to be developed outside of the privately owned land and within the Sandpiper Street Road reserve. It is unclear if the applicant has entered into a commercial leasing arrangement for the private use of public land with the Shire or relevant authority. A proper commercial leasing process should be followed, with rent payable by the applicant.</p> <p>2. There are low voltage power lines that run through the road reserve area. It is unclear whether it is appropriate or safe to develop habitable spaces, a playground, shade sail structures and a gas fire pizza oven under the power lines. This matter should be thoroughly investigated to determine if there are any associated safety risks.</p> <p>3. The proposal will be a significant expansion to the existing premises and not provide any additional parking to cater for the demand generated by the additional floorspace. In fact, the proposal will reduce the number of street parking bays on Sandpiper Street by at least half and add to the existing parking availability and supply issues. If the Shire is minded to approve the application, cash-in-lieu parking conditions should be implemented.</p> | <p>1. The proponent will be required to lease or purchase the land at a commercial rate from the State Government as the ultimate land manager for the public road reserve.</p> <p>2. It is understood the proponent has had pre-development discussions with the powerline operator, Western Power and the proposed layout aligns with the advice given in regard to vertical separation distance from the overhead powerline.</p> <p>3. Three additional parking bays will be provided by the proponent, however there is still a shortfall of eight parking bays for the restaurant extension via the development. A cash-in-lieu parking bay payment is recommended.</p> |

STATUTORY ENVIRONMENT

Land Administration Act 1997:

58. Closing roads

- (1) When a local government wishes a road in its district to be closed permanently, the local government may, subject to subsection (3), request the Minister to close the road.*
- (2) When a local government resolves to make a request under subsection (1), the local government must in accordance with the regulations prepare and deliver the request to the Minister.*
- (3) A local government must not resolve to make a request under subsection (1) until a period of 35 days has elapsed from the publication in a newspaper circulating in its district of notice of motion for that resolution, and the local government has*

- considered any objections made to it within that period concerning the proposals set out in that notice.*
- (4) On receiving a request delivered to him or her under subsection (2), the Minister may, if he or she is satisfied that the relevant local government has complied with the requirements of subsections (2) and (3) —*
- (a) by order grant the request; or*
 - (b) direct the relevant local government to reconsider the request, having regard to such matters as he or she thinks fit to mention in that direction; or*
 - (c) refuse the request.*
- (5) If the Minister grants a request under subsection (4) —*
- (a) the road concerned is closed on and from the day on which the relevant order is registered; and*
 - (b) any rights suspended under section 55(3)(a) cease to be so suspended.*
- (6) When a road is closed under this section, the land comprising the former road —*
- (a) becomes unallocated Crown land; or*
 - (b) if a lease continues to subsist in that land by virtue of section 57(2), remains Crown land.*

Local Planning Scheme No 7:

2.4.1. A person must not —

- a) use a Local Reserve; or*
- b) commence or carry out development on a Local Reserve, without first having obtained development approval under Part 7 of the deemed provisions.*

2.4.2. In determining an application for development approval, the local government is to have due regard to —

- c) the matters set out in clause 67 of the deemed provisions; and*
- d) the ultimate purpose intended for the Reserve.*

4.8.1.8 Where a developer can satisfy the Local government that the minimum car parking requirements cannot be provided on the site the Local government may accept a cash payment in lieu of the provision of car parking spaces but subject to the requirements of this clause:

(i) A cash-in-lieu payment shall be not less than the estimated cost to the owner of providing the land and constructing the parking spaces required by the Scheme. The value of that area of his land which would have been occupied by the parking spaces may be stated by the Valuer General or by a licensed valuer appointed by Local government.

(ii) Before the Local government agrees to accept a cash payment in lieu of the provision of parking spaces the Local government must have already provided a public car park nearby, or must have firm proposals for providing a public car park area nearby within a period

of not more than eighteen months from the time of agreeing to accept the cash payment.

Shire of Dandaragan Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law 2019

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

(1) In this clause –

"charitable organisation" means an institution, association, club, society or body whether incorporated or not, the objects of which are of a charitable, benevolent, religious, cultural, educational, recreational, sporting or other like nature and from which any member does not receive any pecuniary profit except where the member is an employee or the profit is an honorarium; and "commercial participant" means any person who is involved in operating a stall or in conducting any trading activity for personal gain or profit.

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

(a) on a portion of a public place adjoining the normal place of business of the applicant; or

(b) by a charitable organisation that does not sublet space to, or involve commercial participants in the conduct of a stall or trading, and any assistants that may be specified in the permit are members of that charitable organisation.

(3) The local government may exempt a person or a class of persons, whether or not in relation to a specified public place, from the requirements of this Division.

POLICY IMPLICATIONS

Outdoor Eating Facility Guidelines

In terms of the *Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law*, a 'facility' means, an outdoor eating facility or establishment on any part of a public place in which tables, chairs and other structures are provided for the purpose of the supply of food or drink to the public or the consumption of food or drink by the public but does not include such a facility or establishment on private land.

Planning - Car Parking

The policy sets out the requirements for the provision of car parking in the shire, including arrangement for the payment of cash in lieu of car parking required by developments.

FINANCIAL IMPLICATIONS

The applicant has paid the required development application fee of \$960 for the development which is estimated to cost \$250,000.

Based on the cash-in-lieu parking bay value calculation outlined in this report each parking bay is estimated to cost between \$5,000 to \$12,000 each. Therefore, the cash-in-lieu payment of 19 parking bays is estimated to be between \$95,000 – \$228,000. These funds would be appropriate for the construction of public parking bays in the locality (e.g. on the western side of the Sandpiper Street Road Reserve).

The final cost will only be known when:

- the total shortfall of parking bays is calculated (with the deduction of suitable numbers of bicycle racks provided),
- a valuation of the relevant land is acquired and
- the cost of constructing the required bays have been estimated.

STRATEGIC IMPLICATIONSLocal Planning Strategy 2020

Strategic Direction – Settlement Planning

Recognise Jurien Bay as the regional centre providing services and facilities to serve the wider regional community.

Actions – Settlement Planning

In response to population growth, demographic change and economic opportunity facilitate staged development of the townsite consistent with the Jurien Bay Growth Plan and the Jurien Bay City Centre Strategy Plan.

Jurien Bay City Centre Strategy Plan

Central Precinct – The Central Precinct will be the major commercial and tourism area for the City Centre building on the existing pattern of land use within the area.

Jurien Bay CBD Urban Design Plan

- *Jurien Bay has the opportunity to be known for having good visitor amenity in the CBD, such as seating, alfresco dining and play areas. These attractions in the CBD would support local existing and future retailers.*
- *Strategically redesign the car parks and public realm to reduce visual dominance of cars and establish the CBD as a place for people.*
- *Providing some visual distance to parking to create a pleasant retail experience for visitors to browse the shops, enjoy alfresco dining and socialise while still having cars relatively close, allowing for ease and convenience.*
- *Mitigating uncomfortable environmental conditions such as wind, heat and sun to make the spaces more habitable.*

Strategic Community Plan – Envision 2029

| | |
|--|--|
| 02 – Prosperity | The region will experience economic and population growth with increasing economic opportunities, diversifying primary production and a vibrant visitor economy. |
| Priority Outcomes | Our Roles |
| Our Shire has a contemporary land use planning system that responds to, and creates, economic opportunities. | Ensuring that our planning framework is modern and meets the needs of industry, small business and emerging opportunities. |

ATTACHMENTS

Circulated with the agenda is the following item relevant to this report:

- Development Plan (SODR-1262144384-22848)
- Development Application Cover Letter (SODR-1262144384-22847)
- Development Application Form signed by the Department of Planning, Lands & Heritage (SODR-1262144384-22769)
- Car Parking Policy (SODR-1262144384-22939)

(Marked 9.3.3)

VOTING REQUIREMENT

Simple Majority

OFFICER RECOMMENDATION 1

That Council:

1. **Waive the requirement for an application for a permit for the development of an outdoor eating facility on a portion of the Sandpiper Street Road Reserve, Jurien Bay in terms of Clause 6.7(2)(a) of the *Shire of Dandaragan Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law 2019* given that the trading is to be carried out on a portion of a public place adjoining the normal place of business of the applicant.**
2. **Grants development approval for an outdoor eating facility upon a portion of the Sandpiper Street Road Reserve, Jurien Bay in accordance with the following conditions and advice notes:**

Conditions:

- a) **All development shall be carried out only in accordance with the details of the application as approved herein and any approved plan. Subject to any modifications required as a consequence of any conditions of this approval the approved plans shall not be altered without the prior written approval of the Shire of Dandaragan.**
- b) **Any additional development which is not in accordance with the application the subject of this approval or any condition of approval will require the further approval of the Shire of Dandaragan.**

- c) A schedule of the colour and texture of the building materials, demonstrating that the proposed development complements the surrounding area, must be submitted to and approved by the Shire of Dandaragan, prior to lodging an application for a building permit. The development must be finished, and thereafter maintained, in accordance with the schedule provided to and approved by the Shire of Dandaragan, prior to occupation or use of the development.
- d) Detailed plans of the development's boundary walls / fencing are to be submitted to and approved by the Shire of Dandaragan. The boundary walls / fencing must be installed, and thereafter maintained, in accordance with the plans provided to and approved by the Shire of Dandaragan, prior to occupation or use of the development.
- e) The footpath adjacent the development as outlined within the approved development plan(s) is to re-aligned to the Shire of Dandaragan's satisfaction at the full cost of the proponent, prior to occupation or use of the development.
- f) Existing trees identified on the approved site plan must be retained and protected in accordance with *AS 4970-2009* and to the satisfaction of the Shire of Dandaragan.
- g) A detailed landscaping and reticulation plan for the subject site and/or the road verges must be submitted to, and approved to, the satisfaction of the Shire of Dandaragan, and must include the following:
 - i. The location, number and type of proposed trees and shrubs including planter and/or tree pit sizes and planting density;
 - ii. Any lawns to be established;
 - iii. Any existing vegetation and/or landscaped areas to be retained;
 - iv. The location and design of bicycle rack(s); and
 - v. Any verge treatments.
- h) The approved landscaping and reticulation plan must be fully implemented within the first available planting season after the initial occupation of the development, and maintained thereafter, to the satisfaction of the Shire of Dandaragan. Any species which fail to establish within the first two planting seasons following implementation must be replaced in consultation with and to the satisfaction of the Shire of Dandaragan.
- i) Prior to occupation or use of the development all associated access ways, vehicle parking, service/loading bays, traffic calming measures and sign posting are to be completed in accordance with the applicable International and/or Australian Standards to the satisfaction of the Shire of Dandaragan.

- j) Prior to occupation or use of the development, in accordance with the *Shire of Dandaragan Local Planning Scheme No.7* and *Local Planning Policy 9.6 Car Parking*; the applicant must arrange with the Shire of Dandaragan to make a cash contribution in lieu of the provision of nineteen (19) car parking bays for the approved outdoor eating facility to the satisfaction of the Shire.
- i. The Shire will provide credit towards the provision of additional parking bays at a ratio of four (4) suitably located bicycle parking bays for each car parking bay required.
 - ii. The proponent / developer shall be responsible for all costs required to determine the cash in lieu of car parking (including valuation costs) to the satisfaction of the Shire.
Note: Funds received shall be used for the construction and upkeep of public parking in the locality.

Advice Notes:

- I. This is a development approval of the Shire of Dandaragan under its *Local Planning Scheme No.7*. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/landowner to obtain any other necessary approvals, consents, permits and licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.
- II. If you are aggrieved by the conditions of this approval you have the right to request that the State Administrative Tribunal (SAT) review the decision, under Part 14 of the *Planning and Development Act 2005*.
- III. Failure to comply with any of the conditions of this development approval constitutes an offence under the provisions of the *Planning and Development Act 2005* and the *Shire of Dandaragan Local Planning Scheme No.7* and may result in legal action being initiated by the Shire of Dandaragan.
- IV. It is the responsibility of the proponent to ensure legal occupation of the portion of the current Sandpiper Street Road Reserve via the necessary legal means (i.e. lease / purchase of the road reserve). No works should occur on the road reserve without this having been achieved.

OFFICER RECOMMENDATION 2

That Council, pursuant to Section 58 (3) of the *Land Administration Act 1997*, authorise the Chief Executive Officer to commence the permanent road closure process for the portion of the Sandpiper Street Road Reserve, Jurien Bay to be developed as outdoor eating facility by the Sandpiper Bar and Grill.

9.4 GOVERNANCE & ADMINISTRATION

9.5 COUNCILLOR INFORMATION BULLETIN

9.5.1 SHIRE OF DANDARAGAN – MARCH COUNCIL STATUS REPORT

Document ID: SODR-1739978813-6419

Attached to the agenda is a copy of the Shire's status report from the Council Meeting held March 2024. **(Marked 9.5.1)**

9.5.2 SHIRE OF DANDARAGAN – BUILDING STATISTICS – MARCH 2024

Document ID: SODR-2045798944-8655

Attached to the agenda is a copy of the Shire of Dandaragan Building Statistics for March 2024. **(Marked 9.5.2)**

9.5.3 SHIRE OF DANDARAGAN – PLANNING STATISTICS – MARCH 2024

Document ID: SODR-2045798944-8656

Attached to the agenda is a copy of the Shire of Dandaragan Planning Statistics for March 2024. **(Marked 9.5.3)**

9.5.4 SHIRE OF DANDARAGAN TOURISM / LIBRARY / COMMUNITY ACTIVITIES REPORT FOR MARCH 2024

Document ID: SODR-1876983588-1437

Attached to the agenda is monthly report for Tourism / Library for March 2024. **(Marked 9.5.4)**

10 NEW BUSINESS OF AN URGENT NATURE – INTRODUCED BY RESOLUTION OF THE MEETING

11 CONFIDENTIAL ITEMS FOR WHICH MEETING IS CLOSED TO THE PUBLIC

Section 5.23 of the Local Government Act 1995 stipulates that all Council meetings are generally open to the public. Section 5.23 goes on to identify specific situations in which the Council or committee may close to members of the public the meeting, or part of the meeting.

In situations where it is deemed that a meeting or part of a meeting must be closed to the public, Section 5.23 (3) states “A decision to close a meeting or part of a meeting and the reason for the decision are to be recorded in the minutes of the meeting.”

For a decision to be recorded in the minute a formal motion must be passed by simple majority clearly stating the reason for the closure in accordance with Section 5.23 of the Local Government Act 1995.

Local Government Act 1995

5.23. Meetings generally open to public

(1) Subject to subsection (2), the following are to be open to members of the public —

AGENDA FOR ORDINARY COUNCIL MEETING TO BE HELD WEDNESDAY 24 APRIL 2024

- (a) all council meetings; and
 - (b) all meetings of any committee to which a local government power or duty has been delegated.
- (2) If a meeting is being held by a council or by a committee referred to in subsection (1)(b), the council or committee may close to members of the public the meeting, or part of the meeting, if the meeting or the part of the meeting deals with any of the following —
- (a) a matter affecting an employee or employees;
 - (b) the personal affairs of any person;
 - (c) a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting;
 - (d) legal advice obtained, or which may be obtained, by the local government and which relates to a matter to be discussed at the meeting;
 - (e) a matter that if disclosed, would reveal —
 - (i) a trade secret;
 - (ii) information that has a commercial value to a person; or
 - (iii) information about the business, professional, commercial or financial affairs of a person, where the trade secret or information is held by, or is about, a person other than the local government;
 - (f) a matter that if disclosed, could be reasonably expected to —
 - (i) impair the effectiveness of any lawful method or procedure for preventing, detecting, investigating or dealing with any contravention or possible contravention of the law;
 - (ii) endanger the security of the local government's property; or
 - (iii) prejudice the maintenance or enforcement of a lawful measure for protecting public safety;
 - (g) information which is the subject of a direction given under section 23(1a) of the *Parliamentary Commissioner Act 1971*; and
 - (h) such other matters as may be prescribed.
- (3) A decision to close a meeting or part of a meeting and the reason for the decision are to be recorded in the minutes of the meeting.

Local Government (Administration) Regulations 1996

4A. Meeting, or part of meeting, may be closed to public — s. 5.23(2)(h)

The determination by the local government of a price for the sale or purchase of property by the local government, and the discussion of such a matter, are matters prescribed for the purposes of section 5.23(2)(a) and (h).

11.1 GOVERNANCE

OFFICER RECOMMENDATION

That the meeting be closed to members of the public at __:__pm in accordance with Section 5.23 (2) (a) and (c) of the Local Government Act 1995 and Regulation 4A of the Local Government (Administration) Regulations 1996 to allow Council to discuss Item 11.1.1 'Service Agreement Contract and Organisation Structure Adjustment'

11.1.1 SERVICE AGREEMENT CONTRACT AND ORGANISATION STRUCTURE ADJUSTMENT

| | |
|-------------------------|--|
| Location: | Shire of Dandaragan |
| Applicant: | Nil |
| Folder Path: | SODR-1743450996-4 |
| Disclosure of Interest: | Nil |
| Date: | 11 April 2024 |
| Author: | Bradley Waters, Executive Manager Corporate and Community Services |
| Senior Officer: | Brent Bailey, Chief Executive Officer |

This report has been abridged due to the confidential nature of the content that is contained within this report.

12 ELECTED MEMBERS MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**13 CLOSURE OF MEETING**



ATTACHMENTS

FOR ORDINARY COUNCIL MEETING 24 APRIL 2024



**ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING**

29 February 2024

SUMMARY OF SCHEDULE OF ACCOUNTS FEBRUARY 2024

| <u>FUND</u> | | <u>AMOUNT</u> |
|------------------------------|----------------|------------------------|
| <u>MUNICIPAL FUND</u> | | |
| CHEQUES | \$ | 203.00 |
| EFT'S | \$ | 923,837.76 |
| DIRECT DEBITS | \$ | 113,820.23 |
| BPAY | \$ | 24,036.34 |
| TOTAL | MUNICIPAL FUND | <u>\$ 1,061,897.33</u> |

| | | |
|--------------------------|--|---------------|
| <u>TRUST FUND</u> | | |
| CHEQUES | | \$0.00 |
| EFT'S | | \$0.00 |
| TRANSFER | | \$0.00 |
| TOTAL | | <u>\$0.00</u> |

Payment Details - Cheque

| Payment / Invoice | Date Description | Amount |
|--------------------------------|-----------------------------|---------------|
| <hr/> | | |
| Cheque | | |
| Cheque - 33850 | | |
| V81002 - Landgate | | |
| CERVANTES GOLF CLUB : LEASE | 15/02/24 Leases | 203.00 |
| | Total V81002 | 203.00 |
| | Total 33850 | 203.00 |
| <hr/> | | |
| | Grand Total - Cheque | 203.00 |

Payment Details - EFT

| Payment / Invoice | Date | Description | Amount |
|--|----------|---|-----------------|
| EFT Payment | | | |
| EFT Payment - EFT01215 | | | |
| V80021 - BOC Gases | | | |
| 5006291332 | 01/02/24 | Gas Rental | 76.60 |
| | | Total V80021 | 76.60 |
| V80549 - BP Jurien Bay | | | |
| 10879 | 05/01/24 | 10000km logbook service | 705.50 |
| | | Total V80549 | 705.50 |
| V80910 - Mcleods Barristers And Solicitors | | | |
| 133856 | 19/12/23 | Jurien Bay Beach Cafe Container Ground Lease Preparation | 1,800.00 |
| | | Total V80910 | 1,800.00 |
| V81031 - AN & A Whybrow | | | |
| 4850 | 05/02/24 | Fire Control Inc 654384 invoice 4850 | 6,380.00 |
| | | Total V81031 | 6,380.00 |
| V81038 - AV Truck Services Pty Ltd | | | |
| 812612 | 23/01/24 | INTERCOOLER HOSES | 151.25 |
| | | Total V81038 | 151.25 |
| V81097 - Australia Post | | | |
| 1013003141 | 02/02/24 | Postage & Freight | 533.50 |
| | | Total V81097 | 533.50 |
| V81343 - Dandaragan Mechanical Services | | | |
| 10940 | 06/02/24 | SUPPLY AND FIT TYRES X 4 | 1,608.65 |
| 11206 | 24/01/24 | STEERE TYERS | 1,391.40 |
| | | Total V81343 | 3,000.05 |
| V81352 - Jurien Signs | | | |
| 7109 | 31/01/24 | Trophies for award winners | 106.92 |
| | | Total V81352 | 106.92 |
| V81382 - Cervantes Hardware and Marine | | | |
| 185853 | 15/12/23 | bore clean cv oval | 220.00 |
| 186740/186741/186742/186853 | 09/01/24 | Monthly PO January | 208.40 |
| | | Total V81382 | 428.40 |
| V81506 - Afgri Equipment Australia Pty Ltd | | | |
| 2810322 | 30/01/24 | Travel and repair hydraulic bank (warranty) plus axle filters 140 hours | 349.51 |
| | | Total V81506 | 349.51 |
| V81593 - Worldwide Joondalup Malaga | | | |
| 607326 | 08/01/24 | Outstanding Community Service Certificates | 130.00 |
| | | Total V81593 | 130.00 |
| V81795 - Jurien Bay Community Resource Centre | | | |
| 2466 | 01/02/24 | Printing of certificates | 21.55 |
| | | Total V81795 | 21.55 |
| V81973 - Fuel Distributors of WA Pty Ltd | | | |
| 481005666 | 02/02/24 | Diesel | 17,442.00 |

Payment Details - EFT

| Payment / Invoice | Date | Description | Amount |
|--|----------|--|------------------|
| Total V81973 | | | 17,442.00 |
| V82726 - Basketball Ringleader | | | |
| 2498 | 08/12/23 | Basketball ring for foreshore | 245.30 |
| Total V82726 | | | 245.30 |
| V83094 - Dave Watson Contracting Pty Ltd | | | |
| 3308 | 29/01/24 | tree maintance brown and drummond | 4,950.00 |
| Total V83094 | | | 4,950.00 |
| V83427 - Bridged Group Pty Ltd | | | |
| 62916 | 01/12/23 | Office 365 Datto Backup Aug 23 | 198.00 |
| Total V83427 | | | 198.00 |
| V83736 - Waterlogic Australia Pty Ltd | | | |
| CD-3713107 | 01/02/24 | Jurien Admin, Civic Centre & Depot Water Filter Lease June 2023-July 2024 | 1,215.71 |
| Total V83736 | | | 1,215.71 |
| V83926 - Alcolizer Technology | | | |
| 289762 | 30/01/24 | HH3 Calibration for S/N 21001483 | 125.40 |
| Total V83926 | | | 125.40 |
| V84004 - Department of Water and Environmental Regulation | | | |
| TF037309 | 02/02/24 | Controlled Waste DEC tracking form | 176.00 |
| Total V84004 | | | 176.00 |
| V84117 - Vanguard Press | | | |
| 41098 | 05/02/24 | TC Visitor Guide distribution | 555.97 |
| Total V84117 | | | 555.97 |
| V84155 - Jurien Home Hardware - (was Thrifty Link) | | | |
| PO83343 | 04/01/24 | Rangers January PO | 290.86 |
| 24-00004017 | 25/01/24 | gear drive sprinklers middleton/pacman | 1,795.00 |
| PO83360 | 09/01/24 | Monthly January PO \$100 per purchase | 412.31 |
| Total V84155 | | | 2,498.17 |
| V84221 - WA Holiday Guide Pty Ltd | | | |
| 4295 | 06/02/24 | WA holiday guide marketing fee based on completed bookings | 90.20 |
| Total V84221 | | | 90.20 |
| V84708 - Sapio Pty Ltd | | | |
| 258583 | 16/01/24 | Annual maintenance for CCTV | 2,420.01 |
| Total V84708 | | | 2,420.01 |
| V84789 - Jurien Bay Mitre 10 | | | |
| PO83361 | 09/01/24 | Monthly PO January \$100 per purchase | 132.54 |
| 17035 | 04/01/24 | Rangers Jan 24 PO | 68.35 |
| Total V84789 | | | 200.89 |
| V84802 - Bernhard Kaiser | | | |
| 03/24 | 11/12/23 | Consultancy - concept shark playgroup Cervantes Recreation Centre | 1,800.00 |
| Total V84802 | | | 1,800.00 |

Payment Details - EFT

| Payment / Invoice | Date | Description | Amount |
|---|----------|---|------------------|
| Total EFT01215 | | | 45,600.93 |
| EFT Payment - EFT01214 | | | |
| V80033 - Derricks Auto-Ag & Hardware Plus | | | |
| 10332359 | 31/01/24 | Plant - Parts & Repairs | 285.80 |
| Total V80033 | | | 285.80 |
| V80910 - Mcleods Barristers And Solicitors | | | |
| 133859 | 01/12/23 | Legal Expenses - Jurien Bay Beach Cafe Container Ground Lease | 660.00 |
| 133747 | 01/02/24 | Legal Expenses | 489.00 |
| 133743 | 01/02/24 | Legal Expenses - Senior manager Employment Contract | 3,068.45 |
| Total V80910 | | | 4,217.45 |
| V80955 - Sportrophy | | | |
| 43870 | 08/01/24 | Name Plate for Honour Board | 56.00 |
| Total V80955 | | | 56.00 |
| V81031 - AN & A Whybrow | | | |
| 4846 | 31/01/24 | Push tip cover | 32,791.00 |
| Total V81031 | | | 32,791.00 |
| V81382 - Cervantes Hardware and Marine | | | |
| 187318 | 25/01/24 | Two stroke oil and bar oil | 368.50 |
| Total V81382 | | | 368.50 |
| V81837 - Watto's Rural Contracting | | | |
| 2623 | 30/01/24 | Labour hire for Dandaragan Rd | 3,349.50 |
| Total V81837 | | | 3,349.50 |
| V81874 - Child Support | | | |
| PJ004228 | 30/01/24 | PAY01 2024-16 - From Payroll | 216.41 |
| Total V81874 | | | 216.41 |
| V82256 - Lowman Engineering | | | |
| 5323 | 14/12/23 | Dribble bar for truck | 330.00 |
| Total V82256 | | | 330.00 |
| V82557 - Moora Toyota | | | |
| PI3002686 | 11/01/24 | Dash Mat | 160.01 |
| Total V82557 | | | 160.01 |
| V83507 - CouncilFirst | | | |
| SI008259 | 01/12/23 | STP Transaction July 2023 to June 2024 | 55.00 |
| Total V83507 | | | 55.00 |
| V84155 - Jurien Home Hardware - (was Thrifty Link) | | | |
| 24-00004757 | 31/01/24 | Staff Uniform | 106.30 |
| Total V84155 | | | 106.30 |
| V84311 - SEEK Limited | | | |
| 700362688 | 01/02/24 | Advertising Cleaner | 401.50 |
| Total V84311 | | | 401.50 |
| V84327 - Lyall Ward | | | |
| 16 | 01/02/24 | Waste Management | 2,112.00 |
| Total V84327 | | | 2,112.00 |

Payment Details - EFT

| Payment / Invoice | Date Description | Amount |
|--|--|------------------|
| V84458 - Ray White Jurien Bay | | |
| STAFF HOUSING 19/2 - 4/03/24 | 31/01/24 Staff Housing | 760.00 |
| STAFF HOUSING 19/2 - 4/03/24 | 31/01/24 Staff Housing 4/2/24 - 18/2/24 | 960.00 |
| STAFF HOUSING 19/2 - 4/03/24 | 31/01/24 Staff Housing 22/1/24 - 5/2/24 | 1,260.00 |
| STAFF HOUSING 19/2 - 4/03/24 | 31/01/24 Staff Housing - 4/2/24 - 18/2/24 | 1,100.00 |
| Total V84458 | | 4,080.00 |
| V84612 - Water Technology Pty Ltd | | |
| WY014016 | 07/12/23 Cervantes Coastal Resilience Scheme | 42,219.65 |
| Total V84612 | | 42,219.65 |
| V84802 - Bernhard Kaiser | | |
| 02/24 | 11/12/23 Consultancy - concept shark playgroup Cervantes Recreation Centre | 1,500.00 |
| Total V84802 | | 1,500.00 |
| Total EFT01214 | | 92,249.12 |
| EFT Payment - EFT01218 | | |
| V80033 - Derricks Auto-Ag & Hardware Plus | | |
| 10333463 | 13/02/24 Materials and Contracts (ALL) | 60.00 |
| Total V80033 | | 60.00 |
| V80077 - Moora Glass Service | | |
| 5021 | 22/12/23 7A Dandaragan rd Replace cracked window bed 2 (REAR) | 315.70 |
| Total V80077 | | 315.70 |
| V80117 - Jurien Bowling Club | | |
| REFUND - SHADE SAIL S | 14/02/24 Reimbursement of insurance refund from LGIS | 928.50 |
| Total V80117 | | 928.50 |
| V81343 - Dandaragan Mechanical Services | | |
| 11286 | 14/02/24 SUPPLY AND FIT TYERS | 542.15 |
| Total V81343 | | 542.15 |
| V81352 - Jurien Signs | | |
| 7134 | 08/02/24 Jurien Bay Viasta | 365.00 |
| 6775 | 07/02/24 Wendys uniform Ranging | 315.65 |
| 7134A | 08/02/24 Jurien Bay Viasta | 70.00 |
| Total V81352 | | 750.65 |
| V81545 - Winc Australia Pty Limited | | |
| 9U44115528/9U441 77948/9044211143 | 07/12/23 Printing and Stationery, envelopes | 883.20 |
| Total V81545 | | 883.20 |
| V81593 - Worldwide Joondalup Malaga | | |
| 607362/607361 | 17/01/24 Printing and Stationery | 660.00 |

Payment Details - EFT

| Payment / Invoice | Date | Description | Amount |
|---|----------|--|-----------------|
| Total V81593 | | | 660.00 |
| V81874 - Child Support | | | |
| PJ004260 | 13/02/24 | PAY01 2024-17 - From Payroll | 216.41 |
| Total V81874 | | | 216.41 |
| V81942 - Moore Catchment Council | | | |
| 848 | 13/02/24 | Subscriptions & Other Office Expenses | 550.00 |
| Total V81942 | | | 550.00 |
| V82726 - Basketball Ringleader | | | |
| 2504 | 07/02/24 | Basket ball ring chains | 294.80 |
| Total V82726 | | | 294.80 |
| V82823 - The Last Drop Plumbing Co | | | |
| 0005739 | 15/02/24 | Unblocked urinals and basin Cook St Toilets Labour | 643.50 |
| Total V82823 | | | 643.50 |
| V83145 - Avdata Australia | | | |
| 15002951 | 01/02/24 | Jurien Bay Flight Data Jan 2024 | 427.70 |
| Total V83145 | | | 427.70 |
| V83273 - Industrial Automation Group Pty Ltd | | | |
| 15454 | 01/02/24 | Standpipe operation costs 6 months | 1,392.05 |
| Total V83273 | | | 1,392.05 |
| V83583 - Coastal Digging | | | |
| 2201 | 07/02/24 | Removal of goal posts | 440.00 |
| Total V83583 | | | 440.00 |
| V83736 - Waterlogic Australia Pty Ltd | | | |
| CD-3713107A | 01/02/24 | Jurien Admin, Civic Centre & Depot Water Filter Lease June 2023-July 2024 | 336.66 |
| Total V83736 | | | 336.66 |
| V83871 - Tyrecycle | | | |
| 157778 | 14/02/24 | Collection: Passenger | 7,062.57 |
| Total V83871 | | | 7,062.57 |
| V84213 - Concept Signs & Workwear | | | |
| 4658E1 | 07/02/24 | Staff Uniforms/Protective Clothing | 243.80 |
| Total V84213 | | | 243.80 |
| V84809 - Jurien Steel | | | |
| 363 | 09/02/24 | sign repairs | 196.42 |
| Total V84809 | | | 196.42 |
| V84902 - Dust and Shine Cleaning | | | |
| 2732299 | 12/02/24 | Jurien Admin Contract Cleaning | 222.30 |
| Total V84902 | | | 222.30 |
| V84905 - B T Sinclair | | | |
| REFUND | 14/02/24 | Refund Pensioner rebate | 261.95 |
| Total V84905 | | | 261.95 |
| V84906 - David Doherty | | | |
| REIMBURSEMENT FOR MEDICAL | 14/02/24 | Reimbursement for medical | 308.00 |
| Total V84906 | | | 308.00 |

Payment Details - EFT

| Payment / Invoice | Date | Description | Amount |
|---|----------|--|------------------|
| Total EFT01218 | | | 16,736.36 |
| EFT Payment - EFT01219 | | | |
| V80033 - Derricks Auto-Ag & Hardware Plus | | | |
| 10333913 | 19/02/24 | CHAINSAW STARTER CORD | 56.73 |
| 10333998 | 20/02/24 | Sprinklers | 610.50 |
| Total V80033 | | | 667.23 |
| V80102 - Westrac Equipment | | | |
| PI9317155 | 15/02/24 | ENGINE OIL SAMPLE KITS | 676.50 |
| Total V80102 | | | 676.50 |
| V80219 - Cutting Edges Equipment Parts Pty Ltd | | | |
| 3363140 | 12/02/24 | CUTTING EDGES AND NUTS & BOLTS | 2,352.90 |
| Total V80219 | | | 2,352.90 |
| V80941 - Australia Day Council of WA Inc | | | |
| 1976 | 08/02/24 | Citizen of Year Certificates | 18.80 |
| Total V80941 | | | 18.80 |
| V80996 - M & S O'Brien | | | |
| 14065 | 15/02/24 | Insurance Claim excess PLV 260 DN035 | 1,000.00 |
| Total V80996 | | | 1,000.00 |
| V81127 - St John Ambulance Australia | | | |
| FAINV01161183 | 20/02/24 | Staff Training First Aid | 190.00 |
| FAINV01161175 | 20/02/24 | Staff Training First Aid | 190.00 |
| FAINV01161258 | 20/02/24 | Staff Training First Aid | 190.00 |
| FAINV01161549 | 20/02/24 | Staff Training First Aid | 190.00 |
| FAINV01161681 | 20/02/24 | Staff Training First Aid | 2,090.00 |
| FAINV01161259 | 20/02/24 | Staff Training First Aid | 380.00 |
| FAINV01161624 | 20/02/24 | Staff Training First Aid | 380.00 |
| FAINV01161257 | 20/02/24 | Staff Training First Aid | 1,900.00 |
| Total V81127 | | | 5,510.00 |
| V81343 - Dandaragan Mechanical Services | | | |
| 11258 | 09/02/24 | wheel weight tool | 106.30 |
| Total V81343 | | | 106.30 |
| V81731 - Local Government Works Association Western Australia Incorporated | | | |
| 3103 | 20/02/24 | Registration for LGWA 2024 Annual Conference | 1,072.50 |
| Total V81731 | | | 1,072.50 |
| V81778 - Local Government Professionals Australia WA | | | |
| 37887 | 15/12/23 | Staff Training | 1,045.00 |
| Total V81778 | | | 1,045.00 |
| V81924 - Team Global Express Pty Ltd | | | |
| 644 | 20/02/24 | Freight | 164.46 |
| Total V81924 | | | 164.46 |
| V82225 - Midcoast Hydraulic Services | | | |
| 234/230 | 07/02/24 | Repair to hydraulic hose on bucket | 2,217.38 |
| Total V82225 | | | 2,217.38 |
| V82643 - Officeworks Business Direct | | | |

Payment Details - EFT

| Payment / Invoice | Date | Description | Amount |
|--|----------|---|------------------|
| 611931134/611921426 | 11/01/24 | Printing and Stationery | 986.36 |
| | | Total V82643 | 986.36 |
| V83427 - Bridged Group Pty Ltd | | | |
| 58848/60518 | 01/12/23 | Office 365 Datto Backup Aug 23 | 396.00 |
| | | Total V83427 | 396.00 |
| V83507 - CouncilFirst | | | |
| SI008286 | 01/01/24 | Professional Services October 23 | 7,238.00 |
| SI008280 | 01/01/24 | M365 Licencing July 2023 to June 2024 | 1,173.06 |
| SI008280A | 01/01/24 | M365 Licencing July 2023 to June 2024 | 600.00 |
| | | Total V83507 | 9,011.06 |
| V83634 - Woodlands Distributors & Agencies P/L | | | |
| 0029 | 15/02/24 | Supply of Water and soil test for Aggies Cottage - Dandaragan | 424.05 |
| | | Total V83634 | 424.05 |
| V83736 - Waterlogic Australia Pty Ltd | | | |
| CD-3718709 | 01/02/24 | Jurien Admin, Civic Centre & Depot Water Filter Lease June 2023-July 2024 | 336.66 |
| | | Total V83736 | 336.66 |
| V83780 - Pinnacles Traffic Management Services | | | |
| 223 | 24/01/24 | Traffic control for Dandaragan Rd | 11,785.13 |
| 222 | 01/02/24 | Munbinea - Southern section | 3,652.00 |
| | | Total V83780 | 15,437.13 |
| V83817 - WCP Civil Pty Ltd | | | |
| 30646 | 20/02/24 | wet mix 42640m2 | 47,865.87 |
| | | Total V83817 | 47,865.87 |
| V83975 - Corsign (WA) Pty Ltd | | | |
| 83228 | 12/02/24 | Signage for any roadworks | 2,334.20 |
| | | Total V83975 | 2,334.20 |
| V84004 - Department of Water and Environmental Regulation | | | |
| TF037753 | 20/02/24 | Controlled Waste DEC tracking form | 176.00 |
| | | Total V84004 | 176.00 |
| V84006 - Badgingarra Motors | | | |
| 59445 | 13/02/24 | Insurance Claim - G Felber - Replace punctured Tyre | 405.00 |
| | | Total V84006 | 405.00 |
| V84063 - Trackspares (Australia) Pty Ltd | | | |
| TSASI2400215 | 13/02/24 | 4 x 6 ft grader blades with three quarter inch bolt holes | 545.60 |
| | | Total V84063 | 545.60 |
| V84391 - Innes Air & Electrical Pty Ltd | | | |
| 3593A | 19/02/24 | Shire Admin Office AC Units Repairs | 1,179.24 |
| | | Total V84391 | 1,179.24 |
| V84430 - MCG Architects Pty Ltd | | | |
| 2916 | 19/02/24 | Design Development Cervantes Recreation Centre Precinct | 31,869.75 |
| | | Total V84430 | 31,869.75 |
| V84458 - Ray White Jurien Bay | | | |

Payment Details - EFT

| Payment / Invoice | Date | Description | Amount |
|---|----------|---|-------------------|
| 60191 | 21/02/24 | Water Usage | 25.36 |
| | | Total V84458 | 25.36 |
| V84701 - Family Affair Cafe | | | |
| 129 | 20/02/24 | Morning Tea Training Session Depot Team | 187.50 |
| | | Total V84701 | 187.50 |
| V84857 - Ruby Repairs Pty Ltd | | | |
| 108 | 19/02/24 | Service | 3,367.85 |
| | | Total V84857 | 3,367.85 |
| | | Total EFT01219 | 129,378.70 |
| <hr/> | | | |
| EFT Payment - EFT01220 | | | |
| V80033 - Derricks Auto-Ag & Hardware Plus | | | |
| 10334059 | 21/02/24 | Plant - Parts & Repairs | 178.90 |
| | | Total V80033 | 178.90 |
| V81545 - Winc Australia Pty Limited | | | |
| 9043882752 | 01/01/24 | Stationery Order | 22.75 |
| 9044387016A | 23/02/24 | Printing and Stationery | 588.08 |
| | | Total V81545 | 610.83 |
| V81593 - Worldwide Joondalup Malaga | | | |
| 607413 | 13/02/24 | Printing and Stationery | 770.00 |
| | | Total V81593 | 770.00 |
| V81935 - Department of Fire and Emergency Services | | | |
| 156947 | 23/02/24 | ESL Remittance 23/24 Quarter 3 | 113,915.99 |
| | | Total V81935 | 113,915.99 |
| V82028 - Avon Waste | | | |
| 61145 | 21/02/24 | Waste Collection | 16,056.35 |
| | | Total V82028 | 16,056.35 |
| V82388 - Tony Dolton | | | |
| 4586 | 01/02/24 | Side tipper and assorted plant hire for Dandaragan Rd | 76,978.00 |
| | | Total V82388 | 76,978.00 |
| V82643 - Officeworks Business Direct | | | |
| 612722526 | 08/02/24 | Printing and Stationery | 207.53 |
| | | Total V82643 | 207.53 |
| V83143 - Totally Workwear - Joondalup | | | |
| 7200693341 | 01/02/24 | Staff Uniforms/Protective Clothing | 209.60 |
| | | Total V83143 | 209.60 |
| V83998 - Central West Earthmoving | | | |
| 478 | 21/02/24 | Earthworks for Sandy Cape Toilet Block Replacement | 19,015.72 |
| | | Total V83998 | 19,015.72 |
| V84155 - Jurien Home Hardware - (was Thrifty Link) | | | |
| 5916 | 14/02/24 | garden edging | 246.80 |
| | | Total V84155 | 246.80 |
| V84391 - Innes Air & Electrical Pty Ltd | | | |
| 03682 | 21/02/24 | Repairs to air conditioner unit - PCB and Fan failed | 641.39 |
| | | Total V84391 | 641.39 |

Payment Details - EFT

| Payment / Invoice | Date | Description | Amount |
|--|----------|--|-------------------|
| V84907 - Graham Morris | | | |
| REFUND OF RATES | 22/02/24 | Refund Pensioner Rebate | 484.71 |
| Total V84907 | | | 484.71 |
| V84908 - Sue Backhouse | | | |
| SANDY CAPE REFUND | 22/02/24 | Sandy Cape Refund | 60.00 |
| Total V84908 | | | 60.00 |
| V84910 - Elizabeth Jane Webware | | | |
| REFUND OF RATES | 23/02/24 | Refund for overpayment of rates | 71.57 |
| Total V84910 | | | 71.57 |
| Total EFT01220 | | | 229,447.39 |
| <hr/> | | | |
| EFT Payment - EFT01216 | | | |
| V80043 - Jurien Bay IGA | | | |
| JANUARY 2024 | 06/02/24 | January Account | 1,227.64 |
| Total V80043 | | | 1,227.64 |
| V80150 - RDI Transport | | | |
| 7105 | 25/01/24 | Additional Bins Delivery | 236.81 |
| Total V80150 | | | 236.81 |
| V80163 - Badgingarra Community Assn | | | |
| 2023#105/2023#103 | 04/01/24 | Badgy General Maintenance Contract 2023-24 | 9,163.37 |
| Total V80163 | | | 9,163.37 |
| V80549 - BP Jurien Bay | | | |
| 10829 | 07/12/23 | Check strap for drivers door | 209.50 |
| Total V80549 | | | 209.50 |
| V81343 - Dandaragan Mechanical Services | | | |
| 11222 | 29/01/24 | BRAKE SHOE AND HARDWARE KIT & BEARINGS | 2,458.55 |
| Total V81343 | | | 2,458.55 |
| V81352 - Jurien Signs | | | |
| 7128 | 22/01/24 | Framing of Citizen of Year Certificates | 110.00 |
| 7108 | 30/01/24 | Street Sign Jurien Bay Vista | 900.00 |
| Total V81352 | | | 1,010.00 |
| V81545 - Winc Australia Pty Limited | | | |
| 9043635542/9043636374/0043882766 | 01/01/24 | Stationery Order 10/10/2023 | 535.84 |
| 3023705255/9043705473 | 01/01/24 | Printing and Stationery | 341.40 |
| Total V81545 | | | 877.24 |
| V82028 - Avon Waste | | | |
| 60591 | 07/02/24 | Waste Collection | 23,926.18 |
| Total V82028 | | | 23,926.18 |
| V82388 - Tony Dolton | | | |
| 4576 | 06/02/24 | Water Cartage inc 652487 Koonah inv4576 | 1,188.00 |
| Total V82388 | | | 1,188.00 |
| V82474 - Direct Contracting Pty Ltd | | | |
| 2708 | 06/02/24 | Dandaragan Rd culvert works | 28,954.20 |

Payment Details - EFT

| Payment / Invoice | Date | Description | Amount |
|---|----------|--|------------------|
| 2707 | 06/02/24 | Maint grade and bus stops | 3,509.00 |
| | | Total V82474 | 32,463.20 |
| V82774 - T-Quip | | | |
| 126709#14 | 30/01/24 | DISCHARGE CHUTE | 1,038.40 |
| | | Total V82774 | 1,038.40 |
| V83495 - Dandaragan Store | | | |
| JANUARY ACCOUNT | 07/02/24 | Refreshments | 55.45 |
| | | Total V83495 | 55.45 |
| V83780 - Pinnacles Traffic Management Services | | | |
| 220/221 | 24/01/24 | Traffic control for Dandaragan Rd | 16,600.38 |
| | | Total V83780 | 16,600.38 |
| V83863 - Badgingarra Roadhouse & Tourist Park | | | |
| 2220296 | 05/02/24 | Diesel inv 2220296 | 49.05 |
| | | Total V83863 | 49.05 |
| V84037 - Jurien Bay Regional Herbarium Group | | | |
| 23-001A | 07/02/24 | Environment grant - pulic liability insurance | 637.26 |
| | | Total V84037 | 637.26 |
| V84192 - Huggable Toys | | | |
| 51164 | 29/01/24 | variety of animal teddies | 474.65 |
| | | Total V84192 | 474.65 |
| V84353 - Still Shots Photography | | | |
| 310 | 06/02/24 | Photographer for CRA | 260.00 |
| | | Total V84353 | 260.00 |
| V84371 - Nessa Hall - Nussy Cleaning Management Services | | | |
| 8035 | 18/01/24 | Cervantes CBD | 4,467.38 |
| 8034 | 06/02/24 | Sandy Cape Toilets & Showers | 5,919.78 |
| 8036 | 06/02/24 | Fauntleroy Park BBQ & Ablutions | 7,259.29 |
| 8037 | 06/02/24 | Jumbo Toilet Rolls - Cafe | 183.26 |
| 8038 | 06/02/24 | Vandalism & Graffiti Catalonia Park | 506.00 |
| | | Total V84371 | 18,335.71 |
| V84553 - Jurien Trenching & Excavations | | | |
| 0375 | 21/12/23 | Removal of sand and bollard repairs south end | 880.00 |
| | | Total V84553 | 880.00 |
| V84611 - Bitumen Distributors Pty Ltd | | | |
| 0001486 | 19/12/23 | 2x pods of emulsion | 2,310.00 |
| | | Total V84611 | 2,310.00 |
| V84789 - Jurien Bay Mitre 10 | | | |
| JANUARY | 15/01/24 | January building maint. monthly order | 334.61 |
| 13383/03867 | 04/12/23 | December Rangers | 69.00 |
| 101017264 | 31/01/24 | Uniform For Aaron Kenedy | 49.00 |
| | | Total V84789 | 452.61 |
| V84872 - Coastal Firearms | | | |
| 88 | 07/02/24 | Purchase of .22 Mag Firearm - Rangers (budgeted) | 1,765.00 |
| | | Total V84872 | 1,765.00 |
| V84877 - Craig and Carolyn Barr | | | |

Payment Details - EFT

| Payment / Invoice | Date | Description | Amount |
|---|----------|---|-------------------|
| REIMBURSEMENT FOR SARI INK | 07/02/24 | Telephones - Mobiles | 139.00 |
| | | Total V84877 | 139.00 |
| V84900 - Dalcos Accident Repair Centre | | | |
| INVE-40214 | 30/01/24 | Insurance Claims | 1,000.00 |
| | | Total V84900 | 1,000.00 |
| V84903 - Withers and Associates PTY LTD | | | |
| 21 | 06/02/24 | Public Health Plan 1st Stage | 4,719.00 |
| | | Total V84903 | 4,719.00 |
| | | Total EFT01216 | 121,477.00 |
| <hr/> | | | |
| EFT Payment - EFT01217 | | | |
| V80102 - Westrac Equipment | | | |
| 9274600 | 07/02/24 | FUEL- OIL AND AIR FILTERS | 488.86 |
| 9279503 | 09/02/24 | MOULD BOARD WEAR STRIPS | 1,296.55 |
| | | Total V80102 | 1,785.41 |
| V80121 - Kleenheat Gas Pty Ltd | | | |
| 4561618 | 09/02/24 | Gas Rental | 100.10 |
| | | Total V80121 | 100.10 |
| V80150 - RDI Transport | | | |
| 7070 | 06/02/24 | BBQ Gas North SC inv 7070 | 190.00 |
| 7224 | 09/02/24 | Sandy Cape Gas Bottle Delivery inv7224 - BBQs | 190.00 |
| | | Total V80150 | 380.00 |
| V80996 - M & S O'Brien | | | |
| W5165 | 17/01/24 | SUPPLY AND FIT NEW WINDSCREEN | 585.00 |
| | | Total V80996 | 585.00 |
| V81002 - Landgate | | | |
| 390720 | 13/02/24 | Valuation Expenses | 74.15 |
| | | Total V81002 | 74.15 |
| V81343 - Dandaragan Mechanical Services | | | |
| 11241 | 16/01/24 | REAR BRAKE SHOES | 74.25 |
| 11161 | 06/02/24 | ringfeder mounting bolts | 308.55 |
| | | Total V81343 | 382.80 |
| V81778 - Local Government Professionals Australia WA | | | |
| 38164 | 09/02/24 | LG Prof WA - Finance Conference | 1,700.00 |
| | | Total V81778 | 1,700.00 |
| V81837 - Watto's Rural Contracting | | | |
| 2627 | 08/02/24 | Labour Hire Bibby Rd | 2,392.50 |
| | | Total V81837 | 2,392.50 |
| V81912 - Moore Australia (WA) Pty Ltd | | | |
| 434123 | 01/02/24 | Preparation of 2022/23 Financial Year Annual Report | 3,612.50 |
| 434123A | 01/02/24 | Preparation of 2022/23 Financial Year Annual Report | 1.00 |
| | | Total V81912 | 3,613.50 |
| V81924 - Team Global Express Pty Ltd | | | |
| 0642 | 09/02/24 | Freight | 182.67 |
| 643 | 13/02/24 | Freight | 216.24 |
| | | Total V81924 | 398.91 |

Payment Details - EFT

| Payment / Invoice | Date | Description | Amount |
|--|----------|--|-----------------|
| V82876 - Department of Transport | | | |
| 8051062A | 09/02/24 | Unsuccessful manual search | 19.85 |
| Total V82876 | | | 19.85 |
| V82933 - Jurien Bay Quality Meats | | | |
| 0002 | 31/01/24 | Meat for BBQ at CRA | 444.00 |
| Total V82933 | | | 444.00 |
| V83121 - Dandaragan Community Resource Centre Inc | | | |
| 125385 | 10/02/24 | Pioneer Park/ Dand Depot Cleaning Contract | 1,756.22 |
| Total V83121 | | | 1,756.22 |
| V83187 - Wayne Gibson (Cr) | | | |
| TRAVEL EXP | 09/02/24 | Travel Expenses | 429.93 |
| Total V83187 | | | 429.93 |
| V83660 - D Greenwood | | | |
| 51 | 13/02/24 | Waste Management | 1,280.00 |
| Total V83660 | | | 1,280.00 |
| V83663 - Concept AV | | | |
| 72468 | 24/01/24 | Projector maintenance | 924.00 |
| Total V83663 | | | 924.00 |
| V83705 - Telstra | | | |
| 04169076 JAN 24 | 13/02/24 | TELSTRA - WHISPIR SMS SERVICE | 159.50 |
| Total V83705 | | | 159.50 |
| V83925 - BookEasy Pty Ltd | | | |
| 23775/23965 | 15/12/23 | BookEasy Fee 3.3% Commission or \$300min | 508.75 |
| 24049 | 15/12/23 | BookEasy Fee 3.3% Commission or \$300min | 753.89 |
| Total V83925 | | | 1,262.64 |
| V84273 - Building And Energy | | | |
| BSL JAN 24 | 09/02/24 | BSL Jan 24 | 940.90 |
| Total V84273 | | | 940.90 |
| V84364 - W.A. Jacobs Toymaker (Australia) Pty Ltd | | | |
| 02027582 | 31/01/24 | Merchandise tops and bags | 1,652.31 |
| Total V84364 | | | 1,652.31 |
| V84371 - Nessa Hall - Nessay Cleaning Management Services | | | |
| 8039 | 08/02/24 | Extra toilet rolls - Citizenship Ceremony | 45.82 |
| Total V84371 | | | 45.82 |
| V84422 - Jurien Tyre & Auto | | | |
| 65381 | 08/02/24 | 50k Service inv65381 | 658.80 |
| Total V84422 | | | 658.80 |
| V84458 - Ray White Jurien Bay | | | |
| STAFF HOUSING 19/2 - 4/03/24 | 13/02/24 | Staff Housing | 760.00 |
| STAFF HOUSING 19/2 - 4/03/24 | 13/02/24 | Staff Housing | 960.00 |
| STAFF HOUSING 19/2 - 4/03/24 | 13/02/24 | Staff Housing | 1,260.00 |

Payment Details - EFT

| Payment / Invoice | Date Description | Amount |
|--|---|------------------|
| STAFF HOUSING 19/2 - 4/03/24 | 13/02/24 Staff Housing | 1,100.00 |
| Total V84458 | | 4,080.00 |
| V84562 - CouncilWise Pty Ltd | | |
| CW-0643 | 01/02/24 PropertyWise Property & Rating monthly licence | 3,272.50 |
| Total V84562 | | 3,272.50 |
| V84774 - Stihl Shop Midland | | |
| 18342/18340 | 30/01/24 Parts for pole saw 18340 , 18342 | 942.10 |
| Total V84774 | | 942.10 |
| V84809 - Jurien Steel | | |
| 362 | 08/02/24 landscape mix | 1,320.00 |
| Total V84809 | | 1,320.00 |
| V84838 - Olivwa | | |
| OLIVE OIL | 09/02/24 Tourism Merchandise | 300.00 |
| Total V84838 | | 300.00 |
| V84876 - Briskleen Supplies Pty Ltd | | |
| 242438 | 18/12/23 Agar Solspray Spray & Wipe 20ltr | 1,012.13 |
| 242438A | 18/12/23 Agar Solspray Spray & Wipe 20ltr | 57.48 |
| ROUNDING | 07/03/24 | |
| Total V84876 | | 1,069.61 |
| Total EFT01217 | | 31,970.55 |
| <hr/> | | |
| EFT Payment - EFT01221 | | |
| V80102 - Westrac Equipment | | |
| SI1749816 | 06/02/24 TRAVEL TO SITE AND CHECK TRANSMISSION OIL LOSS | 1,108.80 |
| Total V80102 | | 1,108.80 |
| V80240 - RBC Rural | | |
| 32825 | 19/01/24 Meterplan charge January 2024 | 841.23 |
| Total V80240 | | 841.23 |
| V80279 - Jurien Sport and Recreation Centre | | |
| CORRECTION | 13/02/24 CR/Adj Note PC02007 | 50.00 |
| CORRECTION | 27/02/24 Correcting error | 50.00 |
| OP RETURN | 27/02/24 OP RETURN 26/1-4/2/24 | 285.00 |
| OP RETURN | 27/02/24 Op Return 15-16/2024 | 95.00 |
| OP RETURN | 27/02/24 Op Return 16-17/2/2024 | 265.00 |
| Total V80279 | | 645.00 |
| V81049 - Bob Bridgeman | | |
| REIMBURSE REFRIGERANT LICENCE | 27/02/24 Reimbursement cost of Refrigerant Handling Licence | 249.00 |
| Total V81049 | | 249.00 |
| V81490 - Ricoh Finance | | |
| 577413 | 21/02/24 Photocopier Lease 20/03/2024 to 19/04/2024 | 966.79 |
| Total V81490 | | 966.79 |

Payment Details - EFT

| Payment / Invoice | Date | Description | Amount |
|---|----------|--|-------------------|
| V81912 - Moore Australia (WA) Pty Ltd | | | |
| 4109 | 25/02/24 | Moore Australia Workshop - GST | 990.00 |
| | | Total V81912 | 990.00 |
| V82388 - Tony Dolton | | | |
| 4611 | 10/01/24 | Beachridge swale and verge maintance | 8,800.00 |
| 4607 | 13/02/24 | Supply bluemetal and delivery 25 tonnes | 3,531.00 |
| 4609 | 20/02/24 | Transport of grader from Dandaragan Depot to Jurien Depot | 880.00 |
| 4611A | 26/02/24 | Side tipper and assorted plant hire ofr Dandaragan Rd | 37,441.25 |
| | | Total V82388 | 50,652.25 |
| V82474 - Direct Contracting Pty Ltd | | | |
| 2718 | 23/01/24 | Jurien East Rd - batter works and minor widening as per estimate | 132,000.00 |
| 2716 | 26/02/24 | roller hire for Dandy Rd | 7,337.00 |
| 2717 | 27/02/24 | Materials and Contracts (ALL) | 6,206.75 |
| | | Total V82474 | 145,543.75 |
| V83340 - CONNECT Call Centre Services | | | |
| 00116146 | 01/01/24 | After Hours Calls - July 2023 - June 2024 for the month of June 2023 | 119.40 |
| | | Total V83340 | 119.40 |
| V83507 - CouncilFirst | | | |
| SI008309 | 01/12/23 | STP Transaction July 2023 to June 2024 | 55.00 |
| | | Total V83507 | 55.00 |
| V83914 - Turquoise Safaris | | | |
| OP RETURN 22/2/2024 | 27/02/24 | OP Return 22/2/2024 | 507.50 |
| | | Total V83914 | 507.50 |
| V84422 - Jurien Tyre & Auto | | | |
| 65662 | 19/02/24 | 2 x Drive tyres supply and fit | 1,056.00 |
| | | Total V84422 | 1,056.00 |
| V84773 - Ray White Jurien Bay | | | |
| 11/2/2024 FISHERMAN'S | 27/02/24 | OP Return 17/2/2024 Fisherman's Shack | 656.25 |
| | | Total V84773 | 656.25 |
| | | Total EFT01221 | 203,390.97 |
| EFT Payment - EFT01222 | | | |
| V80102 - Westrac Equipment | | | |
| PI9331163 | 23/02/24 | GREASE RESERVOIR AND SEAL | 561.30 |
| | | Total V80102 | 561.30 |
| V80121 - Kleenheat Gas Pty Ltd | | | |
| 716792A | 29/02/24 | Gas Bottle rental Sandy Cape | 100.10 |
| | | Total V80121 | 100.10 |
| V80137 - Western Australian Local Government Association | | | |
| SI-009464 | 27/02/24 | Members Training | 495.00 |

Payment Details - EFT

| Payment / Invoice | Date | Description | Amount |
|--|----------|--|------------------|
| Total V80137 | | | 495.00 |
| V81874 - Child Support | | | |
| PJ004275 | 27/02/24 | PAY01 2024-18 - From Payroll | 5.44 |
| Total V81874 | | | 5.44 |
| V81924 - Team Global Express Pty Ltd | | | |
| 645 | 29/02/24 | Postage and Freight | 204.04 |
| Total V81924 | | | 204.04 |
| V82028 - Avon Waste | | | |
| 61177 | 29/02/24 | Waste Collection | 15,361.27 |
| Total V82028 | | | 15,361.27 |
| V82256 - Lowman Engineering | | | |
| 5405 | 21/02/24 | Replacement Jockey Wheel | 130.00 |
| Total V82256 | | | 130.00 |
| V82767 - Fowler Electrical Contracting | | | |
| R009637 | 23/02/24 | Dandy rd elec. compliance checks | 468.93 |
| Total V82767 | | | 468.93 |
| V82823 - The Last Drop Plumbing Co | | | |
| 5787 | 27/02/24 | Repair BBQ South and outdoor shower taps | 1,501.50 |
| Total V82823 | | | 1,501.50 |
| V83143 - Totally Workwear - Joondalup | | | |
| 7200697325 | 16/02/24 | Staff uniform order | 186.00 |
| Total V83143 | | | 186.00 |
| V83385 - Jurien Bay Panel & Paint Pty Ltd | | | |
| 6074 | 21/02/24 | Repair damage to door DN 86 | 1,007.85 |
| Total V83385 | | | 1,007.85 |
| V84311 - SEEK Limited | | | |
| 700411491 | 28/02/24 | Advertising Maintenance Grader Road Train Operator | 401.50 |
| Total V84311 | | | 401.50 |
| V84458 - Ray White Jurien Bay | | | |
| STAFF HOUSING 19/2 - 4/03/24 | 27/02/24 | Staff Housing | 760.00 |
| STAFF HOUSING 19/2 - 4/03/24 | 27/02/24 | Staff Housing | 960.00 |
| STAFF HOUSING 19/2 - 4/03/24 | 27/02/24 | Staff Housing | 1,260.00 |
| STAFF HOUSING 19/2 - 4/03/24 | 27/02/24 | Staff Housing | 1,100.00 |
| Total V84458 | | | 4,080.00 |
| V84478 - Vestone Capital | | | |
| 123242 | 02/01/24 | Councillor Laptop Lease 02/10/23 to 01/01/24 | 2,760.16 |
| Total V84478 | | | 2,760.16 |

Payment Details - EFT

| Payment / Invoice | Date | Description | Amount |
|---|----------|--------------------------------------|-------------------|
| V84510 - Layback Farm | | | |
| 35 | 29/02/24 | assorted jams | 210.00 |
| | | Total V84510 | 210.00 |
| V84524 - Hersey's Safety Pty Ltd | | | |
| 2710 | 10/01/24 | 3/8 plus 1/2 drive torque temper T45 | 396.00 |
| | | Total V84524 | 396.00 |
| V84685 - Meghan Harvey | | | |
| COOKIES | 12/01/24 | IWD24 cookies | 180.00 |
| | | Total V84685 | 180.00 |
| V84703 - Tricia Slee | | | |
| COSTS ASSOCIATED WITH TRAINING | 29/02/24 | Costs associated with training | 93.50 |
| | | Total V84703 | 93.50 |
| V84789 - Jurien Bay Mitre 10 | | | |
| 101019575 | 27/02/24 | 101019575 depot paint and rollers | 202.90 |
| | | Total V84789 | 202.90 |
| V84790 - Rebecca Pink | | | |
| REIMBURSE | 27/02/24 | Moore Budgeting Workshop | 474.28 |
| MOORE BUDGET | 29/02/24 | Moore Budgeting Workshop | 35.75 |
| | | Total V84790 | 510.03 |
| V84795 - Yarn Marketplace | | | |
| 12697 | 27/02/24 | Size L Polo - Kayla | 742.50 |
| | | Total V84795 | 742.50 |
| V84883 - Bulldust Industries Pty Ltd | | | |
| 0030 | 16/02/24 | Labour to install fence at tip cell | 23,988.72 |
| | | Total V84883 | 23,988.72 |
| | | Total EFT01222 | 53,586.74 |
| Grand Total - EFT Payment | | | 923,837.76 |

