



SHIRE OF EXMOUTH

Attachments Booklet

Ordinary Council Meeting – 24 June 2021



Shire of Exmouth
Learmonth Airport Master Plan
2020

December 2020

Table of contents

1.	Introduction	1
1.1	Overview of the Airport	1
1.2	Purpose and Objectives of the Master Plan	2
1.3	Methodology and Consultation	3
1.4	Report Structure	4
1.5	Supplied Documents	4
1.6	Scope and Limitations	5
2.	Strategic Vision and Objectives	6
3.	Background Information	8
3.1	Master Plan Context	8
3.2	Current Situation	14
3.3	SWOT Analysis	21
4.	Critical Planning Parameters	22
4.1	Critical Airside Planning Parameters	22
4.2	Critical Landside Planning Parameters	26
4.3	Aircraft Noise	27
5.	Airport Master Plan	29
5.1	Movement Area Facilities Plan	29
5.2	Land Use Plan	30
5.3	Airport Safeguarding Plan	36
5.4	Implementation Plan	37

Table index

Table 1	Supplied Documents	4
Table 2	Climatic Data	9
Table 3	Total Landings by Financial Year	17
Table 4	RPT Passenger Number by Financial Year	18
Table 5	Passengers per annum forecast growth (indicative only)	22

Figure index

Figure 1	Aerial Image of Learmonth Airport	2
Figure 2	Master Plan Methodology	3
Figure 3	Learmonth Mean Rainfall	9

Figure 4	Wind Rose 9AM	10
Figure 5	Wind Rose 3 PM	10
Figure 6	Learmonth Airport Layout	18
Figure 6	Passengers per annum forecast growth (indicative only)	23
Figure 7	Airservices Australia Satellite Ground Station	24
Figure 8	Existing Qantas check-in counters	31
Figure 9	Current arrivals area with hire car operator desks	32
Figure 10	Existing arrivals bus loop	33

Appendices

Appendix A - Civil Site Lease Plan

Appendix B – Learmonth Airport Development Plan

Appendix C – Exmouth South Structure Plan

Abbreviations

Abbreviation	Description
°C	Degrees Celsius
A300	Airbus A300
A320	Airbus A320
A330	Airbus A330
AAA	Australian Airports Association
ADSL	Asymmetric Digital Subscriber Line
AFRU	Aerodrome Frequency Response Unit
AHD	Australian Height Datum
AIP	Aeronautical Information Package
ANEF	Australian Noise Exposure Forecast
AP3	AP-3C Orion
ARFF	Airport Rescue Firefighting
ARFFS	Airport Rescue and Fire Fighting Services
AsA	Airservices Australia
ATC	Air Traffic Control
ATSA	Aviation Transport Security Act
ATSR	Aviation Transport Security Regulations
AVGAS	Aviation Gasoline
AW138	AgustaWestland AW138
AW139	AgustaWestland AW139
B737	Boeing 737
B747	Boeing 747

Abbreviation	Description
B767	Boeing 767
B777	Boeing 777
BoM	Bureau of Meteorology
C130	Lockheed C-130 Hercules
CAA	Civil Aviation Act
CAF	Compressed Air Foam
CARs	Civil Aviation Regulations
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulations
CBR	California Bearing Ration
CHC	CHC Group LLC
COVID-19	Coronavirus Disease 2019
CTAF	Common Traffic Advisory Frequency
DME	Distance Measuring Equipment
DME – I	Distance Measuring Equipment International
DoD	Department of Defence
DoT	Department of Transport
EC225	Eurocopter EC225 Super Puma
ERSA	En Route Supplement Australia
F100	Fokker 100
FDS	The Royal Flying Doctor Service
FL	Flight Levels

Abbreviation	Description
FPSO	Floating Production Storage & Offloading
GA	General Aviation
GHD	GHD Pty Ltd
ha	Hectares
HIRL	High Intensity Runway Light
HMAS	Her Majesty's Australian Ship
ICAO	International Civil Aviation Organization
km	Kilometre
km/h	Kilometre per hour
L	Litre
LGT	Light/Lighting
LPS	Special Control Area
m	Metre
mAHD	Metre Australian Height Datum
mm	Millimetre
MOS	Manual of Standards
MTOW	Maximum Take-Off Weight
NASF	National Airports Safeguarding Framework
NBN	National Broadband Network
NDB	Non Directional Beacon
O&G	Oil and Gas
OLS	Obstacle Limitation Surfaces
OTS	Office of Transport Security

Abbreviation	Description
PA	Per Annum
PANS-OPS	Procedures for Air Navigational Services – Aircraft Operations
PAPI	Precision Approach Indicator Lights
Part 139 MOS	Part 139 (Aerodromes) Manual of Standards
PC9	Pilatus PC-9
PCN	Pavement Classification Number
PN	Prior Notice Required
psi	Pound per Square Inch
RAAF	Royal Australian Air Force
RFDS	Royal Flying Doctor Service
RPT	Regular Public Transport
RWY	Runway
SAAFMF	Strategic Airport Assets and Financial Management Framework
SCA	Security Controlled Airport
SGS	Satellite Ground Station
Shire	Shire of Exmouth
SWOT	Strength Weakness Opportunity Threat Analysis
TSP	Transport Security Plan
USA	United States of America
VHF	Very High Frequency
VOR	VHF Omni Range
WA	Western Australia

Abbreviation	Description
WAPC	Western Australia Planning Commission

Abbreviation	Description
WWII	World War 2

1. Introduction

1.1 Overview of the Airport

An airfield was established at Learmonth in the 1940's during WWII as part of military operation POTSHOT. In the 1950's it was redeveloped as a RAAF base to provide fighter defence for the Australian and USA troops based on the North West Cape. Learmonth Airport is named in honour of Wing Commander Charles Cuthbertson Learmonth, a decorated WWII RAAF pilot awarded a Distinguished Flying Cross (and bar) whilst leading the 22 Squadron RAAF during its attack on a Japanese destroyer in the Battle of the Bismarck Sea in March 1943. He also flew in the air search for HMAS Sydney, fought in the New Guinea air war and trained many other WWII RAAF pilots.

Wing Commander Learmonth died whilst commanding a 14 Squadron RAAF Beaufort Bomber during a training flight between Pearce and Rottnest Island on 6th January 1944. His account of the problems he encountered immediately prior to his fateful crash provided the answer as to why as many as 93 Beaufort Bombers had suffered similar crashes and fatalities prior, and it is for this that RAAF Learmonth base and Learmonth Airport is named in his honour.

The Shire of Exmouth operates the civil airport located within the RAAF Learmonth base. Learmonth Airport is situated on Commonwealth land and owned by the RAAF under the Department of Defence. The Shire leases Learmonth Airport from the Department of Defence under a Deed of Operation. The Learmonth Airport lease area covers 23.9 hectares (ha) and is a Security Controlled Airport (SCA) with a Classification 3 under the Federal Aviation Transport Safety Security Act 2004.

The airport is situated approximately 36km South of Exmouth and 120km North of Coral Bay and services Qantas passenger aircraft as well as helicopter operators supporting off-shore oil and gas operations.

The terminal, which opened on 3 December 1999, has won a number of Royal Australian Institute of Architects awards for its innovative design which represents a coral reef.¹

¹ <https://www.exmouth.wa.gov.au/aviation-services/learmonth-airport/about-learmonth-airport.aspx>



Figure 1 Aerial Image of Learmonth Airport²

1.2 Purpose and Objectives of the Master Plan

This Master Plan has been prepared for a planning period from 2020 to 2040.

Whilst there is currently no formal, legislated requirement for a local Government run airport to produce a master plan, the Department of Transport advises that a master plan can form the basis for Regional Airport Development Scheme funding applications.

This Master Plan, consequent to its focus on the Civil Airport Site, seeks to provide;

- Airside planning statements for the expansion of taxiway and apron areas for envisaged future needs; and,
- Landside planning statements for expansion of terminal building, hangar sites and related activity areas.

Specific criteria established by the Shire of Exmouth to be addressed by this Master Plan are;

- An assessment of the contemporary passenger composition and the possible and significant changes to the overall composition on the Regular Public Transport (RPT)

² Google Earth 2020

services on the Exmouth to Perth and Exmouth to Broome routes over the next 10 years (Note: Exmouth to Broome services ceased in February 2013)

- Development site availability for a substantial regional (RPT) operator, with regard to hangar, maintenance and passenger lounge facilities, who may wish to establish and provide feeder services to and from Learmonth Airport to outlying areas
- Master Plan assessment and reviewing with stakeholder consultation

1.3 Methodology and Consultation

GHD undertook the following approach in completing the Master Plan for the Shire of Exmouth.

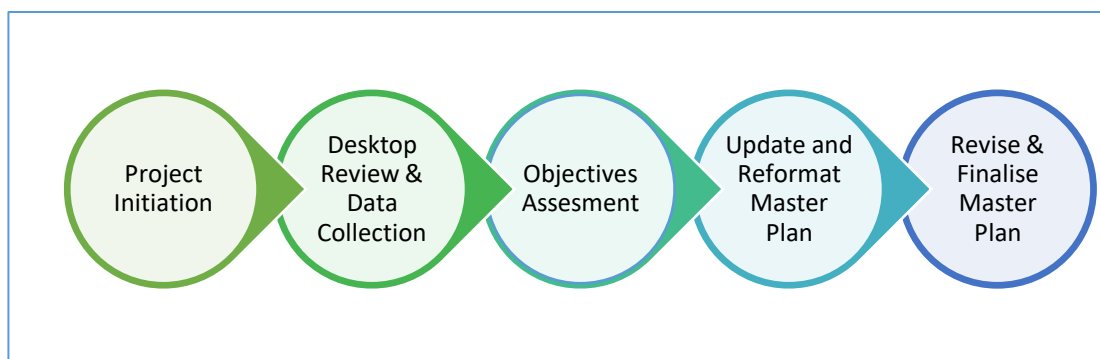


Figure 2 Master Plan Methodology

A breakdown of tasks undertaken in each stage are as follows:

Project Initiation

- Start-up meeting with Shire of Exmouth
- Confirm project delivery program and site visit
- Confirm key stakeholders with Shire of Exmouth

Desktop Review & Data Collection

- Reviewing existing data and statistics in the 2010 Master Plan (most recently updated in 2014) and updating to suit current status. Forecast passenger growth shall be based on the current Master Plan rates in Figure 4.7, with amendments in line with any specific passenger figure growth from stakeholders.
- Conduct a desktop review of planning policy of the region
- Conduct site visit and gather on-site information
- Communicate with key stakeholders via email survey to identify their facilities, usage, and forecast objectives
- Collate stakeholder feedback and present to the Shire for discussion and agreement. RAAF related requirements shall be communicated to GHD by the Shire

Objectives Assessment

- Assessment of airside planning objectives, and updating to suit Shire plans and expectations
- Assessment of landside development planning objectives, and updating to suit Shire plans and expectations

Update and Reformat Master Plan

- Update of airport development plans as required
- Reformat the Master Plan to more closely align with the Australian Airports Association (AAA) guidelines for regional airport master plans, and to form part of the Department of Transport Strategic Airport Assets and Financial Management Framework (DoT SAAFMF)

Revise & Finalise Master Plan

- Submit a draft Master Plan to Shire of Exmouth for review
- Shire review of draft Master Plan
- Revise Master Plan to incorporate Shire comments

1.4 Report Structure

This Master Plan follows a similar format to that recommended in the AAA's Regional Airport Master Planning Guideline, Airport Practice Note 4, with main section headings as follows:

- Section 1 – Introduction
- Section 2 – Strategic Vision and Objectives
- Section 3 – Background Information
 - Master Plan Context
 - Current Situation
 - SWOT Analysis
- Section 4 - Critical Airport Planning Parameters
- Section 5 – Airport Master Plan
 - Movement Area Facilities Plan
 - Land Use Plan
 - Airport Safeguarding Plan
 - Implementation Plan

1.5 Supplied Documents

Table 1 lists reference documents provided by the Shire of Exmouth.

Table 1 Supplied Documents

Document	Author
Learmonth Masterplan	Forte Airport Management
Learmonth Airport Scheduled Flight Movements	Shire of Exmouth
Learmonth_Civil Lease Area-Master Plan (sheet 1 of 4)	Shire of Exmouth
Learmonth Stakeholders	Shire of Exmouth
Graphical RPT for Monthly Reports (DRAFT UPDATE)	Shire of Exmouth
Aviation Services Strategic Plan	Shire of Exmouth

1.6 Scope and Limitations

This report: has been prepared by GHD for Shire of Exmouth and may only be used and relied on by Shire of Exmouth for the purpose agreed between GHD and the Shire of Exmouth as set out in section 1.2 of this report.

GHD otherwise disclaims responsibility to any person other than Shire of Exmouth arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Shire of Exmouth and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

2. Strategic Vision and Objectives

2.1.1 Strategic Vision

The Shire of Exmouth will create a transport network that gets people to where they want to go and experience the wonders of the Ningaloo area utilising national networks and a strong but developing local aviation industry.

2.1.2 Objectives

The strategic objectives that have been identified for Learmonth Airport by Shire of Exmouth are categorised into Airside and Landside objectives as summarised below.

Airside Objectives

The Shire of Exmouth have expressed the following planning objectives for this Master Plan and stated the Learmonth Airport Master Plan is to provide directional guidance to development to ensure expansion occurs without compromise of primary aviation and non-aviation objectives as follows;

- Provision of additional apron area for future aviation growth.
- Provision of hangar sites for future aviation operations.
- Provision of sealed surfaces for surface access between aprons, hangars and terminals.
- Provision of additional flood lighting for new hangars and aprons.
- Provision of an extension to the existing lease area to the south to accommodate future building area and apron expansions
- Provision for permanent Airport Rescue and Fire Fighting Services (ARFFS).
- Provision for future Air Traffic Control (ATC).
- Provision for airside operating elements to include the taxiway system and civil apron areas.
- Provision for increased fuel storage and truck parking facilities.
- Provision for car park expansion.
- Provision of solar generation power supply.

These are further detailed in Section 4.1 with relevance to current operational requirements.

Landside Objectives

The Shire of Exmouth have expressed the following planning objectives for landside development planning for the Learmonth Airport.

- Car park expansion with the possibility of a secure parking compound.
- Refuelling depot relocation, including new storage and dispersing facilities for Jet A1 and Avgas.
- Provision for a freight office and possible cold storage facility.
- An airport maintenance shed.
- Terminal building expansion of existing airport terminal, including additional office spacing.
- Improvements to disability access to terminal.

- Land areas assigned for any future development and provision for commercial expansion to attract aviation businesses to the airport.

These are further detailed in Section 4.2 with relevance to current operational requirements.

In addition, the Department of Defence have indicated during lease negotiations that the Shire of Exmouth should work towards self-sustainability of utilities. As such, the following is also considered.

Consideration of independent power and water supply.

2.1.3 Development Approval and Restrictions

It is noted that any development airside or landside at Learmonth Airport requires review and approval by the Department of Defence and Airservices Australia prior to commencement of the development. Processes are in place to ensure relevant approvals are sought and consideration of such matters as safety, security, services, navigational aid protection, stormwater management, landscaping, communications, lighting and environmental controls are considered.

It is also acknowledged that Learmonth Airport and the surrounding areas are affected by building and structure height limits under the Defence [Areas Control] Regulations 1989. These regulations are applied by the Department of Defence when determining applications for buildings and structures in the area.

Lighting of buildings and structures within the vicinity of Learmonth Airport is informed by Section 9.21 of the Manual of Standards Part 139 with the intention of minimising the potential hazard to aircraft operations from the lighting. The requirements of ground lighting emission intensity limits will be advised to any party proposing to install a lighting system within the vicinity of Learmonth Airport and forms part of the Development Approval process.

3. Background Information

3.1 Master Plan Context

3.1.1 Historical Background

Learmonth Airport, located at Exmouth Gulf, Western Australia, was first established in 1943 as an operational air base during World War II. The war time buildings which were of a temporary nature have long since ceased to exist. Since World War II the Airport has been jointly used by civil and RAAF aircraft.

It is named after Wing Commander Charles Cuthbertson Learmonth, a WW II pilot, who died a hero near Rottneest Island in January 1944 after remaining in his bomber radioing events until it hit the water. This act of courage helped explain the cause of several earlier accidents.

The original Civil Terminal was a simple waiting shelter with toilets constructed for the comfort of transfer of employees of the Harold E Holt Naval Base.

In 1969 the Commonwealth approved an upgrade of Learmonth Airport which at the time comprised a runway of length 2,134 metres. The development provided for a runway extension out to current overall runway of 3,047 metres. In 1974 additional upgrade of facilities occurred to support operational and exercise deployments for the RAAF as a 'Bare Base'.

In 1971 Learmonth Airport was gazetted as a first point of entry airport by the Commonwealth enabling international flights on a restricted basis.

In 1982 a civil terminal with associated apron area was constructed. This building is presently in use as a heliport enabling offshore helicopter passenger transfers.

After the 1992 transfer of the Navy Communications Station Harold E Holt from the United States Navy to the Royal Australian Navy the American Government sold the majority of their residential property that had been constructed in Exmouth and donated \$10 million dollars from the proceeds of these sales to the Exmouth Development Trust Fund, a part of which were committed to the upgrading the Learmonth Airport Terminal.

In March 1993 the Commonwealth leased the civil facilities area of the Learmonth Airport to the Shire of Exmouth for a term of 30 years.

In 1999 a new airport terminal with common user (domestic and international) capability was constructed at a cost of \$6.4M together with a northern extension of the aircraft apron area with roadway interface for airside vehicle access.

In 2012 an expansion of the apron was undertaken to provide dedicated helicopter and GA aprons.

3.1.2 Regional Climate

The region has a hot, semiarid climate with summer temperatures often exceeding 40°C. Rain is most likely to fall between January and July with monsoonal showers from January to April. The period from August to December is generally dry.

RAAF Base Learmonth is situated in a highly cyclone-prone area. In March 1999, tropical cyclone Vance moved down the Exmouth Gulf causing winds recorded to 267 km/h, the highest ever wind gust measured on the Australian mainland.

Climate data has been obtained from the Bureau of Meteorology website for weather station number 005007, Learmonth Airport. Statistical information has been recorded at RAAF Base Learmonth since 1945.

Table 2 Climatic Data

Item	Annual
Mean max. temperature	31.9 degrees centigrade
Mean min. temperature	17.7 degrees centigrade
Mean rainfall	259 mm

The annual mean rainfall is presented in Figure 3. The data was obtained from the Bureau of Meteorology website for the Learmonth Airport Station (station 005007). The mean rainfall data ranged from 1945 to 2020.

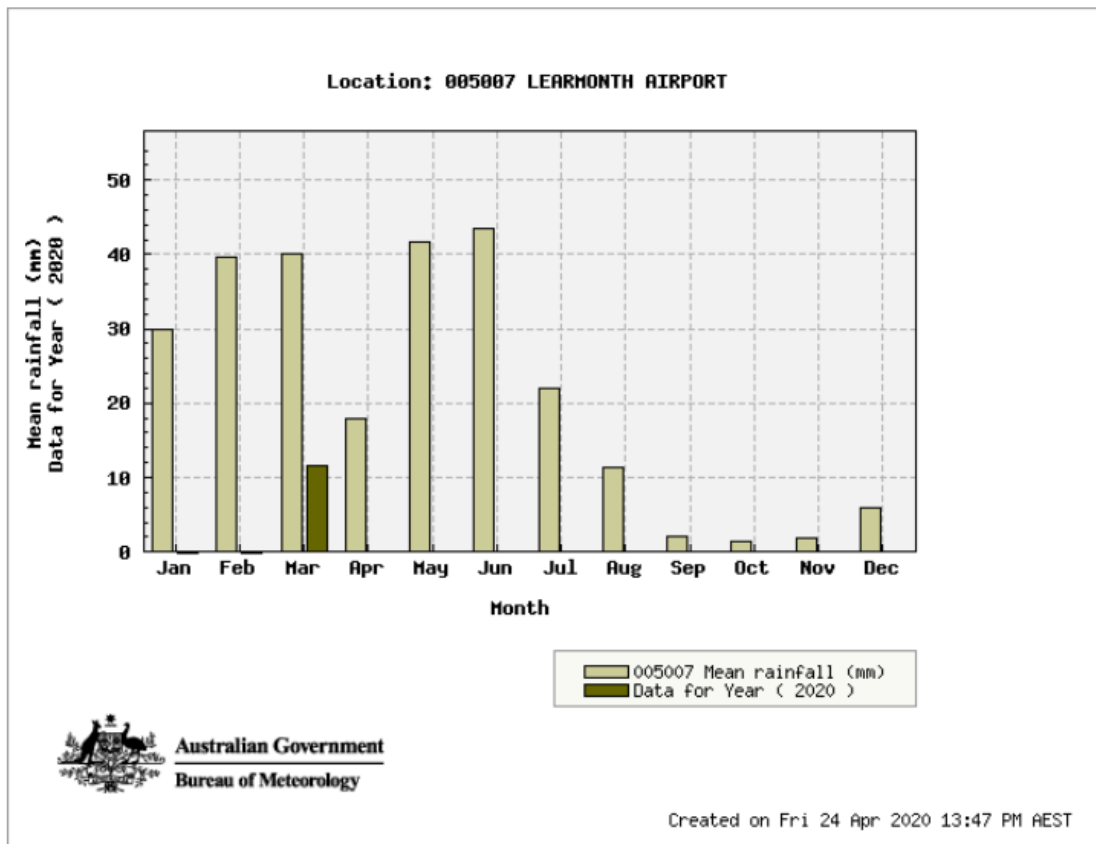


Figure 3 Learmonth Mean Rainfall

The prevailing winds at the Learmonth Base are predominantly from the south. A copy of the wind roses from the Bureau of Meteorology website are provided in Figure 4 and Figure 5. The wind roses are based on data from 1975 to 2020.

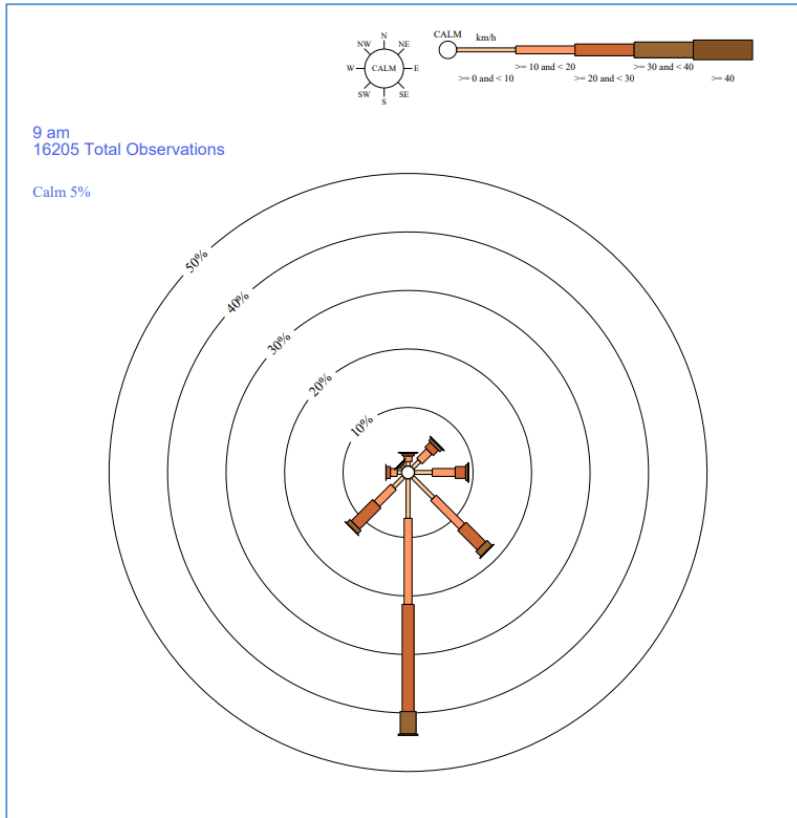


Figure 4 Wind Rose 9AM

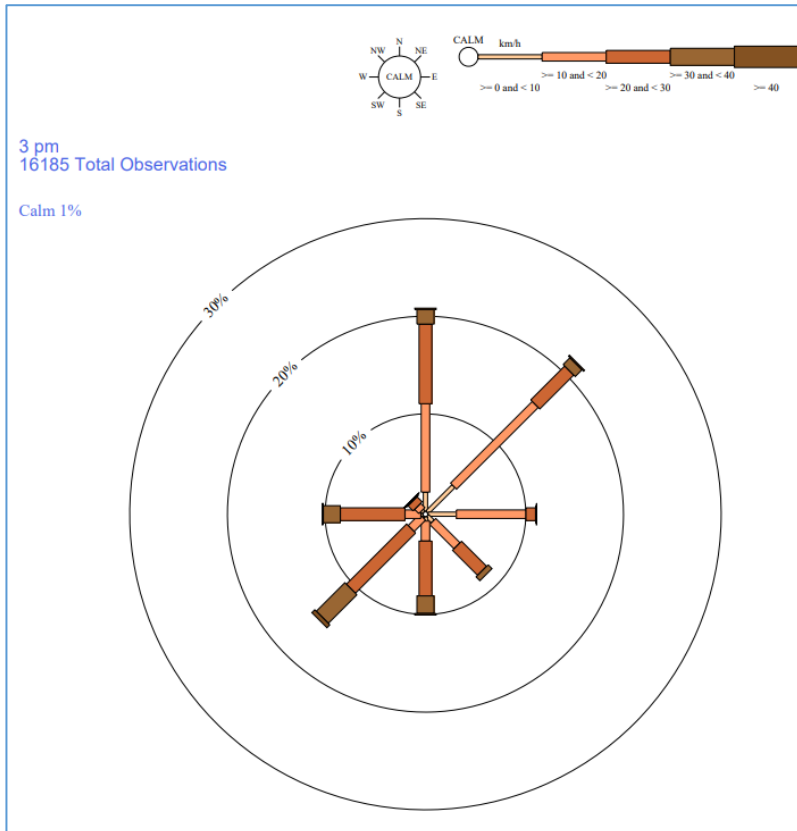


Figure 5 Wind Rose 3 PM

3.1.3 Regional Context

The name Exmouth is taken from the Exmouth Gulf which was named by Captain Phillip P. King when surveying the northern coastline on the 18th February 1818.

Named after Edward Pellew, First Viscount Exmouth (1758 -1833) who distinguished himself in the British Royal Navy from 1776, (Battle of Lake Champlain), until 1816 (bombardment of Algiers).

Many of the streets in Exmouth are named in honour of Australian and British servicemen who took part in World War II. Streets are also named after early residents and navy or military operations or craft. This gesture recognises the importance of naval/military history to the region.

Exmouth is located 1,270 kilometres north of Perth and it can be accessed within 12.5 hours by motor vehicle and approximately 16 hours by bus. Aircraft travel between Perth and Exmouth takes approximately 1 ¾ hours on a jet service.

Exmouth is a service centre for the Exmouth/Coral Bay region. It is surrounded by rural stations and has a number of other diverse industries drawn into the airport's catchment such as tourism, fishing, oil and gas industry and government agency business.

Learmonth Airport is approximately 35 km south of Exmouth and it supports General Aviation (GA) (inclusive of helicopter operations) and Regular Public Transport (RPT) civil aircraft operations. It is the main regional base for aircraft charter operators with the Ningaloo Marine Park and Whale Shark as the major international tourism attractions.

Significant Airports within proximity to Learmonth are Carnarvon 360 kilometres to the south, Karratha 600 kilometres and Broome 1,100 kilometres to the north.

3.1.4 Regional Economy

Exmouth and Learmonth Airport are strategically located at the northern end of the Northwest Cape.

The Northwest Cape covers a huge area with the Ningaloo Reef on its western side stretching 260 km from slightly north of Exmouth to Amherst Point, south of Coral Bay. The Exmouth Gulf forms its eastern boundary.

The town of Exmouth was originally established in 1964 as a support town for the communications base located at the North West Cape. While the base is still operating the town has established itself as the gateway to the Ningaloo Reef making it a top tourism destination to the extent that tourism is now the major industry contributor to the local economy.

The economy of Exmouth is also supported by oil & gas exploration/production, fishing, aquaculture and pastoral activity.

The Shire of Exmouth is situated within the Gascoyne Region, which is one of nine geographic regions within Western Australia.

The Gascoyne Region comprises the local government municipalities of Exmouth, Carnarvon, Shark Bay and Upper Gascoyne.

The Gascoyne in the north-west of Western Australia is a Region rich in resource and investment potential. It stretches along 600 km of Indian Ocean Coast, and inland 300 km through dramatic desert country beyond Mount Augustus.

It enjoys a moderate and tropical climate with 320 days of sunshine per year, and a wealth of attractions for the visitor including the Ningaloo Reef, Cape Range National Park and the outstanding natural values of the Shark Bay World Heritage Property.

The catchment area for Learmonth Airport is not just the Shire of Exmouth but also the upper section of the Gascoyne region including Coral Bay and east to include several pastoral stations and mining companies. The Shire of Exmouth has a population of around 2,800 but this increases to around 6,000 during the tourism season of April to October. Each year Exmouth welcomes over 100,000 visitors with an average length of stay of over seven nights. The Gascoyne Region has strong tourism appeal, sound record of environmental management, relatively good water resources and a broad economic base.

The Gascoyne Regional Development Plan provided a vision for the future growth of the region for the next ten years from 2010 to 2020.

Among its key priorities is growth of the population across the Gascoyne Region together with continued expansion of the tourism industry and improved air services both within and to the Region.

Significant public and private expenditure within the Gascoyne Region is envisaged over the period of this Master Plan focussing on community development, tourism, maritime, land development, health and water supplies.

All of these projects and a growing population will lead to greater utilisation of the air services.

3.1.5 Regulatory Context

CASA's primary function is to conduct the safety regulation of civil air operations in Australia and the operation of Australian aircraft overseas. It is also required to provide comprehensive safety education and training programmes, cooperate with the Australian Transport Safety Bureau, and administer certain features of Part IV of the Civil Aviation (Carriers' Liability) Act (CAA) 1959.

The Civil Aviation Regulations (CARs) 1988 and the Civil Aviation Safety Regulations (CASR) 1998, made under authority of the Civil Aviation Act (CAA) 1988, provide for general regulatory controls for the safety of air navigation. The CAA, CARs and CASR empower CASA to issue Civil Aviation Orders on detailed matters of regulation and to issue Manuals of Standards (MOS) which support the CASR by providing detailed technical material. Other relevant regulations include:

- Air Navigation Act 1920;
- Commonwealth Authorities and Companies Act 1997;
- Auditor-General Act 1997;
- Ombudsman Act 1976;
- Freedom of Information Act 1982;
- Privacy Act 1988;
- Administrative Appeals Tribunal Act 1975; and
- Administrative Decisions (Judicial Review) Act 1977.

The relevant regulations in Australia are the Civil Aviation Regulations 1988 (CARs), which are gradually being replaced by the Civil Aviation Safety Regulations 1998 (CASRs). CASR Part 139 prescribes the requirements for aerodromes used in air transport operations, in accordance with ICAO Annex 14 - Aerodromes. The Part 139 (Aerodromes) Manual of Standards (Part 139 MOS) is made pursuant to CASR Part 139. The Part 139 MOS sets out the detailed standards and operating procedures for aerodromes used in air transport operations in Australia.

It is also acknowledged that Learmonth Airport and the surrounding areas are affected by building and structure height limits under the Defence Areas Control Regulations 1989. These

regulations are applied by the Department of Defence when determining applications for buildings and structures in the area.

3.1.6 Policy Context

Under Part 3 of the Planning and Development Act 2005, State Planning Policies provide the highest level of planning policy control and guidance in Western Australia.

Different levels of local and federal have established policies to assist in the planning and safeguarding of the aviation industry. These policies are discussed in the following.

The Federation Aviation Policy provides Aviation aims and principles for the Australian industry. Relevant principals extracted from this policy being utilised in this Master Plan are:

- Recognise the importance of Australian airports to the economy
- Ensure that aviation security measures are risk based
- Reduction of noise at the source
- Noise abatement operational procedures

The Federal Aviation Policy White Paper 2009 is a long term policy and planning document that outlines the following objectives in planning an airport:

- Give aviation industry the certainty and incentive to plan and invest for the long term
- Maintain and improve Australia's excellent aviation safety record
- Give proper consideration to the interests of travellers and users of airports
- Better manage the effect of aviation activities on communities and the environment.

The State Government Policy and Regulation noted that the WA Government will continue to lightly regulate the Exmouth-Perth route (allowing multiple operators on the route) and monitor performance by requiring airlines operating RPT air services to:

- Report statistics and records to DoT
- Engage with stakeholders and communities to an adequate level

The Shire of Exmouth will implement the Local Planning Strategy through the new LPS 4

The Exmouth Learmonth (North West Cape) Structure Plan 1998 provides a planning framework for the whole of the North West Cape. A main objective of the plan is to locate on Commonwealth land adjoining the townsite activities that complement the Exmouth Townsite and do not conflict with defence activities (non-defence activities are not acceptable on the naval communications station). The Plan did promote the relocation of the wastewater treatment plant from within the townsite boundary onto Commonwealth land.

3.1.7 Previous and Current Master Plans

A Master Plan (Forte Airport Management 2014) has been adopted for the Learmonth RAAF Base which covers the Shire's civil lease area. The Master Plan identifies the proposed development within the 23.8 ha lease area, including a future lease expansion of 5.15 ha to the south of the existing lease boundary. The Master Plan documents proposed development including future apron development, hangars, long term car park, public car park and airport storage north of existing buildings. Proposed development including an expansion to the helicopter apron reserve, hangar reserve, new road and airport storage is proposed south of the existing buildings.

3.1.8 Key Stakeholders

The following list of key stakeholders, provided by the Shire, were approached by GHD to inform this Master Plan.

- Shire of Exmouth
- Emergency services
- Airlines
- Charter services
- Helicopter operators
- GA operators
- Hire car companies
- Freight companies
- Local business owners

3.2 Current Situation

3.2.1 Ownership and Management

The Aviation Services department of the Shire of Exmouth oversees the management and operation of the airport.

The Shire of Exmouth has a lease with the Department of Defence for the civil lease area³ until 7 March 2033. The lease, and associated Operating Deed, provides Council officers with delegated authority to approve a number of aircraft movement approval functions on behalf of Defence. Other more long-term operations require formal Defence approval which is provided on behalf of the operator to Defence. The Operating Deed also outlines the number of movements that can occur in the three operational status levels: Dormant, Military-in Use and Activated. The Department of Defence provides consent to all sub-leases and development within the civil lease area prior to execution/commencement.

There are three (3) areas of RAAF Learmonth being:

- The Military Area used as a RAAF base by Department of Defence (DoD);
- The Licenced Area which includes Runway 18/36 and Taxiway Whiskey and has common usage by the DoD, the Shire of Exmouth and others; and
- The Civil Airport Site, which is the lease area under management control of the Shire of Exmouth for the purposes of operating a civil aviation terminal and other aviation-related functions.

An Operating Deed forms an attachment to the Learmonth Airport Deed of Variation relating to the operations of civil aircraft and the use, access and management of the Licensed Area at Learmonth Airport. It maybe varied from time to time through a consultative process and the current Operating Deed must always be referenced.

Subject to the Lease and the Operating Deed the Shire of Exmouth has an obligation to:

- Comply with relevant legislation as if it were the operator of a certified Airport under the Civil Aviation Safety Regulations 1998; and

³ Appendix A – Civil Site Lease Plan

- Comply with any conditions specified by the Civil Aviation Safety Authority pursuant to section 20 of the Civil Aviation Act 1988; and
- Impose similar obligations upon any sub-lease to comply with relevant legislation and conditions applied under the above.

In addition, under clause 14.3 of the Operating Deed the Shire of Exmouth are required to submit a Master Plan for the proposed development of the Civil Airport Site for approval by DoD whom must approve or reject the Master Plan in writing.

Under the terms of the lease the Master Plan may be amended at any time and it must have regard to:

- The actual and anticipated growth in, and pattern of, traffic demand for the Civil Airport Site;
- The quality standards reasonably expected of such an airport in Australia; and
- Good business practice as defined in sub-clause 1.1 of the Learmonth Airport Deed of Variation.

The Shire of Exmouth must ensure all development (clauses 14.8 to 14.19 of the Operating Deed apply) on the Civil Airport Site:

- Is carried out in accordance with the Master Plan as approved by DoD from time to time;
- Complies with all relevant legislation and all requirements of any relevant Government Authority; and
- Is carried out in a proper and workmanlike manner.

3.2.2 Site Description

Learmonth Airport is located off Minilya-Exmouth Road on a 23.8 ha leased portion of the defence base RAAF Learmonth. Within the Civil Airport Site lease, the Shire of Exmouth has two terminals (RPT and Heliport), three sheds, aprons (RPT, Helicopter and GA) and taxiway. A number of sub-leases are also in place, being the fuel storage facility (World Fuel Services), shed (Exmouth Aviation Services), navigational aid infrastructure (Airservices Australia), freight offices (Exmouth Freight Services and Colta Pty Ltd) as well as a number of subleases within the terminal building.