Payment Details - Direct Debits

| Date | Payment / Invoice | Description | Amount |
|------------|-------------------|---|--------------|
| 1/02/2024 | GJBDEB-5439 | Synergy - New Admin Centre | \$ 5,894.25 |
| 1/02/2024 | GJBDEB-5508 | JB Preogress Assoc - SSL Repayment | \$ 3,912.44 |
| 1/02/2024 | GJBDEB-5509 | ANZ Merchant Fee | \$ 303.27 |
| 1/02/2024 | GJBDEB-5510 | Westnet annual charge for email addresses | \$ 50.00 |
| 1/02/2024 | GJBDEB-5511 | BPAY Transaction Fee | \$ 358.40 |
| 1/02/2024 | GJBDEB-5512 | Maintenance Fee | \$ 20.00 |
| 2/02/2024 | GJBDEB-5513 | Motorpass - Jan 2024 | \$ 4,203.68 |
| 5/02/2024 | GJBREC-3644 | Landgate - EAS2 payment | \$ 2,560.00 |
| 5/02/2024 | GJBDEB-5514 | CBA Merchant Fee #3305 | \$ 336.55 |
| 5/02/2024 | GJBDEB-5515 | CBA Merchant Fee #3111 | \$ 60.95 |
| 6/02/2024 | GJBDEB-5446 | Synergy - Jurien Bay Beach Cafe | \$ 494.08 |
| 6/02/2024 | GJBDEB-5447 | Synergy - Dobbyn Park | \$ 346.17 |
| 6/02/2024 | GJBDEB-5466 | Salary Packaging | \$ 567.90 |
| 7/02/2024 | GJBDEB-5448 | Synergy - Family Resoucre Centre | \$ 1,953.52 |
| 7/02/2024 | GJBDEB-5449 | Synergy - Jurein Airstrip | \$ 149.01 |
| 7/02/2024 | GJBDEB-5516 | Superannuation - 01/02/2024 | \$ 26,575.79 |
| 8/02/2024 | GJBDEB-5450 | Synergy - Pioneer Park Jurien Nth End | \$ 234.40 |
| 8/02/2024 | GJBDEB-5450 | Synergy - Passamani Park | \$ 248.08 |
| 8/02/2024 | GJBDEB-5450 | Synergy - Pioneer Cres | \$ 654.53 |
| 9/02/2024 | GJBDEB-5451 | Synergy - Pacman Park | \$ 615.41 |
| 9/02/2024 | GJBDEB-5452 | Synergy - Baudin Park | \$ 316.34 |
| 9/02/2024 | GJBDEB-5453 | Synergy - Fauntleroy & Dobbyn Park | \$ 760.32 |
| 12/02/2024 | GJBDEB-5454 | Synergy - Bore at Marine Fields | \$ 74.40 |
| 13/02/2024 | GJBDEB-5455 | Synergy - Beachridge Estate Entry | \$ 126.20 |
| 13/02/2024 | GJBDEB-5456 | Synergy - 5A Park | \$ 129.58 |
| 14/02/2024 | GJBDEB-5457 | SYNERGY SECURITY LIGHTS DOBBYN PARK | \$ 448.50 |
| 15/02/2024 | GJBDEB-5458 | Synergy - CBD Rest area Cervantes | \$ 217.35 |
| 15/02/2024 | GJBDEB-5459 | Synergy - Weston St Park | \$ 126.20 |
| 15/02/2024 | GJBDEB-5460 | Synergy - Cambewarra Drive SP | \$ 146.72 |
| 15/02/2024 | GJBDEB-5461 | Synergy - Pioneer Park Jurien Bay | \$ 330.25 |
| 15/02/2024 | GJBDEB-5462 | Synergy - Retic Eric Collinson Park | \$ 744.61 |
| 15/02/2024 | GJBDEB-5463 | Synergy - Jurien F/S Amenities | \$ 369.00 |
| 15/02/2024 | GJBDEB-5464 | Synergy - Weld Park Retic Pump | \$ 449.22 |
| 15/02/2024 | GJBDEB-5518 | Secure Pay Fee | \$ 12.10 |
| 16/02/2024 | GJBDEB-5468 | Synergy - Dam Pump | \$ 1,628.54 |
| 19/02/2024 | GJBDEB-5519 | Bank Deposit Book Fee | \$ 4.50 |
| 20/02/2024 | GJBDEB-5469 | Synergy - Security Light Dobbyn Park | \$ 448.50 |
| 20/02/2024 | GJBDEB-5556 | MC - Safety Culture Pty Ltd - iAuditor subscription | \$ 250.80 |
| 20/02/2024 | GJBDEB-5557 | MC - WA Police - Firearms Licence | \$ 285.00 |
| 20/02/2024 | GJBDEB-5557 | MC - Ink Station - Printer ink | \$ 109.00 |
| 20/02/2024 | GJBDEB-5557 | MC - WA Police - Firearms Licence additional | \$ 147.00 |
| 20/02/2024 | GJBDEB-5557 | MC - SAI Global Standards | \$ 850.00 |

| | | | | |
|------------|-------------|---|----|-----------|
| 20/02/2024 | GJBDEB-5558 | MC - NTAA - FBT Software | \$ | 599.00 |
| 20/02/2024 | GJBDEB-5558 | MC - Facebook - Advertising | \$ | 38.50 |
| 20/02/2024 | GJBDEB-5558 | MC - Pivotel - Satellite Phone | \$ | 98.00 |
| 20/02/2024 | GJBDEB-5558 | MC - Mitre 10 - Padlock | \$ | 11.99 |
| 20/02/2024 | GJBDEB-5559 | MC - Mailchimp - Software subscription | \$ | 88.95 |
| 20/02/2024 | GJBDEB-5559 | MC - Jurien Bay Newsagency - Charging Cable | \$ | 12.99 |
| 20/02/2024 | GJBDEB-5559 | MC - Standards Australia - Risk Management Standard | \$ | 135.16 |
| 20/02/2024 | GJBDEB-5559 | MC - Economic Development Australia - Training | \$ | 4,125.00 |
| 20/02/2024 | GJBDEB-5559 | MC - Economic Development Australia - Membership | \$ | 495.00 |
| 20/02/2024 | GJBDEB-5559 | MC - DMIRS - Plumbing Notice | \$ | 25.00 |
| 20/02/2024 | GJBDEB-5560 | MC - Bankwest - Foreign Transaction Fee | \$ | 1.14 |
| 20/02/2024 | GJBDEB-5561 | MC - Bankwest - Facility Fee | \$ | 99.00 |
| 21/02/2024 | GJBDEB-5470 | Synergy - Adriana Park St Lights | \$ | 130.17 |
| 21/02/2024 | GJBDEB-5470 | Synergy - Jurien Bay Depot | \$ | 1,459.39 |
| 22/02/2024 | GJBDEB-5562 | SSL - Badgy Bowling Club | \$ | 5,089.44 |
| 26/02/2024 | GJBDEB-5491 | Water - Cerantes CBD Toilets | \$ | 74.21 |
| 26/02/2024 | GJBDEB-5563 | Aus Post Fees | \$ | 145.72 |
| 26/02/2024 | GJBDEB-5564 | Aus Post Fees | \$ | 656.11 |
| 28/02/2024 | GJBDEB-5488 | Synergy - JCC | \$ | 3,629.47 |
| 28/02/2024 | GJBDEB-5489 | Synergy - Marine Fields Standpipe | \$ | 130.37 |
| 29/02/2024 | GJBDEB-5490 | Synergy - Street Lighting | \$ | 33,884.07 |
| 29/02/2024 | GJBDEB-5492 | Water - Catalonia St-Toilets/Retic | \$ | 5,117.60 |
| 29/02/2024 | GJBDEB-5493 | Water-Cervantes Gym/Hall | \$ | 197.82 |
| 29/02/2024 | GJBDEB-5494 | Water - Cervantes waste transfer station | \$ | 63.57 |

GRAND TOTAL

\$ 113,820.23

Purchases by Cardholder
 ABN: 68 005 970 570
 GPO BOX 5342
 MELBOURNE VIC 3001
 Ph: 1300 366 109
 Fax: (03) 9274 9130
 Lost cards: 1300 366 109
 Web: www.motorpass.com.au



Account Name
 SHIRE OF DANDARAGAN

Account No.
 144 184 843 - 7

Period Ending
 01 FEB 24

Page
 5 of 10

| Cost Centre | Card Number | Date | Docket Number | Supplier Name/ Location | Supplier ABN# | Fuel Brand | Vehicle Rego / Ref. | Odometer | Product | Unit Cost Incl. GST (CPL) | Qty / Lts | Total Excl. GST | GST Amount | Total Incl. GST | |
|--|-------------|-------|---------------|--------------------------|---------------|------------|---------------------|----------|-----------------|---------------------------|-------------------------|-----------------|-----------------|-----------------|-----------------|
| 0402 | | 07JAN | 51146 | BP WILLIAMS | 65367095233 | BP | DN000 | | 1 ULS DIESEL | 184.92 | 96.20 | 161.72 | 16.17 | 177.89 | |
| 0402 | | 07JAN | | WEX AUSTRALIA | 68005970570 | | DN000 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 | |
| 0402 | | 18JAN | 7765 | THE ROADHOUSE HOOKED AND | 83671532264 | BP | DN000 | 1,234 | ULS DIESEL | 229.50 | 114.77 | 239.45 | 23.95 | 263.40 | |
| 0402 | | 18JAN | | WEX AUSTRALIA | 68005970570 | | DN000 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 | |
| 0402 | | 21JAN | 19282 | AMPOL JOONDALUP | 64000175342 | AMPOL | DN000 | | DIESEL | 197.91 | 118.81 | 213.76 | 21.38 | 235.14 | |
| 0402 | | 21JAN | | WEX AUSTRALIA | 68005970570 | | DN000 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 | |
| 0402 | | 30JAN | 4099 | AMPOL JOONDALUP | 64000175342 | AMPOL | DN000 | | DIESEL | 202.90 | 59.95 | 110.58 | 11.06 | 121.64 | |
| 0402 | | 30JAN | | WEX AUSTRALIA | 68005970570 | | DN000 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 | |
| 0402 | | 01FEB | | WEX AUSTRALIA | 68005970570 | | DN000 | | MANAGEMENT FEE | | | 4.41 | 0.44 | 4.85 | |
| Approx. fuel consumption: 9.3 Lt/100Km | | | | | | | | | | | TOTAL CARD SPEND | 389.73 | \$732.92 | \$73.32 | \$806.24 |
| COST CENTRE TOTAL GOVERNANCE | | | | | | | | | | | 389.73 | \$732.92 | \$73.32 | \$806.24 | |

| | | | | | | | | | | | | | | |
|------|--|-------|-------|------------------------|-------------|---------------|------|--|-----------------|--------|--------|--------|-------|--------|
| 0503 | | 15JAN | 10761 | PETRO FUELS CATABY | 41609822684 | INDEPENDENT | DN86 | | DIESEL | 182.80 | 287.47 | 477.73 | 47.77 | 525.50 |
| 0503 | | 15JAN | | WEX AUSTRALIA | 68005970570 | | DN86 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 0503 | | 15JAN | 10760 | PETRO FUELS CATABY | 41609822684 | INDEPENDENT | DN86 | | DIESEL | 199.81 | 51.36 | 93.29 | 9.33 | 102.62 |
| 0503 | | 15JAN | | WEX AUSTRALIA | 68005970570 | | DN86 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 0503 | | 15JAN | 10759 | PETRO FUELS CATABY | 41609822684 | INDEPENDENT | DN86 | | DIESEL | 199.77 | 34.66 | 62.95 | 6.29 | 69.24 |
| 0503 | | 15JAN | | WEX AUSTRALIA | 68005970570 | | DN86 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 0503 | | 15JAN | 10722 | PETRO FUELS CATABY | 41609822684 | INDEPENDENT | DN86 | | DIESEL | 199.74 | 18.93 | 34.37 | 3.44 | 37.81 |
| 0503 | | 15JAN | | WEX AUSTRALIA | 68005970570 | | DN86 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 0503 | | 18JAN | 10818 | PETRO FUELS CATABY | 41609822684 | INDEPENDENT | DN86 | | DIESEL | 199.80 | 35.22 | 63.97 | 6.40 | 70.37 |
| 0503 | | 18JAN | | WEX AUSTRALIA | 68005970570 | | DN86 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 0503 | | 20JAN | 9714 | CALTEX JURIE BAY | 31601005956 | CALTEX | DN86 | | DIESEL | 195.92 | 23.55 | 41.95 | 4.19 | 46.14 |
| 0503 | | 20JAN | | WEX AUSTRALIA | 68005970570 | | DN86 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 0503 | | 21JAN | 7460 | COLES EXPRESS BRIGHTON | 78104811216 | COLES EXPRESS | DN86 | | DIESEL | 191.89 | 52.43 | 91.46 | 9.15 | 100.61 |

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Account Name: SHIRE OF DANDARAGAN
 Account No.: 144 184 843 - 7

Period Ending: 01 FEB 24
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| Cost Centre | Card Number | Date | Docket Number | Supplier Name/Location | Supplier ABN# | Fuel Brand | Vehicle Rego / Ref. | Odometer | Product | Unit Cost Incl. GST (CPL) | Qty / Lts | Total Excl. GST | GST Amount | Total Incl. GST |
|-------------|-------------|-------|---------------|--------------------------|---------------|------------|---------------------|----------|--|---------------------------|---------------|-----------------|----------------|-------------------|
| 0503 | | 21JAN | | WEX AUSTRALIA | 68005970570 | | DN86 | | TRANSACTION FEE | | 2.01 | 0.20 | 2.21 | |
| 0503 | | 22JAN | 32260 | LIBERTY ROADHOUSE CATABY | 84273163155 | | DN86 | | SURCHARGE | | 1.41 | 0.14 | 1.55 | |
| 0503 | | 22JAN | 32260 | LIBERTY ROADHOUSE CATABY | 84273163155 | LIBERTY | DN86 | | ULS DIESEL (| 182.90 | 42.40 | 7.05 | 77.55 | |
| 0503 | | 22JAN | | WEX AUSTRALIA | 68005970570 | | DN86 | | TRANSACTION FEE | | 0.75 | 0.08 | 0.83 | |
| 0503 | | 01FEB | | WEX AUSTRALIA | 68005970570 | | DN86 | | MANAGEMENT FEE | | 4.41 | 0.44 | 4.85 | |
| | | | | | | CESC | | | TOTAL CARD SPEND | | 546.02 | \$949.30 | \$94.96 | \$1,044.26 |
| | | | | | | | | | COST CENTRE TOTAL FIRE PREVENTION | | 546.02 | \$949.30 | \$94.96 | \$1,044.26 |
| 1005 | | 04JAN | 40188 | METRO PETROLEUM JURIE B | 11671759658 | METRO | DN001 | | DIESEL | 198.70 | 34.66 | 62.61 | 6.26 | 68.87 |
| 1005 | | 04JAN | | WEX AUSTRALIA | 68005970570 | | DN001 | | TRANSACTION FEE | | 0.75 | 0.08 | 0.83 | |
| 1005 | | 06JAN | 40225 | METRO PETROLEUM JURIE B | 11671759658 | METRO | DN001 | | DIESEL | 193.70 | 65.59 | 115.50 | 11.55 | 127.05 |
| 1005 | | 06JAN | | WEX AUSTRALIA | 68005970570 | | DN001 | | TRANSACTION FEE | | 0.75 | 0.08 | 0.83 | |
| 1005 | | 22JAN | 40468 | METRO PETROLEUM JURIE B | 11671759658 | METRO | DN001 | | DIESEL | 193.70 | 56.98 | 100.34 | 10.03 | 110.37 |
| 1005 | | 22JAN | | WEX AUSTRALIA | 68005970570 | | DN001 | | TRANSACTION FEE | | 0.75 | 0.08 | 0.83 | |
| 1005 | | 31JAN | 40619 | METRO PETROLEUM JURIE B | 11671759658 | METRO | DN001 | | DIESEL | 195.90 | 44.37 | 79.02 | 7.90 | 86.92 |
| 1005 | | 31JAN | | WEX AUSTRALIA | 68005970570 | | DN001 | | TRANSACTION FEE | | 0.75 | 0.08 | 0.83 | |
| 1005 | | 01FEB | | WEX AUSTRALIA | 68005970570 | | DN001 | | MANAGEMENT FEE | | 4.41 | 0.44 | 4.85 | |
| | | | | | | DN001 | | | TOTAL CARD SPEND | | 201.60 | \$364.88 | \$36.50 | \$401.38 |
| | | | | | | | | | COST CENTRE TOTAL PLANNING | | 201.60 | \$364.88 | \$36.50 | \$401.38 |
| 1103 | | 01FEB | | WEX AUSTRALIA | 68005970570 | | | | MANAGEMENT FEE | | 4.41 | 0.44 | 4.85 | |
| | | | | | | SANDY CAPE | | | TOTAL CARD SPEND | | 0.00 | \$4.41 | \$0.44 | \$4.85 |

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Account Name
 SHIRE OF DAMDARAGAN

Account No.
 144 184 843 - 7

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| Cost Centre | Card Number | Date | Docket Number | Supplier Name/Location | Supplier ABN# | Fuel Brand | Vehicle Rego / Ref. | Odometer | Product | Unit Cost Incl. GST (CPL) | Qty / Lts | Total Excl. GST | GST Amount | Total Incl. GST |
|---|-------------|-------|---------------|--------------------------|---------------|-------------|---------------------|----------|-----------------|---------------------------|---------------|-----------------|----------------|-----------------|
| COST CENTRE TOTAL ECONOMIC DEVELOPMENT | | | | | | | | | | | | | | |
| 1404 | | 10JAN | 7000 | BP JURIE BAY | 72825626712 | BP | | | 7 REGULAR ULP | 183.01 | 114.72 | 190.86 | 19.09 | 209.95 |
| 1404 | | 10JAN | | WEX AUSTRALIA | 68005970570 | | | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 1404 | | 01FEB | | WEX AUSTRALIA | 68005970570 | | | | MANAGEMENT FEE | | | 4.41 | 0.44 | 4.85 |
| TOTAL CARD SPEND | | | | | | | | | | | 114.72 | \$196.02 | \$19.61 | \$215.63 |
| COST CENTRE TOTAL SUNDRY PLANT | | | | | | | | | | | | | | |
| 1405 | | 01FEB | | WEX AUSTRALIA | 68005970570 | | DN059 | | MANAGEMENT FEE | | | 4.41 | 0.44 | 4.85 |
| TOTAL CARD SPEND | | | | | | | | | | | 0.00 | \$4.41 | \$0.44 | \$4.85 |
| COST CENTRE TOTAL 1405 JURIE UTE | | | | | | | | | | | | | | |
| 1405 | | 12JAN | 31729 | CALTEX JURIE BAY | 31601005956 | CALTEX | DN002 | | DIESEL | 195.90 | 50.27 | 89.53 | 8.95 | 98.48 |
| 1405 | | 12JAN | | WEX AUSTRALIA | 68005970570 | | DN002 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 1405 | | 27JAN | 1305 | CALTEX JURIE BAY | 31601005956 | CALTEX | DN002 | | DIESEL | 197.92 | 68.71 | 123.63 | 12.36 | 135.99 |
| 1405 | | 27JAN | | WEX AUSTRALIA | 68005970570 | | DN002 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 1405 | | 01FEB | | WEX AUSTRALIA | 68005970570 | | DN002 | | MANAGEMENT FEE | | | 4.41 | 0.44 | 4.85 |
| TOTAL CARD SPEND | | | | | | | | | | | 118.98 | \$219.07 | \$21.91 | \$240.98 |
| 1405 | | 12JAN | 10690 | CERVANTES SERVICE STATIO | 97527875338 | INDEPENDENT | | | REGULAR ULP | 207.00 | 44.27 | 83.31 | 8.33 | 91.64 |
| 1405 | | 12JAN | | WEX AUSTRALIA | 68005970570 | | | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 1405 | | 01FEB | | WEX AUSTRALIA | 68005970570 | | | | MANAGEMENT FEE | | | 4.41 | 0.44 | 4.85 |

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Account Name
 SHIRE OF DANDARAGAN

Account No.
 144 184 843 - 7

Period Ending
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| Cost Centre | Card Number | Date | Docket Number | Supplier Name/Location | Supplier ABN# | Fuel Brand | Vehicle Rego / Ref. | Odometer | Product | Unit Cost Incl. GST (CPL) | Qty / Lts | Total Excl. GST | GST Amount | Total Incl. GST |
|---|-------------|-------|---------------|--------------------------------------|---------------|------------------|---------------------|----------|------------------|---------------------------|-----------|-----------------|------------|-----------------|
| | | | | | | DN016 | | | TOTAL CARD SPEND | | 44.27 | \$88.47 | \$8.85 | \$97.32 |
| 1405 | | 01FEB | | WEX AUSTRALIA | 68005970570 | DN013 HILUX | DN013 | | MANAGEMENT FEE | | | 4.41 | 0.44 | 4.85 |
| | | | | | | | | | TOTAL CARD SPEND | | 0.00 | \$4.41 | \$0.44 | \$4.85 |
| 1405 | | 01FEB | | WEX AUSTRALIA | 68005970570 | DANDY DEPOT | | | MANAGEMENT FEE | | | 4.41 | 0.44 | 4.85 |
| | | | | | | | | | TOTAL CARD SPEND | | 0.00 | \$4.41 | \$0.44 | \$4.85 |
| 1405 | | 01FEB | | WEX AUSTRALIA | 68005970570 | DN025 DUCATO VAN | DN025 | | MANAGEMENT FEE | | | 4.41 | 0.44 | 4.85 |
| | | | | | | | | | TOTAL CARD SPEND | | 0.00 | \$4.41 | \$0.44 | \$4.85 |
| 1405 | | 01FEB | | WEX AUSTRALIA | 68005970570 | DN024 HILUX | DN024 | | MANAGEMENT FEE | | | 4.41 | 0.44 | 4.85 |
| | | | | | | | | | TOTAL CARD SPEND | | 0.00 | \$4.41 | \$0.44 | \$4.85 |
| 1405 | | 10JAN | 40276 | METRO PETROLEUM JURIEN B 11671759658 | 68005970570 | METRO | DN032 | | 1 DIESEL | 193.69 | 44.86 | 78.99 | 7.90 | 86.89 |
| 1405 | | 10JAN | | WEX AUSTRALIA | 68005970570 | | DN032 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 1405 | | 21JAN | 40448 | METRO PETROLEUM JURIEN B 11671759658 | 68005970570 | METRO | DN032 | | DIESEL | 193.70 | 44.90 | 79.06 | 7.91 | 86.97 |
| 1405 | | 21JAN | | WEX AUSTRALIA | 68005970570 | | DN032 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 1405 | | 26JAN | 1296 | CALTEX JURIEN BAY | 31601005956 | CALTEX | DN032 | | DIESEL | 197.93 | 46.88 | 84.35 | 8.44 | 92.79 |
| 1405 | | 26JAN | | WEX AUSTRALIA | 68005970570 | | DN032 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 1405 | | 29JAN | 40594 | METRO PETROLEUM JURIEN B 11671759658 | 68005970570 | METRO | DN032 | | DIESEL | 195.90 | 36.58 | 65.15 | 6.51 | 71.66 |
| 1405 | | 29JAN | | WEX AUSTRALIA | 68005970570 | | DN032 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 1405 | | 01FEB | | WEX AUSTRALIA | 68005970570 | DN032 | DN032 | | MANAGEMENT FEE | | | 4.41 | 0.44 | 4.85 |
| | | | | | | | | | TOTAL CARD SPEND | | 173.22 | \$314.96 | \$31.52 | \$346.48 |
| COST CENTRE TOTAL INFRASTRUCTURE | | | | | | | | | | | 336.47 | \$640.14 | \$64.04 | \$704.18 |

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Account Name

SHIRE OF DANDARAGAN

Period Ending

01 FEB 24

Account No.

144 184 843 - 7

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| Cost Centre | Card Number | Date | Docket Number | Supplier Name/ Location | Supplier ABN# | Fuel Brand | Vehicle Rego / Ref. | Odometer | Product | Unit Cost Incl. GST (CPL) | Qty / Lts | Total Excl. GST | GST Amount | Total Incl. GST |
|-------------|-------------|-------|---------------|-------------------------|---------------|------------|---------------------|----------|-------------------------|---------------------------|--------------|-----------------|---------------|-----------------|
| 1501 | | 04JAN | 31488 | CALTEX JURIE BAY | 31601005956 | CALTEX | DN10833 | | REGULAR ULP | 190.91 | 28.59 | 49.62 | 4.96 | 54.58 |
| 1501 | | 04JAN | | WEX AUSTRALIA | 68005970570 | | DN10833 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 1501 | | 14JAN | 31801 | CALTEX JURIE BAY | 31601005956 | CALTEX | DN10833 | | REGULAR ULP | 185.92 | 21.38 | 36.14 | 3.61 | 39.75 |
| 1501 | | 14JAN | | WEX AUSTRALIA | 68005970570 | | DN10833 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 1501 | | 01FEB | | WEX AUSTRALIA | 68005970570 | | DN10833 | | MANAGEMENT FEE | | 4.41 | 4.41 | 0.44 | 4.85 |
| | | | | | | | | | TOTAL CARD SPEND | | 49.97 | \$91.67 | \$9.17 | \$100.84 |
| | | | | | | | | | TOTAL CARD SPEND | | 49.97 | \$91.67 | \$9.17 | \$100.84 |

COST CENTRE TOTAL PLANNING

\$91.67

\$9.17

\$100.84

| | | | | | | | | | | | | | | |
|-----|--|-------|------|------------------------|-------------|---------------|-------|--|-------------------------|--------|---------------|-----------------|----------------|-----------------|
| 402 | | 02JAN | 6895 | BP JURIE BAY | 72825626712 | BP | DN004 | | ULS DIESEL (191.01 | 191.01 | 39.37 | 68.36 | 6.84 | 75.20 |
| 402 | | 02JAN | | WEX AUSTRALIA | 68005970570 | | DN004 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 402 | | 05JAN | 6958 | BP JURIE BAY | 72825626712 | BP | DN004 | | 7 ULS DIESEL (189.05 | 189.05 | 30.68 | 52.73 | 5.27 | 58.00 |
| 402 | | 05JAN | | WEX AUSTRALIA | 68005970570 | | DN004 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 402 | | 09JAN | 6750 | COLES EXPRESS KARAWARA | 78104811216 | COLES EXPRESS | DN004 | | DIESEL | 195.89 | 50.61 | 90.13 | 9.01 | 99.14 |
| 402 | | 09JAN | | WEX AUSTRALIA | 68005970570 | | DN004 | | TRANSACTION FEE | | | 1.98 | 0.20 | 2.18 |
| 402 | | 10JAN | 6996 | BP JURIE BAY | 72825626712 | BP | DN004 | | 7 ULS DIESEL (189.01 | 189.01 | 31.11 | 53.45 | 5.35 | 58.80 |
| 402 | | 10JAN | | WEX AUSTRALIA | 68005970570 | | DN004 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 402 | | 15JAN | 7054 | BP JURIE BAY | 72825626712 | BP | DN004 | | 666 ULS DIESEL (189.08 | 189.08 | 23.80 | 40.91 | 4.09 | 45.00 |
| 402 | | 15JAN | | WEX AUSTRALIA | 68005970570 | | DN004 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 402 | | 25JAN | 7169 | BP JURIE BAY | 72825626712 | BP | DN004 | | 666 ULS DIESEL (192.01 | 192.01 | 28.65 | 50.01 | 5.00 | 55.01 |
| 402 | | 25JAN | | WEX AUSTRALIA | 68005970570 | | DN004 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 402 | | 01FEB | | WEX AUSTRALIA | 68005970570 | | DN004 | | MANAGEMENT FEE | | 4.41 | 4.41 | 0.44 | 4.85 |
| | | | | | | | | | TOTAL CARD SPEND | | 204.22 | \$365.73 | \$36.60 | \$402.33 |
| | | | | | | | | | TOTAL CARD SPEND | | 204.22 | \$365.73 | \$36.60 | \$402.33 |

COST CENTRE TOTAL 402

\$365.73

\$36.60

\$402.33

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Period Ending: 01 FEB 24
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| Cost Centre | Card Number | Date | Docket Number | Supplier Name/Location | Supplier ABN# | Fuel Brand | Vehicle Rego / Ref. | Odometer | Product | Unit Cost Incl. GST (CPL) | Qty / Lts | Total Excl. GST | GST Amount | Total Incl. GST |
|------------------------------|-------------|-------|---------------|-------------------------|---------------|------------|---------------------|----------|-------------------------|---------------------------|---------------|-----------------|----------------|-----------------|
| 501 | | 16JAN | 31873 | CALTEX JURIE BAY | 31601005956 | CALTEX | DN012 | | REGULAR ULP | 185.83 | 10.94 | 18.48 | 1.85 | 20.33 |
| 501 | | 16JAN | | WEX AUSTRALIA | 68005970570 | | DN012 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 501 | | 29JAN | 32282 | CALTEX JURIE BAY | 31601005956 | CALTEX | DN012 | | REGULAR ULP | 189.90 | 23.77 | 41.04 | 4.10 | 45.14 |
| 501 | | 29JAN | | WEX AUSTRALIA | 68005970570 | | DN012 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 501 | | 01FEB | | WEX AUSTRALIA | 68005970570 | | DN012 | | MANAGEMENT FEE | | 34.71 | 4.41 | 0.44 | 4.85 |
| | | | | | | | | | TOTAL CARD SPEND | | 34.71 | \$5.43 | \$6.55 | \$71.98 |
| 501 | | 01FEB | | WEX AUSTRALIA | 68005970570 | | DN052 | | MANAGEMENT FEE | | | 4.41 | 0.44 | 4.85 |
| | | | | | | | | | TOTAL CARD SPEND | | 0.00 | \$4.41 | \$0.44 | \$4.85 |
| | | | | | | | | | TOTAL CARD SPEND | | 34.71 | \$69.84 | \$6.99 | \$76.83 |
| COST CENTRE TOTAL 501 | | | | | | | | | | | | | | |
| 701 | | 07JAN | 746 | BP BALDVIS TRAVEL CENTR | 29006639087 | BP | DN041 | | 1,800 ULS DIESEL | 194.94 | 46.26 | 81.98 | 8.20 | 90.18 |
| 701 | | 07JAN | | WEX AUSTRALIA | 68005970570 | | DN041 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 701 | | 09JAN | 18909 | AMPOL JOONDALUP | 64000175342 | AMPOL | DN041 | | DIESEL | 195.89 | 40.40 | 71.95 | 7.19 | 79.14 |
| 701 | | 09JAN | | WEX AUSTRALIA | 68005970570 | | DN041 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 701 | | 19JAN | 32002 | CALTEX JURIE BAY | 31601005956 | CALTEX | DN041 | | DIESEL | 195.89 | 43.50 | 77.46 | 7.75 | 85.21 |
| 701 | | 19JAN | | WEX AUSTRALIA | 68005970570 | | DN041 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 701 | | 23JAN | 32104 | CALTEX JURIE BAY | 31601005956 | CALTEX | DN041 | | DIESEL | 195.90 | 40.72 | 72.52 | 7.25 | 79.77 |
| 701 | | 23JAN | | WEX AUSTRALIA | 68005970570 | | DN041 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 701 | | 26JAN | 32190 | CALTEX JURIE BAY | 31601005956 | CALTEX | DN041 | | DIESEL | 197.90 | 50.02 | 89.99 | 9.00 | 98.99 |
| 701 | | 26JAN | | WEX AUSTRALIA | 68005970570 | | DN041 | | TRANSACTION FEE | | | 0.75 | 0.08 | 0.83 |
| 701 | | 01FEB | | WEX AUSTRALIA | 68005970570 | | DN041 | | MANAGEMENT FEE | | 220.90 | 4.41 | 0.44 | 4.85 |
| | | | | | | | | | TOTAL CARD SPEND | | 220.90 | \$402.06 | \$40.23 | \$442.29 |
| | | | | | | | | | TOTAL CARD SPEND | | 220.90 | \$402.06 | \$40.23 | \$442.29 |
| | | | | | | | | | TOTAL CARD SPEND | | 220.90 | \$402.06 | \$40.23 | \$442.29 |
| COST CENTRE TOTAL 701 | | | | | | | | | | | | | | |

In accordance with Goods and Services Tax: Waiver of Tax Invoice Requirement (Corporate Card Statements) Determination 2020 (Instrument ID: 2020/SMB/0006), your business does not need to retain original tax invoices to claim input tax credits for the GST expenditure shown on this statement / report. To comply with this ruling the card must show a card holder name (and / or vehicle registration where applicable) and your business must maintain regulated policies for making adjustments for expenditure that is wholly or partly of a private or domestic nature, and to ensure that input tax credits are not claimed more than once for a single creditable acquisition. Please retain this document to substantiate your taxation claims.
 This document is issued by WEX Australia Pty Ltd, A.B.N. 68 005 970 570, Level 23, 367 Collins St, Melbourne VIC 3000.



MONTHLY FINANCIAL REPORT
For the period ended 29 February 2024

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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SHIRE OF DANDARAGAN
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 29 FEBRUARY 2024

| | Supplementary Information | Amended Budget Estimates (a) \$ | YTD Budget Estimates (b) \$ | YTD Actual (c) \$ | Variance* \$ (c) - (b) | Variance* % ((c) - (b))/(b) | Var. |
|--|---------------------------|---------------------------------------|-----------------------------------|-------------------------|------------------------------|-----------------------------------|------|
| OPERATING ACTIVITIES | | | | | | | |
| Revenue from operating activities | | | | | | | |
| General rates | 8 | 7,416,740 | 7,416,740 | 7,381,927 | (34,813) | (0.47%) | |
| Grants, subsidies and contributions | 12 | 1,065,729 | 785,229 | 570,723 | (214,506) | (27.32%) | ▼ |
| Fees and charges | | 2,789,660 | 2,367,101 | 2,342,982 | (24,119) | (1.02%) | |
| Interest revenue | | 210,247 | 69,498 | 46,345 | (23,153) | (33.31%) | ▼ |
| Other revenue | | 50,999 | 34,000 | 36,507 | 2,507 | 7.37% | |
| Profit on asset disposals | 4 | 826,448 | 44,479 | 19,900 | (24,579) | (55.26%) | ▼ |
| | | 12,359,823 | 10,717,047 | 10,398,384 | (318,663) | (2.97%) | |
| Expenditure from operating activities | | | | | | | |
| Employee costs | | (5,140,498) | (3,426,999) | (3,139,411) | 287,588 | 8.39% | |
| Materials and contracts | | (5,046,229) | (3,364,153) | (3,279,616) | 84,537 | 2.51% | |
| Utility charges | | (396,683) | (264,456) | (258,333) | 6,123 | 2.32% | |
| Depreciation | | (8,136,024) | (5,424,016) | (5,640,872) | (216,856) | (4.00%) | |
| Finance costs | | (49,582) | (27,210) | (17,000) | 10,210 | 37.52% | ▲ |
| Insurance | | (364,605) | (364,605) | (362,562) | 2,043 | 0.56% | |
| Other expenditure | | (741,875) | (544,861) | (582,913) | (38,052) | (6.98%) | |
| Loss on asset disposals | 4 | (7,931) | (5,287) | 0 | 5,287 | 100.00% | |
| | | (19,883,427) | (13,421,587) | (13,280,707) | 140,880 | 1.05% | |
| Non-cash amounts excluded from operating activities | Note 2(b) | 7,317,507 | 5,384,824 | 5,620,972 | 236,148 | 4.39% | |
| Amount attributable to operating activities | | (206,098) | 2,680,284 | 2,738,649 | 58,365 | 2.18% | |
| INVESTING ACTIVITIES | | | | | | | |
| Inflows from investing activities | | | | | | | |
| Proceeds from capital grants, subsidies and contributions | 13 | 8,475,271 | 1,751,380 | 1,751,380 | 0 | 0.00% | |
| Proceeds from disposal of assets | 4 | 1,633,860 | 104,000 | 87,273 | (16,727) | (16.08%) | ▼ |
| Proceeds from financial assets at amortised cost - self supporting loans | | 20,938 | 19,135 | 19,135 | 0 | 0.00% | |
| | | 10,130,069 | 1,874,515 | 1,857,788 | (16,727) | (0.89%) | |
| Outflows from investing activities | | | | | | | |
| Payments for property, plant and equipment | 3 | (2,898,768) | (632,814) | (952,841) | (320,027) | (50.57%) | ▼ |
| Payments for construction of infrastructure | 3 | (8,172,470) | (3,315,017) | (3,514,334) | (199,317) | (6.01%) | |
| | | (11,071,238) | (3,947,831) | (4,467,175) | (519,344) | (13.16%) | |
| Amount attributable to investing activities | | (941,169) | (2,073,316) | (2,609,387) | (536,071) | (25.86%) | |
| FINANCING ACTIVITIES | | | | | | | |
| Inflows from financing activities | | | | | | | |
| Proceeds from new debentures | 9 | 432,000 | 0 | 0 | 0 | 0.00% | |
| Transfer from reserves | 2 | 737,851 | 0 | 0 | 0 | 0.00% | |
| | | 1,169,851 | 0 | 0 | 0 | 0.00% | |
| Outflows from financing activities | | | | | | | |
| Repayment of borrowings | 9 | (166,295) | (91,436) | (91,436) | 0 | 0.00% | |
| Payments for principal portion of lease liabilities | 10 | (31,311) | (22,890) | (22,890) | 0 | 0.00% | |
| Transfer to reserves | 2 | (1,066,818) | 0 | (18,940) | (18,940) | 0.00% | |
| | | (1,264,424) | (114,326) | (133,266) | (18,940) | (16.57%) | |
| Amount attributable to financing activities | | (94,573) | (114,326) | (133,266) | (18,940) | (16.57%) | |
| MOVEMENT IN SURPLUS OR DEFICIT | | | | | | | |
| Surplus or deficit at the start of the financial year | | 1,760,621 | 1,760,621 | 1,760,621 | 0 | 0.00% | |
| Amount attributable to operating activities | | (206,098) | 2,680,284 | 2,738,649 | 58,365 | 2.18% | |
| Amount attributable to investing activities | | (941,169) | (2,073,316) | (2,609,387) | (536,071) | (25.86%) | ▼ |
| Amount attributable to financing activities | | (94,573) | (114,326) | (133,266) | (18,940) | (16.57%) | ▼ |
| Surplus or deficit after imposition of general rates | | 518,782 | 2,253,263 | 1,756,617 | (496,646) | (22.04%) | ▼ |

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.

* Refer to Note 3 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

SHIRE OF DANDARAGAN
STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 29 FEBRUARY 2024

| | 30 June 2023 | 29 February 2024 |
|--------------------------------------|---------------------|-------------------------|
| | \$ | \$ |
| CURRENT ASSETS | | |
| Cash and cash equivalents | 8,937,592 | 9,364,505 |
| Trade and other receivables | 2,369,979 | 1,493,298 |
| Other financial assets | 21,478 | 564 |
| Inventories | 54,945 | 4,456 |
| TOTAL CURRENT ASSETS | 11,383,994 | 10,862,823 |
| NON-CURRENT ASSETS | | |
| Trade and other receivables | 69,285 | 69,285 |
| Other financial assets | 138,034 | 138,034 |
| Property, plant and equipment | 36,019,634 | 35,646,346 |
| Infrastructure | 291,704,272 | 291,434,405 |
| Right-of-use assets | 34,869 | 14,001 |
| TOTAL NON-CURRENT ASSETS | 327,966,094 | 327,302,071 |
| TOTAL ASSETS | 339,350,088 | 338,164,894 |
| CURRENT LIABILITIES | | |
| Trade and other payables | 603,345 | 1,207,102 |
| Other liabilities | 3,572,360 | 3,319,430 |
| Lease liabilities | 31,335 | 8,445 |
| Borrowings | 166,295 | 74,858 |
| Employee related provisions | 672,709 | 345,994 |
| TOTAL CURRENT LIABILITIES | 5,046,044 | 4,955,829 |
| NON-CURRENT LIABILITIES | | |
| Lease liabilities | 4,000 | 4,000 |
| Borrowings | 2,074,727 | 2,074,727 |
| Employee related provisions | 142,761 | 142,761 |
| TOTAL NON-CURRENT LIABILITIES | 2,221,488 | 2,221,488 |
| TOTAL LIABILITIES | 7,267,532 | 7,177,317 |
| NET ASSETS | 332,082,556 | 330,987,577 |
| EQUITY | | |
| Retained surplus | 200,667,835 | 199,517,953 |
| Reserve accounts | 4,753,481 | 4,772,421 |
| Revaluation surplus | 126,661,240 | 126,661,239 |
| TOTAL EQUITY | 332,082,556 | 330,951,613 |

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

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 29 FEBRUARY 2024**

1 BASIS OF PREPARATION AND SIGNIFICANT ACCOUNTING POLICIES

BASIS OF PREPARATION

This prescribed financial report has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

Local Government Act 1995 requirements

Section 6.4(2) of the *Local Government Act 1995* read with the *Local Government (Financial Management) Regulations 1996*, prescribe that the financial report be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied where no inconsistencies exist.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the Shire to measure any vested improvements at zero cost.

Local Government (Financial Management) Regulations 1996, regulation 34 prescribes contents of the financial report. Supporting information does not form part of the financial report.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the financial report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

THE LOCAL GOVERNMENT REPORTING ENTITY

All funds through which the Shire controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

All monies held in the Trust Fund are excluded from the financial statements. A separate statement of those monies appears at Note 14 to these financial statements.

Judgements and estimates

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

The balances, transactions and disclosures impacted by accounting estimates are as follows:

- estimated fair value of certain financial assets
- impairment of financial assets
- estimation of fair values of land and buildings, infrastructure and investment property
- estimation uncertainties made in relation to lease accounting
- estimated useful life of intangible assets

SIGNIFICANT ACCOUNTING POLICIES

Significant accounting policies utilised in the preparation of these statements are as described within the 2023-24 Annual Budget. Please refer to the adopted budget document for details of these policies.

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 13 April 2024

SHIRE OF DANDARAGAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 29 FEBRUARY 2024

2 STATEMENT OF FINANCIAL ACTIVITY INFORMATION

| | Supplementary Information | Amended Budget Opening 30 June 2023 | Last Year Closing 30 June 2023 | Year to Date 29 February 2024 |
|---|---------------------------|-------------------------------------|--------------------------------|-------------------------------|
| (a) Net current assets used in the Statement of Financial Activity | | | | |
| Current assets | | | | |
| Cash and cash equivalents | 1 | \$ 7,104,058 | \$ 8,937,592 | 9,364,505 |
| Trade and other receivables | | 821,551 | 2,369,979 | 1,493,298 |
| Other financial assets | | 22,717 | 21,478 | 564 |
| Inventories | 6 | 54,961 | 54,945 | 4,456 |
| | | 8,003,287 | 11,383,994 | 10,862,823 |
| Less: current liabilities | | | | |
| Trade and other payables | 7 | (316,358) | (603,345) | (1,207,102) |
| Other liabilities | 11 | (1,898,942) | (3,572,360) | (3,319,430) |
| Lease liabilities | 10 | (38,116) | (31,335) | (8,445) |
| Borrowings | 9 | (168,074) | (166,295) | (74,858) |
| Employee related provisions | 11 | (519,719) | (672,709) | (345,994) |
| | | (2,941,209) | (5,046,044) | (4,955,829) |
| Net current assets | | 5,062,078 | 6,337,950 | 5,906,994 |
| Less: Total adjustments to net current assets | Note 2(c) | (4,049,899) | (4,577,329) | (4,507,492) |
| Closing funding surplus / (deficit) | | 1,012,179 | 1,760,621 | 1,399,502 |

(b) Non-cash amounts excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with *Financial Management Regulation 32*.

| Non-cash amounts excluded from operating activities | | Amended Budget | YTD Budget (a) | YTD Actual (b) |
|--|---|------------------|------------------|------------------|
| | | \$ | \$ | \$ |
| Adjustments to operating activities | | | | |
| Less: Profit on asset disposals | 4 | (826,448) | (44,479) | (19,900) |
| Add: Loss on asset disposals | 4 | 7,931 | 5,287 | 0 |
| Add: Depreciation | | 8,136,024 | 5,424,016 | 5,640,872 |
| Total non-cash amounts excluded from operating activities | | 7,317,507 | 5,384,824 | 5,620,972 |

(c) Current assets and liabilities excluded from budgeted deficiency

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation 32* to agree to the surplus/(deficit) after imposition of general rates.

| | | Amended Budget Opening 30 June 2023 | Last Year Closing 30 June 2023 | Year to Date 29 February 2024 |
|---|-----------|-------------------------------------|--------------------------------|-------------------------------|
| | | \$ | \$ | \$ |
| Adjustments to net current assets | | | | |
| Less: Reserve accounts | 2 | (4,753,091) | (4,753,481) | (4,772,421) |
| Less: Financial assets at amortised cost - self supporting loans | 6 | (22,717) | (21,478) | (564) |
| Add: Current liabilities not expected to be cleared at the end of the year: | | | | |
| - Current portion of borrowings | 9 | 168,074 | 166,295 | 74,858 |
| - Current portion of lease liabilities | 10 | 38,116 | 31,335 | 8,445 |
| - Current portion of employee benefit provisions held in reserve | 2 | 519,719 | 0 | 182,190 |
| Total adjustments to net current assets | Note 2(a) | (4,049,899) | (4,577,329) | (4,507,492) |

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. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the Council's operational cycle.

SHIRE OF DANDARAGAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 29 FEBRUARY 2024

3 EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date actual materially.

The material variance adopted by Council for the 2023-24 year is \$10,000 and 10.00% whichever is the greater.

| Description | Var. \$ | Var. % | |
|---|-----------|-----------|---|
| | \$ | % | |
| Revenue from operating activities | | | |
| Grants, subsidies and contributions | (214,506) | (27.32%) | ▼ |
| Delay in MAF and acquittal of small grant revenue | | Timing | |
| Interest revenue | (23,153) | (33.31%) | ▼ |
| Reserve Interest maturity date not reached | | Timing | |
| Profit on asset disposals | (24,579) | (55.26%) | ▼ |
| Reduced Price on trade in vehicles | | Permanent | |
| Expenditure from operating activities | | | |
| Finance costs | 10,210 | 37.52% | ▲ |
| Reduction in lease interest | | Permanent | |
| Inflows from investing activities | | | |
| Proceeds from disposal of assets | (16,727) | (16.08%) | ▼ |
| Reduced price on trade in vehicles | | Permanent | |
| Outflows from investing activities | | | |
| Payments for property, plant and equipment | (320,027) | (50.57%) | ▼ |
| Machinery purchases completed | | Timing | |
| Surplus or deficit after imposition of general rates | (496,646) | (22.04%) | ▼ |

SHIRE OF DANDARAGAN
SUPPLEMENTARY INFORMATION

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**SHIRE OF DANDARAGAN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 29 FEBRUARY 2024**

1 CASH AND FINANCIAL ASSETS

| Description | Classification | Unrestricted \$ | Restricted \$ | Total Cash \$ | Trust \$ | Institution | Interest Rate | Maturity Date | |
|---------------------------|---------------------------|--------------------|------------------|---------------------|-------------|-------------|------------------|------------------|--|
| Municipal Bank Account | Cash and cash equivalents | 1,070,020 | 3,319,427 | 4,389,447 | | Bankwest | 0.00% | Ongoing | |
| Trust Bank Account | Cash and cash equivalents | 0 | 200,277 | 200,277 | | Bankwest | 0.00% | Ongoing | |
| Petty Cash | Cash and cash equivalents | 2,360 | 0 | 2,360 | | | Nil | On hand | |
| Reserve Account | Cash and cash equivalents | 0 | 972,421 | 972,421 | | Bankwest | 2.50% | Ongoing | |
| Reserve Term Deposit | Cash and cash equivalents | 0 | 3,800,000 | 3,800,000 | | Bankwest | 4.90% | 04-Jun-24 | |
| Total | | 1,072,380 | 8,292,125 | 9,364,505 | 0 | | | | |
| Comprising | | | | | | | | | |
| Cash and cash equivalents | | 1,072,380 | 8,292,125 | 9,364,505 | 0 | | | | |
| | | 1,072,380 | 8,292,125 | 9,364,505 | 0 | | | | |

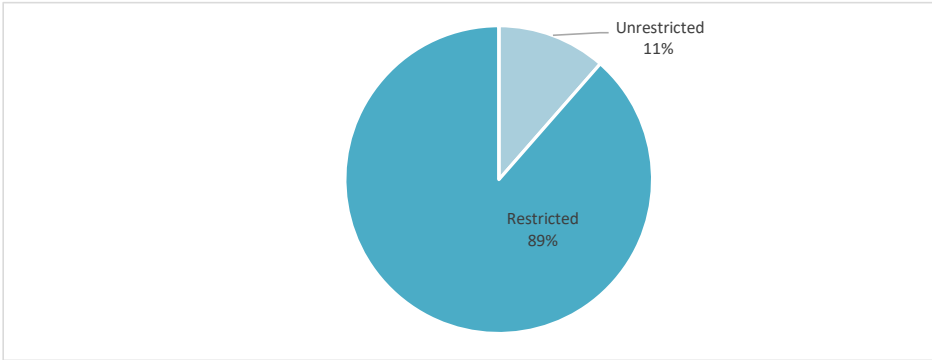
KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of net current assets.

The local government classifies financial assets at amortised cost if both of the following criteria are met:

- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

Financial assets at amortised cost held with registered financial institutions are listed in this note other financial assets at amortised cost are provided in Note 4 - Other



**SHIRE OF DANDARAGAN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 29 FEBRUARY 2024**

2 RESERVE ACCOUNTS

| Reserve name | Budget | Budget | Budget | Budget | Budget | Actual | Actual | Actual | Actual | Actual |
|--|------------------|----------------|----------------|------------------|------------------|------------------|---------------|-----------|-----------|------------------|
| | Opening | Interest | Transfer | Transfers | Closing | Opening | Interest | Transfers | Transfer | YTD |
| | Balance | Earned | s In (+) | Out (-) | Balance | Balance | Earned | In (+) | s Out (-) | Closing |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Restricted by Council | | | | | | | | | | |
| Leave reserve | 181,452 | 8,317 | | | 189,769 | 181,467 | 723 | | | 182,190 |
| Plant reserve | 361,226 | 8,135 | | (275,000) | 94,361 | 361,255 | 1,440 | | | 362,695 |
| Building reserve | 598,905 | 25,289 | 6,516 | | 630,710 | 598,954 | 2,387 | | | 601,341 |
| Rubbish reserve | 437,207 | 13,878 | | (167,940) | 283,145 | 437,243 | 1,742 | | | 438,985 |
| Community Centre reserve | 408,054 | 12,386 | 6,000 | | 426,440 | 408,087 | 1,626 | | | 409,713 |
| Television Services Reserve | 53,126 | 3,121 | | | 56,247 | 53,130 | 212 | | | 53,342 |
| Information Technology Reserve | 57,392 | 1,820 | | | 59,212 | 57,397 | 228 | | | 57,625 |
| Land Development Reserve | 71,125 | 2,257 | | | 73,382 | 71,131 | 283 | | | 71,414 |
| Parking Requirements (L1154 SandpiperSt) Reserve | 11,480 | 364 | | | 11,844 | 11,481 | 46 | | | 11,527 |
| Parks & Rec. Grounds (Seagate) Reserve | 151,042 | 12,030 | | | 163,072 | 151,055 | 601 | | | 151,656 |
| Sport and Recreation Reserve | 96,342 | 9,928 | | (87,059) | 19,211 | 96,349 | 384 | | | 96,733 |
| Landscaping Reserve | 2,664 | 91 | | | 2,755 | 2,664 | 11 | | | 2,675 |
| Aerodrome Reserve | 178,385 | 4,131 | 22,442 | (50,000) | 154,958 | 178,400 | 711 | | | 179,111 |
| Public Open Space Renewal Reserve | 212,635 | 17,845 | | (27,421) | 203,059 | 212,652 | 848 | | | 213,500 |
| Infrastructure Renewal Reserve | 703,244 | 25,962 | | | 729,206 | 703,302 | 2,802 | | | 706,104 |
| Public Open Space Construction Reserve | 9,446 | 3,613 | | | 13,059 | 9,447 | 37 | | | 9,484 |
| Infrastructure Construction Reserve | 146,669 | 1,993 | | | 148,662 | 146,681 | 585 | | | 147,266 |
| Building Construction Reserve | 26,870 | 3,713 | | | 30,583 | 26,872 | 108 | | | 26,980 |
| Economic Development Reserve | 648,889 | 25,380 | 849,860 | (26,745) | 1,497,384 | 648,942 | 2,585 | | | 651,527 |
| Turquoise Way Path Reserve | 52,105 | 1,656 | | | 53,761 | 52,110 | 207 | | | 52,317 |
| Cash in Lieu of Landscaping-Lot1146 Sandpiper St | 2,511 | 91 | | | 2,602 | 2,511 | 10 | | | 2,521 |
| WALGGC Roads Component Overpayment | 73,705 | | | (73,686) | 19 | 73,711 | 293 | | | 74,004 |
| Cervantes Community Infrastructure Development | 268,618 | | | (30,000) | 238,618 | 268,640 | 1,071 | | | 269,711 |
| | 4,753,091 | 182,000 | 884,818 | (737,851) | 5,082,058 | 4,753,481 | 18,940 | 0 | 0 | 4,772,421 |

3 CAPITAL ACQUISITIONS

| Capital acquisitions | Amended | | YTD Actual | YTD Actual Variance |
|---|-------------------|------------------|------------------|------------------------|
| | Budget | YTD Budget | | |
| | \$ | \$ | \$ | \$ |
| Buildings | 1,751,456 | 206,821 | 221,880 | 15,059 |
| Furniture and equipment | 85,000 | 85,000 | 1,000 | (84,000) |
| Plant and equipment | 1,062,312 | 340,993 | 729,961 | 388,968 |
| Acquisition of property, plant and equipment | 2,898,768 | 632,814 | 952,841 | 320,027 |
| Infrastructure - roads | 7,286,180 | 2,428,727 | 3,267,071 | 838,344 |
| Infrastructure - Parks and Reserves | 133,800 | 133,800 | 0 | (133,800) |
| Infrastructure - Other | 752,490 | 752,490 | 247,262 | (505,228) |
| Acquisition of infrastructure | 8,172,470 | 3,315,017 | 3,514,334 | 839,371 |
| Total capital acquisitions | 11,071,238 | 3,947,831 | 4,467,175 | 1,159,398 |
| Capital Acquisitions Funded By: | | | | |
| Capital grants and contributions | 8,475,271 | 1,751,380 | 1,751,380 | 0 |
| Borrowings | 432,000 | 0 | 0 | 0 |
| Other | 1,633,860 | 104,000 | 87,273 | (16,727) |
| Reserve accounts | | | | |
| Plant reserve | 275,000 | 0 | 0 | 0 |
| Rubbish reserve | 167,940 | 0 | 0 | 0 |
| Sport and Recreation Reserve | 87,059 | 0 | 0 | 0 |
| Aerodrome Reserve | 50,000 | 0 | 0 | 0 |
| Public Open Space Renewal Reserve | 27,421 | 0 | 0 | 0 |
| Economic Development Reserve | 26,745 | 0 | 0 | 0 |
| Cervantes Community Infrastructure Development | 30,000 | 0 | 0 | 0 |
| Contribution - operations | (134,058) | 2,092,451 | 2,628,522 | 536,071 |
| Capital funding total | 11,071,238 | 3,947,831 | 4,467,175 | 519,344 |

SIGNIFICANT ACCOUNTING POLICIES

Each class of fixed assets within either plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

Assets for which the fair value as at the date of acquisition is under \$5,000 are not recognised as an asset in accordance with *Financial Management Regulation 17A (5)*. These assets are expensed immediately.

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

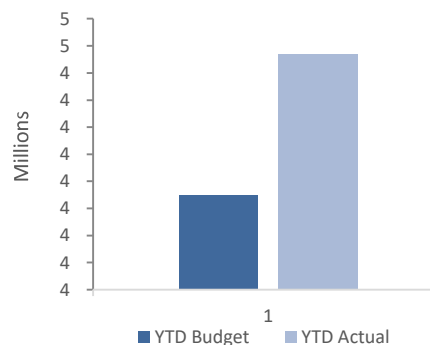
Initial recognition and measurement for assets held at cost

Plant and equipment including furniture and equipment is recognised at cost on acquisition in accordance with *Financial Management Regulation 17A*. Where acquired at no cost the asset is initially recognised at fair value. Assets held at cost are depreciated and assessed for impairment annually.

Initial recognition and measurement between mandatory revaluation dates for assets held at fair value

In relation to this initial measurement, cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at zero cost or otherwise significantly less than fair value, 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 construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.

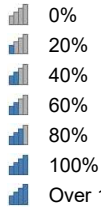
Payments for Capital Acquisitions



3 CAPITAL ACQUISITIONS - DETAILED

Capital expenditure total

Level of completion indicators



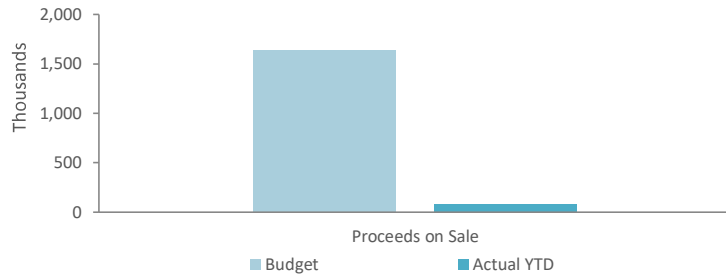
Percentage Year to Date Actual to Annual Budget expenditure where the expenditure over budget highlighted in red.

Level of completion indicator, please see table at the end of this note for further detail.

| Project Description | Amended | | YTD Actual | Variance (Under)/Over |
|--|-------------------|-------------------|------------------|--------------------------|
| | Budget | YTD Budget | | |
| | \$ | \$ | \$ | \$ |
| JURIEN IRRIGATION PROJECT | 133,800 | 133,800 | 0 | 133800 |
| JURIEN BAY EAST WEST RUNWAY | 500,000 | 500,000 | 0 | 500000 |
| JURIEN TIP CELL FENCE | 70,000 | 70,000 | 63,933 | 6067 |
| CERVANTES NICHE WALL CONSTRUCTION | 5,000 | 5,000 | 4,800 | 200 |
| JB TIP ROAD TO NEW CELL | 97,490 | 97,490 | 32,766 | 64724 |
| JB AIRSTRIP LIGHTING, CONES & ELECTRIC FENCE | 30,000 | 30,000 | 0 | 30000 |
| EW RUNWAY DEVELOPMENT PROJECTS | 50,000 | 50,000 | 0 | 50000 |
| PIONEER PARK DANDARAGAN - FENCE, SHELTER, SEATING | 0 | 0 | 267 | -267 |
| SANDY CAPE REPLACEMENT OF TOILET BLOCK | 47,341 | 47,341 | 45,387 | 1954 |
| BADGINGARRA AMENITIES - REPLACE | 53,615 | 53,615 | 53,646 | -31 |
| JURIEN BAY ADMINISTRATION CENTRE REFURB | 500,000 | 500,000 | 168,139 | 331861 |
| CONVERT JURIEN DEPOT OFFICE INTO ARCHIVES ROOM | 30,000 | 30,000 | 22,107 | 7893 |
| JURIEN BAY AIRSTRIP TOILET - EXTERNAL REPAINT | 8,500 | 8,500 | 3,218 | 5282 |
| WELLNESS CENTRE - EXTERNAL REPAINT | 7,000 | 7,000 | 5,928 | 1072 |
| 2 YORK STREET - RE-ROOF SHED, UPGRADE STORMWATER | 9,000 | 9,000 | 8,569 | 431 |
| CERVANTES CCRC - EXTERNAL REPAINT | 8,000 | 8,000 | 0 | 8000 |
| MEMORIAL PARK TOILET BLOCK - EXTERNAL REPAINT | 8,000 | 8,000 | 5,992 | 2008 |
| CERVANTES CCRC - HI-BAY LED LIGHT CONVERSION | 15,000 | 15,000 | 0 | 15000 |
| JURIEN BAY FORESHORE TRANSFORMER FIRE WALL | 45,000 | 45,000 | 0 | 45000 |
| RESIDENCE 1 3X1 21 TOPHAM STREET, DANDARAGAN | 292,500 | 292,500 | 0 | 292500 |
| TRANSPORTABLE RESIDENCE 2 2X1 8 HARRIS STREET | 232,500 | 232,500 | 0 | 232500 |
| WORKERS COTTAGE 2X2 – SHARED LIVING SPACE 8 HARRIS | 247,500 | 247,500 | 0 | 247500 |
| NEW DEPOT AMENITIES / 2X1 WITH CARETAKERS WING | 247,500 | 247,500 | 0 | 247500 |
| PLAYGROUND ADDITIONS - CERVANTES REC RESERVE | 0 | 0 | 0 | 0 |
| PLAYGROUND PARTIAL REPLACEMENT - WELD PARK | 85,000 | 85,000 | 1,000 | 84000 |
| KAYANABA ROAD | 12,500 | 12,500 | 0 | 12500 |
| STOCKYARD ROAD | 125,763 | 125,763 | 6,410 | 119353 |
| CANTABILLING ROAD | 45,794 | 45,794 | 46,050 | -256 |
| HARRIS STREET | 65,683 | 65,683 | 50,074 | 15609 |
| SANDY CAPE ROAD | 150,000 | 150,000 | 65,000 | 85000 |
| GILLINGARRA ROAD | 425,000 | 425,000 | 70,022 | 354978 |
| BIBBY ROAD | 155,867 | 155,867 | 0 | 155867 |
| JURIEN EAST ROAD | 545,076 | 545,076 | 530,514 | 14562 |
| JURIEN EAST ROAD | 795,781 | 795,781 | 133,601 | 662179 |
| CATABY ROAD | 120,000 | 120,000 | 128,285 | -8285 |
| CATABY ROAD | 490,000 | 490,000 | 449,175 | 40825 |
| DANDARAGAN ROAD | 130,000 | 130,000 | 157,067 | -27067 |
| DANDARAGAN ROAD | 630,000 | 630,000 | 602,106 | 27894 |
| AGATON ROAD | 3,003,984 | 3,003,984 | 1,780,774 | 1223210 |
| MUNBINEA ROAD | 194,902 | 194,902 | 233,300 | -38398 |
| MUNBINEA ROAD | 184,967 | 184,967 | 137,651 | 47316 |
| BIBBY ROAD | 210,863 | 210,863 | 183,415 | 27448 |
| | 10,008,926 | 10,008,926 | 4,989,196 | 5,019,730 |

4 DISPOSAL OF ASSETS

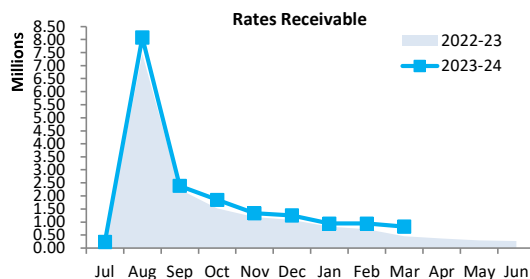
| Asset Ref. | Asset description | Budget | | | | YTD Actual | | | |
|-----------------------------|------------------------------------|----------------|------------------|----------------|----------------|---------------|---------------|---------------|----------|
| | | Net Book | | Profit | (Loss) | Net Book | | Profit | (Loss) |
| | | Value | Proceeds | | | Value | Proceeds | | |
| \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | | |
| Land & Buildings | | | | | | | | | |
| | 3494 Dandaragan Rd Lot 102 FA2511 | 166,883 | 198,000 | 31,117 | 0 | | | 0 | 0 |
| | 3490 Dandaragan Rd Lot 101 FA2509 | 128,412 | 195,000 | 66,588 | 0 | | | 0 | 0 |
| | 3486 Dandaragan Rd Lot 7 FA2509 | 102,836 | 195,000 | 92,164 | 0 | | | 0 | 0 |
| | 17 Doust Street Lot116 FA2521 | 140,000 | 410,425 | 270,425 | 0 | | | 0 | 0 |
| | 19 Doust Street Lot115 FA2520 | 140,000 | 439,435 | 299,435 | 0 | | | 0 | 0 |
| Plant and equipment | | | | | | | | | |
| | Volvo L70C FA2020 PCL004 | 0 | 25,000 | 25,000 | 0 | | | 0 | 0 |
| | Iveco Powerstar 7200 FA2532 PTH014 | 37,931 | 30,000 | 0 | (7,931) | | | 0 | 0 |
| | Holden Space Cab FA2533 PLV236 | 0 | 10,000 | 10,000 | 0 | | | 0 | 0 |
| | Holden Space Cab FA2440 PLV238 | 8,681 | 12,000 | 3,319 | 0 | | | 0 | 0 |
| | Toyota Hilux FA2993 PLV239 | 6,500 | 15,000 | 8,500 | 0 | | | 0 | 0 |
| | Mazda CX5 FA2995 PLV240 | 7,926 | 19,000 | 11,074 | 0 | 6,631 | 9,091 | 2,460 | 0 |
| | Toyota Hilux FA2996 PLV243 | 6,500 | 15,000 | 8,500 | 0 | 4,442 | 8,182 | 3,740 | 0 |
| | Prado FA3242 PLV267 | 44,724 | 50,000 | 5,276 | 0 | 42,771 | 50,000 | 7,229 | 0 |
| | Toyota Corolla FA3155 PLV264 | 14,325 | 20,000 | 5,675 | 0 | 13,529 | 20,000 | 6,471 | 0 |
| | | 804,718 | 1,633,860 | 837,073 | (7,931) | 67,373 | 87,273 | 19,900 | 0 |



5 RECEIVABLES

Rates receivable

| | 30 June 2023 | 29 Feb 2024 |
|--------------------------------|----------------|----------------|
| | \$ | \$ |
| Opening arrears previous years | 273,096 | 273,096 |
| Levied this year | 7,043,329 | 7,381,927 |
| Less - collections to date | (7,043,329) | (6,834,505) |
| Gross rates collectable | 273,096 | 820,518 |
| Net rates collectable | 273,096 | 820,518 |
| % Collected | 96.3% | 89.3% |



Receivables - general

| | Credit | Current | 30 Days | 60 Days | 90+ Days | Total |
|-----------------------|--------|---------|---------|---------|----------|---------|
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Receivables - general | 0 | 505,424 | 31,586 | (611) | 137,800 | 674,198 |
| Percentage | 0.0% | 75.0% | 4.7% | (0.1%) | 20.4% | |

Balance per trial balance

| | |
|--|----------------|
| Trade and other receivables | 674,198 |
| Allowance for credit losses of trade receivables | (1,418) |
| Total receivables general outstanding | 672,780 |

Amounts shown above include GST (where applicable)

KEY INFORMATION

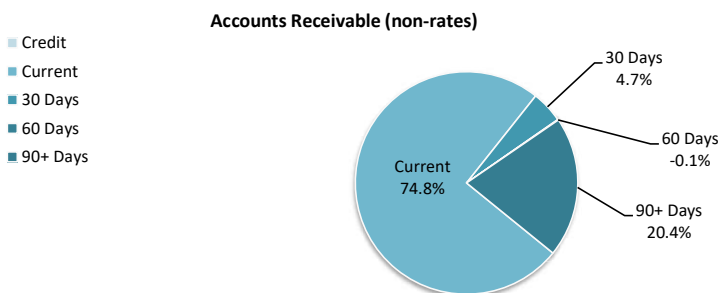
Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

Trade receivables are recognised at original invoice amount less any allowances for uncollectable amounts (i.e. impairment). The carrying amount of net trade receivables is equivalent to fair value as it is due for settlement within 30 days.

Classification and subsequent measurement

Receivables which are generally due for settlement within 30 days except rates receivables which are expected to be collected within 12 months are classified as current assets. All other receivables such as, deferred pensioner rates receivable after the end of the reporting period are classified as non-current assets.

Trade and other receivables are held with the objective to collect the contractual cashflows and therefore the Shire measures them subsequently at amortised cost using the effective interest rate method.



6 OTHER CURRENT ASSETS

| | Opening Balance 1 July 2023 | Asset Increase | Asset Reduction | Closing Balance 29 February 2024 |
|--|-----------------------------------|-------------------|--------------------|--|
| | \$ | \$ | \$ | \$ |
| Other current assets | | | | |
| Other financial assets at amortised cost | | | | |
| Financial assets at amortised cost - self supporting loans | 21,478 | | (20,914) | 564 |
| Inventory | | | | |
| Stock on Hand - Fuel | 54,945 | 189,465 | (239,954) | 4,456 |
| Total other current assets | 76,423 | 189,465 | (260,868) | 5,020 |

Amounts shown above include GST (where applicable)

KEY INFORMATION

Other financial assets at amortised cost

The Shire classifies financial assets at amortised cost if both of the following criteria are met:

- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

Inventory

Inventories are measured 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.

7 PAYABLES

| Payables - general | Credit | Current | 30 Days | 60 Days | 90+ Days | Total |
|--------------------|--------|---------|---------|---------|----------|---------|
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Payables - general | 0 | 412,565 | 290,498 | 5,555 | 5,259 | 713,876 |
| Percentage | 0.0% | 57.8% | 40.7% | 0.8% | 0.7% | |

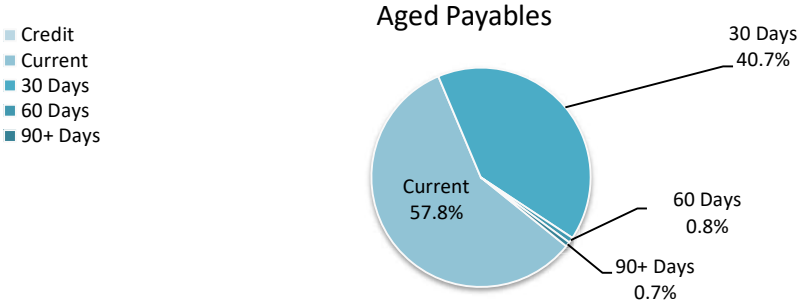
Balance per trial balance

| | |
|---|------------------|
| Sundry creditors | 713,876 |
| Accrued salaries and wages | 70,282 |
| ATO liabilities | 10,312 |
| Other payables | 78,495 |
| Bonds and deposits held | 248,794 |
| Accrued interest on borrowings | 8,759 |
| Prepaid rates | 76,584 |
| Total payables general outstanding | 1,207,102 |

Amounts shown above include GST (where applicable)

KEY INFORMATION

Trade and other payables represent liabilities for goods and services provided to the Shire prior to the end of the period 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, are recognised as a current liability and are normally paid within 30 days of recognition. The carrying amounts of trade and other payables are considered to be the same as their fair values, due to their short-term nature.



SHIRE OF DANDARAGAN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 29 FEBRUARY 2024

OPERATING ACTIVITIES

8 RATE REVENUE

| RATE TYPE | Rate in \$ (cents) | Number of Properties | Rateable Value | Budget | | YTD Actual | |
|---|--------------------|----------------------|--------------------|------------------|------------------|------------------|------------------|
| | | | | Rate Revenue | Total Revenue | Rate Revenue | Total Revenue |
| | | | \$ | \$ | \$ | \$ | \$ |
| General rate revenue | | | | | | | |
| Gross rental value | | | | | | | |
| GRV - General | 9.2480 | 1,942 | 32,790,045 | 3,032,424 | 3,032,424 | 3,039,760 | 3,048,557 |
| Unimproved value | | | | | | | |
| UV - General | 0.5439 | 434 | 609,050,285 | 3,312,625 | 3,312,625 | 3,312,423 | 3,310,171 |
| Sub-Total | | 2,376 | 641,840,330 | 6,345,049 | 0 | 6,352,183 | 6,358,728 |
| Minimum payment \$ | | | | | | | |
| Gross rental value | | | | | | | |
| GRV - General | 1.090 | 938 | 5,193,585 | 1,022,420 | 1,022,420 | 1,019,150 | 1,019,150 |
| GRV - Lesser Minimum - Dandaragan & Badgingarra | 822 | 37 | 113,876 | 30,414 | 30,414 | 29,592 | 29,592 |
| Unimproved value | | | | | | | |
| UV - General | 607 | 421 | 32,283,424 | 255,547 | 255,547 | 254,229 | 254,229 |
| Sub-total | | 1,396 | 37,590,885 | 1,308,381 | 0 | 1,302,971 | 1,302,971 |
| Discount | | | | | (270,000) | | (286,778) |
| Amount from general rates | | | | | 7,383,430 | | 7,374,921 |
| Ex-gratia rates | | | | | 8,500 | | 7,006 |
| Total general rates | | | | | 7,391,930 | | 7,381,927 |

9 BORROWINGS

Repayments - borrowings

| Information on borrowings | | New Loans | | | Principal Repayments | | Principal Outstanding | | Interest Repayments | |
|----------------------------------|----------|------------------|----------|----------------|----------------------|------------------|-----------------------|------------------|---------------------|-----------------|
| Particulars | Loan No. | 1 July 2023 | Actual | Budget | Actual | Budget | Actual | Budget | Actual | Budget |
| | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Dandaragan House GROH | 136 | 553,671 | | | (30,309) | (60,887) | 523,363 | 492,784 | (4,935) | (9,599) |
| Jurein Bay Foreshore | 137 | 1,411,603 | | | (30,208) | (60,796) | 1,381,395 | 1,350,807 | (17,723) | (35,066) |
| Jurien Bay Depot Building | 138 | 215,269 | | | (11,784) | (23,673) | 203,485 | 191,596 | (1,919) | (3,732) |
| Proposed Dandaragan Housing | New | | | 432,000 | | 0 | 0 | 432,000 | | 0 |
| | | 2,180,544 | 0 | 432,000 | (72,301) | (145,357) | 2,108,243 | 2,467,187 | (24,576) | (48,397) |
| Self supporting loans | | | | | | | | | | |
| Jurien Bay Preogress Association | 133 | 22,489 | 0 | 0 | (7,312) | (7,312) | 15,176 | 15,177 | (279) | (513) |
| Jurien Bay Mens Shed | 134 | 12,788 | 0 | 0 | (1,791) | (3,594) | 10,997 | 9,194 | (84) | (157) |
| Badgingarra Bowling Club | 135 | 25,202 | 0 | 0 | (10,032) | (10,032) | 15,170 | 15,170 | (147) | (147) |
| | | 60,478 | 0 | 0 | (19,135) | (20,938) | 41,343 | 39,540 | (510) | (817) |
| Total | | 2,241,022 | 0 | 432,000 | (91,436) | (166,295) | 2,149,586 | 2,506,727 | (25,086) | (49,214) |
| Current borrowings | | 166,295 | | | | | 74,858 | | | |
| Non-current borrowings | | 2,074,727 | | | | | 2,074,728 | | | |
| | | 2,241,022 | | | | | 2,149,586 | | | |

All debenture repayments were financed by general purpose revenue.

Self supporting loans are financed by repayments from third parties.

KEY INFORMATION

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 until such time as the asset is substantially ready for its intended use or sale.

Fair values of borrowings are not materially different to their carrying amounts, since the interest payable on those borrowings is either close to current market rates or the borrowings are of a short term nature. Non-current borrowings fair values are based on discounted cash flows using a current borrowing rate.

10 LEASE LIABILITIES

Movement in carrying amounts

| Information on leases Particulars | Lease No. | 1 July 2023 | New Leases | | Principal Repayments | | Principal Outstanding | | Interest Repayments | |
|--------------------------------------|------------|---------------|------------|----------|----------------------|-----------------|-----------------------|---------------|---------------------|--------------|
| | | | Actual | Budget | Actual | Budget | Actual | Budget | Actual | Budget |
| | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | |
| Photocopier Lease | Ricoh | 16,755 | | | (8,987) | (15,482) | 7,768 | 1,273 | (230) | (409) |
| Water Filter Lease | Waterlogic | 32,854 | | | (13,903) | (15,829) | 18,951 | 17,025 | (209) | (288) |
| Total | | 49,609 | 0 | 0 | (22,890) | (31,311) | 26,719 | 18,298 | (440) | (697) |
| Current lease liabilities | | 31,335 | | | | | 8,445 | | | |
| Non-current lease liabilities | | 4,000 | | | | | 4,000 | | | |
| | | 35,335 | | | | | 12,445 | | | |

All lease repayments were financed by general purpose revenue.

KEY INFORMATION

At inception of a contract, the Shire assesses if the contract contains or is a lease. A contract is or contains a lease, if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. At the commencement date, a right of use asset is recognised at cost and lease liability at the present value of the lease payments that are not paid at that date. The lease payments are discounted using that date. The lease payments are discounted using the interest rate implicit in the lease, if that rate can be readily determined. If that rate cannot be readily determined, the Shire uses its incremental borrowing rate.

All contracts classified as short-term leases (i.e. a lease with a remaining term of 12 months or less) and leases of low value assets are recognised as an operating expense on a straight-line basis over the term of the lease.

11 OTHER CURRENT LIABILITIES

| | Note | Opening Balance 1 July 2023 \$ | Liability transferred from/(to) non current \$ | Liability Increase \$ | Liability Reduction \$ | Closing Balance 29 February 2024 \$ |
|---|------|---|--|-----------------------------|------------------------------|--|
| Other current liabilities | | | | | | |
| Other liabilities | | | | | | |
| Contract liabilities | | 154,209 | 0 | 665,205 | (490,915) | 328,499 |
| Capital grant/contributions liabilities | | 3,418,151 | 0 | 1,324,161 | (1,751,381) | 2,990,931 |
| Total other liabilities | | 3,572,360 | 0 | 1,989,366 | (2,242,296) | 3,319,430 |
| Employee Related Provisions | | | | | | |
| Provision for annual leave | | 347,710 | 0 | | (272,668) | 75,042 |
| Provision for long service leave | | 324,999 | 0 | | (54,047) | 270,952 |
| Total Provisions | | 672,709 | 0 | 0 | (326,715) | 345,994 |
| Total other current liabilities | | 4,245,069 | 0 | 1,989,366 | (2,569,011) | 3,665,424 |

Amounts shown above include GST (where applicable)

A breakdown of contract liabilities and associated movements is provided on the following pages at Note 12 and 13

KEY INFORMATION

Provisions

Provisions are recognised when the Shire has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Provisions are assessed and updated at the end of the financial year.

Employee Related Provisions

Short-term employee benefits

Provision is made for the Shire's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.

The Shire's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the calculation of net current assets.

Other long-term employee benefits

The Shire's obligations for employees' annual leave and long service leave entitlements are recognised as employee related provisions in the statement of financial position.

Long-term employee benefits are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee departures and are discounted at rates determined by reference to market yields at the end of the reporting period on government bonds that have maturity dates that approximate the terms of the obligations. Any remeasurements for changes in assumptions of obligations for other long-term employee benefits are recognised in profit or loss in the periods in which the changes occur. The Shire's obligations for long-term employee benefits are presented as non-current provisions in its statement of financial position, except where the Shire does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current provisions.

Contract liabilities

An entity's obligation to transfer goods or services to a customer for which the entity has received consideration (or the amount is due) from the customer.

Capital grant/contribution liabilities

Grants to acquire or construct recognisable non-financial assets to identified specifications be constructed to be controlled by the Shire are recognised as a liability until such time as the Shire satisfies its obligations under the agreement.

12 GRANTS, SUBSIDIES AND CONTRIBUTIONS

| Provider | Unspent grant, subsidies and contributions liability | | | | | Grants, subsidies and contributions revenue | | |
|---|--|-----------------------|------------------------------------|----------------|-------------------|---|----------------|--------------------|
| | Liability | Increase in Liability | Decrease in Liability (As revenue) | Liability | Current Liability | Amended Budget Revenue | YTD Budget | YTD Revenue Actual |
| | 1 July 2023 | | | 29 Feb 2024 | 29 Feb 2024 | | | |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Grants and subsidies (Operating) | | | | | | | | |
| Grants Commission - General | | 31,292 | (31,292) | 0 | | | | 31,292 |
| Grants Commission - roads | | 28,629 | (28,629) | 0 | | | | 28,629 |
| ESL Operating Grant | | 42,000 | (42,000) | 0 | | 56,000 | 56,000 | 42,000 |
| ESL Operating Grant - BF Insurance | | | | 0 | | 20,131 | 20,131 | |
| Mitigation Activity Fund Grant | 46,940 | | (3,035) | 43,905 | 43,905 | 46,940 | 46,940 | 3,035 |
| Mitigation Activity Fund 22/23 Round 2 - Instalment 2 | | 100,395 | | 100,395 | 100,395 | 121,250 | 121,250 | |
| Mitigation Activity Fund 23/24 Round 2 - Instalment 1 | | 86,146 | | 86,146 | 86,146 | | | |
| DLGSCI - BEN sign grant | 6,209 | | | 6,209 | 6,209 | 6,209 | 6,209 | 25,000 |
| Inundation - management plan | | 25,000 | (25,000) | 0 | | 25,000 | 25,000 | |
| Design of Cervantes North Foreshore | | | | 0 | | 84,293 | 84,293 | |
| CHRMAP | 25,000 | | | 25,000 | 25,000 | 25,000 | 25,000 | |
| Every Club Grant | 7,322 | | | 7,322 | 7,322 | 7,322 | 7,322 | |
| Every Club Grant - Year 2 | | 7,322 | | 7,322 | 7,322 | 7,322 | 7,322 | |
| Karda Mountain Bike Trail | 20,000 | | (20,000) | 0 | | 20,000 | 20,000 | 20,000 |
| Spray the Grey - Dept of Communities | | 3,000 | (3,000) | 0 | | | | 3,000 |
| Spray the Grey - Healthway | | 3,000 | | 3,000 | 3,000 | | | |
| Spray the Grey - Lotterywest | | 5,000 | | 5,000 | 5,000 | | | |
| Community Stewardship - State NRM | 44,200 | | | 44,200 | 44,200 | 44,200 | 44,200 | |
| Community Stewardship Grant | | | | 0 | | 27,800 | 27,800 | |
| Community Stewardship Grant | | 24,000 | (24,000) | 0 | | 24,000 | 24,000 | 24,000 |
| Technology and Digital Inclusion Grant | 4,538 | | (4,538) | 0 | | 4,538 | 4,538 | 4,538 |
| MRWA Direct Grant | | 309,421 | (309,421) | 0 | | 302,750 | 302,750 | 309,421 |
| Street Light Subsidy | | | | 0 | | 3,400 | 3,400 | |
| | 154,209 | 665,205 | (490,915) | 328,499 | 328,499 | 826,155 | 826,155 | 490,915 |
| Contributions | | | | | | | | |
| Contributions & Donations | | | | 0 | | 37,650 | 25,100 | 21,931 |
| Reimbursements | | | | 0 | | 77,867 | 51,912 | 57,877 |
| | 0 | 0 | 0 | 0 | 0 | 115,517 | 77,012 | 79,808 |
| TOTALS | 154,209 | 665,205 | (490,915) | 328,499 | 328,499 | 941,672 | 903,167 | 570,723 |

13 CAPITAL GRANTS, SUBSIDIES AND CONTRIBUTIONS

| Provider | Capital grant/contribution liabilities | | | | Capital grants, subsidies and contributions revenue | | | |
|--|--|-----------------------|---------------------------------------|------------------|---|------------------|------------|------------------|
| | Liability | Increase in Liability | Decrease in Liability (As revenue) | Liability | Current Liability | Amended Budget | YTD Budget | YTD Revenue |
| | 1 July 2023 | | | 29 Feb 2024 | 29 Feb 2024 | Revenue | Budget | Actual |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Capital grants and subsidies | | | | | | | | |
| Jurien Irrigation Project | | | | 0 | | 66,900 | | |
| Lotterywest - Playground additions Cervantes Rec | | | | 0 | | 50,000 | | |
| Local Roads and Comm Inf - Round 3 | 590,929 | | | 590,929 | 590,929 | 590,929 | | |
| Pioneer Park Dandaragan - Park and Playground | | | | 0 | | 100,000 | | |
| Regional Road Group | 550,546 | | | 550,546 | 550,546 | 550,546 | | |
| WSFN | 108,337 | | | 108,337 | 108,337 | 108,337 | | |
| WSFN - ROS008 & A | 329,056 | | | 329,056 | 329,056 | 329,056 | | |
| WSFN - Jurien East Road ROS856 | | | | 0 | | 400,400 | | |
| WSFN - Jurien East Road ROS856A | | | | 0 | | 756,000 | | |
| WABN - Cervantes | 10,000 | | (10,000) | 0 | | 10,000 | | 10,000 |
| DoT RBN Grant - Cervantes Path | 72,500 | | (72,500) | 0 | | 72,500 | | 72,500 |
| RRG Grant - Cataby Road - RRG001FS | | 62,426 | | 62,426 | 62,426 | 75,333 | | |
| RRG Grant - Cataby Road - RRG001REC | | 261,334 | | 261,334 | 261,334 | 326,667 | | |
| RRG Grant - Dandaragn Road - RRG002FS | | 54,400 | | 54,400 | 54,400 | 68,000 | | |
| RRG Grant - Dandaragn Road - RRG002REC | | 336,000 | | 336,000 | 336,000 | 420,000 | | |
| State Commodity Route Grant - Sandy Cape | 87,900 | | | 87,900 | 87,900 | 87,900 | | |
| State Commodity Route Grant - Gillingarra Road | | 110,000 | | 110,000 | 110,000 | 275,000 | | |
| Local Roads and Comm Inf - Stockyard Road | | | | 0 | | 125,763 | | |
| Local Roads and Comm Inf - Cantabilling Road | | | | 0 | | 45,794 | | |
| Local Roads and Comm Inf - Harris Road | | | | 0 | | 67,083 | | |
| Local Roads and Comm Inf - Agaton Road | | | | 0 | | 500,664 | | |
| Local Roads and Comm Inf - Bibby Road - RTR326A | | | | 0 | | 36,619 | | |
| Local Roads and Comm Inf - Bibby Road - RTR326B | | | | 0 | | 155,867 | | |
| RTR Grant - Munbinea Road - RTR004A | | | | 0 | | 194,902 | | |
| RTR Grant - Munbinea Road - RTR004B | | | | 0 | | 184,967 | | |
| RTR Grant - Bibby Road - RTR326A | | | | 0 | | 174,244 | | |
| Remote Rural Upgrade Pilot - Agaton Road | 1,668,880 | | (1,668,880) | 0 | | 2,503,320 | | 1,668,880 |
| Resilience Cyclone Serojia Fund | | 500,000 | | 500,000 | 500,000 | 500,000 | | |
| | 3,418,151 | 1,324,160 | (1,751,381) | 2,990,930 | 2,990,928 | 8,776,791 | 0 | 1,751,380 |

**SHIRE OF DANDARAGAN
 SUPPLEMENTARY INFORMATION
 FOR THE PERIOD ENDED 29 FEBRUARY 2024**

14 TRUST FUND

Funds held at balance date which are required by legislation to be credited to the trust fund and which are not included in the financial statements are as follows:

| Description | Opening Balance 1 July 2023 | Amount Received | Amount Paid | Closing Balance 29 Feb 2024 |
|-----------------------------------|--|----------------------------|------------------------|--|
| | \$ | \$ | \$ | \$ |
| Cash In Lieu POS - L9000 Valencia | 200,277 | | | 200,277 |
| | 200,277 | 0 | 0 | 200,277 |



Government of Western Australia
Department of Transport

Empowering a
thriving community

Attachment: 9.2.1



AVON CENTRAL COAST 2050 CYCLING STRATEGY



About this report

The information contained in this publication is provided in good faith and believed to be accurate at time of publication.

The State shall in no way be liable for any loss sustained or incurred by anyone relying on the information. August 2023

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Alternative formats

This publication is available in alternative formats upon request. Contact us to request a copy or submit an enquiry.

Contact

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Acknowledgement

The authors of the Avon Central Coast 2050 Cycling Strategy acknowledge the Traditional Custodians of the land on which we work and live, and recognise their continuing connection to land, waters and community. We pay respect to Elders past and present.

Specific acknowledgement is given to the Ballardong, Whadjuk and Yued Noongar peoples.

Specific acknowledgements have been made throughout the document to recognise Country and the Traditional Custodians.

In the first instance this has been informed by Native Title Determination Areas^{1 2 3}, as per the Native Title Tribunal Native Title Claimant Applications and Determination Areas Map, available from the National Native Title Tribunal.

Where no formal Native Title claim has been determined, reference has been made to the AIATSIS Map of Indigenous Australia⁴. We note that some of the information shown on that map is contested and may not be agreed to by some Traditional Custodians. We additionally recognise there are alternative spellings for some of these names.

Please contact activetransport@transport.wa.gov.au if Traditional Custodians have not been accurately recognised.

Aboriginal and Torres Strait Islander peoples are respectfully advised that this publication may contain images or names of people who are deceased.

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Executive Summary

The Western Australian Bicycle Network Plan (WABN) recognises the importance of bike riding to Western Australia. It enables partnerships between local and state governments to improve cycle infrastructure throughout the State. The State Government has developed a Long-Term Cycle Network (LTCN) in collaboration with local governments that recognises the important integration of connections to major and local attractions, tourist destinations and trails. This network is recognised in the 12 regional cycle strategies that have been, or are being, developed. They celebrate the growing attraction of cycle tourism within the State as well as promoting the importance of connected networks and a safer environment to cater for the growing demand for bike riding in regional and metropolitan areas.

Cities and towns with high levels of bike riding enjoy a range of economic, environmental and social benefits. Not only is bike riding proven to reduce traffic congestion and improve air quality, it also helps to create more vibrant and welcoming communities. Bike riding can facilitate new forms of industry (such as cycle-tourism) and more generally, it enables people to live happier, healthier and more active lives. Fundamentally, increasing active transport, including walking and riding, is about improving quality of life – something that is critical for attracting and retaining people in regional areas.

The key to increasing walking and riding is providing and activating infrastructure which is safe and convenient. When applied successfully, the Activation, Consultation and Evaluation (ACE) model actively encourages people to utilise the infrastructure delivered, creates opportunities for constructive engagement, links social and built environment factors, and facilitates definition and measurement of project outcomes.

Active transport needs to be prioritised and encouraged ahead of other modes in appropriate locations and integrated with adjoining land use. If we are serious about reducing car dependency and helping people make better travel choices, particularly for short trips, these priorities need to be reflected in the way our communities are planned.

The Avon Central Coast 2050 Cycling Strategy is the result of a collaboration of seven local government authorities (LGAs) with state government agencies. The Strategy establishes an agreed long-term cycle network for the region. It also establishes key priorities for the local governments.

The Strategy captures community aspirations as well as future directions of Councils and State Government to allow a coordinated approach to realising the common ambitions. The Strategy recognises the important part bike riding and other micromobility can play in attracting tourism to the region, increasing the health and well being of existing and future residents and providing a focus on an increasingly important transport option. Improving the infrastructure and environment for bike riding adds to the overall efficiency of the transport system as a whole.

The Avon Central Coast region is renowned for its scenery, wildflowers, farmland and history. The proximity of towns and relatively flat terrain means many options are available for locals and visitors to enjoy bike riding in its many forms. There are many opportunities to create cycle tourism initiatives to showcase the region.

From short-term initiatives such as improving access to schools and commercial areas, to longer-term incentives for people to cycle between towns for extended cycle holidays, this Strategy provides many opportunities for focus for the whole region.

Why we want more people walking and riding

✔ More vibrant, friendly and safe communities

Increasing active transport improves community cohesion and can enhance local security.⁵

More than 1 in 4 regional Western Australians bike ride in a typical week – the highest proportion of any Australian state and territory.⁶

♥ A more sustainable health system

More than 4 in 10 Western Australian adults don't get enough physical activity. Consistent walking or riding can help reduce cardiovascular disease, type 2 diabetes and the mortality rate.⁷

Improving access to walking and riding infrastructure in regional areas is a key focus to better sustain outer metro health systems.^{8, 9}

💰 A stronger economy

Australians pay an average of \$20,013 in transport costs per year. Bicycle upkeep is significantly lower at around \$800 to \$1,100 per year.¹⁰

Bike tourism is a growing niche, encouraging more repeat travel to regional WA areas.¹¹

In 2022, the bike riding industry contributed \$6.7 billion to our economy, supporting 58,272 full time jobs.¹²



😊 Healthier and happier people

Bike riding can improve mental, physical and social health and wellbeing, as well as reduce sickness absence to work.¹³

⚖️ A fairer and more equitable society

Many people living in outer urban, rural and remote regions have very limited transport options.¹⁴

By improving walking and bike riding conditions, motorised travel can be reduced, and healthier, more cost-effective active travel modes can be used by people of all ages and abilities.¹⁵



🌱 Greener and cleaner places

Bike riders had 84% lower CO2 emissions from all daily travel than non-riders, and people who shifted from car to bike were found to decrease life cycle CO2 emissions by 3.2 kg CO2/day.¹⁶

1. Introduction

1.1 Guiding principles

This Strategy sets out a long-term vision of creating safe, resilient, vibrant and integrated communities across the Avon and Central Coast region, encompassing the shires of Beverley, Chittering, Dandaragan, Gingin, Northam, Toodyay and York.

The *Avon and Central Coast 2050 Cycling Strategy* has been developed to facilitate all forms of micromobility. With the rise of newer technology, the forms of micromobility captured in this Strategy extends beyond walking and bike riding to include new and emerging technologies such as e-bikes and e-scooters. The Strategy aims to create an overall integrated network throughout the Avon and Central Coast regions that is safe, comfortable and direct, to encourage users of all ages and abilities.

Comprehensive riding networks promote social inclusion, lead to more active and healthy communities and help to showcase some of the most unique natural landscapes to residents and visitors.

The long-term cycle network proposed in this Strategy has been developed based on the following principles:

Safe: The 2050 cycling network should be built to a standard which reflects an all ages and abilities design philosophy. People of all ages should be able to ride safely and confidently to the places they need and want to go. Unprotected cycling facilities located on busy roads are not considered suitable for vulnerable road users and will not encourage more people to ride, more often.

Connected: Like a road network, all bike riding routes should connect to something at each end (whether that is a destination or another bike riding route).

Widespread: In suburbs and towns, the network should be extensive enough for people to safely assume they can get to their destination without encountering hostile traffic conditions. When bike riding networks reach a certain level of density it enables families to live comfortably without a second car.

Legible: The bike riding network needs to be both intuitive and direct. To achieve this, it makes sense to locate major bike riding routes parallel to natural landforms such as rivers and coastlines or within existing road and rail corridors. The development of coherent wayfinding initiatives is also important in supporting legibility.

Aspirational: Given the long-term nature of this Strategy, several ambitious ideas have been put forward to enable residents to adopt bike riding as a viable and priority transport mode, as well as encourage visitors to stay longer and explore the Avon Central Coast region comfortably by bike.

In some cases, local governments may not have the funding or organisational capacity to progress initiatives, but this Strategy identifies opportunities for future delivery.

Achievable: For the most part, the proposals put forward in this Strategy adopt tried-and-tested planning principles. The case studies chosen provide regional, interstate and international examples of similar projects undertaken in recent years.

Bike riding disciplines that are dependent on purpose-built facilities (such as BMX parks, downhill mountain bike trails and velodromes for track cycling) typically perform non-transport related functions and as such, are not considered within this Strategy. However, the existing and planned locations of these facilities have been considered as part of planning the overall network.

An all ages and abilities design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible. By designing walking and bike riding facilities that cater for the youngest and most vulnerable users, we create a network that everyone can use. At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.

1.2 Avon Central Coast in context

The *Avon Central Coast 2050 Cycling Strategy* covers a segment of the Wheatbelt region in proximity with metropolitan Perth. The Strategy area looks at two subregions:

- Avon, including the Shires of Beverley, Northam, Toodyay and York
- Central Coast, including the Shires of Chittering, Dandaragan and Gingin.

The lands covered by the Strategy are located on Ballardong, Whadjuk and Yued Noongar Boodja (Country).

The Strategy area encompasses breathtaking coastline, national parks and reserves, scenic hills and historic country towns. Being so close to Perth, the area has all the attractions of rural and regional lifestyle while offering convenience of the metropolitan area¹⁷.

The Avon Central Coast has a relatively low population density. The area's large population centres include the townsites of Northam and Toodyay located in the Avon subregion. Other key townsites in Avon subregion include Bakers Hill; Beverley; Clackline; Spencers Brook; York; and Wundowie.

Figure 1: Avon Central Coast and Key Statistics ¹⁸



Strategy area

18,765 square kilometres

Population

Total: 35,973

Avon: 21,112

Central Coast: 14,861

Key towns

Northam: 6,679

Toodyay: 1,362

York: 2,393

Jurien: 1,985

Beverley: 1,100

Key industries

Agriculture including broadacre cropping and livestock grazing; aquaculture; renewable energy; mining, construction and light industry; transport, logistics and manufacturing.

Most of the population in the Central Coast subregion reside in Cervantes, Jurien Bay and Lancelin. Coastal townsites also cater for significant tourism populations, with peak season seeing inhabitants of these towns nearly double¹⁹. Other key townsites in the Central Coast subregion include Badgingarra; Bindoon; Gingin; Guilderton; Ledge Point; Muchea; and Seabird.

Each shire in the strategy area reports a proportion of residents over 55 currently that is higher than the Australian average. There is an expectation that this cohort will continue to increase²⁰. Population growth is generally stable throughout the strategy area²¹. The biggest growth in population is reported as occurring in Dandaragan (due to attractive lifestyle for retirees²²) and Chittering (attributed to proximity to the Perth metropolitan area²³). Shires throughout the strategy area project steady growth based on retiree and semi-retiree in-migration to high amenity areas.

Agriculture is the historical backbone of the strategy area, and it remains a key industry throughout Avon and Central Coast. There are a variety of agriculture activities across the area including broadacre cropping and livestock grazing with large property holdings outside of towns. In the Central Coast, aquaculture is of increasing importance, as are renewable energy and mining, construction and light industry. In Avon, transport, logistics and manufacturing are also growth areas. All these industries lead to the presence of large vehicles on the region's roads and active railways.

Tourism is of increasing importance to the strategy area, with visitors from local, interstate and overseas drawn to the coast particularly in summer months. As well, they are attracted to natural features such as the Pinnacles and heritage destinations across the area. Cultural, heritage and experience tourism such as stargazing, wildflower viewing and food and wine tourism are predicted to drive additional visitation in the strategy area.

1.3 The need for a long-term regional cycling strategy

This Strategy is designed to guide investment and improve planning for bike riding in the Avon Central Coast region over the coming decades. The outcomes from this Strategy will:

- facilitate the planning and development of long-distance bike riding routes;
- ensure that the standard of future bike riding facilities meets current best practice;
- adopt a consistent approach with other long-term cycling strategies being developed across WA;
- address key opportunities which may have previously been overlooked, particularly in relation to future land use and transport developments throughout the region; and
- help guide investment between local and State Government, and in certain circumstances between neighbouring local governments.

It is important that this Strategy is reviewed on a regular basis to ensure it keeps up with the changing face of the strategy area, reflecting on all the future changes to bike riding as a mode of transport. A framework outlining how this Strategy will be maintained is provided in [Section 6.3](#).

1.3.1 Expected changes in population

Recent subregional economic planning predicts the population of the Avon Central Coast region to double from 35,500 to 71,000 by 2050.²⁴

The Wheatbelt Development Commission's Wheatbelt Blueprint (2014²⁵) estimates that Avon will be a successfully thriving subregion with just over 42 per cent of the Wheatbelt's population. Avon is expected to experience a more robust and sustained rate of population growth over the next decade given its relative proximity to the Perth metropolitan area.

Population growth is also anticipated to accelerate in the Central Coast subregion. The strongest average growth rate over the past decade was in the Chittering local government area, which grew 54 per cent (three times faster than the subregion as a whole). By 2050, the Central Coast subregion is expected to account for 13 per cent of the Wheatbelt's population, growing by 23,000 people.

1.3.2 Expected changes in land use

Major enterprises serve as economic and employment hotspots in the subregions. New and expanding businesses are anticipated to enhance employment and increase the transport requirements from residential areas. Many new business and job opportunities are likely to establish across the region including fishing and food, mining, tourism and renewable energy projects. Linking key employment hotspots with residential areas will encourage commuting by active transport. Linking tourism hotspots with accommodation centres will also encourage active mobility and relieve the dependency on motorised transport.

1.3.3 Expected changes to transport

Several regional transport projects are proposed to be delivered within the Avon and Central Coast prior to 2050, these include:

- upgrade of the Bindoon bypass on Great Northern Highway;
- Eastlink connecting Midland to Northam;
- completion of Dryandra Road to Goomalling-Toodyay Road; and
- review of Tier 3 Rail lines.

With each of these major projects, appropriate consideration must be given to the provision of high-quality active transport infrastructure and facilities, noting the economic benefits of inclusion in the initial project rather than retrofitting.

1.3.4 Relationship with other documents

The *2014-2031 Western Australian Bicycle Network (WABN) Plan*²⁶ identifies the need to review bike riding facilities in WA's regional centres. Although many local governments have their own local bike plans, it is recognised that there is a need to develop long-term regional strategies which have an aspirational focus and, where appropriate, span across entire regions. Key objectives of this process include:

- improving connections to activity centres and schools;
- identifying inter-regional routes; and
- harnessing the potential for cycle-tourism.

Funding applications for the development of key strategic projects are currently supported through the Regional Bicycle Network (RBN) Grants Program. This program makes funds available for the planning, design and construction of bike riding infrastructure by local governments in regional and metropolitan WA, with funding matched on a dollar-for-dollar basis. Development of a regional strategy can also help facilitate Federal funding opportunities.

Long-term cycling strategies such as this do not preclude local governments from preparing a local bike plan. While the purpose of this Strategy is to provide a blueprint for the Avon Central Coast cycling network, a local bike plan may be used to identify short-term priorities such as upgrades to existing infrastructure and maintenance requirements. Local bike plans are also important for outlining strategies around the activation of bike riding infrastructure and various education, promotion and encouragement strategies aimed at affecting behavioural change.

The Department of Transport (DoT) is currently leading the development of a new active travel strategy, *Walk, Wheel, Ride, Thrive*, which will better align existing State Government strategies and outline a collaborative approach to increasing active travel across Western Australia. Once published, *Walk, Wheel, Ride, Thrive* will replace the WABN Plan.

1.3.5 Expected changes due to climate change.

There are very real considerations in asset management for local governments in terms of coastal inundation risks, impacts of urban heat island effects and availability of materials, amongst a raft of other impacts. This is relevant to decisions on where and how future paths will be designed and constructed.

1.4 Background research and analysis

1.4.1 Document review

A range of documents were reviewed pertaining to land use and transport in the Avon Central Coast region, particularly relating to the shires of Beverley, Chittering, Dandaragan, Gingin, Northam, Toodyay and York.

Combined with detailed stakeholder engagement, these documents were critical to understanding the current approach to bike planning and where planning and feasibility for certain routes has already been undertaken. A list of these documents is contained in [Appendix B](#).

1.4.2 Mapping of current and future trip generators

Existing and known future trip attractors were mapped to enhance development of the network. Trip attractors are defined as any place that people could reasonably be expected to need or want to cycle to, and include destinations such as schools, shopping centres, recreational facilities, industrial areas, caravan parks and tourist attractions. The identified trip attractors are shown together with the proposed 2050 cycling networks contained in [Section 4](#).

1.4.3 Analysis of crash data

The most recent (2018-2022) five-year crash statistics were obtained from Main Roads' Crash Analysis Reporting System (CARS). Both pedestrian and cyclist crash data were obtained, noting that areas which are unsafe for people walking are often also unsafe for those riding. An analysis of this data is provided in [Appendix B](#).

1.4.4 Analysis of GPS travel data

The GPS mapping tool, Strava Labs, was employed to better understand which parts of the Avon Central Coast road and path networks are most heavily utilised by bike riders. Strava is a website and mobile app used to track athletic activity via GPS and can be used to highlight popular bike riding routes throughout the Avon Central Coast and surrounding areas. Despite the usefulness of this information, it should be noted that GPS travel data is typically representative of people who cycle for training or high-intensity recreational purposes. An analysis of this data is contained in [Appendix B](#).

1.4.5 Community consultation

Consultation with the local community was central to the development of this Strategy. The objectives of the consultation were to:

- help refine the overarching aims and objectives of the Strategy;
- gain an understanding of the community's expectations when it comes to bike riding infrastructure, as well as the needs of different user groups;
- reveal the major issues and missing links associated with the Avon and Central Coast's existing bike riding networks;
- provide the community with an opportunity to share their ideas; and
- seek local buy-in and ongoing community support for the Strategy.

The consultation was carried out in three distinct phases: initial engagement with key stakeholder groups including local governments; surveys and mapping exercises online; and Community drop-in sessions providing face to face contact for local residents.

The results of the engagement process are summarised in [Appendix C](#).

1.4.6 Stakeholder consultation

This Strategy has been developed by DoT in partnership with the Shires of Beverley, Chittering, Dandaragan, Gingin, Northam, Toodyay and York. Consultation was undertaken with various stakeholders, including:

- ARC Infrastructure;
- Department of Biodiversity, Conservation and Attractions (DBCA);
- Department of Local Government, Sport and Cultural Industries (DLGSCI);
- Department of Planning, Lands and Heritage;
- Tourism WA;
- Main Roads WA;
- WA Trails Reference Group;
- WA Bike Riding Reference Group;
- WALGA; and
- WestCycle.

1.4.7 Review of existing cycling network

Alongside community and stakeholder consultation, a technical review of the existing bike riding network was undertaken to identify strengths, weaknesses and opportunities. Many of the towns across the region benefit from existing networks of suitable infrastructure, including wide footpaths which facilitate local access to many destinations. However, there are significant opportunities to enhance and supplement the existing networks and better cater for bike riding trips, particularly to industrial workplaces and tourist destinations. Along with the development of new cycle routes, these opportunities include:

- improving connectivity by constructing missing links;
- completing loops around the region's cities and towns;
- providing separated infrastructure to improve bike rider safety on heavy vehicle routes;
- upgrading older sections of shared paths to provide more comfortable walking and bike riding experiences;
- introducing consistent wayfinding to assist with network legibility;
- installing climate and terrain specific mid-trip and end of trip facilities; and
- enhancing local bike riding networks through activation initiatives that emphasise the unique cultural and environmental landscapes.

The maps contained in the Action Plan ([Section 6](#)) classify the existing cycle network in the context of the proposed network hierarchy.



Consultation session in Jurien Bay. Credit: Department of Transport

2. Encouraging Bike Riding

The built environment and the social environment are two key factors which influence the uptake of bike riding. Traditionally, bike riding strategies have focused on built environment factors alone. These important factors include all elements of infrastructure such as adequate paths, road-crossing points and trip facilities. Bike riding infrastructure has traditionally been provided in a ‘build it and they will come’ model, much like car-based road infrastructure which appears to attract people once it is constructed. Providing only the infrastructure for bike riding does not deal with factors to enable more people to make the choice to ride.

The social environment includes the built environment as well as relationships, institutions and culture. More specifically for encouragement of bike riding, the social environment means responding to perceptions, access, ability and awareness to help develop behavioural norms²⁷. This involves consideration of who could be riding on the paths to understand and address their barriers and motivations related to bike riding.

Consideration for both factors are included in the Strategy and actions to help create and support a culture of bike riding are identified.

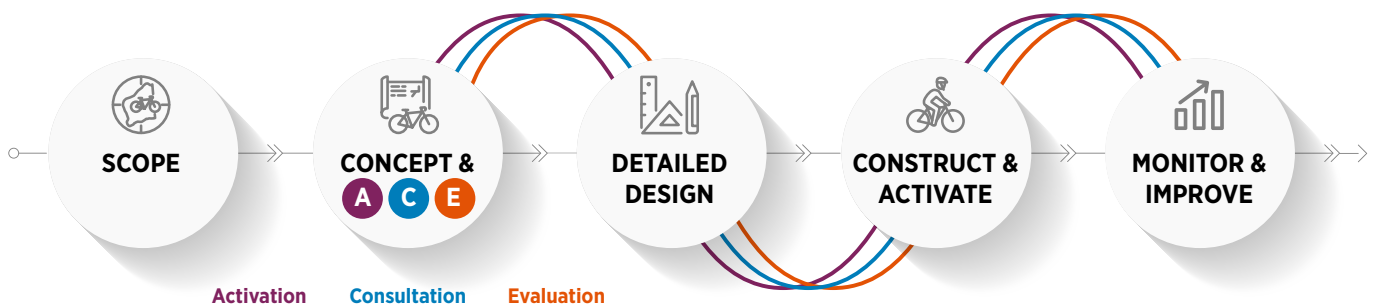
2.1 Activation, consultation and evaluation

This Strategy outlines how new bike riding infrastructure can support greater participation in bike riding in the Avon Central Coast region. However, planning and building infrastructure in isolation will not necessarily lead to significantly more people riding.

There needs to be an emphasis on creating inclusive infrastructure projects so that the product delivered fully serves the needs of the local community as well as people visiting the region. This can be achieved through a range of engagement and monitoring activities as projects are planned, designed and constructed, and as the infrastructure continues to be used after construction.

Effective engagement incorporates three essential elements into project delivery – activation, consultation and evaluation. This approach is outlined in the following framework.

Figure 2: Activation Consultation and Evaluation model



- **Activation** includes promotions and programs designed to encourage people onto the infrastructure by raising awareness and appeal. This can range from highlighting the new facilities in media releases and creating local maps, to making bike riding trips more pleasant through added amenities such as end-of-trip facilities, bike parking, natural landscaping, art works and other initiatives. Activation can take place throughout all phases of an infrastructure project – starting well before a project is built – and can be temporary (one-off activities), intermittent (such as a monthly group ride) or permanent (such as wayfinding signage).
- **Consultation** is a crucial part of the delivery of inclusive bike riding infrastructure to ensure that the facilities meet the needs of users, stakeholders and the local community. Consultation can be undertaken in a variety of formats and is typically led by local government.
- **Evaluation** of the infrastructure is essential to measuring the impact it is having, both for people using the infrastructure and for the wider community experiencing the outcomes of increased transport mobility. These outcomes may include better local liveability, improved congestion and parking management, growth in cycle tourism and increased spending at local businesses. Ongoing monitoring will ensure facilities are well maintained and that the planning and delivery of bike riding initiatives undergo continuous improvement.

All three of these elements are inherently linked and some activities will deliver outputs for more than one, such as a community workshop where people are asked to review existing facilities (evaluation), help prioritise new ones (consultation), and participate in the delivery and promotion of new facilities and amenities (activation).

At its core, this approach acknowledges that cycle networks are part of a richer local landscape and should be delivered in an inclusive way that invites participation and supports a range of community outcomes.

2.2 Cross agency synergies

An integrated approach to transport planning is a positive way to influence the planning and provision of transport systems towards more sustainable patterns. Integrated transport planning considers key transport issues such as transport system interdependencies, interactions between transport and land use, transport safety, traffic congestion, parking, travel demand management and accessibility. Integrated transport plans will help identify and prioritise transport infrastructure and service improvements and meet community and government objectives.

Developing and leveraging the benefits of bike riding and other forms of active transport throughout the Avon Central Coast region will rely on the cooperation of several government agencies. The diversity of opportunity allows for key agencies to work together with local governments, communities and businesses to promote active transport.

A key consideration for transport trails and paths in the Avon Central Coast region (particularly those connecting towns) are public drinking water source areas. Prior to development, it is critical that consultation is undertaken with the Department of Water and Environmental Regulation (DWER). Similarly, transport trails through reserve areas should be referred to the DBCA at an early stage of the design process. Early consideration should also be given to Aboriginal heritage and recognition of local sensitivities.

Working together provides greater scope in integrating communities and allows a more effective use of resources to achieve outcomes to benefit more communities.

3. Regional Route Hierarchy

A hierarchy comprising five types of bike riding routes has been used to plan and illustrate the Avon Central Coast's 2050 cycling network. This hierarchy has been adopted for all bike riding strategies in WA as a key action of the WABN Plan. An important aspect of the hierarchy is that unlike many traditional cycling network plans, routes are defined primarily by function, rather than built form. The key differences between the five types of routes are explained in Sections 3.1 to 3.5, with additional detail provided in [Appendix A](#).

3.1 Primary routes

Primary routes form the backbone of the Avon Central Coast 2050 cycling network. They define high demand corridors connecting major destinations of regional importance. Primary routes afford people riding and walking with safe and generally uninterrupted journeys.

Primary routes should be completely separated from motorised traffic. Due to this, major road and rail corridors, as well as river and ocean foreshores, tend to be the most practical locations for these types of facilities.

In terms of built form, primary routes predominantly consist of high-quality shared paths at least 3 metres in width. To ensure high levels of rideability and legibility, red asphalt is usually the preferred surface treatment however this may depend on the localised climate and terrain. An important consideration for shared paths is managing safety and ensuring etiquette between different users. In areas of high pedestrian activity, it may be necessary to provide separate facilities for people walking and riding.

In regional areas, which often include long distance connections, consideration should be given to convenience and emergency facilities such as water fountains, rest points and toilets.



Example of Primary route. Credit: Department of Transport

3.2 Secondary routes

Secondary routes are typically located within built-up environments. The aim of these routes is to provide connectivity for users between primary routes and important trip attractors such as shopping centres and industrial areas, as well as education, health and sporting and civic precincts.

In most cases, secondary routes are located adjacent to busy streets and take the form of protected on-road bike lanes or separated shared paths. It is important that the design of all new bike riding infrastructure (including secondary routes) incorporates an 'all ages and abilities' approach. To ensure that on-road bike riding infrastructure is safe and attractive to such a wide range of users, separation in the form of kerbed medians is desirable to minimise the interaction between those riding bikes and those driving cars – particularly on busier roads.

Where this is not possible, softer measures such as painted hatching, mountable plastic kerbing or flexible bollards can be considered, however these treatments are normally only acceptable in low speed environments. In some cases, off-road shared paths are the best option for secondary routes.

Unlike primary routes, secondary routes do not necessarily provide users with uninterrupted journeys. Consequently, it is important that appropriate consideration is given to the design of secondary routes at all intersecting roads, but particularly those controlled by either traffic signals or roundabouts. Where possible, priority should be given to the bike riding route at intersecting minor roads and driveways.



Example of Secondary route. Credit: Department of Transport

3.3 Local routes

The objective of local routes is to collect bike riding traffic from local residential areas and distribute it to the secondary and primary bike riding networks. Local routes are also used by bike riders to access a range of lower-order destinations such as local shops and parks. The look and feel of local routes are distinctively different from primary and secondary routes.

Examples of local route treatments include:

- 30 km/h safe active streets which adopt 'self-explaining street' and 'filtered permeability' urban design principles;
- very quiet suburban streets, communicated using sharrows²⁸ and other signage or way finding;
- sections of shared path (normally linking two or more quiet streets together); and
- on-road bike lanes (but only on quiet roads with low traffic volumes and where posted speed limits are less than or equal to 50 km/h).

In many cases, a local route may consist of a combination of two or more types of treatment. Where this is the case, the transition from one type of facility to another needs to be carefully considered.



Example of Local route. Credit: Department of Transport

3.4 Transport trails

Transport trails are long-distance, predominantly unsealed trails which are typically used to connect towns. Unlike downhill mountain biking trails, transport trails are non-technical in design. While there will be some level of crossover, transport trails provide users with a more passive bike riding experience.

In some cases, transport trails cater for other types of users including bushwalkers, trail runners and horse-riders. On such trails, it is essential that paths are managed appropriately to ensure the safety and satisfaction of all user groups.

In terms of their built form, transport trails should ideally be wide enough to allow two people to ride comfortably side-by-side. As they are often located in remote locations, it is important that extensive wayfinding signage is used to direct users to, from and along the route.

Transport trails are often constructed along the alignments of disused or closed railways, watercourses (such as rivers, drains and irrigation channels), utility corridors (such as electricity, gas or water supply), as well as fire breaks and other tracks through forested areas including nature reserves and national parks.

Depending on land ownership, the planning, design, construction and maintenance of transport trails is typically led by local government or the DBCA. Funding is usually sought through the DLGSCI or Lotterywest. Other government agencies such as DoT and Tourism WA can assist in the planning, design and promotion of these facilities.



Example of a Transport Trail.
Credit: Department of Transport

3.5 Road cycling routes

Road cycling routes cater for people cycling long distances for training, sport or recreational purposes. For this user group, distances of 100 km or more are achievable.

This type of bike riding, which is often undertaken by groups or clubs, is commonly carried out on rural and semi-rural roads which tend to feature nice scenery, challenging terrain and low traffic volumes, but are also selected in order to minimise the likelihood of interactions with pedestrians and lower speed cyclists.

Around WA there is a growing need to review the key routes being used by road cyclists in order to improve safety and user experience. The introduction of safe passing legislation has gone some way to protect those riding on the road²⁹. However, other initiatives may include shoulder widening, pull-off bays, advisory signage, and electronic flashing warning signs which detect when groups of cyclists are using certain sections of road. Detailed assessment is required in partnership with cycling bodies and groups to determine appropriate locations and preferred safety measures, which will likely differ on each route.



A Road Cycling route rider in Karratha.
Credit: Department of Transport

4. Proposed Network

This Strategy covers 17 townsites and several regional connections between towns. It includes relatively short distances as well as consideration for longer distance connections for recreational and touring bike riders.

The exact alignments of some routes may change following further feasibility assessment and consideration of local environmental, heritage and engineering constraints. Of relevance to the region are coastal hazard areas on foreshores, riverbeds and flood plains, native vegetation, and public drinking water source areas. Prior to development of any trails and routes that may impact on sensitive areas, it is critical that consultation is undertaken with the relevant stakeholders including DWER, DBCA and the Department for Lands, Planning and Heritage.

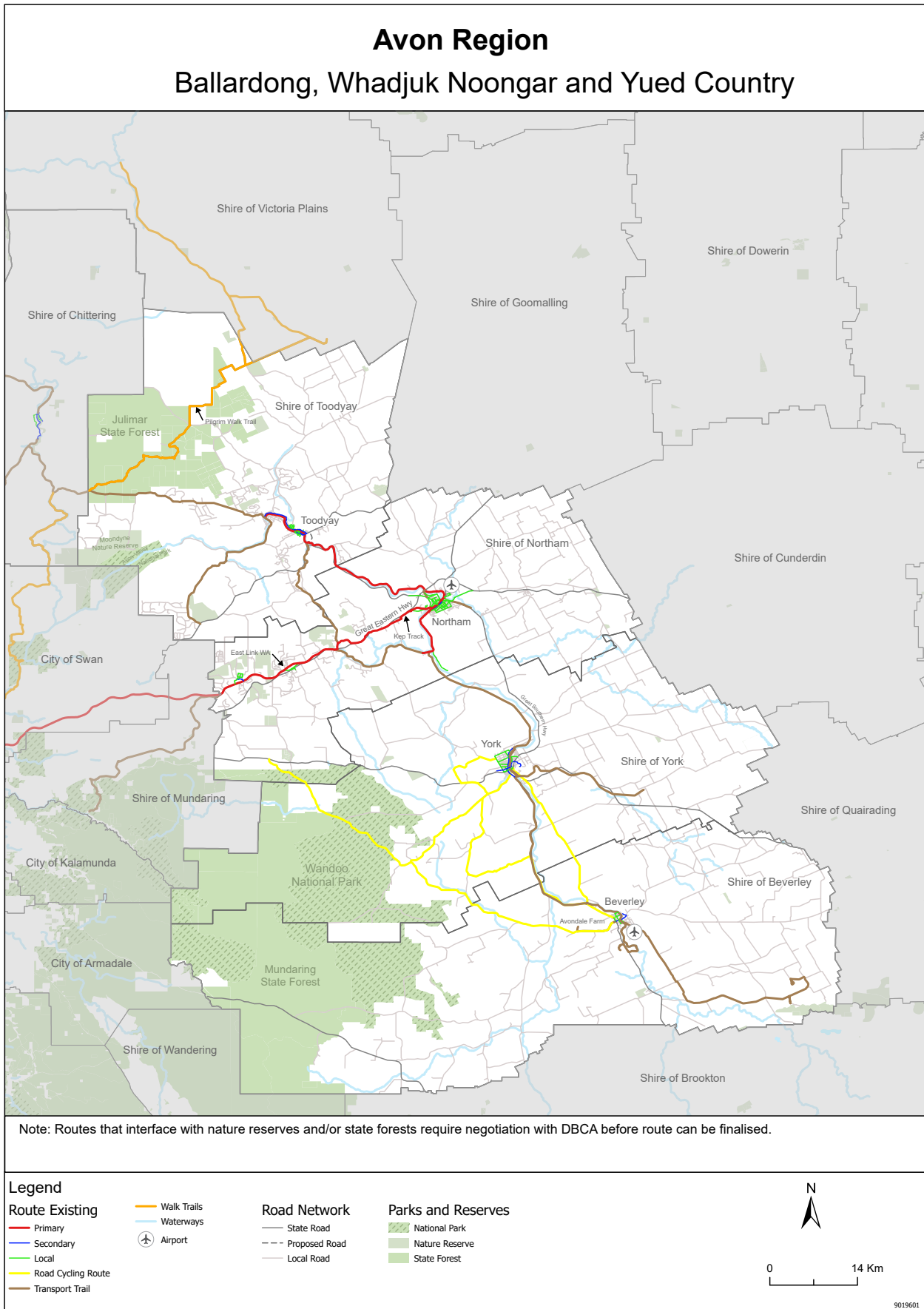
The proposed network has been developed as a result of a comprehensive review of routes and destinations by transport engineers and the participating local governments, as well as community consultation. The network highlights the opportunities in the region and helps inform the action plan, so as if and when finances and capacity permits, or when alternative funding opportunities arise, readily identified projects may be able to be progressed.

4.1 Overall network

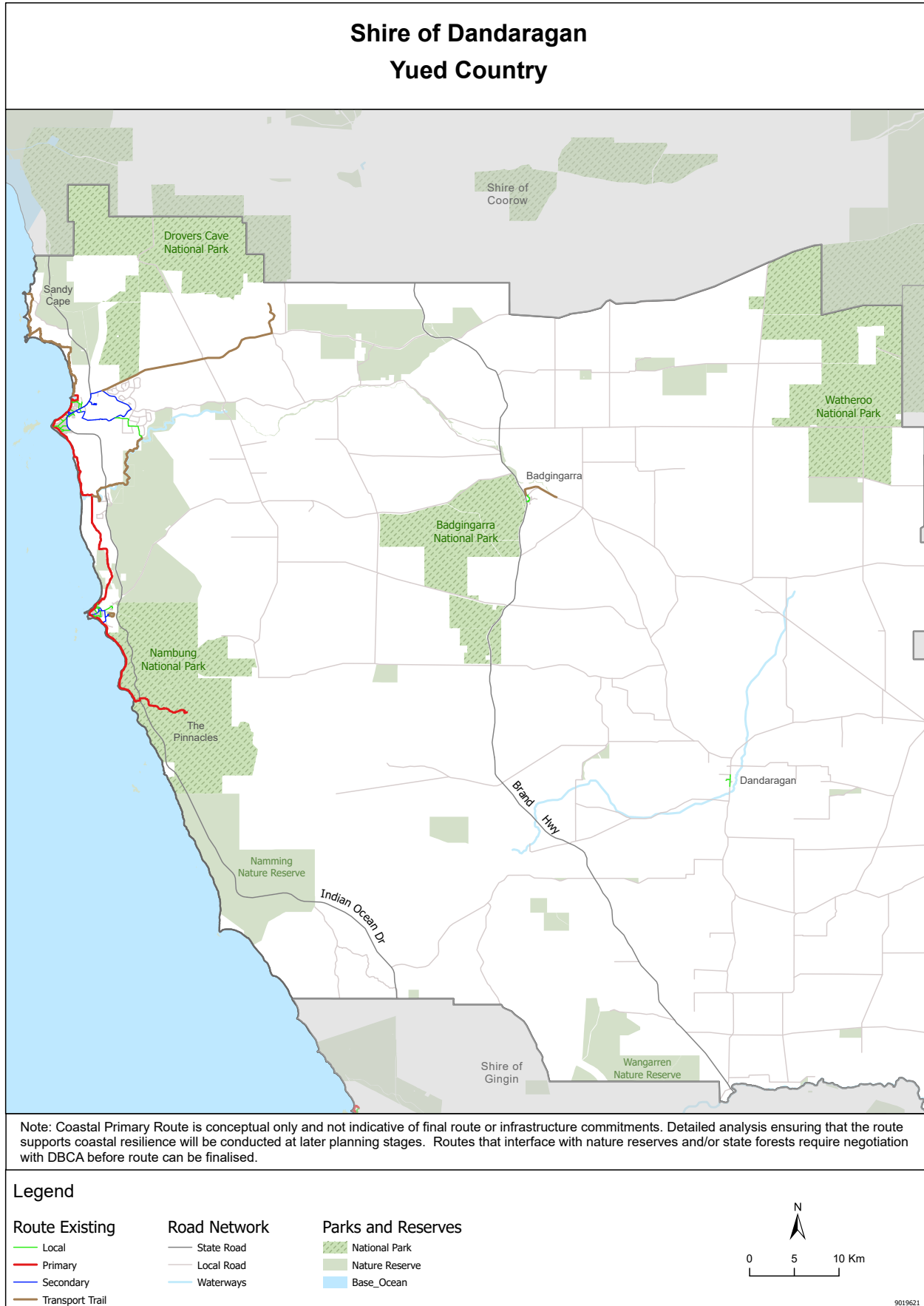
Maps 1 to 4 provide a regional overview of the proposed 2050 Avon and Central Coast LTCN.

The LTCN features primary, secondary and local routes, as well as transport trails and road cycling routes throughout the shires of Beverley, Chittering, Dandaragan, Gingin, Northam, Toodyay and York.

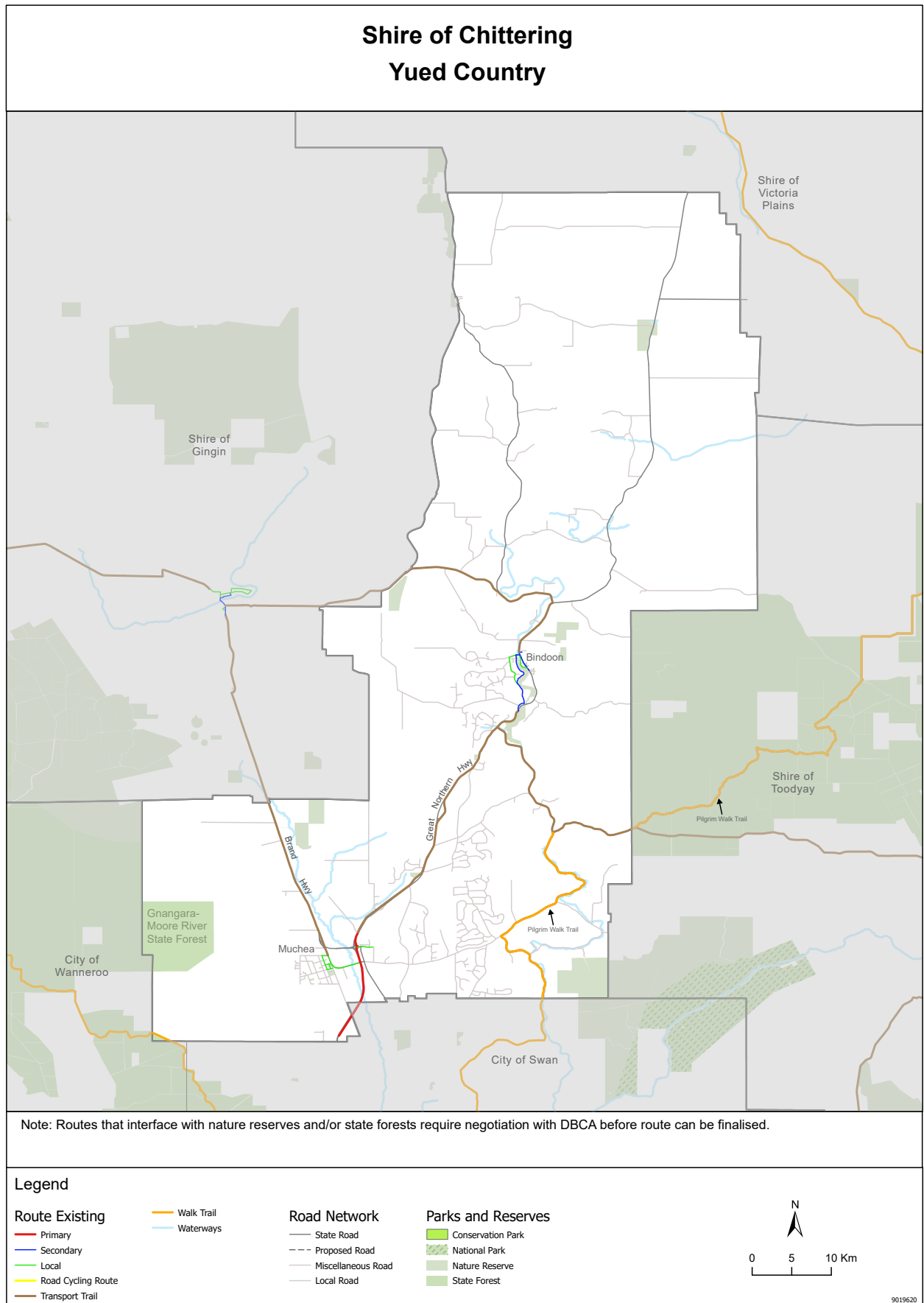
Map 1: Avon subregion network map



Map 2: Shire of Dandaragan network map



Map 3: Shire of Chittering network map



Map 4: Shire of Gingin network map



4.2 Avon subregion

Map 5 to 12 provide more detailed networks for the local centres of Beverley, Bakers Hill, Clackline, Northam, Spencers Brook, Toodyay, Wundowie and York.