Learmonth Airport is approximately 35 kilometres south of the Exmouth township and services the Shire of Exmouth and the Upper Gascoyne region generally.

RAAF Base Learmonth is situated within a coastal plain and is generally flat. Elevations range between 0 and 20 m AHD. The land rises further west towards the coastal ranges to a height of 220 m AHD. The coastline east of RAAF Base Learmonth is comprised of sand dunes, which rise up to 9 m AHD. Between RAAF Base Learmonth and the dunes is a low lying area occupied by Wapet Creek and a wider salt pan area. This area displays signs of evaporation and formation of salt crusts. Salt-resistant plants including succulents and mangroves grow in this area. Wapet Creek discharges through a gap in the dunes to Exmouth Gulf

3.2.3 Security Requirements

The Office of Transport Security (OTS), a section of the Commonwealth's Department of Infrastructure and Regional Development, is responsible for ensuring that regulatory compliance to the Aviation Transport Security Act (ATSA) 2004 and Aviation Transport Security Regulations (ATSR) 2005 and any supporting documentation is implemented at airports across Australia. The ATSA and ATSR empower the Minister, Secretary and Transport Security Inspectors to approve and enforce the requirements of the ATSA and ATSR at airports as well as with airlines and other aviation industry partners.

OTS has seven levels of classification for RPT airports depending on the level of screening to be undertaken. Learmonth Airport is a Classification 3 airport which therefore requires security screening, security zones and a transport security program and security context risk statement for the airport. OTS Transport Security Inspectors annually audit the airports' security processes and procedures and regularly undertake systems audits of the screening point.

3.2.4 Surrounding Land

Surrounding the airport are pastoral lands, with the Exmouth town site to the North, a Solar Observatory, Bureau of Meteorology and the Exmouth Gulf to the East. While the West of the Airport is pastoral land, the southern land of the airport has various landfills and base supply borefield.

The land surrounding Learmonth Airport is depicted in the Exmouth South Structure Plan (October 2013), with a copy of Plan 9 – Structure Plan found in Appendix C.

According to the Local Planning Strategy for Shire of Exmouth, the indicative noise buffer for Learmonth Airport is classified as a Special Control Area within LPS 4. Any development proposed within the buffer zone is to be referred to the Department of Defence prior to determination.

3.2.5 Existing Activities

Learmonth Airport receives daily return Regular Public Transport (RPT) air services from Perth through Qantas. Qantas are the only public airline to service Learmonth Airport, since Virgin Australia Regional Airlines ceased operations in October 2014. Qantas fly twice daily Perth to Learmonth return services and a daily service on the weekends. Qantas most commonly operate the Fokker F100.

Learmonth Airport has several GA charter operators that provide private flying, charter flying and aerial work for clients at the airport. None of which have fixed base hangar facilities.

The regular GA operators include:

- Norwest Airwork
- Karratha Flying Services
- Tropic Air
- Skippers Aviation
- Maroomba Air Services
- Bristow Helicopters, who provide offshore passenger transport services to a consortium of companies operating offshore from Exmouth, utilising 18 seat 'Super Pumas', 10 seat 'Sikorski', 12 seat AW139 and 18 seat EC225 helicopters.
- CHC Helicopters, who provide occasional offshore passenger transport for Woodside Energy Limited and Shell Exploration, utilising 16 and 12 seater AW138 and AW139 helicopters.
- Network Aviation
- The Royal Flying Doctor Service (RFDS)

Flying training squadrons from RAAF Base Pearce regularly operate from the RAAF Base Learmonth. They fly the PC9 and Hawke training aircraft often staying on extended exercises conducting circuits and cross-country navigation exercises. C130 Hercules and AP3 Orion aircraft also use Learmonth Airport for training and staging operations on occasions throughout the year.

Learmonth Airport is currently classified as an alternate international airport with approval to be a first point of entry. With the Quarantine Act 1908 being replaced by the Biosecurity Act 2015 from 16 June 2016, designation of first point of entry has now been removed from RAAF Learmonth & Learmonth Airport and amended to temporary first point of entry to allow for ad-hoc international services (such as those defence aircraft coming from Cocos (Keeling) Islands) and alternate diversions. A number of international airline operators have received formal Defence approval to use of Learmonth Airport as an alternate in the event of weather requirements at Perth or onboard emergencies. As of March 2014, these airlines are Qantas, Emirates, Cobham Regional, Cobham Special Mission, Malaysian, Air Asia, Air Austral, Air Mauritius, Air New Zealand, Network, Qatar, Scoot, Singapore and Turkish Airlines.

The Oil and Gas industry (O&G) also utilise Learmonth Airport by moving their fly-in, fly-out workers from the airline services to helicopters to fly them out to their Floating Production Storage & Offloading (FPSO) facilities. There are currently three FPSO's located in waters off-shore the western side of Exmouth. Oil & Gas exploration is cyclic with decision regarding exploration drilling programs being influenced by a number of factors such as the global price of oil per barrel, current well (production) life and the world market. Production is the more stable operation, with known numbers of workers over the lifespan of the well. Woodside Energy Limited, BHP Billiton and Santos operate their FPSOs flying their staff out of Learmonth Airport to access these FPSOs. In 2012-13 at the height of the resources boom, around 26% of RPT passengers then travelled on helicopters off-shore, however in 2015-16, the average was down to 17% due to the extremely low oil price.

Aircraft Landings

Civilian aircraft movement records are kept by the Shire of Exmouth for all civil aviation activity at Learmonth Airport.

The table below lists recorded civil aircraft landings over the ten years, 2007/08 to 2016/17. It includes RPT, charter, general aviation, and rotary movements.

Table 3 Total Landings by Financial Year

Financial Year	Total Landings	Qantas	GA	Rotary	RFDS	Other
2007/08	3,134	0	260	1,587	59	1,228
2008/09	3,126	0	241	1,920	67	898
2009/10	4,227	0	296	2,868	103	960
2010/11	3,773	41	168	2,647	70	847
2011/12	3,599	390	144	2,401	103	561
2012/13	3,748	629	197	2,142	106	674
2013/14	3,487	627	304	1,872	121	563
2014/15	2,598	623	225	1,402	118	230
2015/16	2,181	626	171	1,200	108	76
2016/17	2,023	638	143	1,066	118	58
2017/18	*	*	*	*	*	*
2018/19	*	*	*	*	*	*

Note * data not available to GHD at time of writing.

Regular Public Transport (RPT) Passengers

RPT passenger numbers have remained relatively steady across 2014/15 to 2018/19. This is in line with the steady Oil and Gas industries, and local tourism. RPT passenger numbers in 2020 are expected to be severely impacted by the COVID-19 global pandemic. It can be reasonably expected that passenger numbers will increase back to averages as per 2014/15 to 2018/19 post-COVID-19 restrictions in Australia and the world, allowing tourism to recommence.

Table 4 RPT Passenger Number by Financial Year

Financial Year	RPT Passenger Numbers
2007/08	44,674
2008/09	43,210
2009/10	71,622
2010/11	78,821
2011/12	87,600
2012/13	92,851
2013/14	91,741
2014/15	85,705
2015/16	85,990
2016/17	80,017
2017/18	87,084
2018/19	85,922

3.2.6 Existing Facilities

Airport Particulars

The published Learmonth Airport details of movement area, navigation aids, air traffic services, ground services, public facilities available and special procedures are expressed in the Aeronautical Information Package En Route Supplement Australia (AIP ERSA). The abridged details are stated below:

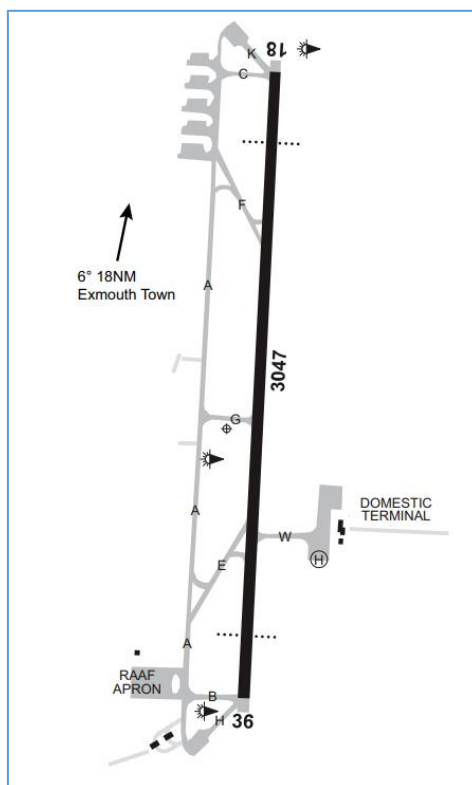


Figure 6 Learmonth Airport Layout⁴

⁴ https://www.airservicesaustralia.com/aip/current/ersa/FAC_YPLM_27FEB2020.pdf

Runway designation.....	18/36
Runway bearing.....	183° Magnetic
Runway dimensions.....	3,047 m x 45 m sealed (259 m at the northern end, and 228 m at the southern end are concrete, the remainder is flexible / asphalt)
Runway pavement strength.....	PCN 43/F/A/1750 (254 psi) / T
Taxiway & apron pavement strength.....	PCN 43/F/A/1750 (254 psi) / T
Runway slope.....	0.06% down to N
Lighting.....	HIRL RWY 18/36 PAPI LGT for Civil Ops Manually Activated on PN to Reporting Agent
Navigational aids.....	NDB S22°14.5' E114°05.7' VOR/DME S22° 14.1' E114° 05.7' TAC S22° 13.5' E114° 05.5'
Control Zones.....	CTAF – AFRU 118.3 (R)
Ground Services.....	REPLEN World Fuel Services: Jet A1 H24
Civil Apron.....	Bays 1, 2 and 3 for RPT only. GA parking on 24 Prior Notice. H1, H2 & H3 for helicopters only

Apron and Taxiway Areas

The original civil apron was evaluated for pavement strength in 1995. The report identified the pavement comprised 330 mm of crushed rock overlying a high strength gravel subgrade exhibiting CBR soaked of 30%. Asphalt surfacing was 50 mm. This asphalt surface was subsequently overlaid by a further 50 mm of asphalt in 1999.

A third RPT parking bay and a GA parking area was added to the north of the existing apron in 1999 comprising 400 mm of crushed rock pavement and 50 mm asphalt.

The development plan at the time was for GA parking to be provided at the southern end of the apron but negotiations for the relocation or removal of a disused AVGAS tank failed. The GA apron parking for fixed wing aircraft consequently was provided to the north of the RPT apron.

Taxiway Whiskey is the only civil link to the civil apron area. Both the apron and taxiway have an assigned PCN 32/F/A/1750/U due to their similar construction, however a pavement condition assessment in August 2003 recommended that the PCN be amended to PCN 43/F/A/1750/T. The Shire of Exmouth is responsible for the assessment and issue, as appropriate, of occasional pavement concessions for civil aircraft operator access to apron parking areas.

Expansion of the helicopter bays to provide 3 operational bays and the GA parking area was completed in 2012.

Aviation Fuel

Hydrant refuelling points were removed during the apron upgrade and Mobil Oil positioned tanker refuelling, which provided greater flexibility for refuelling the range of aircraft type

operating. Jet A1 storage capacity is 190,000 litres in above ground, bunded tanks, managed now by World Fuel Services.

Up until late 2009 AVGAS was stored and dispensed by tanker. However, low volume sales resulted in the withdrawal of AVGAS product from Learmonth.

Terminal Building

The Civil Airport Site terminal building facilities are capable of handling simultaneous operations of domestic and international aircraft. Termed 'common user' the terminal has partitions to enable the separation of passengers for security and customs purposes.

The 'breezeway' (café) area was designed to accommodate up to 100 persons. The central departures and northern arrivals zones were designed for the B767 as the design aircraft, each with an area footprint of up to 150 persons. Entry to the central departure lounge is via passenger security screening for the jet service.

Officially opened on 3 December 1999 by the Deputy State Premier the Honourable Hendy Cowan, the terminal provides the travelling public with modern, comfortable facilities and the Exmouth community with a strong tourism entry statement. Learmonth Airport is a gateway to the Region facilitating transfer of persons arriving and departing by air.

The Shire of Exmouth embarked upon the terminal development project in recognition of the huge tourism potential of the Region and the need to facilitate both domestic and international visitor transfers.

Learmonth Airport is a Commonwealth declared Restricted International Airport, which enables international charter flights to occur, subject to prior notification to enable facilitation by Customs, Immigration and Quarantine agencies.

The Shire of Exmouth owns the check-in counters, baggage make up and arrival conveyors, passenger security screening equipment and checked bag security screening equipment associated with the airline transport operations within the terminal.

In 2010, the old terminal was used in part by the ground handling company for freight and storage. In recent times Bristow Helicopters Pty Ltd have sub-leased and modified the building to suit heliport passenger processing for offshore transfers. From January 2012, heliport operations were transferred to the Shire of Exmouth.

Car Park

The car park has an approximate 120 bay capacity. All areas are public paid parking and no secure parking areas exist. However, a number of these bays have been designated for disabled, rental cars and airport management.

Set down and pick areas exist in front of the terminal, although limited in area.

Utilities

Electricity at the RAAF Base is reticulated from the Exmouth town supply. A metered electrical distribution service exists from the RAAF Base to the Civil Airport Site. This supply is supported by emergency power in the event of mains power failure via generators located on the RAAF Base.

Water Supply to the Civil Airport Site is via the RAAF Base water bores. The supply has booster pumps when required for high pressure delivery from hydrant outlets.

Sewerage Services at the Civil Airport Site are by way of septic tanks located in the grass area between the terminal and the apron. A new septic system was installed at the time of terminal construction in 1999.

3.3 SWOT Analysis

Strengths and Advantages	Weaknesses and Constraints
<ul style="list-style-type: none"> - There is adequate area landside to expand parking, storage and other facilities. - There are no restrictions or noise abatement issues at the airport. - Proximity to Ningaloo Reef and associated tourism - Communication between RAAF , Shire of Exmouth, and Heliport Operators 	<ul style="list-style-type: none"> - Learmonth is serviced by a single RPT operator reducing the opportunity for competition and negotiation. - Apron size currently does not support multiple Code 4C aircraft operations. - Adequate internet service to the airport is limited - No hangars available for aviation operators to utilise
Opportunities and Prospects	Threats and Risks
<ul style="list-style-type: none"> - Potential for intrastate WA flights to operate to promote tourism.⁵ - Potential to support more Oil and Gas operations if helicopter facilities are expanded. - Reconfiguration of passenger security screening area in terminal expansion. - Potential for freight facilities and freight storage to be developed in the future. - Opportunity to construct additions to RPT apron and a new taxiway in conjunction with RAAF airside upgrade works 	<ul style="list-style-type: none"> - COVID-19 impacts to tourism - Flooding of access road can close the airport

⁵ Air Route Connectivity in Mid and North West of Western Australia Survey Data Analysis (2015)

4. Critical Planning Parameters

4.1 Critical Airside Planning Parameters

4.1.1 Forecast of Future Operations

The COVID-19 global pandemic has had a significant impact on the aviation industry, including all associated industries, such as tourism, mining, oil and gas. For example, the Woodside Scarborough gas field investment decision has been delayed until 2021, and the Western Australian borders are currently closed to non-essential travellers. This will cause a significant reduction in aircraft movements and passenger movements through Learmonth Airport throughout 2020. As such, growth of RPT passenger numbers at Learmonth Airport have been forecast with the assumption that passenger numbers will return to pre-2019/20 quantity by end of 2020/2021, and have been forecast with 5% and 10% per annum growth as per the 2014 Master Plan. As growth since the previous Master Plan has been 'flat' a lower growth rate of 2% has been included for comparison.

Table 5 Passengers per annum forecast growth (indicative only)

Financial Year	RPT Passenger Numbers	2% per annum growth	5% per annum growth	10% per annum growth
2018/19	85,922			
2019/20	40,000*			
2020/21	60,000*			
2021/22	85,000*	85,000	85,000	85,000
2022/23		86,700	89,250	93,500
2023/24		88,434	93,713	102,850
2024/25		90,203	98,398	113,135
2025/26		92,007	103,318	124,449
2026/27		93,847	108,484	136,893
2027/28		95,724	113,908	150,583
2028/29		97,638	119,604	165,641
2029/30		99,591	125,584	182,205
2030/31		101,583	131,863	200,426
2031/32		103,615	138,456	220,468
2032/33		105,687	145,379	242,515
2033/34		107,801	152,648	266,766
2034/35		109,957	160,280	293,443
2035/36		112,156	168,294	322,787
2036/37		114,399	176,709	355,066
2037/38		116,687	185,544	390,573
2038/39		119,021	194,822	429,630
2039/40		121,401	204,563	472,593

Note * 2019/20 to 2021/22 RPT Passenger Numbers estimated based on assumed recovery from COVID-19 pandemic.

No formal forecasting has been undertaken for this Master Plan and the above figures are for comparison purposes only and are not to be used for business forecasting or any other purpose.

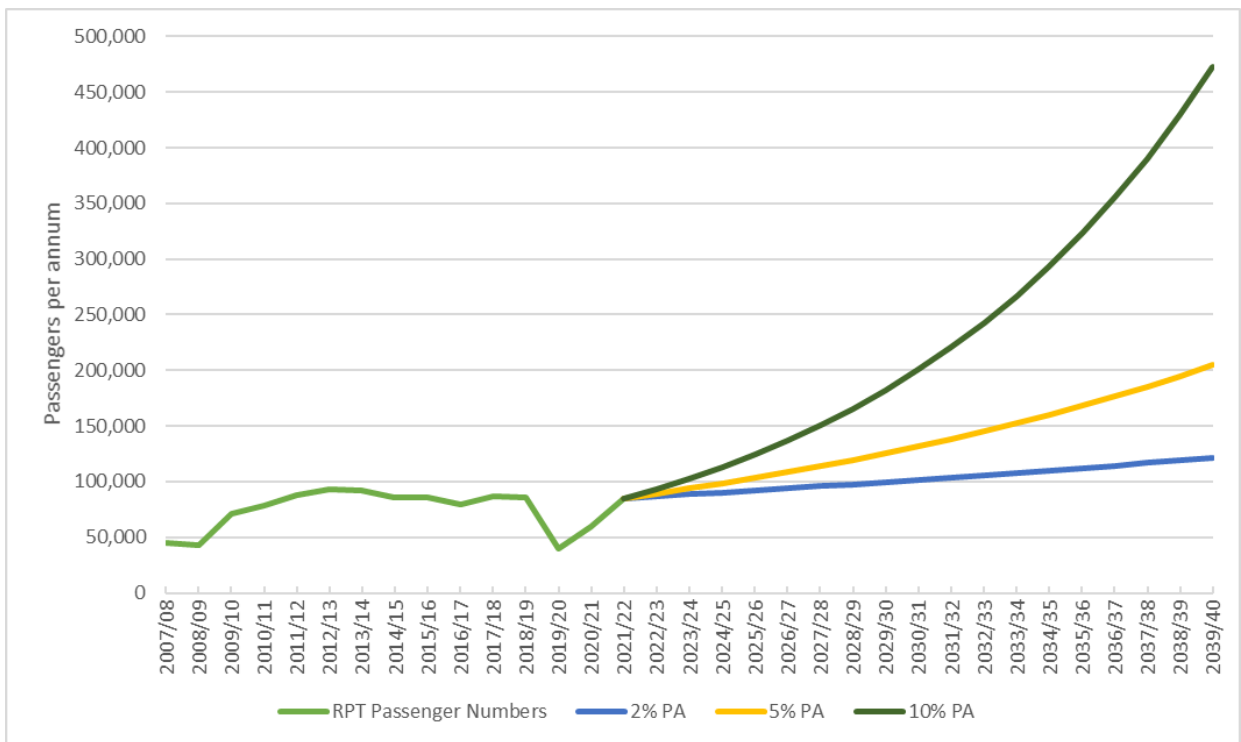


Figure 7 Passengers per annum forecast growth (indicative only)

4.1.2 Aerodrome Reference Code System

The Learmonth Airport Master Plan has the built runway as Code 4C. The number four indicates the runway length to be 1800 m or over. The C designates use for aircraft with a wing span of 24 m up to but not including 36 m, and the outer main gear wheel span to be six metres up to but not including nine metres. The Pavement Classification Number (PCN) of the runway is 43 which includes aircraft up to Airbus A320 and Boeing B737-800. Width is the final determining factor that can restrict aircraft operations.

Runway 18/36 is currently 45m wide which is acceptable for Code 4D and 4E aircraft, however, the runway (and Taxiway Whiskey) shoulders would need to be extended to 7.5 metres to meet the outer main gear width requirements for 4D and 4E aircraft such as the wide-bodied A300, A330 and B747 and B777 aircraft.

4.1.3 Navigation Systems

The airport site, although currently adequate, is severely constrained in some areas from future expansion by Airservices Australia (AsA) navigation aid infrastructure.

A VHF Omni Range (VOR) is situated approximately 300 metres from the northern boundary. The distance is a typical protection zone radii to be kept free of obstructions. AsA’s siting directives state airport taxiways may be located closer than 300 metres, but not closer than 150 m, provided taxiways are used only for the movement of aircraft and large aircraft parking does not occur.

Approximately 150 m from the southern lease boundary there was a Distance Measuring Equipment Australia (DME-A) navigation aid. The DME requires approximately 100 m protection zone radii. Hence, the DME’s location permitted a southern boundary expansion of approximately 50 m without interference with the DME. This DME-A was decommissioned in 1990 due to damage in Cyclone Vance and replaced with a Distance Measuring Equipment International (DME-I) which is now co-located at the VOR site.

Immediately adjoining the south-east corner of the airport lease boundary is a Non Directional Beacon (NDB). This navigation aid typically requires a 150 metre radii protection zone from buildings. The NDB protection zone radius actually overlaps into the Civil Airport Site by approximately 70 m. Whilst this matter was brought to the attention of AsA in 1999 during expansion of the terminal and apron area it is unclear as to the resolution of the overlapping lease with the Shire of Exmouth. Irrespective, the recent Deed of Variation of lease requires the Shire of Exmouth to accommodate the needs of AsA.

Future plans for the NDB are uncertain but technology changes are overtaking the need for NDB navigation aids and AsA at one time stated they were considering their decommissioning in the future. It is now understood that the NDB will be retained at this time. The land upon which the NDB is situated would be very suitable expansion land from the Civil Airport Site operator's perspective if it were to become available as the NDB severely constrains the use of the existing southern part of the lease at present. Irrespective of the above, the NDB underwent an upgrade in 2012 to improve signal service and power supply location.

Also enclosed by fencing and within the Civil Airport Site lease is AsA's Satellite Ground Station (SGS), which also underwent an upgrade in 2011/12 to install new VHF and fibre communications. The SGS provides air traffic surveillance capability at flight levels FL300 (above 30,000 feet). This abuts the southern end of the public car park. Together with the NDB it too compromises southern expansion of the public airport carpark.



Figure 8 Airservices Australia Satellite Ground Station

A sub-lease for the areas occupied by the NDB and SGS is close to being executed.

4.1.4 Terminal Reserve

The terminal reserve orientation must be such that it is central to the RPT apron parking area. Central orientation of the terminal requires spatial connection with both the RPT apron and taxiway and also ability to meet with future expansion needs of the terminal building.

As the Civil Airport Site is accessible from Runway 18/36 by a single stub Taxiway Whiskey it is important for the terminal reserve to be central to this primary taxiway link.

This primary infrastructure establishes the 'central' limits from which planning occurs.

4.1.5 Pavement Strength – Apron

The existing RPT apron in front of the terminal is high strength, and should be preserved for jet aircraft. Any apron expansions shall ensure that new pavement strength is aligned with the aircraft and helicopter type that is it intended to service.

4.1.6 GA Apron – Helicopters

General Aviation (GA) at Learmonth Airport is dominated by helicopter transfers associated with the offshore oil and gas resource sector. The current helicopter operators are moving an estimated 16,000 persons a year, predominantly offshore. Helicopter contracts are typically on a 3-5 year period and the business may well change hands in the future under commercial criteria.

It is quite feasible that two helicopter operators (CHC and Bristow) could establish for strategic reasons at Learmonth Airport over the master planning period to 2040.

Site selection for the helicopters at Learmonth Airport takes into account many airport planning criteria.

- Helicopters are rotary wing aircraft and they do not mix happily with fixed wing aircraft in their operations. Rotor wash is a readily understood characteristic of helicopter operations for example. However, a unique set of planning criteria and operational criteria are attached to both. With helicopter operations dominating traffic mix (55% in 2015/16 of traffic mix) it is essential that separation be established at an early stage of the investment life cycle to avoid expensive relocation costs.
- Site development to the south of the terminal reserve permits the multiple expansion of helicopter businesses away from the terminal and the public and fixed wing aircraft operations. A hangar reserve to the south which could accommodate up to two hangars are master planned.
- Siting of hangars with their opening away from the prevailing wind is a most desirable siting criteria for any hangar developer as it avoids the wind-borne dust and elements from entering. Hangars for rotary wing helicopters of the envisaged development standard at Learmonth Airport will be equipped for maintenance and overhaul.
- Siting of helicopters to the south of the terminal will permit, with DoD future approval, a secondary taxiway link to runway 18/36. An important planning initiative to not only retain the desired separation but also provide for future flexibility to exit the runway or apron, particularly when traffic volumes increase and apron capacity is at a premium.
- The provision of heliport facilities can be provided immediately adjoining or within the hangar development (preferred by some) or they can be incorporated into the future terminal expansion. This master plan allows flexibility for both scenarios with the land available to achieve the outcomes that best suit at the time.
- An important consideration in the helicopter siting and apron expansion is the proposed terminal building expansion to the south. The northern end is a 'book end' with established emergency vehicle access to the airside area and baggage reclaim across the northern end.

4.1.7 GA Apron – Fixed Wing

Presently fixed wing GA aircraft parking is at the northern end of the RPT apron. This is used daily by Norwest Airwork and occasionally by charter operators such as Karratha Flying Services, Coast Watch aircraft, RFDS and Perth tarmac operators.

There are no GA fixed base operators at Learmonth Airport. Norwest Airwork has established hangar facilities at Exmouth Aerodrome (previously the Exmouth Light Aircraft Strip). This company provides the majority of local charter services and is in essence Exmouth's GA charter provider. It may transpire that Norwest Airwork or a second entrant to the area responding to commercial needs applies for sub-lease of part of the Civil Lease Site.

4.1.8 Taxiways

The current taxiway configuration is considered adequate for current operations.

If hangar development occurs at the northern end of the lease area or there are additional A320 / B737 operations on the apron, an additional taxiway, suitable for those aircraft, connecting to the runway would be required to support increased traffic. Widening of the back of apron to accommodate through traffic from the RPT and Helicopter aprons, and movement of wide-body aircraft would also be required.

4.1.9 Air Traffic Control (ATC) and Airport Rescue and Firefighting (ARFF)

The provision of ATC and ARFF is at the determination of CASA when traffic levels increase to warrant separation and passengers protected following accident.

By way of example Karratha Airport has been established with ATC and ARFFS with RPT passengers at above 500,000 per annum and RPT aircraft movements above 4,000 per annum.

It is the mix of traffic and the size of the jets operating that are considered in a risk assessment by Airservices Australia that culminates in the determination.

Outside of the civil aircraft requirement for ATC the military activate temporary ATC facilities for exercises. The location is to the north of the VOR site. When ATC is enabled by the military all civil users of Learmonth Airport are also required to comply with ATC directives.

4.2 Critical Landside Planning Parameters

4.2.1 Passenger Terminal

The terminal building 'footprint' can be readily replicated south of the existing building.

The ability of the terminal 'footprint' to expand unhindered in a doubling sense and consume the old terminal building (now the Learmonth Heliport) is an important planning outcome to protect.

4.2.2 Hire Car Facilities

Hire car operators presently provide their services within the terminal building itself. All hire car parking is included as marked bays within the public carpark area.

Planning for hire car facilities is dependent on demand from the hire car companies. The companies at Learmonth Airport have expressed interest in upgrading and expanding their facilities at the airport. Currently there is constraints within the terminal building, and within the existing car park.

4.2.3 Car Parking

Expansion south of the existing public car park is constrained by AsA Satellite Ground Station (SGS). Incremental expansion to the east is achievable and is the appropriate initial area into which expansion should occur.

Expansion to the north is currently constrained by the fuel storage facility and the Telstra repeater station.

The arrivals bus pick-up area is currently constrained geometrically, and buses have difficulty manoeuvring through the turn-around. This is also constrained by the Telstra repeater station.

4.2.4 Fuel Storage

Facilities for fuel storage are presently adequate. However, as aviation traffic increase, particularly helicopter traffic, then it can be anticipated that requests for greater storage of bulk fuel tanks will arise. Indeed, following fires and floods in the vicinity of the airport in 2011, fuel supplies reached a critical level prompting a revision of storage capacity. The current fuel storage site is a constraining factor in many other land uses at Learmonth Airport.

4.2.5 Airport Maintenance Facilities

The Shire of Exmouth presently has two sheds which house the airport essential markers and a ride-on mower for ground maintenance. One is located to the south of the heliport terminal in the area designated 'Airport Storage' with the other immediately south of the SGS. The locations of these facilities should remain in easily accessible locations in respect to the various parts of the airport their stored equipment caters for.

4.2.6 Power Generation Facilities

With regard to mains power supply and emergency power back-up the supply authority is the Department of Defence via Learmonth RAAF Base and meter readings and sub-meter readings enable cost recovery.

4.2.7 Utility Services

Future development works will be required to be accompanied by an assessment of expansion need for associated engineering services. As the timeline for development work is not identified by this Master Plan it is not feasible to make judgement of future service upgrading requirements.

4.3 Aircraft Noise

The consideration of airport noise impact is an important factor in the development of individual Airport Master Plans. An understanding of the noise impact on land adjoining the airport can provide valuable information to local government authorities for development planning of adjacent land uses.

The principal means of assessment of potential noise exposure at a given site in Australia is based on the Australian Noise Exposure Forecast (ANEF) system. The ANEF system is a scientific measure of forecast aircraft noise exposure levels which takes into account a range of factors including frequency of aircraft movements, allocation of these movements to flight paths, aircraft noise signatures (intensity, duration and tonal content), together with detailed performance characteristics specific to each aircraft type. Following detailed analysis, ANEF maps are produced showing noise contour units around the airfield which are affected by the ANEF, which may be 20, 25, 30, 35 and 40 ANEF, for example. The higher the ANEF value the greater the exposure to aircraft noise in that area.

ANEF maps are generally for the ensuing 10 years and are based on future projections of operational activities. The RAAF previously prepared ANEF maps for Learmonth airport, however these are some decades old and of limited currency.

During the preparation of the Exmouth South Structure Plan⁶, recent ANEF mapping for airports at Geraldton, Gold Coast (Queensland), Launceston (Tasmania), Darwin (a joint Civil and Military airport) and RAAF bases at Edinburgh (South Australia) and Williamstown (Victoria) were examined and an indicative aircraft noise buffer area was derived for Learmonth Airport⁷. This indicative buffer is regarded as an interim measure to assist in land use decision-making and avoiding encroachment of incompatible (noise sensitive) uses pending preparation of ANEF mapping and more detailed planning. The Exmouth South Structure Plan does not support urban development within the buffer zone.

For Learmonth Airport, full ANEF mapping should be a joint RAAF and Shire of Exmouth undertaking if deemed necessary and as there is no urban population aggregated underneath the flight paths into RAAF Learmonth its need is not realised at this time.

⁶ Exmouth South Structure Plan (October 2013) – Prepared by TME Town Planning Management Engineering Pty Ltd for the Shire of Exmouth.

⁷ Appendix C – Plan 7 Structure Plan of Exmouth South Structure Plan (October 2013). Indicative aircraft noise buffer shown as a dashed red line

5. Airport Master Plan

5.1 Movement Area Facilities Plan

5.1.1 RPT Apron Expansion and New Taxiway Connection

The current RPT apron configuration is adequate for current operations. However, with the general aviation growth, it was identified in 2010 that expansion of the apron in the immediate future to accommodate helicopter operations and GA fixed wing parking is required. Both of these expansions were undertaken in 2012 and have seen benefit in operational parking and alignment of aircraft schedules.

Further development to the RPT apron would be required if wide-bodied aircraft commenced operations at Learmonth Airport. Relocation of electrical sub-station 4 may be required to accommodate apron widening to ensure adequate aircraft movement clearances on the taxi lane. It is understood that RAAF are decommissioning this sub-station and will be commissioning a new sub-station elsewhere on the site.

RAAF are planning runway upgrades including resurfacing and increasing turning nodes in 2023, and it would be beneficial to utilise the mobilisation of a construction crew to construct the new taxiway link and apron expansion at the same time.

5.1.2 GA Apron Expansion – Helicopters

The current heliport is located on the south end of the apron. It is recommended to expand the GA apron for helicopters to the south to keep all helicopter operations in the same area. There is reasonable land available for the development of hangars for various helicopter operators south of the heliport. Helicopter operators indicated a desire to have access to hangars to perform maintenance and provide sheltered storage when helicopters become unserviceable.

5.1.3 GA Apron Expansion – Fixed Wing

An operator may find favour with basing at Learmonth and operating across the Exmouth Gulf to Onslow or across to Karratha for instance as business opportunities arise. Alternatively, a small regional airline operator may consider basing at Learmonth.

GA fixed wing hangar site development is identified to the north of the RPT apron, separated from helicopters and with proximity to the terminal reserve.

Within the land available by allocated Civil Lease Site there is potential for four GA fixed wing hangar sites and additional apron to service the hangars. This is deemed adequate for the 2033 planning period. Whilst Exmouth Aerodrome is the Shire of Exmouth's preferred location for GA operators, preservation of hangar sites within this Master Plan will ensure land availability if business opportunities develop.

5.1.4 Provision of ATC / ARFF

It is unlikely that Learmonth will require the provision of permanent ATC and ARFF until the end of the planning period to 2040. However, this decision is outside of the Shire of Exmouth's control.

The site provided for the future establishment is immediately north of the emergency and primary access to the airside. It may be utilised in the interim for alternative use, with clause provisions appropriately protecting the Shire's interest in the site.

ATC require line of sight vision across the Airport and this primary tier building site would enable the functions of the two aviation support entities to effectively operate.

5.2 Land Use Plan

5.2.1 Land Use Precinct Guidelines

A number of planning controls contained in the Shire of Exmouth Town Planning Scheme relate to Learmonth Airport and Exmouth Aerodrome. Airport related planning controls have been developed to ensure that operation and development of the airport and aerodrome receives due recognition within the statutory planning framework.

These planning controls are consistent with the Planning and Development Act 2005 and Planning and Development (Local Planning Schemes) Regulations 2015 and are overseen by the Minister for Planning (WA) and the Western Australia Planning Commission (WAPC).

Public Purpose Reserve

Learmonth Airport is classified as a Public Purpose Reserve. Public Purpose Reserve is land that is used for public purposes in line with the objectives which outline the ultimate purpose of that reserve.

5.2.2 Terminal Expansion

It is proposed that there be a new departures lounge, expanded arrivals area, new offices, airline lounges, new baggage make-up area and ground storage equipment hardstand.

The 'heart' of the building would remain as the check-in area as it presently exists.

The northern arrivals can potentially be combined with the present sterile lounge waiting area to increase arrival capacity. This area expansion will be required when a 'tee' extension of the conveyor is required and if international charter flights are again re-established with their requirement for Customs and Quarantine service provisions. An alternate diversion by an international flight aircraft would also benefit from this greater holding capacity.

Parallel scheduling of RPT aircraft flights is an aviation phenomenon. This is competition and will lead to the arrivals area being under pressure unless capacity is eased.

The present 'breezeway' area is envisaged to be expanded by a doubling of its size, in a southern direction and airside as required, to provide a climate managed secure lounge area with café facilities inside – this is to accommodate the growth anticipated into the future and for parallel schedules. It is noted that the 'breezeway' was enclosed in 2011.

Quite feasible and desired by some helicopter operators is heliport lounge areas integral with the forward departure lounge area, albeit separate for independent management. The security provisions are triggered by jet aircraft on the ground and from 2012 the trigger became all RPT aircraft above 20,000 MTOW aircraft irrespective if they are jet or turbo-propeller. These detailed design criteria are a matter for an implementation brief on terminal expansion.

Suffice to identify in the planning context that all departures by RPT aircraft will be security screened. Further, all helicopter passengers also will require security screening when departing within the time zone of the RPT aircraft, unless helicopter departures are sufficiently separate to be recognised by the airport's Transport Security Plan (TSP) to be operating from a sufficiently distant GA apron. This common share of RPT apron by helicopters will only be possible in the early planning cycle as the expected growth of RPT passengers and RPT aircraft will necessitate additional RPT parking bay allocations and displacement of helicopters to separate northern parking bays.

There are currently 5 check in desks with 2 in use by Qantas at Learmonth Airport. Whilst new technologies exist for check in such as kiosk, online and mobile check in which are rapidly reducing the infrastructure requirements and footprint at larger airports, it is likely that regional

airports such as Learmonth Airport will operate on the current semi-automated basis for several more years.



Figure 9 Existing Qantas check-in counters

Irrespective of the apron parking management and security provisions imposed by the Office of Transport Security, offshore helicopter passengers can readily cohabit the terminal with the distance to walk to helicopter load out bays some 200-300 metres from the terminal.

The walk to helicopter from terminal distance has been broached with all major helicopter operators and this does not present an issue. After all the general travelling public are already well accustomed to walk distances of this order both within terminals and airside to embark aircraft at major domestic and international airport terminals. It is about the comfort afforded to the departing passenger within the terminal such that they are rested and ready to respond to the departure call.

The old terminal, now heliport, would need to be demolished to make way for the terminal expansion program, integrating all facilities presently provided in the zone. For instance, the baggage make-up would be conveyed to a point further south to the screening room and a make-up area at the southern end. This would form a new 'bookend' at the south. Adjoining would be airside access for freight consignment and primary airside access for emergency vehicles and services.

When the timing is appropriate to undertake expansion planning of the terminal this will need to be undertaken in consideration of and in conjunction with Defence future plans and undergo the required development approval processes.

5.2.3 Hire Car Operator Site Specific Development

Currently, all hire car operators provide their services within the terminal building at the arrivals gates. This is an optimum arrangement with the passenger/customer being met immediately on arrival. However, it can lead to capacity constraint within the terminal to the extent that dedicated facilities for hire car operators are often positioned external to the main building.

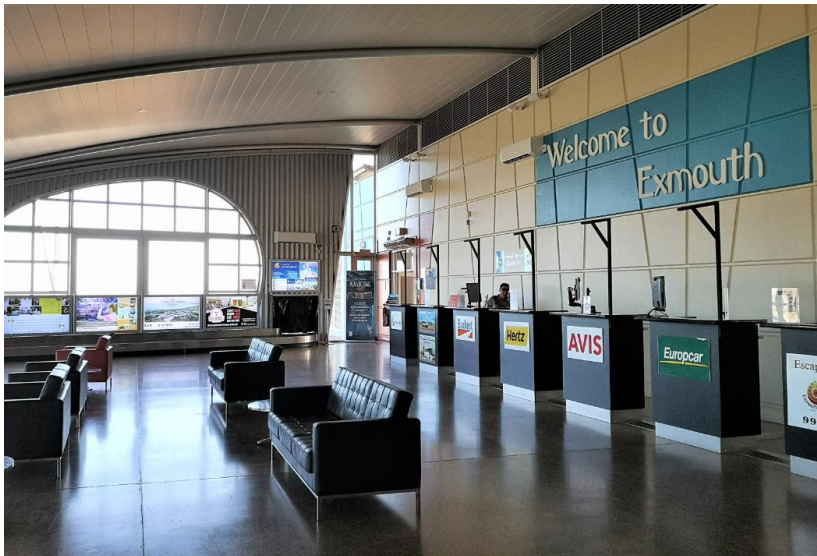


Figure 10 Current arrivals area with hire car operator desks

Good examples of these arrangements exist at Broome Airport and Hobart Airport where following on from bag collection good signage and walkways directs the passengers to the purpose-built hire car building/s. It enables greater numbers of operators to be established and their dedicated needs, and those of the customer, to be met. At Hobart the building is climate managed. At Broome the buildings are open to the climate.

The Master Plan Development plan 12525231-SK-001⁸ has made provision for hire car operator site specific development.

The site is proximate to proposed additional car parking areas, which are envisaged to be required in the near future with demand on parking sites increasing. The commercial arrangement for hire car bay allocation is outside of the scope of the master plan but it is a means of the Shire of Exmouth to manage the allocation of sites and parking bays effectively. If commercial arrangements are agreed upon then the hire car operators will seek parking bays with good access and proximity to the terminal.

Future permanent car cleaning and servicing sites have been positioned alongside the access road into the airport. The advantage of the location is access without the need for future road construction. It is a timing and demand equation but once a major operator establishes then others will follow.

Development of one shared user-pays wash facility may be another consideration that would have less impact on land and water resources. As for other development, a detailed development approval plan would be required before any sites were constructed.

5.2.4 Car Park Expansion

New public car parking facilities to the north, as depicted by the development plan, is predicated upon the uptake of hangar sites. Similarly, the existing public car park could be developed to the east to abut the new access road once developed. Stormwater management would be a consideration should this occur. It is envisaged this would be a longer-term development.

Construction of a GA and/or helicopter hangar will place significant pressure on provision of car parking facilities with some 25 staff plus sub-contractors based locally.

The other trigger will be the car rental operators being provided with appropriate independent undercover facilities and their requirement for allocated bays in close proximity to the terminal.

⁸ Appendix B – Learmonth Airport Development Plan

The development of access roads and undertaking site works is an early development project to meet demand in a timely manner.

5.2.5 Arrivals Bus Area

Relocation of the fuel storage facility and the Telstra repeater station would allow realignment of the arrivals bus turn around area. A larger radius and wider turning area, and a longer distance of contact along the face of the terminal would provide more appropriate movement area for buses accessing the arrivals area. These works could be completed at the same time as the car park expansion, and terminal expansion, provided the fuel storage facility and Telstra repeater station are relocated prior.



Figure 11 Existing arrivals bus loop

5.2.6 Fuel Storage

The aviation fuel dispensing business, like the hire car businesses, are robust commercial activities that benefit directly from the Shire of Exmouth's provision of suitable civil site facilities for the operation of RPT and GA aircraft.

It requires strong commercial agreements and this can be expressed by the cost of leasing or by throughput fees. Further, a sub-lease to a fuel company should be tested by tender to determine the value the business places upon operating out of Learmonth.

The fuel storage site is currently situated in a prime public area. Fuel is dispensed by tanker and the transport from depot to tarmac is a matter of timing.

This master plan has allocated a large site for future fuel storage to the south of the terminal reserve⁹. This is removed from the public domain and located on the airside boundary thus limiting potential access control breaches via the northern access gate.

Transportation to the apron areas would be along the apron edge. This will also allow fuel companies to avoid registration of their vehicles due to 'airside' only activity.

A new road reserve would be required to access the fuel storage site and restrict road train activity through the car park and in front of the terminals.

Aviation fuel product type at Learmonth Airport is envisaged to be limited to Jet A1 on the expectation that Exmouth Aerodrome will in the future have an Avgas supply outlet. Piston engine GA aircraft are typically light GA and will typically operate from this aerodrome, unless

⁹ Appendix B 12525231-SK-001 – refer area marked 'Fuel Site'

providing charter services that connect with the RPT services, hence the appropriateness of development of an Avgas facility at Exmouth Aerodrome.

Consideration may also be given to small unleaded and diesel fuel supply being available within this site to service the hire car businesses and reduce the need for the hire car servicing sites having fuel storage and dispensing operations.

5.2.7 Airport Maintenance Facilities

It is proposed that when required new maintenance facility building/s be located in a similar area at the south-east corner of the Civil Site Lease, with due account for future access road needs to the helicopter hangar sites. The existing shed to the south of the SGS site would require relocation into this area due to the location of the road reserve for the fuel storage site.

Maintenance buildings are often located on a primary tier site (i.e. apron edge) due to the ease of access to the work location but with the limitation of land for future hangar sites and that major maintenance is not an obligation of the Shire of Exmouth on the airside runway and runway strip it is considered acceptable to be on a second tier site.

The ground handler also has a storage shed on a small sub-leased portion of land located within the proposed fuel site. This should be relocated to near or within the airport maintenance area.

5.2.8 Freight and Cold Storage Facility

With the expansion of the terminal building a dedicated freight area can be factored into the southern end. Freight at present is conveyed to and from the ground handling company in the mix with baggage carried generally.

As freight increases then a dedicated freight building or store maybe required. At Kalgoorlie-Boulder Airport for instance a dedicated freight transfer building on the airside interface has been constructed with gold as the primary air freighted item necessitating security guarding.

At Learmonth Airport air freight at present is predominantly general courier items that can be consigned in the mix of baggage on the RPT without special handling.

At the time of terminal expansion, the freight demand and characteristics should be further examined to determine the need, if any, for special storage or handling.

Cold storage is predicated upon air freight of significant volumes of perishable cargo. The seafood from Kailis is not air freighted overseas from Learmonth, rather consigned by road to Perth for airfreight.

The nature of air freight is such that it must be a high value product and it typically will travel in with general cargo of a passenger aircraft. This is because whole of aircraft for freight requires substantial product for viable operation.

5.2.9 Utility Services

Power

It is the Shire of Exmouth's desire to have an independent power supply line to the Civil Site and associated with this independence an emergency generated back-up supply. However, the ability to connect to the mains supply is subject to the state supply authority's capacity and capability to undertake. Independence would negate dependence upon Defence's central

emergency power system and with that avoid the consequences of potential load shed occurring from Defence's supply.

Self-generation of solar power may be a viable alternative to mains supply and as such a site has been identified for siting of a solar power generation plant. The proposed site is located in the north-east corner of the civil lease site and located away from airside development areas but close enough to the terminal to provide power reticulation to the terminal buildings and sub-leases. It will be subject to environmental and siting approvals by the Department of Defence.

Runway lighting will remain on mains power due to switching requirements between RAAF Learmonth and Learmonth Airport.

Sewage and effluent disposal

Consideration of sewerage and effluent disposal needs will be required when terminal building expansion is contemplated. The building has a peak design capacity for approximately 800 persons and a septic system to suit that was installed in 1999. Demand for a whole of civil site airport disposal system may not be warranted until passenger numbers exceed 300,000. This is a demand level that has typically triggered higher order investment in waste control featuring recycling of the liquid waste at other major regional airports.

For the foreseeable future each sub-lessee should be made responsible to provide within their lease area an independent sewerage disposal system.

Larger aircraft types may require servicing of on-board toilet systems at Learmonth Airport. This may be managed through toilet carts with effluent periodically collected by cartage operators for remote disposal. There may come a time, however, where an airside sewage connection point is required.

Water supply & firefighting systems

Water supply is mains quality from Learmonth RAAF Base. Existing and future operations at the civil site are not envisaged to have large water dependency. A 20,000L portable water tanker is available on site should Learmonth RAAF supply be unavailable.

Firefighting units installed at the airport have been modelled on the Compressed Air Foam (CAF) system whereby 20:1 (foam:water) ratio can be achieved. i.e. 200L of water will produce 4,000L of foam. On a demand basis it is not warranted for the Shire of Exmouth develop an independent water service.

Terminal redevelopment may necessitate dedicated fire service supply.

Stormwater management

Water catchment from buildings and roads with associated recycling are future considerations for the Shire of Exmouth for a potential second class water supply. With each development, management of storm water will be a development proposal consideration.

Communications infrastructure

Existing telecommunications is via a copper service provided directly from the Telstra repeater hut located within the Civil Lease Site. A second 36-strand service loops into the Civil Lease Site, although there is no availability on this supply. ADSL is not available at the site at this time.

Internet connection is available to the airport via microwave link from the Shire. This has been identified as being unstable and slow, however there is backup NBN installed.

Future land development will ensure service corridors are maintained for all utilities.

5.3 Airport Safeguarding Plan

5.3.1 National Airports Safeguarding Framework

The National Airports Safeguarding Framework (NASF) has been developed by the Australian Government to assist in improving planning outcomes on and near airports and under flight paths. The Framework aims to:

- Improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions;
- Improve community amenity by minimising noise sensitive developments near airports, including through the use of additional noise metrics; and
- Improve aircraft noise-disclosure mechanisms.

The NASF provides nine guidelines to assist State, Territory and Local Governments in regulating and managing:

- Impacts of aircraft noise (Guideline A)
- Risk of building generated windshear and turbulence at airports (Guideline B)
- Risk of wildlife strikes in the vicinity of airports (Guideline C)
- Risk of wind turbine farms as physical obstacles to air navigation (Guideline D)
- Risk of distractions to pilots from lighting in the vicinity of airports (Guideline E)
- Risk of intrusions into the protected airspace of airports (Guideline F)
- Protecting aviation facilities – communications, navigation and surveillance (Guideline G)
- Protecting strategically important helicopter landing sites (Guideline H)
- Risk in public safety areas at the ends of runways (Guideline I)

As the Framework applies to all airports in Australia, it is critical that it is considered when planning for and operating Learmonth Airport.

5.3.2 Airspace Protection Surfaces

International standards have been adopted which define two sets of invisible surfaces above the ground around an airport. The airspace above these surfaces forms the airport's protected airspace. These two surfaces are the:

- Obstacle Limitation Surface (OLS); and
- Procedures for Air Navigational Services—Aircraft Operations (PANS-OPS) surface.

The Department of Infrastructure and Regional Development describes the two surfaces as:

- The OLS as generally the lowest surface and is designed to provide protection for aircraft flying into or out of the airport when the pilot is flying by sight; and
- The PANS-OPS surface is generally above the OLS and is designed to safeguard an aircraft from collision with obstacles when the aircraft's flight may be guided solely by instruments, in conditions of poor visibility.

The objective of OLS is to define a volume of airspace in proximity to an airport which should ideally be kept free of obstacles that may endanger aircraft in visual operations or during the visual stages of an instrument flight. Even so, the intention is not to restrict or prohibit all obstacles but to ensure that either existing or potential obstacles are examined for their effect on aircraft operations and that their presence is properly taken into account.

As the OLS are pertinent to visual operations (both day and night) it may be sufficient to ensure that the obstacle is conspicuous to pilots, and this may simply require that it be marked and/or lit. Of course each new obstacle will in some way restrict the freedom of aircraft operations and inevitably contribute to flight path congestion and delays. If an obstacle is located in the approach and take-off areas pilots will need to make adjustments to their normal take-off and landing to guarantee obstacle clearance. This may mean using less than the full runway length operationally available and may result in significant operational penalties such as fewer passengers, or less cargo, less fuel, or other operational restrictions.

5.4 Implementation Plan

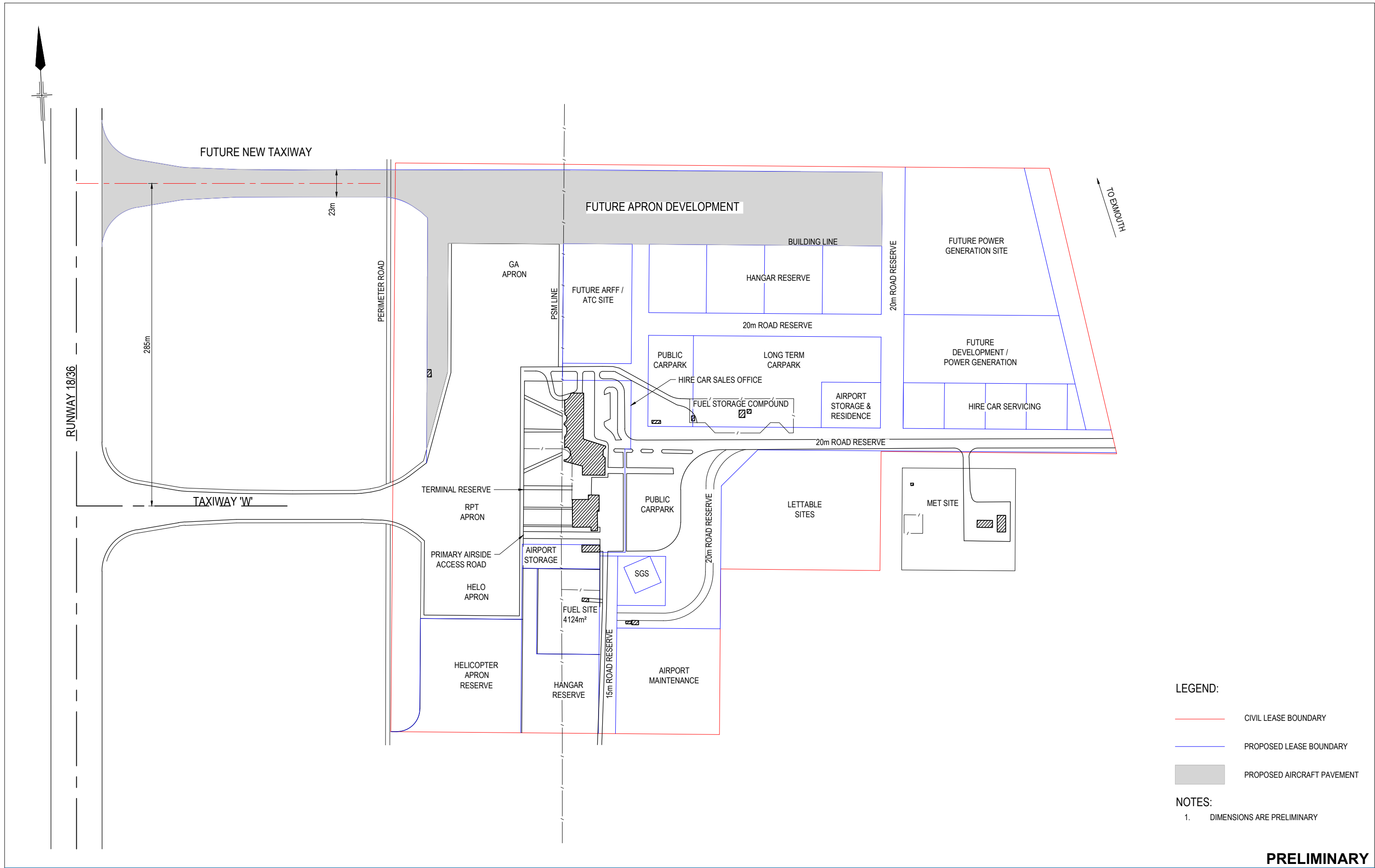
The following outlines the implementation plan for actions identified in the sections above.

Action	Report Section	Trigger Point	Indicative Timing
New taxiway to connect north end of apron to runway and expansion of RPT apron	5.1.1	Upon RAAF airside development, development of hangar sites or sufficient traffic to avoid congestion	< 5 years
Increase helicopter GA apron area	5.1.2	New helicopter operators requiring hangar facilities	5 - 10 years
GA fixed wing hangar site development and additional apron area	5.1.3	Interest from GA or small RPT operator	>10 years
Provision of ATC and ARFF	5.1.4	>500,000 passengers and >4,000 RPT movements per annum	> 10 years
Terminal expansion	5.2.2	>150,000 passengers per annum or regular concurrent Code 3C aircraft operations	5 - 10 years
Hire car operator site specific development	5.2.3	Upon demand	5 – 10 years
Car park expansion	5.2.4	Upon relocation of fuel facility with additional upon demand	< 5 years
Realignment of arrivals bus area	5.2.5	Upon relocation of fuel facility	< 5 years
Upgrade of airport maintenance facilities	5.2.7	Upon relocation of fuel facility with additional upon demand	< 5 years
Dedicated freight and cold storage facility	5.2.8	Upon demand	> 10 years
Independent power supply to Civil site	5.2.9	Upon completion of business case	< 5 years
Upgrade of sewerage and effluent disposal	5.2.9	Terminal expansion	5 - 10 years
Airside connection point for effluent disposal	5.2.9	Larger airframe operations	< 5 years

Appendices

Appendix A - Civil Site Lease Plan

Appendix B – Learmonth Airport Development Plan



- LEGEND:**
- CIVIL LEASE BOUNDARY
 - PROPOSED LEASE BOUNDARY
 - PROPOSED AIRCRAFT PAVEMENT

- NOTES:**
1. DIMENSIONS ARE PRELIMINARY

PRELIMINARY

A ISSUED FOR CLIENT REVIEW		EH			
No	Revision	Note: * indicates signatures on original issue of drawing or last revision of drawing	Drawn	Job Manager	Project Director

GHD

































Level 4, 211 Victoria Square Adelaide SA 5000 Australia
 GPO Box 2052 Adelaide SA 5001
 T 61 8 8111 6600 F 61 8 8111 6699
 E adimail@ghd.com.au W www.ghd.com

DO NOT SCALE	Drawn E. HARRIS	Designer H. MARTIN
<small>Conditions of Use. This document may only be used by GHD's client (and any other person who GHD has agreed can use this document) for the purpose for which it was prepared and must not be used by any other person or for any other purpose.</small>	Drafting Check	Design Check
	Approved (Project Director)	Date
	Scale AS SHOWN	This Drawing must not be used for construction unless signed as Approved

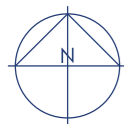
Client	SHIRE OF EXMOUTH
Project	LEARMOUTH (RAAF) AERODROME
Title	CIVIL LEASE AREA MASTER PLAN DEVELOPMENT
Original Size	A1
Drawing No:	12525231-SK-001
Rev:	A

Appendix C – Exmouth South Structure Plan

LEGEND

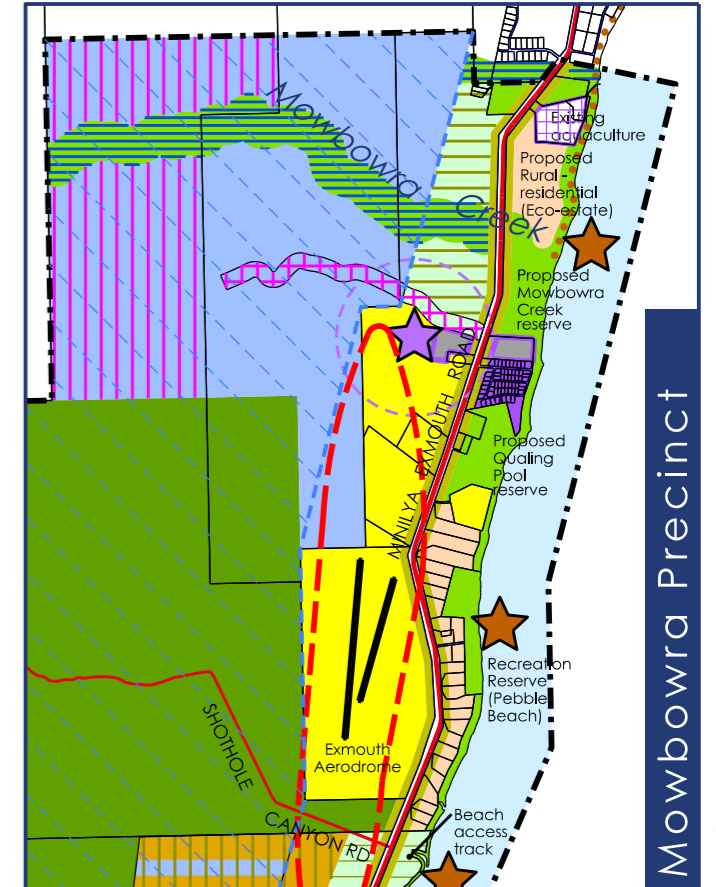
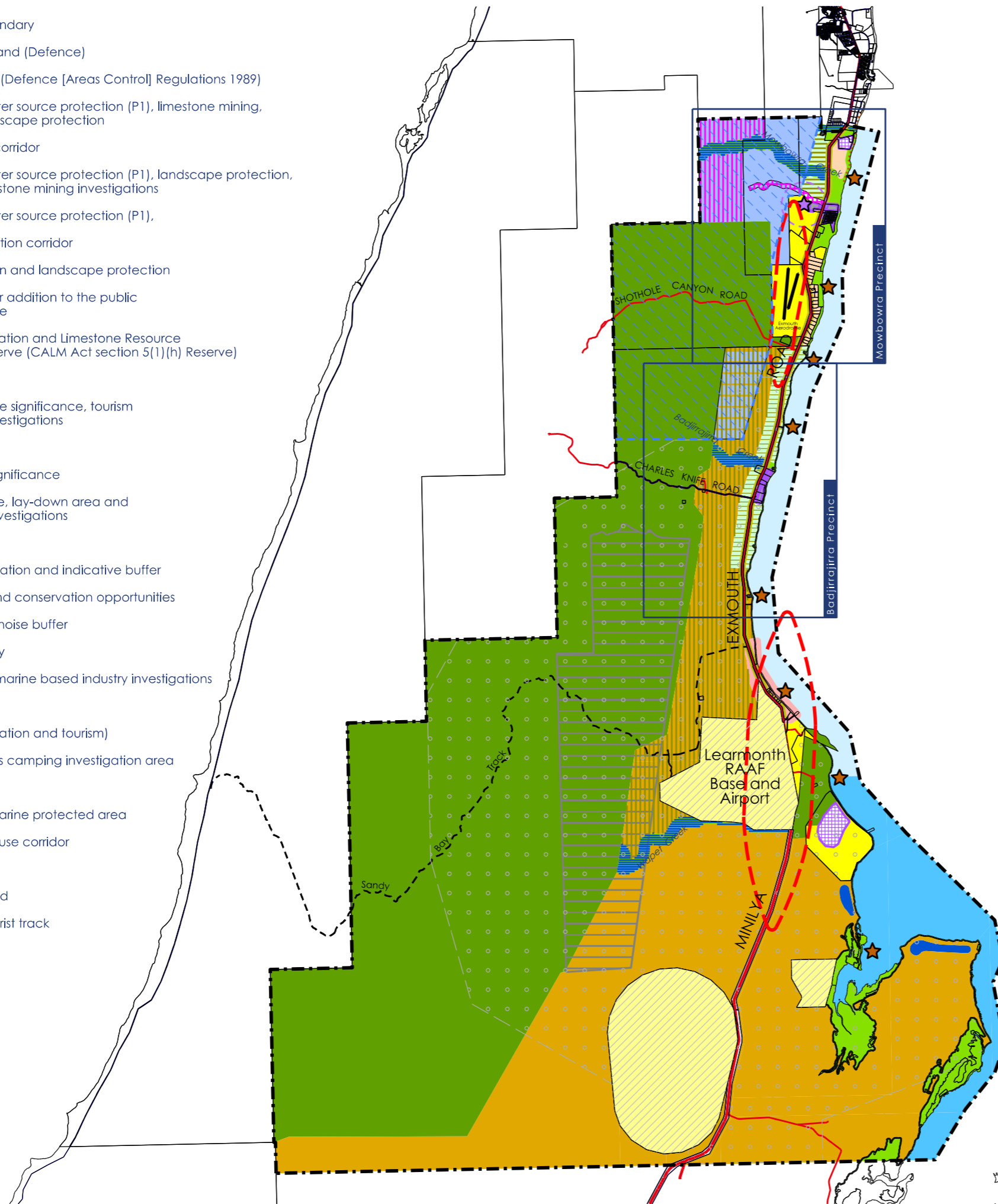
-  Structure plan boundary
-  Commonwealth Land (Defence)
-  Height limits apply (Defence [Areas Control] Regulations 1989)
-  Public drinking water source protection (P1), limestone mining, conservation, landscape protection
-  Mining haul road corridor
-  Public drinking water source protection (P1), landscape protection, conservation, limestone mining investigations
-  Public drinking water source protection (P1),
-  Landscape protection corridor
-  Rural - conservation and landscape protection
-  Areas proposed for addition to the public conservation estate
-  Proposed Conservation and Limestone Resource Management Reserve (CALM Act section 5(1)(h) Reserve)
-  Pastoral land
-  Pastoral, landscape significance, tourism and education investigations
-  Public purposes
-  Military heritage significance
-  Marine supply base, lay-down area and general industry investigations
-  Industry - special
-  Proposed power station and indicative buffer
-  Park, recreation and conservation opportunities
-  Indicative aircraft noise buffer
-  Aerodrome runway
-  Aquaculture and marine based industry investigations
-  Rural - residential
-  Day use site (recreation and tourism)
-  Tourism - wilderness camping investigation area
-  Ocean
-  Recommended marine protected area
-  Drainage multiple use corridor
-  2 wd sealed road
-  2 wd unsealed road
-  Proposed 4WD tourist track
-  Bridle trail

PLAN 9

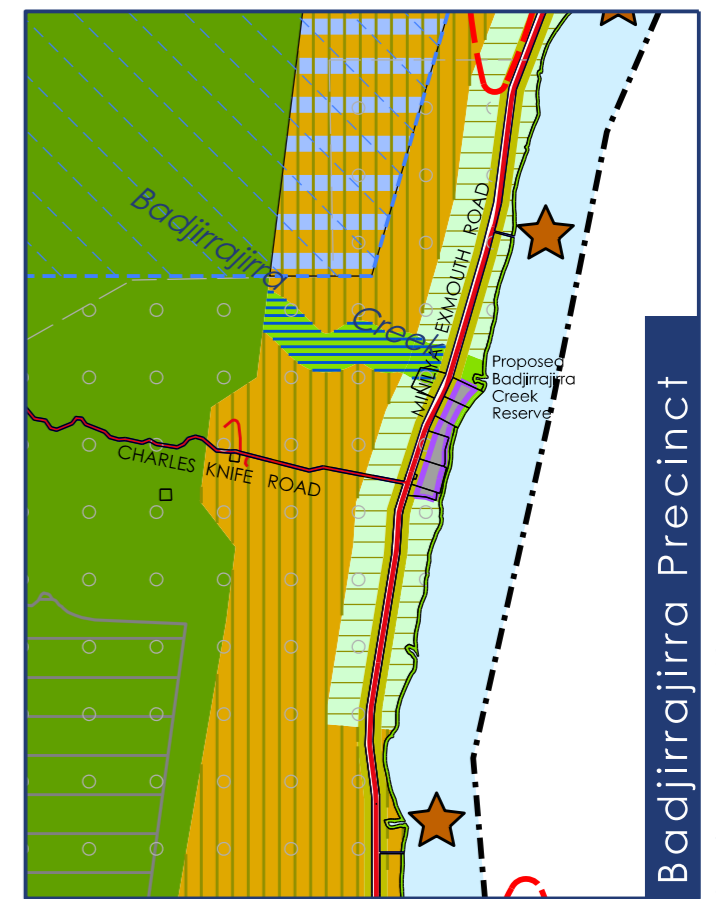


Date:
October 2013

Scale:
1:20 000 @ A3
1:10 000 @ A1



Mowbowra Precinct
(Enlargement)



Badjirajirra Precinct
(Enlargement)

GHD

Level 10

999 Hay Street

T: 61 8 6222 8222 F: 61 8 9463 6012 E: permail@ghd.com





© GHD 2020

This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

12525231-52691-

[1/https://projectsportal.ghd.com/sites/pp18_03/learmonthexmouthairp/ProjectDocs/12525231-REP-001-Learmonth Airport Master Plan Updates.docx](https://projectsportal.ghd.com/sites/pp18_03/learmonthexmouthairp/ProjectDocs/12525231-REP-001-Learmonth Airport Master Plan Updates.docx)

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Draft A	H Martin, N Truong	N Hawley		N. Hawley		24 April 2020
0	H Martin, N Truong	N Hawley		N Hawley		22 December 2020

www.ghd.com





Exmouth Aerodrome Master Plan
(Final Draft)

Prepared for the Shire of Exmouth
November 2020

AMS Aerodrome Management Services Pty Ltd



Design - Engineering - Construction - Electrical - Management - Inspections - Training - Security

Executive Summary

Exmouth Aerodrome is an unregulated Aircraft Landing Area (ALA) owned and operated by the Shire of Exmouth. It is located 13 kilometres south of the town of Exmouth. The aerodrome is comprised of a single runway 02/20 which is 1260 metres in length and 30 metres wide. The runway surface is primarily gravel with a central sealed section, approximately 211 metres in length. There are five hangars located on the northern, central and southern aprons; four are currently utilised for commercial operations. Whale shark and humpback whale spotting, joyflights and microlight training are the primary commercial operations of local aviation businesses, utilising single piston engine aircraft and microlights. Regular itinerant aircraft also utilise the facilities for charter and police airwing operations, primarily light piston twin aircraft and the Police airwing Pilatus PC12, a single engine turboprop.

The Exmouth community is also serviced by the larger Learmonth Airport, located 37 kilometres south of the Exmouth town and 14 kilometres south of Exmouth Aerodrome. A portion of this military base is leased from the Department of Defence by the Shire of Exmouth for civil operations, that include regular passenger jet services from Perth and offshore helicopter transfers.

Land allocated for the Exmouth Aerodrome comprises just over 494 hectares of crown land situated near the tip of the North West Cape, between the Cape Range and the Exmouth Gulf. The North West Cape holds both cultural and environmental significance. It is fringed by the Ningaloo Reef, Australia's largest fringing coral reef, and the Ningaloo Coast holds UNESCO¹ World Heritage status.

Exmouth Aerodrome is situated between the Cape Range and the Exmouth Gulf in a floodplain area that is impacted by moderate rainfall events. These topographical features are important considerations in the planning for any future development of the aerodrome.

The Exmouth Aerodrome Master Plan supports the vision for the aerodrome, which is:

1. To maintain a safe and user-friendly aerodrome – *that supports the local community through the provision of facilities suitable for a range of users; and*
2. To develop the aerodrome and its facilities based on specific demand and cost benefit analysis – *assessed through ongoing review and stakeholder engagement with future development being conducted within appropriate financial constraints to ensure the aerodrome remains accessible to local businesses and the wider Exmouth community.*

The Shire of Exmouth has established key criteria² for future outcomes of the Exmouth Aerodrome Master Plan:

1. General Aviation – improved facilities to service the growing tourism industry sector, spotter services for the marine industry, microlight flights and general charter services.
2. Helicopter operations – expansion of current facilities to enable offshore providers to be based in Exmouth.
3. Royal Flying Doctor Service (RFDS) – upgraded facilities to ensure a second airstrip is available for aero medical evacuations.
4. Air transport passenger operations – the potential for turboprop aircraft to operate scheduled flights or charter services into the aerodrome in the future.
5. Additional use – facilitating the establishment of new aviation related businesses and community activities at the aerodrome.

The Master Plan provides a development framework for the aerodrome that is based on economic indicators and strives to limit the impact on the environment and surrounding community. The Plan also provides guidance to ensure legislative compliance is achieved. A staged implementation process for the Master Plan is outlined for outcomes over the next 10 years, with a focus on short and medium term strategies to achieve outcomes for the next 5 years. Actions for immediate consideration are highlighted to ensure regulatory compliance for current operations. Recommendations for ongoing stakeholder engagement and regular review of the Master Plan have also been made.

¹ UNESCO – United Nations Educational, Scientific and Cultural Organisation

² Shire of Exmouth, Ordinary Council Meeting Minutes, 28 November 2019

Contents

1	Methodology	3
2	Situation Analysis	3
2.1	Aviation Facilities.....	3
2.2	Historical Context	8
2.3	Climate	8
2.4	Significance of the Region	8
2.5	Socio-Economic Considerations	9
2.6	Regulatory and Policy Context	10
2.7	Environmental Considerations	10
2.8	Heritage Considerations	11
2.9	Shire Governance	11
2.10	Local Planning.....	12
2.11	Aviation Governance	13
2.12	Regional Aviation Policy	13
2.13	Aerodrome Regulation	13
3	Consultation Process	14
3.1	Stakeholder Engagement	14
3.2	Key Findings.....	14
4	Future Direction	15
4.1	Key Criteria	16
5	Strategy Development	16
6	Implementation Plan.....	16
7	Realising the Master Plan.....	17
8	Bibliography	18
9	Appendices	

FINAL DRAFT

1 Methodology

The purpose of an Airport Master Plan is to define and coordinate the on-airport and off-airport planning objectives and provide a framework for future development³. The Exmouth Aerodrome Master Plan was developed through research and consultation with current and potential stakeholders of the aerodrome with a particular focus on:

- the role of the aerodrome and why it exists;
- the importance of the aerodrome to the region;
- assessment of competition from other airports in the region;
- current site conditions, including assessment of existing infrastructure and facilities;
- existing aviation and non-aviation activities on the site;
- the surrounding land, including topography, land use and zoning;
- environmental and heritage constraints, including Native Title;
- the regulatory and policy context;
- a review of previous and current plans relating to the aerodrome;
- the establishment of key criteria for future outcomes; and
- the development of an implementation plan.

2 Situation Analysis

2.1 Aviation Facilities

Exmouth is located near the tip of the North West Cape in the Gascoyne region of Western Australia (WA), 1,270 kilometres north of Perth. The town is directly serviced by two airports, Exmouth Aerodrome and Learmonth Airport. Exmouth Aerodrome is an unregulated Aircraft (or Aeroplane) Landing Area (ALA) owned and operated by the Shire of Exmouth, while Learmonth Airport is a military facility that supports civilian use under a lease agreement between the Department of Defence and the Shire of Exmouth.



Figure 1: Location of Exmouth Aerodrome and Learmonth Airport (Source: Google Maps)

2.1.1 Exmouth Aerodrome

Exmouth Aerodrome is the closest airport to Exmouth, located 13 km south of the town. It has been managed by the Shire of Exmouth since 1974 and was renamed in 2012 after being previously known as the Exmouth Light Aircraft Strip. From Exmouth the aerodrome is accessible via the sealed Minilya-Exmouth Road and a short gravel access road approximately 500 metres in length.

The aerodrome is located on Crown Land at Lot 73 Minilya-Exmouth Road, North West Cape (Landgate reference: Reserve 32867, DP 211885). Lot 73 includes an area of 494.7096 hectares and is demarcated by the red line in Figure 2.