Primary routes for the Avon subregion connect Northam to the metropolitan area, a key attractor at Spencers Brook and providing a key link between Northam and Toodyay.

Secondary routes reflect the intensity of local townsites providing a conduit connecting the primary route to the bike friendly local routes.

Local routes highlight the local bike friendly streets that provide the best connections within townsites.

Transport trails provide opportunities for longer tourist rides that can be marketed as inclusive itineraries, individual journeys of discovery or providing connections between smaller locations.

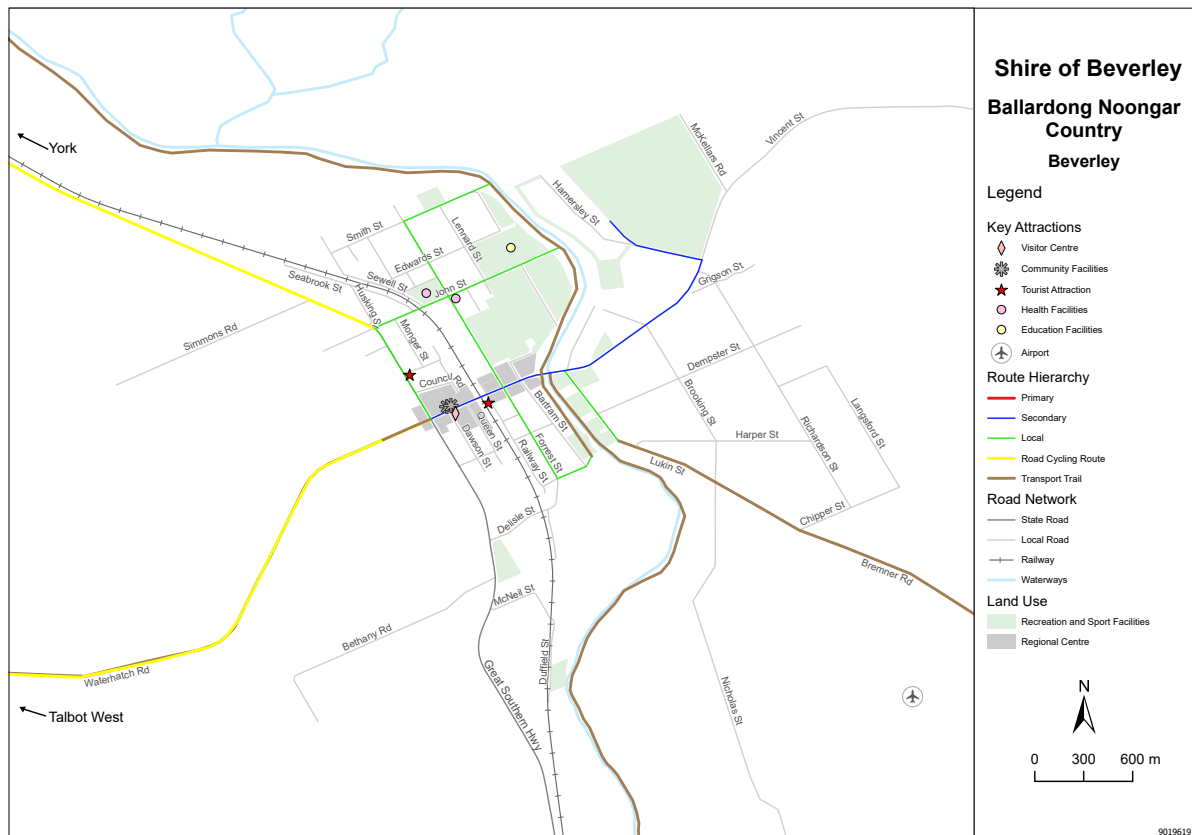
Where appropriate, **road cycling routes** are identified to support cycling training, regular events and long-distance cycle touring.

4.2.1 Shire of Beverley (Ballardong, Noongar Country)

The routes proposed for Beverley's 2050 LTCN are shown in Map 5. They embrace opportunities and priority projects including:

- Constructing a path along John Street, with east-west connections north of the town centre. John Street provides an important link for residents to workplaces in Beverley, the Beverley District High School and other community facilities such as churches and medical facilities.

Map 5: Shire of Beverley Network Map

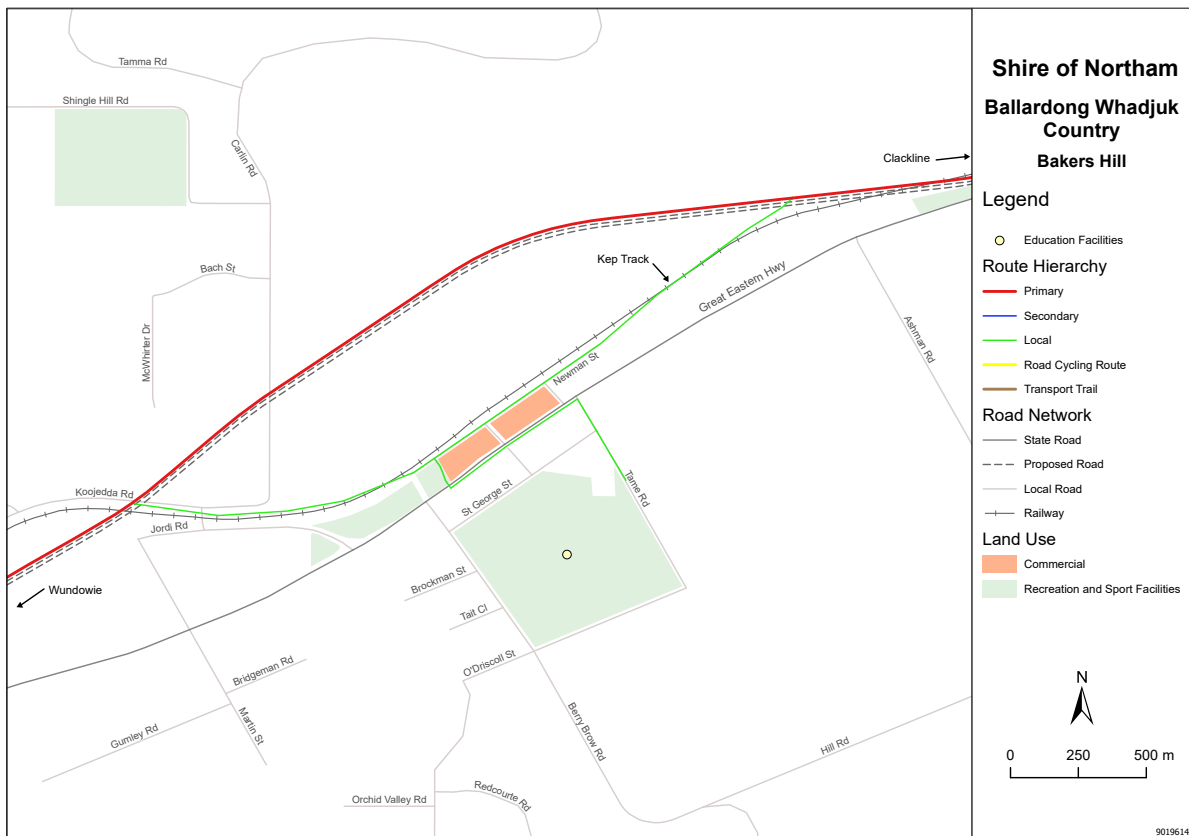


4.2.2 Shire of Northam (Ballardong, Whadjuk Country)

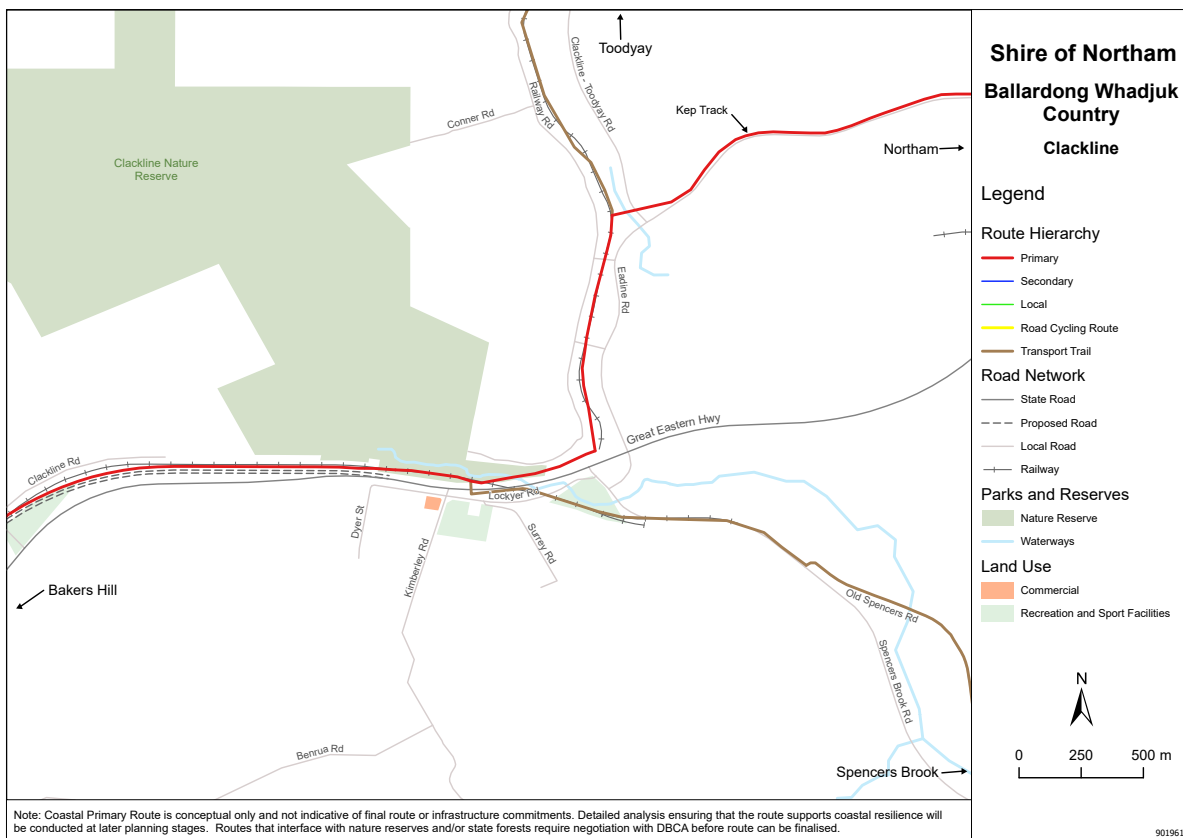
The routes proposed for Northam's 2050 LTCN are shown in Maps 6 to 10. They contain opportunities and priority projects including:

- Constructing a path along Taylor Street to Katrine Road and Mitchell Avenue from Mount Ommanney Road as stages of the Northam Recreational Shared Path; and
- Constructing paths on Hawke Avenue to link Wundowie town site to the proposed Eastlink.

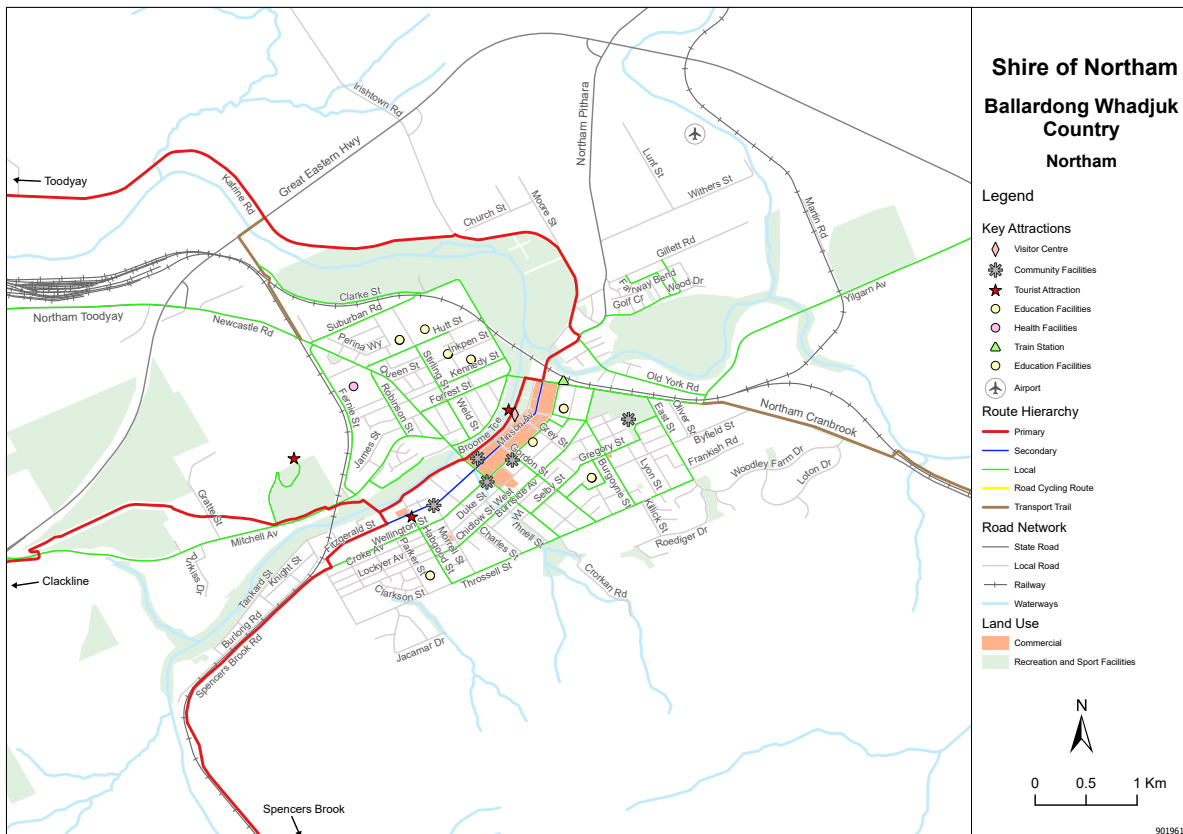
Map 6: Shire of Northam (Bakers Hill) Network Map



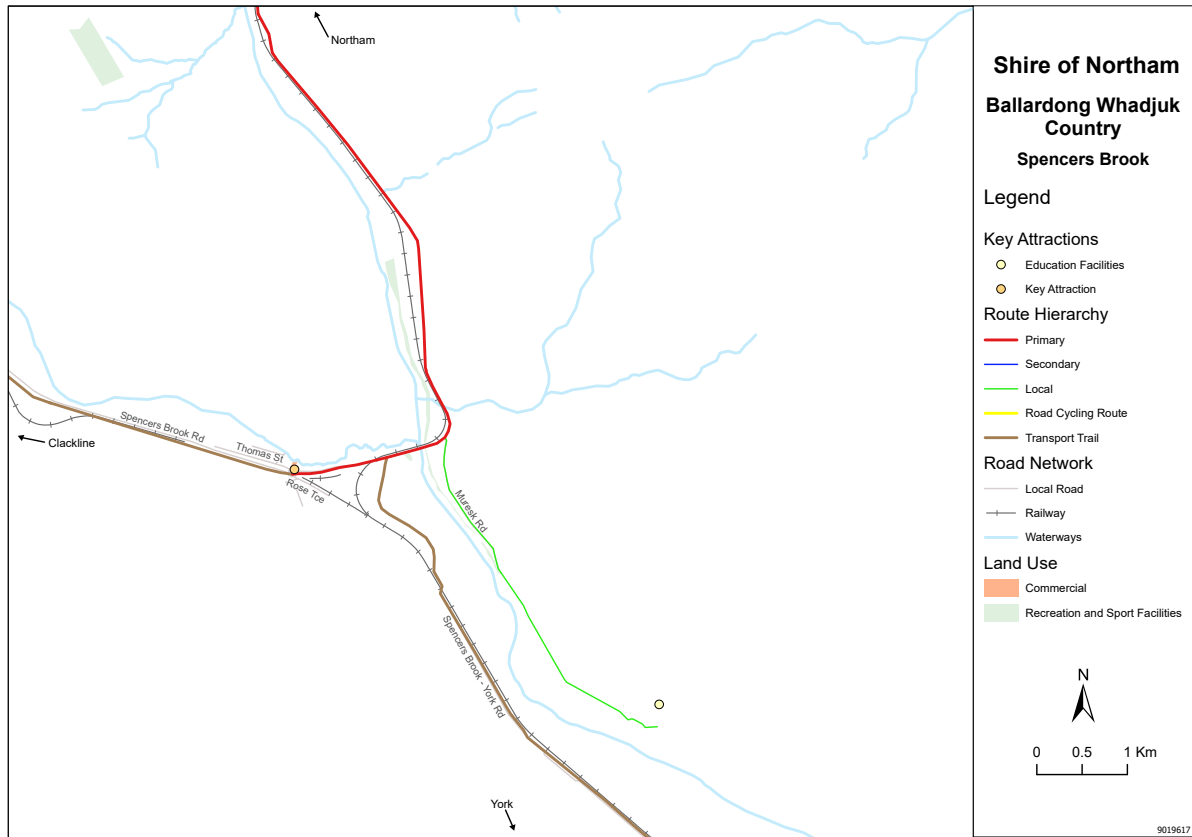
Map 7: Shire of Northam (Clackline) network map



Map 8: Shire of Northam (Northam) network map



Map 9: Shire of Northam (Spencers Brook) network map



Map 10: Shire of Northam (Wundowie) network map

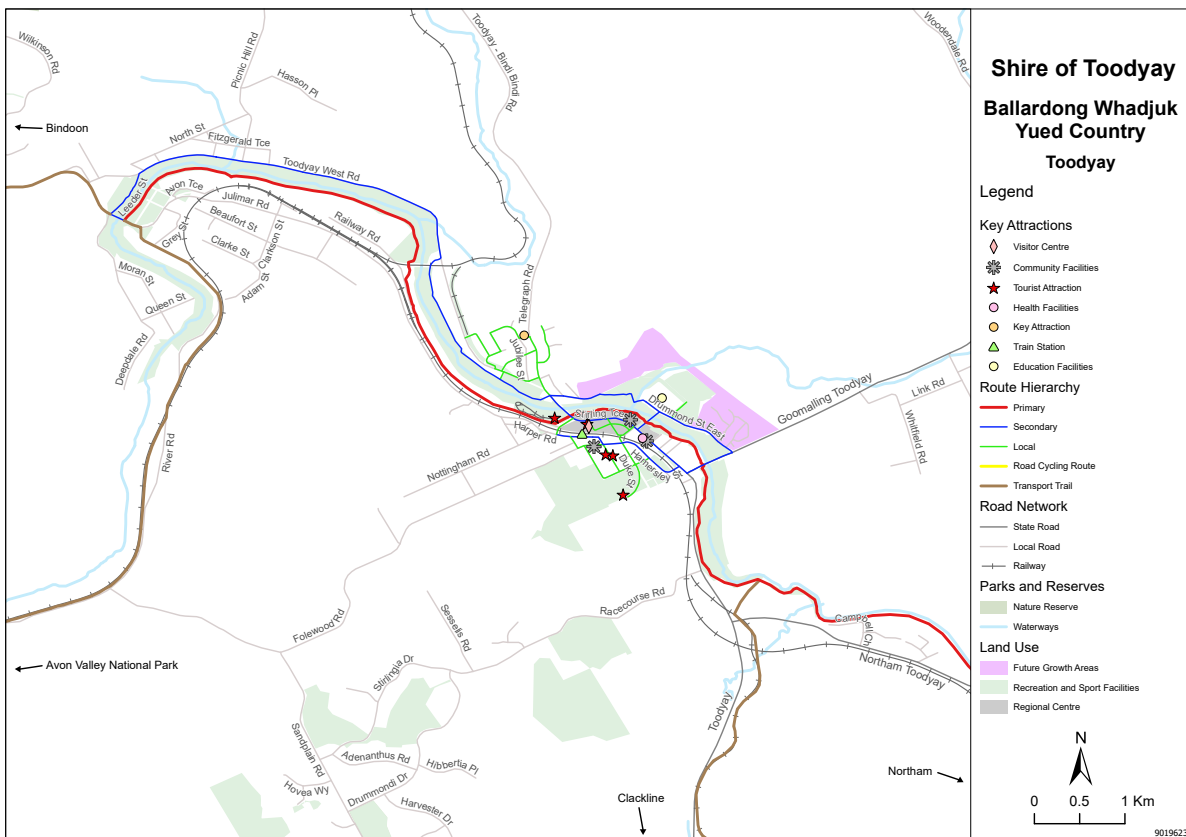


4.2.3 Shire of Toodyay (Ballardong, Yued, Whadjuk Country)

The routes proposed for Toodyay’s 2050 LTCN are shown in Map 11. They embrace opportunities and priority projects including:

- Designing and constructing a shared path on Settlers Ridge to improve local residential connectivity; and
- Constructing the riverside trail from Connor’s Bridge to Caravan Park to improve connection for residents and visitors as well as providing a continuous link along the river³⁰.

Map 11: Shire of Toodyay (Toodyay) network map



Shire of York (Ballardong, Noongar Country)

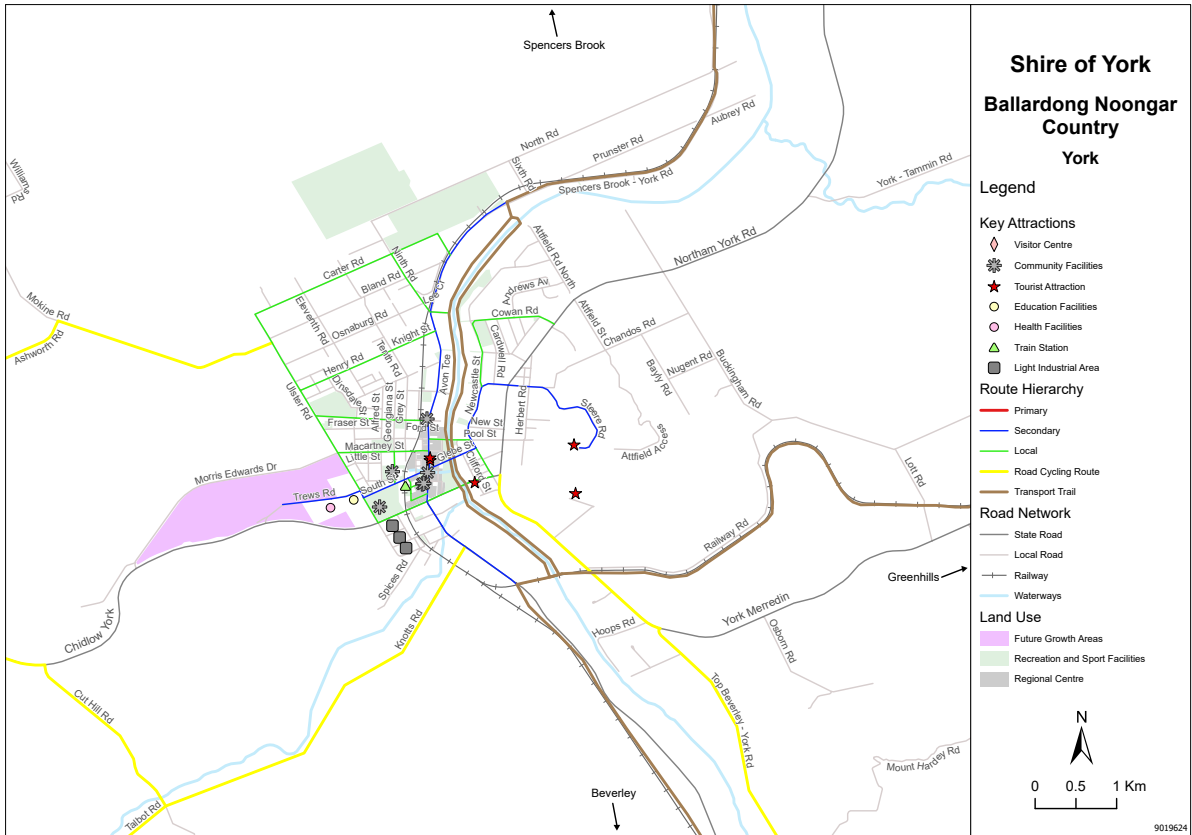
The routes proposed for York’s 2050 LTCN are shown in Map 12. They contain opportunities and priority projects including:

- Extending the path along Trews Road from York District High School to the York Health Service facility and future growth area, providing residents and visitors safer access to medical services and providing cycle infrastructure to appeal to and cater for future residential and commercial growth;
- Extending the path along Forrest Street and Henrietta Street to improve connectivity to York

Convention and Recreation Centre and alternate route to York District High School. These new paths would complete the missing links around the Centre, encouraging York’s population residing north of the Centre, as well as east of the Avon River, to access the recreational destination by bicycle; and

- Constructing a path on Steere Road / Pioneer Road to Mount Brown Lookout. This will provide safe access to the numerous existing and proposed walking, mountain bike and equestrian trails throughout the reserve as well as BBQ, picnic and toilet facilities. Improving access to the reserve will encourage fitness, recreational and tourism uses.

Map 12: Shire of York (York) network map



4.3 Central Coast subregion

Maps 13 to 23 provide more detailed networks for the local centres of Badgingarra, Bindoon, Cervantes, Dandaragan, Gingin, Guilderton, Jurien Bay, Lancelin, Ledge Point, Muchea and Seabird.

The **primary routes** within the Central Coast region reflect the coastal connections between the towns within proximity to each other as well as recognising the key future coastal link between the Metropolitan area and the region. The completion of the Northlink primary route is also recognised.

Secondary routes reflect the intensity of local townsites providing connections to the primary route as well as connecting back to the bike friendly local networks.

Local routes highlight the local bike friendly streets that provide the best connections within townsites.

Transport trails provide opportunities to increase longer tourist rides that can be marketed as inclusive itineraries, individual journeys of discovery or providing connections between smaller locations.

Where appropriate, **road cycling routes** are identified to support cycling training and long-distance cycle touring.

4.3.1 Shire of Chittering (Yued Country)

The routes proposed for Chittering’s 2050 LTCN are shown in Maps 13 and 14 and contain opportunities and priority projects including:

- Constructing a path on Granary Drive in Muchea between Tonkin Highway and Edwards Place to improve connection and create an ‘anchor’ between established Muchea town commercial area and Tonkin Highway / Great Northern Highway; and
- Connecting the Town Centre to the Bindoon Mountain Bike Trailhead and Caravan Park.

Map 13: Shire of Chittering (Bindoon) network map

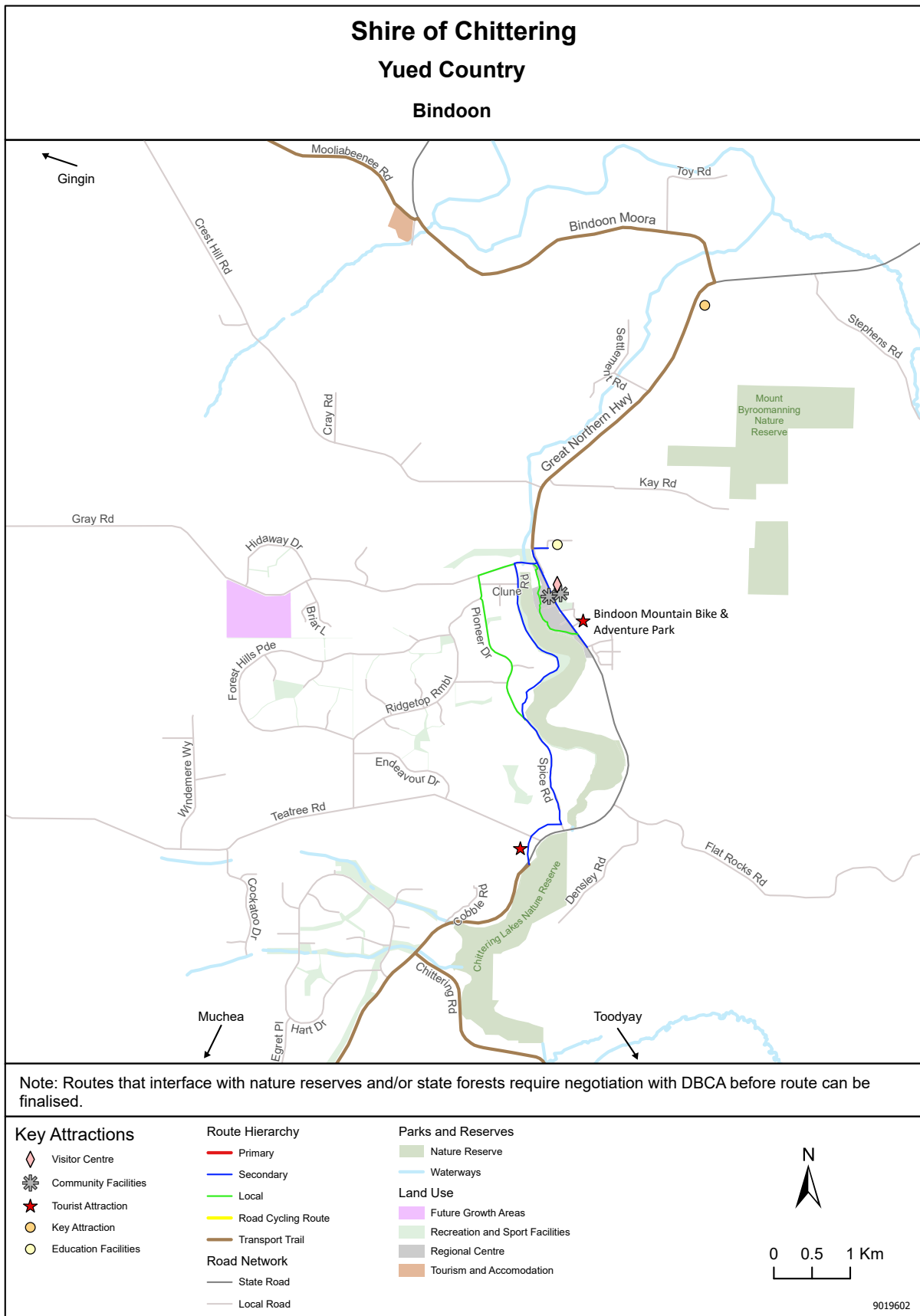


Figure 14: Shire of Chittering (Muchea) network map



4.3.2 Shire of Dandaragan (Yued Country)

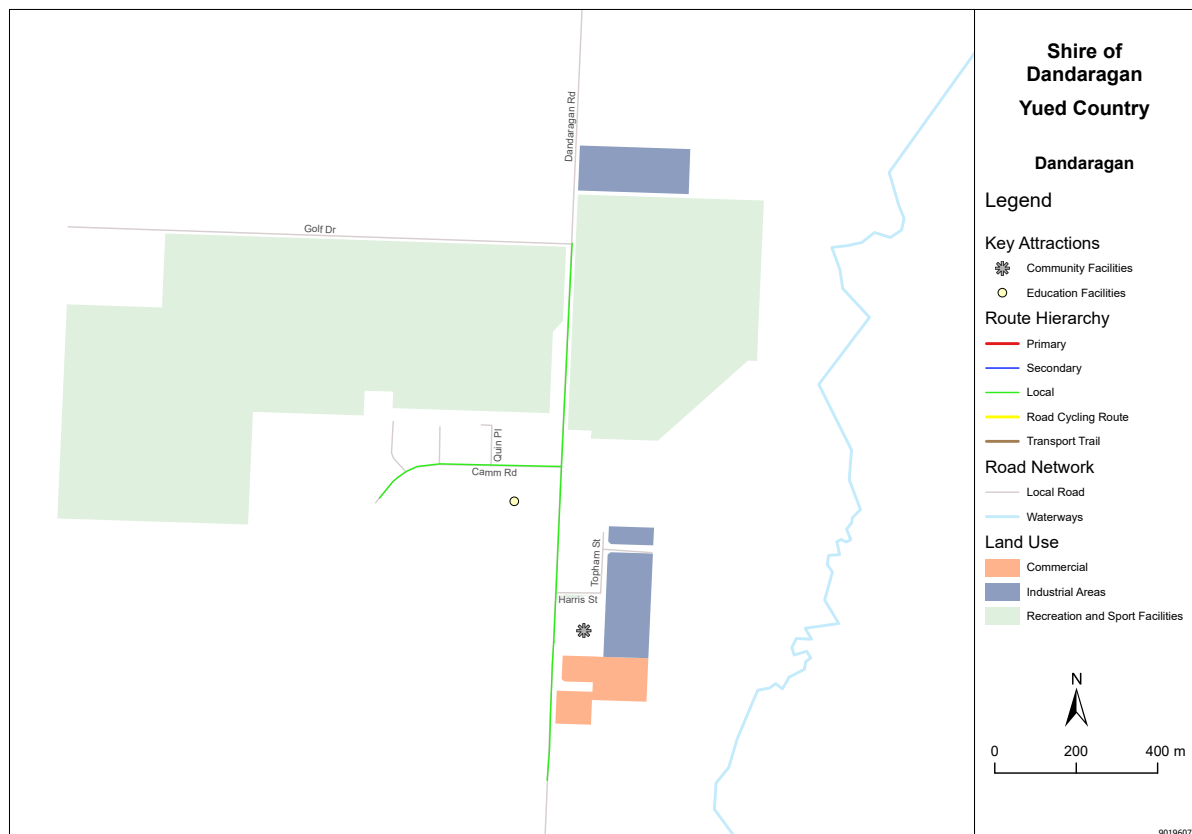
The routes proposed for Dandaragan’s 2050 LTCN are shown in Maps 15 to 18 and contain opportunities and priority projects including:

- Linking Jurien Bay townsite to surrounding residential estates Alta Mare and Jurien Heights, through the construction of new paths to create a loop within the estates as well as Jurien Road, Canover Road and Airstrip Road.
- Constructing a path along the unsealed Hansen Bay Road in Cervantes to provide a safe, direct cycle route to Lake Thetis loop trail, Hansen Bay Lookout and Hansen Bay Beach; and
- Extending the path north on Dandaragan Road to Golf Drive to provide a link to the Dandaragan Community Recreation Centre and south to Redgum Village Dandaragan which provides visitor accommodation.

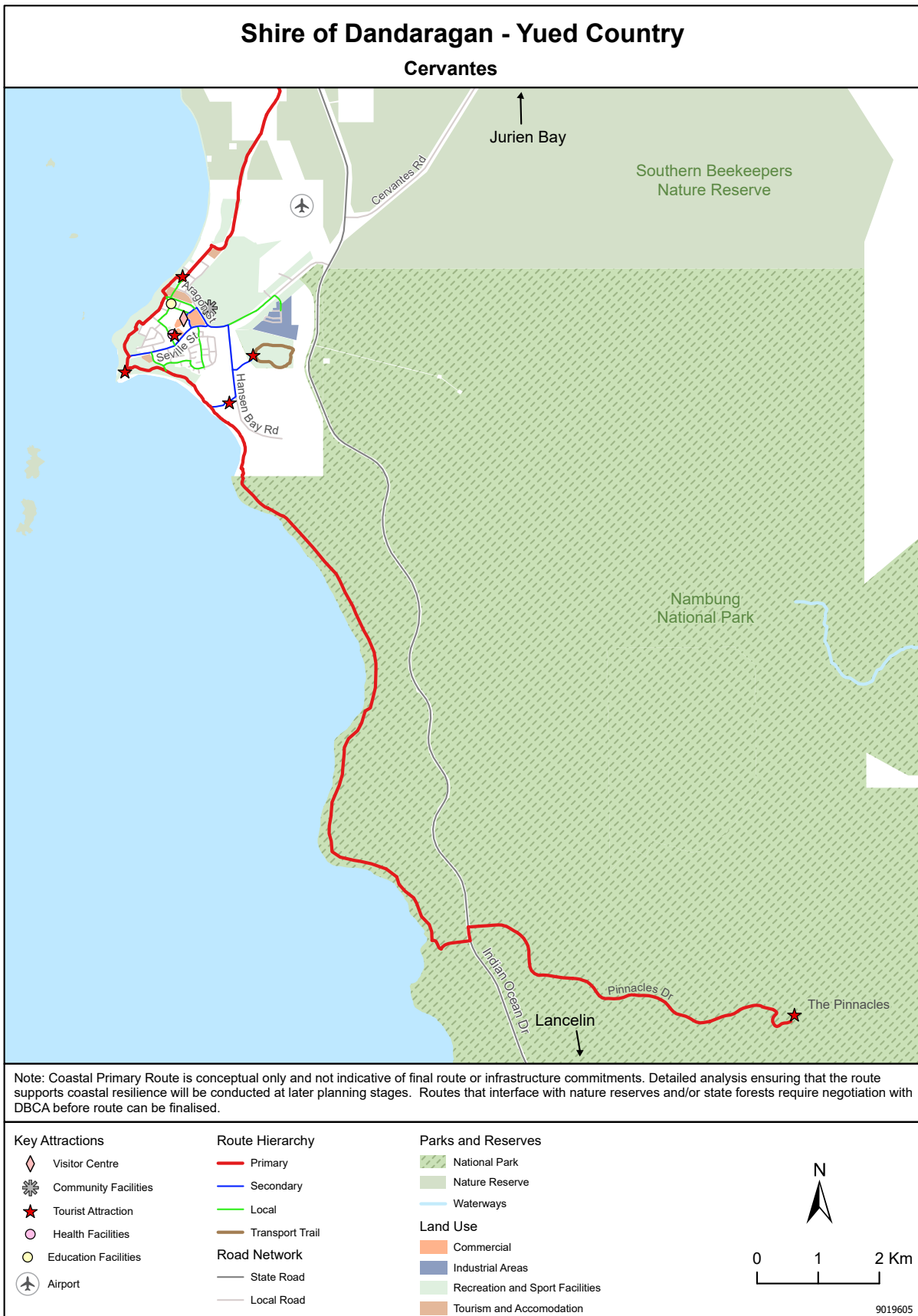
Map 15: Shire of Dandaragan (Badgingarra) network map



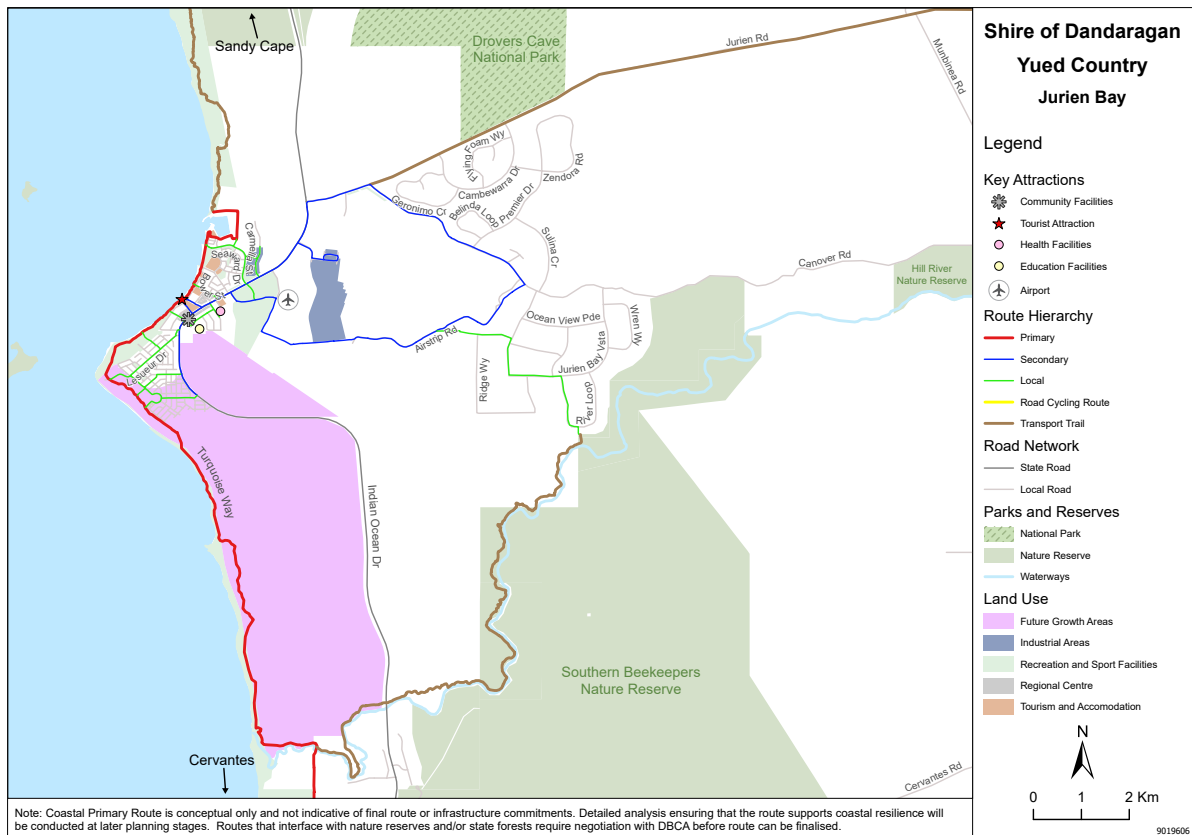
Map 16: Shire of Dandaragan (Dandaragan) Network Map



Map 17: Shire of Dandaragan (Cervantes) network map



Map 18: Shire of Dandaragan (Jurien Bay) network map



4.3.3 Shire of Gingin (Yued Country)

The routes proposed for Gingin's 2050 LTCN are shown in Maps 19 to 23 and contain opportunities and priority projects including:

- Constructing a new path on Guilderton Road / Moore River Drive / Stephens Crescent from Mortimer Road to providing access to the Moore River Estuary.
- Constructing a path on Lancelin Plaza in Lancelin, to improve access along the shopping area and to recreational destinations;

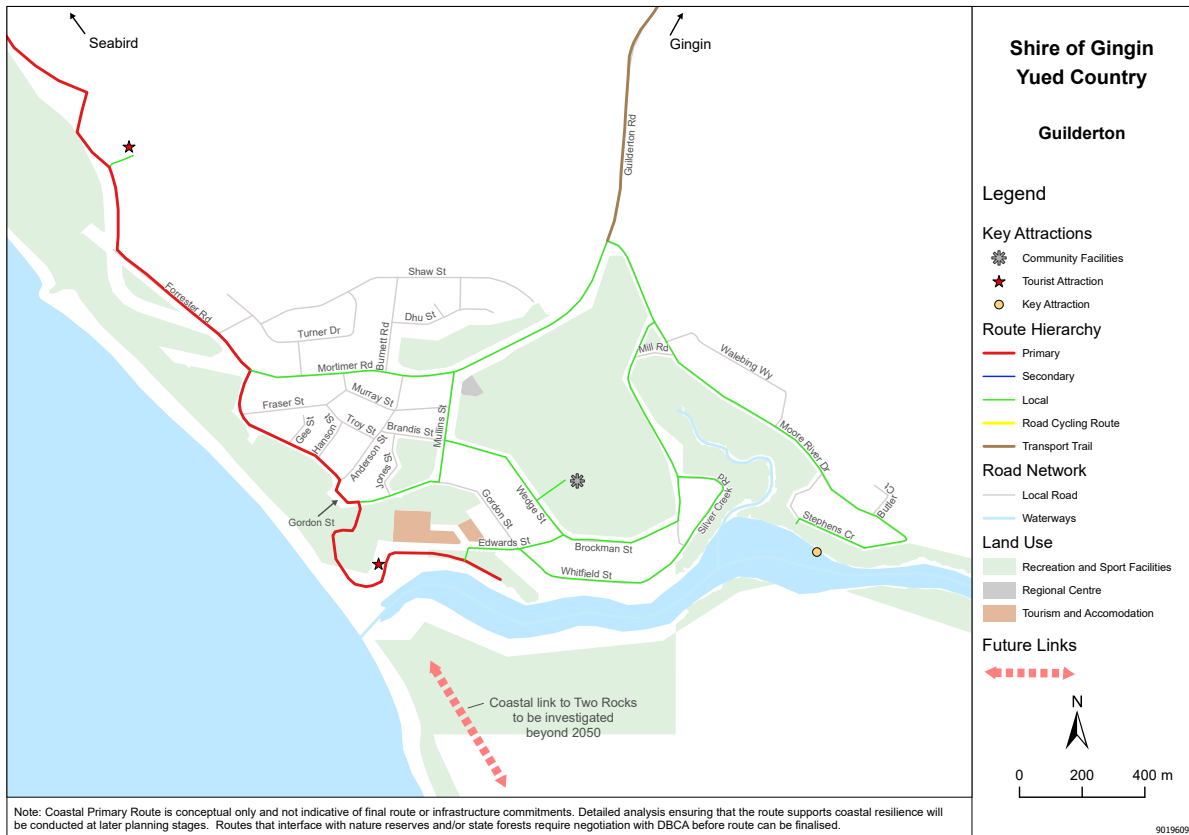
- Constructing a beach access cycle path in Ledge Point from Robertson Road to the beach; and
- Constructing a new path from McCormick Street to the beach passing Seabird Tavern and Caravan Park.

It should be noted that the Shire of Gingin have not endorsed this Strategy. Despite this, the aspirational network maps remain relevant and should be considered as part of future planning in the Shire.

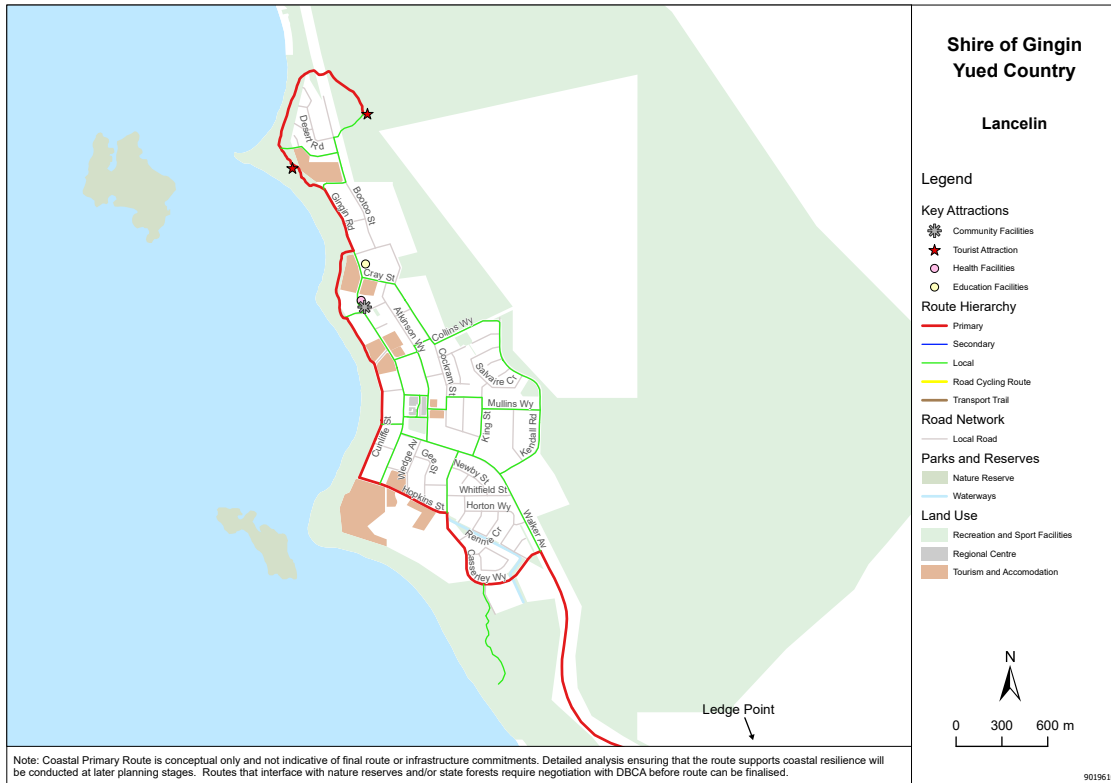
Map 19: Shire of Gingin (Gingin) network map



Map 20: Shire of Gingin (Guilderton) network map



Map 23: Shire of Gingin (Lancelin) network map



5. The Way Forward

This section outlines the way forward for the Avon Central Coast region through the identification of key themes and opportunities for bike riding throughout the region. Case studies are used to illustrate where similar outcomes have been achieved elsewhere.

5.1 Connecting people to where they live, work, learn and play

As the urban centres of the Avon Central Coast region grow, it is imperative to provide safe and direct cross-town bike riding routes connecting people to activity nodes such as shopping centres, schools, recreational facilities and industrial areas.

Supporting cross-town connections is particularly crucial in the region given the lack of public

transport services. A convenient, safe and direct cycle network will allow people to move seamlessly throughout the region, creating opportunities to enable bike riding as a viable transport option.

Feedback from the community indicated the need to link key destinations such as town centres, shopping centres, beaches, parks and restaurants to encourage people to ride as part of their everyday journeys.

CASE STUDY: Busselton - Buayanyup Drain Shared Path

The Buayanyup Drain Shared Path provides a good example of cross-town connections in a regional setting. The path connects one of the new subdivisions in Busselton, the Vasse town centre to the coastal principal shared path giving access to the beaches of Geographe Bay as well as the town centres of Busselton and Dunsborough. The path was an integral part of the rejuvenation of a degraded Buayanyup Drain which was previously inaccessible. People who ride and walk can now soak up the scenery and the sounds of native wildlife. The community was involved in an innovative native bee workshop and tree planting as part of the opening of the path, with over 500 native plants being established. The path provides a safe and scenic connection for residents and attracts tourists and locals to explore the wider area.



Buayanyup Drain Path. Credit: City of Busselton

5.1.1 Opportunity: Creating convenient and easy cross-town connections

Some journeys within the Avon Central Coast region are currently seen as inaccessible by bike due to missing links and unsafe road conditions. Common stated barriers included a lack of adequate paths along heavily trafficked roads with high truck volumes, irregular or inconvenient crossing points and, in some cases, only informal tracks existing.

Opportunities exist to provide safer, more convenient ways for people to ride between and across towns.

Some key opportunities include:

- Linking Jurien Bay Town Centre to residential estates;
- Constructing a railway crossing on Hamersley Street to Stirling Street in Toodyay to improve safety; and
- Designing and constructing Stage 1 of the Avon River Trail in Toodyay to connect the Caravan Park to the Town Centre.

These and other opportunities are reflected in the priority projects [Section 6](#).

CASE STUDY: Collie, Trail Town

The Shire of Collie and its surrounding area is recognised as a Trail Town providing a unique and local tourism experience using multiple trails. The town is a service centre for trails and the people who use them. Numerous high-quality trails, ranging from urban and bushwalking trails to mountain biking and equestrian trails can be found in and around the town.

Trail Towns such as Collie, facilitate numerous tourism opportunities accommodating for travellers, campers, casual or more fitness focused users. The Mural Trail is one such tourism attraction, providing an expansive outdoor art gallery with more than 40 murals, including the 8,000m² mega-mural located on the dam wall in Wellington National Park. Further opportunities through trail orientated events such as races, cinema nights or more iconic annual events are further drivers of tourism which help to enhance local industries.



Photos: Riders on the Collie Trail Town path. Credit: Collie PCYC

5.1.2 Opportunity: Linking to mountain biking trails

Mountain biking continues to be one of Western Australia's favourite recreational activities, with over 50 competitive events taking place in WA each year³¹. Feedback indicated a high demand for mountain biking experiences in the Avon Central Coast region.

The creation of mountain biking trails, tracks and experiences is out of the scope of this Strategy, however creating links from key rail heads and accommodation to popular mountain biking destinations will support the diversification of the region's recreation and tourism industry, as well as support social, leisure and fitness cycling.

A trail user survey administered by the Shire of York revealed that 41 per cent of survey responders chose to explore trails via mountain bike. Two reserves in York, Mount Brown, and Mount Bakewell, currently attract people for the purpose of mountain biking on sanctioned trails as well as attracting visitors to the views and natural bush environments.

The Shire of Chittering is also developing a tourism and recreation precinct at Red Hill in Bindoon with opportunities to link into the town. Both towns have opportunities to enhance themselves as trail friendly towns and attract cycle tourists. Although Trail Towns is a specific program, many of the shires can use the principles to inspire businesses and accommodation facilities to recognise the importance of bike riders to the region without having to sign up to the program.

5.2 Promoting a unique visitor experience by bicycle

Outdoor and adventure tourism has increased rapidly all over the world. Outdoor tourism disperses visitors to non-traditional destinations and exposes them to a wide range of unique natural environments including coastal, forest, riverine and farmland.

In 2018, WestCycle and Tourism WA developed the *Western Australian Cycle Tourism Strategy*³² recognising recent cycle tourism growth and the potential economic benefits it has for the State.

The strategy classifies two main types of tourism bike riders:

- Destination cycle tourists who are motivated to travel to destinations primarily or solely because of the routes, trails and riding experience the destination has to offer; and
- People on holiday who ride when in a destination, however bike riding is not the primary reason for their holiday.

The Avon Central Coast region showcases some of the most unique and stunning natural landscapes in Western Australia, offering multiple opportunities to improve offerings for both cyclist types.

The region's proximity to the Perth metropolitan area allows for a strong potential to increase visitation for overnight/day/half-day/weekend bike riding experiences, as well as formalising popular road cycling routes.

Within the Central Coast, formalising and promoting transport trails to showcase the remarkable coastal landscapes as well as the renowned wildflowers, which characterise the area, can attract 'destination cycle tourists.' Completion of Turquoise Way path in Jurien Bay and extending this path to the Pinnacles is one example of how this could be achieved.

In the Avon, 'destination cycle tourists' could be attracted by re-purposing the existing network of non-operational railway corridors, such as Clackline to Toodyay in the Shire of Northam and Toodyay. This would allow cyclists to explore the unique topography and built heritage of the subregion.

'Cyclists whilst on holiday' offerings can typically involve recreational bike riding experiences that encourage visitors to extend their stay or even just use their car less while staying in the area. Making it easier to ride to the beach, the local shops or around town will allow people to explore what each of the subregions has to offer.

Whilst infrastructure plays an important role in attracting and retaining visitors to locations, marketing and activation also play a vital role, with resources like maps, digital resources, wayfinding, bike hire and events all encouraging people to get out and explore by bike.

CASE STUDY: Esperance Coastal Path

Esperance has developed a 14 km continuous shared path from Castletown Quays to Twilight Beach, providing users with a range of coastal experiences, from beaches alongside the Esplanade, to views of the jetty, marina and port, and dramatic cliff-lined vistas along the southern coast to the west of town. Opportunities and actions identified in the Esperance 2050 Cycling Strategy would see this path extended to Bandy Creek Harbour and Eleven Mile Beach.

Esperance Coastal path. Credit: Department of Transport



5.2.1 Opportunity: Creating a world-class coastal cycling route

The Central Coast subregion is situated in a prime location along Western Australia's pristine coastline. Opportunities abound to further enhance the existing cycle paths and consider both short-term and long-term improvements. Stakeholder feedback supported a good cycle connection between Seabird and Guilderton. Currently, cycle access is difficult as an unmarked track is all that exists. Cycle routes which follow waterfronts tend to achieve higher levels of ridership. Coastal paths are a major drawcard for tourists to WA and showcase some of the best natural landscapes on offer. Coastal routes along the western coastlines are a major drawcard, providing opportunities to experience rugged coastlines and spectacular sunsets.

An aspirational route for the long-term cycle network could include:

- Further expansion of the Turquoise Way path to connect Jurien Bay to Cervantes and then onto the Pinnacles National Park;
- Lancelin to Ledge Point, Seabird and Guilderton; and
- Cervantes to Lake Thetis.

Careful consideration is required for cycle routes along WA's coastline, with coastal erosion and inundation risks associated with rising sea levels. Measures need to be considered for cycle trails to adapt to change and rapidly recover from potential natural hazards.

5.2.2 Opportunity: Developing loop routes

Loop routes provide opportunities for bike riders to undertake trips, starting and finishing in the same location. These routes are generally more attractive, located away from motorised traffic and connecting to local destinations. Waterfronts are ideal locations for loop routes, as they provide locals and visitors with a route to showcase some special natural landscapes.

Over 40 per cent of survey respondents indicated they felt the most comfortable riding on off-road shared paths. Feedback also supported connections using waterways, separation from higher traffic routes and locations with reduced traffic speed and low traffic volumes.

The loop routes in this Strategy contribute to a complete, connected and comfortable network providing access to local destinations and recreational opportunities.

Opportunities for loop routes within the Avon subregion include loops identified along the Avon River in the Shires of Beverley, Northam, Toodyay and York. The Avon River is an important natural asset in these shires. Utilising routes around the river provides a means of linking the towns within the subregion with a unique tourism experience. Stakeholder feedback supported the opportunity to develop experiences, which embrace the river and the subregion's natural built heritage.

Opportunities in the Central Coast subregion include developing a high-quality loop from Jurien Bay along the coast towards Hill River estuary and looping back by following the river or Indian Ocean Drive, providing an experience of the natural heritage including wildflowers with glimpses of coast and hinterland. Another opportunity identified is a recreational loop around Lake Thetis near Cervantes. This shorter loop providing an experience of the natural features of the coast combined with the stromatolites and inland lake environment.

Shorter tourism cycle routes within towns such as 'York Cycle Rides' and 'The Herons Highway' provided unique opportunities to explore the local attractions.

5.2.3 Opportunity: Enhancing transport trails throughout Avon Valley

Cycle tourism has been identified as a key growth adventure tourism activity, giving cyclists a range of unique trail experiences and supporting local economies in areas traditionally not visited.

The Avon Valley is relatively close to Perth and offers bike riders and visitors with a unique opportunity to develop longer, multi-day riding experiences allowing them to explore some impressive natural landscapes, food and wine locations and heritage sites while staying in local accommodation.

Having a selection of settlements within a relatively short distance, and accessible by generally flat terrain along the river, Avon Valley provides opportunity for an assortment of loops centred on Northam, Toodyay and York. These can provide a variety of landscapes and attractions including rolling farms, natural bush and heritage sites.

Longer distance trails can also be a popular choice for people bike riding for training, exercise or recreational purposes. In most instances, this type of bike riding caters to more experienced or adventurous riders, travelling distances of 100 km or more. The Avon Central Coast region provides a range of existing and proposed long distance trails, which include:

- Mundaring/Northam via Kep Track;
- Beverley to York (Beverley Heroic);
- York to Mundaring (Talbot West Road); and
- Bindoon to Guilderton (via Gingin).

Coordinated wayfinding, promotion and trail friendly towns and businesses can all contribute to the attractiveness of long and short distance trails. Providing linking infrastructure opens the possibilities of promoting an integrated trail from the coast (Guilderton) to Beverley.

CASE STUDY: Eudunda Southern Ridge Loop Trail – Lavender Cycling Trail

The Lavender Cycling Trail Loop Ride is a 31 km trail located within Eudunda, South Australia. Being of moderate difficulty with mostly dirt and some bitumen surfaces, the ride provides stunning views, especially when descending the trail. The trail provides a loop linking several tourism attractions showcasing the heritage of the area. The trail provides an enhanced cycle tourism opportunity for varied abilities of riders.

Riders on the Eudunda Trail in South Australia. Credit: Uncool Cycling Club



5.2.4 Opportunity: Harnessing the potential for rail corridors

Providing cycle infrastructure along rail corridors can increase the profile of a region and open tourism opportunities by providing users with continuous and uninterrupted routes that showcase natural, cultural and local heritage.

Community consultation highlighted anticipation for rail trails developed for tourism, recreational and event use. This enthusiasm is shared by many stakeholders, particularly along alignments where there are no ongoing rail operations.

Across the Avon subregion, there is potential to re-purpose many of the existing network of non-

operational railways. Closed, disused and dormant railways within the subregion currently include:

- Clackline to Toodyay;
- Clackline to Spencers Brook (road is following old rail alignment trail); and
- York to Greenhills (rail bridge reuse town loop).

The characteristics of rail corridors make them especially appealing for bike riding infrastructure. They often provide continuous and uninterrupted rights-of-way. Rail corridors also tend to have relatively gentle gradients, making for more comfortable bike riding experiences, particularly over long distances.



Rider on the Tumbarumba to Rosewood Rail Trail in NSW. Credit: VisitNSW

CASE STUDY: Tumbarumba to Rosewood Rail Trail (NSW)

The Tumbarumba to Rosewood Rail Trail is a 21 km long sealed trail connecting the New South Wales country to the Australian Capital Territory. Officially opening in April 2020, the trail supports a gentle gradient which makes it suitable for walking, bike riding, scooters, prams, wheelchairs and mobility scooters.

Following a former railway extending from East Wagga Wagga that ceased service in

1974, initial plans were to convert the entire 130 km railway line to the trail. Though only one section within the Tumbarumba Shire is currently completed, the trail is a great driver of tourism for the area. Providing incredible countryside and farmland views and begins in the foothills of the snowy mountains, the trail also provides interpretative signage to explain the history of the region and rail.

5.2.5 Opportunity: Promoting the region's cycling events

Bike riding events can be a key driver of travel motivation. They attract high numbers of visitors who usually would not have travelled to a location for cycling³³. The profile of the Avon Central Coast region as a prime cycle tourism destination can be enhanced by raising awareness of popular and regular bike riding events.

Some popular events across the Avon Central Coast region include:

- The Beverley Heroic, now an informal event which celebrates the history of bike riding in WA;
- The York Cycling Festival, which aims to involve more people in racing and creating positive bike riding experiences; and

- The York Canola Classic, a picturesque mass-participation recreational ride hosted in the Shire of York. Riders choose either a 93 km or 52 km distance option that takes them on a scenic journey from the heart of the town of York, through to the striking yellow canola fields of the Avon Valley.

The promotion of local events can support local businesses through increased tourism and can encourage healthy and active communities that support bike riding. These events can include road races, track cycling, BMX and mountain biking competitions, all of which can be promoted across towns throughout the region. They also attract riders who follow the routes for training and/or recreational bike riding.