Figure 2: Location of Exmouth Aerodrome (Source: Landgate)

³ Australian Airports Association, Regional Airport Master Planning Guide, 2014

The Cape Range is situated to the west of the aerodrome. It consists of rugged limestone with sparse vegetation and its eastern flanks drain across the coastal plains to the Exmouth Gulf to the east. The natural drainage course following the Shothole Canyon into Shothole Creek to the east and south of the aerodrome is clearly visible in Figure 3 below.



Figure 3: Shothole Canyon Drainage (Source: Google Maps)

Lot 73 is bordered directly by Crown Land to the west and south. The Minilya-Exmouth Road runs along the eastern border with the Cape Wilderness Estate subdivision situated between the road and the Exmouth Gulf. Lots allocated for subdivision are located to the north with a triangular 10-hectare area of Crown Land directly adjacent to a small section of the northern boundary. The lots adjacent to the aerodrome are detailed in Figure 4.

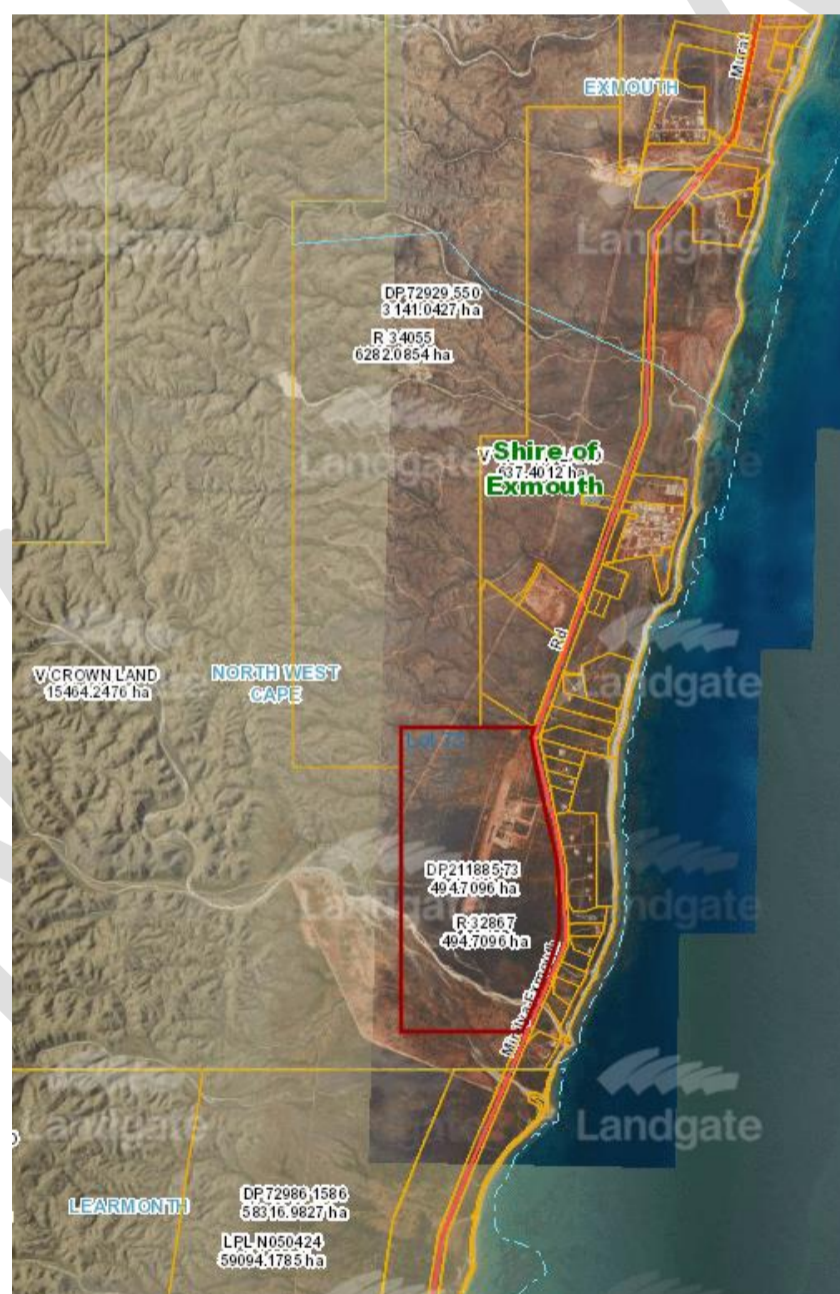


Figure 4: Allocation of Land Surrounding Exmouth Aerodrome (Source: Landgate)

The runway has a general north/south orientation (runway designation 02/20). Considerations for aircraft traffic include the rising ground of the Cape Range to the west and the current and proposed subdivisions to the east and north.

The specifications of the current aerodrome are illustrated in Appendix 1. Further information about the physical characteristics of the aerodrome and its facilities can be sourced from the Aeronautical Information Publication (AIP) En Route Supplement Australia (ERSA). A copy of the Exmouth entry is included at Appendix 2 with the pertinent data summarised in Table 1 below.

ICAO [^] designator	Runway Length (metres)	Runway Width (metres)	Runway Strip Width (metres)	Runway Surface	Lights	Instrument Approach	Fuel
YEXM	1260	30	Not specified	Unsealed gravel with 211m central sealed section and parking area.	1. Solar lighting HN [^] . Runway 02/20 white on sides, green approach, red at ends, blue taxiway lights – IWI [^] . 2. Runway edge light spacing: 02/20: 60m.	No	No
Pavement strength	Unrated. AIP Australia AD 7.4 ⁴ applies for determination of runway strength suitability; aircraft may operate on an unrated pavement provided the aircraft gross mass and tyre pressure do not exceed certain parameters. See Figure 10.						
Other	<ul style="list-style-type: none"> • Prior permission required, contact ARO[^] • Strip closed after heavy rain. • Fuel is not available. • Aerodrome unfenced. Animal hazard likely. • Helicopter operations 24 hours. • Airfield is used by Microlights. <p>[^]ICAO – International Civil Aviation Organisation; HN – sunset to sunrise; IWI – illuminated wind indicator; ARO - Aerodrome Reporting Officer</p>						

Table 1: Summary of Exmouth Aerodrome Specifications⁵

The pavement strength of the runway is unrated. Aircraft are permitted to operate on an unrated pavement provided the gross mass of the aircraft and its tyre pressure do not exceed the limits determined from the graph in AIP Australia AD (Aerodrome) 7.4, which is reproduced in Appendix 3.

A windsock is located on the western side of the runway. There is no air traffic control at the aerodrome and radio communication is conducted on a CTAF (Common Terminal Area Frequency), except when the Learmonth control zone and associated restricted areas are active.

A culvert, 450mm in diameter and approximately 76 metres long, runs beneath the northern section of the runway in the area of a small creek (see Figure 5).

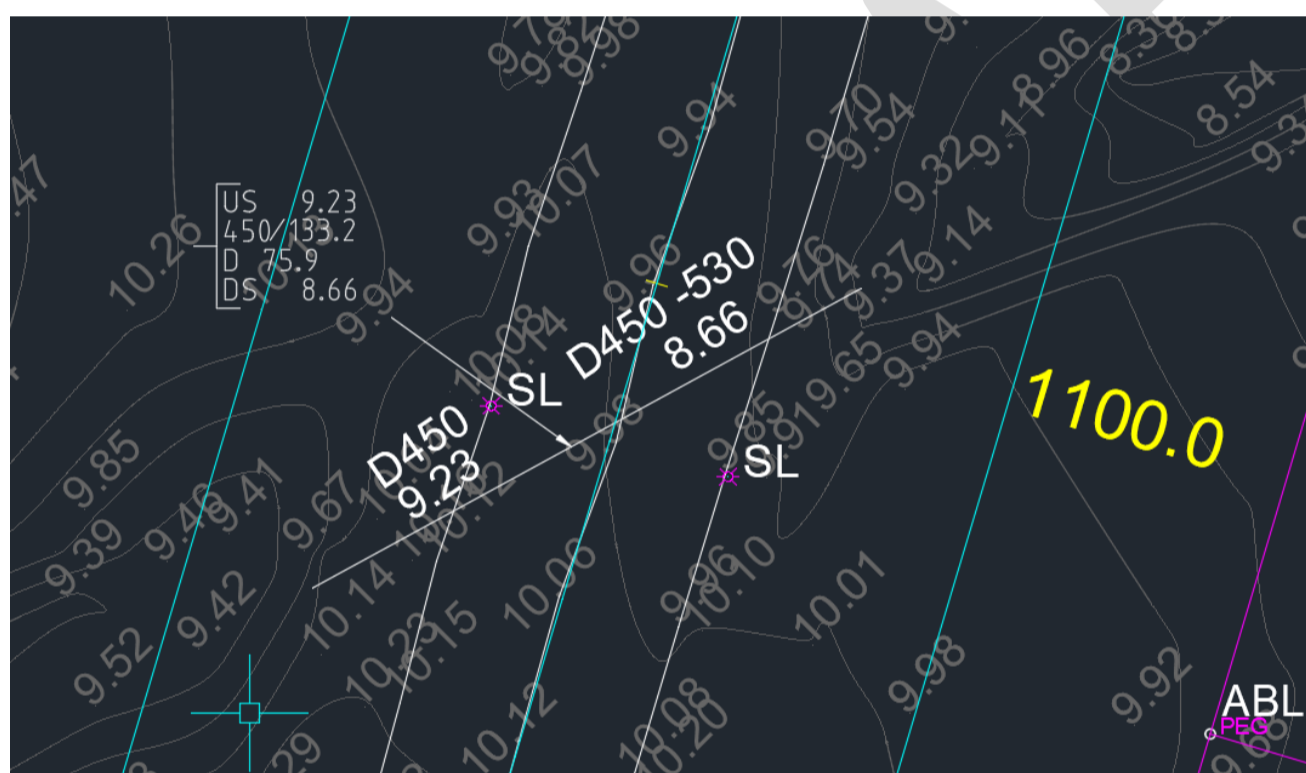


Figure 5: Specifications of Runway Culvert

The most recent development at the aerodrome includes the installation of solar airfield lighting in 2013, a public toilet facility in 2014 and expansion of the northern apron in 2015 with the uptake of two additional leases and subsequent hangar developments. An animal exclusion fence was erected in 2016 but ongoing technical issues with the automatic gate across the access road has resulted in the gate being permanently open. The runway is therefore not completely protected from incursions by ground animals such as kangaroos and emus.

The aerodrome is currently utilised by several local aviation companies operating microlights and single engine, fixed wing aircraft for both private and commercial operations. The primary commercial activity is the provision of aerial spotting services for tourist boat operators during the whale shark season from March to August. A trial conducted by the Parks and Wildlife Service⁶ allowing commercial interaction with humpback whales since 2016 has extended the spotting season through to October each year.

Trial Introductory Flights (TIFs) and microlight flying training are also offered. Other General Aviation (GA) operators from the region utilise the aerodrome, with monthly flights into Exmouth for the West Australian Country Health Service and the Magistrates Court of WA conducted in a light twin engine aircraft. The Police Air Wing (PAW) fly their Pilatus PC 12 aircraft to Exmouth on a semi regular basis (averaging one visit per month) and prefer to use Exmouth Aerodrome over Learmonth due to the former's proximity to the town.

Historically, helicopter operators conducting offshore transfers for passengers arriving at Learmonth Airport based their aircraft at Exmouth Aerodrome. The two companies currently servicing these offshore contracts, however, ferry their helicopters daily from their facilities in Karratha. The current amount of helicopter traffic at Exmouth Aerodrome is therefore not significant, although itinerant helicopters do utilise the aerodrome and those conducting the offshore flights transit the airspace overhead Exmouth Aerodrome.

The RFDS provides essential emergency medical evacuation flights for residents and visitors to the Exmouth region but utilise Learmonth Airport due to its facilities that support all weather and night operations, including a paved runway and instrument approaches.

⁴ AIP Australia – Aerodrome, AD 7.4, 05 November 2020, p. AD 1.1 - 48

⁵ AIP ERSA, 27 February 2020

⁶ Department of Biodiversity, Conservation and Attractions – Parks and Wildlife Service, Draft Management Program for Managing Interactions with Humpback Whales along the Ningaloo Coast, 2020

The Shire of Exmouth collects revenue from the users of Exmouth Aerodrome through lease fees and landing fees, the latter being charged on a self-reporting basis. Aircraft and passenger movement numbers are not collated by the Shire.



Figure 6: Exmouth Aerodrome – Apron and Access Roads (Source: Google Maps)

Figure 6 illustrates the current layout of the apron and the associated infrastructure at the aerodrome. The infrastructure closest to the runway is a hangar constructed by Birds Eye View Ningaloo, a commercial microlight operator. It utilises the Ningaloo High hangar on the opposite lot to the north to conduct their maintenance. The most recent hangar construction is the dome hangar on the north east apron owned by Ningaloo Aviation. This commercial operator utilises Cessna 152 and Cessna 172 aircraft for joyflight and spotting operations.

Bristow Helicopters Australia maintained a base at the aerodrome from the 1990s until 2017 during a long-term contract with multinational oil and gas companies to provide personnel transfers to offshore platforms. Bristow still holds a lease and owns the large maintenance hangar (currently not in use) that is situated at the centre at the central apron area. The adjacent sealed section of apron is also located on the lot that Bristow leases from the Shire.

The most southern end of the apron is allocated for parking of itinerant aircraft. The hangar and fuel tanks immediately north of this area are owned by Corseair Aviation. During the whale shark season two Cessna 172 aircraft, owned by a Shark Bay based company, utilise these facilities. The fuel facility is the only fixed fuel storage unit at the aerodrome with the other local operators utilising temporary fuel stores in the form of drums or small tanks. There is no public fuel facility, so fuel is not available for itinerant aircraft. Jet A1 fuel is available at the nearby Learmonth Airport, a flight distance of 12 nautical miles (nm). The closest Avgas facility for piston engine aircraft is located at Karratha (169 nm to the north east) or Carnarvon (171 nm to the south).

There is no public transport facility operating regularly from the aerodrome, although individual arrangements can be made with local hire car companies and taxi services.

2.1.2 Learmonth Airport

The main aviation gateway to the area is Learmonth Airport which is located 37 km south of the Exmouth town, 14 km south of the Exmouth Aerodrome and 116 km north of Coral Bay. It is a civil facility located within the RAAF Learmonth Base and is situated on Commonwealth land. Learmonth Airport is owned by the RAAF under the Department of Defence but is operated by the Shire of Exmouth which leases the airport under a Deed of Operation. The RAAF are planning a significant capital spend in the “unspecified near future” to upgrade the runway, taxiways and other infrastructure at the airport to support the operation of KC30 aircraft⁷.

The civil airport facilities are located to the east of the runway and are highlighted in the image below.

⁷ Shire of Exmouth, Ordinary Council Meeting Minutes, 28 November 2019

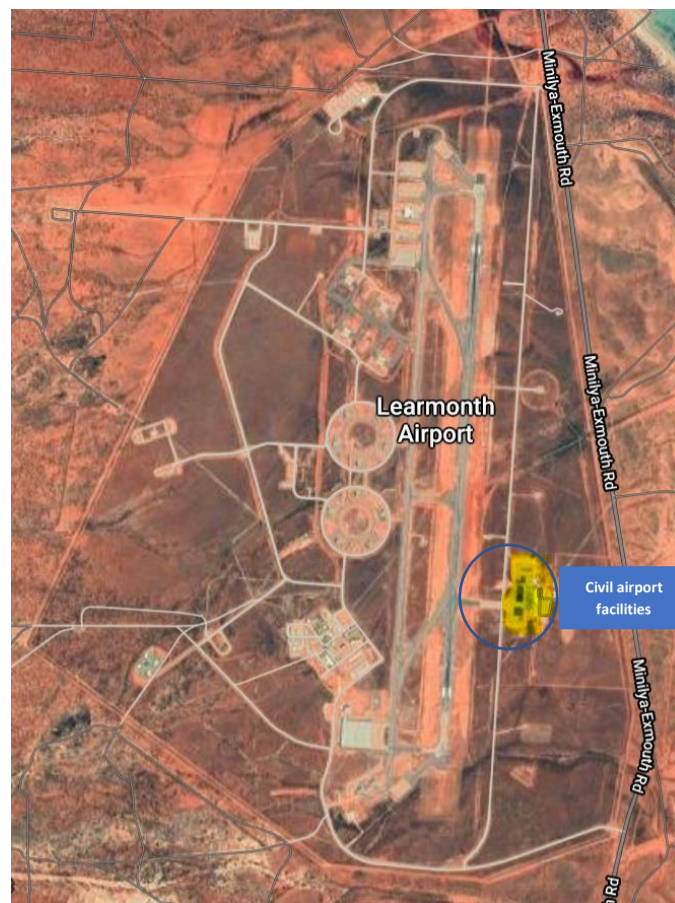


Figure 7: Learmonth Airport (Source: Google Maps)

Details of the aerodrome, including facilities and restrictions, are detailed in the ERSA and included at Appendix 4. Pertinent information is summarised in Table 2.

ICAO designator	Runway Length (metres)	Runway Width (metres)	Runway Strip Width (metres)	Runway Surface	Lights	Instrument Approach	Fuel
YLPM	3047	45	150	Sealed	Yes (refer to AIP ERSA for details)	Yes (refer to AIP DAP for details)	Jet A1
Pavement strength	PCN* 43/F/A/1750 (254PSI)/U PCN 43/ Pavement type - Flexible pavement / Subgrade strength High Strength / max allowable tyre pressure 1750 kPa / 254 psi / Evaluation method U = using aircraft experience						
Other	<ul style="list-style-type: none"> No GA operations outside 0800-1600 local, except RFDS. Parking restrictions Further information detailed in the AIP ERSA 						

Table 2: Summary of Learmonth Airport Specifications⁸

Learmonth Airport is a Classification 3 Security Controlled Airport (SCA) under the Federal Aviation Transport Safety Security Act 2004. It is approved for domestic Regular Public Transport (RPT) and charter flights and can be utilised for international charter flights by arrangement. Several international airlines have approval from the Department of Defence to nominate Learmonth as an alternate to Perth for weather or emergency planning requirements. The operator of non-scheduled flights into Learmonth Airport must submit a Movement Request Form⁹ with at least 24 hours' notice and receive approval from the Department of Defence.

The Perth to Learmonth route is a non-regulated¹⁰ RPT air route but is currently only serviced by Qantas. A new passenger terminal was opened in 1999 and the airport processed 86,000 passengers¹¹ in the 2018/19 financial year. The airport is also used by the RFDS for aero medical flights, in addition to a range of GA companies providing ad hoc charter services from Perth and other regional centres. The Police Air Wing utilises the airport when weather conditions require an instrument approach or Exmouth Aerodrome is unserviceable.

The old terminal building was modified into a heliport facility to support passenger processing for helicopter transfers to offshore platforms. Management of the heliport was transferred from private enterprise to the Shire in 2012. The heliport processed 16,495 passengers in the 2018/19 year.

Public facilities include a car park with approximate capacity for 120 cars, and a café, public toilets and hire car kiosks located within the terminal.

Due to the proximity of Learmonth Airport, and the quality and sophistication of its infrastructure and services, its civil facilities are important economic and strategic considerations in the development and ongoing review of the Exmouth Aerodrome Master Plan. The sealed runway, instrument approach capability, the type of lighting installation and availability of fuel all provide significant advantages for turboprop aircraft that could utilise Exmouth Aerodrome in its current configuration. The additional road travel time from the town is relatively inconsequential compared to the significantly lower risk profile offered by Learmonth Airport. Conversely, the proximity of Exmouth Aerodrome to the town and its lower security requirements hold more weight for smaller GA aircraft and microlights, not only for those operators already based at the aerodrome but also for potential new users.

⁸ AIP ERSA, 27 February 2020

⁹ Learmonth Airport Movement Request Form published on the Shire of Exmouth website

¹⁰ Air routes in WA with insufficient passenger demand to support airline competition are regulated by the State Government by granting monopoly rights to a single airline. The Perth-Learmonth route is not regulated (Department of Transport).

¹¹ Shire of Exmouth Annual Report for the Financial Year 2018/2019, p.18

2.2 Historical Context

The first aircraft landing strip was constructed during the Second World War on the western side of the Exmouth Gulf to support United States (US) and Australian operations. The site was redeveloped in the 1950s as a Royal Australian Air Force (RAAF) base, RAAF Learmonth. By 1992, both US and Australian defence forces withdrew their military personnel and civilian contractors took responsibility for managing the facilities. This marked a significant change in the makeup of the town's population and triggered the development of the tourism industry in the region. Tourism continues today as the primary contributor to the Exmouth economy¹².

By 1973, Learmonth had been developed into one of the RAAF's three 'bare bases' in Australia. The bare base concept enables rapid operational readiness for defence requirements or military exercises, without requiring the base to be manned by military personnel at other times. The base is currently utilised for periodic military training and staging exercises that run in tandem with the ongoing function of the civil airport facility.

2.3 Climate

Exmouth is situated in a subtropical climate zone and experiences hot, dry summers and temperate winters (see Figure 2). The average annual rainfall is 278 mm¹³. The town and surrounding areas can be affected by tropical cyclones between November and April, with the potential of damaging winds, heavy rainfall with flooding and storm surge causing inundation of low-lying coastal areas.

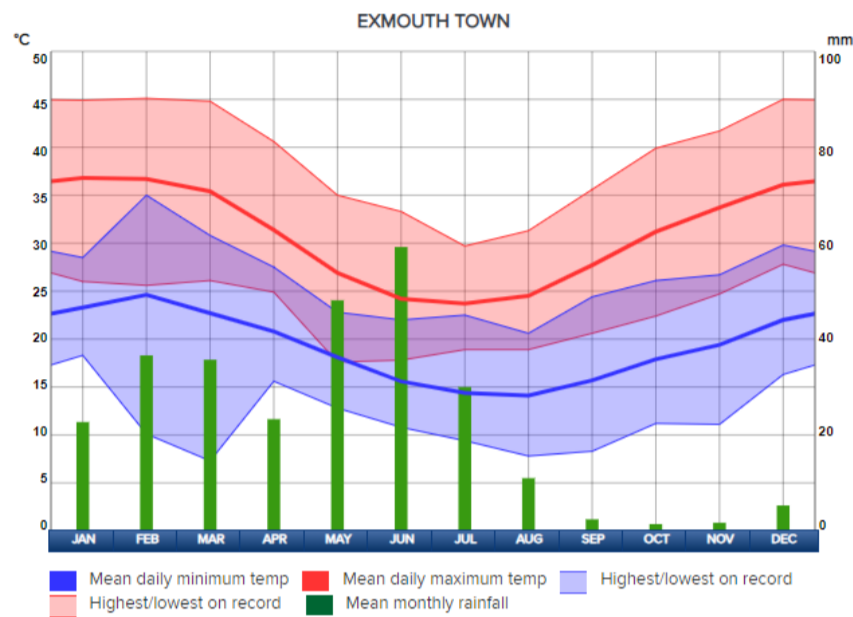


Figure 8: Exmouth - Annual Temperatures and Rainfall¹⁴

2.4 Significance of the Region

The North West Cape holds both cultural and environmental significance. The Jinigudira people (part of the West Thalandji people) are the traditional owners of the area and were part of a group that received Native Title recognition in December 2019 under the Gnulli Native Title claim¹⁵. The Native Title determination area¹⁶ includes portions of the Cape Range and Kennedy Range National Parks, the Ningaloo Marine Park and waters in the Exmouth Gulf and Ningaloo Marine Park.

The Ningaloo Reef is Australia's largest fringing coral reef and the Ningaloo Coast received UNESCO¹⁷ World Heritage status in 2011. The site covers 705,015 hectares, encompassing the Ningaloo Marine Park (Commonwealth and State waters), the Muiron Islands Marine Management Area, Jarabi and Bundegi Coastal Parks, the Cape Range National Park and the Learmonth Air Weapons Range.

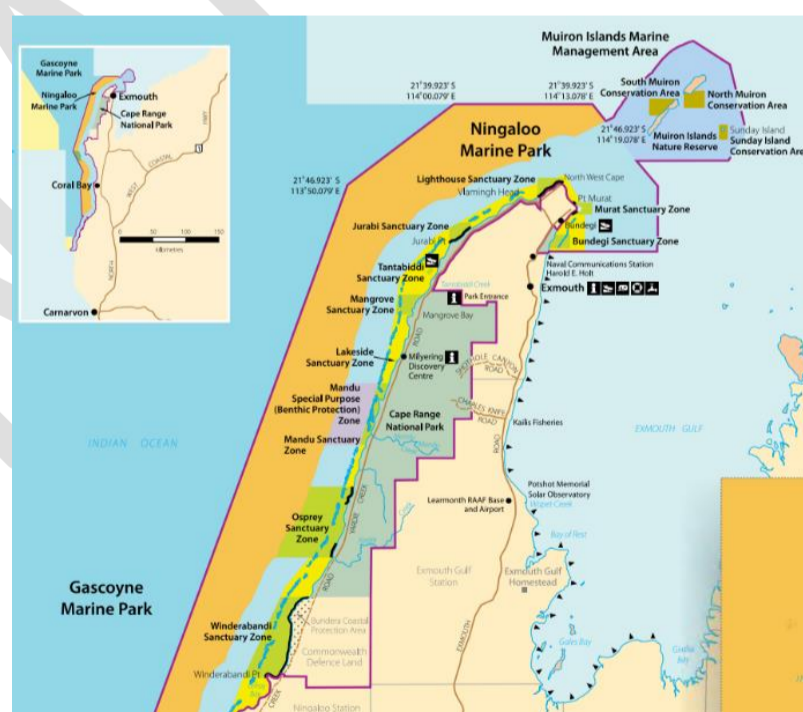


Figure 9: Ningaloo Coast World Heritage Area – Northern Section (Source: DPAW¹⁸)

¹² Ningaloo Visitor Centre website

¹³ Weatherzone website

¹⁴ Weatherzone website

¹⁵ Detailed on the Yamatji Marlpa Aboriginal Corporation website

¹⁶ National Native Title Tribunal

¹⁷ UNESCO – United Nations Educational, Scientific and Cultural Organisation

¹⁸ DPAW – Department of Parks and Wildlife

2.5 Socio-Economic Considerations

Exmouth is located within the Gascoyne region of Western Australia which covers about 5.5 per cent of WA's total land area and is home to approximately 4 per cent of the state's permanent population. The Exmouth Local Government Area (LGA) is governed by the Shire of Exmouth through its local Council.

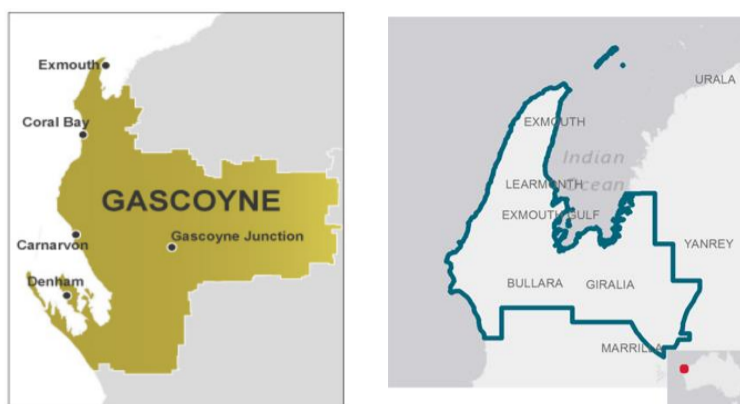


Figure 10: Gascoyne Region¹⁹ and Exmouth LGA²⁰

Tourism is the largest industry in the Shire, with defence, offshore oil and gas, agriculture, aquaculture and fishing also making significant contributions to the local economy. The peak tourist season runs from April to September, influenced by the local climate and the migration patterns of humpback whales and whale sharks, both being significant draw cards to the area. Prior to the impact of COVID-19, both domestic and international visitor numbers had continued to rise (see Figure 11), supported by significant infrastructure investments in the town, including the \$32 million Ningaloo Visitor's Centre and development of the Exmouth Marina.

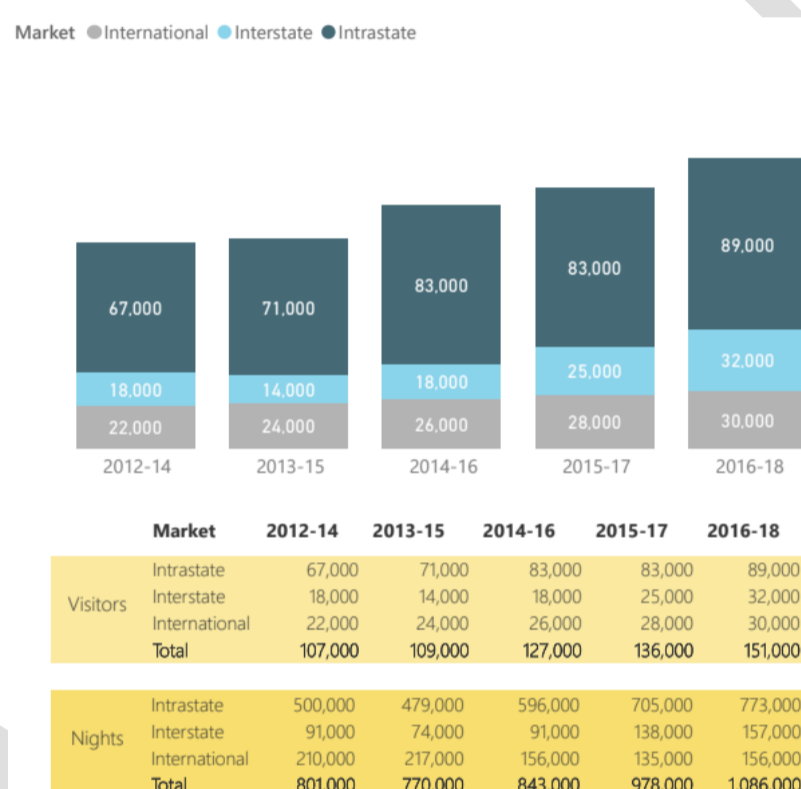


Figure 11: Exmouth LGA Overnight Visitor Trends – Rolling Three Year Average²¹

In October 2020, Tourism WA published an overview of overnight visitors and their spend in the Coral Coast region (see Figure 12), which illustrated negative growth for the year ending (YE) June 2020 compared to the previous 12 months. However, anecdotal reports from local operators in the region indicate there has been a significant increase in visitors in the months following the lifting of intrastate travel restrictions at the end of May, which is not captured in the published survey.

	YE Jun-19	YE Jun-20	% Change YE Jun-20 – YE Jun-19	3 Year AAGR ^A
Total				
Spend (\$m)	657	600	-8.7%	-5.7%
Visitors	1,064,700	1,004,100	-5.7%	-2.2%
Nights	5,339,400	5,013,800	-6.1%	-7.8%
Domestic Total				
Spend (\$m)	560	500	-10.7%	-7.5%
Visitors	969,800	911,800	-6.0%	-3.1%
Nights	4,362,300	4,150,500	-4.9%	-8.5%
International				
Spend (\$m)	97	100	3.1%	4.8%
Visitors	94,900	92,300	-2.7%	8.6%
Nights	977,100	863,300	-11.6%	-4.3%

^AAAGR – Average Annual Growth Rate

Figure 12: Australia's Coral Coast – Overnight Visitation Summary¹¹

The most recent data for the Exmouth LGA published by the Australian Bureau of Statistics (ABS) is from 2018 and is summarised in Table 3 below. Although the permanent population is less than 3,000 it is estimated the local Exmouth area accommodates over 7,000 people²² at the peak of the tourist season.

¹⁹ Department of Primary Industries and Regional Development

²⁰ Australian Bureau of Statistics

²¹ Tourism WA

²² Shire of Exmouth, Annual Report 2018/19

Permanent Population	2,836
Median age	38.7
Working age population (15 – 64 years) %	67.6
Median income (excluding government pension and allowances)	\$47,781
Total number of businesses	277
Main employing industry: Accommodation and food services	11.7%

Table 3: Exmouth LGA Statistics 2018 (Source: ABS)

Assuming current underlying growth trends continue, population forecasts published by the WA Planning Commission²³ for Exmouth in 2026 through to 2051 are summarised in Table 4.

Scenario	2026	AAGR [^] 2016-26	2051	AAGR [^] 2026-51
Median forecast	2,880	1.0%	3,687	1.0%
High growth forecast	3,330	2.5%	6,129	2.5%
Aspirational population	4,367	5.3%	7,105	2.0%
Estimated peak population	13,135	N/A	19,857	N/A

[^]AAGR – Average Annual Growth Rate

Table 4: Population Forecast for the Exmouth LGA (Source: WA Planning Commission)

Major drivers for future growth in the area are likely to include the proposed expansion of the boat harbour²⁴, aimed to support the tourism and fishing industries as well as the oil and gas sector. Together with the Ningaloo Centre, additional economic stimulation is expected from the planned Munderoo Foundation Exmouth Research Laboratory²⁵ and the proposed \$85 million redevelopment of the Lighthouse Caravan Park²⁶ into a luxury eco-resort.

2.6 Regulatory and Policy Context

The Gascoyne Regional Development Plan²⁷ delivers a ten-year plan for the future growth of the region, supported by the Gascoyne Development Commissions' annual Resource Infrastructure Review²⁸. and Gascoyne Regional Investment Blueprint²⁹. These documents highlight population growth, expansion of the tourism industry and improved air services as key priorities for the region. The Exmouth Marine Infrastructure Project³⁰ is also of significance with the planned deep-water port likely to provide increased economic opportunities for the area with flow on effects to other sectors, including aviation.

2.7 Environmental Considerations

• Humpback Whale Trial

A population of humpback whales migrates annually from their Antarctic feeding grounds to the warm waters off the north west coast of WA for breeding. The Department of Biodiversity, Conservation and Attractions (DCBA) conducted a trial of in-water interactions with humpback whales³¹ by licensed commercial boat operators in the Ningaloo Marine Park (State waters) and the Muiron Islands Marine Management Area from 2016 to 2019. This provided a flow-on economic benefit for local aviation operators who expanded their aerial spotting activities to support the commercial tourist boats. The migratory behaviour of the humpbacks also extends the traditional marine spotting season in the area by up to 6 weeks. Following the success of the trial, the intention is for in-water humpback interactions to be a licensed industry commencing from the 2021 season. Of note, humpback whale spotting requires one aircraft per boat compared to one aircraft being able to support up to four boats for whale shark interactions. While this raises environmental considerations, it does provide an economic opportunity for local aviation businesses.

• Critical Ecological Sites

A Critically Endangered Threatened Ecological Community (TEC) containing small aquatic and terrestrial animals, known as the Cameron's Cave Troglitic Community³², is located approximately 8 km north of the aerodrome site. It is unlikely any potential flood management or water diversion work undertaken to support development of the aerodrome would impact this site, but it should be considered in future development plans.

• Flood Plain Management

Exmouth is located on a coastal plain with rainfall runoff from the Cape Range moving eastward towards the Exmouth Gulf. Coastal dunes impede the flow of water into the Gulf in some areas. Major flooding events occurred in Exmouth in 1999 (Cyclone Vance) and in 2002 and 2014 when just over 200mm of rain fell within 24 hour periods. These events caused significant damage and cut off access to the town from the south. Regular users of Exmouth Aerodrome report the northern end of the runway and apron are susceptible to flooding and standing water after moderately heavy rainfall events, with the gravel access road into the aerodrome from the Minilya-Exmouth road also becoming unusable.

Flood plain management is as an important consideration due to the location of Exmouth Aerodrome within the Shothole Creek catchment area (see Figure 13).