Riders on the Ballarat Tweed Ride. Credit: Ballarat Tweed Ride

CASE STUDY: The Tweed Ride - Ballarat

The Ballarat Tweed Ride is an annual event that has been growing in popularity since its inception in 2012. The event began as an unofficial activity. Because of the attention it attracted the City Council asked for it to become an official event the following year. The event encourages participants to dress in classical tweed outfits to participate in a casual social ride through the town. The event is part of the Ballarat Heritage festival and finishes at the fair at one of the local landmarks. Prizes are awarded for costumes as part of a fashion parade. The event promotes the town and its festival and has received growing support and publicity locally, as well as drawing people to the town.

5.2.6 Opportunity: E-bike tourism

E-bike tours are a growing category of cycle tourism worldwide. The interest in e-bike tourism in the region was evident during the community consultation, particularly as an opportunity to engage seniors and 'grey nomads' in bike riding.

The appeal of e-bikes is related to enabling people to ride greater distances, with less effort. They enable people of different fitness levels to cycle together and give confidence to tackle steeper gradients and routes that otherwise would be outside of their comfort zone or capability.

Opportunities identified to support e-bike riders and tourism include:

- Conveniently located e-bike charging stations at rest spots and trailheads;
- First aid stations in remote areas; and
- Support for e-bike hire providers.

Avon Central Coast 2050 bike networks aim to recognise the potential of e-bikes as well as ensuring the facilities provided cater for all ages and abilities.

CASE STUDY: E-bike tourism – Mornington Peninsula, Victoria

Located within Victoria, just 85 km southeast of Melbourne’s CBD, Arthurs Seat is a small mountainous locality on the Mornington Peninsula. Guided e-bike tours operate within this Peninsula, allowing for an exploration of Arthurs Seat Skate Park, Merricks Village and the serene Red-Hill Rail trail.

E-bikes allow for tour riders to quickly traverse hills, conserving their energy whilst being shown the best ways to visit the spots on the tour.



*e-Bike riders in the Mornington Peninsula.
Credit: Viator*

5.3 Supporting healthy, active, and safe communities

Regular bike riding is a great way to help improve physical and mental health, reduce risks of heart disease, and decrease stress and anxiety levels. It is a low impact exercise and can be enjoyed by all ages and socio-economic groups. Encouraging more bike riding within local communities can also improve air quality and reduce traffic noise as well as private vehicle dependence.

5.3.1 Opportunity: Encouraging travel behaviour change

Targeting behaviour change by encouraging people to choose to cycle requires that the existing bike riding facilities and routes appeal to riders. To enable potential cyclists to choose to positively adopt changes, routes need to be safe, accessible and convenient.

Opportunities exist for schools and communities to educate children, youth and less experienced riders in simple ways to improve their skills and confidence, increase their mobility and reduce private vehicle use.

The Your Move³⁴ program run by DoT assists people finding simple ways to get active and connected. The program is free and provides information to individuals, schools and workplaces to support more active and healthy transportation through planned activities. Although the program is concentrated in the metropolitan area, there is an appetite to expand to the regions. Many of the principles and initiatives from the program can be adapted to the local environment.

Resources range from specific online information regarding how to get more people riding to the workplace, to bike safety workshops at schools where students can learn about road rules for bike users. In addition, there is the ability to earn points and redeem awards such as bike promotion packs or bike racks.

5.3.2 Opportunity: Mid-trip facilities and heat stress management

The term ‘mid-trip facilities’ describes facilities and infrastructure such as water fountains, rest spots, seating, shelter and camping facilities provided along a route to support users undertaking their journey and aiding in creating a pleasant and comfortable riding experience.

Many of the trails potentially involve journeys of significant distance with limited supporting infrastructure³⁵. Access to public drinking water on transport trails and paths in the Avon Central Coast region is particularly relevant as the region can experience extreme heat and sun exposure conditions³⁶. For this reason, many residents prefer to exercise and recreate during the cooler conditions in the early morning and early evening.

Feedback revealed Avon and Central Coast residents would like to see:

- vegetation and built shelters to provide shade, buffer winds and help manage heat stress;
- water stations with drinking fountains to ensure riders remain hydrated and limit heat stress;

- electric bike charging stations and bike maintenance stands to allow riders to safely maintain their bike;
- rest spots, including benches, tables, picnic facilities and public restrooms so riders can take a break and can shelter from the sun, essential for long-distance trips;
- camping and shelter locations that encourage use for overnight stays to reduce incidents of incidental camping that can be destructive to forest areas;
- lighting of paths to improve safety and comfort of bike riding outside daylight hours;
- wayfinding signage and interpretation signs with tourism and heritage points of interest to contribute to the trail use experience; and
- bicycle parking racks at trailheads and rest spots so riders can temporarily secure their bikes.

CASE STUDY: Dandaragan's Cervantes Sculptures

Construction of a shared path along the foreshore increased accessibility within the Cervantes townsite. Sculptures along the path encourage visitors to explore the path.

Rest stops to support those using the path have been installed along the path. These range from simple bike racks, shelters, and one incorporating a unique shark bike rack, shelter and repair station. Solar lighting along the path allows for travel in cooler conditions in the evening to effectively manage heat stress.



Shark design bike rack and repair station in Cervantes. Credit: Department of Transport

CASE STUDY: Fleet and loan bike facilities and programs

It is becoming more and more popular for organisations to provide their staff with fleet bicycles for use for business trips and on work campuses. Some of the most prominent tech companies in the world, including Apple, Facebook, Google and LinkedIn, have provided employees with campus bikes for years, and closer to home, a growing number of WA-based organisations and government agencies are providing bikes for staff to use. The City of Vincent provides staff pool electric bicycles as well as a Community Bike Library that includes a wide range of well-maintained bikes for the community to access on a short-term basis. The City's view is that these resources greatly reduce the barriers for people to try cycling. The Bike Library includes a ZAP electric cargo bike with seats, Zap step through electric bikes, standard adult and kids bikes, a cargo trailer and a kiddie trailer with seats and seatbelts for two children. Many commercial accommodations now also provide bicycles and bike equipment as standard amenities for guests, promoting local paths, trails and destinations to visitors.³⁷



Fleet and loan bikes in the City of Vincent. Credit: Department of Transport

5.3.3 Opportunity: Improving maintenance of infrastructure

The overall maintenance of infrastructure can significantly impact on a person's perceptions, with isolated issues such as broken glass, broken edges, fallen vegetation or washaways along a key route causing them to change their view on the entire network³⁸.

It is important to provide cyclists with an environment which is attractive for bike riding. Opportunities across key and popular routes within the Avon Central Coast region could include better maintenance and cleaning of roads and paths to ensure that the overall user-experience is of the highest quality.

Whilst the maintenance of routes is the responsibility of the asset owner, this is mainly managed by local governments or Main Roads WA. Discussions could look at introducing maintenance programs along popular key routes across both the subregions.

5.4 Family friendly bicycle routes and experiences

Bike riding is a great way to experience the outdoors and is highly accessible, fun, cheap and easy for people of all ages and abilities³⁹. Bike riding promotes healthier lifestyles and provides a range of diverse experiences for all user groups.

To promote bike riding for all ages and abilities, it is important to understand a person's motivation for change. Behaviour change programs are a powerful tool in reducing car use and encouraging more active forms of travel such as bike riding.

To motivate people to adapt to change and choose to cycle, bike routes need appropriate bike riding infrastructure that caters to a range of users such as new and experienced riders, those with disability, seniors and recreational riders. For example, installing protected bike lanes and safe intersections could see an increase in children choosing to cycle to school or the aging population choosing to travel by bike within a town. Implementing inclusive designs will ultimately deliver a range of social and health benefits for communities.

5.4.1 Opportunity: Creating safe routes to school

Over the past 40 years the national rate of active travel to school has declined from 75 to 25 per cent⁴⁰. Getting more kids walking and riding to school has many benefits including improving overall health, reducing congestion during peak school pick-up and drop-off times, and will help to establish lifelong healthy habits.

Safe cycle routes for children are essential, especially within towns where local schools are located along major roads, with regular heavy vehicles travelling through. Protected and separated infrastructure makes riding to and from schools more appealing in encouraging parents to allow children to cycle. Community consultation highlighted the importance of providing dedicated crossing opportunities and slower speeds through towns, especially around school sites.

Whilst schools across the Avon Central Coast region are relatively accessible within the existing network, there are opportunities to enhance routes for children to use. These include:

- Linking Northam Senior High school with Northam Primary School;
- Constructing a path on Trews Road between York District High School to Trews Court; and
- Encouraging local governments in the region to apply for grants to improve local riding infrastructure.

Regular ridership will see higher levels of active, healthy, independent and resilient children. Programs such as Your Move can educate children and explore ways in which they can be motivated and supported when choosing to cycle to and from school.

5.4.2 Opportunity: Linking to skill-building facilities

Learning the basics of riding a bike is important for a rider to feel safe and confident. In most instances, new or first-time riders, such as children, are not taught the fundamentals of owning a bike, including upkeep, servicing and maintenance.

To assist in gaining more physical experience, there are opportunities to extend the range of the existing skill building facilities across the Avon Central Coast region to teach skills which would assist them in on-road bike riding. Small skills parks at local park areas can provide opportunities for younger inexperienced riders to learn and gain confidence in a safe fun environment away from traffic.



Bike skills track in Shepherd's Bush Park in Kingsley. Credit: Department of Transport

CASE STUDY: Bike skills tracks

Shepherd's Bush Park in Kingsley is an example of an all ages and abilities bike skills facility. It provides a track for smaller and less experienced riders to get a feel for riding with line markings and sign postings to educate riders to the road environment. This is a popular outing for children in Perth's northern suburbs. There are also pump track facilities for beginners and more experienced riders to learn how to ride in all environments.

5.4.3 Opportunity: Considering mobility options for the ageing population

The ageing population is one of the most vulnerable user groups. In many instances they have different travel and mobility needs and aspirations to other age groups.

Feedback revealed that several respondents were discouraged from riding due to their age, and that supporting infrastructure was needed to encourage them to cycle to keep fit and healthy. Providing good facilities that enhance bike riding also improves the environment for other mobility devices and walking.

Across the Avon and Central Coast region, there are many opportunities to cater to the needs of residents living within existing retirement and lifestyle villages by creating easily accessible, safe and well-connected travel routes.

Catering for all ages and abilities encourages multi-user options including gophers, tricycles, bike riding and other forms of active travel. It provides a sense of independence and can encourage healthy and social lifestyles. Community consultation revealed that seniors aged 65 and over were more interested in bike riding for social reasons than any other age group⁴¹. Routes from retirement villages can be more appealing if they connect residents to key locations they like to visit such as local shops, parks and coastal paths.

There are also opportunities to support local programs that allow people with limited coordination or mobility to experience the joy of bike riding through programs such as Cycling Without Age⁴².

CASE STUDY: Cycling Without Age

Cycling Without Age is a global not-for-profit charity founded in Copenhagen, Denmark. It has been active in Australia since 2016. Piloted by volunteers, elderly people and those with disability are taken out for bike rides in specially made trishaw bikes. Bikes are free of charge with the overall mission of Cycling Without Age being to prevent loneliness and social isolation, allowing elderly to remain active within their community. It's estimated that within Australia there are 500 volunteers within 25 chapters, with six chapters in WA. This program is easily transferrable. It operates in a variety of riverside and coastal routes within metropolitan and regional centres. York is currently one of the locations this service operates.



A group of Cycling Without Age riders. Credit: Cycling Without Age

5.5 Planning for resilient communities

Climate change is putting immense pressure on the natural environment and is causing adverse effects such as greenhouse gas release, warming global temperature, rising sea level, coastal erosion and inundation. Motor vehicle transportation contributes to a large portion of human-generated greenhouse gas emissions. On the other hand, bike riding is a low impact, pollution-free and energy-efficient transport option with a range of environmental benefits including reduced air and noise pollution, greenhouse gas emissions and land use efficiency⁴³.

To mitigate against the effects of climate change, and to ensure future cycle infrastructure is sustainable and durable, the Strategy aims to identify opportunities to develop infrastructure that is appropriately designed and constructed.

5.5.1 Opportunity: Develop durable cycle infrastructure along coastal routes

A basic understanding of coastal processes is important for understanding the issues and constraints associated with managing the hazards of sea level rise and coastal erosion. The coastal shires within the Avon Central Coast region have addressed their concerns by developing Coastal Hazard Risk Management and Adaption Plans . These identify risks and propose short, medium and long-term measures to reduce the risks associated with coastal processes impacted by climate change.

The approach proposes triggers for relocating threatened infrastructure which include:

- Distance of the asset from the Horizontal Shore Datum being less than the 100 year storm event level (S1) (i.e. 41 m for CE 31⁴⁴);
- Loss of legal access to property; or
- Loss of essential services.

These factors should be considered in the planning for infrastructure associated with coastal bike riding routes, so that triggers that may impact on replacement or repair are enhancing regional connectivity.

5.5.2 Opportunity: Connecting towns within the region

Due to the relative proximity of towns and settlements in the Avon Central Coast region, it is well suited to long-distance inter-regional bike riding. As the economy and population continues to grow, it is imperative that significant locations of employment, education, health, major activity centres and metropolitan areas are adequately connected.

Community feedback indicated that a major deterrent to bike riding within and to the region is a lack of safe, legible and direct routes connecting regional centres and communities. Some preferred links have been identified as having non-existent infrastructure or being unsuitable or unsafe for cyclists, due to potential risks associated with people riding on-road along routes where there are combinations of high speed and Restricted Access Vehicle traffic.

Improving regional connectivity will have a range of benefits including:

- boosting economic resilience in local towns with more people visiting the region and supporting local businesses;
- encouraging recreational family and friend cycle trips;
- reduction in motor vehicle dependency and greenhouse gas emissions; and
- promotion of physical activity and improving health and wellbeing through active transport.

Creating direct and continuous connections between towns within the region will enable people to cycle between towns as a way of visiting popular destinations for events, weekend getaways, accessing rail trails and for fitness, social and recreational purposes. This will have a range of benefits such as boosting tourism and attracting cycle touring visitors.

Generally, the most practical way to connect people between towns is along major urban roads. Secondary routes are typically located within these corridors and can take the form of either on-road (protected) bike lanes or off-road shared paths.

Opportunities which have been identified for creating connections between towns include:

- Linking West Toodyay to Spencers Brook and York via Northam along a primary route (74 km) will provide an attractive route along the Avon River, allowing exploration of the Valley as well as creating a longer ride for connecting key towns and attractions. Shorter portions of the primary route will encourage local commuting.
- Creating a connection from York to Beverley via a transport trail (30 km). This will create a tourist attraction allowing for day trips to experience both the riverine attractions as well as the heritage of the area and farming hinterland. This will also provide opportunities to enhance the knowledge of Aboriginal history, culture and heritage through showcasing seasons and song lines, and recognising important aspects of the area.
- Extending the Turquoise Way path to connect Jurien Bay to Cervantes and the Pinnacles (44 km). As well as providing the base for loop rides around Jurien Bay and Cervantes, this will provide a link between towns and tourist hot spots.
- Linking Clackline to Toodyay via the rail corridor (21 km), providing a connection between the small locality and the larger regional town and capitalising on the potential of cycle-tourism. Creating this connection within the region will also encourage inter-regional connectivity to the Perth metropolitan area. People could choose to cycle from Perth along the future Eastlink route and existing Kep Track trail to Clackline and then continue to cycle north along the unique rail trail into Toodyay.

CASE STUDY: Brookfield to Margaret River via the Wadandi Track

The Wadandi Track is a trail situated on the alignment of the former Busselton-Flinders Bay railway. The track has become increasingly popular with both locals and visitors, providing opportunities for recreational rides as well as scenic food and wine tours with several wineries located within easy reach of the track. Other than recreational benefits, the trail also aims to showcase the area's cultural and heritage significance ranging from the history of local industries to Indigenous values. The long-term vision is for the Wadandi Track to connect Busselton to Augusta, a total distance of 110 kilometres, providing a link between communities and further supporting spur trail developments.



Riders on the Wadandi Track, Margaret River. Credit: K. Stevens

5.5.3 Opportunity: Linking Perth metro to the Central Coast

Long distance bike riding routes cater for the needs and aspirations of experienced riders cycling long distances for recreational and fitness purposes. For this user group, distances of 100 km or more are achievable. This type of bike riding is often carried out on rural and semi-rural roads as a way of minimising the number of disruptions, with sections that may follow busier roads and end up in built-up areas.

Whilst already being popular with a range of bike riding groups, longer distance inter-regional routes also have the potential to attract tourists, given the picturesque scenery encompassing a diverse range of landscapes and numerous connections to accommodation and small local businesses throughout the region.

Inter-regional routes which have been identified include:

- Creating a connection from Perth to Guilderton up to Lancelin via coastal route (122 km). With the current coastal path finishing at Two Rocks, there is an opportunity to continue the path to connect to Guilderton. Another 40 km will connect to Lancelin and include towns of Seabird and Ledge Point. The connection to Guilderton also opens the possibility of longer tourist links through Bindoon and the Avon, ultimately providing a coastal link from Augusta to Jurien Bay and an inland link from Guilderton to Beverley.
- Linking Perth metro to Muchea and Bindoon via a transport trail (33 km). The Northlink Principal Shared Path (PSP) from Ellenbrook in Perth metro currently terminates at Muchea in the Shire of Chittering. Feedback revealed strong interest in extending this route. A transport trail from Muchea to Bindoon would open the opportunity for cycle tourism highlighting the history of the area, as well as linking up with the transport trails linking Toodyay to the east and Gingin and Guilderton to the west. These links will provide potential longer multi-day itineraries that could encourage local stays and promote local stopovers.
- Linking Perth to Northam via Eastlink and the Kep Track (95 km). The proposed new section of the Eastlink, Perth Adelaide National Highway, will provide a direct link between Roe Highway / Toodyay Road intersection and Great Eastern Highway in the Shire of Northam.

This section of the Eastlink will provide a safe, direct route for cyclists to travel from Perth to Northam, replacing a series of existing local distributor routes with little to no cycle infrastructure. Developing Eastlink will require the Kep Track to be upgraded and partially realigned.

CASE STUDY: Munda Biddi Trail

The Munda Biddi Trail is a 1,000 km long track connecting Mundaring to Albany, providing an off-road bike riding experience through an undeveloped natural habitat. Being one of the longest trails in the world, the entire trail can take anywhere from a few days to a few weeks to complete end to end.

The trail connects numerous south-western towns including Collie, Denmark, Nannup, Pemberton and Walpole. The Bunbury-Wellington and Leeuwin-Naturaliste 2050 Cycling Strategies both identify ongoing opportunities to improve connectivity of towns within close proximity to the Munda Biddi Trail, either through new connections (e.g. to Busselton), or through realignments to include towns such as Donnybrook.

Frequently mentioned in the top 10 bike riding holidays globally, the trail is growing in popularity, attracting cycle tourists from both interstate and overseas. The trail features a 'Sea to Summit End 2 End' club as well as hall of fame, providing a further competitive and rewarding incentive to fitness and off-road enthusiasts. Alternatively, the route also provides shorter family friendly and beginner rides, as well as opportunities to learn about the regions and Aboriginal culture and history.



*Rider on the Munda Biddi Trail.
Credit: Department of Transport*

Map 24: Inter Regional Cycling Connections



5.6 Broader consideration of active transport

The provision of infrastructure and programs to enhance bike riding inherently relate to increasing active transport and urban mobility for all ages and abilities. All urban design, planning and construction of transport infrastructure should consider all forms of transport including walking, bike riding, e-rideables, wheelchairs, prams and gophers, as well as private vehicles, public transport and freight. Transport to and planning for the location of and access to activities, attractions, jobs, services and accommodation is key to the provision of accessibility. A connected and safe environment will lead to increased confidence and use by all active transport users.

5.6.1 Opportunity: Considering links with major transport projects

This Strategy contributes to making WA a place where riding is a safe, connected, convenient and widely accepted form of transport. Appropriate infrastructure is vital to encouraging the community to give riding a go. Paths along major road or rail routes can be used for long trips, but they are also suitable for less experienced riders, pedestrians and short trips connecting communities.

The expansion of the long-term cycling network will be delivered as part of State-wide major transport infrastructure projects, such as Northlink, Eastlink and other major regional projects. Planning and construction of these and other regional projects should consider the overall transport needs including active transport.

5.6.2 Opportunity: Considering links with new development

Retrofitting bike riding infrastructure to existing urban areas can be slow and expensive. Therefore, it is critical that new urban growth areas incorporate dense and interconnected networks of bike riding facilities from the outset. When planning the street networks of urban developments, consideration should be given to providing:

- primary routes alongside all main roads, railways and water courses;
- secondary routes along all urban arterials to provide access to local shops, schools and community facilities; and
- local routes along all local access streets.

There are opportunities throughout the Avon Central Coast region to ensure planning for greenfield developments considers appropriate local and regional connections within the LTCN.

5.7 Developing road cycling routes

There is an opportunity to develop road cycling routes for local and visiting road cyclists within the Avon Central Coast region. Road cycling routes are typically conducive to rural and semi-rural roads which have low traffic volumes, scenic landscapes and changes in elevation. The road cycling user group does not typically require (or use) dedicated or protected bike riding infrastructure along these routes, such as shared paths. There is an opportunity to review the key routes being used by road cyclists to improve safety and the overall user experience, as identified in the action plan⁴⁵.

Potential safety enhancements along popular routes could include advisory signage and shoulder widening (particularly on uphill sections).

Further consideration is required to identify the location and preferred treatments for road cycling routes throughout the Avon Central Coast region, as outlined in [Section 6](#) of this Strategy.

5.7.1 Opportunity: Sealing shoulders program

There are several popular road cycling routes in the Avon Central Coast region which have sections of narrow shoulder or no shoulders at all. This can cause the potential for conflict between different road user groups, particularly on heavy vehicle haulage routes and where speed differentials are greatest, such as uphill sections.

Sealed shoulders provide significant safety benefits to all road users by reducing 'run off road' crashes. They also offer maintenance benefits to asset owners. There was a significant input to sealing shoulders on major roads within the region including Brookton Highway, Northam to Toodyay Road, Northam to York Road, Toodyay Road, Great Northern Highway and Indian Ocean Drive.

There is still an opportunity for the Shires of Beverley, Chittering, Dandaragan, Gingin, Northam, Toodyay and York along with Main Roads WA to target the provision of sealed shoulders on road cycling routes in a manner that also reduces conflicts between cyclists and other road users.

5.7.2 Opportunity: Increasing awareness of road cycling routes through signage and delineation

Clear signage and delineation of popular road cycling routes can help to reduce actual and perceived levels of conflict between road users. The Shire of Busselton installed static and interactive roadside signage to trial its effectiveness in spreading the message that the road is a shared asset and that cyclists are a legitimate road user⁴⁶.

Signage and delineation can be used to highlight known conflict areas (for example, where bike riding routes cross major haulage routes) as well as informing motorists that they are likely to encounter cyclists along these routes. Delineating road cycling routes is also helpful for visitors and could be tied to a promotional campaign to attract more road cyclists to the area, or to encourage them to stay longer.

Several initiatives can be introduced including:

- Installing 'share the road' or 'road cycling route' type signage along popular bike riding routes;
- Installing warning signs where cycle groups regularly cross or join major haulage routes; and
- Trialling activated warning lights or signs at pinch points.

Such initiatives would need to be progressed by the Shires of Beverley, York, Chittering, Gingin, York, Dandaragan and Northam with Main Roads WA and the Road Safety Commission.

Case Study: The Wolf Pack Route, Geraldton

The Road Safety Commission worked with the City of Greater Geraldton and Shire of Chapman Valley to improve outcomes for sports cyclists along the Wolf Pack Route. The initiative has involved installing static 'share the road' signage along sections of the route to help raise awareness of cyclists and prevent and reduce conflict between cyclists and drivers.

Outcomes of the initiative will be evaluated by the Road Safety Commission and may result in the signage being installed along the entire route. There may also be opportunities to install more sophisticated measures in the future, such as shoulder widening (particularly on uphill sections) and activated warning lights.



*Wolf Pack riders in Geraldton.
Credit: City of Greater Geraldton*

6. Action Plan

This section outlines the strategic priorities that are proposed to be progressed over the next five years. This approach will help enable the Avon Central Coast region to realise its long-term bike riding potential over time. The priorities have been informed by community and stakeholder consultation throughout the project, as summarised in Appendix C.

A key consideration for new paths and trails in this region is the location of public drinking water source areas. Appropriate consultation should be undertaken with DWER prior to development. Similarly transport trails and new routes through reserve areas should be referred to the DBCA at an early stage of the design process.

The Action Plan outlined is aspirational. In many cases, local governments may have limited funds or internal capacity to progress projects. The intent of the Action Plan is to highlight the opportunities in the region so as if and when finances and capacity permits, or when alternative funding opportunities arise, readily identified projects may be able to be progressed. In addition, the ongoing maintenance of new infrastructure which is regional in nature, may be a burden on a small local government. Consideration of future funding sources for regional assets to be maintained needs to be explored.

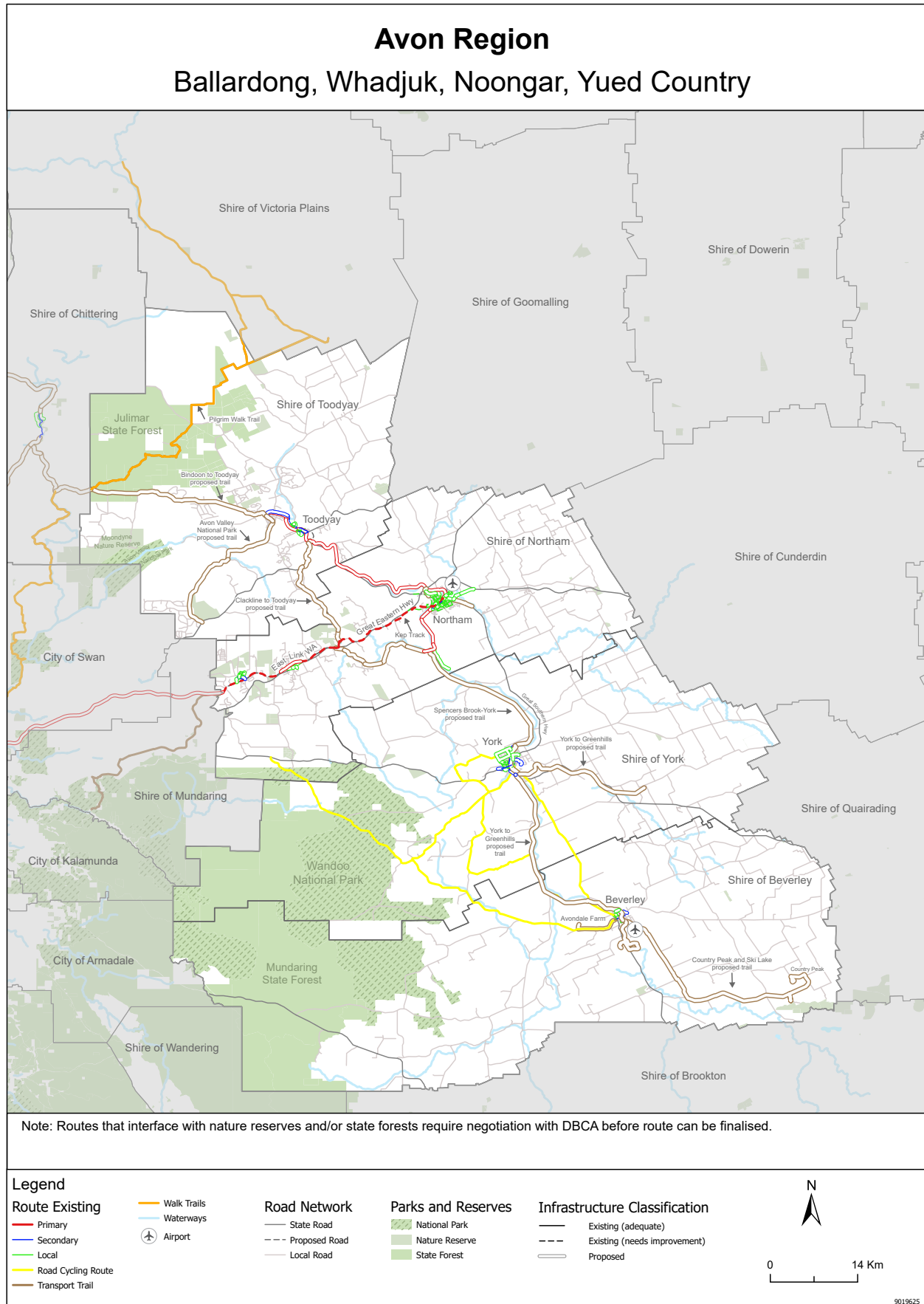
6.1 The existing cycling networks

To inform the action plan's strategic priorities, each route within the 2050 cycling network was classified as one of the following:

- **Existing (adequate)** – the level of service reflects current best practice for this type of bike riding route (as defined in the route hierarchy);
- **Existing (needs improving)** – although possible to cycle along this corridor, the level of service provided does not reflect current best practice for this type of bike riding route (as defined in the route hierarchy); or
- **Non-existent (proposed)** – it is either not possible to cycle along this route due to the corridor being non-existent, or, because of existing road conditions, most people are unable to cycle comfortably.

These classifications are reflected in the maps on the following pages, with each route classified as either existing (adequate), existing (substandard) or non-existent (proposed), and considered in the context of the five-year timeframe of this action plan.

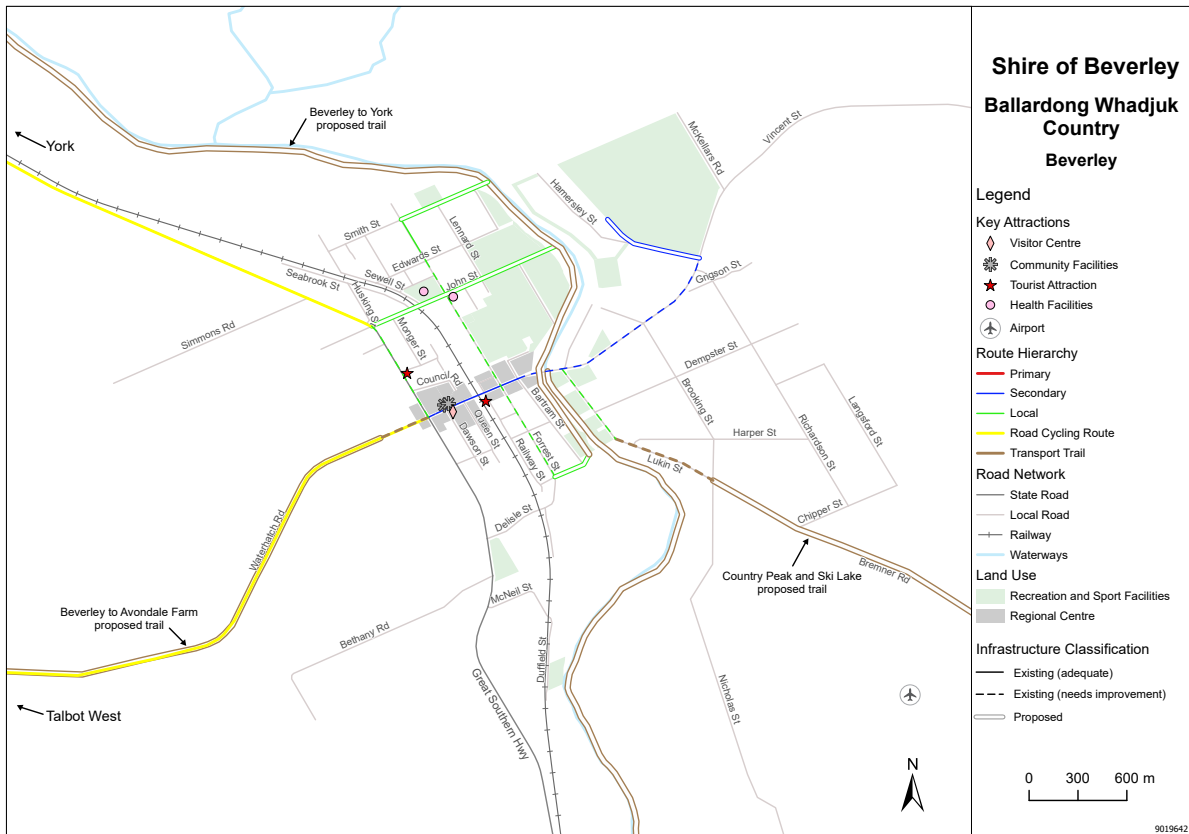
Map 25: Infrastructure Classification – Avon Region



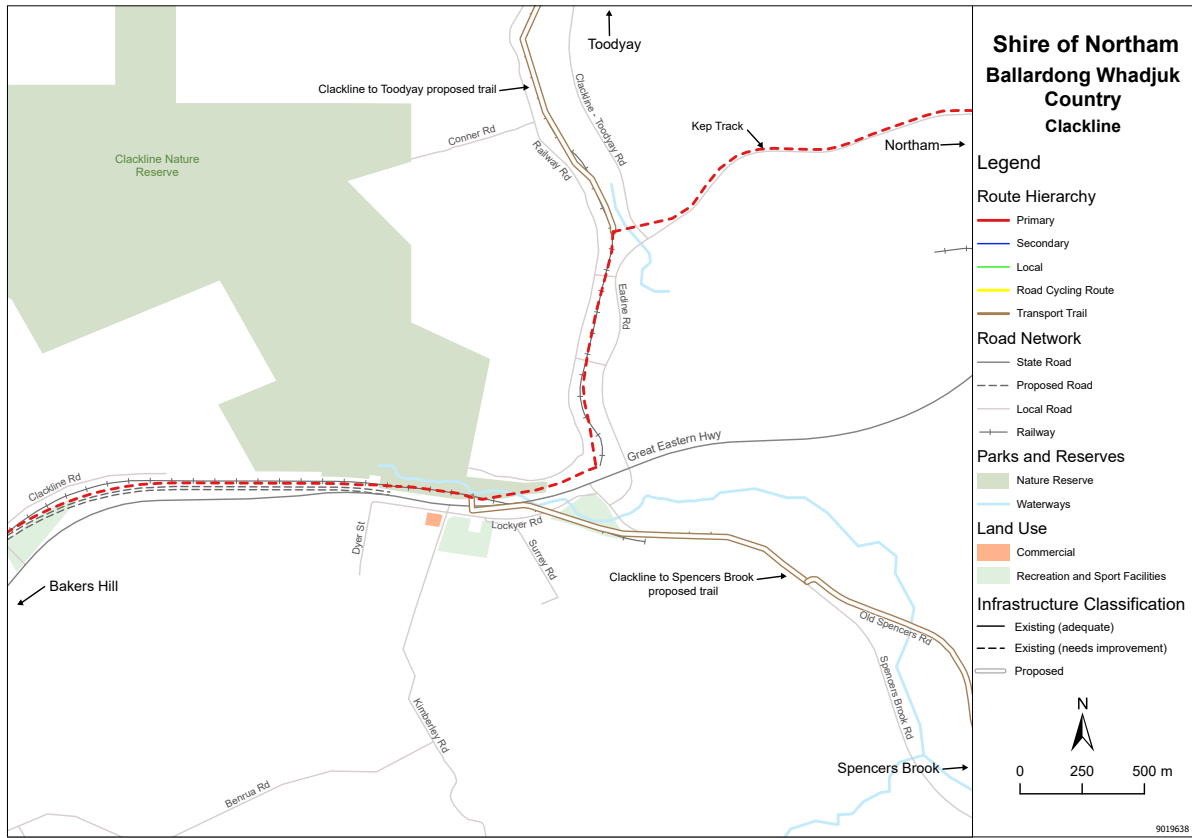
Map 26: Infrastructure Classification – Bakers Hill (Ballardong, Whadjuk Country)



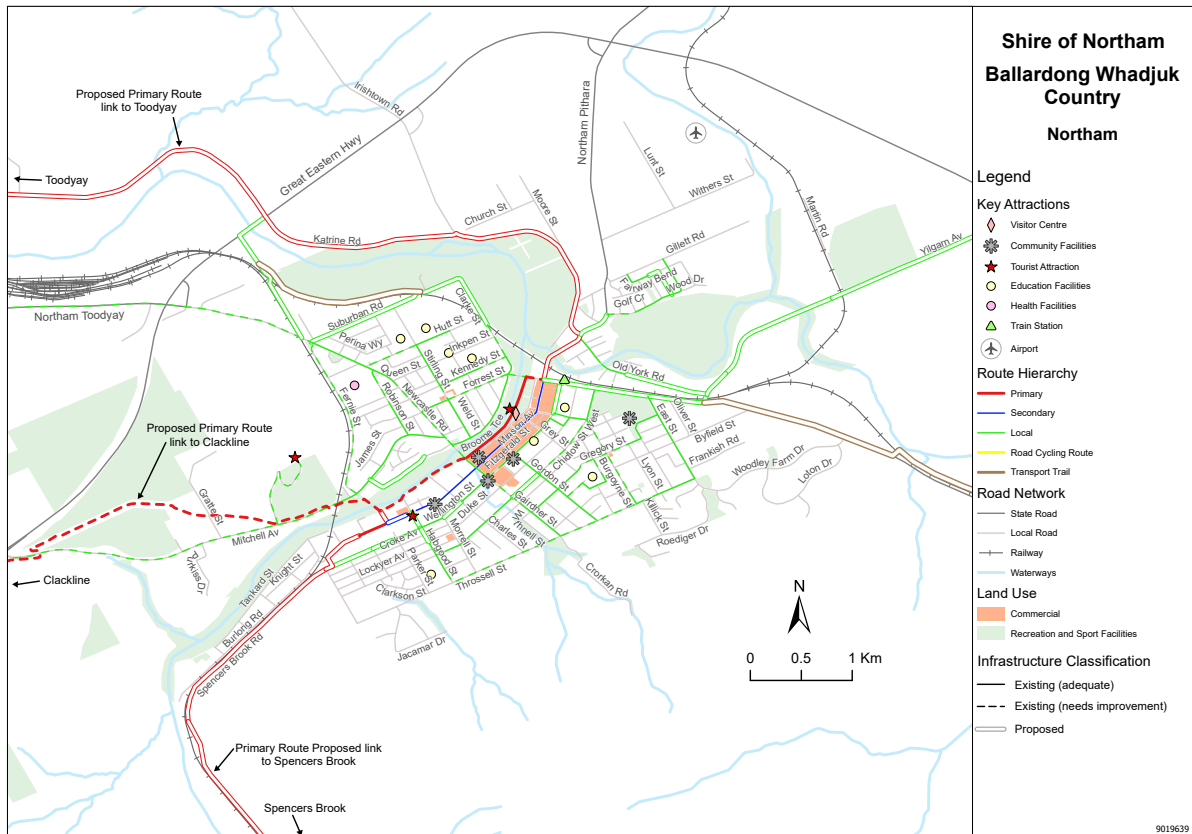
Map 27: Infrastructure Classification – Beverley (Ballardong, Noongar Country)



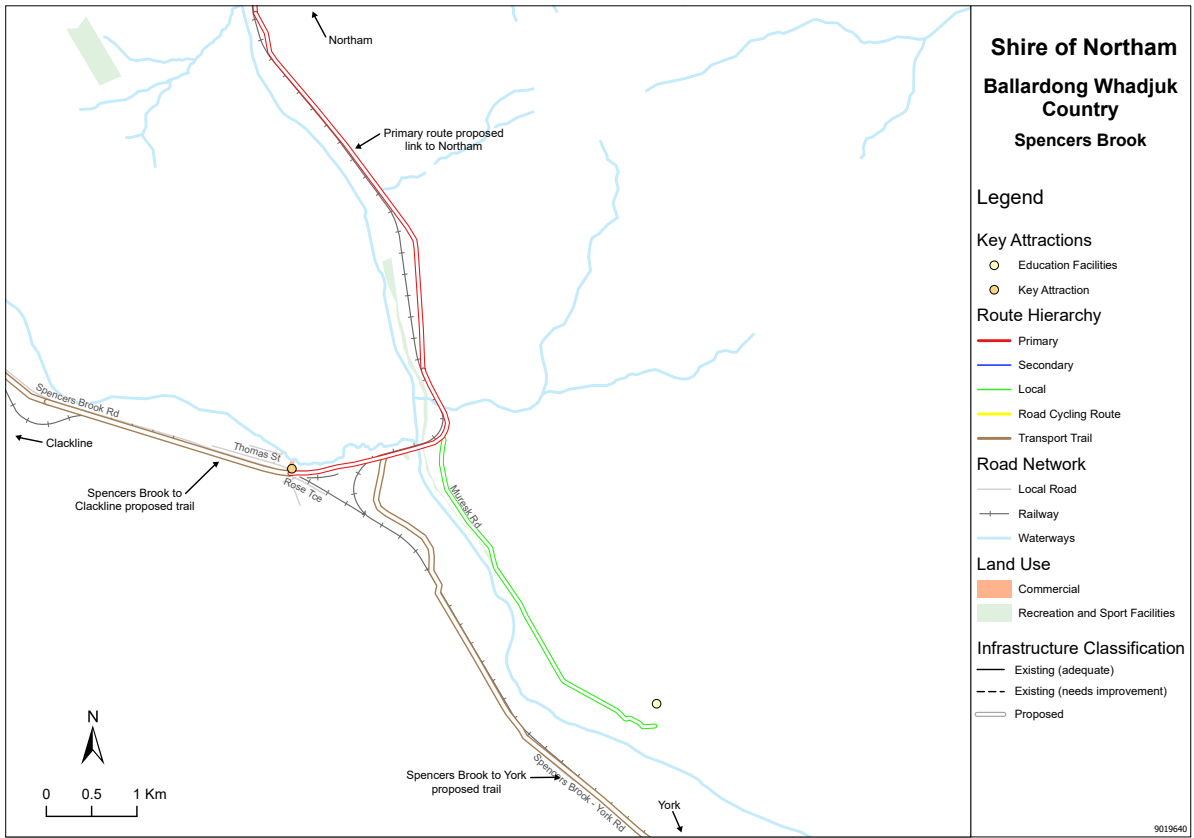
Map 28: Infrastructure Classification – Clackline (Ballardong, Whadjuk Country)



Map 29: Infrastructure Classification – Northam (Ballardong, Whadjuk Country)



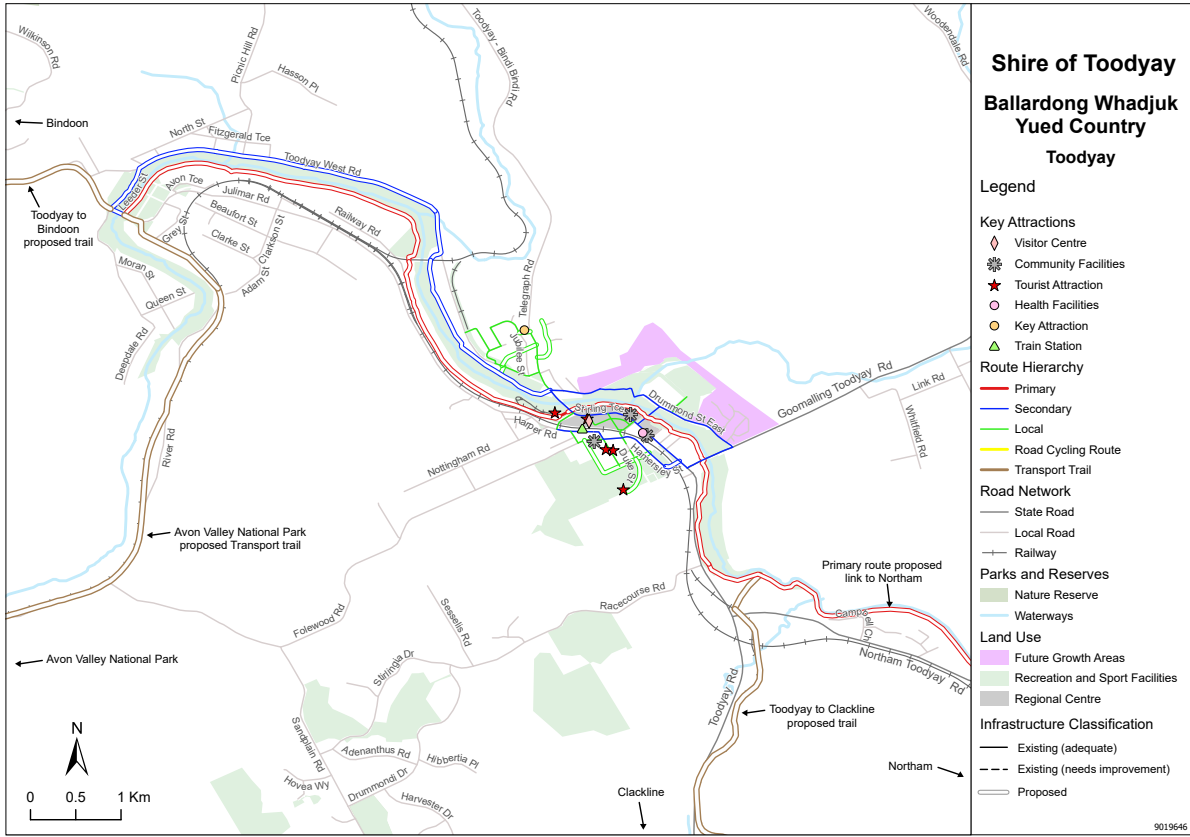
Map 30: Infrastructure Classification – Spencers Brook (Ballardong, Whadjuk Country)



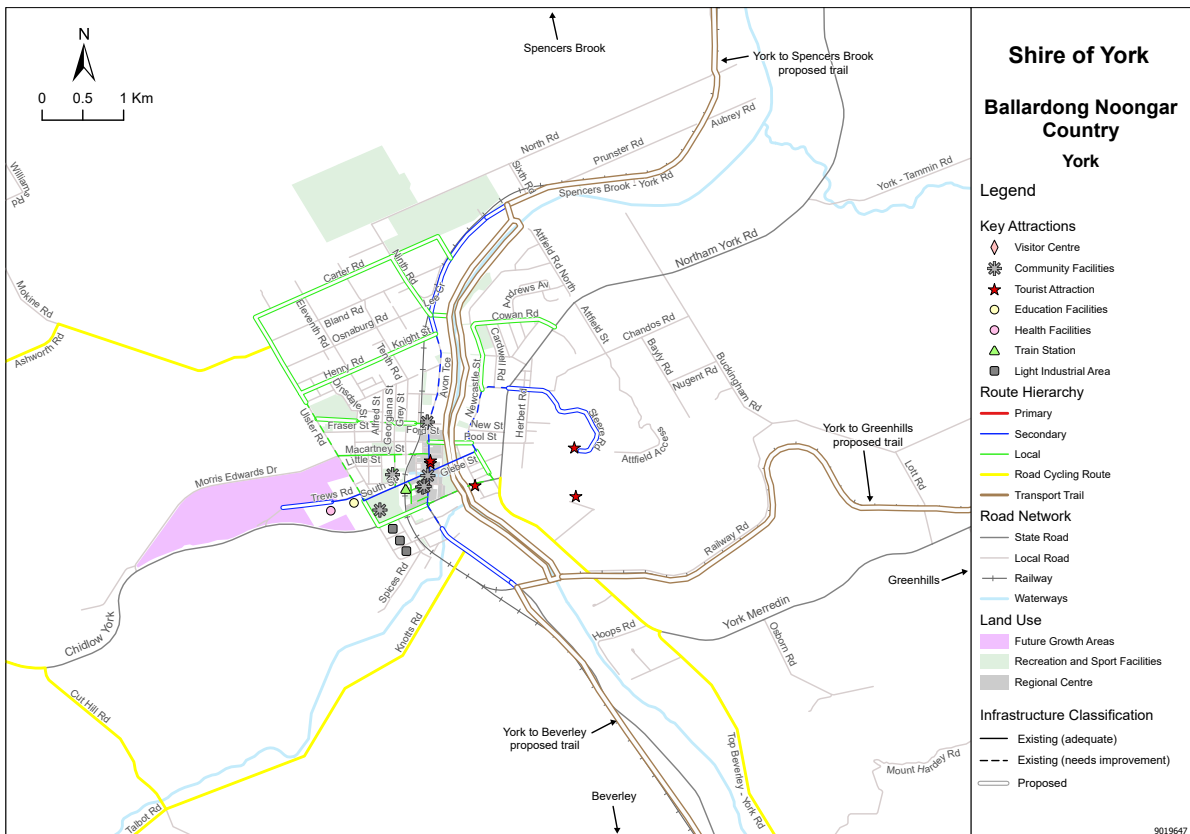
Map 31: Infrastructure Classification – Wundowie (Ballardong, Whadjuk Country)



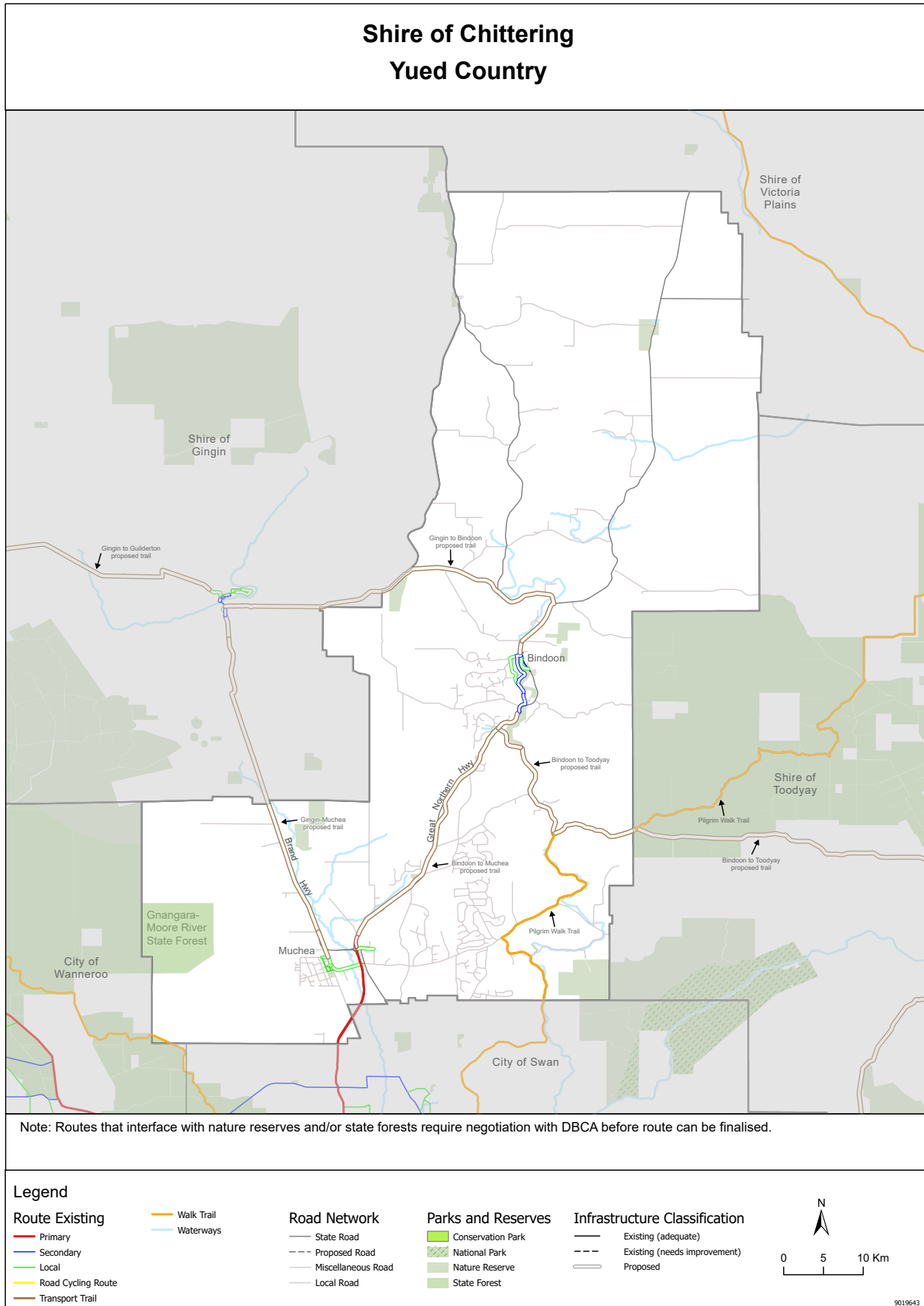
Map 32: Infrastructure Classification – Toodyay, (Ballardong, Yued, Whadjuk Country)



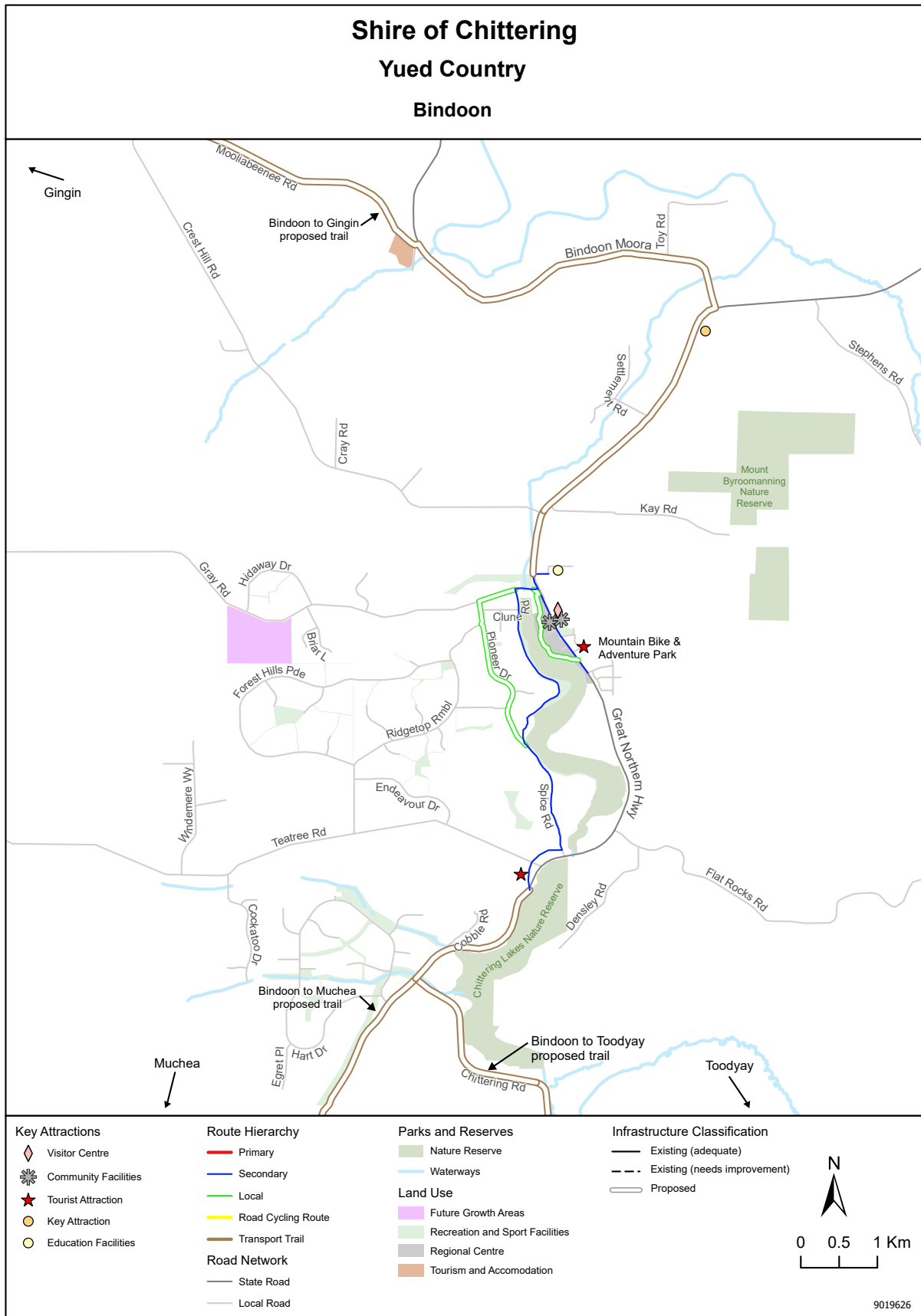
Map 33: Infrastructure Classification – York (Ballardong, Noongar Country)



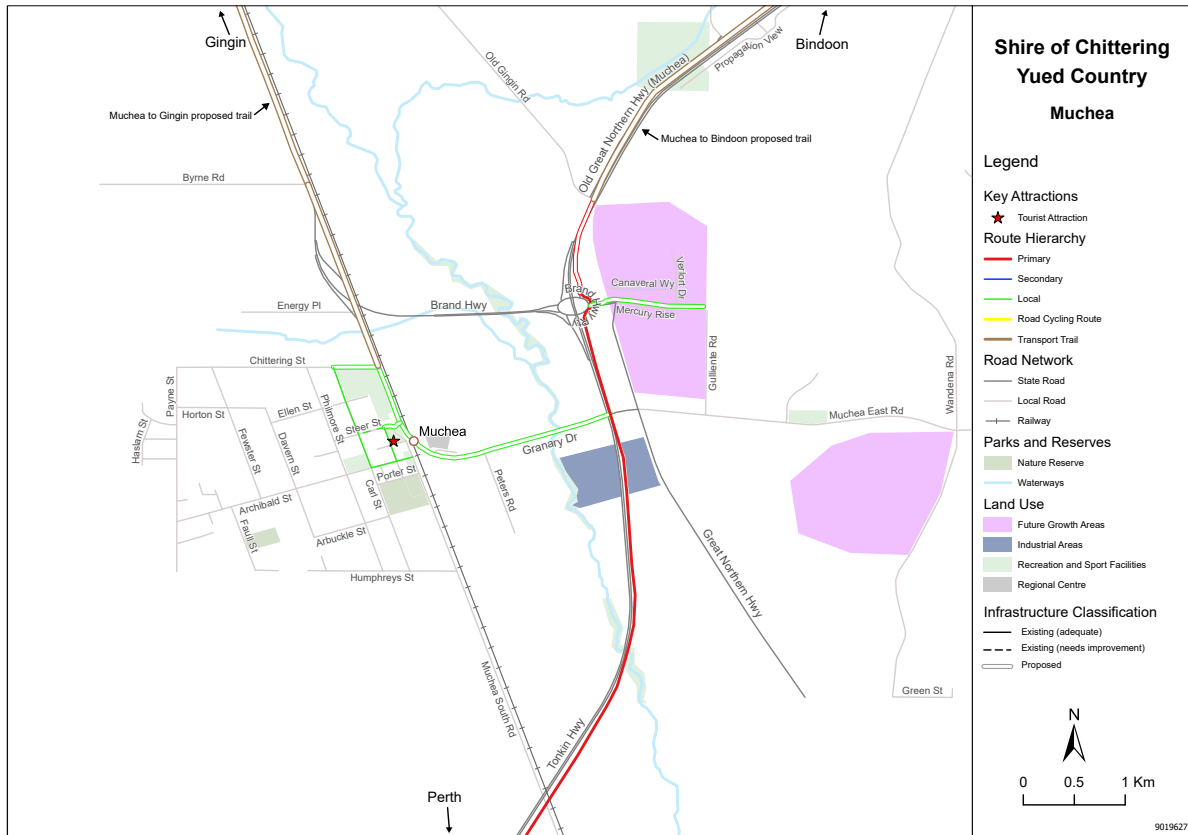
Map 34: Infrastructure Classification – Shire of Chittering (Yued Country)



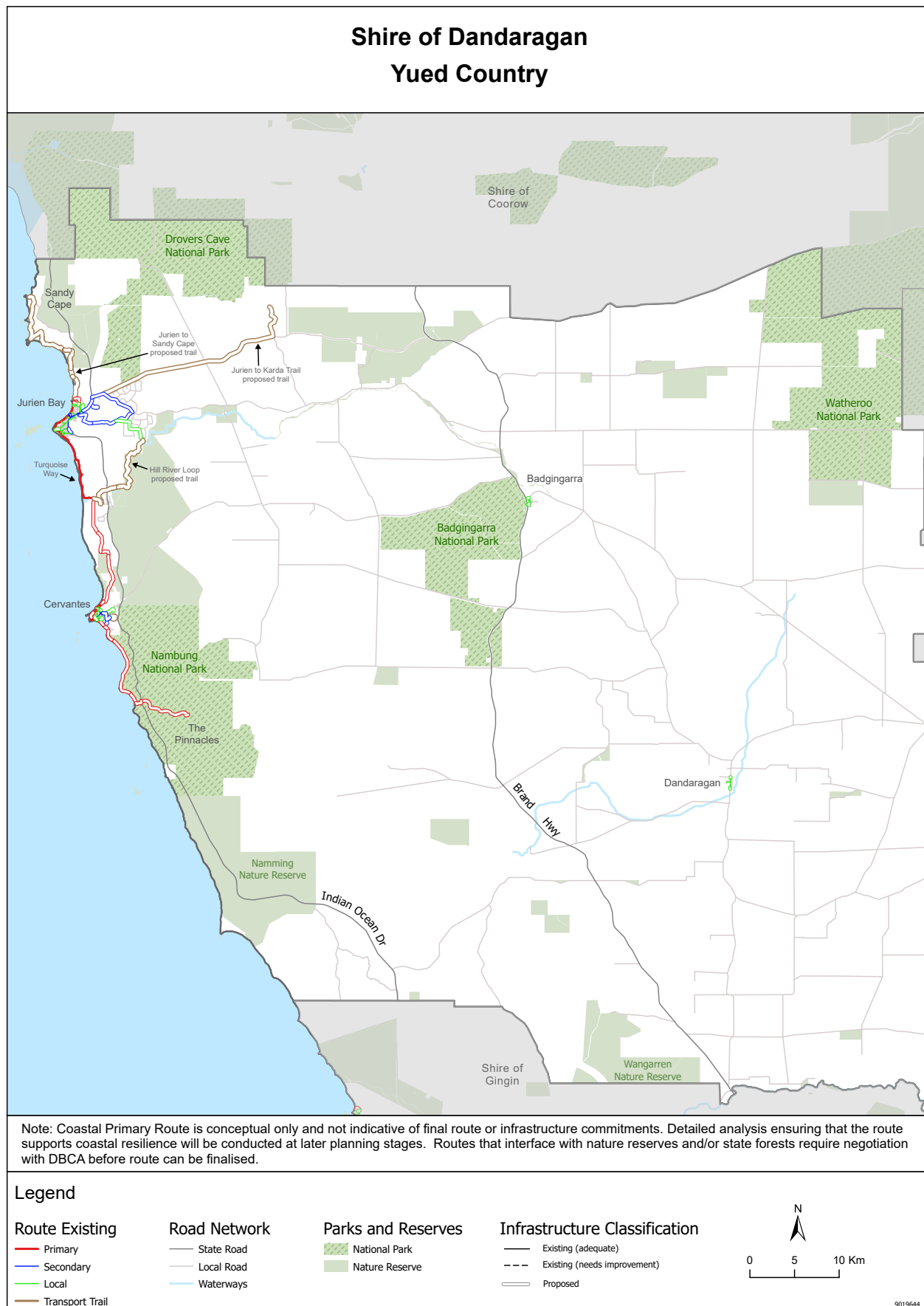
Map 35: Infrastructure Classification – Bindoon (Yued Country)