²³ WA Planning Commission, Gascoyne Coast Sub-regional Strategy, 2018

²⁴ Economic Benefits Assessment of Exmouth Marine Infrastructure Project, Final Report, November 2019

²⁵ Munderoo Foundation, Flourishing Oceans Initiative

²⁶ Tattarang

²⁷ Gascoyne Regional Development Plan 2010 - 2020, issued February 2010

²⁸ Gascoyne Regional Infrastructure Review, Gascoyne Development Commission

²⁹ Gascoyne Regional Investment Blueprint, 2015

³⁰ Economic Benefits Assessment of Exmouth Marine Infrastructure Project, Final Report, November 2019

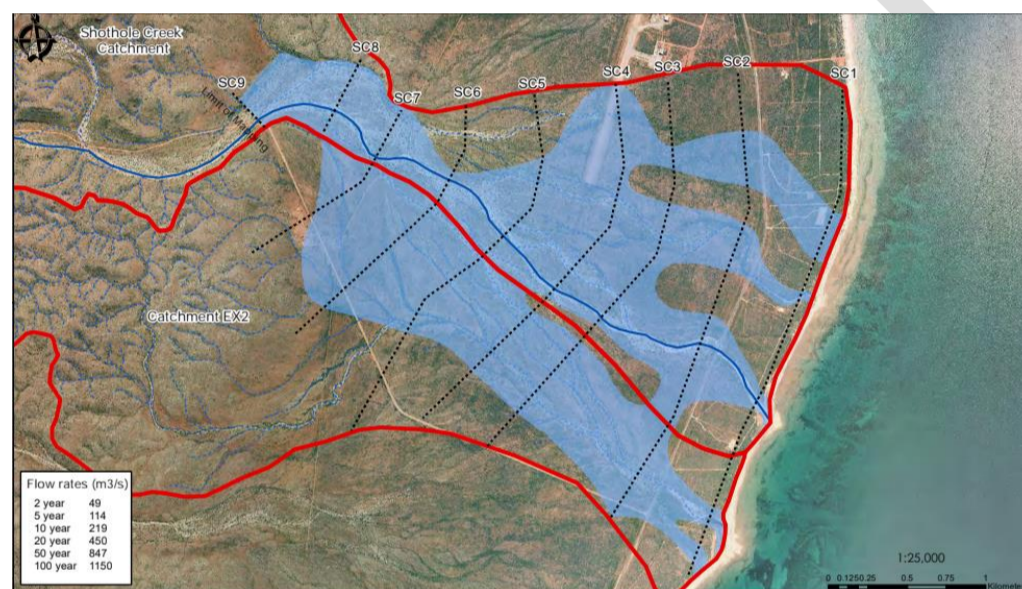
³¹ Parks and Wildlife Service, Draft Management Program for Managing Interactions with Humpback Whales along the Ningaloo Coast, 2020

³² DPAW List of Threatened Ecological Communities 2018



Figure 13: Key Catchments and Water Courses (Hyd2o, 2014)

Although Shothole Creek has a clear outlet to the coast that is not blocked by coastal dunes, modelling from a hydrological study completed in 2014³³ indicated the southern end of the runway lies within the floodplain (see Figure 14). Regular users of Exmouth Aerodrome report the northern end of the runway and apron are susceptible to flooding and standing water after moderately heavy rainfall events, with the gravel access road into the aerodrome from the Minilya-Exmouth road also becoming unusable.



Note: Model Flood Height SC4 - 13.5mAH³⁴, SC5 - 17.1mAH³⁴

Figure 14: Estimated 100 year floodplain (Hyd2o, 2014)

- **Noise Management**

Aircraft noise is a key environmental consideration for communities in close proximity to aerodromes and their take-off and approach paths, or those situated beneath airspace where repetitive activities, such as circuit training, are conducted. The Cape Wilderness Estate subdivision to the east of the aerodrome is located beneath the standard circuit for runway 20 and the final approach for this runway tracks above land to its north that has been designated for future housing development. The planning for land use around airports should avoid developments that may result in adverse conditions for occupants and also lead to conflict with aircraft operations.

2.8 Heritage Considerations

- **Native Title**

The WA government and Gnulli Native Title claimants are currently negotiating an indigenous land use agreement that will ensure the Ningaloo coastal reserves are created in accordance with the Commonwealth Native Title Act 1993. It is understood the Exmouth Aerodrome is not included in the area under deliberation.

- **Heritage Sites**

Three heritage locales in the Exmouth area are included on the State Register of Heritage Places³⁵. A Municipal Heritage Inventory³⁶ is also published on the Shire website. There are no identified Aboriginal or European heritage sites or artefacts located within the Exmouth Aerodrome precinct, however the rich history of the local area means there is potential for unknown sites or items of significance to exist. This should be further assessed during the formulation of any development proposal.

The Ningaloo World Heritage Site is significant in both size and importance. Although the aerodrome does not encroach on the Site, the impact of any development that encourages an increase in visitors and/or utilisation of the area should be considered and monitored under the Master Plan.

2.9 Shire Governance

The Exmouth LGA is governed by its elected council which is charged to represent the interests of local residents. In accordance with the Local Government Act, the council is responsible for setting the strategic long-term plan for the local community and developing the policies to achieve those goals. The council also appoints the Chief Executive Officer of the Shire, who is responsible for the implementation of policy and overseeing the administration of the LGA. At the Shire of Exmouth, the Aviation Services Team is comprised of the Executive Manager - Corporate and Commercial, the Aviation Manager, Aerodrome Reporting Officers, Heliport Manager and other operational personnel who support the services provided at Learmonth Airport. Members of the aviation management team attend the Exmouth Aerodrome site on an 'as required' basis.

³³ Hyd2o Hydrology

³⁴ mAH³⁴ – metres above Australian Height Datum

³⁵ Department of Planning, Lands and Heritage, State Register of Heritage Places

³⁶ Municipal Heritage Inventory, O'Brien Planning Consultants, 1998

2.10 Local Planning

The Strategic Community Plan Exmouth 2030³⁷ was adopted by the Exmouth Council in June 2018. Implementation of this plan is facilitated by the Shire’s Corporate Business Plan and both can be viewed on the Shire’s website³⁸. The current 2018-2022 Business Plan³⁹ outlines a budget of \$370,000 over three years for the Exmouth Aerodrome for new infrastructure, upgrade of the runway and extension of the apron.

The Shire of Exmouth Local Planning Scheme No. 4⁴⁰ was gazetted on the 12th of March 2019. Special Control Area (SCA) 4 and Special Use (SU) Area 3 (highlighted in Figure 15 below) relate to Exmouth Aerodrome. Adjacent areas of note include Floodplain SCA5 to the southeast and Minilya-Exmouth Road SCA 6 along the eastern boundary.

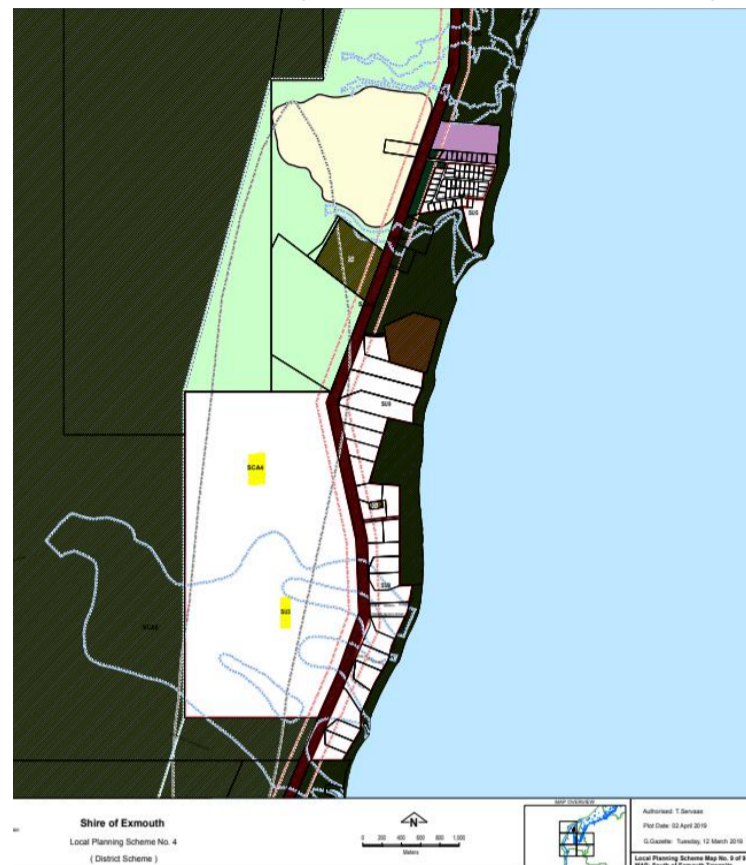


Figure 15: Exmouth Aerodrome Special Control Area SCA4 and Special Use Area 3 (Source: Department of Planning, Land and Heritage⁴¹)

The objectives of SCA4 are “...to protect the use of the Exmouth Aerodrome for the operation of private, recreational or commercial aircraft and associated functions ...and to ensure that development in the vicinity of the Exmouth Aerodrome is compatible with any existing development and operation of the aerodrome” (Local Planning Scheme No.4, 2019, p.47).

The objectives of SU Area 3 are : “(a) to set aside land for the development of airport or aviation facilities and industry and (b) to provide guidance on the built form to ensure that it does not conflict with the safe and secure operations of the aerodrome” (Local Planning Scheme No.4, 2019, p.68).

The full requirements of SCA4 and SU3, including provisions for fencing, crossover restrictions, car parking, utilities and the maximum height of infrastructure dependent on its set back from the eastern edge of the runway strip, are contained within the Local Planning Scheme document. The document also includes a detailed schematic of SU3, outlining the current and proposed access road, leasehold lots, taxiways and fuel precinct (see Figure 16). It indicates the plan to clearly separate the area into GA, helicopter and commercial precincts and provides for a new fuel facility location.

³⁷ Shire of Exmouth, Strategic Community Plan Exmouth 2030

³⁸ Shire of Exmouth website www.exmouth.gov.au

³⁹ Shire of Exmouth Corporate Business Plan 2018-2022, October 2019

⁴⁰ Department of Planning, Lands and Heritage, Shire of Exmouth Local Planning Scheme No.4, gazetted 12 March 2019

⁴¹ Department of Planning, Lands and Heritage, Shire of Exmouth Local Planning Scheme No.4, gazetted 12 March 2019, Map 09 Exmouth South of Exmouth Townsite

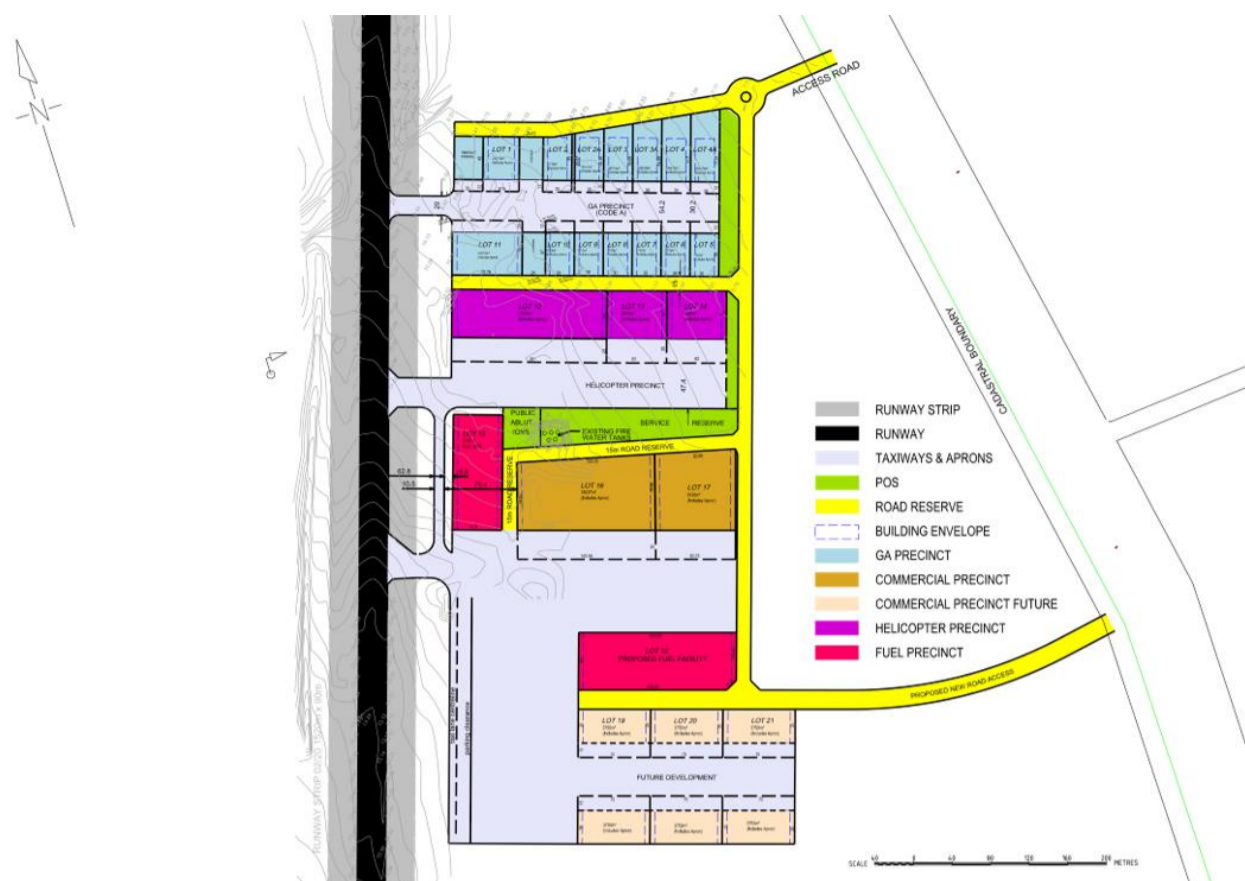


Figure 16: SU3 – Exmouth Aerodrome Locality Site Plan (Local Planning Scheme No. 4, p. 109)

2.11 Aviation Governance

The governance of civil aviation in Australia falls under the jurisdiction of the Federal government through the Civil Aviation Act 1988. The Civil Aviation Safety Authority (CASA) holds responsibility for the regulation and oversight of the industry. Australia is a member state of the International Civil Aviation Organisation (ICAO), the United Nations agency established to manage the administration and governance of the Convention on International Civil Aviation (the Chicago Convention).

2.12 Regional Aviation Policy

In 2015 the WA State Government moved towards a more active role in the aviation sector with the release of the first State Aviation Strategy. The draft WA Aviation Strategy 2020⁴² acknowledges the importance of general aviation and the vital role that regional and remote airports play in supporting "...tourism charters, pilot training, sport and recreational aircraft activities, services to resource and pastoral sectors and important emergency services such as patient transfer facilities for the Royal Flying Doctor Service" (WA Aviation Strategy 2020 - Supporting Documents WA Airports, 2020, p.51).

The main objectives outlined in the Draft Strategy 2020 are:

1. affordable airfares;
2. connected communities;
3. fit for purpose airport infrastructure; and
4. being informed and future ready, through better data analysis and planning.

2.13 Aerodrome Regulation

The Civil Aviation Safety Authority (CASA) holds responsibility for the regulation and oversight of the aviation industry in Australia. Requirements for aerodromes utilised for air transport passenger operations in Australia are prescribed in the Civil Aviation Safety Regulations 1998 (CASRs), specifically CASR Part 139 - Aerodromes⁴³ and the Part 139 (Aerodromes) Manual of Standards (MOS) 2019⁴⁴ (the MOS). Significant changes to CASR Part 139 and the MOS came into effect on the 13th of August 2020, amending the classification and management of regulated aerodromes.

Aerodromes fall into one of two broad categories – regulated or unregulated. Aerodromes that support a Terminal Instrument Flight Procedure (TIFP) must be certified; other aerodromes without a TIFP can also "opt-in" to certification. All Certified Aerodromes are regulated by CASA. All other aerodromes are unregulated, and although CASA provides advisory information regarding their management, these recommendations are not mandatory.

The compliance responsibilities of different aerodrome categories are summarised in Figure 17 below. It is the responsibility of the aerodrome operator of a Certified Aerodrome to ensure the facilities meet certain physical characteristics and that specific management processes are in place. The required management processes are dependent on both the annual number of air transport passengers [as published by the Bureau of Infrastructure and Transport Economics (BITRE)] and the annual aircraft movements at that aerodrome. ALAs (unregulated aerodromes) are not required to meet these same standards and safety and technical inspections are not mandated. The responsibility for determining if the runway and facilities meet certain requirements and are suitable for the safe conduct of their flights is shouldered by the aircraft operator (the Air Operator Certificate (AOC) holder) and the Pilot in Command (PIC).

⁴² WA Department of Transport, Draft WA Aviation Strategy 2020, February 2020

⁴³ Civil Aviation Safety Authority (1998). Civil aviation safety regulations 1998

⁴⁴ Civil Aviation Safety Authority (2020). Part 139 (Aerodromes) Manual of Standards 2019

	Certified Aerodromes	Previous Registered Aerodromes - Deemed Certified	Aircraft Landing Areas and Certain Other Aerodromes
Maximum level of service provided	RPT or frequent charter with more than 30 passengers		
Who is responsible for certification?	CASA and the operator	CASA and the operator	Unregulated facility – use is in accordance with Aircraft Operators Certificate and/or pilot's responsibility to determine suitability of the facility
Where are the standards defined?	MOS	MOS	Guidance in CAAP 92-1
Is an aerodrome manual required?	Yes	No	No
Is a Safety Management System required?	Yes (scaled in accordance with passenger numbers or aircraft)	Yes (scaled in accordance with passenger numbers or aircraft movement numbers)	No
Is an Aerodrome Technical Inspection required?	Yes	Yes	Regular inspection by suitably qualified person(s) is recommended
Is an Aerodrome Safety Inspection required?	No	This inspection type is being phased out	Recommended
Is a Trained Reporting Officer required?	Yes	Yes	Recommended
Are aerodrome details published in ERSA/NOTAM?	Yes	Yes	Airservices Australia may publish basic information for aerodromes that were previously regulated
Is the aerodrome operator required to monitor obstacles?	Yes	Yes	Pilot's responsibility to determine suitability of the facility
Can non-precision instrument approach procedures be made available?	Yes	Yes	No

Figure 17: Aerodrome Categories under CASR Part 139 (Source: CASA⁴⁵)

The recent regulatory reform for Certified Aerodromes does not directly impact ALAs. As CASA continues its reform process, however, changes to other types of operations are scheduled to take effect in late 2021. The drivers of these further changes to operational requirements are the move to amalgamate charter and RPT operations into one category of air transport operations (with medical air transport operations also to be included), and for their operation to be demarcated on the basis of aircraft size and/or passenger seats rather than by the type of operation. Changes to the requirements for scenic and joy flight operations are still under consultation, however they are most likely to be the same or less restrictive⁴⁶ than the requirements for air transport operations.

Exmouth Aerodrome is classified as an ALA and is therefore an unregulated aerodrome. Although standards for unregulated aerodromes are not mandated by CASA, it does make recommendations through Advisory Circulars (ACs) and Civil Aviation Advisory Publications (CAAPs).

To future proof Exmouth Aerodrome, this Master Plan considers how the new Part 139 MOS will affect the aerodrome if it is developed in the future to accommodate larger aircraft and support operations under the Instrument Flight Rules (IFR). If the development strategy includes the commissioning of a non-precision instrument approach (such as an RNAV approach), under the new regulations the aerodrome would require certification. The required standards of the aerodrome facilities would be determined by the aerodrome reference code that is chosen by the aerodrome operator (in this case, the Shire). This decision would be driven by the aircraft types and operations the Shire wants the aerodrome to have the capability of accommodating. A 1,600 metre Code 2C runway with non-precision instrument approach has been proposed, which could support the operation of aircraft such as the Bombardier Dash 8-300. Preliminary technical drawings have been completed to illustrate the requirements for an aerodrome meeting these specifications, including Obstacle Limitation Surfaces (OLS) (see Appendix 5, 6 and 7). The current infrastructure at the aerodrome does not infringe the OLS for this category of facility. Careful consideration should be given to all new proposals for development at the aerodrome to ensure the OLS is protected for future proofing an upgrade of the runway and its instrument capability in the future.

3 Consultation Process

3.1 Stakeholder Engagement

A broad range of local and external stakeholders were consulted during the development of the Master Plan, including aviation operators, government services, emergency services, tourism operators and other community groups. Recurring topics raised by stakeholders included:

- the suitability of the aerodrome for current operations;
- development requirements for future use, including runway dimensions and surface;
- lighting, utilities and other facilities;
- identified risks or hazards;
- opportunities for growth; and
- the cost sensitivity of current users.

3.2 Key Findings

Physical Characteristics

- Runway length – current length is suitable for regular users of the aerodrome but minimum extension to 1600m required for external turboprop operators. This would facilitate aircraft such as the Beechcraft B1900, Metroliner 23 and Dash 8 aircraft (excluding the Dash 8 Q400). If the Shire sought to replicate the Learmonth facility for the purpose of redundancy or future proofing, jet aircraft such as the Fokker F100 would require a minimum of 1,800 m (up to 2,000 m) and for the runway to be sealed.
- Runway width – suitable for current users.
- Runway strip – adequate width for current users but requires removal of vegetation.

⁴⁵ Civil Aviation Safety Authority (2020). Aerodrome categories under CASR part 139

⁴⁶ Summary of Consultation, Proposed rules for air transport operations – smaller aeroplanes, CASA, April 2019

- Flyover area – requires removal of vegetation.
- Runway surface – suitable for current users except after moderate rainfall. Some operators of VH registered aircraft would benefit from the runway being sealed, even for operations in dry conditions. The lack of regular maintenance and the partial sealing of the runway has resulted in an undesirable transition between the paved and gravel surface which may contribute to aircraft damage. Sealing would also assist future operators of turboprop operators to increase their payload. Microlight operators require a gravel surface or cross strip due to crosswind handling characteristics. If either of these were not available, there is potential for these aircraft to utilise the gravel runway strip or a gravel taxiway.
- Taxiways – suitable for current users though some would benefit from taxiways being sealed and/or the construction of a parallel taxiway. Taxiway width to accommodate outer main gear wheel span (OMGWS) and wingtip clearance requires assessment for potential turboprop operators.
- Taxilanes – the position of the taxilane on the northern apron does not provide sufficient clearance from the adjacent hangar to meet the regulatory requirements of Civil Aviation Order (CAO) 20.9⁴⁷.

Lighting

- Current local operators rarely conduct night operations.
- The ERSA advises operators and pilots that runway and taxiway lighting is available, however the current infrastructure is not maintained.
- Consideration should be given to apron lighting with any future development of the aerodrome.

Fuel

- Overwhelming support by current and potential users for a public fuel facility.
- The immediate priority is for an Avgas facility as most current local operators operate piston engine aircraft. The closest public Avgas facilities are located at Karratha and Carnarvon airports which imposes a significant barrier to piston engine aircraft visiting Exmouth.
- As Jet A1 is currently available at Learmonth Airport, access to fuel is not a prohibitive barrier for larger turboprop aircraft that may be able to utilise Exmouth Aerodrome in its current configuration. Consideration for the provision of Jet A1 fuel could be included in future feasibility studies for upgrading the aerodrome.
- Overwing Avgas refuelling equipment would be suitable for piston engine aircraft.
- Overwing Jet A1 refuelling equipment would be suitable for most turboprop aircraft. Jet aircraft would require underwing pressure refuelling.

Aerodrome leases

- New lots have been released without a power supply, requiring users to bear the connection costs.
- Water is not supplied to the leases. Tenants utilise rainwater tanks and/or truck water in to replenish their tanks.
- There has been inconsistent earthwork preparations when lots are released.
- Tenants would like the opportunity for more flexible lease agreements, including longer terms, to assist with risk mitigation in relation to their infrastructure investment.

Opportunities for Growth

- Learmonth is a significant competitor to the current Exmouth Aerodrome with respect to air transport and aero medical operations utilising small and large turbo prop aircraft, including the RFDS. Conversely, Exmouth Aerodrome holds advantages due to its closer proximity to town and lack of security restrictions making it more convenient for ad hoc flights that occur at short notice. Future development at Exmouth Aerodrome may therefore be more sustainable if it centres around general aviation activities and does not attempt to compete with Learmonth Airport.
- Local stakeholders expressed support for an Air Park concept at the aerodrome.
- Anecdotal support for skydiving and heli-fishing operations.
- In kind support expressed for facilitating larger flying schools from capital city and regional centres to use the aerodrome either as a semi-permanent base or for navigation exercises.
- Mixed opinion regarding the viability of a permanent flying school based on the current population and demographics.

Future Considerations

- Separate aircraft types and/or different categories of operations in future developments.
- Stakeholders are concerned about the financial impact on their businesses if the Shire pursues a ‘user pays’ model to fund any upgrade or expansion of the runway and facilities. Most stakeholders currently leasing lots at the aerodrome are small business owners and their clientele are particularly price sensitive (being mainly tourists rather than large commercial organisations).

4 Future Direction

The current strategic position of Exmouth Aerodrome and a proposed development for its facilities were considered as part of a risk analysis prior to considering the future direction for the aerodrome. A SWOT analysis was completed and is summarised in Appendix 8.

The Exmouth Aerodrome Master Plan supports the vision for the aerodrome, which is:

1. **To maintain a safe and user-friendly aerodrome – that supports the local community through the provision of facilities suitable for a range of users; and**
2. **To develop the aerodrome and its facilities based on specific demand and cost benefit analysis – assessed through ongoing review and stakeholder engagement with future development being conducted within appropriate financial constraints to ensure the aerodrome remains accessible to local businesses and the wider Exmouth community.**

This vision for the aerodrome complements the vision for the wider Exmouth community identified in the Strategic Community Plan 2030:

“To be a prosperous and sustainable community living in harmony with our natural environment.”

The four objectives designed as the pillars to support this community vision are Economic, Environment, Social and Leadership. The Strategic Community Plan 2030 outlines several outcomes to measure the achievement of each objective and the Shire has identified the outcomes applicable⁴⁸ to the Aerodrome Master Plan, which are detailed below.

⁴⁷ CAO 20.9 Air Service Operations – Precautions in refuelling, engine and ground radar operations (2011)

⁴⁸ Shire of Exmouth, Ordinary Council Meeting Minutes, 28 November 2019

1. **Economic Objective:** To diversify and grow the economy in a manner that provides year-round employment opportunities.
Outcome 1.3 – Enable the provision of essential infrastructure that will support investment and diversify the economy.
2. **Environmental Objective:** To protect and value the unique natural and built environment as the community grows the economy.
Outcome 2.3 – Advocate and promote opportunities for the development of environmentally sustainable essential infrastructure and services.
3. **Social Objective:** To be a vibrant, passionate and safe community valuing the natural environment and unique heritage.
Outcome 3.1 – Explore opportunities to deliver services and facilities that attract and retain people living in the Shire.
Outcome 3.2 – Promote facilities/services that enhance public health and safety.
4. **Leadership Objective:** To provide open transparent, accountable leadership working in collaboration with the community.
Outcome 4.1 – To provide proactive, collaborative and transparent leadership.

4.1 Key Criteria

The Shire has established key criteria⁴⁹ for future outcomes of the Exmouth Aerodrome Master Plan:

1. General Aviation – improved facilities to service the growing tourism industry sector, spotter services for the marine industry, microlight flights and general charter services.
2. Helicopter operations – expansion of current facilities to enable offshore providers to be based in Exmouth.
3. RFDS – upgraded facilities to ensure a second airstrip is available for aero medical evacuations.
4. Air transport passenger operations – the potential for turboprop aircraft to operate scheduled flights or charter services into the aerodrome in the future. This may facilitate an additional market of visitors to the area and would also assist in future proofing transport into the town in the event civil access to Learmonth Airport was rescinded.
5. Additional use – facilitating the establishment of new aviation related businesses and community activities at the aerodrome.

5 Strategy Development

Predicated on the key criteria, stakeholder feedback and an initial inspection and survey of the aerodrome, strategies for the Aerodrome Master Plan were identified.

1. Assess all utilities provided at the aerodrome, including power and water, to determine their adequacy and compliance for current users. Upgrade utilities to support current utilisation and to support further development at the site.
2. Relocate the taxiway/taxilane on the northern apron to achieve regulatory compliance.
3. Repair the main access gate to ensure the integrity of the aerodrome's perimeter fence.
4. Assess the culvert located under the northern section of the runway and repair and/or upgrade as required.
5. Conduct maintenance of the current runway, runway strip, flyover area and taxiways in accordance with CASA's recommendations for ALAs.
6. Complete repairs to the runway and taxiway lighting.
7. Establish a formal line of communication between aerodrome users and the Shire's Aviation Services Team.
8. Establish a process to ensure the ERSA entry is reviewed and updated at least annually.
9. Establish a regular serviceability inspection and maintenance program.
10. Develop a detailed plan for the release of future aerodrome lots that includes restrictions on the type of aircraft for each apron. This should reflect regulatory requirements and compatibility with business activities already established at the site.
11. Establish a process for the preparation of future lots with regards to earthworks and the provision of utilities.
12. Regulate standard terms and conditions for leases to ensure consistency.
13. Assess planned infrastructure prior to approval to ensure it will not infringe on the OLS applicable to both the current aerodrome design and potential upgrade of the aerodrome in the future.
14. Prior to extending the runway, complete a detailed hydrology study and survey to determine the suitability of the site.
15. Restrict the release of housing lots immediately north of the aerodrome and any expansion of the aerodrome until a noise exposure forecast has been completed.
16. Conduct an annual review of the Aerodrome Master Plan.

6 Implementation Plan

Immediate – within the next 2 months:

- Formalise communication channels between aerodrome leaseholders and the Shire's Aviation Services Team.
- Address any safety or compliance issues raised during the aerodrome site visit and survey.
- Relocate the northern taxiway/taxilane. A draft plan compliant with CAO 20.9 requirements is included at Appendix 9.
- Conduct assessment of current electricity transformer capability.
- Remediate the electrical access for Lot 1.
- Complete maintenance on the current runway, taxiways and flyover areas to bring the facilities in line with the recommendations of CAAP 92-1(1) (see Appendix 10). This advisory publication provides information on the recommended physical characteristics for ALAs, including the width and surface of the landing area and obstacle clearance gradients. It refers to operations utilising aircraft with a maximum take-off weight (MTOW) of less than 5,700 kg for private, aerial work (with some flying training exceptions) or charter operations. Technical plans for the aerodrome based on these recommendations are included at Appendix 11 and 12.
- Repair runway lighting.

Short Term – within the next 12 months:

- Aerodrome Inspection to be completed by a CASA approved Aerodrome Inspector.
- Remediate any issues identified during the Aerodrome Inspection.
- Repair or replace gate on the aerodrome access road.
- Apply for additional grant funding to support the aerodrome upgrade program and minimise the financial impact on cost sensitive local users.
- Establish an aerodrome serviceability and inspection program.

⁴⁹ Shire of Exmouth, Ordinary Council Meeting Minutes, 28 November 2019

- Establish a runway maintenance program.
- Complete a detailed assessment of the current culvert and upgrade if required to prevent or minimise flooding of the northern section of the runway.
- Seal the access road.
- Establish building envelopes for the apron to ensure OLS protection under future developments.
- Determine aircraft types suitable for the northern apron based on regulatory requirements (including OMGWS and wingspan), type of operation and the interface with existing users prior to releasing further lots. Ensure this information is detailed in future lease agreements.
- Trial portable Avgas tanker fuel facility to assess viability of permanent facility.
- Develop bore with solar pump to provide permanent water supply for all leaseholders.
- Upgrade fixed firefighting equipment.
- Call for expressions of interest regarding Air Park lots to establish future viability.
- Establish a formal process for an annual review of the Exmouth Aerodrome Master Plan that includes local stakeholders.

Medium Term – within the next 5 years:

- Install Avgas bowser with credit card/fuel card facilities.
- Complete apron development, including underground power lines, apron floodlights.
- Allocate Air Park lots (if demand is confirmed).
- Market Air Park lots.
- Establish an aero club with facilities that could be utilised on a ‘user pay’ basis for itinerant aircraft. This could include hangar facilities and/or short-term accommodation owned by the Shire and leased to users. Investigate sources of grant funding.
- Evaluate options for extension of the runway. This should include a detailed hydrology assessment and a predicted noise contour assessment utilising the Australian Noise Exposure Forecast (ANEF) system.
- Complete runway extension.
- Seal runway and/or taxiway(s). Due to the inherent maintenance challenges of a runway that has both paved and unpaved sections, it is recommended the runway be sealed once any extension has been completed, rather than sealing in stages. Ensure microlight operations are protected through provisions for landing on a gravel taxiway or the runway strip.
- Upgrade runway and taxiway lighting.
- Obtain aerodrome certification under the Part 139 MOS. Even without a terminal instrument approach procedure or utilisation of the aerodrome by aircraft types that require it, consideration should be given to certification due to the safety benefits. Certification would also be a valuable precursor to a proposed instrument approach.

Long term – within the next 10 years:

- Develop a commercial precinct at the aerodrome based on specific demand.
- Complete design and commission of non-precision instrument approach (based on user demand).

7 Realising the Master Plan

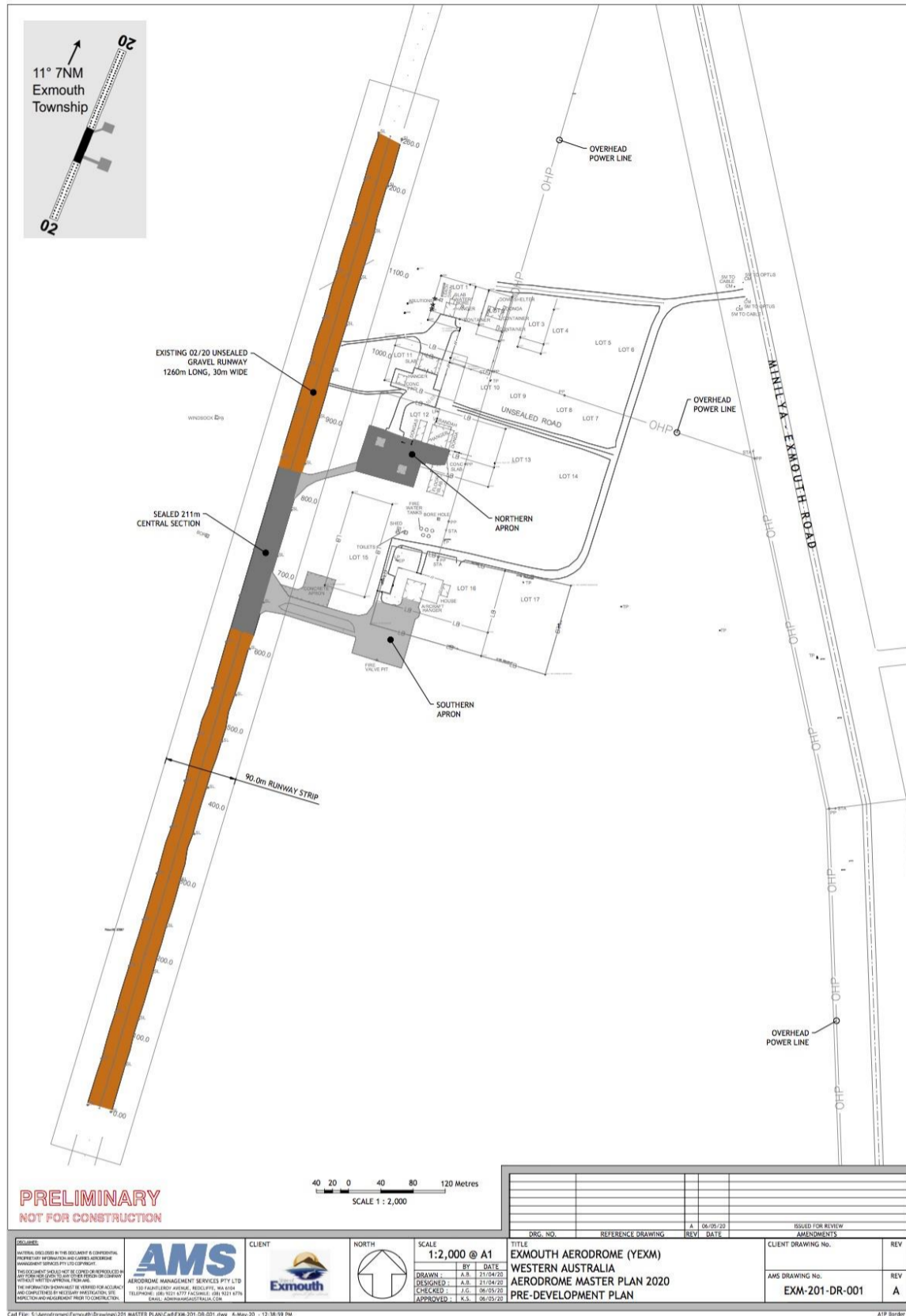
The success of the Exmouth Aerodrome Master Plan is dependent on stakeholder ownership. Ongoing stakeholder engagement that directs the review and update of the Master Plan should be conducted, at a minimum, on an annual basis.