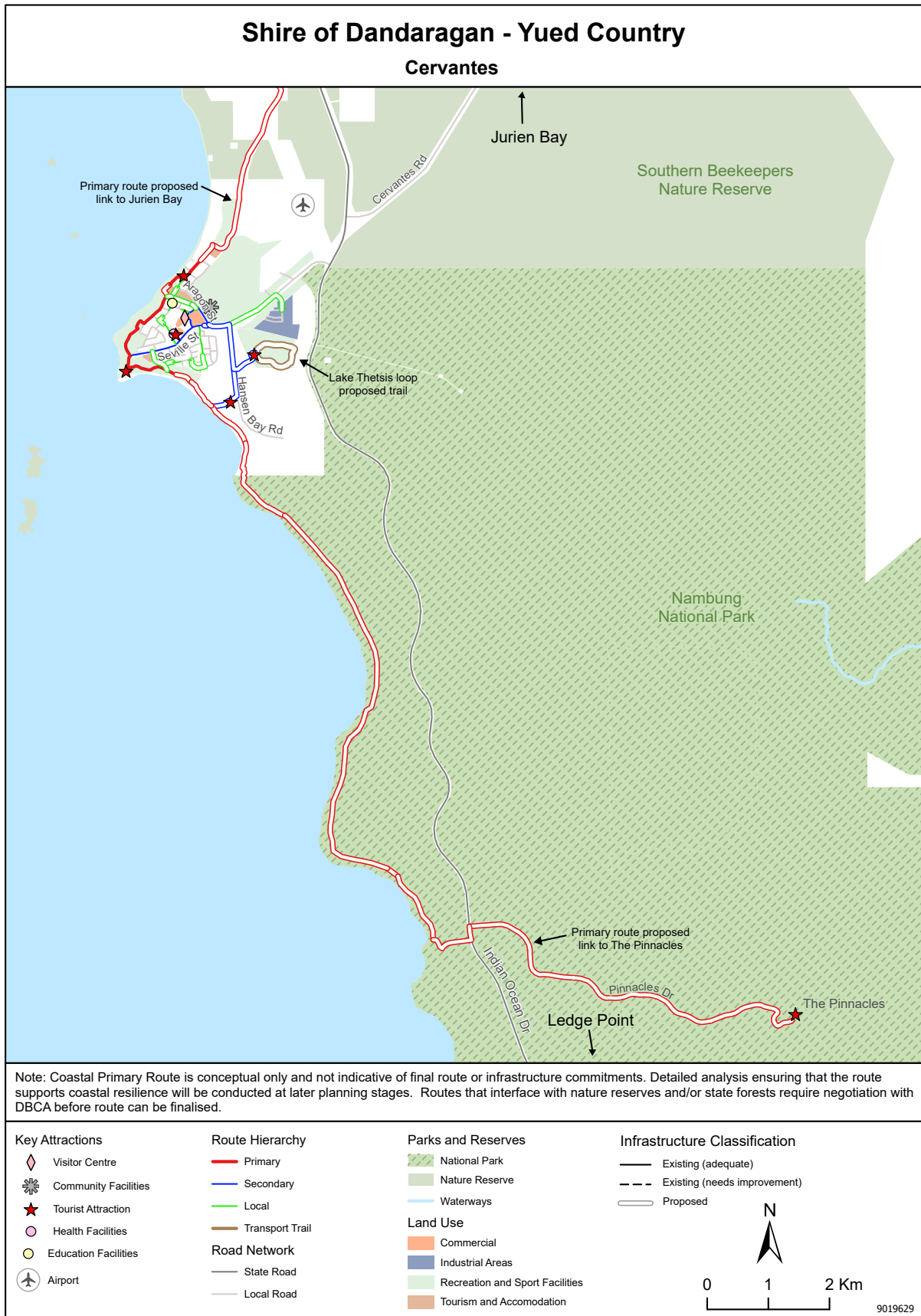
Map 36: Infrastructure Classification – Muchea (Yued Country)



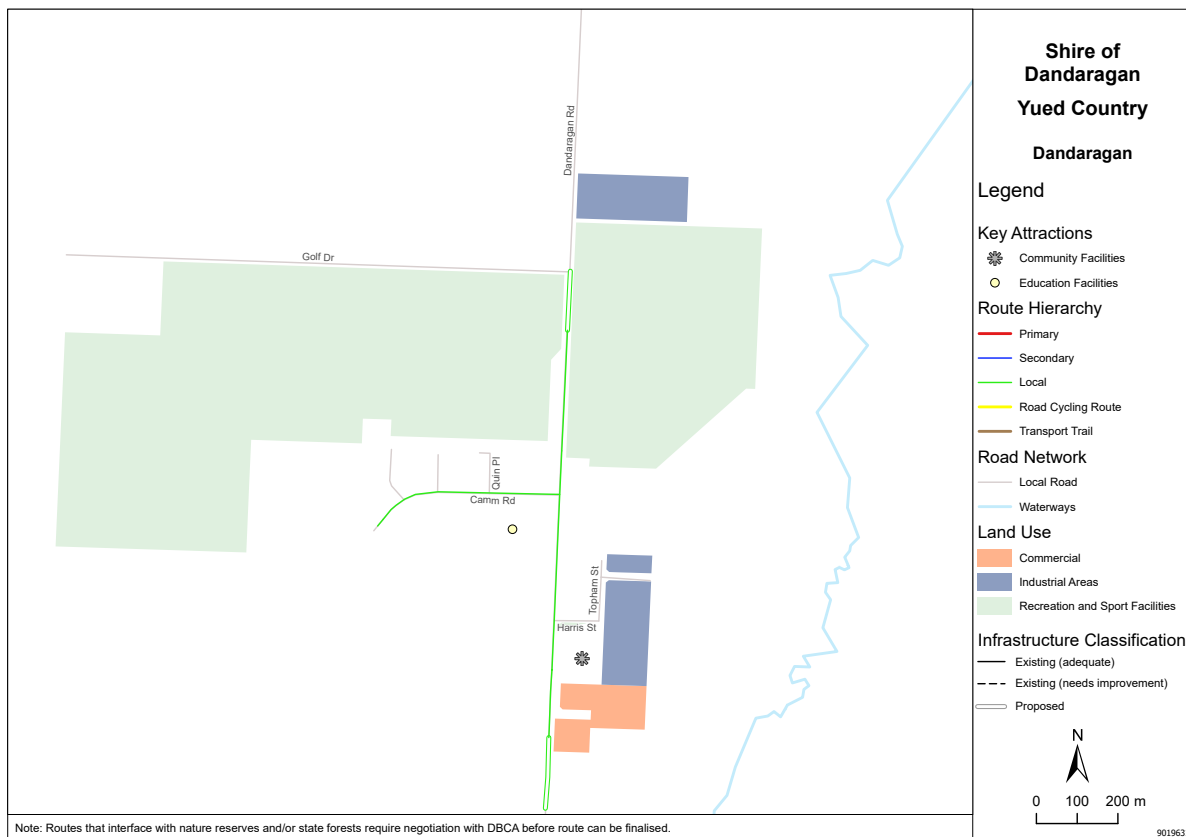
Map 37: Infrastructure Classification – Shire of Dandaragan (Yued Country)



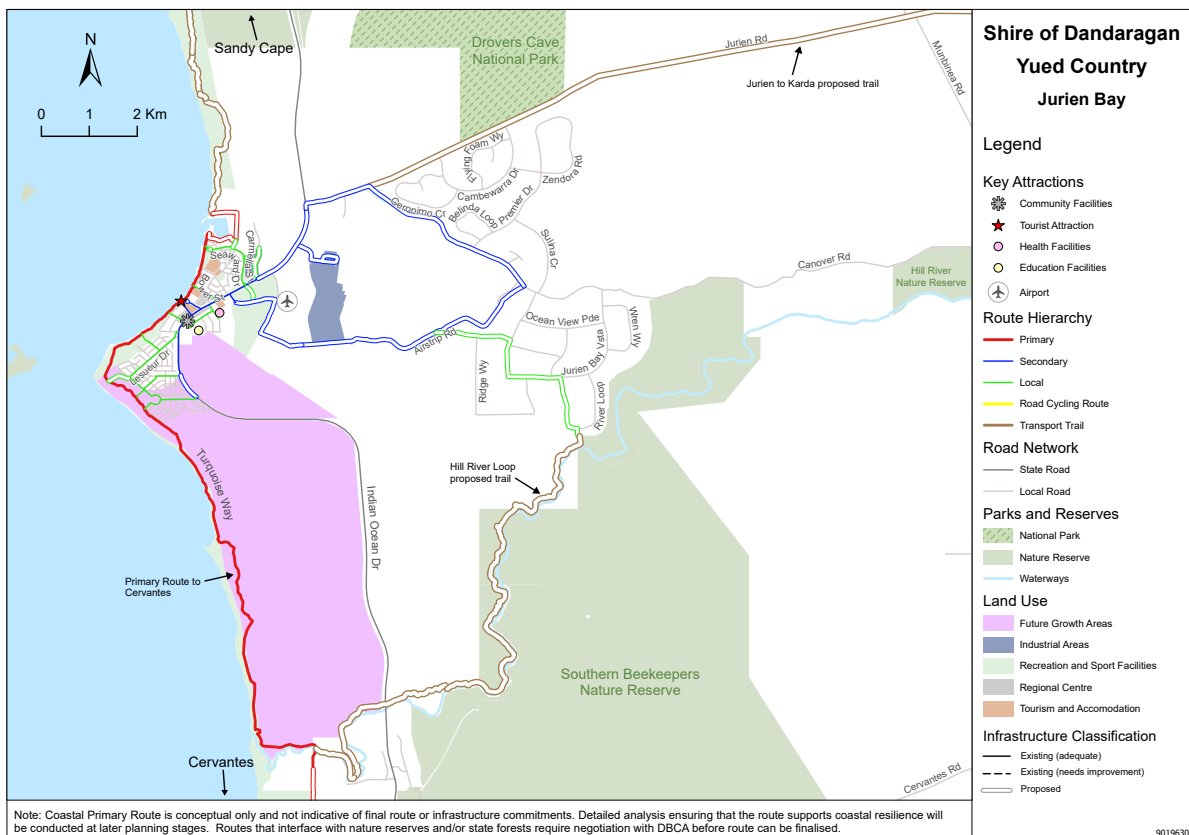
Map 38: Infrastructure Classification – Cervantes (Yued Country)



Map 39: Infrastructure Classification – Dandaragan (Yued Country)



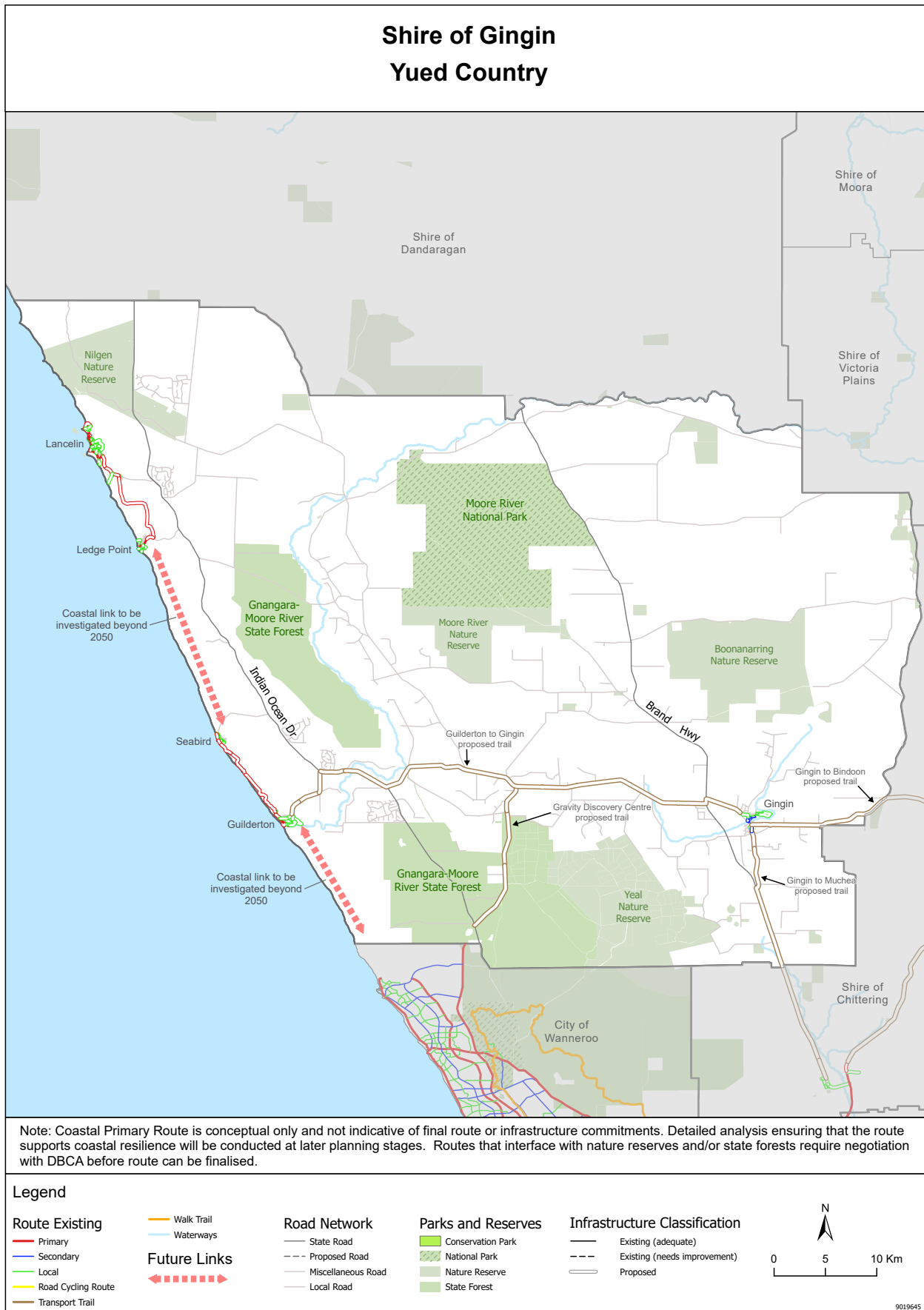
Map 40: Infrastructure Classification – Jurien Bay (Yued Country)



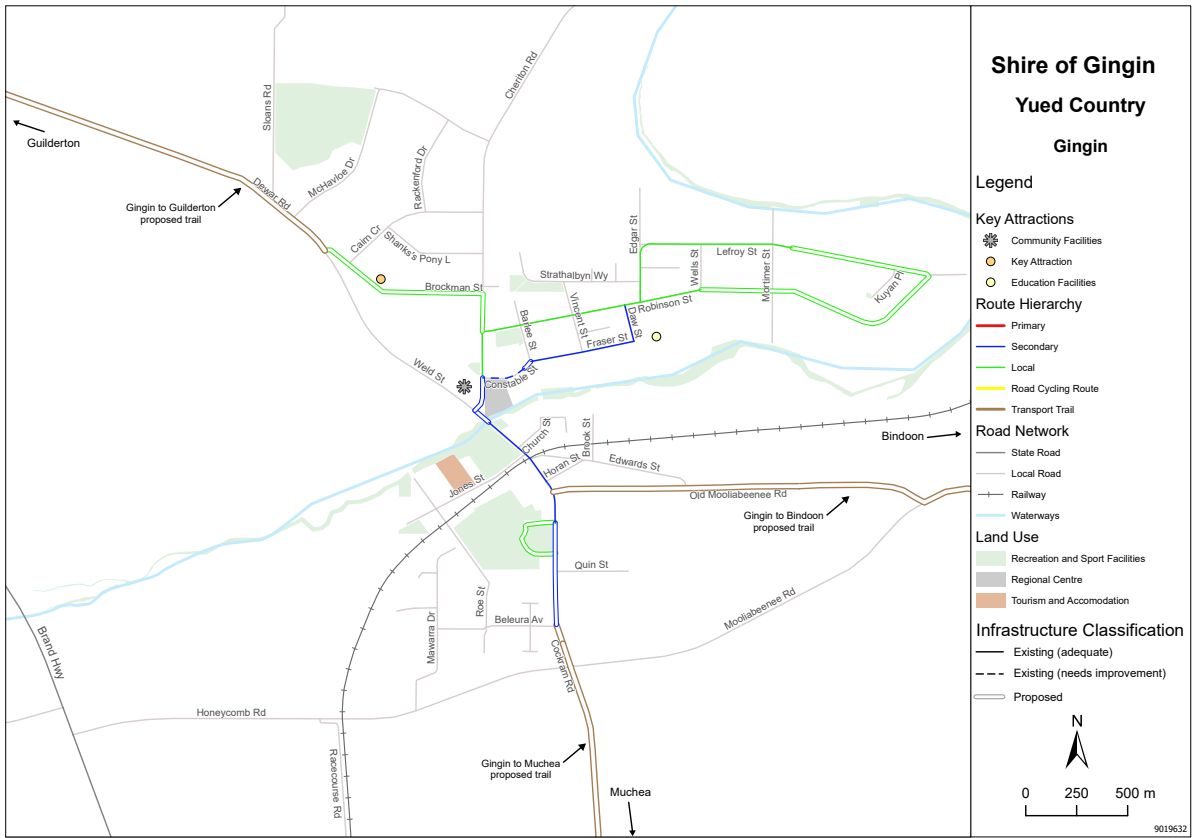
Map 41: Infrastructure Classification – Badgingarra (Yued Country)



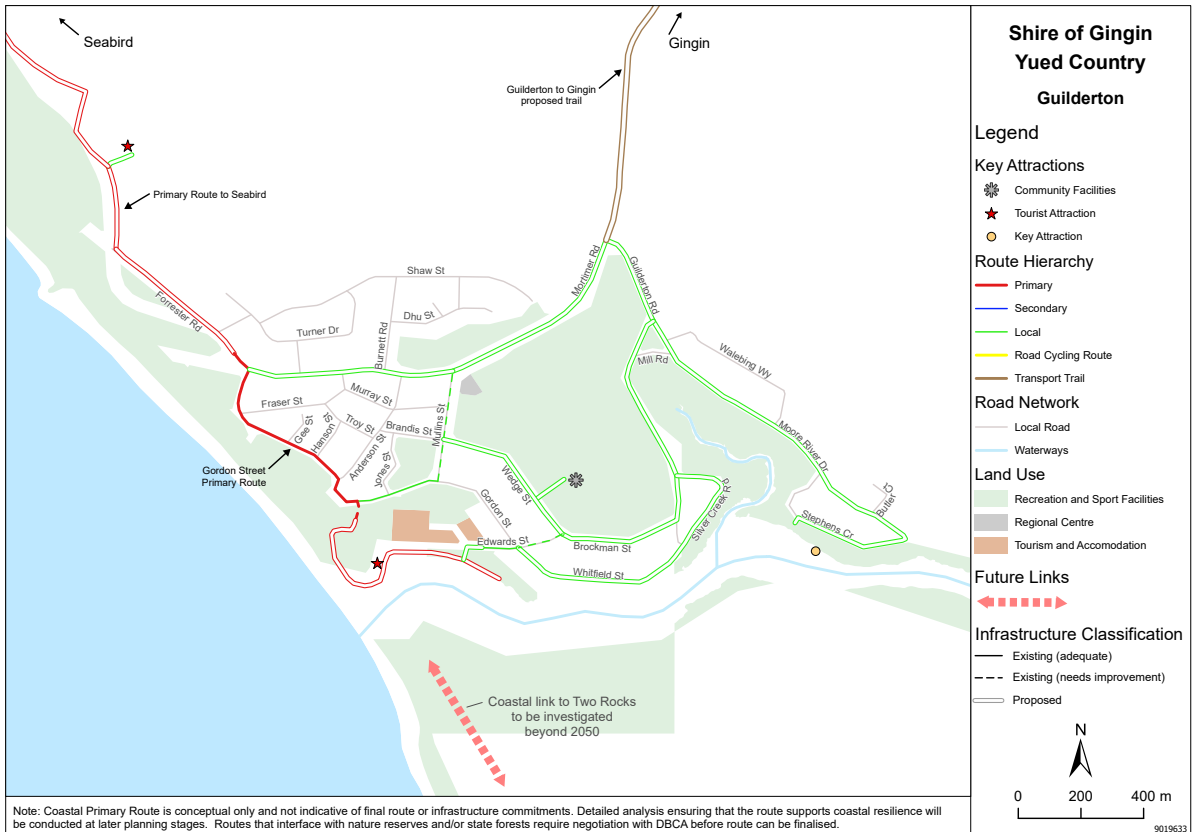
Map 42: Infrastructure Classification – Shire of Gingin (Yued Country)



Map 43: Infrastructure Classification – Gingin (Yued Country)

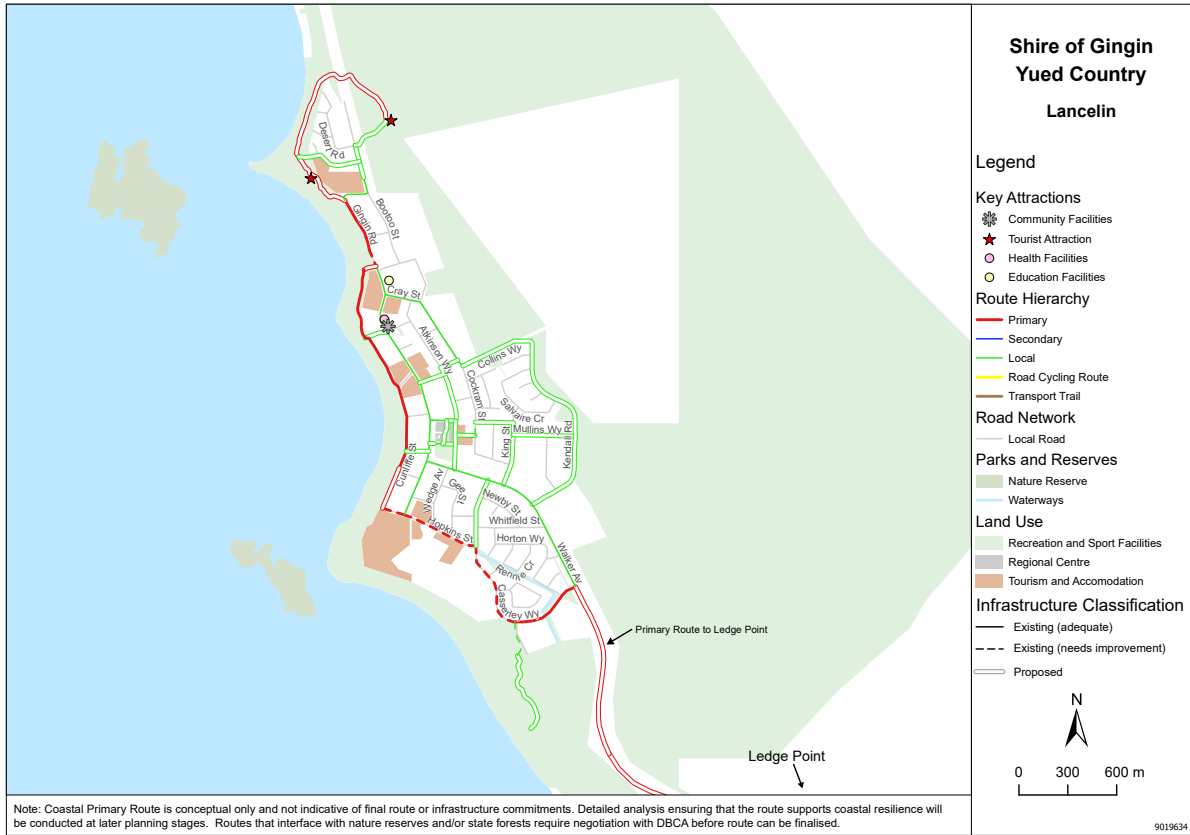


Map 44: Infrastructure Classification – Guilderton (Yued Country)

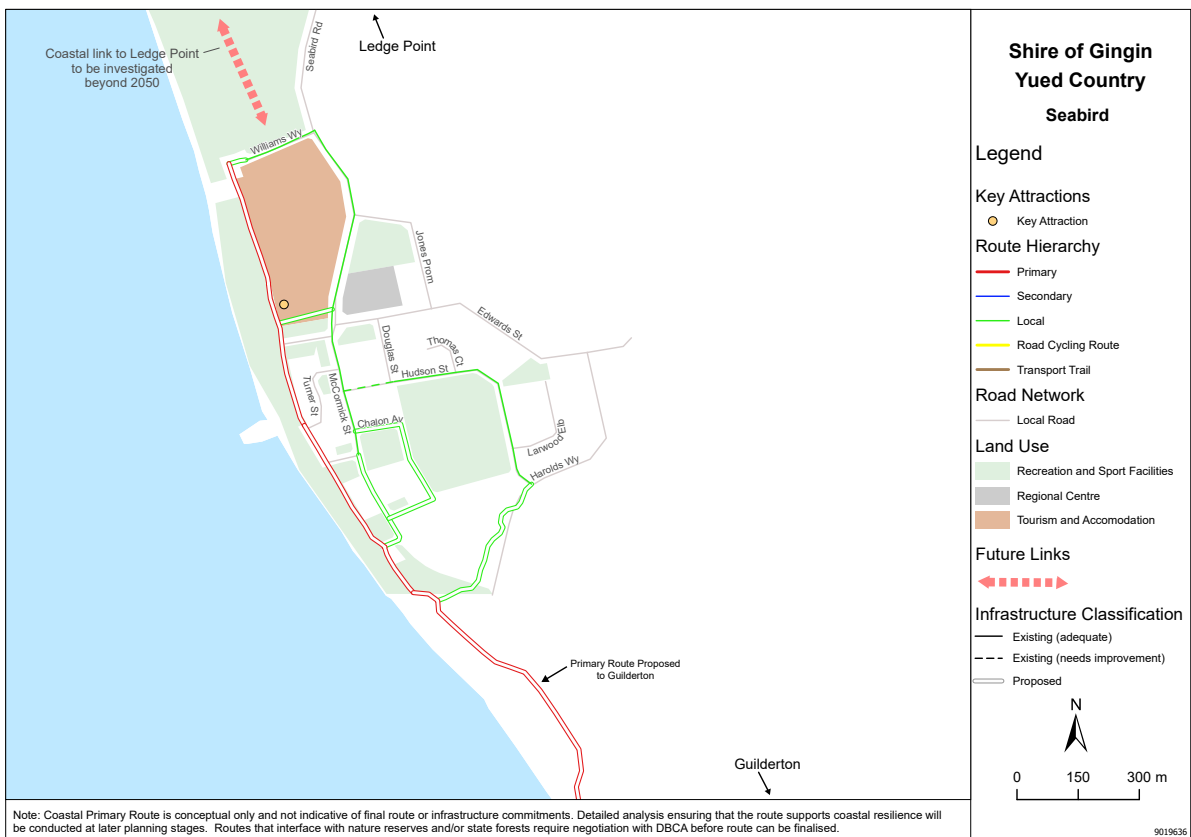


Note: Coastal Primary Route is conceptual only and not indicative of final route or infrastructure commitments. Detailed analysis ensuring that the route supports coastal resilience will be conducted at later planning stages. Routes that interface with nature reserves and/or state forests require negotiation with DBCA before route can be finalised.

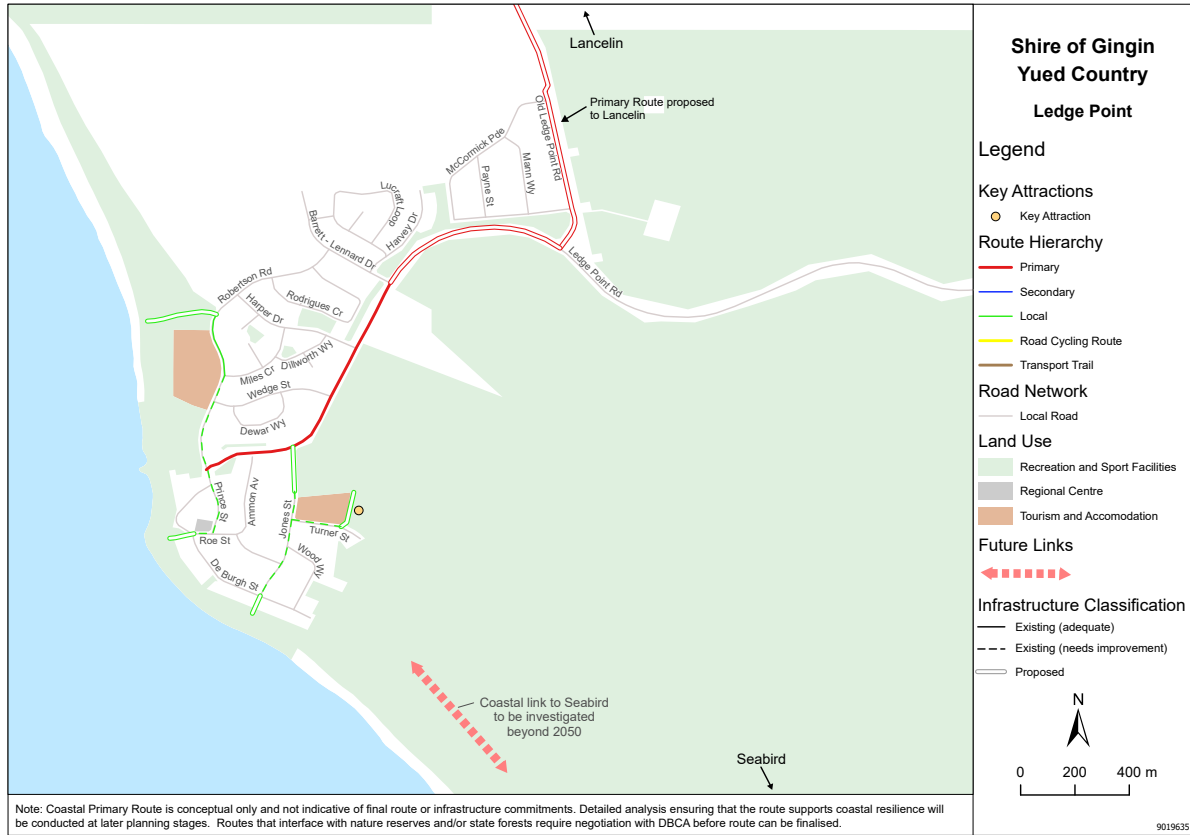
Map 45: Infrastructure Classification – Lancelin (Yued Country)



Map 46: Infrastructure Classification – Seabird (Yued Country)



Map 47: Infrastructure Classification – Ledge Point (Yued Country)



6.2 Priority projects

The following tables identify the strategic priorities for bike riding in the Avon Central Coast region, if and when organisational and funding capacity permits. Broadly categorised as:

- Short term (to commence within 1-3years);
- Medium term (to commence within 4-5 years); and
- Long term (to commence in 5+ years).

6.2.1 Shire of Beverley (Ballardong, Noongar Country)

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|-------------|-----------|--|----------------------------------|--|--------------------|
| Short term | B1 | York – Bruce Rock Rail Trail | Feasibility | Collaborate with DoT and Shires of York, Quairading and Bruce Rock to support the feasibility study of a transport trail between York and Bruce Rock. | Transport trail |
| Short term | B2 | Beverley Trails Study | Feasibility | Undertake a feasibility study to determine route staging and priorities across all trails in the Shire. | Transport trails |
| Short term | B3 | Beverley Heroics Road Cycling Route | Feasibility | Collaborate with DoT and WestCycle to undertake feasibility to provide warning signage and wayfinding to show road cycling route and consider options to provide increased safety. | Road cycling route |
| Short term | B4 | Commonage Hill Trail | Design | Design of Commonage Hill to connect historical precinct to Commonage Hill recreation trails via river side trail. | Transport trails |
| Short term | B5 | Beverley Trails Network Stage 1 | Design | Design Stage 1 of 3 of transport trails. | Transport trail |
| Short term | B6 | Commonage Hill Trail | Construct | Construct Commonage Hill Trail. | Transport trails |
| Short term | B7 | Beverley Trails Network Stage 1 | Construct | Construct Stage 1 of 3 of transport trails. | Transport trails |
| Short term | B8 | Beverley to Mundaring Road Cycling Route | Feasibility / Design / Construct | Collaborate with DoT to provide warning signage and wayfinding to show road cycling route along Talbot Road West and consider options to provide increased safety. | Road cycling route |
| Medium term | B9 | Beverley Trails Network Stage 2 | Design | Design Stage 2 of 3 of transport trails. | Transport trails |
| Medium term | B10 | Beverley Trails Network Stage 2 | Construct | Construct Stage 2 of 3 of transport trails. | Transport trails |

Shire of Beverley (Ballardong, Noongar Country) continued

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|------------------|-----------|--|-----------------------------------|--|------------------|
| Long term | B11 | Beverley Trails Network Stage 3 | Design and construct | Design and construct Stage 3 of 3 of transport trails. | Transport trails |
| Long term | B12 | Toodyay to Beverley Avon River Trail | Feasibility, design and construct | Collaborate with DoT and the Shires of Northam, Toodyay and York to conduct feasibility, design and construct a transport trail between York and Beverley. | Transport trail |
| Long term | B13 | Upgrading Hunt Road (John Street to Vincent Street) | Design and construct | Design and construct path infrastructure upgrades on Hunt Road between John Street and Vincent Street to improve access to shopping areas and caravan parks and accommodation. | Local |
| Long term | B14 | Smith Street (Forrest Street to York to Beverley Trail) | Design and construct | Design and construct path on Smith Street between Forrest Street and Beverley Trail to improve local residential connectivity and provide access to recreational trail. | Local |
| Long term | B15 | Taylor Street (Forrest Street to York to Beverley Trail) | Design and construct | Design and construct path on Taylor Street between Forrest Street to provide access to recreational trail. | Local |
| Long term | B16 | Hamersley Street (Vincent Street to Beverley Racecourse) | Design and construct | Design and construct path on Hamersley Street between Vincent Street and Beverley Racecourse to provide access to recreational destination. | Secondary |

6.2.2 Shire of Chittering (Yued Country)

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|-------------|-----------|--|----------------------|--|--------------------------|
| Short term | C1 | Muchea to Bindoon | Feasibility | Conduct a feasibility study of a trail between Muchea and Bindoon. | Primary, Transport trail |
| Short term | C2 | Muchea to Bindoon Stage 1 | Design | Design Stage 1 of 3 of Muchea to Bindoon trail. | Primary, Transport trail |
| Short term | C3 | Granary Drive (Tonkin Highway to Edwards Place) | Construct | Collaborate with Main Roads WA to construct a path on Granary Drive between Tonkin Highway and Edwards Place to improve connection and create an 'anchor' between established Muchea town commercial area and Tonkin Highway / Great Northern Highway. | Local |
| Short term | C4 | Muchea to Bindoon Stage 1 | Construct | Construct Stage 1 of 3 of Muchea to Bindoon trail. | Transport trail |
| Short term | C5 | Muchea to Bindoon Stage 2 | Design | Design Stage 2 of 3 of Muchea to Bindoon trail. | Transport trail |
| Short term | C6 | East Lake Needoonga Path (Gray Road to Great Northern Highway after Casuarina Close) | Design and construct | Design and construct a path, east of Lake Needoonga between Gray Road and Great Northern Highway after Casuarina Close. This link will provide a link between the shopping area, health facility and Lake Needoonga. | Local |
| Medium term | C7 | Muchea to Bindoon Stage 2 | Construct | Construct Stage 2 of 3 of Muchea to Bindoon trail. | Transport trail |
| Medium term | C8 | Muchea to Bindoon Stage 3 | Design | Design Stage 3 of 3 of Muchea to Bindoon trail. | Transport trail |
| Medium term | C9 | Great Northern Highway (Binda Place to Learners Way) | Design and construct | Design and construct a path on Great Northern Highway between Binda Place and Learners Way to complete the missing link along the route and improving access between key destinations. | Secondary |
| Medium term | C10 | Muchea to Bindoon Stage 3 | Construct | Construct Stage 3 of 3 of Muchea to Bindoon trail. | Transport trail |

Shire of Chittering (Yued Country) continued

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|------------------|------------------|--|----------------------|---|------------------|
| Long term | C11 | Muchea PSP to Muchea Bike Path | Design and construct | Construct a path from the PSP on Tonkin Highway / Great Northern Highway to Muchea BP stop and future growth area. | Local |
| Long term | C12 | Chittering Street (Granary Drive to Carl Street) | Design and construct | Design and construct a path on Chittering Street between Granary Drive and Carl Street to improve access to recreational destination. | Local |

6.2.3 Shire of Dandaragan (Yued Country)

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|--------------------|-----------|---|----------------------|--|------------------|
| Short term | D1 | Turquoise Way Path Extension | Feasibility | Conduct feasibility study to extend coastal path from Hill River to Cervantes. | Primary |
| Short term | D2 | Turquoise Way Path Extension Stage 1 | Design | Design Stage 1 of 2 of coastal route between Jurien Bay to Cervantes. | Primary |
| Short term | D3 | Linking Jurien Bay town centre to residential estates, Alta Mare and Jurien Heights | Design | Design paths linking Jurien Bay town centre to residential estates. | Secondary, Local |
| Short term | D4 | Cervantes to the Pinnacles | Feasibility | Undertake feasibility study of coastal route between Cervantes and the Pinnacles. | Primary |
| Short term | D5 | Turquoise Way Path Extension Stage 2 | Design | Design Stage 2 of 2 of coastal route between Hill River to Cervantes. | Primary |
| Short term | D6 | Dandaragan Road Path Extension | Design and construct | Design and construct path to complete missing link between last house and recreational facility. | Local |
| Medium term | D7 | Hansen Bay Road (Cervantes Road to Hansen Bay Lookout) | Design and construct | Design and construct path to Hansen Bay Lookout and connect to proposed coastal route. | Secondary |
| Medium term | D8 | Linking Jurien Bay town centre to residential estates, Alta Mare and Jurien Heights | Construct | Construct paths linking Jurien Bay town centre to residential estates. | Secondary, Local |
| Medium term | D9 | Cervantes to the Pinnacles | Design | Design coastal route between Cervantes and the Pinnacles. | Primary |
| Long term | D10 | Turquoise Way Path Extension Stage 1 | Construct | Construct Stage 1 of 2 of coastal route between Hill River to Cervantes. | Primary |
| Long term | D11 | Turquoise Way Path Extension Stage 2 | Construct | Construct Stage 2 of 2 of coastal route between Hill River to Cervantes. | Primary |
| Long term | D12 | Cervantes to the Pinnacles | Construct | Construct coastal route between Cervantes and the Pinnacles. | Primary |

Shire of Dandaragan (Yued Country) continued

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|------------------|-----------|---|-----------------------------------|--|-----------------|
| Long term | D13 | Jurien Bay to North Head and Sandy Cape | Feasibility | Conduct feasibility, of coastal route between Jurien Bay and Sandy Cape. | Transport trail |
| Long term | D14 | Hill River Trail | Feasibility | Conduct feasibility of a transport trail along Hill River linking to Turquoise Trail and Jurien Bay residential estates. | Transport trail |
| Long term | D15 | Lake Thetis loop | Feasibility, design and construct | Conduct feasibility of a tourist loop trail around Lake Thetis. | Transport trail |
| Long term | D16 | Jurien Road Karda Trail | Feasibility | Conduct feasibility of route from Jurien Bay town centre to Karda | Transport trail |

6.2.4 Shire of Gingin (Yued Country)

Note - the Shire of Gingin does not currently support the actions outlined below due to ongoing operational and budget constraints. They remain in this strategy to provide an indication of aspirational routes subject to changes in organisational and funding capacity.

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|--------------------|-----------|---|--------------|--|----------------|
| Short term | G1 | Coastal Route Guilderton to Seabird | Feasibility | Undertake a feasibility study on coastal route between Guilderton to Seabird. | Primary |
| Short term | G2 | Coastal Route Ledge Point to Lancelin | Feasibility | Undertake a feasibility study on coastal route between Ledge Point and Lancelin. | Primary |
| Short term | G3 | Lancelin Town to Lancelin Recreational Centre | Feasibility | Undertake feasibility of route between Lancelin Town centre and Lancelin Recreation Centre/Lancelin South | Primary, Local |
| Short term | G4 | Guilderton Road / Moore River Drive / Stephens Crescent Shared Path | Feasibility | Undertake feasibility of a shared path in Guilderton to improve local residential access and connection to Moore River Estuary access. | Local |
| Medium term | G5 | Robertson Road, Ledge Point beach access | Feasibility | Undertake feasibility of path on Robertson Road to provide access to the beach. | Local |
| Medium term | G6 | Lancelin Plaza | Feasibility | Undertake feasibility of path on Lancelin Plaza to improve access along shopping area and to recreational destinations. | Local |
| Long term | G7 | Chalon Avenue, Seabird | Feasibility | Undertake feasibility of path on Chalon Avenue to improve connectivity to recreational facilities. | Local |

6.2.5 Shire of Northam (Ballardong, Whadjuk Country)

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|------------|-----------|--|----------------------|---|--------------------------|
| Short term | N1 | Clackline to Toodyay Rail Trail | Feasibility | Collaborate with DoT and Shire of Toodyay to conduct a feasibility study of the potential to use disused Clackline to Toodyay Rail for the purposes of a tourist trail. | Transport trail |
| Short term | N2 | Northam Recreational Shared Path | Feasibility | Conduct a feasibility study of a recreational shared path as recommended in the Long-Term Network Plan in the Shire of Northam's Local Bike Plan. | Primary, Local |
| Short term | N3 | Mitchell Avenue between Mount Ommanney Road and Keating Street | Design and construct | Design and construct a shared path to connect the Eco Village, Lookout and mountain bike tracks on Mount Ommanney to Recreational Shared Path. | Primary, Local |
| Short term | N4 | East Street between Frankish Road and Throssell Street | Design and construct | Design and construct a shared path to connect the suburban network. | Local |
| Short term | N5 | Kennedy Street between Hampton Street and Clarke Street | Design and construct | Design and construct a shared path to connect the education facilities to the suburban network. | Local |
| Short term | N6 | Avon River Trail (West Toodyay to Beverley) | Feasibility | Collaborate with DoT, DBCA and Shires of Beverley, Toodyay and York to conduct a feasibility study of trail along Avon River from West Toodyay to York. | Primary, Transport trail |
| Short term | N7 | Northam Recreational Shared Path Design Stage 1 | Design | Design Stage 1 of 3 of recreational shared path as recommended in the Long-Term Network Plan in the Shire of Northam's Local Bike Plan. | Primary, Local |
| Short term | N8 | Clarke Street, Inkpen Street to Forrest Street. | Design and construct | Design and construct a shared path to connect the Northam residential College to the suburban network. | Local |
| Short term | N9 | Clarke Street, Suburban Road to Inkpen Street. | Design and construct | Design and construct a shared path to connect the recreation facilities to the suburban network. | Local |

Shire of Northam (Ballardong, Whadjuk Country) continued

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|-------------|-----------|--|----------------------|--|--------------------------|
| Short term | N10 | Suburban Road Rail Line to Clarke | Design and construct | Design and construct a shared path to connect the recreation facilities to the suburban network. | Local |
| Short term | N11 | Suburban Rd, NewcastleRd to Mudulla Rd | Design and construct | Design and construct a shared path to connect the recreation facilities to the suburban network. | Local |
| Short term | N12 | Fitzgerald Street between Gordon Street and Grey Street | Design and construct | Design and construct a shared path to connect missing links. | Secondary |
| Short term | N13 | Linking Wundowie to Eastlink | Design and construct | Design and construct paths on McMullen Road and Hawke Avenue to connect Wundowie townsite to Eastlink. | Secondary, Local |
| Short term | N14 | Avon River Trail (West Toodyay to Beverley) – N3 Stage 1 | Design | Design Stage 4 of 9 of trail along Avon River in Shire of Northam. | Primary, Transport trail |
| Short term | N15 | Northam Recreational Shared Path Design Stage 1 | Construct | Construct Stage 1 of 3 recreational shared path as recommended in the Long- Term Network Plan in the Shire of Northam's Local Bike Plan. | Primary, Local |
| Short term | N16 | Clackline to Toodyay Rail Trail – N1 | Design | Collaborate with the Shire of Toodyay to design rail trail between Clackline and Toodyay. | Transport trail |
| Medium term | N16 | Northam Recreational Shared Path Design Stage 2 | Design | Design Stage 2 of 3 recreational shared path as recommended in the Long- Term Network Plan in the Shire of Northam's Local Bike Plan. | Primary, Local |
| Medium term | N17 | Avon River Trail (West Toodyay to Beverley) – N3 Stage 1 | Construct | Construct Stage 4 of 9 of trail along Avon River in Shire of Northam. | Primary, Transport trail |
| Medium term | N20 | Avon River Trail (West Toodyay to Beverley) – N3 Stage 2 | Design | Design Stage 2 of 3 of trail along Avon River in Shire of Northam. | Primary, Transport trail |
| Medium term | N21 | Clackline to Toodyay Rail Trail – N1 | Construct | Collaborate with the Shire of Toodyay to construct the Clackline to Toodyay Rail Trail. | Transport trail |

Shire of Northam (Ballardong, Whadjuk Country) continued

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|-------------|-----------|---|----------------------|---|----------------|
| Medium term | N22 | Fermoy Avenue from Gregory Street to Lance Street | Design and construct | Design and construct a shared path to connect missing links. | Local |
| Medium term | N23 | Goomalling Road, Old York Road to Wood Drive | Design and construct | Design and construct a shared path to connect missing links. | Primary, Local |
| Medium term | N24 | East Street from Byfield Street to Frankish Road | Design and construct | Design and construct a shared path to connect missing links. | Local |
| Medium term | N26 | Gordon Street, between Burnside Avenue and Selby Street | Design and construct | Design and construct a shared path to connect missing links. | Local |
| Medium term | N27 | Boronia Avenue Wundowie from Banksia Avenue (West) to Banksia Avenue (East) | Design and construct | Design and construct a shared path to connect missing links. | Local |
| Medium term | N28 | Wellington Street between Morell Street and Charles Street | Design and construct | Design and construct a shared path to connect missing links. | Local |
| Medium term | N30 | Wellington Street, Grey Street to Peel Street | Design and construct | Design and construct a shared path to connect missing links. | Local |
| Medium term | N31 | Wellington Street, Gordon to Gairdner | Design and construct | Design and construct a shared path to connect missing links. | Local |
| Medium term | N32 | Wellington Street (Gairdner Street to Charles Street) | Design and construct | Design and construct recommended 'Priority Works' project listed in Northam Bike Plan on Wellington Street between Gairdner Street and Charles Street to improve access to recreation and sport facilities. | Local |
| Medium term | N33 | Taylor Street, from Old York Road to Peel Terrace | Design and construct | Design and construct a shared path to connect missing links. | Primary |

6.2.6 Shire of Toodyay (Ballardong, Yued, Whadjuk Country)

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|-------------|-----------|--|----------------------|--|--------------------------|
| Short term | T1 | Clackline to Toodyay Rail Trail | Feasibility | Collaborate with the Shire of Northam to conduct a feasibility study of the potential to use the disused Clackline to Toodyay rail corridor for a transport trail. | Transport trail |
| Short term | T2 | Jubilee Street (Reserve Street to Toodyay Old Newcastle Public Cemetery) and Connor Street Shared Path | Design and construct | Design and construct shared paths to improve local residential connectivity. | Local |
| Short term | T3 | Avon River Trail (West Toodyay to Beverley) | Feasibility | Collaborate with DBCA, DoT and the shires of Beverley, Northam and York to conduct a feasibility study of a trail along Avon River from West Toodyay to Beverley. | Primary, Transport trail |
| Short term | T4 | Settlers Ridge | Design and construct | Design and construct a shared path on Settlers Ridge to improve local residential connectivity. | Local |
| Short term | T5 | Clackline to Toodyay Rail Trail – T1 | Design | Collaborate with the Shire of Northam to design rail trail between Clackline and Toodyay. | Transport trail |
| Short term | T6 | Avon River Trail (West Toodyay to Beverley) – T3 Stage 1 | Design | Design Stage 1 of 9 of trail along Avon River from West Toodyay to Beverley within the Shire of Toodyay. | Primary |
| Medium term | T7 | Avon River Trail (West Toodyay to Beverley) – T3 Stage 1 | Construct | Construct Stage 1 of 9 of trail along Avon River from West Toodyay to Beverley within the Shire of Toodyay. | Primary |
| Medium term | T8 | Avon River Trail (West Toodyay to Beverley) – T3 Stage 2 | Design | Design Stage 2 of 9 of trail along Avon River from West Toodyay to Beverley within the Shire of Toodyay. | Primary |

Shire of Toodyay (Ballardong, Yued, Whadjuk Country) continued

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|--------------------|-----------|--|-----------------------------------|--|-----------------|
| Medium term | T9 | Railway Crossing Hamersley Street (Hamersley Street to Stirling Terrace) | Design and construct | Design and construct a railway crossing (standard maze crossing) on Hamersley Street as recommended in Shire of Toodyay Bike Plan, to improve safety and access across railway (east – west connection). | Secondary |
| Medium term | T10 | Clackline to Toodyay Rail Trail – T1 | Construct | Collaborate with the Shire of Northam construct rail trail between Clackline and Toodyay. | Transport trail |
| Long term | T11 | Avon River Trail (West Toodyay to Beverley) – T3 Stage 2 | Construct | Construct Stage 2 of 3 of Avon River Trail within the Shire of Toodyay. | Primary |
| Long term | T12 | Avon River Trail (West Toodyay to Beverley) – T3 Stage 3 | Design and construct | Design and construct Stage 3 of 3 of Avon River Trail within the Shire of Toodyay. | Primary |
| Long term | T13 | Avon River Trail (West Toodyay to Swan Valley) | Feasibility, design and construct | Conduct feasibility, design and construct transport trail along Avon River from West Toodyay to Swan Valley via Avon National Park. | Transport trail |

6.2.7 Shire of York (Ballardong, Noongar Country)

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|------------|-----------|---|----------------------------------|--|--------------------------|
| Short term | Y1 | Forrest Street (South Street to Great Southern Highway) and Henrietta Street (Forrest Street to Avon Terrace) Shared Use Path Project | Design | Design completing missing local links and providing access to recreational and educational facilities. | Local |
| Short term | Y2 | Beverley Heroics Road Cycling Route | Feasibility | Collaborate with DoT and WestCycle to undertake feasibility to provide warning signage and wayfinding to show the road cycling route and consider options to provide increased safety. | Road cycling route |
| Short term | Y3 | Avon River Trail (West Toodyay to Beverley) | Feasibility | Collaborate with DoT, DBCA and shires of Beverley, Toodyay and Northam to conduct a feasibility study of trail along Avon River from West Toodyay to York. | Primary, Transport trail |
| Short term | Y4 | Trews Road (York District High School to Trews Court) | Design | Design shared path to complete the missing link between York town site and educational facility and future growth area. | Secondary |
| Short term | Y5 | Suburban Road (Glebe Street to Ballardong Street) | Design and construct | Design and construct shared path to complete missing link on Suburban Road. | Local |
| Short term | Y6 | Avon River Trail (West Toodyay to Beverley) – Y3 Stage 7 | Design | Design Stage 7 of 9 of trail along Avon River from West Toodyay to York within the Shire of York. | Primary, Transport trail |
| Short term | Y7 | Trews Road (York District High School to Trews Court) | Construct | Construct shared path to complete the missing link between York town site and educational facility and future growth area. (Designed Year 2 (Y3)) | Secondary |
| Short term | Y8 | Beverley to Mundaring Road Cycling Route | Feasibility / Design / construct | Collaborate with DoT and Shire of Beverley to provide warning signage and wayfinding to show route Road Cycling Route along Talbot Road West and consider options to provide increased safety. | Road cycling route |

Shire of York (Ballardong, Noongar Country) continued

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|--------------------|-----------|--|-----------------------------------|---|-----------------|
| Short term | Y9 | York – Bruce Rock Rail Trail | Feasibility | Collaborate with DoT and Shires of Beverley, Quairading and Bruce Rock to conduct feasibility study of transport rail trail between York and Bruce Rock. | Transport trail |
| Medium term | Y10 | Avon River Trail (West Toodyay to Beverley) | Construct | Construct Stage 7 of 9 of trail along Avon River from West Toodyay to York. | Transport trail |
| Medium term | Y11 | Steere Road (Pioneer Road to Mount Brown Lookout) | Design and construct | Design and construct shared path to provide access to Mount Brown Lookout and recreational and mountain biking trails. | Secondary |
| Medium term | Y12 | York – Bruce Rock Rail Trail Stage 1 | Design | Design Stage 1 of the rail trail between York and Bruce Rock. | Transport trail |
| Medium term | Y13 | Knight Street / Henry Road | Design and construct | Design and construct path on Knight Street / Henry Road to improve local residential connectivity. | Local |
| Long term | Y14 | Avon River Trail (West Toodyay to Beverley) Stage 8 and 9 | Design and construct | Design and construct Stages 8 and 9 of trail along Avon River from West Toodyay to Beverley within the Shire of York. | Transport trail |
| Long term | Y15 | York to Beverley Trail | Feasibility, design and construct | Shire of York in collaboration with DoT and the Shire of Beverley to conduct feasibility, design and construct a transport trail between York and Beverley. | Transport trail |
| Long term | Y16 | Christie Retreat (Avon Terrace to Avon Suspension Bridge) and Pool Street (Avon Suspension Bridge to Suburban Road) Shared Paths | Design and construct | Design and construct shared paths to provide access to the Avon Suspension Bridge and improve east-west connectivity. | Local |

Shire of York (Ballardong, Noongar Country) continued

| Year | Reference | Project | Project type | Objective / Justification | Hierarchy |
|-----------|-----------|---|-----------------------------------|--|-----------------|
| Long term | Y17 | Great Southern Highway Path extension and upgrade | Feasibility, design and construct | Conduct feasibility, design and construct Great Southern Highway path extension and upgrade to connect to future York to Beverley Transport trail. | Secondary |
| Long term | Y18 | Forrest Street (South Street to Great Southern Highway) and Henrietta Street (Forrest Street to Avon Terrace) Shared Use Path Project | Construct | Construct completing missing local links and providing access to recreational and educational facilities. | Local |
| Long term | Y19 | York – Bruce Rock Rail Trail | Construct | Construct rail trail between York and Bruce Rock. | Transport trail |

6.3 Plan maintenance

Progress on the priority actions identified in [Section 6](#) of this Strategy will be reported to DoT on an annual basis by the region’s local governments, using a DoT issued reporting form.

The strategic priorities will be reviewed every five years to ensure current conditions are reflected and relevant projects are prioritised. This review will include reassessing each route’s classification as either existing (adequate), existing (needs improving), or non-existent (proposed) and updating the existing network maps.

The Avon Central Coast 2050 cycling network should remain consistent over the medium term. A review of the overarching strategy document every 8-10 years will allow new opportunities to be identified and incorporated into a revised document.

Appendix A: Route hierarchy summary

Western Australian Cycling Network Hierarchy

The Western Australian Cycling Network Hierarchy designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), primary users and so on.

When considering appropriate built forms for primary, secondary and local routes, an all ages and abilities design philosophy should be adopted.

| | 1. PRIMARY ROUTE | 2. SECONDARY ROUTE | 3. LOCAL ROUTE |
|-------------------|---|---|--|
| Function | <p>Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long distance commuting / utility, recreational, training and tourism trips</p> | <p>Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities.</p> <p>Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.</p> | <p>Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.</p> |
| Design Philosophy | <p>An all ages and abilities design philosophy is about creating places and facilities that are safe, convenient for as many people as possible.</p> <p>By planning for and designing infrastructure that caters for the youngest and most vulnerable users, we create a walking and bike riding network that everyone can use.</p> <p>At the heart of this approach is fairness and enabling all people to use the network regardless of age physical ability or the wheels they use.</p> | | |
| Form | <p>All routes can take a number of different forms and are designed to suit the environment in which they are located.</p> <p>These forms include:</p> <ul style="list-style-type: none"> • Bicycle only, shared and/or separated paths; • Protected bicycle lanes (uni or bi-directional, depending on the environment); and • Safe active streets. <p>Principal Shared Paths (PSPs) are often built along primary routes. A PSP is a high quality shared path built to MRWA PSP standard which generally means the path will be 4 m wide, have adequate lighting and be grade separated at intersections (where possible).</p> <p>In some locations, quiet residential streets incorporating signage and wayfinding may be appropriate for local routes.</p> | | |

Road Cycling Routes and Transport Trails form part of the complementary network, supporting more select user groups, primarily for recreational, sport and/or tourism purposes.

| | ROAD CYCLING ROUTE | TRANSPORT TRAIL |
|----------|---|--|
| Function | <p>Road cycling routes are designated routes for bike riders undertaking long distance rides in (predominantly) on-road environments, for training, sports, or recreational purposes.</p> | <p>Transport trails provide long-distance, off-road (predominantly unsealed) riding experiences through natural settings, away from motorised traffic.</p> <p>They often support recreational and tourism trips between towns and regions.</p> |
| Form | <p>Road cycling routes are predominantly located on lower order rural or semi-rural roads on the outskirts of cities and towns. Sections may follow busier roads, particularly as road cycling routes typically begin and end in built up areas and often follow scenic roads popular with other road users.</p> <p>These routes support bike riders undertaking challenging longer distance rides by raising awareness and encouraging safe behaviour by all road users.</p> <p>This is achieved through advisory signage, warning technology and other road safety initiatives.</p> | <p>Transport trails are typically located within underutilised transport and service corridors in rural areas. Due to their relatively gentle gradients, former railways and certain utility corridors make excellent candidates for these trails.</p> <p>Transport trails should be constructed from materials appropriate to the environment and level of service required. Well drained, compacted gravel with supporting infrastructure such as wayfinding signage is a common form.</p> <p>In some instances transport trails will be sealed, such as where they intersect with busy roads or run through town sites, They will often change classification to a primary or secondary route when they pass through a town, reflecting the more holistic role they perform in the transport network in these situations.</p> |

Appendix B: Desktop analysis

B1. Analysis of pedestrian and cyclist crash data (2018-2022)

Figure B1.1 illustrates the breakdown in severity of pedestrian and cyclist crashes occurring across the Avon and Central Coast between January 2018 and December 2022. Figure B1.1 provides a breakdown of the crashes by severity:

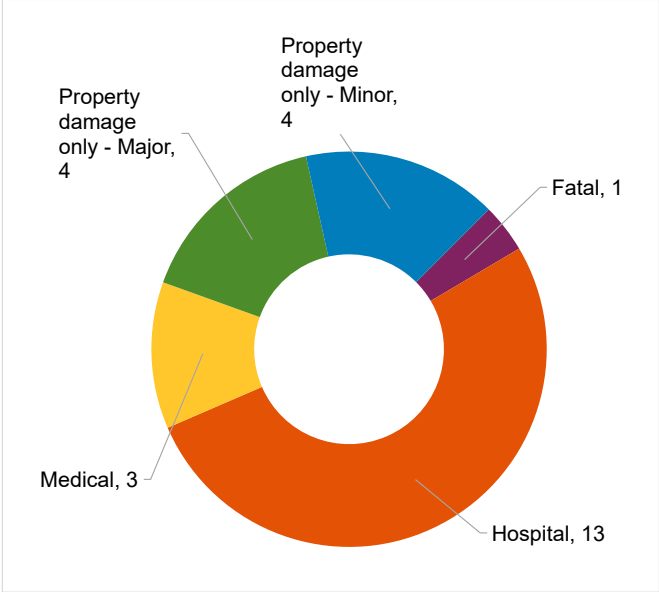
On reviewing the crash data, the following findings were noted:

- One fatal crash involving a pedestrian was recorded in Gingin over the five-year period.
- There was a higher number of recorded pedestrian crashes (20) than cyclist crashes (5).
- Northam and Gingin had the overall highest number of identified pedestrian and cyclist crashes.
- The Shires of Toodyay and York are the only two locations which had no records of crashes over the five-year period.
- Across the Avon Central Coast region the total recorded pedestrian and cyclist crashes were relatively low (25).

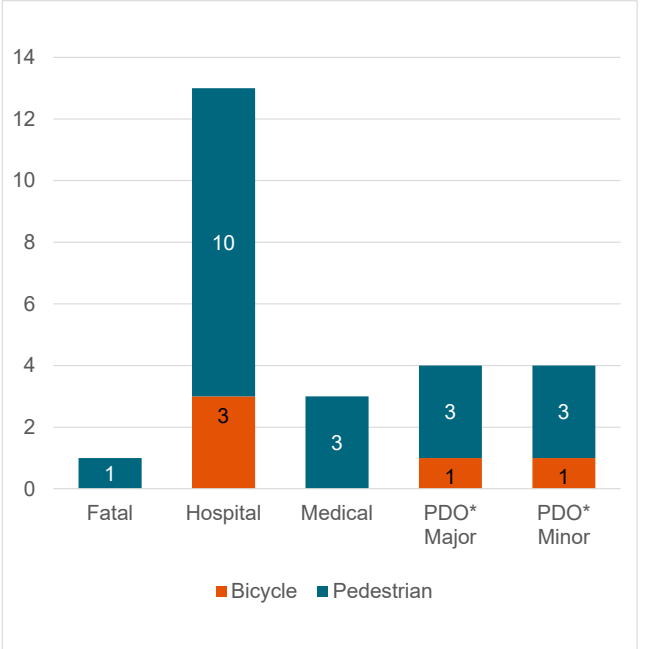
As mentioned above, the available data set covers the period between 2018 and 2022 only. It also captures reported incidents. Currently there is no reliable data available on near misses, accidents between cyclists and pedestrians, or single cyclist crashes in the Avon and Central Coast. It has been estimated that bike riding incidents reported to WA Police make up only 20 per cent of all bike riding related incidents that result in hospitalisation.

Figure 71: Avon and Central Coast cyclist and pedestrian crashes by severity (2018-2022). Note “PDO” refers to “Property Damage Only”.

Total crashes involving people walking and riding bicycles showing severity.



Crashes involving people walking and riding bicycles



B2. Analysis of GPS travel data

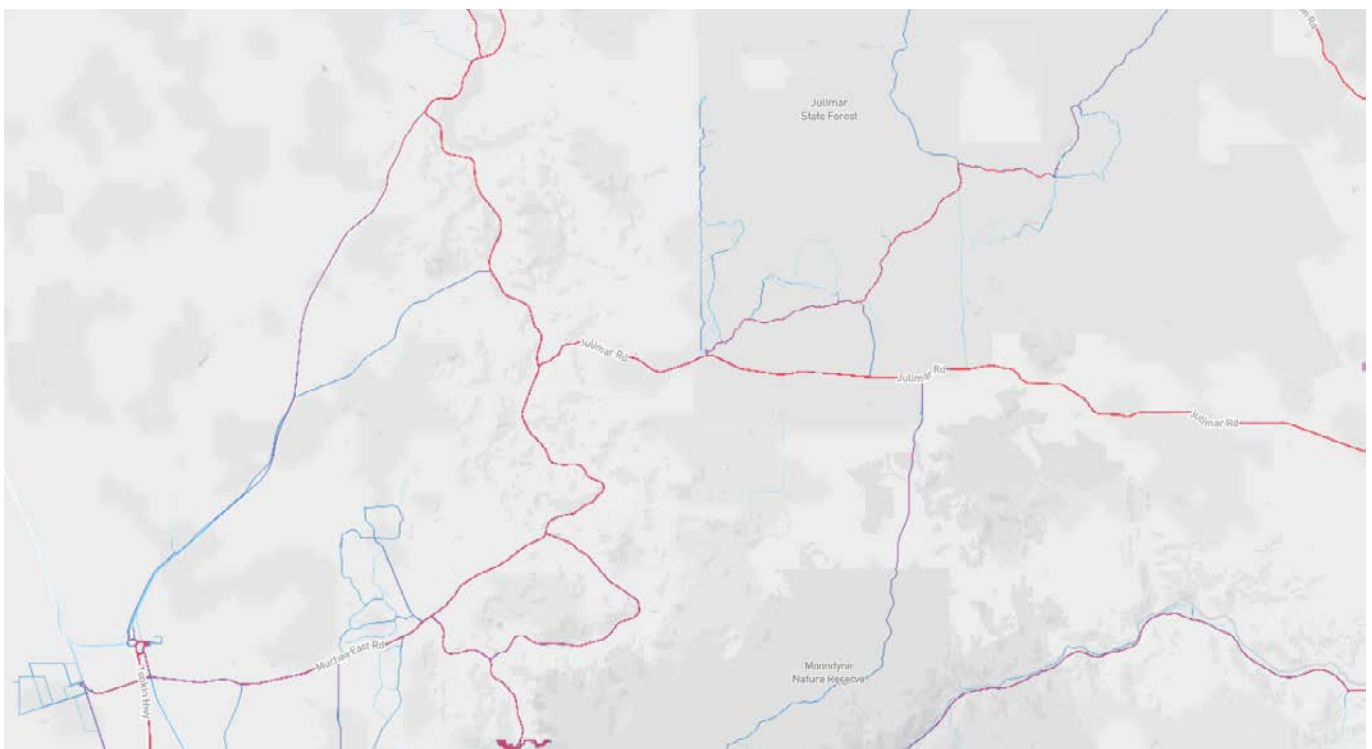
The GPS mapping tool, Strava Labs, was employed to better understand which parts of the Avon and Central Coast roads and path networks are the most heavily utilised by cyclists. The maps shown below highlight popular bike riding routes throughout the Avon Central Coast region.

Strava is a website and mobile app used to track athletic activity via GPS. Despite the usefulness of this information, it should be noted that GPS travel data is typically representative of people who cycle for training or high-intensity recreational purposes.

The following trends/generalisations were noted with respect to the GPS travel data:

- Bike riding in Gingin appeared to not be a popular choice amongst residents, with the only cycle routes used being Dewar Road and Weld Street.
- York, Dandaragan, Northam, Chittering and Toodyay were the most popular locations for long distance bike riding.
- Julimar Road, Muchea-East Road and Chittering Road in Chittering were the most used.
- Toodyay West Road, Telegraph Road, Toodyay Road and Northam-Toodyay Road in Toodyay were the most used.
- Great Eastern Highway, Yilgarn Avenue, Northam Toodyay Road and Katrines Road in Northam were the most used.
- Dandaragan Road and Midlands Road in Dandaragan were the most used.
- Spencers Brook York Road, Great Southern Highway and Knotts Road in York were the most used.
- Cycle routes were popular along the Avon River (George Street) and Steere Road, Northam Cranbrook and York Merredin.
- Northam appears to be the most popular location for in-town bike riding.
- Significant long distance travel to and from townsites is evident.

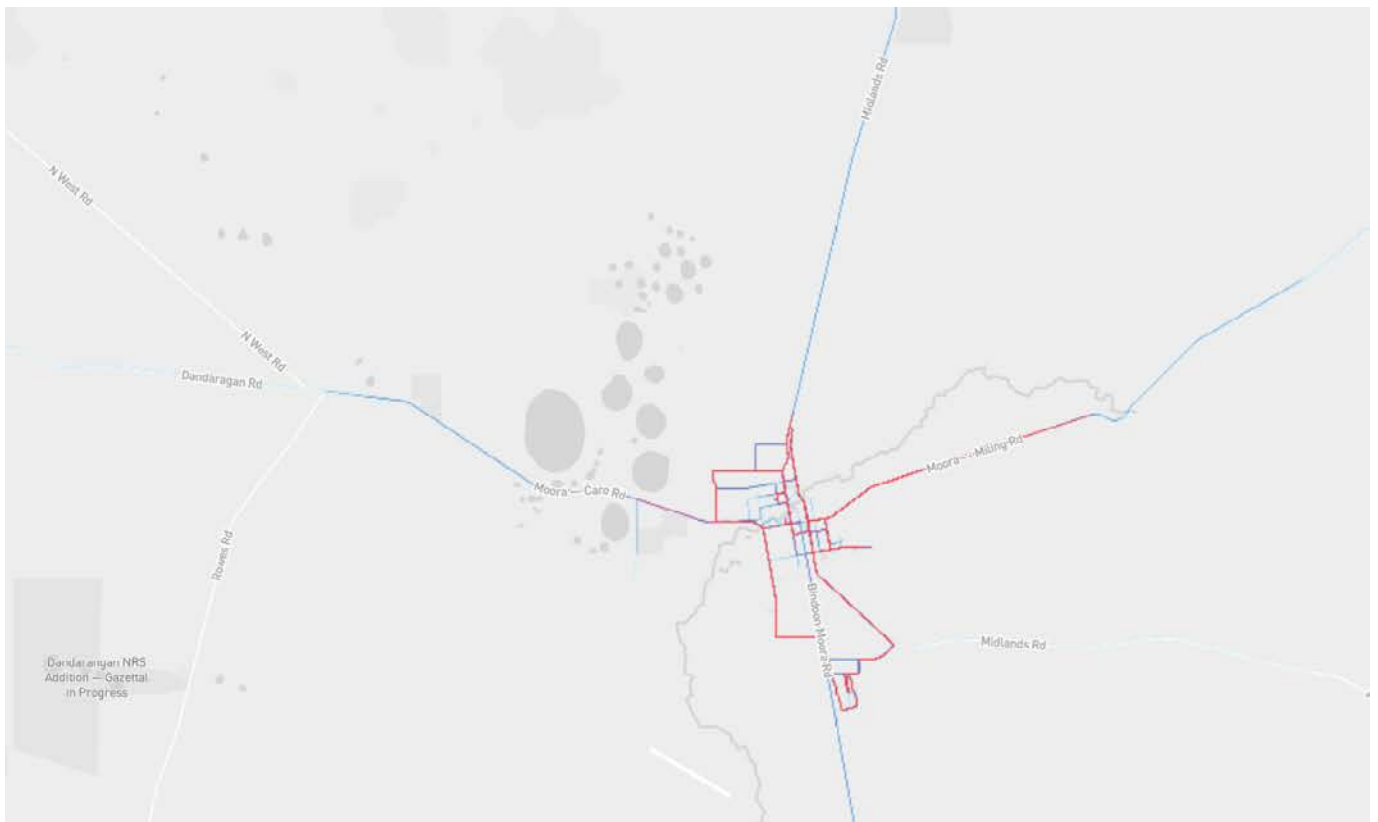
Map 48: Chittering Strava



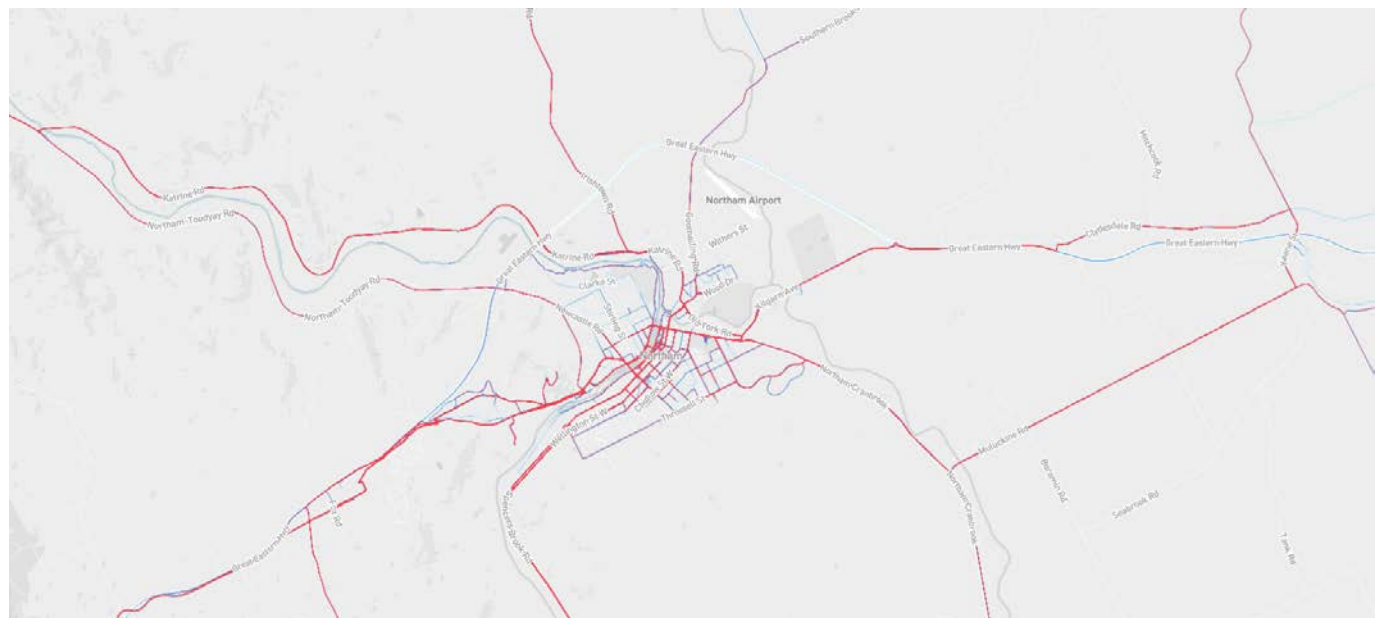
Map 49: Beverley Strava



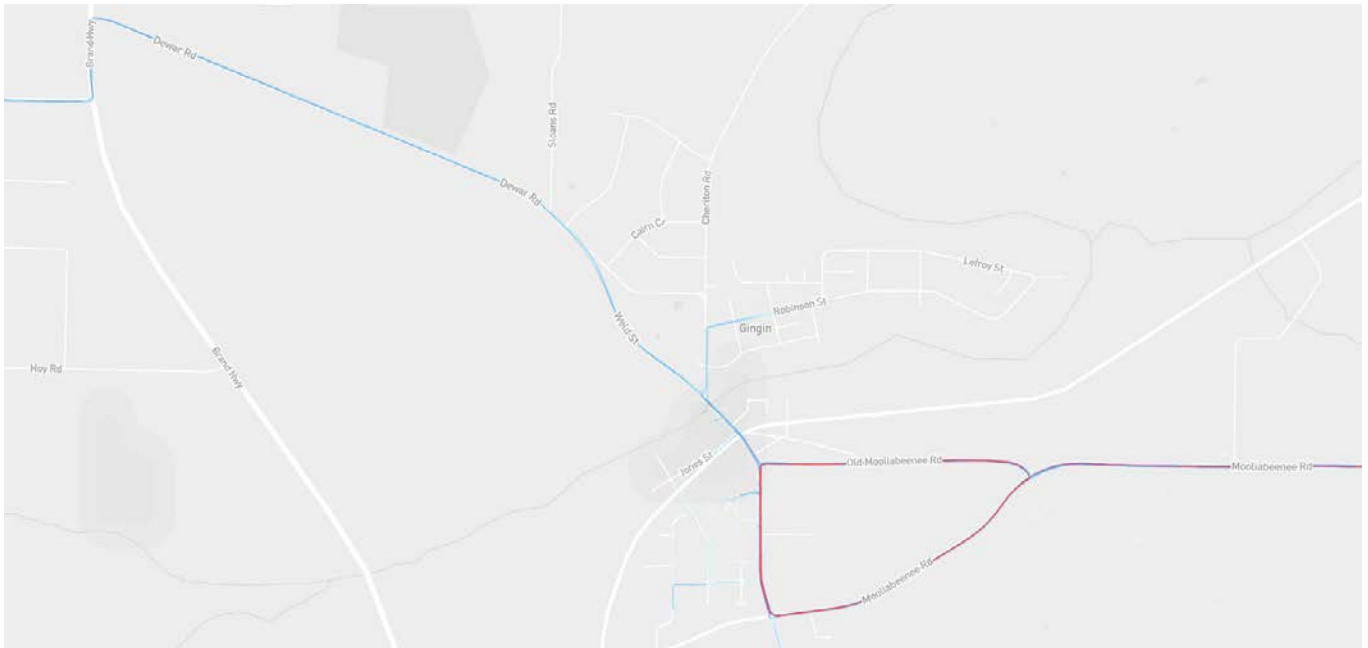
Map 50: Dandaragan Strava



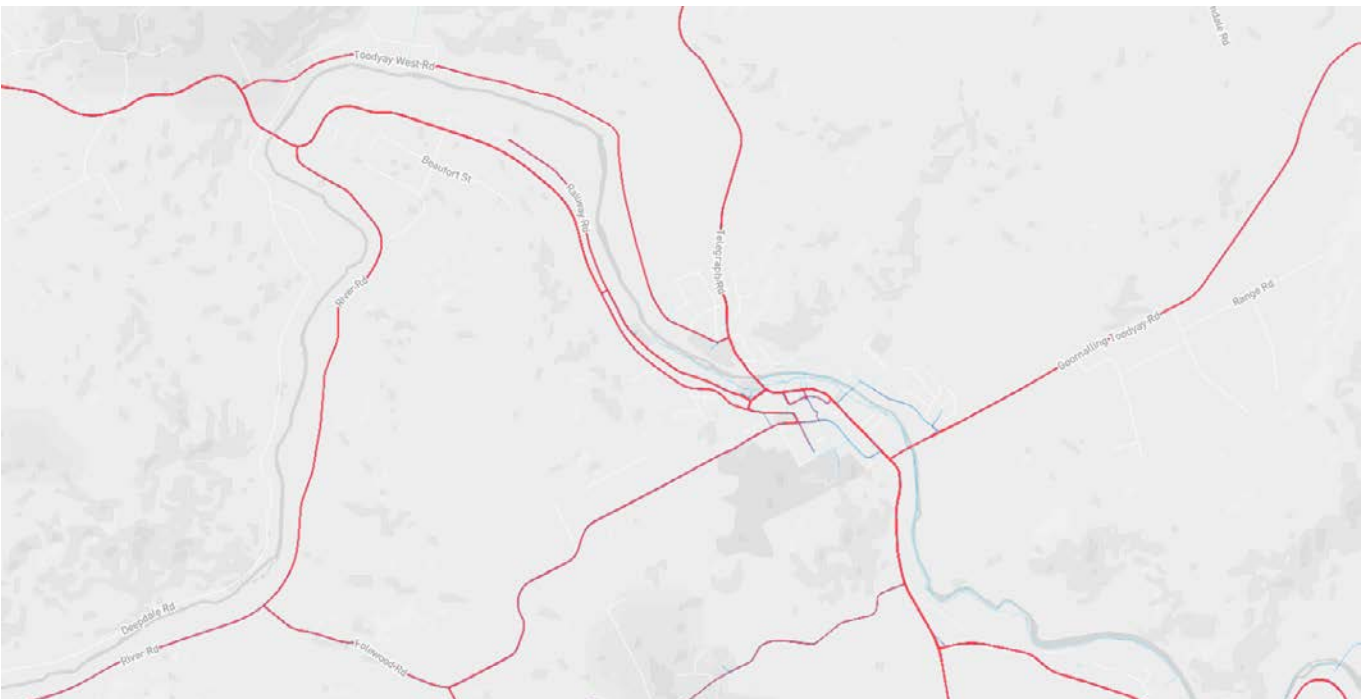
Map 51: Northam Strava



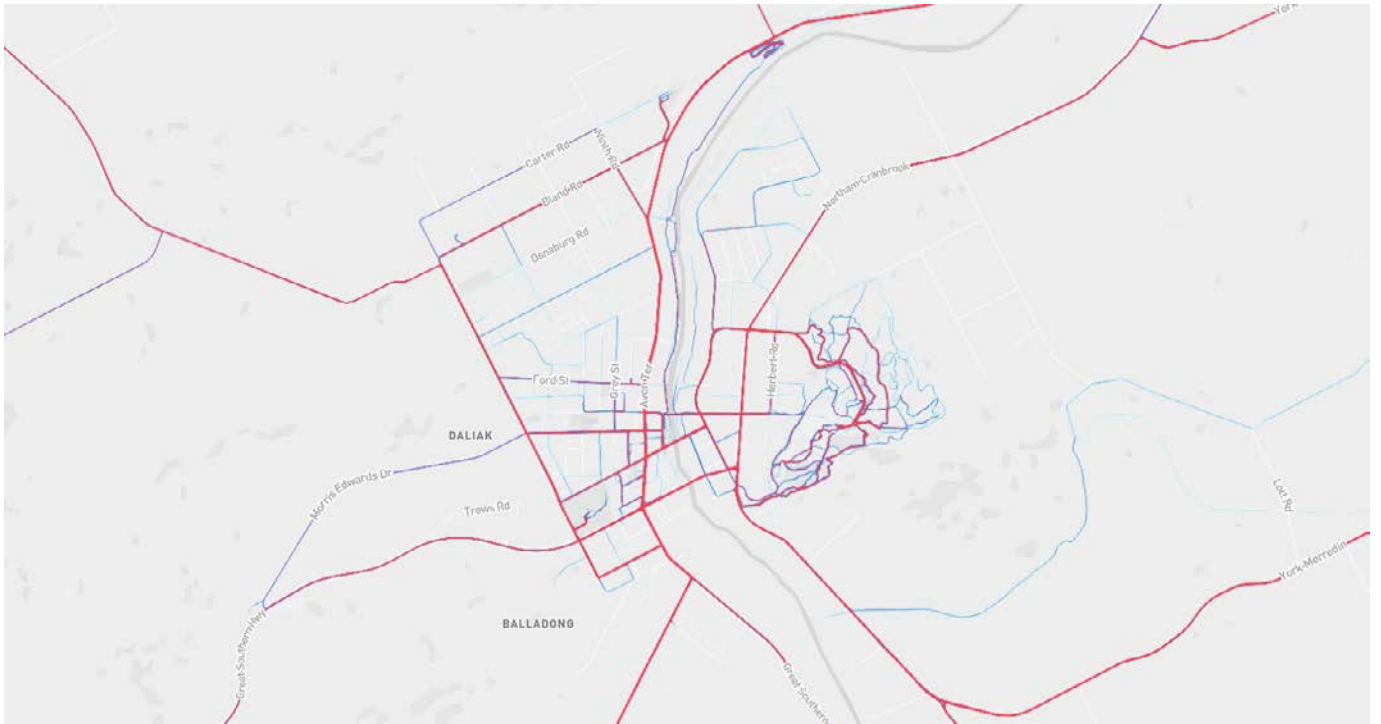
Map 52: Gingin Strava



Map 53: Toodyay Strava



Map 54: York Strava



B3. Document review

A number of documents have been considered as part of the background review. This includes, but is not limited to the following:

Shire of Beverley (Ballardong, Noongar Country)

- Local Planning Strategy (2014)
- Trails Master Plan (2014)
- Tourism Plan (2016)
- Strategic Community Plan 2017-2027 (2017) (Updated 2021)

Shire of Chittering (Yued Country)

- Trails Network Master Plan 2013-2023 (2013)
- Mountain Bike Trials Master Plan (2016)
- Muchea Employment Node Local Structure Plan (2016)
- Strategic Community Plan 2017-2027 (2017) (Updated 2022)
- Local Planning Strategy (2019)

Shire of Dandaragan (Yued Country)

- Jurien Bay Regional Centre Strategy Plan (2012)
- Local Tourism Strategy (2012) (Updated 2020)
- Jurien Bay Regional Centre Growth Plan (2014)
- Bike Network Plan (2015)
- Envision 2029 Strategic Community Plan (2019) (Updated 2020)
- Local Planning Strategy (2019) (Updated 2021)

Shire of Gingin (Yued Country)

- Local Planning Strategy (2012)
- Strategic Community Plan 2017-2027 (2017) (Updated 2022)
- Trails Master Plan (2018)

Shire of Northam (Ballardong and Whadjuk Country)

- Northam Regional Growth Centre Plan (2012) (Strategy replaced in 2018)
- Local Planning Strategy (2013)
- Strategic Community Plan 2017-2019 (2017) (New Community Plans created 2020)

Shire of Toodyay (Ballardong, Yued and Whadjuk Country)

Bike Plan (2013)

Corporate Business Plan (2016) (Updated 2019)

Strategic Community Plan – Toodyay 2028 (2018)

Local Planning Strategy (2018)

Shire of York (Ballardong, Noongar Country)

- Road Development Standards 2005-2015 (2005)
- Local Planning Strategy (2007) (Updated 2020)
- Integrated Bike & Trails Master Plan Volume I (2014)
- Integrated Bike & Trails Master Plan Volume II (2014)
- Integrated Bike & Trails Master Plan Volume III (2014)
- Strategic Community Plan 2016-2026 (2016) (Updated 2020)
- Markyt Community Scorecard (2018) (Updated 2023)
- Trails Master Plan Draft (2019)

State and regional planning documents

- Main Roads WA Policy for Cycling Infrastructure (2000)
- State Planning Policy 2.6 – Coastal Planning (2013)
- State Planning Strategy 2050 (2014)
- Western Australian Mountain Bike Strategy 2022-2032 (2020)
- Regional Development Strategy 2016-2025 (2016)
- Cycling Aspects of Austroads Guides (2017)
- Western Australian Strategic Trails Blueprint 2017-2021 (2017) (Updated 2022)
- Western Australian Cycle Tourism Strategy (2018)

Wheatbelt Development Commission

- Avon Sub-Regional Economic Strategy (2013)
- Central Midlands Sub-Regional Economic Strategy (2014)
- Central Coast Sub-Regional Economic Strategy (2014)
- Wheatbelt Snapshot Series: Land Based Transport (2014)
- Wheatbelt Snapshot Series: Tourism (2014)
- Wheatbelt Blueprint (2015)

Appendix C: Community and stakeholder consultation

C1 Engagement overview

An engagement strategy was developed in partnership with the seven local governments of the Avon Central Coast region.

The strategy was designed to maximise input from the local community and stakeholders and seek feedback on the preliminary cycle networks, key features, and opportunities identified through scoping.

Engagement objectives and methods:

1. Disseminate information to stakeholders, residents and visitors to raise their **awareness** of the project. Information was made available online via DoT and local government social media, DoT's My Say Transport platform, and in hard copy at shire administration offices. Promotion of the engagement was supported by local industry, community groups, schools and local advocates.
2. Increase **understanding** of the regional cycling strategy, including its context, aims, opportunities and constraints. Outreach methods included community drop-in sessions, informational materials, My Say Transport project page, social and local media articles and meetings with key stakeholders.
3. **Collect feedback** from stakeholders, residents and other impacted groups to inform project development and ensure that outcomes meet the needs of the people impacted. Feedback requested specifically sought to:
 - (a) identify any existing barriers and constraints to the uptake of bike riding as a transport mode;
 - (b) discover initiatives that would support people to cycle more frequently;
 - (c) establish the themes, opportunities and projects that are most prioritised by the community; and
 - (d) develop aspirational, big picture ideas for the future of bike riding across the region.
4. **Provide updates** about the community consultation outcomes, to keep stakeholders informed.
5. Demonstrate that the Project Team has obtained equitable **levels of feedback** from residents and organisations across the region through;
 - three drop-in sessions;
 - widespread distribution of the two consultation information sheets (Avon subregion and Central Coast subregion) and associated preliminary network maps;
 - 800 total visits to the My Say Transport project page;
 - a series of social and local media articles; and
 - a series of stakeholder meetings.

Participants were encouraged to identify their existing bike riding routes, as well as any constraints they faced bike riding in the region, and ideas for expanding or improving the existing network.

The engagement was promoted through various DoT and local government media, and via direct contact with a wide range of local stakeholder groups who promoted the sessions and online engagement platform to their internal networks. Over 800 people engaged online and in-person.

Note that initial community and stakeholder consultation was undertaken between 2019 and 2020. The impacts of COVID-19 and DoT staff resourcing resulted in a hiatus in the finalisation of the Strategy. The preparation of the Strategy was reignited with an outreach to key stakeholders, undertaken in 2022, to ensure information was still relevant and to update status of key projects.

C2 Community comment summary

Survey results summary

How often do you ride a bike?

| Frequency | Percentage of respondents |
|------------------------|---------------------------|
| 3-6 times per week | 28.2% |
| A few times a month | 24.4% |
| 1-2 times per week | 19.1% |
| Daily | 12.2% |
| Less than once a month | 11.5% |
| Rarely/never | 4.6% |

Reflections:

- A majority of respondents reported riding 2-3 times per week. This is above the average (use data from WA Participation Survey). This should inform the 'Avon Central Coast in context' / 'Need for a long-term strategy' sections. This should also inform future discussions with Main Roads WA and other agencies (to demonstrate existing demand).
- There is clearly an appetite for bike riding across the region just based on how many times respondents are cycling per week/month.

Why do you ride a bike?

Please select all that apply.

| Reason | Percentage of respondents |
|------------------------------|---------------------------|
| Leisure/recreation | 27.0% |
| Fitness | 25.8% |
| Social | 14.8% |
| Environmental sustainability | 11.2% |
| Tourism | 10.0% |
| Commute | 8.1% |
| Competition | 3.1% |

Reflections/response:

- Recreation (27%), closely followed by fitness (25%) were the most selected reasons respondents selected for 'why they ride a bike'. This aligns with an overall indication that many people ride for leisure and training across the region and should inform central themes and opportunities i.e., we have altered 'Developing unique cycling tourism experiences' theme to 'Promoting a unique visitor experience by bicycle' and 'Developing multi-user trails' to 'Developing multi-user trails and recreation experiences'. Also need to highlight that many people stated postcodes outside of the area –this indicates that many people are visiting the region to participate in bike riding and will ultimately need to shape the final strategy themes and opportunities
- Almost 15% of respondents selected 'social' reasons for riding a bike, which will be supported by connecting people to where they live, work, learn and play as well encouraging healthy, active and safe communities and planning for resilient communities (focusing on the social infrastructure element also).
- Competition was selected by 3% of respondents. Consideration should be given to identifying opportunities to encourage competitive events in collaboration with WestCycle and other organisers.
- Consideration needs to be given to expanding a theme or creating a new theme to emphasise the recreation, fitness and competition elements e.g. expand 'Developing multi-user trails' to 'Developing multi-user trails and recreation experiences'.

What type of cycle facilities do you feel most comfortable riding on?

| Type of cycle facility | Percentage of respondents |
|-------------------------------|---------------------------|
| Off-road shared paths | 29.2% |
| Off-road cycle-only paths | 41.6% |
| On-road protected bike lanes | 15.7% |
| On-road painted lanes | 9.0% |
| On the road in a shared space | 3.6% |
| Other (please specify) | 0.9% |

Reflections/responses:

- It is well reported one of the main barriers to increasing participation in cycling is lack of safe, connected, convenient cycle networks. This is reinforced by the comments received on the survey regarding factors that prevent people from riding a bike more often, and factors that would encourage them to ride a bike more often.
- Historically, marginalisation of cycling in many urban and regional centres – as well as between them – has resulted in significant challenges to governments seeking to realise increases in bike riding by different users and for different transport, recreation, and tourism purposes.
- Attitudes vary amongst experienced bike riders and inexperienced bike riders, and an individual's attitude and comfort can also vary based on the types of trips they are undertaking and/or who they are travelling with. An experienced rider may, for example, be comfortable cycling alone with traffic, but may not be comfortable riding the same route if accompanied by a friend or family member.
- The WA Cycling Network Hierarchy is based on an all ages and abilities philosophy across the primary, secondary and local routes. While these routes are function over form, in order to cater for a wide range of ages and abilities, many routes will be off-road.

Who do you most regularly ride with?

| Who they ride with | Percentage of respondents |
|--|---------------------------|
| By myself | 36.6% |
| As a duo with a partner/ spouse, friend, or child | 29.8% |
| In a group with friends and/or family (including children) | 12.2% |
| In a group with friends and/or family (not including children) | 11.7% |
| In a cycle club/group | 5.4% |
| With a colleague or colleagues | 3.9% |
| Other (please specify) | |
| (only one respondent selected 'other' and listed 'racing' as comment; covered by 'club/group') | 0.5% |

Reflections:

- Over a third of respondents indicated they most regularly ride by themselves. This can be considered in the themes and opportunities providing for people riding for recreation, fitness, etc.
- Need to ensure emphasis on 'family' is reflected in themes e.g. expand 'Safe routes to school' to 'Family friendly bicycles routes and experiences'.
- There is a clear need to support clubs – include in opportunities under 'Developing multi-user trails and recreation experiences' and 'Linking Perth metro to the Central Coast'. Could potentially ask WestCycle for input.

| Comment | Response/action |
|---|---|
| <p>Several specific links were recognised or requested by survey participants, including:</p> <ul style="list-style-type: none"> - Completing the link between Jurien Bay and Cervantes, which was one of the most-mentioned specific routes. - Extending the Northlink PSP to connect with towns of Muchea, Lower Chittering, Bindoon and Gingin, which could support local businesses and tourism destinations in the area. - Linking Jurien Bay town centre and surrounding residential estates (Alta Mare and Jurien Heights). - Connecting Toodyay, Northam and York, as well as Spencers Brook, and connecting towns to the Avon River. - Utilising the Kep Track to connect Perth and Northam. - Developing a trail north of Jurien Bay to North Head and Sandy Cape. - Connecting Perth metropolitan area to Lancelin. - Connecting Lancelin and Sea View Park. - Developing the path network in Badgingarra. - Promoting connectivity in Bindoon by providing dedicated crossing opportunities at Great Northern Highway, and slower speeds through the town. - Extending the path network in Bindoon, including Gray Road. | <p>Many of these locations or routes are features of the preliminary network map.</p> |
| <p>The bulk of comments received related to the path infrastructure throughout the region as being either non-existent, particularly off the coast, or disconnected, with existing networks having gaps that make people feel unsafe when riding or walking. Without paths, people reported discomfort when sharing the road while riding due to cramped environments, road conditions, number and frequency of heavy vehicles and driver behaviour. People also reported some discomfort at using crowded shared paths.</p> | <p>Network gap analysis Share the road campaign Keep left/respectful path usage signage on paths</p> |
| <p>Respondents specified the type of trip facilities that would encourage them to ride more. Suggestions included path lighting, water taps, bike parking, shelters and dedicated stopping points along routes, electric bike charging opportunities, bike repair stations, public art and incorporation of Aboriginal heritage along routes, as well as wayfinding.</p> | <p>Recommend network expansion initiatives incorporate activation principles</p> |
| <p>Survey respondents noted that destinations to ride to were also important, commenting that they would love to ride to cafés, pump tracks and picnic spots.</p> | <p>Local destination mapping Kids and skills building (pump track comment – pony club fire break for local kids?)</p> |
| <p>A number of responses highlighted the potential for cycling tourism in the region, including developing rail trails, cycling events, and connections to unique locations including agritourism locations and renewable energy farms, developing 'bed and bike' accommodation or cycle camping spots. Several participants raised the opportunity that e-bikes bring to riding generally, including for tourism.</p> | <p>Local governments to empower local business</p> |

| Comment | Response/action |
|---|--|
| Survey participants were enthusiastic about the potential for trails throughout the region, particularly rail trails throughout the Avon area, to support recreation and longer transport trips, as well as tourism. Some participants expressed support for gravel trails in particular. | Several trails have been identified in the Strategy |
| Several respondents expressed their disappointment that public transport serving the region does not adequately cater for their demand to transport their bikes via train. | Liaison with Perth Transport Authority to explore solutions. |
| A few responses from people riding horses, roller blading and walking highlighted the multi-use demand for trails. | Noted and recognised that many trail opportunities cater for several mobility options. |
| Some people responding indicated they would be more likely to ride if there were more community-organised, social bike riding events (similar to park run), in particular women-specific events, as well as more bike education opportunities, especially for children. | Support. Your Move for schools and WestCycle opportunities recognised. |
| A number of responses requested more dedicated areas of mountain biking. While this is outside the scope of this Strategy, there may be opportunities to provide links to mountain biking destinations. | Icon at identified trail heads? Local/recreation destination |
| A few comments indicated dissatisfaction with upkeep and maintenance of existing routes, including sweeping for debris. | Noted in Strategy and encouraging the need for maintenance to be included in the lifecycle planning of projects. |
| Several participants expressed concern regarding coastal hazard and the planning of coastal paths. | DoT is working to ensure future planning of built assets for the cycling strategy is in alignment with both the State Planning Policy 2.6 – State Coastal Planning Policy, and Shire of Gingin’s Coastal Hazard Risk Management and Adaptation Plan. |
| Several respondents indicated that, in general, they were discouraged from riding by their age, and that infrastructure is needed so that seniors can keep fit and healthy. | The network is designed to support mobility for all ages and abilities. |

Endnotes

- 1 National Native Title Tribunal 2014 Ballardong Native Title Claimant Applications and Determination Areas as per the Federal Court 20/08/2014). Available at: [Layout \(www.wa.gov.au\)](http://www.wa.gov.au)
- 2 National Native Title Tribunal 2014 Yued Native Title Claimant Applications and Determination Areas as per the Federal Court 29/10/2014). Available at: [Layout \(www.wa.gov.au\)](http://www.wa.gov.au)
- 3 National Native Title Tribunal 2014 Whadjuk Native Title Claimant Applications and Determination Areas as per the Federal Court 20/08/2014). Available at: [Layout \(www.wa.gov.au\)](http://www.wa.gov.au)
- 4 AIATSIS 1996 Map of Indigenous Australia Available at: <https://aiatsis.gov.au/explore/map-indigenous-australia>
- 5 [Evaluating Active Transport Benefits and Costs \(vtpi.org\)](http://vtpi.org)
- 6 Cycling RACWA <https://rac.com.au/about-rac/advocating-change/cycling>
- 7 The climate change mitigation effects of daily active travel in cities - ScienceDirect <https://www.sciencedirect.com/science/article/pii/S1361920921000687#ab010>
- 8 [Rural & remote Australians Overview - Australian Institute of Health and Welfare \(aihw.gov.au\)](http://aihw.gov.au)
- 9 [Regional and rural health is suffering - James Cook University Australia](http://jcu.edu.au)
- 10 [Evaluating Active Transport Benefits and Costs \(vtpi.org\)](http://vtpi.org)
- 11 [The \(very good\) economic case for riding a bike in 2023 | Bicycle Network](http://bicycle-network.org.au)
- 12 The Australian Cycling and e-Scooter Economy in 2022. Available at weride.org.au
- 13 [Longitudinal associations of active commuting with wellbeing and sickness absence - ScienceDirect](https://www.sciencedirect.com/science/article/pii/S1361920921000687)
- 14 [The relationship between transport and disadvantage in Australia | Australian Institute of Family Studies \(aifs.gov.au\)](http://aifs.gov.au)
- 15 [Transport Disadvantage, Car Dependence and Urban Form | SpringerLink](http://springerlink.com)
- 16 [The climate change mitigation effects of daily active travel in cities - ScienceDirect](https://www.sciencedirect.com/science/article/pii/S1361920921000687)
- 17 Wheatbelt Development Commission Central Coast Sub Regional Economic Strategy 2014: [Report Master Template \(wheatbelt.wa.gov.au\)](http://wheatbelt.wa.gov.au)
- 18 ABS 2021 Census data [Search Census data | Australian Bureau of Statistics \(abs.gov.au\)](http://abs.gov.au).
- 19 Shire of Dandaragan Strategic Community Plan https://www.dandaragan.wa.gov.au/Profiles/dandaragan/Assets/ClientData/Documents/Strategies_and_Plans/20220131_SoD_Community_Strategic_Plan_-_Draft_8pdf.pdf accessed July 2022
- 20 Refer to the Strategic Community Plan published by each local government.
- 21 Australian Bureau of Statistics estimated residential population <https://dbr.abs.gov.au/> accessed July 2022
- 22 Shire of Dandaragan Strategic Community Plan https://www.dandaragan.wa.gov.au/Profiles/dandaragan/Assets/ClientData/Documents/Strategies_and_Plans/20220131_SoD_Community_Strategic_Plan_-_Draft_8pdf.pdf accessed July 2022
- 23 Shire of Chittering Strategic Community Plan [strategic-community-plan-2022-2032 \(chittering.wa.gov.au\)](http://chittering.wa.gov.au) accessed July 2022
- 24 [Wheatbelt Development Commission: Wheatbelt Blueprint 2015](http://wheatbelt.wa.gov.au)

- 25 [Wheatbelt Development Commission: Wheatbelt Blueprint 2015](#)
- 26 [Western Australian Bicycle Network Plan - 2017 update \(transport.wa.gov.au\)](#)
- 27 Strengthening the Human Infrastructure of Cycling: White Paper 2019, BYCS [SFGelderland_210929web-2.pdf \(bycs.org\)](#) accessed July 2022
- 28 Sharrows are a wayfinding tool that also assist cyclists in road positioning and alert motorists to the presence of people on bikes.
- 29 Road Traffic Code 2000 Part 11 Division 3 r124A *A driver of a motor vehicle must pass a bicycle travelling in the same direction at a safe distance (1 m on roads with a posted speed limit of ≤ 60 km/h and 1.5 m on roads > 60 km/h.) While legislation for passing safely has always existed in WA, these amendments to the Road Traffic Code 2000 clarify the minimum distance a driver must keep between their vehicle and a bicycle when overtaking.*
- 30 Toodyay Bike Plan Priority 6/7/8
- 31 WA Mountain Bike Strategy 2022-32
- 32 2018 Westcycle - Western Australian Tourism Strategy
- 33 *Western Australian Cycle Tourism Strategy*
- 34 [Your Move: More Ways to Get There - Department of Transport](#)
- 35 Tourism WA
- 36 The Department of Water and Environment
- 37 City of Vincent staff e-bicycle Source: www.yourmove.org.au/city-of-vincent/staff-e-bikes/
- 38 WA Bike Network Plan 2012
- 39 Tourism WA
- 40 https://www.transport.wa.gov.au/mediaFiles/active-transport/AT_P_Declining_Rate_walking_cycling_to_school_in_Perth.pdf
- 41 Appendix B
- 42 [Welcome - Cycling Without Age](#)
- 43 Department of Transport, 2012, WA Bicycle Network Plan 2017
- 44 Cardno, Coastal Hazard Risk Management and Adaption Plan (CHARMAP) Shire of Dandaragan 21 June 2018
- 45 refer to [Section 6](#)
- 46 https://yoursay.busselton.wa.gov.au/sharing-rural-roads/survey_tools/sharing-rural-roads



Contact

Department of Transport
140 William Street
Perth WA 6000
Telephone: (08) 6551 6000
Website: www.transport.wa.gov.au



SHIRE of DANDARAGAN
HOLIDAY HOUSE - PROPERTY MANAGEMENT PLAN

PROPERTY ADDRESS: 9 Mermaid Cove, JURIEN BAY WA 6516

PROPERTY MANAGER DETAILS:

Name: Ray White Jurien Bay

Address: Suite 6, 1 White Street, Jurien Bay WA 6516

Telephone Number: 08 9652 2077

Email: jurienbay.wa@raywhite.com sarah.lyons@raywhite.com

DUTIES OF PROPERTY MANAGER:

- Respond to complaints against the holiday house premises as soon as reasonable and practicable and within a maximum of 24 hours;
- Display the Code of Conduct, Property Management Plan in the kitchen or living area of the holiday house premises;
- Liaise with guests for the occupancy and vacation of the premises;
- Ensure the approved maximum guest occupancy is not exceeded;
- Ensure development approval as a holiday house is with the Shire of Dandaragan;
- Ensure guests are aware of and adhere to the approved Code of Conduct;
- Ensure the premises are clean and maintained to a high standard;
- Ensure bed linen is clean and replaced upon guest vacation; and
- Ensure rubbish and recycling bins are collected as required.

GUEST CHECK-IN AND CHECK OUT PROCEDURES:

(outline on-site assistance, cleaning, and waste management)

- Day-to-day Management will be organised through Ray White Jurien Bay.
- House keys are to be collected from the Ray White office in Jurien Bay.
- Cleaning and changing out of all linen used will occur after each guest has vacated.
- Rubbish bins are placed on the verge for collection by a member of Ray White staff.
- After hours contact number provided to all guests

PET MANAGEMENT:

- N/A

NUISANCE, NOISE AND COMPLAINT MANAGEMENT:

Complaints from a guest regarding the property are taken seriously and tended to as soon as possible

Complaints from neighbouring property about a holiday home are taken seriously and tended to as soon as possible

Guests are expected to reduce their noise and music levels between 10pm - 7am

If a member of staff is called out to a noise complaint, guests may be asked to leave with no refund.

NUMBER OF CAR PARKING BAYS AVAILABLE:

Parking for 2 vehicles in the driveway/ carport.

MAXIMUM GUEST OCCUPANCY:

8 Guests Maximum

BEDROOM SLEEPING CONFIGURATIONS:

(guest number & bed type)

BED 1: 2 guests - king size bed

BED 2: 2 guests - queen size bed

BED 3: 2 guests - one single bunk set

BED 4: 2 guests - one single bunk set

BED 5:

ADDITIONAL INFORMATION (IF APPLICABLE):



SHIRE of DANDARAGAN

HOLIDAY HOUSE – CODE OF CONDUCT

PROPERTY ADDRESS: 9 Mermaid Cove, JURIE BAY WA 6516

The following Code of Conduct governs guest behaviour and use of the property. Guests agree to follow the guidelines below, for themselves and any visitors they allow at the property:

GUESTS: Children should be supervised by a responsible adult (over 18 years of age) at all times. No unauthorised people (visitors) are permitted to stay overnight.

NOISE AND NUISANCE: Guests agree not to cause or permit nuisance at the property. This includes excessive noise, disruptive or anti-social behaviour. Noise should generally cease after 9pm Sunday through Thursday and after midnight Friday and Saturday.

VEHICLE PARKING: Guests agree to use the parking spaces provided and not to park on the street verge or street itself outside the property. The guests agree not to park any additional vehicles on the property in excess of the parking spaces provided.

SHIRE REGULATIONS: The guests agree to all Shire regulations, including noise and fire limitations.

PREMISE CONDITION AND CLEANLINESS: The guests agree to leave the premise in a clean and tidy condition upon vacating, with all fittings and chattels in their original condition and position at the beginning of stay. Guests are to advise the Property Manager of any damage or disrepair within 24 hours of this occurring. Any damage repairs or excessive cleaning that is attributable to the guests stay will be paid for by the guests.

FIRES: The guests agree not to allow any candles, open fires or similar burn unsupervised within the premise. No open fires are permitted outside at any time. Barbeque facilities may be provided and used in a safe manner.

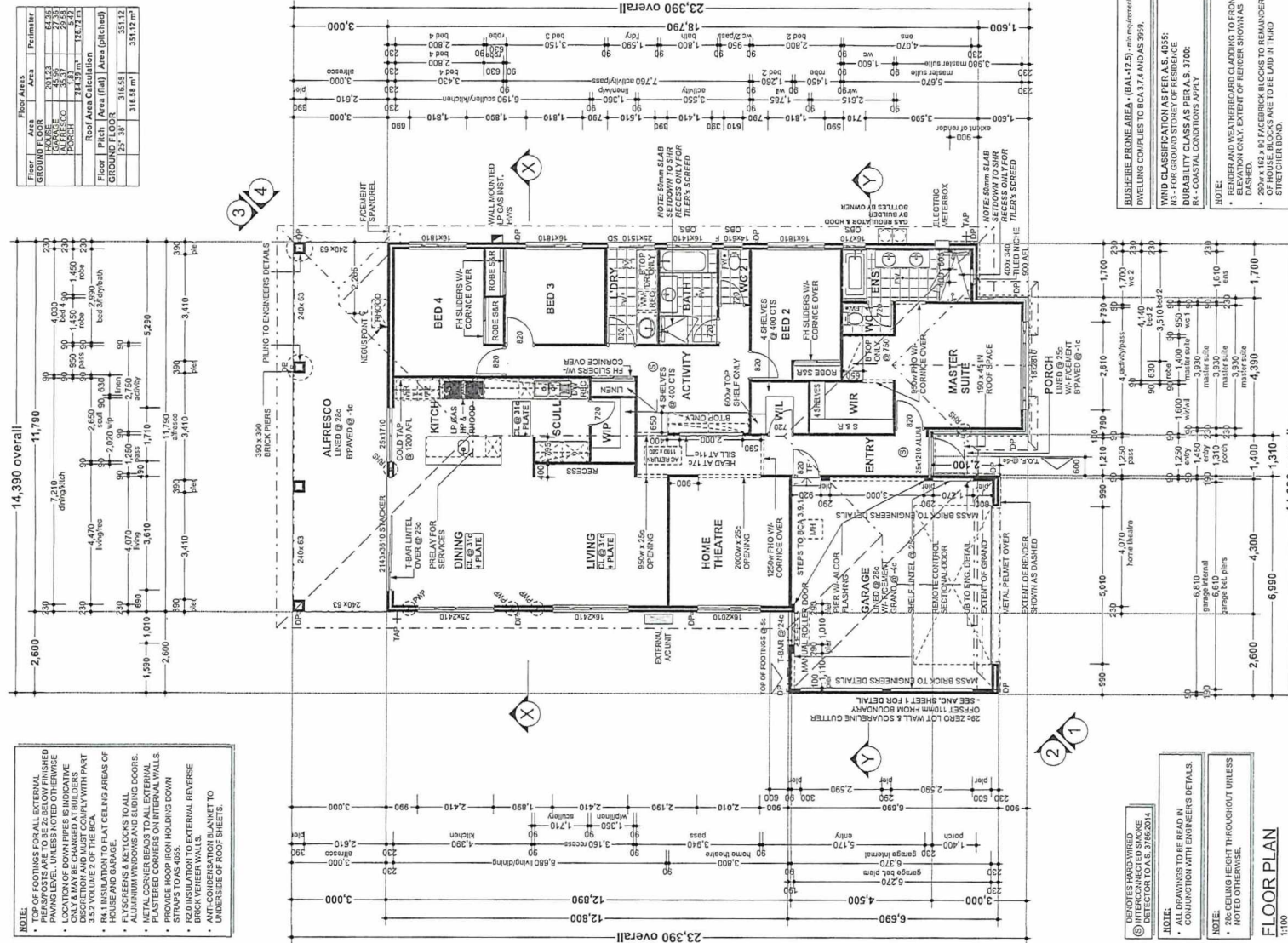
RUBBISH DISPOSAL: The guests agree to contain all their rubbish in the bins provided. Guests are responsible for putting out and collection of the bins where their stay coincides with collection days.

Your collection day is: Tuesday mornings

KEYS: At the end of the agreed accommodation term, guests agree to lock the premise, close all windows and return the keys to the Property Manager. Any lost or damaged keys will be replaced at the guests' expense.

TERMINATION OF ACCOMMODATION: If guests are found to have contravened any of the above Code of Conduct responsibilities a verbal warning will be issued. If the contravention is not rectified immediately, the accommodation booking may be terminated with 2 hours' notice at the Property Manager's discretion. No refunds will be made.

| Floor | Area | Perimeter |
|----------------------------------|-----------------------|-----------|
| GROUND FLOOR | 281.33 m ² | 37.75 m |
| COVERED PORCH | 3.37 m ² | 2.22 m |
| POURING SLAB | 284.70 m ² | 37.97 m |
| GROUND FLOOR | 288.10 m ² | 38.19 m |
| Roof Area Calculation | | |
| Floor Plate Area (incl. Terrace) | 316.51 m ² | 351.12 m |
| Roof Area (incl. Terrace) | 316.58 m ² | 351.12 m |



NOTE:

- ALL COLOURS FOR ALL MATERIALS.
- FLOOR FINISHES ARE TO BE AS SHOWN UNLESS OTHERWISE NOTED.
- LOCATION OF DOWN PIPES IS INDICATIVE ONLY. DISCREPANCY BETWEEN THIS PLAN AND DISCREPANCY AND MUST COMPLY WITH PART 3.5.2 VOLUME 2 OF THE BCA.
- HOUSE AND GARAGE.
- FLYSCREENS & KEYS TO ALL ALUMINUM WINDOWS AND SLIDING DOORS.
- METAL CORNER BEADS TO ALL EXTERNAL WALLS.
- PROVIDE MOOR IRON HOLDING DOWN STRAPS TO AS 4055.
- R2.0 INSULATION TO EXTERNAL REVERSE SIDE OF ROOF SHEETS.
- PROVIDE INSULATION BLANKET TO UNDERSIDE OF ROOF SHEETS.

REVISIONS:

① REVISIONS HANDWRITTEN TO BE READ IN CONJUNCTION WITH ENGINEER'S DETAILS.

NOTE:

- 2% CEILING HEIGHT THROUGHOUT UNLESS NOTED OTHERWISE.

FLOOR PLAN
1:100

BUSHSIDE PROMISE AREA - (BAL-V12.5) - min requirements
DWELLING COMPLETES TO RICA 37.4 AND AS 3759.

WIND CLASSIFICATION PER AS 4055:
H3 - FOR GROUND STOREY OF RESIDENCE
DURABILITY CLASS AS PER AS 3700:
R4 - COASTAL CONDITIONS APPLY

NOTE:
• RENDER AND WEATHERBOARD CLADDING TO FRONT ELEVATION ONLY. EXTENT OF RENDER SHOWN AS ELEVATION ONLY.
• 290 x 162 x 60 FACEBRICK BLOCKS TO REMAINDER OF HOUSE. BLOCKS ARE TO BE LAID IN THIRD STRETCHER BOND.



KOOMBANA BAY
E & OE

LINE SPECIFICATION MODEL N°
© COPYRIGHT 6483



12 Baily Street, Geraldton, W.A. 6530.
Ph 08 9921 8835.
Fx 08 9921 8836.
www.plunketthomes.com.au

| REV | VO # | DRN | DATE | CHK |
|-----|--------------|-----|----------|-----|
| 1 | Eng. Details | JA | 14/12/21 | JA |
| 2 | PCV #1 | DJS | 23/02/22 | DK |

Sub-contractors to verify all dimensions on site.

FINAL PLANS

DATED:

OWNER: WITNESS:

OWNER: WITNESS:

BUILDER: WITNESS:

CLIENT:
P. & S. BOOTH

ADDRESS:
**LOT 44 (#9)
MERMAID COVE
JURIEN BAY**

| | |
|---------------|-----------|
| SHEET N° | 1 OF 10 |
| JOB N° | 302064GTN |
| REVISION DATE | 23/02/22 |





12 Bayly Street, Geraldton, W.A. 6530.
 Ph 08 9921 8835.
 Fx 08 9921 8836.
 www.plunketthomes.com.au

Rev. Builder N° 7995, A.B.N. 68 009 250 373

| REV | VO # | DRN | DATE | CHK |
|-----|--------------|-------|----------|-----|
| 1 | Eng. Details | JN-ZO | 12/10/21 | JOR |
| 2 | PCV #1 | DJS | 23/02/22 | DK |

Sub-contractors to verify all dimensions on site.

FINAL PLANS

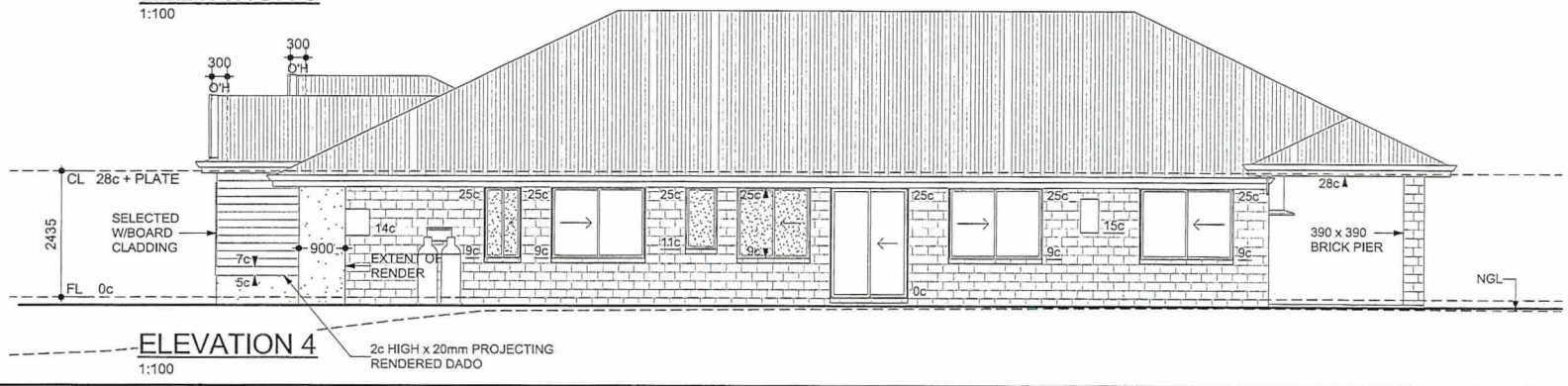
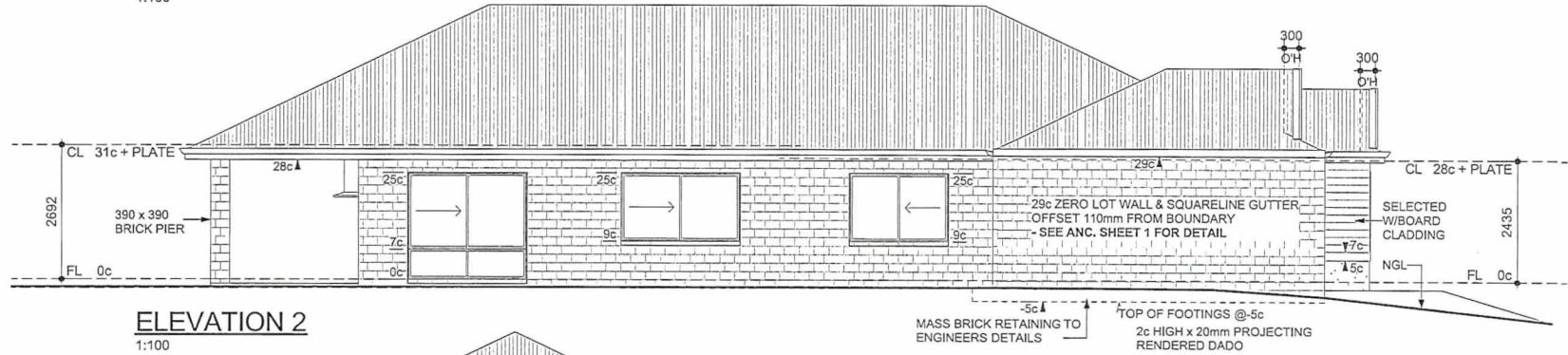
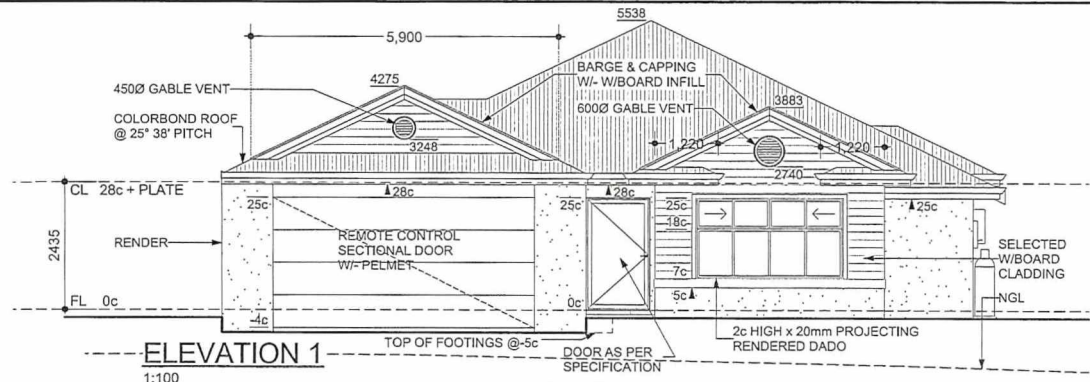
DATED:/...../.....

| | |
|---------|---------|
| OWNER | WITNESS |
| OWNER | WITNESS |
| BUILDER | WITNESS |

CLIENT:
P. & S. BOOTH

ADDRESS:
**LOT 44 (#9)
 MERMAID COVE
 JURIE BAY**

| | |
|----------|-----------|
| SHEET N° | 2 OF 10 |
| JOB N° | 302064GTN |
| REVISION | DATE |
| 2 | 23/02/22 |



PROPOSED HOLIDAY HOUSE – LOT 30 (NO. 4) ISLAND DRIVE, JURIE BAY

| Submission Comment | Officer Response |
|--|--|
| <p>1. The “Seagate Marina Estate” was established approximately 2005 to be an upmarket residential area, which had land prices to match. The houses were regulated with conditions what could and couldn’t be built and where the house and parking were to be located.</p> <p>2. This proposal will set a precedent which could and will completely change the character of the area and devalue the land. Out of the total of eleven houses, already two of them are approved as commercial holiday houses and this request will make three of the eleven. If this continues all 57 of the blocks/and houses will be Commercial Holiday homes. This was to be an upmarket residential development area, with the large parcel of land off Oceanic Way closer to the Marina, zoned for future tourist short stay and tavern development. We note this parcel of land was recently sold and we have unofficially been told the now owners wishing to build a holiday home on the site. This begs the question with the proposed residential area being zoned for commercial holiday houses, will the land zoned for tourist development become a residential area? Where is the incentive for people to invest in tourist accommodation and support services?</p> | <p>1. A commercial holiday house is a discretionary land use within the Shire’s Residential zone (of which the subject property is zoned) and the proponent has exercised their right to seek development approval for a commercial holiday house under the Shire’s <i>Local Planning Scheme No.7</i>. It is noted that the Local Design Guidelines for Seagate Estate provide no guidance on land use permissibility within the estate - only built form construction (development) guidance.</p> <p>2. There are 80 existing commercial holiday houses approved in Residential zoned areas of Jurie Bay, including two within the Seagate Estate adjacent this proposal. It is acknowledged that the amenity of an area could be affected by holiday houses as discussed in the report, however the application needs to be determined on its planning merit. Property values are not a planning consideration, and it is noted that no evidence has been provided to demonstrate that the property values have decreased in the locality as the result of commercial holiday house land uses being permitted by the Shire. The availability of adjacent vacant land with tourist development potential is not a relevant consideration for this development application which is required to be determined on its planning merit and considered against the Local Planning Framework. Nonetheless, no development application or rezoning request (scheme amendment) has been received from the current landowner of Lot 58 Oceanic Way (the Tourist zoned property) within Seagate Estate. The Residential zoned properties of Seagate are not rezoned to Commercial/Tourist zoning with development approval for a commercial holiday house rather time limited development approval is granted to use these Residential properties for a commercial/tourist purpose (commercial holiday house). A commercial holiday house is a form of tourist accommodation. It is considered that there are a variety of markets factors at play which affect investment decisions by land developers of potential tourist developments within Jurie Bay. Holiday houses, resorts and hotels / motels service slightly different categories of visitors within the tourism industry. It is acknowledged that holiday houses attract some of the traditional hotel/motel and resort clientele that are now more focused on a relaxed in-house holiday compared to the past. This market shift is accepted in the Shire’s Local Planning Framework.</p> |

| | |
|---|--|
| <p>3. Vehicle parking: not adequate.</p> <p>4. Noise from the house. As a short stay building it tends to attract large groups with children who only stay for 2-3 nights and wish to party into the nights. There is no oversight of the building other than the cleaner who comes in and cleans the house after the renters have left.</p> | <p>3. The development application meets the deemed-to-comply vehicle parking criteria of the relevant local planning policy for the proposed guest capacity of eight and is therefore recommended for time limited development approval. A standard condition of approval requires that all vehicle parking associated with the use must be confined to the Holiday House premises.</p> <p>4. The property manager will be required to enforce a Property Management Plan and a Guest Code of Conduct which deals with guest noise amongst other matters. Additionally, the property manager's contact details will be forwarded for any complaints or concerns for the commercial holiday house, noting imminent safety/anti-social concerns should be reported to the Police.</p> |
| <p>5. We don't feel obliged to comment on this proposal, as we only live here.</p> | <p>5. Noted.</p> |
| <p>6. As the recent application for short stay accommodation at 4 Island Drive, I am also opposed to the proposal for 9 Mermaid Cove. This will be 3 out of 11 homes in the Seagate development approved for short stay accommodation (if successful). Seagate was designed for residential homes. The small blocks mean homes are around 2 metres apart, short stay accommodation was never envisaged or planned for this development which has only 1 entry/exit road. I note at the last council meeting (28th March 2024) councillor Wayne Gibson was opposed to the short stay accommodation proposal at 16 Aquilla Street, Jurien Bay as he felt there were becoming too many concentrated in a small area, his comment has merit and I feel should be considered for the proposal 9 Mermaid Cove within the small high density development of Seagate.</p> | <p>6. As per response 1 above. There is only 4.9% of all the Jurien Bay Residential zoned housing stock used as commercial holiday houses. The current Short-term Rental Accommodation Policy which was reviewed in 2022 applies universally across the Shire's Residential zoned land and makes no precinct or locality allowances. In 2023 Shire Officers sought legal advice in relation to limiting the number (quota) of holiday homes in a particular precinct or locality. The advice received from the Shire's solicitors did not support this option given that a 'first in, best dressed' approach was considered unfair or inequitable, lacking evidence-based support for this methodology. A decision based on a quota of short-term rental accommodation is therefore considered unlikely to survive a review to the State Administrative Tribunal. For these reasons, Shire Officers are unaware of like short term rental accommodation quota systems applied elsewhere in Western Australia. Nevertheless, although considered in the 2022 Short-term Rental Accommodation Policy review, the current Local Planning Framework review will reconsider the permissibility of short-term rental accommodation based on specific precincts or zones in the Shire's Local Planning Scheme. This application must however be considered against the current Local Planning Framework and not against other possible changes that may or may not be made to it.</p> |
| <p>7. Between the two short term rentals in Seaward Drive and Island Drive, it is more than enough with late night noise and music etc. I have also been told that there are more</p> | <p>7. As per Responses 2 and 3 above.</p> |

| | |
|--|---|
| <p>proposals before Council for more “Short Term Accommodation” houses. To have so many in a very small area would be a travesty and ruin the whole area of Seagate Estate. These properties are very small from 330-450m², so every house is very close to the other.</p> <p>I am also totally against changing the designation of the properties from” Residential R30” to “Commercial Holiday House”. I would think that would be totally out of the question as all the current landowners have purchased these properties with the belief that the area would remain residential only and high quality.</p> <p>8. I would also like to comment on the type of buildings being built. When I built my house at 17 Oceanic Way it was built and approved under the “Seagate Marina Estate Built Form Guidelines & Detailed Area Plans” (Jan 2005) with very strict Covenants on buildings. This was a complex document on how and what can be built in the Seagate Estate with many rules and regulations. This meant that you could not build a lower class building and owners were encouraged to build high quality buildings. Approximately 7 years ago this requirement was dropped so owners could build almost anything they wanted. This can be seen in the 3 buildings built since, very obvious. We designed our house to the Covenants required even though we were right on the threshold of the Covenants being dropped.</p> <p>My problem is that if you change the properties to “Commercial Holiday House” what we will see is a deluge of very cheap buildings not suited to this area and devalue every other property.</p> <p>I would ask that Council seriously consider this proposal and stop any more short term accommodation in the area.</p> | <p>No further development applications for short-term rental accommodation within the Seagate Estate have been received by the Shire.</p> <p>8. As per response 1 above.</p> <p>Although not a relevant consideration for the subject development application for the use of the subject property rather than the construction (development) of the property the Shire is not a party to restrictive covenants placed on property titles by land developers. However, the Shire does have an adopted Local Planning Policy for the built form development of Seagate Estate of which requires proponents to seek development approval for any design variations to the policy provisions.</p> <p>The development application when assessed on its merits against the applicable Local Planning Framework is recommended for time limited development approval until 30 June 2025.</p> |
| <p>9. I object to the proposed commercial holiday house application at 9 Mermaid Cove, Jurien Bay. This property is very close to the rear boundary of my land. I noticed it can house up to 10 people. There are only 4 parking bays, and this includes the garage. Their back patio is close to my back fence, and I’m concerned about the noise. Additional traffic is also a concern for me. I don’t think this proposal is for this suburb.</p> | <p>9. As per response 3 and 4 above.</p> <p>The development application when assessed on its merits against the applicable Local Planning Framework is recommended for time limited development approval until 30 June 2025.</p> |
| <p>10. I object to the proposed commercial holiday house application at 9 Mermaid Cove, Jurien Bay. This property is very close to the rear boundary of my land. I noticed it can house up to 10 people. There are only 4 parking bays, and this includes the garage. Their back patio is close to my back fence, and I’m concerned about the</p> | <p>10. As per response 9 above.</p> |

| | |
|--|---|
| <p>noise. Additional traffic is also a concern for me. I don't think this proposal is for this suburb.</p> | |
| <p>11. We are responding to your request for comment regarding proposed commercial holiday house at 9 Mermaid Cove, Jurien Bay. We have purchased a house block in the Seagate development are negotiating with a building company to build our home at X.</p> <p>While we don't have a particular issue with private homes being used on occasion for visitors, we would be disappointed to see the estate get significantly re-zoned from a quiet residential area to a noisy, busy holiday precinct.</p> <p>This week we were advised by the Shire that our neighbouring already established property on 4 Island Drive has received Council approval to enable use as a short stay bookings.</p> <p>It is concerning that right on the heels of this approval there is now a second request for changing the land use to a commercial holiday house. Is this the thin end of the wedge, and our new home is going to be surrounded by Air B &B visitors?</p> <p>It's not the intent of the development to be a holiday precinct and we urge Council to reconsider its approach as advised in its minute of 28 March Council meeting pertaining to 4 Island Drive.</p> <p>We would like to suggest that Council apply a limit to the number of dwellings afforded such approvals, to retain the general amenity and original purpose of the development. A maximum of four in the precinct would seem to us to be manageable and tolerable.</p> | <p>11. As per response 1 and 6 above.</p> <p>No further development applications for short-term rental accommodation within the Seagate Estate have been received by the Shire.</p> |
| <p>12. Would you please record our objection to permitting any short stay accommodation on single residential lots within the Seagate Estate development.</p> <p>13. We believe that any approval will set an adverse precedent for the future of the estate and would likely devalue other property.</p> <p>14. Also, short stay accommodation was not what was originally envisaged or approved when purchasers acquired their blocks.</p> | <p>12. Noted.</p> <p>13. As per response 2 above.</p> <p>14. As per response 1 above.</p> |

Hi All,

As I sat at my computer Tuesday afternoon contemplating a reply to the latest application by the Lobster Shack for the proposed replacement of restaurant toilet amenities, the buses were back to shatter the home environment.