8 Bibliography

- Airservices Australia. (2020). *AIP book: Aerodrome*. Retrieved from https://www.airservicesaustralia.com/aip/current/aip/aerodrome_27FEB2020.pdf
- Airservices Australia. (2020). *AIP ERSA FAC Exmouth*. Retrieved from https://www.airservicesaustralia.com/aip/current/ersa/FAC_YEXM_27FEB2020.pdf
- Airservices Australia. (2020). *AIP ERSA FAC Learmonth*. Retrieved from https://www.airservicesaustralia.com/aip/current/ersa/FAC_YPLM_27FEB2020.pdf
- Australian Airports Association. (2014). *Regional airport master planning guideline*. Kneebush Planning, Airports Plus and the AAA Planning Working Group.
- Australian Building Codes Board. (n.d.). *National Construction Code of Australia 2019*. Retrieved from <https://abcb.gov.au>
- Australian Bureau of Statistics (ABS). (2018). *Exmouth: Region data summary*. Retrieved from https://itt.abs.gov.au/itt/r.jsp?RegionSummary®ion=53360&dataset=ABS_REGIONAL_LGA2018&geoconcept=LGA_2018&maplayerid=LGA2018&measure=MEASURE&datasetASGS=ABS_REGIONAL_ASGS2016&datasetLGA=ABS_REGIONAL_LGA2018®ionLGA=LGA_2018®ionASGS=ASGS_2016
- Civil Aviation Order 20.9 (2011) *Air Service Operations – Precautions in refuelling, engine and ground radar operations*. Retrieved from <https://www.legislation.gov.au/Details/F2011C00881>.
- Civil Aviation Safety Authority. (2019). *Aerodrome categories under CASR part 139*. Retrieved from <https://www.casa.gov.au/aerodromes/aerodromes-register/aerodrome-categories-under-casr-part-139>
- Civil Aviation Safety Authority. (2019). *Part 139 (aerodromes) manual of standards 2019*. Retrieved from <https://www.legislation.gov.au/Details/F2019L01146>
- Civil Aviation Safety Authority. (2019). *Proposed rules for air transport operations – larger aeroplanes*. Retrieved from <https://consultation.casa.gov.au/regulatory-program/cd1806os/results/summaryofconsultationonpart121.pdf>
- Civil Aviation Safety Authority. (2019). *Proposed rules for air transport operations – smaller aeroplanes*. Retrieved from <https://consultation.casa.gov.au/regulatory-program/cd1804os-1/results/summaryofconsultationoncd1805oscasrpart135smalleraeroplanes.pdf>
- Civil Aviation Safety Authority. (2018). *Civil aviation safety amendment (Part 121) regulations 2018*. Retrieved from <https://www.legislation.gov.au/Details/F2018L01784>
- Civil Aviation Safety Authority. (2018). *Civil aviation safety amendment (Part 135) regulations 2018*. Retrieved from <https://www.legislation.gov.au/Details/F2018L01782>
- Civil Aviation Safety Authority. (2020). *Part 139 (aerodromes) manual of standards 2019: August 2020*. Retrieved from <https://www.legislation.gov.au/Details/F2017C00087>
- Civil Aviation Safety Authority. (1998). *Civil aviation safety regulations 1998*. Retrieved from <https://www.legislation.gov.au/Details/F2019C00821>
- Civil Aviation Authority. (1992). *Civil aviation advisory publication 92-1(1): Guidelines for aeroplane landing areas*. Retrieved from <https://www.casa.gov.au/files/921pdf>
- Commonwealth of Australia - National Native Title Tribunal. (2017). *Native title determination details: WCD2019/016 - Gnulli, Gnulli#2 and Gnulli#3 - Yinggarda, Baiyungu and Thalanyji People*. Retrieved from http://www.nntt.gov.au/searchRegApps/NativeTitleClaims/Pages/Determination_details.aspx?NNTT_Fileno=WCD2019/016
- Department of Biodiversity, Conservation and Attractions. (2018). *List of threatened ecological communities endorsed by the Western Australian Minister for Environment*. Retrieved from https://www.dpaw.wa.gov.au/images/plants-animals/threatened-species/threatened_ecological_communities_endorsed_by_the_minister_for_the_environment_june_2018.pdf
- Department of Biodiversity, Conservation and Attractions. (2018). *Ningaloo coast draft joint management plan*. Retrieved from <https://www.dbca.wa.gov.au/parks-and-wildlife-service/plan-for-our-parks/ningaloo-coast>
- Department of Infrastructure, Transport, Regional Development and Communications (2020). *Regional aviation policy issues paper*. Retrieved from <https://www.infrastructure.gov.au/aviation/regional/aviation-policy/files/regional-aviation-issues-paper-march-2020.pdf>
- Department of Parks and Wildlife. (2017). *Camerons Cave troglobitic community*. Retrieved from <https://www.dpaw.wa.gov.au/images/documents/plants-animals/threatened-species/tecs/tectroglobitic2001083.pdf>
- Department of Parks and Wildlife. (2017). *Ningaloo coast world heritage area*. Retrieved from <https://parks.dpaw.wa.gov.au/sites/default/files/Ningaloo%20Coast%20World%20Heritage%20Area%20map.pdf>
- Department of Parks and Wildlife. (2017). *Nynggulu (Ningaloo) coastal reserves*. Retrieved from <https://parks.dpaw.wa.gov.au/park/nynggulu-ningaloo-coastal-reserves>
- Department of Planning, Lands and Heritage. (2019-2020). *The state register and other heritage listings*. Retrieved from <https://www.dplh.wa.gov.au/about-inherit>
- Department of Planning, Lands and Heritage. (2019). *Shire of Exmouth local planning scheme no. 4*. Retrieved from <https://www.dplh.wa.gov.au/getmedia/84803d8e-d855-441e-baca-d1e31ba74fac/LPSC-Exmouth-Scheme-text.%205.5.2>
- Department of Planning, Lands and Heritage. (2019). *Shire of Exmouth local planning strategy endorsed by the Western Australian Planning Commission 5th April 2019*. Retrieved from <https://www.dplh.wa.gov.au/getmedia/0258270e-7b98-4e3a-9b69-d994277a06ad/LST-Exmouth>
- Department of Planning, Lands and Heritage. (2018). *Gascoyne coast sub-regional strategy*. Retrieved from https://www.dplh.wa.gov.au/getmedia/f60794ed-33ee-4ef0-89f5-5d41ee332b17/GASC_Gascoyne_Coast_Sub-Regional_Strategy_Part_A_Strategic_Planning
- Department of Primary Industries and Regional Development. (2017). *Our WA regions: Gascoyne*. Retrieved from <http://www.drd.wa.gov.au/regions/Pages/Gascoyne.aspx>

- Gascoyne Development Commission. (2015). *Gascoyne regional investment blueprint 2015 - 2050*. Retrieved from <https://www.gdc.wa.gov.au/wp-content/uploads/2015/07/Gascoyne-Blueprint-FINAL.pdf>
- Gascoyne Development Commission. (2013). *Gascoyne regional infrastructure review*. Retrieved from https://www.gdc.wa.gov.au/wp-content/uploads/2015/07/13_08_26-FINAL-Gascoyne-Regional-Infrastructure-Review-2013.pdf
- Gascoyne Development Commission, Shire of Carnarvon, Shire of Exmouth, Shire of Shark Bay and Shire of Upper Gascoyne. (2010). *Gascoyne regional development plan 2010 - 2020*. Retrieved from <https://www.exmouth.wa.gov.au/documents/39/gascoyne-regional-development-plan-2010-2020>
- Government of Western Australia Department of Transport (2020). *Draft WA aviation strategy 2020*. Retrieved from https://www.transport.wa.gov.au/mediaFiles/aviation/AV_P_WAAviationStrategy.pdf
- Government of Western Australia Department of Transport (2020). *WA aviation strategy 2020 – supporting documents: WA airports*. Retrieved from https://www.transport.wa.gov.au/mediaFiles/aviation/AV_P_WAAS_Supporting_Papers_WA_Airports.pdf
- Hyd2o Hydrology. (2014). *Exmouth hydrological study*. Retrieved from https://www.exmouth.wa.gov.au/Profiles/exmouth/Assets/ClientData/Local_Planning_Strategy_-_Ex_South_Flood_Study_Major_Creeks.pdf
- International Civil Aviation Organisation. (2016). *Annex 14 to the convention on international civil aviation: Aerodromes volume 1 aerodrome design and operations, seventh edition, July 2016*. Retrieved from <https://www.pilot18.com/wp-content/uploads/2017/10/Pilot18.com-ICAO-Annex-14-Volume-1-7th-Edition-2016.pdf>
- Landgate. (2019). *Titles and surveys*. Retrieved from <https://www0.landgate.wa.gov.au/titles-and-surveys/survey-or-strata-plans>
- Martens, S., Davies, J. and Yan, M. *Rainfall runoff and storm surge flooding at Exmouth, Western Australia, in 1999*. Retrieved from https://www.jdahydro.com.au/images/publications/Rainfall_Runoff_and_Storm_Flooding_Exmouth.pdf
- Minderoo Foundation. (2020). *Flourishing oceans initiative*. Retrieved from <https://www.minderoo.org/flourishing-oceans>
- Nicolaou, J, Buckland, R and Marsh N. (). *Economic benefits assessment of Exmouth marine infrastructure project*. Retrieved from https://www.gdc.wa.gov.au/wp-content/uploads/2020/03/Economic-Benefits-Assessment-of-Exmouth-Marine-Infrastructure-Project_Final-Report128002.1.pdf
- Ningaloo Visitor Centre. (n.d.). *History: Exmouth*. Retrieved from <https://www.visitningaloo.com.au/our-region/history>
- O'Brien Planning Consultants. (1998). *Municipal heritage inventory for the Shire of Exmouth*. Retrieved from <https://www.exmouth.wa.gov.au/documents/443/municipal-heritage-inventory>
- Parks and Wildlife Service - Department of Biodiversity, Conservation and Attractions. (2020). *Draft management program for managing interactions with humpback whales along the Ningaloo coast*. Retrieved from <https://www.dpaw.wa.gov.au/images/documents/parks/management-plans/Draft%20Management%20Program%20for%20humpback%20whale%20interactions%20along%20the%20Ningaloo%20Coast.pdf>
- Royal Australian Air Force. (n.d.) *RAAF base Learmonth*. Retrieved from <https://www.airforce.gov.au/about-us/bases/wa/learmonth>
- Shire of Exmouth. (2020). *Annual report for the financial year 2018/2019*. Retrieved from <https://www.exmouth.wa.gov.au/documents/747/2018-2019-annual-report>
- Shire of Exmouth. (2020). *Ordinary council meeting minutes 28 November 2019*. Retrieved from <https://www.exmouth.wa.gov.au/council-meetings/ordinary-council-meeting/ordinary-council-meeting/156/documents/minutes-november-2019-for-website.pdf>
- Shire of Exmouth. (2020). *Special council meeting minutes 23 April 2020*. Retrieved from <https://www.exmouth.wa.gov.au/council-meetings/special-council-meeting/special-council-meeting/170/documents/unconfirmed-minutes-special-council-meeting-23-april-2020.pdf>
- Shire of Exmouth. (2019). *Learmonth airport movement request form*. Retrieved from https://www.exmouth.wa.gov.au/Profiles/exmouth/Assets/ClientData/YPLM_Mvt_Req_Form.pdf
- Shire of Exmouth. (2019). *Local development plan approval 13/09/19*. Retrieved from <https://www.exmouth.wa.gov.au/documents/706/local-development-plan-ningaloo-lighthouse-resort-lot-2-and-lot-557-yardie-creek-road>
- Shire of Exmouth. (2018). *Corporate business plan 2018-2022*. Retrieved from <https://www.exmouth.wa.gov.au/documents/721/corporate-business-plan-2018-2022>
- Shire of Exmouth. (2018). *Strategic community plan Exmouth 2030*. Retrieved from <https://www.exmouth.wa.gov.au/documents/635/strategic-community-plan-exmouth-2030>
- Sinclair Knight Merz. (2017). *Exmouth floodplain management study*.
- Tourism WA. (2020). *Shire of Exmouth overnight visitor factsheet 2016/17/18*. Retrieved from <https://www.tourism.wa.gov.au/Publications%20Library/Research%20and%20reports/2018/LGA%20Profiles%202018%20-%20updated/Exmouth%20Visitor%20Factsheet%202018.pdf>
- Weatherzone. (2020). *Exmouth town climate*. Retrieved from <https://www.weatherzone.com.au/climate/station.jsp?lt=site&lc=5051>
- Western Australia Legislative Assembly, Economics and Industry Standing Committee. (2017). *Perceptions and realities of regional airfare prices in Western Australia report no. 2 November 2017*. Retrieved from [https://www.parliament.wa.gov.au/publications/tabledpapers.nsf/displaypaper/4011015a567de8eafa153e17482581e9000e49bb/\\$file/1015.pdf](https://www.parliament.wa.gov.au/publications/tabledpapers.nsf/displaypaper/4011015a567de8eafa153e17482581e9000e49bb/$file/1015.pdf)
- Yamatji Marlpa Aboriginal Corporation. (2020). *Gnalli native title determination*. Retrieved from <http://ymac.org.au/photos/gnulli-native-title-determination>

Appendix 1: Exmouth Aerodrome – Pre-development Plan



Appendix 2: AIP ERSAs – Exmouth ALA

AIP Australia

05 NOV 2020

FAC YEXM - 1

EXMOUTH

ELEV 10

FULL NOTAM SERVICE NOT AVBL



WA
220229S 1140608E
AD OPR Shire of Exmouth, PO Box 21, Exmouth or Maidstone Crescent, Exmouth, WA, 6707. PH AD 08 9949 1326. ARO 0407 494 419 (H24). Fax 08 9949 1840.

UTC +8 YEXM
VAR 0 DEG E UNCR

REMARKS

1. PPR CTC ARO.
2. Strip closed after heavy rain.

HANDLING SERVICES AND FACILITIES

Fuel is NOT AVBL.

PHYSICAL CHARACTERISTICS

RWY 02/20, 1260M, unsealed gravel with 211M central sealed section and parking area. WID 30M.

AERODROME AND APPROACH LIGHTING

1. Solar lighting HN. RWY 02/20 white on sides, green APCH, red at ends, blue TWY lights - IWI.
2. RWY edge light spacing: 02/20: 60M.

ATS COMMUNICATIONS FACILITIES

FIA MELBOURNE CENTRE 125.9 On Ground

CTAF 118.3

Except when Learmonth CTR and restricted areas are active.

ADDITIONAL INFORMATION

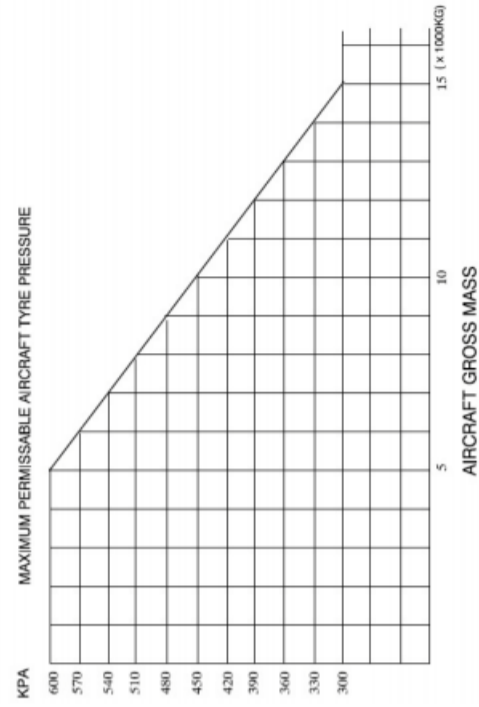
1. AD unfenced. Animal hazard likely.
2. HEL OPS H24.
3. Airfield is used by Microlights.

CHARTS RELATED TO THE AERODROME

WAC 3229.

FINAL

Appendix 3: Aircraft Suitable for Unrated Pavements⁵⁰



FINAL DRAFT

⁵⁰ AIP Australia – Aerodrome, AD 7.4, 27 February 2020, p. AD 1.1 - 48

Appendix 4: AIP ERSA – Learmonth Airport

AIP Australia

05 NOV 2020

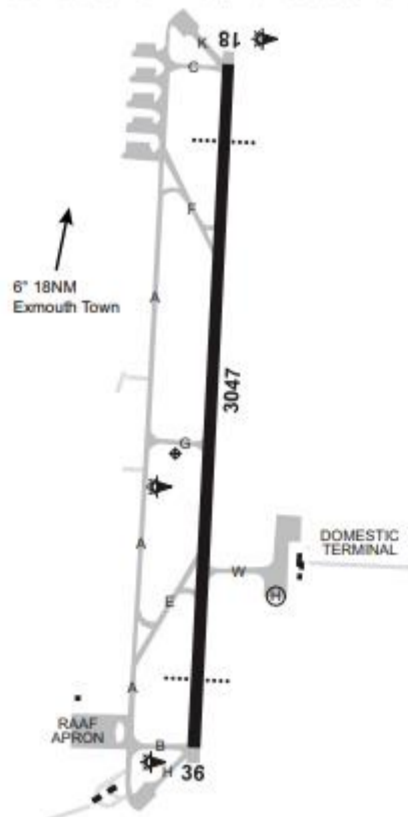
FAC YPLM - 1

LEARMONTH

ELEV 19

AVFAX CODE 6805

WA
221408S 1140519E UTC +8 YPLM
VAR 0 DEG E MIL
AD OPR Department of Defence (Air Force Headquarters), Shire of Exmouth, PO Box 21, Exmouth or Maidstone Crescent, Exmouth, WA, 6707. PH 08 9949 3000: Fax 9949 3050. ARO Civil AD OPR Duty ARO PH 08 9949 1326, Mobile 0407 494 419, Fax 08 9949 1840.



REMARKS

1. MIL ACFT require 24HR PN. Support REQ is to be advised to RAAF Caretaker, Phone 08 9947 9286, Mobile 0429 450 662, Fax 08 9947 9130. OIC RAAF Learmonth, Phone 0477 358 965, Email: lmo.ops@defence.gov.au.
2. MIL International flights are not to plan to enter Australia through Learmonth without prior approval of Customs and AQIS.
3. Civil ACFT require 24HR PN. A MVT REQUEST must be submitted to the Shire of Exmouth DUTY ARO, Phone 08 9949 1326, AH Mobile 0407 494 419, Fax 08 9949 1840, Email: ro.leaairport@westnet.com.au. MVT request form www.exmouth.wa.gov.au/Assets/Documents/YPLM_Mvt_Req_Form.pdf.
4. Civil Operators nominating Learmonth as an ALTN and INTL ALTN are to gain approval FM Air Force HQ through the ARO via formal request. INTL ALTN: Customs and AQIS PN. Refer General Planning Australia.
5. This AD is a security Controlled Airport.
6. AD Charges: All ACFT.
7. YPLM not to be used on AFTN.
8. Aircrew and Personnel airside access gate located at the northern end of terminal building. Access code can be obtained by contacting DUTY ARO.
9. Photography is prohibited (*Section 82 of the Defence Act*).

Information may be continued on the next page: PTO

F111111

HANDLING SERVICES AND FACILITIES

RAAF Refueller. MIL movements only. Contact RAAF Caretaker Phone 08 9947 9286, after HR 0429 450 662, Fax 08 9947 9130.

ACFT crew or SQN maintenance will be required to refuel ACFT as only tanker driver provided. Civil Refueller: World Fuel Services, Phone 08 9949 1590, Mobile 0417 955 167. AVGAS not AVBL. JET A1 - dedicated tanker truck. Normal HR 0730-1630 Local. AH fee applies. PN required. Replenishment supplies for transiting ACFT. LOX and LHOX not AVBL.

APRONS AND TAXIWAYS

1. DOM terminal APN and TWY W - PCN 43/F/A/1750 (254PSI)/U.
2. TWY W WID 23M.
3. GA APN AVBL to code B ACFT only.

SURFACE MOVEMENT GUIDANCE

HEL OPS restricted to concrete aprons.

AERODROME OBSTACLES

Unlit mast 433FT AMSL BRG 200 DEG MAG/6.7NM FM ARP.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT A, METAR/SPECI.
2. AWIS Phone 08 6216 2623 - Report faults to BoM.

PHYSICAL CHARACTERISTICS

18/36 184 100a PCN 43 / F / A / 1750 (254PSI) / T 259M N end WID 45 RWS 150
concrete, 228M S end concrete.

RWY MAX shoulder WID 3.5M.

AERODROME AND APPROACH LIGHTING

RWY 18/36 HIRL(1) PAL+AFRU 118.3 SDBY PWR AVBL
RWY 18/36 PAPI(1) PAL+AFRU 118.3 3.0 DEG50FT
RWY 18 HIAL-CAT I

(1) PAL status confirmed on FREQ. PAL cycle 30 MIN with last 10 MIN indicated by IWI flashing continuously.

LGT for Civil OPS AVBL on 60MIN PN through reporting agent.

ATS COMMUNICATIONS FACILITIES

FIA	MELBOURNE CENTRE	125.9 On Ground
APP	LEARMONTH APPROACH	120.5 261.4
SMC	LEARMONTH GROUND	259.3
TWR	LEARMONTH TOWER	118.3 257.8

APP, TWR and Learmonth airspace activated by NOTAM.

RADIO NAVIGATION AND LANDING AIDS

DME	LM	112.4/ 71X	221405.4S	1140538.3E	(4)
NDB	LM	396	221429.5S	1140544.7E	Range 90 (HN 50) (2)
VOR	LM	112.4	221405.4S	1140538.9E	(1)
TAC	LMO		221328.2S	1140532.8E	(3)

(1) 082/0.3 TO ARP. VOR UNREL in Sector B at 2300FT beyond 21NM. (Sector B inbound 016 degrees clockwise to 195 degrees).

(2) 318/0.4 to ARP.

(3) Portable FAC, ACT as REQ by MIL authorities. Channel assignment and ACT by NOTAM.

(4) Antenna ELEV 33FT. DME UNREL in Sector B at 2300FT beyond 23NM. (Sector B inbound 016 degrees clockwise to 195 degrees).

LOCAL TRAFFIC REGULATIONS

1. Civil ACFT not permitted to use TWY A BTN TWYs E, F or G. Civil ACFT ABV 100,000KG MTOW not permitted to use RWY for 180 turns, TWY turning loops must be used - TWYs E, A and B, or TWYs F, A and C or TWYs H or K.
2. Civil Apron parking restrictions:
 - a. RPT apron not AVBL to ACFT ABV code 4C.
 - b. Bays 1, 2 and 3 not AVBL for overnight PRKG without approval.
 - c. Non RPT ACFT code B and under, park on GA APN, 24HR PN with PPR.



3. General Aviation Requirements.
 - a. Charter GA OPS PPR 24HR PN. ARO or Ground Handling Agent to be present.
 - b. No General Aviation OPS outside the HR of 0800-1600 Local, except Royal Flying Doctor Service (RFDS) FLT or by prior arrangement.
 - c. General Aviation OPR must be in possession of a current Airside Identification (ASIC) Card as this is a security controlled AD.
 - d. MIL personnel will not act on behalf of Shire for General Aviation or Charter.
 - e. MIL TWY are restricted.
 - f. MIL hardstands and parking areas are restricted.

FLIGHT PROCEDURES

Due to sensitive instrumentation associated WI a solar observatory position 221309S 1140611E (BRG 042DEG MAG/1.2NM FM Learmonth ARP), ACFT are to avoid low level overflight of that site. Normal circuit height OPS permitted.

CTAF - AFRU 118.3

Except when Learmonth CTR and restricted areas are active.

NOISE ABATEMENT PROCEDURES

Due to MIL domestic areas position 221431S 1140459E (BRG 210DEG MAG/0.32NM FM Learmonth ARP) ACFT are not to overfly that area.

ADDITIONAL INFORMATION

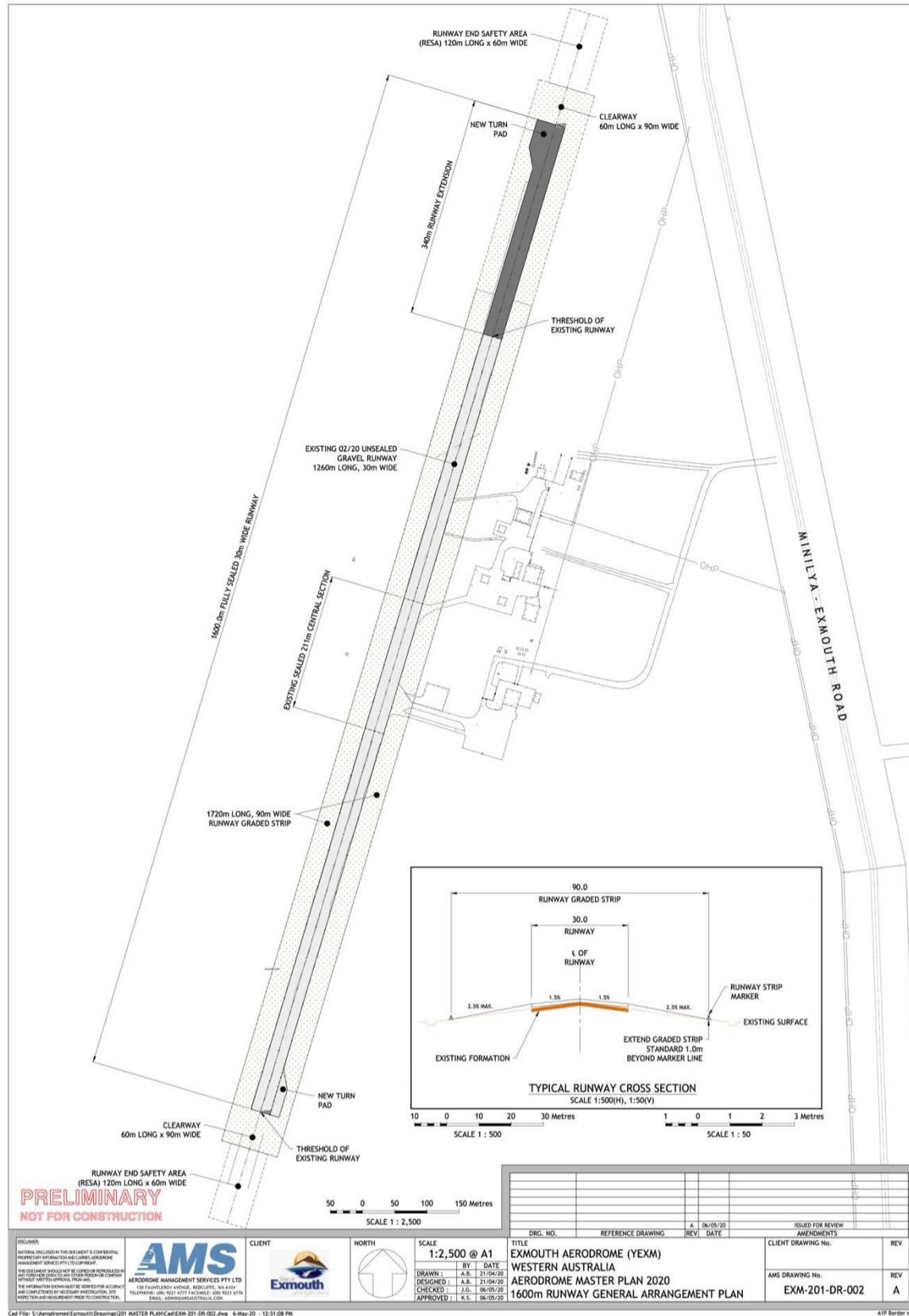
1. Animal and increased bird hazard exists. Australian bustards WI RWS. Migratory birds around AD.
2. Weather balloon launch APRX 1115, 2315 UTC FM 1KM E ARP. Launches may occur at other times.
3. Erosion WI RWY strip E side of RWY 18/36 N of TWY W.
4. Caution: Restraining link situated N side of TWY KILO 10FT square X 3FT deep with 230MM steel ring.

CHARTS RELATED TO THE AERODROME

1. WAC 3229.
2. MIL Aerodrome Obstruction Chart Type A: JAN 2018.
3. Also refer to AIP Departure and Approach Procedures.

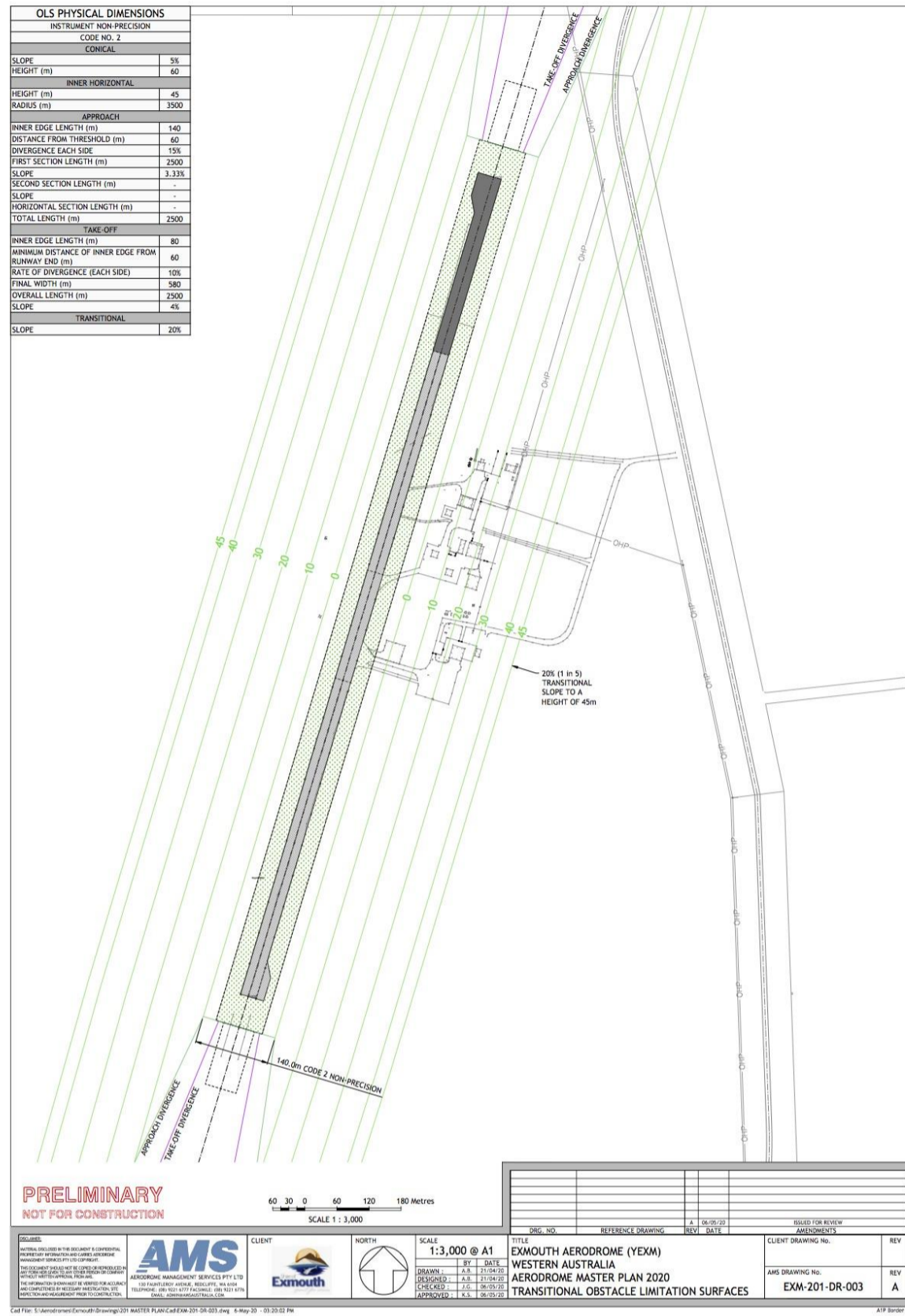
FINAL

Appendix 5: 1600m Runway General Arrangement Plan



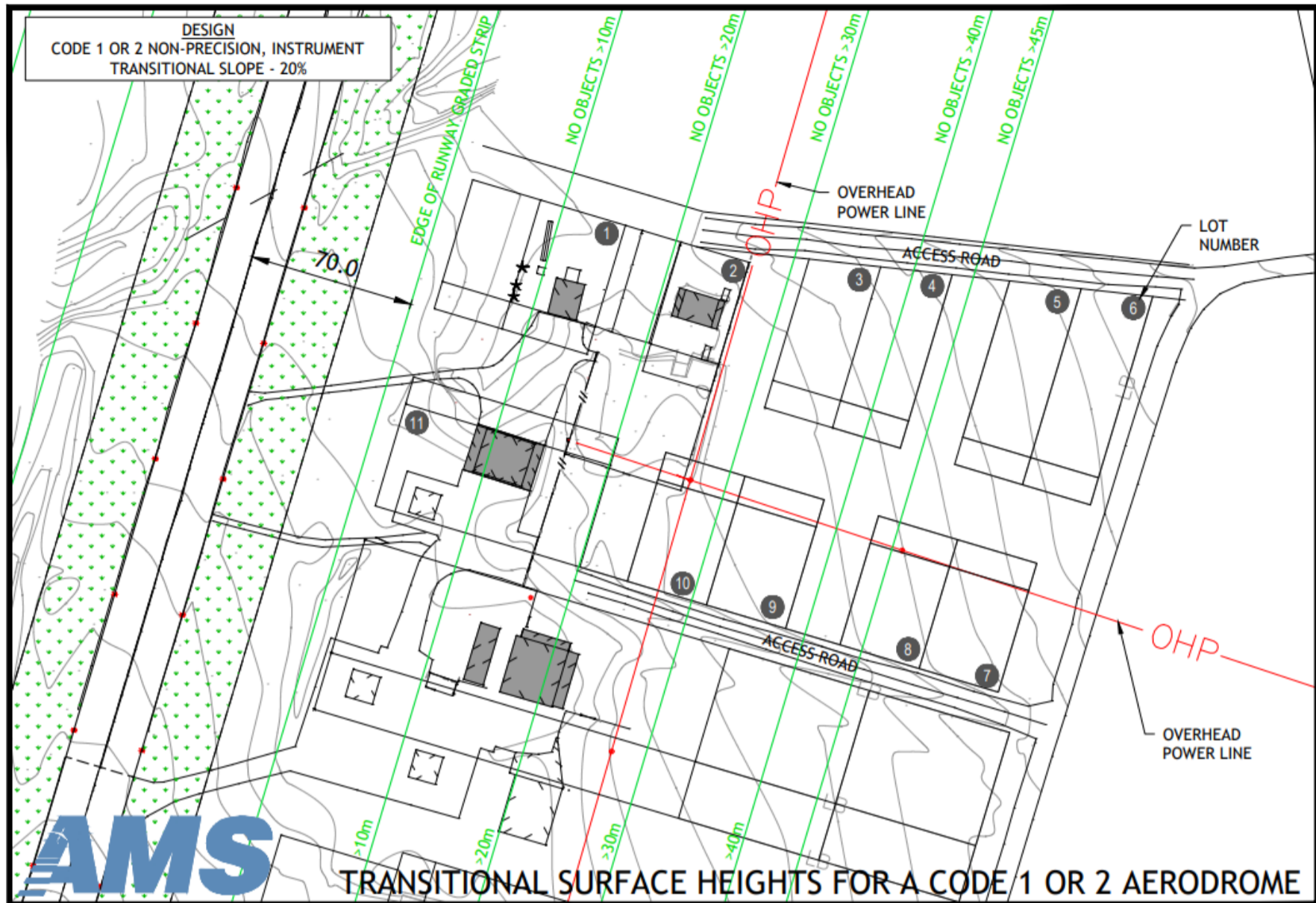
EXM-201-DR-002

Appendix 6: Transitional OLS with Runway Extension to 1600 m



EXM

Appendix 7: Transitional Surface Heights for Code 1 or 2 Non-precision Instrument Aerodrome



Cad File: S:\Exmouth\Drawings\201 MASTER PLAN\Cad\EXM-201-DR-006.dwg 10-Nov-20 - 09:11:39 AM

FINAL

Appendix 8: Exmouth Aerodrome – SWOT Analysis

Strengths

- Aerodrome is under local control so have certainty (as opposed to the lease of Learmonth Airport being controlled by the Department of Defence).
- Proximity to the town.
- The Shire’s aviation management structure is already in place.
- Not a security-controlled airport, providing simpler access for users.
- Smaller, more relaxed environment for tourists.
- Relatively low fees for users compared to Learmonth Airport.
- Small local aviation cohort with anecdotal evidence of a collaborative approach and effective radio communication leading to safe separation of different types of aircraft, particularly in the circuit area where they are operating at different speeds.

Weaknesses

- Historical planning issues have contributed to some current non-compliance issues (taxilane design on the northern apron and temporary electrical cables).
- Aerodrome perimeter not fully secured from ground animals with potential for runway incursions.
- Unsealed runway and access road cause the aerodrome to be closed after heavy rain.
- Lack of planned maintenance schedule leading to degradation of runway surface and damage to aircraft.
- Aerodrome Safety and Technical inspections not being conducted. They are not a regulatory requirement, but their conduct would assist with risk identification and mitigation.
- Fixed firefighting facilities are not user friendly and impede rapid response.
- Runway dimensions and surface are prohibitive to larger aircraft.
- Lack of a public fuel facility discourages utilisation by itinerant aircraft, particularly smaller piston engine aircraft requiring Avgas with the closest facility being 170 nm away.
- Lack of instrument approach procedure means the aerodrome is unsuitable in certain conditions for some operators, including the RFDS.
- Utilities – underground water supply not currently available to all users.
- Utilities – overhead power lines may infringe future OLS or restrict the location of infrastructure development.
- Proximity to Learmonth Airport and its considerable facilities may impede the commitment of some stakeholders to invest at a secondary airport.
- Local topography/drainage provisions cause northern apron and runway to flood or retain standing water after rainfall events.

Opportunities

- Aftermath of the COVID-19 pandemic may see an increase in domestic travel, including interstate visitors who may utilise the aerodrome.
- Low air traffic density and weather conditions provide an ideal environment for flying training and the development of a flying school.
- Significant numbers of tourists already visit the area and may support additional aviation activities.
- Fuel provider identified who would supply a temporary facility to establish a sustainable market prior to the Shire investing in permanent infrastructure.
- Location on the coast, the significant natural attractions in the area and relative proximity to other airports in desirable tourist locations support the aerodrome as an “air tour” destination.
- Proposed development of a deep-water port to support cruise ship docking.
- Approval granted in September 2019 for the revised Local Development Plan for the Vlamingh Head precinct⁵¹, providing a framework for the proposed eco-resort redevelopment of the Ningaloo Lighthouse Caravan Park by the Minderoo Group.
- Approval granted in April 2020 to Woodside for the \$11 billion development of the Scarborough gas field (located off the Exmouth coast) and Pluto LNG expansion.

Threats

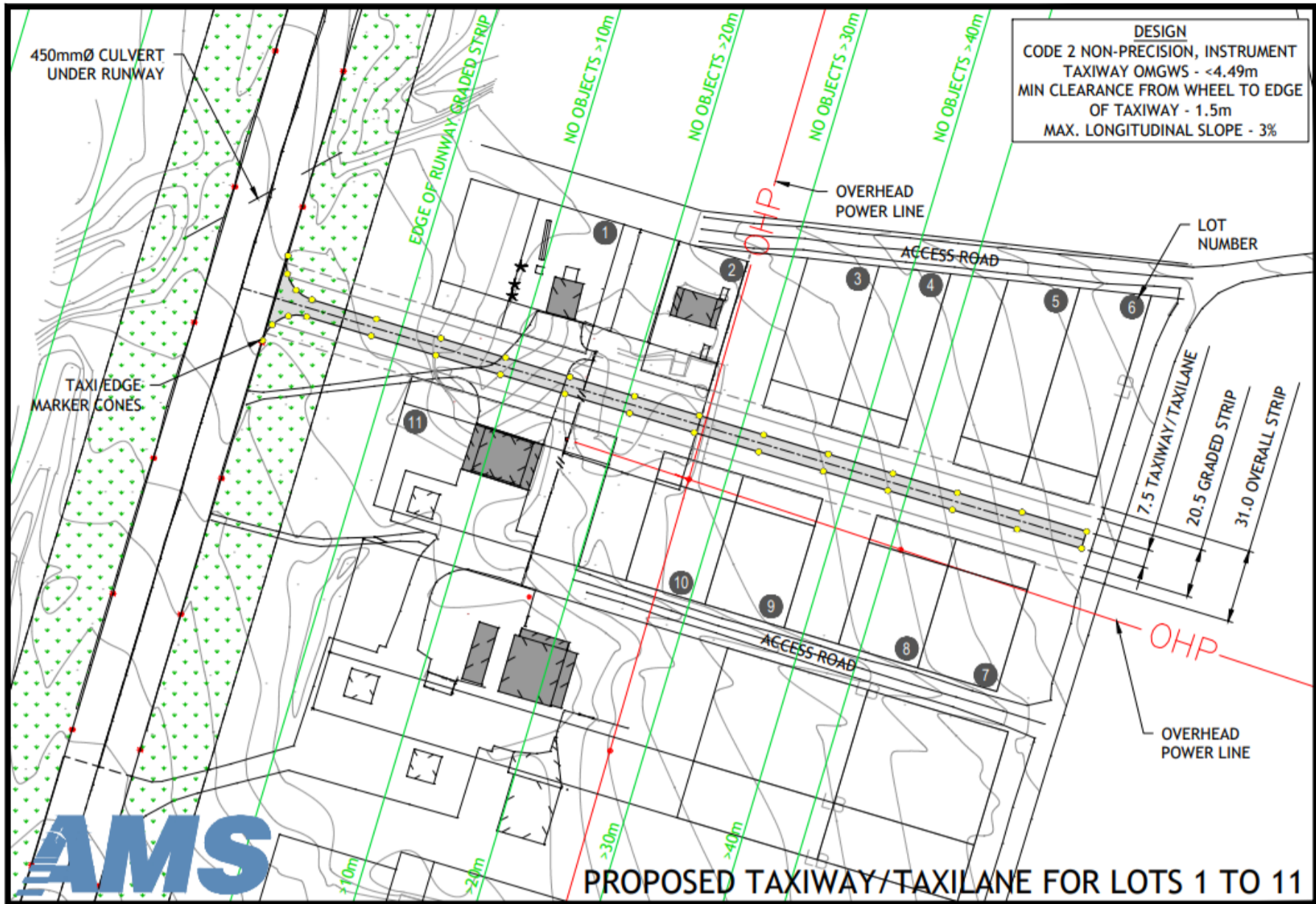
- Reliance on access to Learmonth Airport which could be revoked if there was a change in military requirements or Australian Defence Policy, with the current Exmouth Aerodrome facility inadequate to cope with larger aircraft and significant passenger numbers.
- Airspace proximity to restricted areas, requiring flight path modification when areas are active for military operations.
- When restricted areas are active, civil aircraft (including helicopters) departing to the north from Learmonth are required to maintain low altitude in order to remain outside the restricted airspace, which can place them at the same altitude as GA aircraft and ultralights operating in the Cape area.
- Nearby land subdivisions may be affected by aircraft noise if the aerodrome is further developed.
- Impact on the environment resulting from developing the site and facilitating broader development and population in the Exmouth area.
- Topography challenges of the location – potential for flooding; suitability for runway development.
- Potential for the Cape Wilderness Estate to be impacted if flooding risk is managed by water diversion.
- If the aerodrome is developed to accommodate larger aircraft, existing infrastructure may impinge on the OLS. Initial survey indicates the location of current infrastructure would not impede the OLS requirements for a Code 2C non-precision instrument aerodrome, however a full survey should be conducted prior to proceeding with this option.
- Upgrading the aerodrome to large jet capability would require considerable cost (and most likely be prohibitive) when the risk that access to Learmonth would be withdrawn is considered to be very low. The most likely reason for access to be prohibited at short notice would be an imminent military threat, in which case Exmouth Aerodrome would likely also be unsuitable for civil operations due to its proximity to Learmonth Airport and the coastline. Other reasons for withdrawing access to Learmonth are likely to allow for a longer lead-in time, providing the Shire with the opportunity to explore options for developing Exmouth Aerodrome only when actually required, rather than on a speculative basis. In that event, consideration should be given to whether or not the current Exmouth Aerodrome site is suitable for a major airport.
- Similarly, upgrading the aerodrome to a Code 2C non-precision approach instrument aerodrome to accommodate larger turboprop aircraft and support RFDS operations has significant financial implications for the Shire and, consequentially, the current aerodrome users. Pre-emptive expansion of the aerodrome based on possible future demand therefore carries significant risk. A considered, staged approach based on clearly identified demand is recommended.
- Impact of the COVID-19 pandemic – already significant loss of revenue for both the Shire and local aviation operators with the possibility some businesses may fail. The Shire’s Special Council Meeting on the 23rd April 2020 highlighted an expected revenue shortfall of \$1.5 million in fees and charges in the current budget to June 2020. Once restrictions are lifted the pandemic may have a significant impact on the cruise industry, affecting the proposed development of the Exmouth Port and its contribution to local tourism.
- Location in cyclone region – potential for damage to aerodrome infrastructure.
- Floodplain located to southeast with natural water course from Shothole Canyon.

⁵¹ Element, Local Development Plan, Ningaloo Lighthouse Holiday Park

- Current building restrictions with gradients outlined in SU 3 may not be adequate to protect the OLS for runway redevelopment under the new MOS 139.
- Seasonal nature of tourism means lack of consistent revenue for aviation operators, threatening business viability.
- High cost of construction due to the regional location and the requirement for cyclone rated structures.
- Exmouth enjoys a regular and affordable jet aircraft service, due largely to high utilisation by personnel working in oil and gas. If this industry declined, the availability of RPT flights for tourists may reduce leading to a reduction in visitor numbers and therefore revenue for the Shire to fund future developments. Current indications report at least another 10 years of supply from current activity in the Exmouth Basin and the Scarborough project is expected to commence in 2021.
- High cost of town accommodation may be prohibitive for flying school students.
- The impact of significant events (such as another pandemic) on longer term tourism and economic sustainability.
- Competition for financial and strategic resources for other local projects, including the proposed development of the Exmouth Port.
- Change in policy or strategic direction. Council elections are held every two years with the next election due in October 2020. The Strategic Community Plan 2030 is reviewed after each Council election and a full review, including a comprehensive community consultation process, is to be conducted in November 2022. The Corporate Business Plan is reviewed annually as part of the budget process.

FINAL DRAFT

Appendix 9: Proposed Taxiway/Taxilane – Northern Apron



Cad File: S:\Exmouth\Drawings\201 MASTER PLAN\Cad\EXM-201-DR-005.dwg 3-Nov-20 - 02:02:52 PM

FINAL

CIVIL AVIATION AUTHORITY

**CIVIL AVIATION
ADVISORY PUBLICATION**

Date: July 1992 No: 92-1(1)

SUBJECT: GUIDELINES FOR AEROPLANE LANDING AREAS

IMPORTANT

The information in this publication is advisory only. There is no legal requirement to observe the details set out in this publication. The Civil Aviation Regulations set out the legal requirements that must be complied with in relation to the subject matter of this publication. There may be a number of ways of ensuring that the requirements of the Civil Aviation Regulations are met. This publication sets out methods that may be used and which experience has shown should, in the majority of cases, ensure compliance with the Regulations. However, before using the information in this publication the user should always read the Civil Aviation Regulations listed in the reference section below to ensure that he or she complies with the legal obligations of the Regulations.

PURPOSE

Civil Aviation Regulation 92 (1) states that: "An aircraft shall not land at, or take-off from, any place unless: ... (d) the place...is suitable for use as an aerodrome for the purposes of the landing and taking-off of aircraft; and, having regard to all the circumstances of the proposed landing or take-off (including the prevailing weather conditions), the aircraft can land at, or take-off from, the place in safety."

Regulation 92 (1) does not specify the method of determining which "circumstances", other than the prevailing weather conditions, should be considered in any particular case. These matters are the responsibility of the pilot

in command and, in some circumstances, are shared with the aircraft operator.

These guidelines set out factors that may be used to determine the suitability of a place for the landing and taking-off of aeroplanes. Experience has shown that, in most cases, application of these guidelines will enable a take-off or landing to be completed safely, provided that the pilot in command:

- (a) has sound piloting skills; and
- (b) displays sound airmanship.

CANCELLATION

This is the second issue of CAAP 92-1, and supersedes CAAP 92-1(0).

REFERENCES

This publication should be read in conjunction with: Civil Aviation Regulations 92 (1), 93, 233 and 235; Civil Aviation Orders; and the Aeronautical Information Publication.

HOW TO OBTAIN COPIES OF THIS PUBLICATION

Copies of this publication may be obtained from:

Civil Aviation Authority Publications
Centre
607 Swanston Street
Carlton
Victoria 3053

Telephone (08) 331676
 (08) 334191
 (03) 342 2000

CONTENTS

1 Definitions	p 2
---------------	-----

CAAP 92-1(1)

Guidelines for aeroplane landing areas

2 Conversion table	p 2
3 Which aircraft may use a landing area?	p 2
4 Which types of operations may be conducted from a landing area?	p 2
5 Recommended minimum physical characteristics of landing areas and water alighting areas	p 3
6 Marking of landing areas	p 4
7 Lighting for night operations	p 4
8 Other factors that should be considered prior to using a landing area	p 4
9 Surface testing of a landing area	p 5

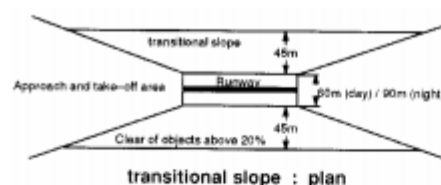


Figure 1 - Transitional Slope

1 - DEFINITIONS

1. In these guidelines, unless the contrary is stated:

“clearway” means an area in which there are no obstacles penetrating a slope of 2.5% rising from the end of the runway over a width of 45m;

“float plane” means any aeroplane designed for landing or taking-off from water;

“fly-over area” means a portion of ground adjacent to the runway strip which is free of tree stumps, large rocks or stones, fencing, wire and any other obstacles above ground but may include ditches or drains below ground level;

“landing area” (LA) means an area of ground suitable for the conduct of take-off and landing and associated aeroplane operations under specific conditions;

“lateral transitional slope” means a desirable area around all LA's which provides greater lateral clearance in the take-off and landing area and may reduce wind-shear when the runway is situated near tall objects such as trees and buildings. The dimensions of a suitable lateral transitional slope are shown in the following diagram;

“obstacle free area” means there should be no wires or any other form of obstacles above the approach and take-off areas, runways, runway strips, fly-over areas or water channels;

“runway” means that portion of the landing area which is intended to be used for the landing or take-off of aeroplanes;

“runway strip” means a portion of ground between the runway and fly-over area which is in a condition that ensures minimal damage to an aeroplane which may run off a runway during take-off or landing;

“water alighting area” means a suitable stretch of water for the landing or taking-off of a float plane under specific conditions.

2 - CONVERSION TABLE

2. Landing area gradients and splays expressed as a percentage, in accordance with ICAO practice, may be converted into ratios or angles using the following table:

Percentage	Ratios	Degrees & Minutes
1	1:100	0 34'
2	1:50	1 09'
2.5	1:40	1 26'
2.86	1:35	1 38'
3	1:33.3	1 43'
3.33	1:30	1 55'
5	1:20	2 52'
12.5	1:8	7 08'
20	1:5	11 18'

3 - WHICH AIRCRAFT MAY USE A LANDING AREA?

3. Use of landing areas other than aerodromes is not recommended for aircraft with a MTOW greater than 5700 kg.

4 - WHICH TYPES OF OPERATIONS MAY BE CONDUCTED FROM A LANDING AREA?

4. Aeroplanes engaged in the following operations may use a landing area:

- (a) private;
- (b) aerial work—excluding student solo flying and student dual flying prior to successful completion of the General Flying Progress Test; and
- (c) charter.

5 - RECOMMENDED MINIMUM PHYSICAL CHARACTERISTICS OF LANDING AREAS AND WATER ALIGHTING AREAS

5.1 Runway Width. For other than agricultural operations, a minimum width of 15 metres is recommended although aeroplanes with a MTOW below 2000kg can be operated safely on runways as narrow as 10 metres provided there is no or only light cross-wind. For agricultural operations, a 10 metre wide runway is the recommended minimum.

5.2 Runway Length. For other than agricultural operations by day, a runway length equal to or greater than that specified in the aeroplane's flight manual or approved performance charts or certificate of airworthiness, for the prevailing conditions is required (increasing the length by an additional 15% is recommended when unfactored data is used). For agricultural day operations, the minimum runway length is the greater of 75% of the take-off distance specified in the aeroplane's flight manual or approved performance chart for the prevailing conditions with the balance as clearway or the landing distance so specified.

5.3 Longitudinal Slope. The longitudinal slope between the runway

ends should not exceed 2%, except that 2.86% is acceptable on part of the runway so long as the change of slope is gradual. For agricultural operations, the slope should not exceed 12.5% for day and 2% for night operations: where the overall slope exceeds 2% the runway should only be used for one-way operations — downhill for take-off and uphill for landing.

5.4 Transverse Slope. The transverse slope between the extreme edges of the runway strip should not exceed 2.5% or 12.5% upward slope over the fly-over area. For agricultural day operations, the transverse slope should not be more than 3% over the runway and 5% over the runway strip.

5.5 Other Physical Characteristics. Both ends of a runway, not intended solely for agricultural operations, should have approach and take-off areas clear of objects above a 5% slope for day and a 3.3% slope for night operations. Other recommended landing area physical characteristics are shown on the following diagrams:

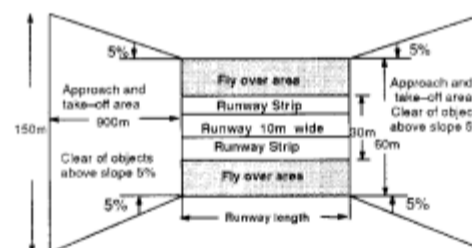


Figure 2A - Single engine and Centre-Line Thrust Aeroplanes not exceeding 2000 kg MTOW (day operations)

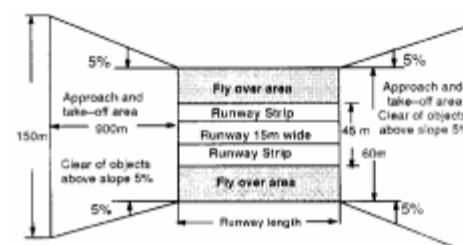


Figure 2B - Other Aeroplanes (day operations)

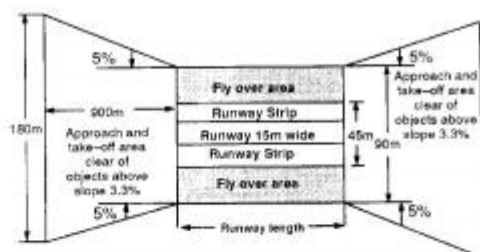


Figure 3 - Dimensions (night operations)

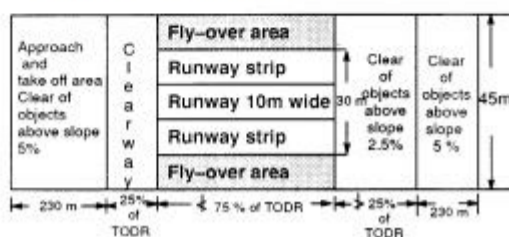


Figure 4 - Dimensions - agricultural day operations

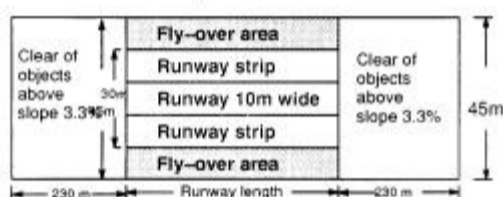
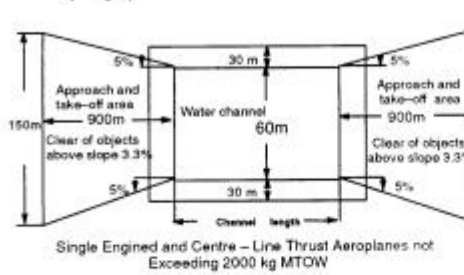
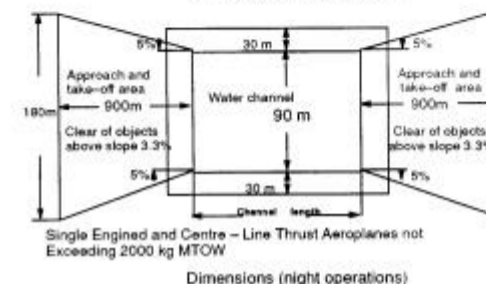


Figure 5 - Dimensions - agriculture night operations

5.6 Float plane lighting areas. For water operations, a minimum width water channel of 60 metres for day operations and 90 metres for night operations is recommended. The depth of water over the whole water channel should not be less than 0.3 metres below the hull or floats when the aeroplane is stationary and loaded to maximum take-off weight. An additional area, as shown in the following diagrams, provides a protective buffer for the water channel but need not consist of water. Where the additional area consists of water then it should be clear of moving objects or vessels under way. The centre line of a water channel may be curved, provided that the approach and take-off areas are calculated from the anticipated point of touchdown or lift-off.



Single Engine and Centre-Line Thrust Aeroplanes not Exceeding 2000 kg MTOW
Dimensions (day operations)



Single Engine and Centre-Line Thrust Aeroplanes not Exceeding 2000 kg MTOW
Dimensions (night operations)

Figure 6 - Float planes

6 - MARKING OF LANDING AREAS

6.1 Where extended operations are expected to be conducted at a landing area, the owner/operator is encouraged to provide markings similar to those found at government and licensed aerodromes. If markings are provided, they should follow the colours and specifications set out in AIP AGA. A suitable layout is shown at Figure 7.

6.2 Where runway markers are provided which are not flush with the surface, they should be constructed of a material that is not likely to damage an aircraft.

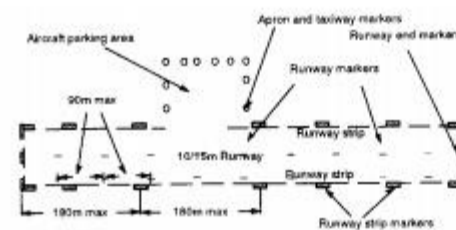


Figure 7 - Typical ALA layout and marking

7 - LIGHTING FOR NIGHT OPERATIONS

7.1 The recommended minimum lighting and layout is as follows:

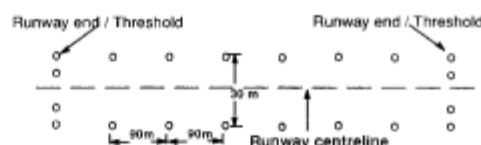


Figure 8 - Lighting for Night Operations

7.2 The lights should, under the weather conditions prevailing at the time of the flight, be visible from a distance of no less than 3000 metres.

7.3 Substitution of runway lights with reflectorised markers is permitted but not recommended by the Authority.

7.4 The different types of reflectorised markers vary in efficiency. Their luminosity can be affected by a number of factors, including equipment cleanliness/layout, the position/strength of the aircraft landing light(s) and meteorological conditions — especially cross winds on final.

7.5 The following lights should not be substituted by reflectorised markers:

- (a) runway end/threshold corner lights;
- (b) lights 90m from each runway end/threshold; and
- (c) lights nearest to the illuminated runway mid-length point.

8 - OTHER FACTORS THAT SHOULD BE CONSIDERED PRIOR TO USING A LANDING AREA

8.1 A pilot should not use a landing area or have an aeroplane engine running unless the aeroplane is clear of all persons, animals, vehicles or other obstructions.

8.2 A pilot should not use a landing area without taking all reasonable steps to ensure the physical characteristics and dimensions are satisfactory. For aerial work and charter operations the operator should provide evidence to the pilot on the suitability of a landing area prior to its use.

8.3 Runway lengths calculated for take-offs and landings should be increased by 50% for agricultural operations on one-way runways at night.

8.4 **Geographic Location.** A landing area should not be located:

- (a) within the area or in such close proximity as to create a hazard to aircraft conducting a published instrument approach, excluding the holding pattern; or
- (b) within any area where the density of aircraft movements makes it undesirable; or
- (c) where take-off or landing involving flight over a populated area creates an unnecessary hazard.

8.5 Except in an emergency, the consent of the owner/occupier is required before a landing area may be used.

8.6 If the proposed landing area is located near a city, town or populous area or any other area where noise or other environmental considerations make aeroplane operations undesirable, the use of such a landing area may be affected by the provisions of the *Commonwealth Environment Protection (Impact of Proposals) Act 1974* and parallel State legislation as well as other legislation. It is the responsibility of the pilot and/or operator to conform with these requirements.

8.7 A method of determining the surface wind at a landing area is desirable. A wind sock is the preferred method.

8.8 The surface of a landing area should be assessed to determine its effect on aeroplane control and performance. For example, soft surfaces or the presence of long grass (over 150mm) will increase take-off distances while moisture, loose gravel or any material that reduces braking effectiveness will increase landing distance.

9 - SURFACE TESTING OF A LANDING AREA

9.1 **Rough Surfaces.** The presence of holes, cracks and ruts will degrade aeroplane performance and handling and increase the possibility of structural damage. The smoothness of a runway

can be tested by driving a stiffly sprung vehicle along the runway at a speed of at least 75 kph. If this is accomplished without discomfort to the occupants, the surface can be considered satisfactory.

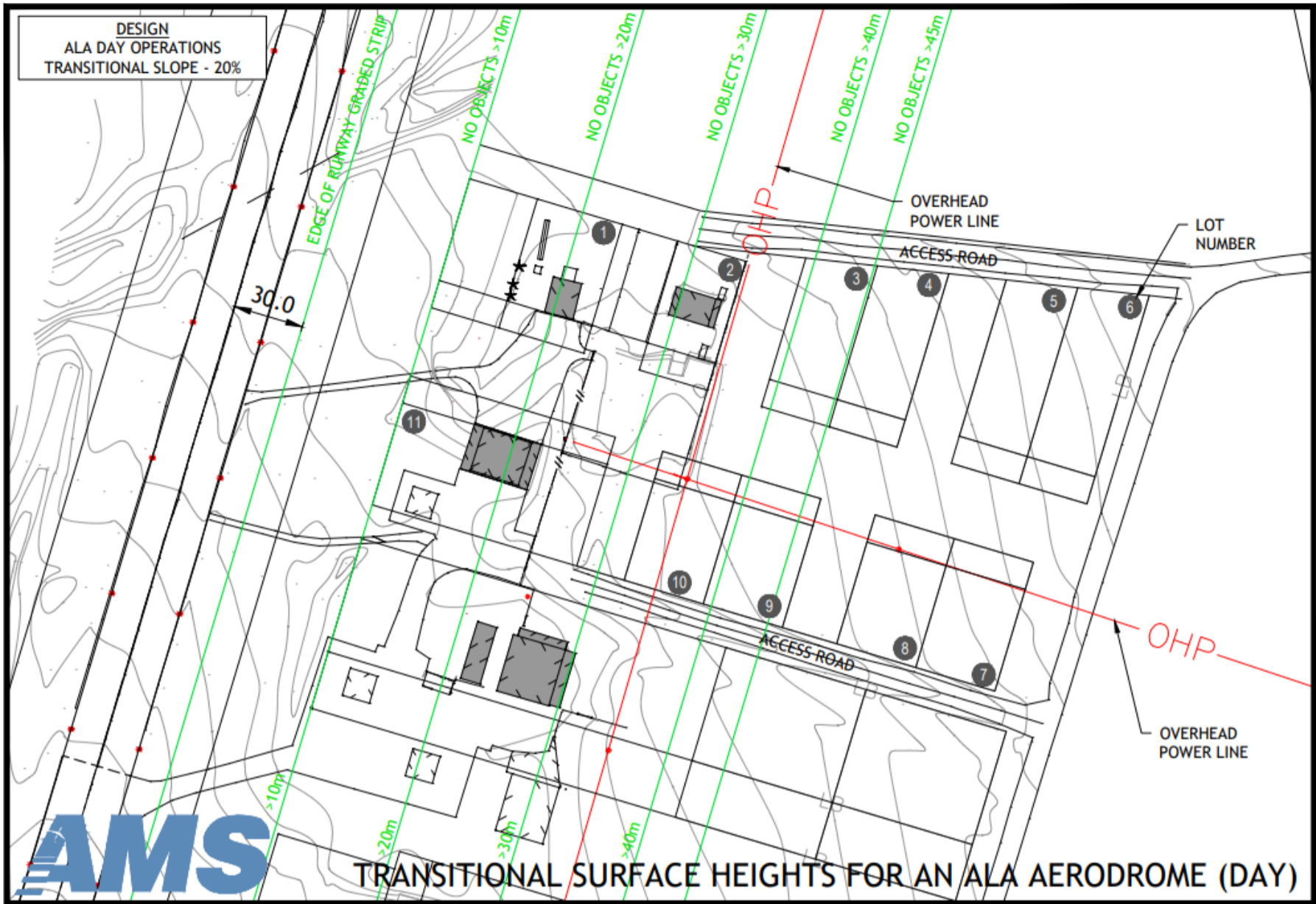
9.2 Soft, Wet Surfaces. A test vehicle as indicated in the table below should be driven in a zig-zag pattern at a speed not exceeding 15 kph along the full length and width of the runway. Particular attention should be paid to suspect areas with possibly three passes over these areas. If tyre imprints exceed a depth of 25mm the surface is not suitable for aircraft operations represented by the test vehicle. Experience may prove that for a certain type of aircraft (eg, an aircraft with small

wheels or high tyre pressure) operations are unsafe with a lesser imprint. Testing with a crowbar should also be done in several places along the runway to ensure that a dry surface crust does not conceal a wet base.

USER AIRCRAFT WEIGHT	SUGGESTED VEHICLE TO BE USED FOR TEST
1. MTOW not exceeding 2000kg	Fully laden utility, Landrover, station sedan.
2. MTOW 2001 kg to 3400kg	Fully laden 1.5 tonne truck or lightly laden 3 tonne truck.
3. MTOW 3401 kg to 5700kg	Fully laden 3 tonne truck

Attention should also be given to the remainder of the strip as this area is provided for run-off in the event of an abnormal take-off or landing.

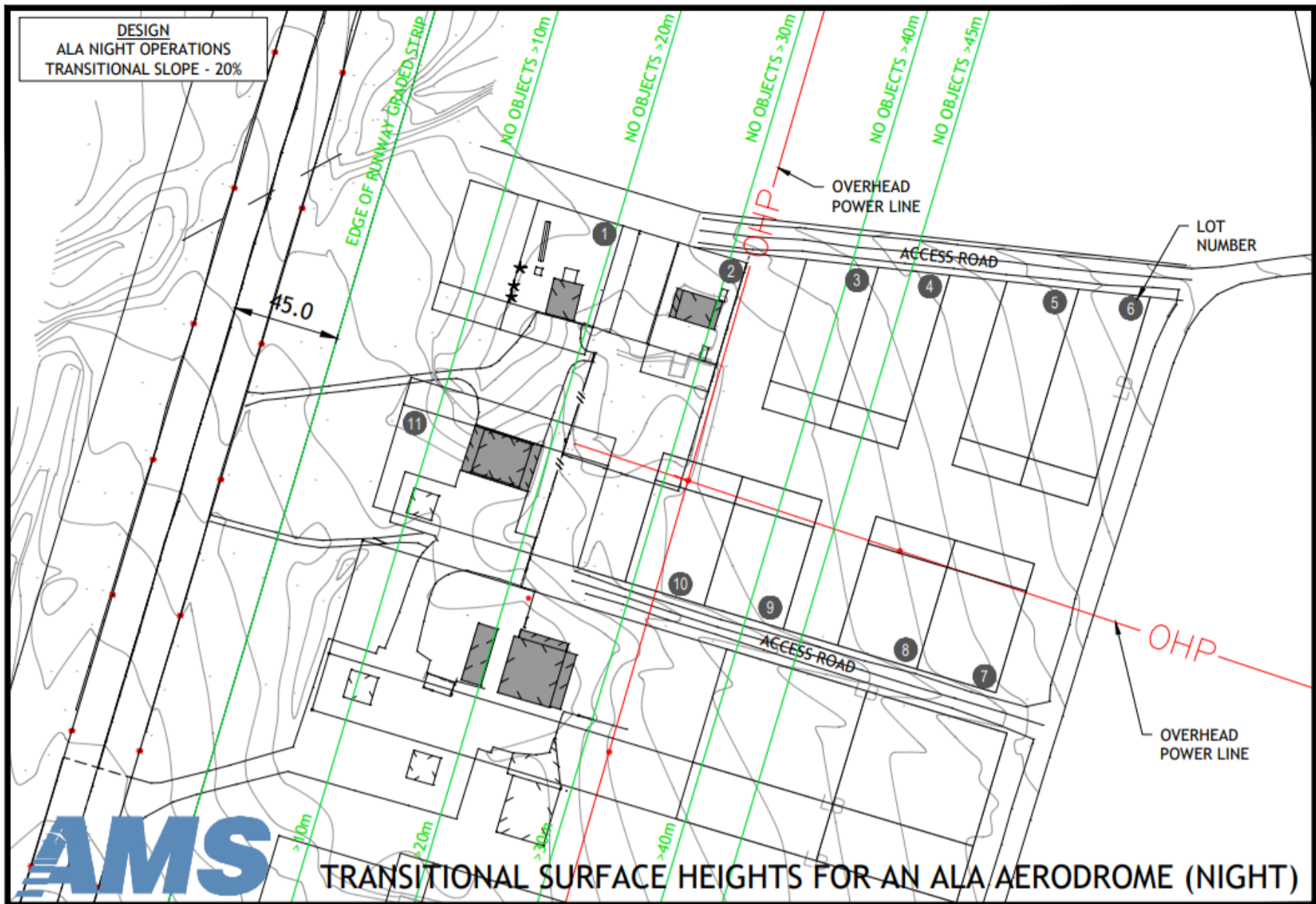
Appendix 11: Transitional Surface Heights for Exmouth ALA (Day)



Cad File: S:\Exmouth\Drawings\201 MASTER PLAN\Cad\EXM-201-DR-007.dwg 10-Nov-20 - 09:20:26 AM

FINAL

Appendix 12: Transitional Surface Heights for Exmouth ALA (Night)



Cad File: S:\Exmouth\Drawings\201 MASTER PLAN\Cad\EXM-201-DR-008.dwg 10-Nov-20 - 09:23:16 AM

FINAL

Shire of Exmouth

DELEGATION REGISTER



Adopted by Council on 24 June 2021

Table of Contents

DOCUMENT CONTROL	4
1. LOCAL GOVERNMENT ACT 1995	5
1.1 Council to Committees of Council	5
1.1.1 Ningaloo Tourism Advisory Group.....	5
1.1.2 Shire President COVID-19 Relief Fund Committee	6
1.2 Council to Chief Executive Officer	7
1.2.1 Redundant 23/12/2020.....	7
1.2.2 Property and Acquisition and Disposal.....	8
1.2.3 Performing Functions Outside Own District	10
1.2.4 Payments from Municipal or Trust Fund.....	11
1.2.5 Power to invest and Manage Investments.....	12
1.2.6 Waiving and Granting of Concession and Write off of Debts other than Rates and Services Charges ...	13
1.2.7 Shire of Exmouth Operative Local Planning Scheme	14
1.2.8 Power of Entry	17
1.2.9 Agreement as to Payment of rates and Service Charges	18
1.2.10 Recovery of Rates or Service Charges	19
1.2.11 Certain things to be done in respect of Land	20
1.2.12 Temporary Road Closures	21
1.2.13 Private Works on, Over or Under Public Places	22
1.2.14 Gates and Other Devices Across Thoroughfares	23
1.2.15 Excavation on Public Thoroughfares	24
1.2.16 Crossing from Public Thoroughfare to Private Land or Private Thoroughfare.....	25
1.2.17 Permits for Heavy Haulage.....	26
1.2.18 Sponsorship Donations, Waiver of Fees.....	27
1.2.19 Private Works.....	28
1.3 Chief Executive Officer to Employees	29
1.3.1 Destruction of Electoral Papers	29
1.3.2 Acting Chief Executive Officer.....	30
1.3.3 Representing Local Government in Court.....	31
1.3.4 Appoint Authorised Persons	32
2. BUILDING ACT 2011	33
2.1 Council to Chief Executive Officer / Employees	33
2.1.1 Designate Employees as Authorised Persons	33
2.1.2 Grant a Building Permit	34
2.1.3 Grant a Demolition Permit	35
2.1.4 Building Orders (Issue and Revocation).....	36
2.1.5 Occupancy Permit or Building Approval Certificate	37
2.1.6 Inspection and Copies of Building Records	38
2.1.7 Referrals and Issuing Certificates.....	39

Delegation Register

Shire of Exmouth



2.1.8	Private Pool Barrier – Alternative and Performance Solutions	40
2.1.9	Smoke Alarms – Alternative Solutions.....	41
2.1.10	Appointment of Authorised Persons (Swimming Pool Inspectors).....	42
3.	FOOD ACT 2008	43
3.1	Council to CEO/Employees.....	43
3.1.1	Appoint Authorised Officers and Designated Officers.....	43
3.1.2	Determine Compensation	44
3.1.3	Prohibition Orders	45
3.1.4	Food Business Registrations.....	46
3.1.5	Debt Recovery and Prosecutions.....	47
3.1.6	Food Businesses List – Public Access	48
4.	PUBLIC HEALTH ACT 2016.....	49
4.1	Council to CEO/Employees.....	49
4.1.1	Appoint Authorised Officer or Approved Officer (Asbestos Regs).....	49
4.1.2	Designate Authorised Officers	50
5.	CAT ACT 2011	51
5.1	Council to CEO	51
5.1.1	Appoint Authorised Persons	51
5.1.2	Cat Registrations.....	52
5.2	Chief Executive Officer to Employees.....	53
5.2.1	Infringement Notices – Extensions and Withdrawals.....	53
6.	DOG ACT 1976	54
6.1	Council to CEO	54
6.1.1	Appoint Authorised Persons	54
6.1.2	Refuse or Cancel Registration	55
6.1.3	Kennel Establishments	56
6.1.4	Declare Dangerous Dog.....	57
7.	BUSH FIRES ACT 1954.....	58
7.1	Council to CEO, President and Bush Fire Control Officer.....	58
7.1.1	Appoint Authorised Persons	58
7.1.2	Prosecution of Offences	59
7.1.3	Prohibited and Restricted Burning Times Variation	60
7.1.4	Notices of Legal Proceedings – Bush Fires	61
7.1.5	Prosecution of Offences.....	62
8.	CARAVAN PARK AND CAMPING GROUNDS ACT 1995.....	63
8.1	Council to CEO/Employees.....	63
8.1.1	Appoint Authorised Persons	63
9.	CONTROL OF VEHICLES (OFF-ROAD AREAS) ACT 1978	64
9.1	Council to CEO	64
9.1.1	Appoint Authorised Persons	64
10.	LITTER ACT 1979	65
10.1	Council to CEO	65

Delegation Register

Shire of Exmouth



10.1.1	Appoint Authorised Persons	65
11.	PLANNING AND DEVELOPMENT ACT 2005	66
11.1	Council to CEO	66
11.1.1	Illegal Development.....	66
11.1.2	Subdivision and Amalgamation.....	67
11.1.3	Built Strata Subdivision.....	68
11.1.4	Enforcement Powers	69
11.1.5	Reports to the Development Assessment Panel.....	70
11.1.6	Authorised Person – Infringement Notices and Enforcement Powers.....	71
11.1.7	Response to Applications for Public Works.....	72
11.2	Local Planning Scheme - Council to CEO.....	73
11.2.1	Development Applications	73
11.2.2	Structure Plans and Local Development Plans.....	74
12.	FREEDOM OF INFORMATION ACT 1992.....	76
12.1	Chief Executive Officer to Employees	76
12.1.1	Decisions made under the Freedom of Information Act 1992	76
13.	LIQUOR CONTROL ACT 1998	77
13.1	Council to CEO	77
13.1.1	Compliance Certificates.....	77
14.	STATUTORY AUTHORISATION AND DELEGATIONS TO LOCAL GOVERNMENT FROM STATE GOVERNMENT ENTITIES	78
14.1	Planning and Development Act 2005	78
14.1.1	Instrument of Authorisation – Sign Development Applications for Crown Land as Owner	78
14.2	Environmental Protection Act 1986	82
14.2.1	Noise Control – Environmental Protection Notices [Reg.65(1)]	82
14.2.2	Noise Management Plans – Keeping Log Books, Noise Control Notices, Calibration and Approval of Non-Complying Events.....	83
14.2.3	Noise Management Plans – Construction Sites	84

Delegation Register

Shire of Exmouth



The delegations contained herein have been adopted by Council at the Ordinary Council Meeting held on the 25 June 2020 by absolute majority decision. In addition to delegations made in accordance with the *Local Government Act 1995*, a number of delegations are also made to the Chief Executive Officer, or directly to officers, in accordance with the provision of other legislation ie Building Act 2011.