I was too upset, angry, disappointed, let down to give a considered reply to this latest application.

The previous back fence of the adjoining block has been moved back towards the road by about ten meters allowing for more parking. This regrettably means buses park with their engines constantly running meters from our home.

On this day, there were five buses running for the convenience and comfort of their passengers. In our home it was an ugly noise which I'm sure would be considered noise pollution and that interferes with our life at home. This is a kick in the guts, a slap in the face to our family.

This establishment has caused much stress and pain to our family and is taking a toll on our health and wellbeing. You can only be pushed so far before you push back.

As pointed out in previous correspondence the plans do not show bus parking here and the signs along the front show a different area for drop off / pick up and bus parking.

I don't believe the message is getting through to the owners / management of the Lobster Shack.

I am still recovering from the disappointment of the outcome from the last request from comment : Proposed Storage shed Lot 5 Catalonia Street.

In response to this latest application, I ask myself one question, what is the point of replying? There is no to little information given and the plans submitted to us are that small that I struggle to read / make sense of the proposal.

At the end of the day, it will be the officer's recommendation and at the Shires discretion with little thought given to adjoining residents. Perhaps this is why nobody bothers to reply.

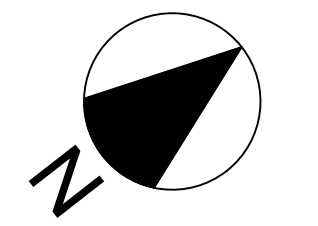
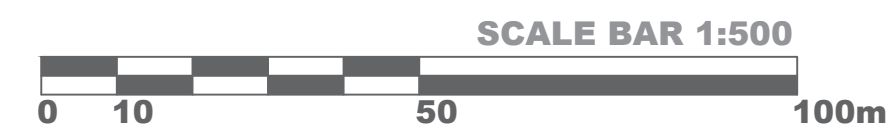
Please remind owners / management that works on these projects are not to start before 7:00am, as should be the use of forklifts and use of other noisy machinery!

Disgruntled resident of X Catalonia St Cervantes.





01 LOBSTER SHACK SITE PLAN
SCALE 1:500



| REV | ISSUE | DATE | CHECKED | DATE |
|-----|-----------------|------------|---------|------|
| A | FOR INFORMATION | 05/12/2023 | | |

PROJECT
THE LOBSTER SHACK
37 CATALONIA STREET
CERVANTES

DRAWING
SITE PLAN

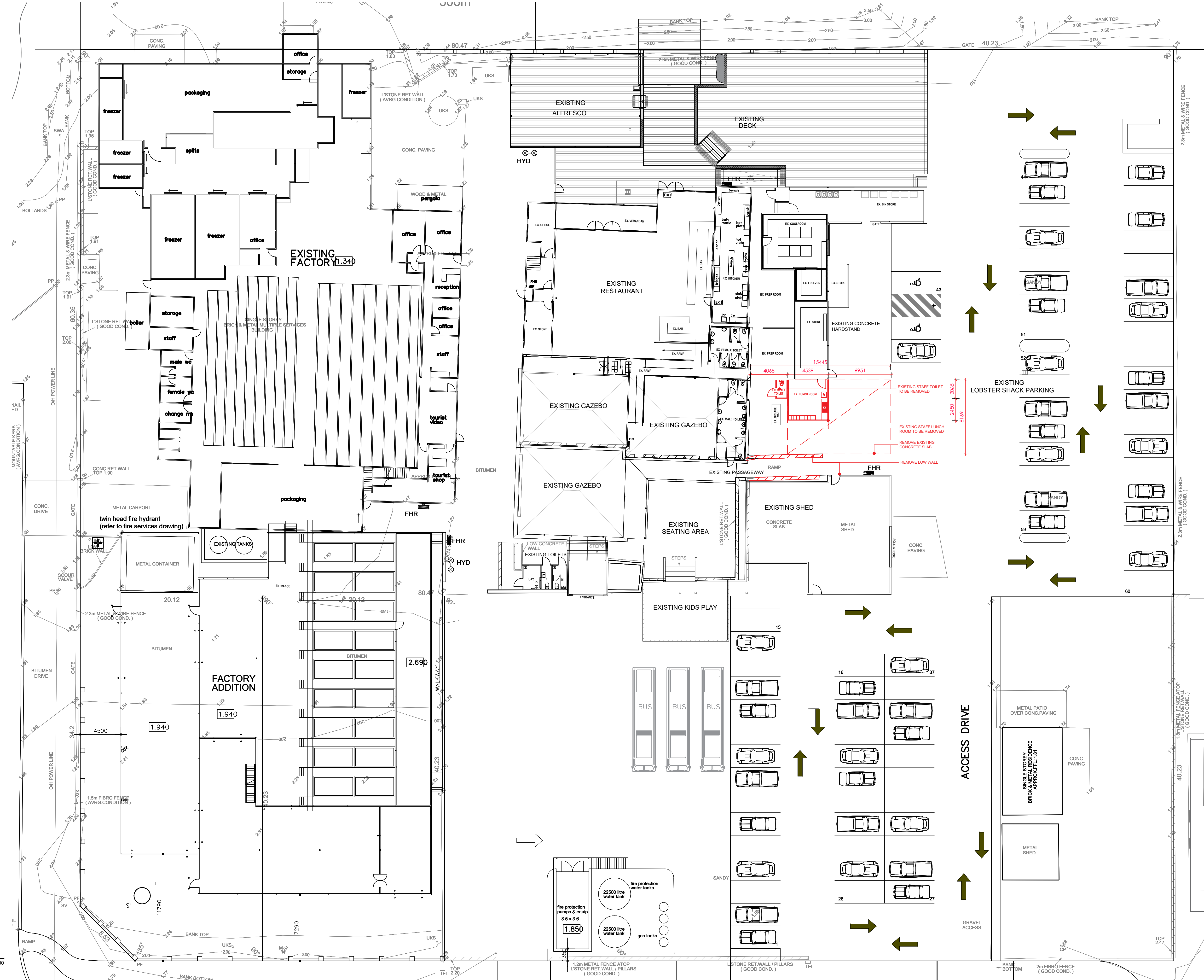
/ Design
Theory

P | 06 9553 3734
E | info@designtheory.com.au
W | www.designtheory.com.au
A | FIRST FLOOR 7A HIGH STREET
FREMANTLE 6160

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SCALE 1:500
DRAWN ED
DRAWING NO. A0400
REV A



01 EXISTING/DEMO PLAN
SCALE 1:200

| REV | ISSUE | DATE | CHECKED | DATE |
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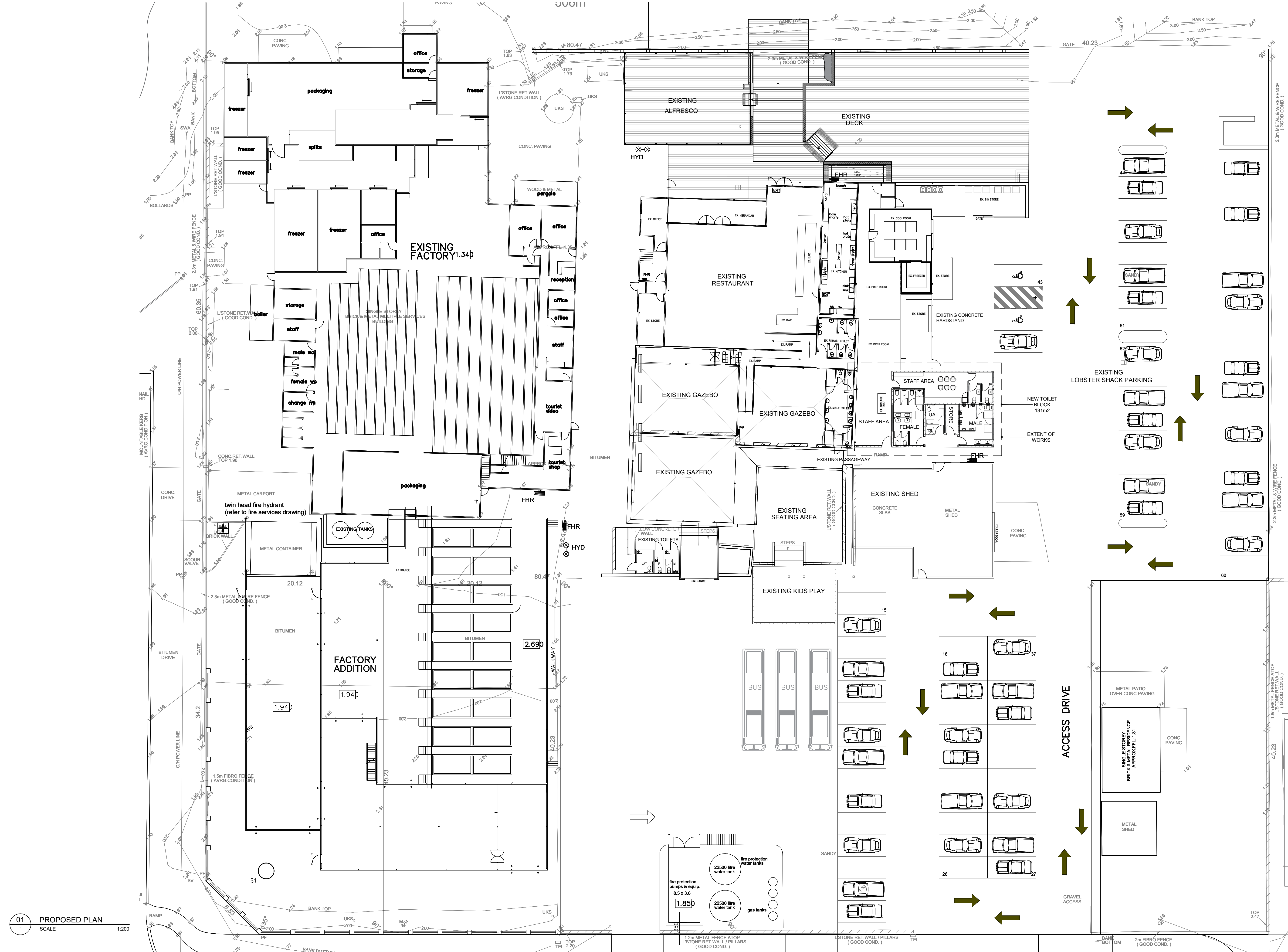
PROJECT
THE LOBSTER SHACK
37 CATALONIA STREET
CERVANTES

DRAWING
EXISTING/DEMOLITION PLAN

Design Theory

| SCALE | DRAWING NO. |
|-------|-------------|
| 1:100 | A0500 |
| DRAWN | REV |
| ED | A |

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01 PROPOSED PLAN
SCALE 1:200

| REV | ISSUE | DATE | CHECKED | DATE |
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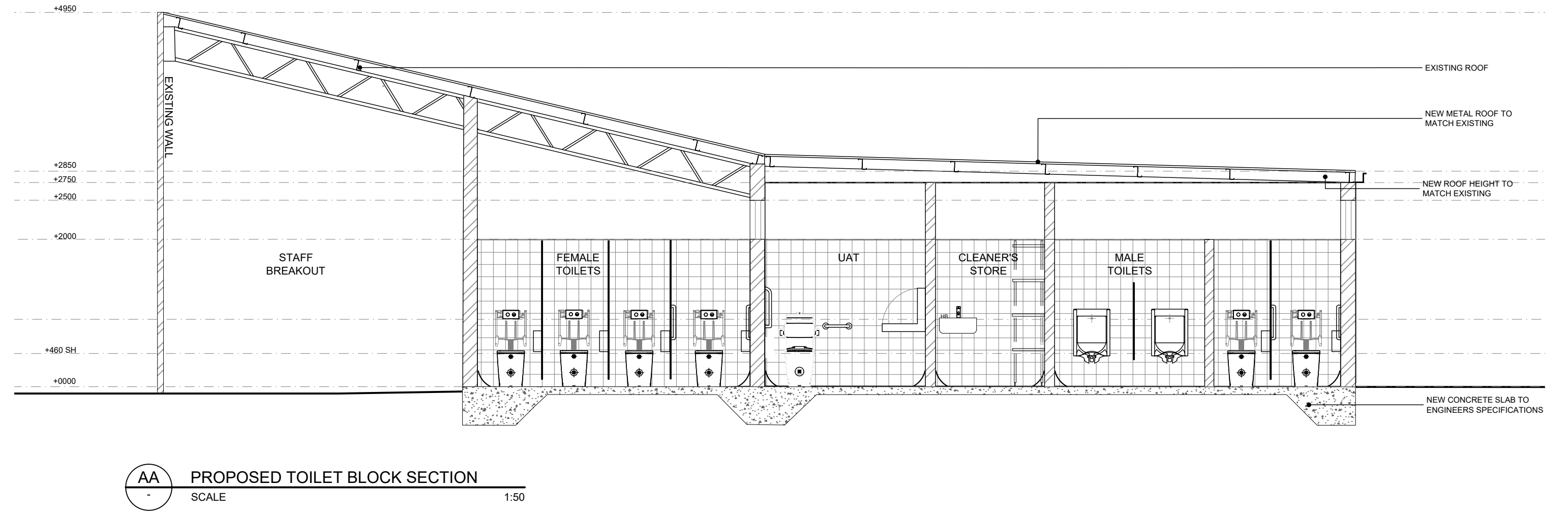
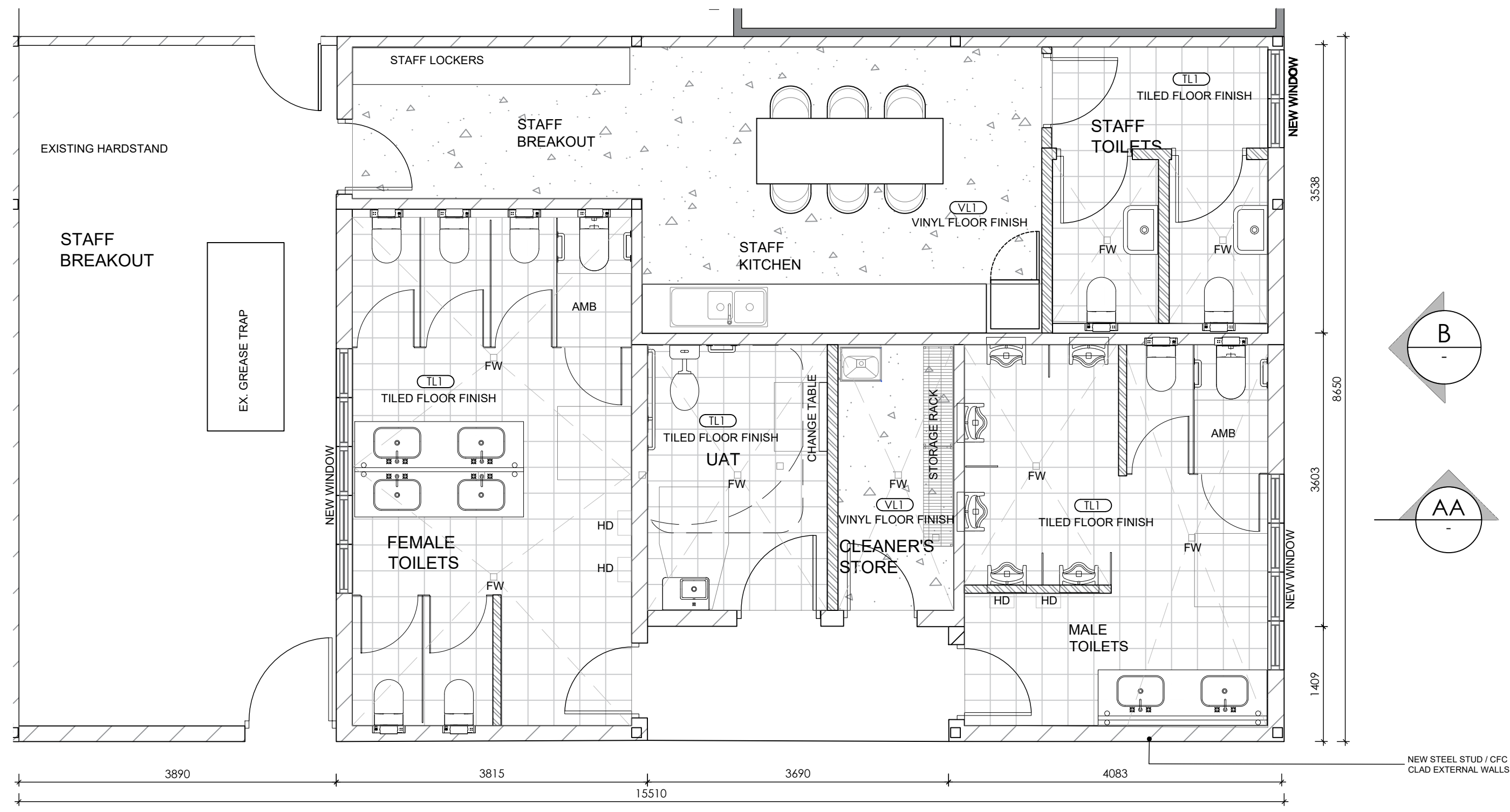
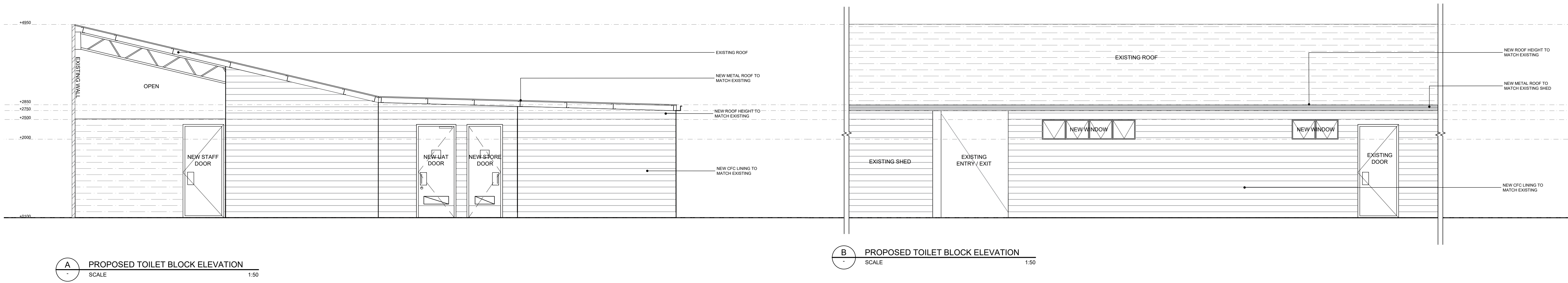
PROJECT
THE LOBSTER SHACK
37 CATALONIA STREET
CARVANTES

DRAWING
PROPOSED PLAN

/ Design Theory

SCALE 1:100
DRAWN ED
DRAWING NO. A1000
REV A

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| REV | ISSUE | DATE | CHECKED | DATE |
|-----|-----------------|------------|---------|------|
| A | FOR INFORMATION | 05/12/2023 | | |

PROJECT
THE LOBSTER SHACK
37 CATALONIA STREET
CERVANTES

DRAWING
TOILET DETAILS

/ Design Theory

P | 06 9333 3734
E | info@designtheory.com.au
W | www.designtheory.com.au
A | FIRST FLOOR, 7, HIGH STREET
FREMANTLE 6160

SCALE
1:50
DRAWN
ED

DRAWING NO.
A9000
REV
A

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Shire of Dandaragan

Rory Mackay

Principal Planning & Building Officer

10/4/2024

Dear Rory,

Please find enclosed the application to extend The Sandpiper Bar & Grill.

We wish to improve the overall appearance of the venue and make it more family & pet friendly.

By extending the beer garden area to the road reserve we can provide an outside playground and more space for people to sit and relax.

We understand we must come to an agreement with the Minister for lands before any development takes place and hope the shire will agree to close the road reserve.

As discussed we will continue the footpath so there is still pedestrian access the whole length of Sandpiper Street.

In regards to the cash in lieu for carparks we wish to point out we are not increasing the number of patrons in the venue, we are just spreading it out.

We are planning on keeping a small intimate restaurant, reducing the tables inside and then allowing for a more casual dining in the outside beer garden.

We hope council can consider an exemption in this case as we believe we already have enough car parking space available. Our predominate trading time is between 6 & 8 pm. There is no other business in the complex open at this time and there is substantial carparking available. Other than Meraki I believe these business will never consider trading at night.

We also have substantial parking already available at the venue and plan to add another 3 bays to our current carpark.

50 % of our clientele come from tourists. The main tourist accommodation is all within walking distance of our venue, The Tourist Park, Jurien Bay Motel Apartments, Seafront Units & Jurien Bay Hotel Motel.

Locals are more inclined to walk or ride bikes rather than driving.

Previous developments at the Tourist Park & Kakka Alley have all been approved without the need for extra carparks or cash paid in lieu.

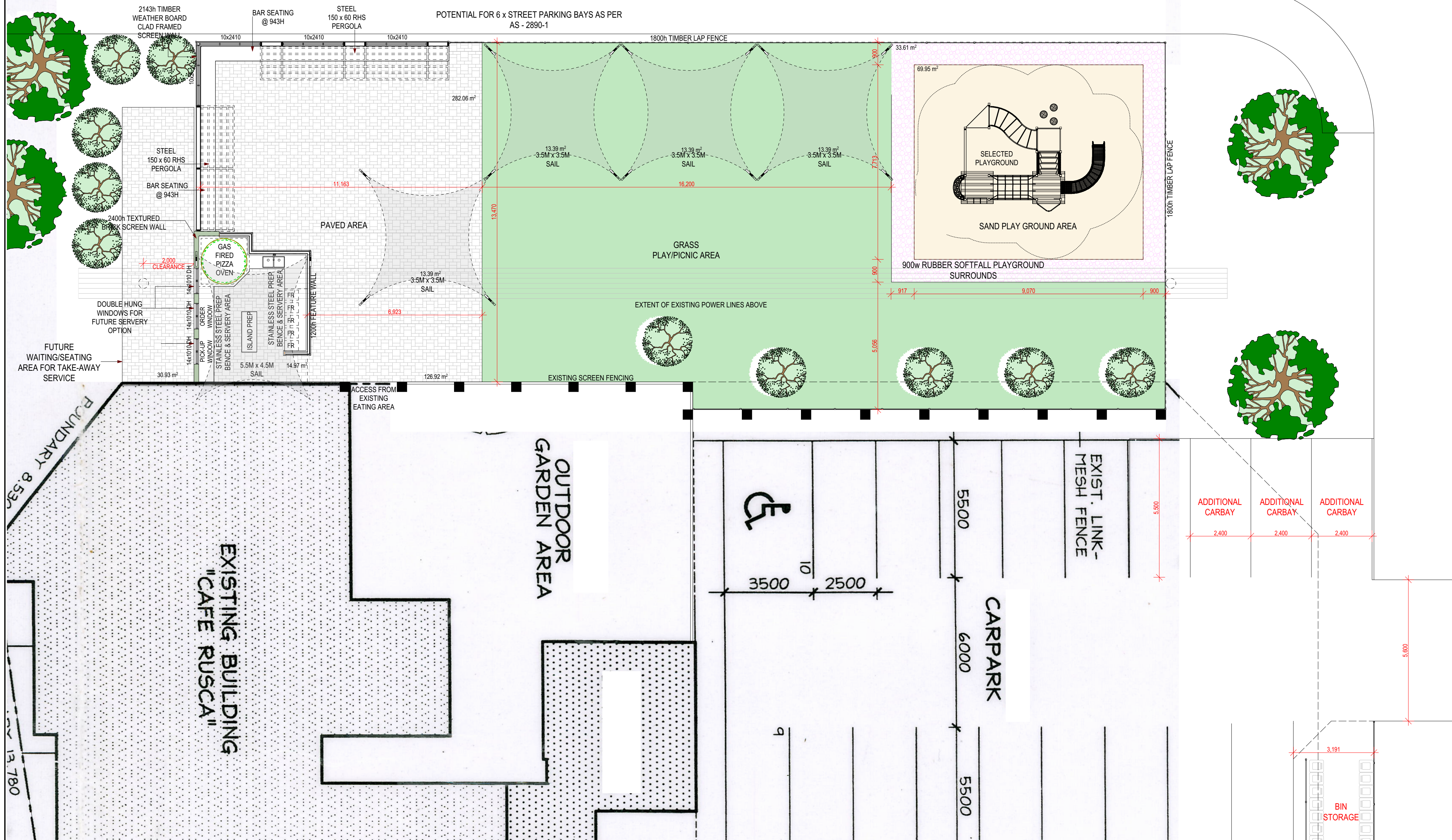
We are planning on injecting close to \$400,000 on this development and believe it is going to be fantastic for the growth of Jurien Bay. This will however depend on the value of land or lease offered and the consideration for cash in lieu for carparks.

Thank you for your time

Kind Regards

Dianne Knowles

SANDPIPER STREET



GRH designs

INDEMNITY NOTE - The Client as invoiced indemnifies The Henderson Family Trust T/A GRH Designs Pty Ltd against any legal action, associated costs, Financial Loss or Damages

GENERAL NOTE

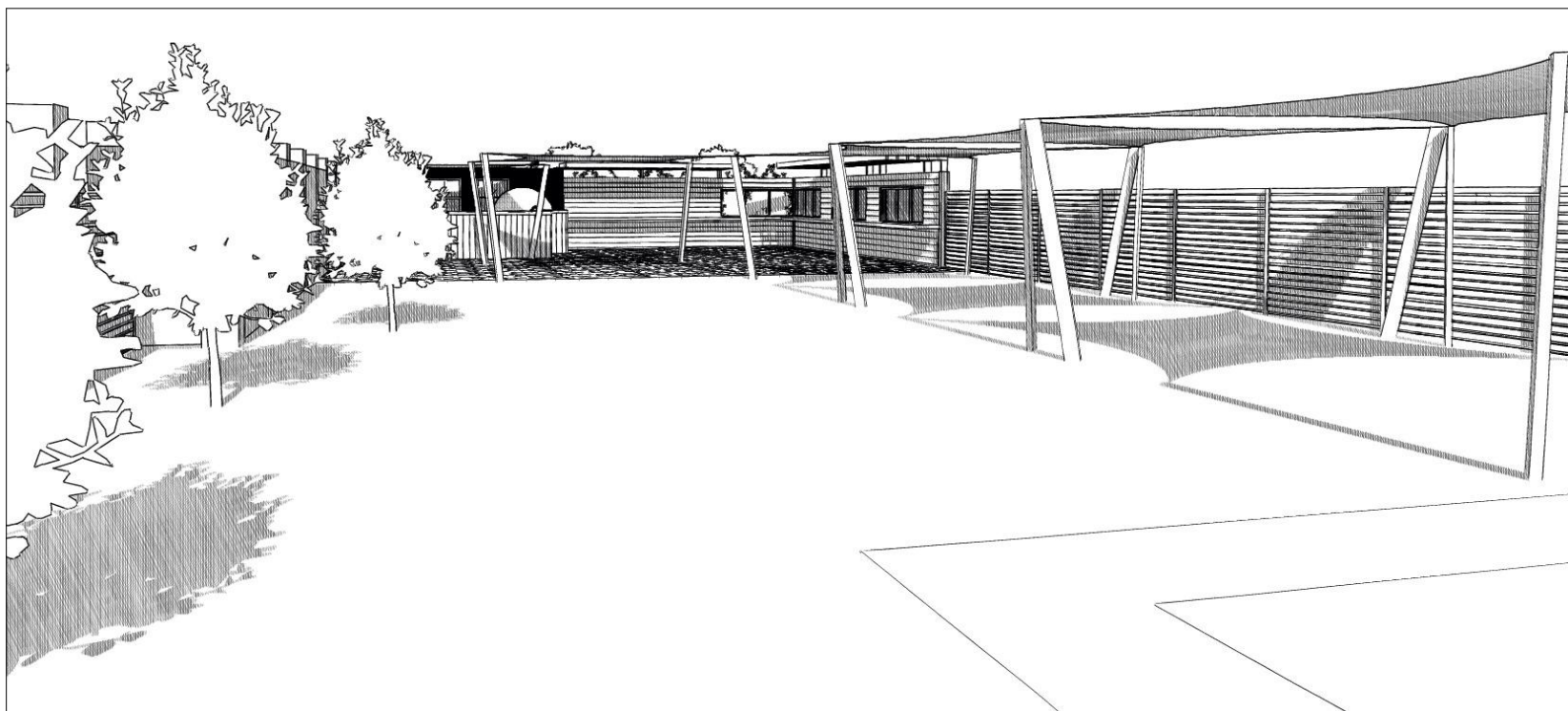
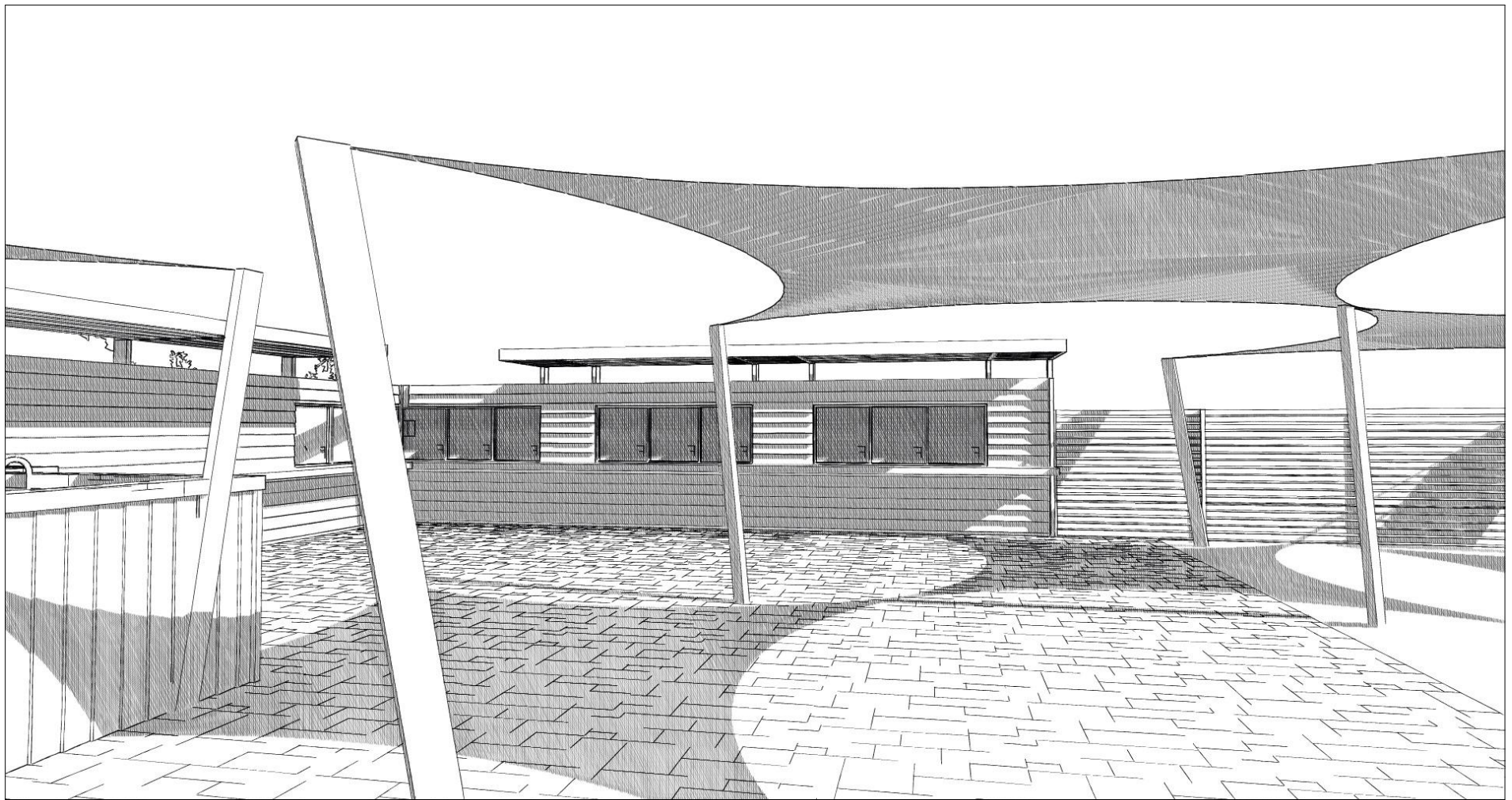
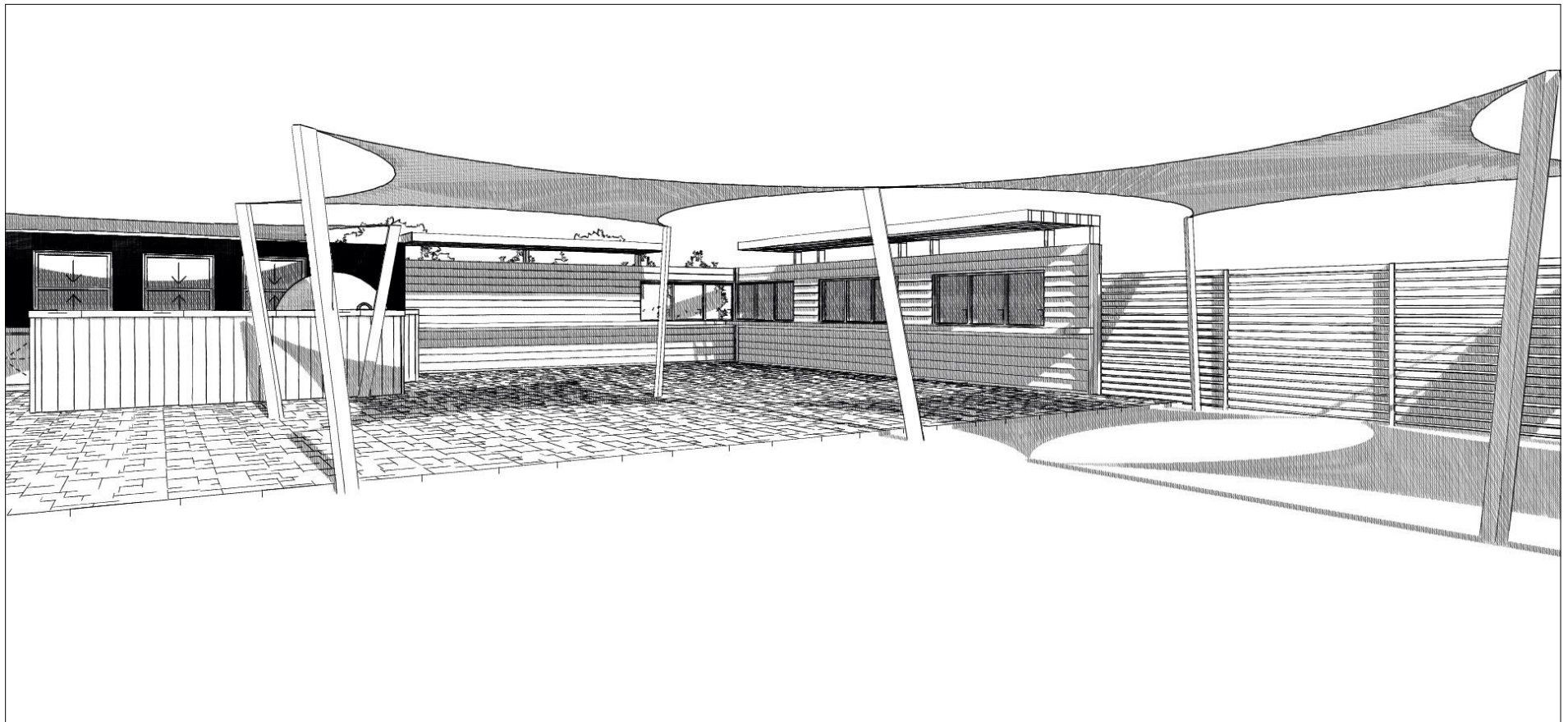
- (1) The Builder/Client/Sub Contractor shall check all dimensions & Levels prior to start of construction, any discrepancies shall be reported to GRH Designs immediately.
- (2) Do not scale off the drawings.
- (3) Drawings shall not be used for construction purposed until issued for such.
- (4) All setbacks/levels subject to survey.

PROPOSED RESIDENCE FOR:
Sandpiper Tavern c/o D.Knowles & J Turner
 ADDRESS:
LOT 672 ROBERTS STREET JURIE BAY

BUILDER:
 CLIENT(S):
 DATE:

VARIATIONS:
 0 DESIGN CONCEPT 20-10-2022

DATE: 20-10-22 DESIGN: GRH DESIGNS
 ISSUE DATE: 04/2024 8:56 AM
 © COPYRIGHT
 JOB NO: 6269
 SCALE: 1:
 ONE OFF
 SHEET NUMBER: 1 of 2



DESIGN NOTE:

SOME ASPECTS OF THE SKETCH DESIGN MAY HAVE TO BE ALTERED TO COMPLY WITH THE 6 STAR ENERGY EFFICIENCY RATINGS IN ACCORDANCE WITH THE BUILDING CODES OF AUSTRALIA (BCA). ONCE FINALISED, ADDITIONAL DESIGN COMPLIANCE ITEM/S WILL BE AT EXTRA OVER COST/S TO SATISFY THE CODES.

PRELIMINARY DESIGN ONLY

DUE TO THE IMPLEMENTATION OF THE AMENDED RESIDENTIAL DESIGN CODES AND THE BUILDING CODES OF AUSTRALIA ENERGY EFFICIENCY PROVISIONS, THIS DESIGN MAY BE SUBJECT TO CHANGE.

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THIS HOUSE DESIGN IS THE SOLE PROPERTY OF GRH DESIGNS AND SHOULD NOT BE USED OR ALTERED WITHOUT THE EXPRESS WRITTEN ASSIGNMENT OR LICENCE BY THE BUILDER TO NOMINATED PARTIES



INDEMNITY NOTE -The Client as invoiced indemnifies The Henderson Family Trust T/A GRH Designs Pty Ltd against any legal action, associated costs, Financial Loss or Damages
GENERAL NOTE
 (1) The Builder/Client/Sub Contractor shall check all dimensions & Levels prior to start of construction, any discrepancies shall be reported to GRH Designs immediately.
 (2) Do not scale off the drawings.
 (3) Drawnings shall not be used for construction purposed until issued for such.
 (4) All setbacks/levels subject to survey.

PROPOSED RESIDENCE FOR:
Sandpiper Tavern c/o
D.Knowles & J Turner
ADDRESS:
LOT 672 ROBERTS STREET
JURIEN BAY

BUILDER:
CLIENT(S):
DATE:/...../.....

VARIATIONS:
 0 DESIGN CONCEPT
 20-10-2022

DATE: 20-10-22 **DESIGN:** GRH DESIGNS
ISSUE DATE: 8/04/2024 8:56 AM
© COPYRIGHT
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SCALE: 1:
ONE OFF
SHEET NUMBER: 2 of 2

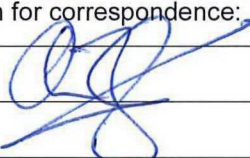
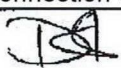
BE

CLAUSE 9.1.1

APPLICATION NO:
DATE RECEIVED:
RECEIPT NO:



**LOCAL PLANNING SCHEME NO.7
DISTRICT ZONING SCHEME
APPLICATION FOR DEVELOPMENT APPROVAL**

| | | |
|--|-------------------------------|---|
| Owner details: | | |
| Name: Department of Planning, Lands & Heritage | | |
| ABN (if applicable) 68 565 723 484 | | |
| Address: 140 William Street, Perth WA | | Postcode: 6000 |
| Phone: 08 6551 8002 | Fax: | Email: |
| Contact person for correspondence: CHRIS ZIATAS <i>MANAGER LAND MANAGEMENT CENTRAL</i> | | |
| Signature:  | Date: 09/04/2024 | |
| Signature: | Date: | |
| <i>The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 Clause 62(2)</i> | | |
| Applicant details: | | |
| Name: Sandpiper Bar & Grill | | |
| Address: 12 Roberts Street, Jurien Bay WA | | Postcode: 6516 |
| Phone: | Fax: | Email: manager@jurienhotel.com.au |
| Contact person for correspondence: Dianne Knowles | | |
| The information and plans provided with this application may be made available by local government for public viewing in connection with the application. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | |
| Signature:  | Date: 1/1/2024 | |
| Property Details: | | |
| Lot No: | House/Street No: | Location No: |
| Diagram or Plan No: | Certificate of Title Vol. No: | Folio: |
| Land ID 3450712 (Road Reserve) | | |
| Title encumbrances (e.g. easements, restrictive covenants): | | |
| Street Name: Sandpiper Street | | Suburb: Jurien Bay |
| Nearest street intersection: Andrews Street | | |
| Proposed development: | | |
| Nature of development: <input type="checkbox"/> Works <input type="checkbox"/> Use <input checked="" type="checkbox"/> Works and use | | |

| |
|---|
| Is an exemption from development claimed for part of the development? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| If yes, is the exemption for: <input type="checkbox"/> Works <input type="checkbox"/> Use |
| Description of the proposed works and/ or land use: Outdoor eating facility (extension of existing restaurant) |
| Description of exemption claimed (if relevant) |
| Nature of any existing buildings and/ or land use: Restaurant |
| Approximate cost of proposed development: \$300,000 |
| Estimate time of completion: December 2024 |

| | |
|--|---------------------------------|
| OFFICE USE ONLY | |
| Acceptance Officer's initials: ED | Date received: 24/1/2024 |
| Local Government Reference No: DA 13/24 | |

THIS FORM IS TO BE SUBMITTED WITH TWO COPIES OF PLANS COMPRISING THE INFORMATION SPECIFIED IN THE PARTICULARS REQUIRED WITH APPLICATION AS SHOWN BELOW.

THIS IS NOT AN APPLICATION FOR A BUILDING LICENCE
Accompanying material

Unless the local government waives any particular requirement every application for planning approval is to be accompanied by —

- (a) a plan or plans to a scale of not less than 1:500 showing —
 - (i) the location of the site including street names, lot numbers, north point and the dimensions of the site;
 - (ii) the existing and proposed ground levels over the whole of the land the subject of the application and the location, height and type of all existing structures, and structures and vegetation proposed to be removed;
 - (iii) the existing and proposed use of the site, including proposed hours of operation, and buildings and structures to be erected on the site;
 - (iv) the existing and proposed means of access for pedestrians and vehicles to and from the site;
 - (v) the location, number, dimensions and layout of all car parking spaces intended to be provided;
 - (vi) the location and dimensions of any area proposed to be provided for the loading and unloading of vehicles carrying goods or commodities to and from the site and the means of access to and from those areas;
 - (vii) the location, dimensions and design of any open storage or trade display area and particulars of the manner in which it is proposed to develop the same; and
 - (viii) the nature and extent of any open space and landscaping proposed for the site;
- (b) plans, elevations and sections of any building proposed to be erected or altered and of any building it is intended to retain;
- (c) any specialist studies that local government may require the applicant to undertake in support of the application such as traffic, heritage, environmental, engineering or urban design studies; and
- (d) any other plan or information that the local government may require to enable the application to be determined.

The Council reserves the right to request an electronic version of the application to make a complete assessment of the development application.

9. Economic Services and Development

9.6 C-9PCP06 – Planning – Car Parking

PART A- Policy

Objectives

- a) To provide sufficient parking for all developments within the Shire of Dandaragan;
- b) To recognize the need for different standards to be applied for coastal and rural town sites, and rural areas of the Shire.
- c) To provide clarity on the application of cash in lieu of onsite parking; parking requirements/ratios inclusive of buses, bicycles and cars for various land uses; and general guidance on the standards of construction.
- d) To ensure developments are provided with an acceptable standard of car parking, which is safe, convenient and practical for the operation of the site and for the community in general.

Policy Statement

1.0 Introduction

This car parking policy is to complement car parking standards set out in the Local Planning Scheme and further add bicycle parking requirements for different land uses as a way to encourage the use of non-fossil fuel mode of transportation. It also provides a guideline for cash in lieu parking arrangements and car parking access and design.

In regard to payment of cash in lieu for car parking, Section 3 of this policy is not intended to conflict with Clause 5.8 of Local Planning Scheme No.7, but more so provide clarity and a consistent approach to the application of cash in lieu parking arrangements. Similarly, the Standards Table included in Section 4 of the policy is to provide consistency in parking ratios for development across the Shire.

2.0 Legislative and Strategic Context

The policy has been prepared in accordance with Part 2 of Local Planning Scheme No. 7. The policy does not bind the local government with respect to any applications for planning approval, although the local government should have due regard to this policy when determining development applications that are reliant on the provision of car parking.

Should there be any inconsistency between this policy and the Planning Scheme, the Planning Scheme provisions shall prevail.

3.0 Cash in Lieu Arrangements

- 3.1 Where a person who applies for planning approval is required to provide car parking spaces in accordance with the Local Planning Scheme that person may pay cash in lieu of the provision of car parking spaces providing the Local government so agrees and is satisfied that adequate parking is available or can be constructed in close proximity to a proposed development;

9. Economic Services and Development

- 3.2 The local government will where desirable support an agreed cash-in lieu arrangement up to a 100% concession to facilitate the conservation of a heritage place contained on the State Register of Heritage Places, the Heritage List or situated within a heritage area.
- 3.3 In light of the minimal lot areas and historical nature of subdivision the Council will waive, pursuant to Clause 5.5.1 of the Shire of Dandaragan Local Planning Scheme No.7, the car parking provision applicable to the ground level portion (net lettable area) of development on Lots 1145 to 1151 Sandpiper and Andrews Street, Jurien Bay.
- 3.4 The cash in lieu payment is not to be less than the estimated cost for the owner or developer of providing and constructing the parking spaces required by the Scheme plus the value of that area of the land which would have been occupied by the parking space inclusive of manoeuvring area.
- 3.5 Before the local government agrees to accept a cash payment of parking spaces, there must be:
- (a) An existing public car parking area located within 300 metres of the proposed development and the parking has not already been allocated to another development; or
 - (b) An area within a 300 metre radius of the development that has been identified on a plan endorsed by the Council as suitable for construction of a public car park and can be developed within eighteen months from the time of agreeing to accept the cash payment;
- 3.6 The estimated cost of the land referred to in clause 3.4 shall be determined by the Valuer General or by a licensed valuer appointed by the Local government, with this service to be funded by the party requesting the parking concession.

Note: Valuations for the purposes of calculating cash in lieu payments for car parking will only be valid for a period of 6 months from the date of valuation. If payment is not received within the 6 months of the date of valuation a new valuation will be required.

- 3.7 The estimated cost of constructing parking bays referred to in clause 3.4 shall be determined by the local government or by a person nominated by the local government who is competent in the field of architecture or engineering, with any associated cost for this service to be funded by the party requesting the parking concession;

Note: The estimated cost of construction is reviewed annually as part of the Council annual budgetary process.

- 3.8 The monies received by the local government under clause 3.4 will be paid into a separate car parking fund and only be used for the acquisition or development of land as a public car park or to reimburse the local government for any expenses it has incurred including loan repayments, within the locality and shall relate as much as practicable to the development of the land the subject of the payment;

9. Economic Services and Development

- 3.9 If the parties cannot agree upon the amount payable, it shall be determined by arbitration in accordance with the *Commercial Arbitration Act 1985*. The costs of the arbitration shall be borne by the party requesting the parking concession.
- 3.10 Where offsite bays are proposed to be located within the road reserve adjoining or within 300 metres of the property, the developer is to pay the local government:
- The land value component for each car bay, as determined in accordance with statement 3.6 and based on an area of 27.5 m² per car bay inclusive of manoeuvring area, but excluding standard crossovers, and
 - The estimated construction cost as determined in accordance with statement 3.7, unless the applicant accepts responsibility to construct the said bays to the local government's parking and engineering specifications.
- 3.11 The use of cash in lieu payments to meet car parking requirements is not 'as of right' and shall be determined at local government's discretion applicable to commercial development within the Town Centre areas of the four gazetted town site within the Shire.
- 3.12 Where the Developer is granted a cash-in-lieu payment and the where the Shire of Dandaragan has acquired land for car parking a further amount, being 15% of the cash-in-lieu payment, is to be paid to the local government for the future maintenance of the car parking and landscaping as provided by the Shire with the cash-in-lieu funds.
- 3.13 Any cash in lieu payment paid to the local government will be held in trust to be applied solely for the provision, construction and maintenance of further car parking facilities including associated lighting, paths and landscaping for car parking, which should be in reasonable proximity (a 300m radius to allow for walkability) to the premises from which the payment was derived.
- 3.14 Cash in lieu contributions will be included as a condition of planning approval for the proposed development and shall be payable prior to the issue of a building licence, unless other wise agreed too by the Shire CEO, but at the very least, prior to occupation of the building. Where a cash-in-lieu contribution is to be provided for more than 10 car parking bays, the applicant may enter into an agreement for staged payments at the discretion of Council.

4.0 Car, Bus and Bicycle Parking Requirements

- 4.1 The Minimum Parking Requirements in Table B shall apply across the Shire, unless otherwise specified as a lesser standard in Table 2 of the Local Planning Scheme.

Table B - Minimum Parking Requirements

| LAND USE | CAR BAYS | BICYCLE RACKS | BUS BAYS |
|--|--|----------------------------------|----------|
| Aged or Dependent Persons (Ancillary Accommodation) | In accordance with the Residential Design Codes | | |
| *Amusement Parlour | 1 bay for 4 seats or 1 bay for 4 people accommodated | 1 rack for 50 m ² GFA | |

9. Economic Services and Development

| LAND USE | CAR BAYS | BICYCLE RACKS | BUS BAYS |
|---|--|---|-------------------------|
| Aquaculture & Incidental Use | 1 bay for each employee plus 1 bay for 40m ² of display, demonstration or lecture area. | | |
| *Art and Craft Centre | 1 bay for 30 m ² GFA plus 1 bay for every employee | | |
| *Backpackers Accommodation | 1 bay for every 2 beds plus 1 bay for every employee | | |
| Bed and Breakfast | 1 bay for each guest bedroom plus 1 bay for each employee | | |
| *Betting Agency | 1 bay for 20 m ² GFA | 1 rack | |
| Caravan Park/ Camping Ground | 1 bay for each site plus 1 visitor bay for every 10 sites. | 2 racks at reception area | |
| Caretaker's Dwelling | 1 bay (under cover) for every dwelling unit | | |
| Child Care Premises/ Day Care Centre | 1 bay for every employee plus 1 bay for every 4 children attending | 1 rack | |
| Cinema/Theatre | 1 bay per every 4 seats plus 1 bay for each employee | 1 rack for every 50 seats | |
| Civic Use | 1 bay for 40 m ² GFA plus 1 bay per staff member | 1 rack for 30 seats | |
| Club Premises | 1 bay for 45 m ² GFA | | |
| Community Purposes/Clubs | 1 bay for 4 persons/seats | 1 rack for 30 seats | |
| Consulting Rooms (medical) | 1 bay for 30 m ² GFA plus 1 bay for each employee. | | |
| Convenience Store | 1 bay for 20 m ² GFA | 2 racks | |
| Dwelling (Single) | 1 bay (under cover) for each dwelling. | | |
| Exhibition Centre | 1 bay for 30 m ² GFA plus 1 bay for each employee | | |
| Fast Food Outlet/Takeaway | 1 bay for 20 m ² GFA or 1 bay for every 4 seats provided whichever is greater. | 2 racks | |
| Fuel Depot | 1 bay for 30 m ² of ancillary office floor area, with a minimum of 2 bays, plus 1 bay for each employee. | | |
| Funeral Parlour | 1 bay for 30 m ² of administration/ customer service area plus 1 bay for every 4 persons in a memorial service - minimum of 6 bays | | |
| Group Dwelling | In accordance with the Residential Design Codes | 1 rack for every 20 dwelling units | |
| *Health Studio/Centre | 1 bay for 45 m ² GFA (including swimming pools) | 3 racks | |
| Hospital | 1 bay for 4 Beds plus 1 for every employee | 1 rack for every 50 beds | |
| Hotel/Tavern | 1 bay for every bedroom plus 2 bays for 25 m ² of bar and public area plus 1 bay for 2 every employees | 1 rack for 75 m ² of bar and public area | 1 bay for every 75 beds |

9. Economic Services and Development

| LAND USE | CAR BAYS | BICYCLE RACKS | BUS BAYS |
|---|---|------------------------------------|---|
| Industry- General, light & Service | 1 bay for 100 m ² GFA plus 1 bay for every two employees | | |
| Industrial Unit Building (Multiple Occupancy) | 2 bays for each industrial unit or 1 bay for 100 m ² GFA, whichever is greater | | |
| *Laundromat / Dry Cleaning Premises | 4 customer car bays plus 1 car bay for each employee onsite | | |
| *Liquor Store | 1 bay for 20 m ² GFA. | | |
| *Lunch Bar | 1 bay for 20 m ² GFA | 1 rack | |
| *Market | At the discretion of Council. | | |
| Motel | 1 bay for each unit plus 3 bays for 25 m ² of service area | | 1 bay for every 100 beds |
| *Motor Vehicle Hire | 1 car bay for 30 m ² of sales/customer service area and office space plus 1 car bay for every hire vehicle. | | |
| Motor Vehicle Repairs | 1 bay for 30 m ² of sales/customer service area and office space plus 2 bays for each service bay. | | |
| Motor Vehicle Sales | 1 bay for every 250 m ² of sales area plus 1 bay for every employee | | |
| *Motor Vehicle Wrecking | 1 bay for 50 m ² GFA | | |
| Multiple Dwelling | In accordance with the Residential Design Codes | 1 rack for every 20 dwelling units | |
| *Museum | 1 bay for 40 m ² GFA | 1 rack for 100m ² GFA | |
| Office | 1 bay for 20 m ² nla | 1 rack for 200m ² GFA | |
| *Open Air Display | 1 bay for 50 m ² of open display | | |
| *Plant nursery | 1 bay for 100 m ² of publicly accessible sales area plus 1 car bay for each employee | | |
| Place of Worship / Public Assembly | 1 bay for every 4 seats | 1 rack for every 50 seats | |
| Reception Centre | 1 bay for every 10 m ² GFA or 1 bay for every 4 seats provided, whichever is the greater | | 1 bay for every 100 seats |
| *Recreation - Outdoor/Indoor (Commercial Activity / Event) | 1 bay for every participant plus 1 car bay for every 4 spectators | | 1 bay for every 50 spectators in lieu of car bays |

9. Economic Services and Development

| LAND USE | CAR BAYS | BICYCLE RACKS | BUS BAYS |
|---|--|----------------------------------|---|
| Residential Building or Residential hostel or Boarding House | 1 bay for each bedroom plus 1 bay for every 2 employees. | 1 rack for every 5 bedrooms | |
| Restaurant / Café (including Alfresco dining areas) | 1 bay for every 10 m ² GFA or 1 bay for every 4 seats, whichever is the greater. | | |
| Rural Pursuit | 1 bay for each employee | | |
| Service Station | 1 bay for every service unit plus 1 car bay for every employee - minimum of 4 bays | | |
| Shop | 1 bay for 20 m ² nla | 1 rack for 200m ² GFA | |
| Showroom | 1 bay for 50 m ² GFA | | |
| *Tourist Accommodation (Resort Units, Chalets, Cabins) | 1 bay for each accommodation unit | 2 racks at reception area | 1 bay for every 50 beds |
| Trade Display | 1 bay for every trade participant plus 1 car bay for every 4 spectators | | 1 bay for every 50 spectators in lieu of car bays |
| *Transient Accommodation / Workers' Accommodation | 1 bay for every 4 beds | At the Council's discretion | 1 bay for every 50 beds |
| Transport Depot | 1 bay for every 30 m ² of office area plus 1 bay for each employee. | | |
| Veterinary Centre | 1 bay for every 10 m ² GFA plus 1 bay for every employee | | |
| Warehouse | 1 bay for every 100 m ² GFA | | |

** Denotes use class is not listed in Table 1 of the Shire of Dandaragan Local Planning Scheme No.7*

- 4.2 The Council may consider the reciprocal use of parking bays subject to justification being provided that adequately demonstrates a shared parking arrangement without causing conflict or a shortfall in parking availability.
- 4.3 The Council may consider a reduction in the minimum number of car parking bays as prescribed in Table B based on the provision of additional bus bays and/or bicycle racks in consideration of practicality and appropriateness associated with the proposed development or use.
- 4.4 The Council may require the provision of parking bays to be line marked and/or sign posted exclusively for the use of vehicles with disabled people, motor cycles, bicycles, delivery and services vehicles, taxis, buses, coaches and courier services.

9. Economic Services and Development

- 4.5 Except for single residences and group dwelling developments to a maximum of two units (duplexes), all car parking spaces must be situated such that vehicles can enter and leave the site in a forward direction.
- 4.6 Car parking must be designed so that ingress to or egress from each space can be achieved in one movement.
- 4.7 Tandem or stack car parking will not be permitted in any commercial development other than for staff purposes. Although generally discouraged Council may permit tandem or stack parking in some forms of residential development.
- 4.8 Internal driveway access shall be of a sufficient width to accommodate two way traffic and shall not be less than 5.5 metres in width.
- 4.9 Internal battle-axe driveway access shall not be less than 4.0 metres in width for residential developments.
- 4.10 A vehicular driveway (ingress and/or egress) shall where practical:
- (a) be located to the street with the lowest traffic volume;
 - (b) have separate entry/exit if the driveway is likely to be used simultaneously by vehicles entering and leaving the site where potential obstruction to traffic in the street could occur; and
 - (c) be more than 6 metres from:
 - an intersection;
 - a break in the median strip;
 - the commencement of a curve linking the carriageways of the public streets at an intersection; and
 - the approaches to “stop” or “give way” signs.
 - (d) not be closer than 1.5 metres to side boundaries, other than for residential development where a vehicular driveway may be adjacent to the boundary;
 - (e) be located such that any vehicle turning from the street into the driveway or into the street from the driveway can be readily seen by the driver of an approaching vehicle and be clear of all obstructions which may prevent drivers from having a timely view of pedestrians (clear line of sight);
 - (f) be relatively level within 6 metres of the site boundary or any footpath.
- 4.11 Council may require that new commercial or industrial developments be provided with dedicated service access and loading bays, which must be situated such that commercial vehicles can be positioned wholly within a bay when loading and that loading activities can occur without undue disruption to, or access to, other car spaces.

5.0 Construction Standards

- 5.1 Car parking bays for all developments, including all forms of residential development, shall conform to the minimum internal dimensions and manoeuvring areas as outlined in Appendix 1 to this policy.

9. Economic Services and Development

- 5.2 Bus parking for all developments shall conform to the minimum internal dimensions of 16.5 metres in length and 3.5 metres in width, with adequate manoeuvring area.
- 5.3 All car and bus parking areas with the town sites of Jurien Bay and Cervantes are to be sealed, line-marked, kerbed and drained standard to the satisfaction of the local government, except as provided for in statement 5.5 below.
- 5.4 All car and bus parking areas with the town sites of Badgingarra and Dandaragan are to be constructed to an all weather paved standard with appropriate open drainage to the satisfaction of the local government, except as provided for in statement 5.5 below.
- 5.5 Car parking situated in industrial and rural zones may be constructed to a suitable gravel standard only. All car parking within front setbacks and/or associated with showroom/front office use shall be constructed to an all weather paved standard (ie suitable aggregate material over a compacted sub-grade soil on a grade of less than 10%) and landscaped to the satisfaction of the local government.
- 5.6 Car and bus parking design and construction shall include adequate provision for landscaping comprising screen features and shade trees and/or shrubs (of indigenous species) as appropriate.
- 5.7 Staff, resident, visitor car and bus parking shall be appropriately marked and/or signposted to the satisfaction of the local government.
- 5.8 Council may require the lodgement of performance (bank) guarantees against the satisfactory construction, completion and establishment of car and bus parking areas and associated landscaping.

6.0 Responsibilities

All proposals that do not conform to the standards prescribed in this policy and the applicable Local Planning Scheme shall be referred to the Council for determination.

GOVERNANCE REFERENCES

| | |
|------------------------------------|--|
| Statutory Compliance | <ul style="list-style-type: none"> ▪ Shire of Dandaragan Local Planning Scheme No. 7 ▪ <i>Planning and Development Act 2005</i> ▪ <i>Australian Standards 1428 and 2890.1</i> ▪ <i>Shire of Dandaragan Parking and Parking Facilities Local Law 2010</i> |
| State Policy | N/A |
| Organisational Relationship | <i>Internal – Technical Works and Services Department -f Shire Road Works Specifications</i> <i>External – Main Roads Western Australia</i> |

9. Economic Services and Development

APPENDIX 1