The delegated register is to assist with improving the time taken to make decisions with the constraints permitted by the relevant legislation.

The register of delegations is to be maintained and reviewed at least once every financial year, pursuant to s5.46 (1) and (2) of the *Local Government Act 1995*.

DOCUMENT CONTROL

Date	Delegation No	Amendment	Council Decision
25/06/2020	As adopted	N/A	OCM 02-0620
23/12/2020	1.2.1 Redundant 1.3.4 New	<i>The Template Delegations Register was amended on 18 Nov 2020 to remove redundant Council to CEO delegations for appointing Authorised Persons under the Local Government Act, Cat Act and Dog Act and to insert a NEW CEO to employee delegation for appointing Authorised Persons under s.9.10 of the LG Act (WALGA advice).</i>	N/A
24/09/2020	1.1.2	<i>Updated Committee Terms of Reference. Expiry date of Committee now 30/06/21</i>	OCM 04-0920
24/06/2021		<i>Annual Delegation Review</i>	OCM

1. LOCAL GOVERNMENT ACT 1995

1.1 Council to Committees of Council

1.1.1 Ningaloo Tourism Advisory Group

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.16 Delegation of some powers and duties to certain committees
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s. 5.17 Limits on delegation of powers and duties to certain committees
Delegate:	Ningaloo Tourism Advisory Group Committee
Function:	1. Authority to approve strategic direction, appoint and apply resources deemed necessary including allocated funding for the effective marketing and promotion of the Ningaloo region.
Council Conditions on this Delegation:	a. The Advisory Group will report regularly to the Shire Exmouth as per the requirements of a Committee of Council.
Express Power to Sub-Delegate:	Nil
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.1.2 Shire President COVID-19 Relief Fund Committee

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995: s.5.16 Delegation of some powers and duties to certain committees</i>
Express Power or Duty Delegated:	<i>Local Government Act 1995: s. 5.17 Limits on delegation of powers and duties to certain committees</i>
Delegate:	Shire President COVID-19 Relief Fund Committee
Function:	<ol style="list-style-type: none">1. Authority to develop the Committees' assessment criteria; and the power to2. disburse funds to community groups and community organisations from the Shire President COVID 19 Relief Fund.
Council Conditions on this Delegation:	<ol style="list-style-type: none">a. The Committee has an expiry date of 30 June 2021.
Express Power to Sub-Delegate:	Nil
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation to be deleted effective the expiry of the Committee 30/06/21.

1.2 Council to Chief Executive Officer

1.2.1 Redundant 23/12/2020

REVIEW

Delegation Register

Shire of Exmouth



1.2.2 Property and Acquisition and Disposal

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.3.58(2) & (3) Disposing of Property
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to dispose of property to: <ol style="list-style-type: none"> (a) to the highest bidder at public auction [s.3.58(2)(a)]. (b) to the person who at public tender called by the local government makes what is considered by the delegate to be, the most acceptable tender, whether or not it is the highest tenders [s.3.58(2)(b)] 2. Authority to dispose of property by private treaty only in accordance with section 3.58(3) and prior to the disposal, to consider any submissions received following the giving of public notice [s.3.58(3)].
Council Conditions on this Delegation:	<ol style="list-style-type: none"> a. Disposal of land or building assets is limited to matters specified in the Annual Budget and in any other case, a Council resolution is required. b. In accordance with s.5.43, disposal of property, for any single project or where not part of a project but part of a single transaction, is limited to a maximum value of \$500,000 or less. c. When determining the method of disposal: <ul style="list-style-type: none"> • Where a public auction is determined as the method of disposal: <ul style="list-style-type: none"> ○ Reserve price has been set by independent valuation. ○ Where the reserve price is not achieved at auction, negotiation may be undertaken to achieve the sale at up to a -10% variation on the set reserve price. • Where a public tender is determined as the method of disposal and the tender does not achieve a reasonable price for the disposal of the property, then the CEO is to determine if better value could be achieved through another disposal method and if so, must determine not to accept any tender and use an alternative disposal method. • Where a private treaty is determined [s.3.58(3)] as the method of disposal, authority to: <ul style="list-style-type: none"> ○ Negotiate the sale of the property up to a -10% variance on the valuation; and ○ Consider any public submissions received and determine if to proceed with the disposal, ensuring that the reasons for such a decision are recorded. d. Where the market value of the property is determined as being less than \$50,000 (F&G r.30(3) excluded disposal) may be undertaken: <ul style="list-style-type: none"> • Without reference to Council for resolution; and • In any case, be undertaken to ensure that the best value return is achieved however, where the property is determined as having a nil market value then, as a minimum, the disposal must ensure environmentally responsible disposal.
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil

Delegation Register

Shire of Exmouth



CEO Conditions on this Sub-Delegation:	Nil

REVIEW

Delegation Register

Shire of Exmouth



1.2.3 Performing Functions Outside Own District

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.3.20(1) Performing functions outside district
Delegate:	Chief Executive Officer
Function:	1. Determine the circumstances where it is appropriate for the Local Government's functions to be performed outside the District and prior to implementing such a decision, obtain the consent of the landowner/s and occupier/s and any other person that has control or management of the land impacted by the performance of the function [s.3.20(1)].
Council Conditions on this Delegation:	a. A decision to undertake a function outside the District, can only be made under this delegation where there is a relevant allocation within the Annual Budget and the performance of the functions does not negatively impact service levels within the District. Where these conditions are not met, the matter must be referred for Council decision.
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Manager Works Coordinator Compliance and Emergency services Ranger Environmental Health Officer
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.2.4 Payments from Municipal or Trust Fund

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government (Financial Management) Regulations 1996:</i> r.12(1)(a) Payments from municipal fund or trust fund, restrictions on making
Delegate:	Chief Executive Officer
Function:	1. Authority to make payments from the municipal or trust funds [r.12(1)(a)].
Council Conditions on this Delegation:	a. Authority to make payments is subject to annual budget limitations.
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Executive Manager Corporate Services Executive Manager Commercial and Community Manager Finance
CEO Conditions on this Sub-Delegation:	<ol style="list-style-type: none"> 1. Delegates must comply with the Procedures approved by the CEO in accordance with Financial Management Regulation 5. 2. Payments by Cheque and EFT transactions must be approved jointly by two Delegates. 3. Delegates that approve the payment must not verify the liability. The verification of incurring the liability via the purchase order, invoice and evidence of goods / service received, must be undertaken independent of the payment approval.

Delegation Register

Shire of Exmouth



1.2.5 Power to invest and Manage Investments

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.6.14 Power to invest <i>Local Government (Financial Management) Regulations 1996:</i> r.19 Investments, control procedures for
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to invest money held in the municipal fund or trust fund that is not, for the time being, required for any other purpose [s.6.14(1)]. 2. Authority to establish and document internal control procedures to be followed in the investment and management of investments [FM r.19].
Council Conditions on this Delegation:	<ol style="list-style-type: none"> a. All investment activity must comply with the Financial Management Regulation 19C and Council Policy 2.6 Investment Policy. b. A report detailing the investment portfolio's performance, exposures and changes since last reporting, is to be provided as part of the Monthly Financial Reports. c. Procedures are to be systematically documented and retained in accordance with the Record Keeping Plan, and must include references that enable recognition of statutory requirements and assign responsibility for actions to position titles. d. Procedures are to be administratively reviewed for continuing compliance and confirmed as 'fit for purpose' and subsequently considered by the Audit and Risk Committee at least once within every 3 financial years. [Audit r.17]
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Corporate Services
CEO Conditions on this Sub-Delegation:	<ol style="list-style-type: none"> 1. Officers acting in the position of an Executive Manager cannot be appointed as a signatory.

Delegation Register

Shire of Exmouth



1.2.6 Waiving and Granting of Concession and Write off of Debts other than Rates and Services Charges

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.6.12 Power to defer, grant discounts, waive or write off debts
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Waive a debt which is owed to the Shire of Exmouth [s.6.12(1)(b)]. 2. Grant a concession in relation to money which is owed to the Shire of Exmouth [s.6.12(1)(b)]. 3. Write off an amount of money which is owed to the Shire of Exmouth [s.6.12(1)(c)]
Council Conditions on this Delegation:	<ol style="list-style-type: none"> a. This Delegation does not apply to debts, which are prescribed as debts that are taken to be a rate or service charge. b. A debt may only be written off where all necessary measures have been taken to locate / contact the debtor and where costs associated with continued action to recover the debt will outweigh the net value of the debt if recovered by the Shire of Exmouth. <ol style="list-style-type: none"> i. Limited to individual debts valued below \$5,000 or cumulative debts of a debtor valued below \$5,000 Write off of debts greater than these values must be referred for Council decision.
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Corporate Services Executive Manager Commercial and Community Executive Manager Development Services Manager Finance
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.2.7 Shire of Exmouth Operative Local Planning Scheme

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42(1)(b) Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.5.42(1)(b) Delegation of some powers or duties to the CEO (limited to only s.214(2), (3) or (5) of the Planning and Development Act.
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Hold in abeyance or return to an applicant for rectification, any development (planning) application that does not contain adequate or sufficient information necessary to properly assess, evaluate, and determine the application in accordance with the Scheme provisions, Council Policy provisions and the matters listed in clause 67 of the Deemed provisions of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>, or any other information deemed necessary to properly assess and determine the application; 2. Determine the land use classification applicable to the proposed use/development for which approval is sought; 3. Determine whether the proposed use/works falls within the classes of development exempt from obtaining development approval pursuant to clause 61 of the Deemed provisions of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>; 4. Determine and effect the consultation of a development (planning) application pursuant to clause 64 of the Deemed provisions of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>; 5. Authority to determine non-planning related objections. Objections against compliant aspects of development (planning) applications or are non-planning related are considered to be non-valid objections to the proposal. 6. To refuse to a development (planning) application for a proposed development designated as a 'X' use, 'A' use, or 'I' use in the scheme, and is determined not to comply with relevant provisions and standards prescribed by the scheme, Council planning policies, structure plan, local development plan, local planning strategy and R-Codes where applicable; 7. To grant approval to a development (planning) application for a development which is determined to comply with the design principles of the R-Codes and where no objections have been received. 8. To grant approval to a development (planning) application for a development designated as a 'P' use, 'I' use or 'A' use in the scheme, and is determined to comply with relevant provisions and standards prescribed by the scheme, Council planning policies, structure plan, local development plan, local planning strategy and R-Codes where applicable; 9. To grant approval to a development (planning) application for development which is not listed and/or designated with a permissibility in

	<p>the scheme where the development is designated as a 'P' use, 'I' use or 'A' use, or the equivalent, by a lawfully adopted planning instrument;</p> <p>10. In exceptional circumstances where a development application is determined not to have any adverse effect on the amenity of the locality, following its referral to surrounding affected land owners and no objecting submissions being received, approve a development (planning) application which varies site and development requirements relating to:</p> <ol style="list-style-type: none"> i. Side and rear setbacks; ii. Front setback variations up to 0.5 metres; iii. Wall height and/or maximum pitched roof height variations up to 0.5 metres; iv. Outbuilding area variations up to 10%; v. Signage dimension and/or maximum height variations up to 0.5 metres; vi. Signage area variations up to 0.5m². <p>11. To grant approval to an annual permit application for a Holiday House, Holiday Accommodation, Bed and Breakfast, Guesthouse, Home Occupation and Home Business approved land use where no complaints have been received in the previous 12 months, and complies with all relevant provisions and standards prescribed by the scheme, Council planning policies, structure plan, local development plan, local planning strategy and R-Codes where applicable;</p> <p>12. To grant approval to a development (planning) application relating to a non-conforming use, and is determined to comply with relevant provisions and standards prescribed by the scheme, Council planning policies, structure plan, local development plan, local planning strategy and R-Codes where applicable;</p> <p>13. To refuse to a development (planning) application relating to a non-conforming use, and is determined not to comply with relevant provisions and standards prescribed by the scheme, Council planning policies, structure plan, local development plan, local planning strategy and R-Codes where applicable;</p> <p>14. Certify that any condition imposed on any development (planning) approval has been completed and fulfilled to the Executive Manager's satisfaction;</p> <p>15. To grant approval to a development (planning) application for an advertising devise/sign in any zone listed in the scheme that complies with relevant provisions prescribed by the scheme, Council planning policies, structure plan, local development plan, local planning strategy and R-Codes where applicable;</p> <p>16. To grant approval to a development (planning) application for an extension of time to commence development of a development (planning) approval;</p> <p>17. To grant approval to amend or delete any condition to which development (planning) approval is granted under delegation, and/or to amend an aspect of the development approved which, if amended, would not substantially change the development approved under delegation or cancel a development (planning) approval determined under delegation at request of the applicant/owner in accordance with clause 77 of the</p>
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Delegation Register

Shire of Exmouth



	<p>deemed provisions of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>; and</p> <p>18. Impose conditions and advice on the approval granted under delegation that are considered necessary to secure the relevant provisions prescribed by the scheme, Council planning policies, structure plan, local development plan, local planning strategy and R-Codes where applicable.</p> <p>19. To grant approval to a development (planning) application for a 'Holiday Accommodation' land use where no submissions objecting to the proposal have been received and the proposal is determined to comply with relevant provisions and standards prescribed by the scheme, Council planning policies, structure plan, local development plan, local planning strategy and R-Codes where applicable;</p> <p>20. To grant approval to a development (planning) application for development on land classified as a local planning scheme reserve as follows:</p> <ul style="list-style-type: none"> i. Where the land is in the control and/or management of the Shire of Exmouth; ii. The development is for a permitted use and/or purpose outlined in a lawfully executed lease issued by the Shire of Exmouth; iii. The development is consistent with any objectives outlined for that reserve in the Scheme; and iv. The value of any works is less than \$500,000.
<p>Council Conditions on this Delegation:</p>	<p>Nil</p>
<p>Express Power to Sub-Delegate:</p>	<p><i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees</p>
<p>Sub-Delegate/s: <i>Appointed by CEO</i></p>	<p>Executive Manager Development Services Senior Town Planner</p>
<p>CEO Conditions on this Sub-Delegation:</p>	<p>Nil</p>

Delegation Register

Shire of Exmouth



1.2.8 Power of Entry

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.3.28 When this Subdivision applies s.3.32 Notice of entry s.3.33 Entry under warrant s.3.34 Entry in an emergency s.3.36 Opening fences
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to exercise powers of enter to enter onto land to perform any of the local Government functions under this Act, other than entry under a Local Law [s.3.28]. 2. Authority to give notice of entry [s.3.32]. 3. Authority to seek and execute an entry under warrant [s.3.33]. 4. Authority to execute entry in an emergency, using such force as is reasonable [s.3.34(1) and (3)]. 5. Authority to give notice and effect entry by opening a fence [s.3.36].
Council Conditions on this Delegation:	a. Delegated authority under s.3.34(1) and (3) may only be used, where there is imminent or substantial risk to public safety or property.
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Building Surveyor Environmental Health Officer Manager Works Coordinator Compliance and Emergency Services
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.2.9 Agreement as to Payment of rates and Service Charges

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.6.49 Agreement as to payment of rates and service charges
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. The Chief Executive Officer is delegated authority to make an agreement with a person for the payment of rates or service charges (s.6.49). 2. Decisions under this delegation must comply with Council Policy 2.10 – Debt Recovery Policy and 2.18 – Financial Hardship Policy-COVID-19. 3. The write off of interest on rates and service charges, as identified in 2.18 – Financial Hardship Policy–COVID-19
Council Conditions on this Delegation:	<ol style="list-style-type: none"> a. Decisions under this delegation must comply with Council Policy 2.10 – Debt Recovery Policy and 2.18 – Financial Hardship Policy-COVID-19. b. The write off of interest on rates and service charges, as identified in 2.18 – Financial Hardship Policy–COVID-19. c. Agreements must be in writing.
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Corporate Services
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.2.10 Recovery of Rates or Service Charges

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.6.55 Rates or service charges recovery s.6.56 Rates or service charges recoverable in court
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Recover rates or services charges on land s.6.55; and 2. Recover rates or services charges, as well as costs of proceedings for the recovery, in a court of competent jurisdiction s.6.56(1)
Council Conditions on this Delegation:	Nil
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Corporate Services
CEO Conditions on this Sub-Delegation:	Nil

DRAFT

Delegation Register

Shire of Exmouth



1.2.11 Certain things to be done in respect of Land

Delegator:	Local Government
Express Power to delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Appointed:	<i>Local Government Act 1995:</i> s3.24 Authorising persons under this Subdivision s3.25 Notices requiring certain things to be done by owner or occupier of land s3.26 Additional powers when notices given
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Exercise on behalf of the local government the powers given to a local government by Subdivision 2 (Certain Provisions about Land) of the <i>Local Government Act 1995</i>; and 2. To issue notices and take the necessary action to recover costs from the person who failed to comply with the notice. (Refer Section 3.24 to 3.26– Schedule 3.1.).
Conditions on this Appointment:	a. Documenting how they formed the opinion that the things to be performed are necessary to protect and/or enhance the health, safety or amenity of the persons or property in the district or to remove a nuisance.
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Senior Town Planner
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.2.12 Temporary Road Closures

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.3.50 Closing certain thoroughfares to vehicles s.3.50A Partial closure of thoroughfare for repairs or maintenance s.3.51 Affected owners to be notified of certain proposals
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to close a thoroughfare (wholly or partially) to vehicles or particular classes of vehicles for a period not exceeding 4-weeks [s.3.50(1)]. 2. Authority to determine to close a thoroughfare for a period exceeding 4-weeks and before doing so, to: <ol style="list-style-type: none"> i. give; public notice, written notice to the Commissioner of Main Roads and written notice to prescribed persons and persons that own prescribed land; and ii. consider submissions relevant to the road closure/s proposed [s.3.50(1a), (2) and (4)]. 3. Authority to revoke an order to close a thoroughfare [s.3.50(6)]. 4. Authority to partially and temporarily close a thoroughfare without public notice for repairs or maintenance, where it is unlikely to have significant adverse effect on users of the thoroughfare [s.3.50A] 5. Before doing anything to which section 3.51 applies, take action to notify affected owners and give public notice that allows reasonable time for submissions to be made and consider any submissions made before determining to fix or alter the level or alignment of a thoroughfare or draining water from a thoroughfare to private land [s.3.51].
Conditions on this Appointment:	If, under s.3.50(1), a thoroughfare is closed without giving local public notice, local public notice is to be given as soon as practicable after the thoroughfare is closed [s.3.50(8)]
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Manager Works Coordinator Compliance and Emergency Services
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.2.13 Private Works on, Over or Under Public Places

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.3.25(1)(b) Notices requiring certain things to be done by owner or occupier of land s.3.26(2) and (3) Additional powers when notices given Sch. 9.1 cl. 8 Schedule 9.1(5) Private works on, over, or under public places <i>Local Government (Uniform Provisions) Regulations:</i> Regulation 17 Private works on, over, or under public places
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> Grant permission to a person to construct anything on, over, or under a public thoroughfare or other public place that is Local Government property, and impose conditions in respect to the permission, subject to the requirements of Regulation 17 of the <i>Local Government (Uniform Provisions) Regulations 1996</i>. Issue a notice under Section 3.25(1)(b) to a person who has not complied with a condition imposed on a permission given under (1.0) above. Do anything that is considered necessary to achieve, so far as is practicable, the purpose for which the notice was given under (2.0) above. Recover the cost of anything done under (3.0) above as a debt due from the person who failed to comply with the notice issued, subject to notification being given to Council prior to legal action commencing.
Conditions on this Appointment:	Council Policy – 7.8 Alternations or Damage to Council Street Infrastructure
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Manager Works
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.2.14 Gates and Other Devices Across Thoroughfares

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.3.25(2)(3) Notices requiring certain things to be done by owner or occupier of land s.3.26(2) and (3) Additional powers when notices given Sch. 9.1 cl. 5 Gates across public thoroughfares <i>Local Government (Uniform Provisions) Regulations:</i> Regulation 9 - Permission to have gate across public thoroughfare — Sch. 9.1 cl. 5(1)
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Grant permission to have a gate or other device across a public thoroughfare under the care, control and management of the Shire, and impose conditions in respect to the permission, subject to: <ul style="list-style-type: none"> • a) The requirements of Regulation 9 of the Local Government (Uniform Provisions) Regulations 1996; and • b) A register of gates and other devices being kept in accordance with Clause 9(8) of the Local Government (Uniform Provisions) Regulations 1996. 2. Issue a notice under Section 3.25(1)(b) to a person who has not complied with a condition imposed on a permission given under (1.0) above. 3. Do anything that is considered necessary to achieve, so far as is practicable, the purpose for which the notice was given under (2.0) above.
Conditions on this Appointment:	a. Recover the cost of anything done under (3.0) above as a debt due from the person who failed to comply with the notice issued subject to notification being given to Council prior to legal action commencing.
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Manager Works
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.2.15 Excavation on Public Thoroughfares

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.3.25(1)(b) Notices requiring certain things to be done by owner or occupier of land s.3.26(2) and (3) Additional powers when notices given Sch. 9.1 cl. 6 Dangerous excavation in or near public thoroughfare <i>Local Government (Uniform Provisions) Regulations:</i> Regulation 11 - Dangerous excavation in or near public thoroughfare — Sch. 9.1 cl. 6
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Grant permission to a person to make or make and leave, an excavation of specified dimensions and in a specified way in a specified part of a public thoroughfare or on a specified part of land adjoining a public thoroughfare, and impose conditions in respect to the permission, subject to the requirements of Regulation 11 of the Local Government (Uniform Provisions) Regulations 1996; 2. Issue a notice under Section 3.25(1)(b) to a person who has not complied with a condition imposed on a permission given under (1.0) above. 3. Do anything that is considered necessary to achieve, so far as is practicable, the purpose for which the notice was given under (2.0) above.
Conditions on this Appointment:	a. Recover the cost of anything done under (3.0) above as a debt due from the person who failed to comply with the notice issued subject to notification being given to Council prior to legal action commencing
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Manager Works
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.2.16 Crossing from Public Thoroughfare to Private Land or Private Thoroughfare

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.3.25(1)(b) Notices requiring certain things to be done by owner or occupier of land s.3.26(2) and (3) Additional powers when notices given Sch. 9.1 cl. 7 Crossing from public thoroughfare to private land or private thoroughfare <i>Local Government (Uniform Provisions) Regulations:</i> Regulation 12 - Crossing from public thoroughfare to private land or private thoroughfare — Sch. 9.1 cl. 7(2) Regulation 13 - Requirement to construct or repair crossing — Sch. 9.1 cl. 7(3) Regulation 14 - Role of Commissioner of Main Roads in some cases — Sch. 9.1 cl. 7(2)
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Approve or refuse an application from an owner of land, to construct a crossing giving access from a public thoroughfare to the land, or a private thoroughfare serving the land, and impose conditions in respect to the approval, subject to the requirements of Regulation 14(2) of the Local Government (Uniform Provisions) Regulations 1996. 2. Issue a notice under Section 3.25(1)(b) to a person who has not complied with a condition imposed on a permission given under (1.0) above. 3. Do anything that is considered necessary to achieve, so far as is practicable, the purpose for which the notice was given under (2.0) above. 4. Recover the cost of anything done under (3.0) above as a debt due from the person who failed to comply with the notice issued, subject to notification being given to Council prior to legal action commencing. 5. Issue a notice under Regulation 13(1) of the Local Government (Uniform Provisions) Regulations 1996 to the owner or occupier of private land to construct or repair a crossing from a public thoroughfare to the land, or a private thoroughfare serving the land, subject to the requirements of Regulation 14(2) of the Local Government (Uniform Provisions) Regulations 1996.
Conditions on this Appointment:	Nil
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Manager Works
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.2.17 Permits for Heavy Haulage

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Main Roads Act 1930</i> Part 4 – 13(A) Local government to be consulted on matters to do with highways and main roads
Delegate:	Chief Executive Officer
Function:	1. Authority to determine any heavy haulage application and either recommend: <ul style="list-style-type: none"> a. Approval of the application with conditions; or b. Refusal of the application. to Main Roads WA for heavy haulage vehicles to use any local road within the district, subject to the requirements of any relevant Council Policy as set and amended from time to time that specifies approved routes and conditions listed therein.
Conditions on this Appointment:	Nil
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Manager Works
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.2.18 Sponsorship Donations, Waiver of Fees

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.6.12 Power to defer, grant discounts, waive or write off debts
Delegate:	Chief Executive Officer
Function:	1. Authority to consider applications received for financial assistance and make the appropriate donation or engage into a sponsorship arrangement.
Conditions on this Appointment:	a. In accordance with Council budget and Policy (4.1 – Sponsorship Policy)
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Executive Manager Commercial and Community Executive Manager Corporate Services
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.2.19 Private Works

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Delegate:	Chief Executive Officer
Function:	1. The Chief Executive Officer is delegated authority to approve all private works in accordance with any relevant Council policy and rates and charges as set by Council.
Conditions on this Appointment:	In accordance with Council Policy 7.10 Private Works
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Manager Works
CEO Conditions on this Sub-Delegation:	Nil

DRAFT

1.3 Chief Executive Officer to Employees

1.3.1 Destruction of Electoral Papers

Delegator:	Chief Executive Officer
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Express Power or Duty Delegated:	<i>Local Government (Elections) Regulations 1996:</i> r.82(4) Keeping election papers – s4.84(a)
Delegate:	Executive Manager Corporate Services Senior Information Officer / Information Management Officer
Function:	1. Authority to, after a period of 4-years, destroy the parcels of election papers in the presence of at least 2 other employees [Elect. r.82(4)].
Council Conditions on this Delegation:	Nil
Express Power to Sub-Delegate:	Nil
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.3.2 Acting Chief Executive Officer

Delegator:	Chief Executive Officer
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.5.39(1a)(a) An employee may act in the position of a CEO
Delegate:	Executive Manager Commercial and Community Executive Manager Corporate Services Executive Manager Development Services
Function:	1. Senior Employee to act in the capacity of Chief Executive Officer during absences not exceeding three months [s.5.39(1a)(a)]
CEO Conditions on this Delegation:	a. Only a senior permanent employee can be appointed as acting Chief Executive Officer and in accordance with Policy 1.21 Appointment of Acting Chief Executive Officer
Express Power to Sub-Delegate:	Nil
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

DRAFT

Delegation Register

Shire of Exmouth



1.3.3 Representing Local Government in Court

Delegator:	Chief Executive Officer
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s. 9.29 Representing local government in court
Delegate:	Executive Manager Commercial and Community Executive Manager Corporate Services Executive Manager Development Services Senior Town Planner Environmental Health Officer Manager Works
Function:	1. To represent the local government in proceedings in the Magistrates Court the Children's Court or the State Administrative Tribunal or proceedings in respect of a claim against a person who takes the benefit of an Act for the relief of bankrupt debtors [s.9.29(1)(a) & (b)]
CEO Conditions on this Delegation:	a. Provided the proceedings relate to the officer's position description.
Express Power to Sub-Delegate:	Nil
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



1.3.4 Appoint Authorised Persons

Delegator:	Chief Executive Officer
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Express Power or Duty Delegated:	<i>Local Government Act 1995:</i> s.3.24 Authorising persons under this subdivision [Part 3, Division 3, Subdivision 2 – Certain provisions about land] s.9.10 Appointment of authorised persons
Delegate:	Executive Manager Commercial and Community Executive Manager Development Services Manager Works Environmental Health Officer Building Surveyor Coordinator Compliance and Emergency Services Ranger
Function:	<ol style="list-style-type: none"> 1. Authority to appoint persons or classes of persons as authorised persons [s.3.24 and s.9.10] for the purpose of fulfilling functions of an authorised person prescribed in the following legislation inclusive of subsidiary legislation made under each Act i.e. Regulations: <ol style="list-style-type: none"> (a) Local Government Act 1995 and its subsidiary legislation, including Local Government Act Regulations, the <i>Local Government (Miscellaneous Provisions) Act 1960</i> and Local Laws made under the Local Government Act.. (b) <i>Caravan Parks and Camping Grounds Act 1995</i>; (c) <i>Cat Act 2011</i>; (d) <i>Cemeteries Act 1986</i>; (e) <i>Control of Vehicles (Off-road Areas) Act 1978</i>; (f) <i>Dog Act 1976</i>; (g) Graffiti Vandalism Act 2016 – refer s.15; and (e) any other legislation prescribed for the purposes of s.9.10 of the <i>Local Government Act 1995</i>. 2. Authority to appoint authorised persons for the purposes of section 9.16 of the <i>Local Government Act 1995</i>, <u>as a precondition</u> for appointment as authorised officers in accordance with Regulation 70(2) of the Building Regulations 2012 and section 6(b) of the <i>Criminal Procedure Act 2004</i>.
CEO Conditions on this Delegation:	<ol style="list-style-type: none"> a. A register of Authorised Persons is to be maintained as a Local Government Record. b. Only persons who are appropriately qualified and trained may be appointed as Authorised persons.
Express Power to Sub-Delegate:	Nil

2. BUILDING ACT 2011

2.1 Council to Chief Executive Officer / Employees

2.1.1 Designate Employees as Authorised Persons

Delegator:	Permit Authority (Local Government)
Express Power to Delegate:	<i>Building Act 2011:</i> s.127(1) & (3) Delegation: special permit authorities and local government
Express Power or Duty Delegated:	<i>Building Act 2011:</i> s.96(3) authorised persons s.99(3) Limitation on powers of authorised person
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to designate an employee as an authorised person [s.96(3)]. 2. Authority to revoke or vary a condition of designation as an authorised person or give written notice to an authorised person limiting powers that may be exercised by that person [s.99(3)]. 3. Authority to undertake the following functions as authorised persons: <ol style="list-style-type: none"> a) Entry powers [s.100] b) Powers after entry and compliance purposes [s.101] c) Obtaining information and documents [s.102] d) Use of force and assistance [s.103] e) Entry warrant to enter a place [s.106] f) Execution of warrant [s.109] g) To carry out the functions to give effect to a building order [s.118]
Council Conditions on this Delegation:	a. Decisions under this delegated authority should be in accordance with r.5A of the <i>Building Regulations 2012</i> .
Express Power to Sub-Delegate:	<i>Building Act 2011:</i> s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO)
Sub-Delegate/s: <i>Appointed by CEO</i>	Building Surveyor
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



2.1.2 Grant a Building Permit

Delegator:	Permit Authority (Local Government)
Express Power to Delegate:	<i>Building Act 2011:</i> s.127(1) & (3) Delegation: special permit authorities and local government
Express Power or Duty Delegated:	<i>Building Act 2011:</i> s.18 Further Information s.20 Grant of building permit s.22 Further grounds for not granting an application s.27(1) and (3) Impose Conditions on Permit <i>Building Regulations 2012:</i> r.23 Application to extend time during which permit has effect (s.32) r.24 Extension of time during which permit has effect (s.32(3)) r.26 Approval of new responsible person (s.35(c))
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to require an applicant to provide any documentation or information required to determine a building permit application [s.18(1)]. 2. Authority to grant or refuse to grant a building permit [s.20(1) & (2) and s.22]. 3. Authority to impose, vary or revoke conditions on a building permit [s.27(1) and (3)]. 4. Authority to determine an application to extend time during which a building permit has effect [r.23]. <ol style="list-style-type: none"> i. Subject to being satisfied that work for which the building permit was granted has not been completed OR the extension is necessary to allow rectification of defects of works for which the permit was granted [r.24(1)] ii. Authority to impose any condition on the building permit extension that could have been imposed under s.27 [r.24(2)]. 5. Authority to approve, or refuse to approve, an application for a new responsible person for a building permit [r.26].
Council Conditions on this Delegation:	Nil
Express Power to Sub-Delegate:	<i>Building Act 2011:</i> s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO)
Sub-Delegate/s: <i>Appointed by CEO</i>	Building Surveyor
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



2.1.3 Grant a Demolition Permit

Delegator:	Permit Authority (Local Government)
Express Power to Delegate:	<i>Building Act 2011:</i> s.127(1) & (3) Delegation: special permit authorities and local government
Express Power or Duty Delegated:	<i>Building Act 2011:</i> s.18 Further Information s.21 Grant of demolition permit s.22 Further grounds for not granting an application s.27(1) and (3) Impose Conditions on Permit <i>Building Regulations 2012:</i> r.23 Application to extend time during which permit has effect (s.32) r.24 Extension of time during which permit has effect (s.32(3)) r.26 Approval of new responsible person (s.35(c))
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to require an applicant to provide any documentation or information required to determine a demolition permit application [s.18(1)]. 2. Authority to grant or refuse to grant a demolition permit application [s.20(1) & (2) and s.22]. 3. Authority to impose, vary or revoke conditions on a demolition permit [s.27(1) and (3)]. 4. Authority to determine an application to extend time during which a demolition permit has effect [r.23]. <ol style="list-style-type: none"> i. Subject to being satisfied that work for which the building permit was granted has not been completed OR the extension is necessary to allow rectification of defects of works for which the permit was granted [r.24(1)] ii. Authority to impose any condition on the demolition permit extension that could have been imposed under s.27 [r.24(2)]. 5. Authority to approve, or refuse to approve, an application for a new responsible person for a demolition permit [r.26].
Council Conditions on this Delegation:	Nil
Express Power to Sub-Delegate:	<i>Building Act 2011:</i> s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO)
Sub-Delegate/s: <i>Appointed by CEO</i>	Building Surveyor
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



2.1.4 Building Orders (Issue and Revocation)

Delegator:	Permit Authority (Local Government)
Express Power to Delegate:	<i>Building Act 2011:</i> s.127(1) & (3) Delegation: special permit authorities and local government
Express Power or Duty Delegated:	<i>Building Act 2011:</i> s.110(1) A permit authority may make a building order s.111(1) Notice of proposed building order other than building order (emergency) s.117(1) and (2) A permit authority may revoke a building order or notify that it remains in effect s.118(2) and (3) Permit authority may give effect to building order if non-compliance s.133(1) A permit authority may commence a prosecution for an offence against this Act
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to make Building Orders in relation to: <ol style="list-style-type: none"> a. Building work b. Demolition work c. An existing building or incidental structure [s.110(1)]. 2. Authority to give notice of a proposed building order and consider submissions received in response and determine actions [s.111(1)(c)]. 3. Authority to revoke a building order [s.117]. 4. If there is non-compliance with a building order, authority to cause an authorised person to: <ol style="list-style-type: none"> a. takes any action specified in the order; or b. commences or complete any work specified in the order; or c. if any specified action was required by the order to cease, to take such steps as are reasonable to cause the action to cease [s.118(2)]. 5. Authority to take court action to recover as a debt, reasonable costs and expense incurred in doing anything in regard to non-compliance with a building order [s.118(3)]. 6. Authority to initiate a prosecution pursuant to section 133(1) for non-compliance with a building order made pursuant to section 110 of the <i>Building Act 2011</i>.
Council Conditions on this Delegation:	Nil
Express Power to Sub-Delegate:	<i>Building Act 2011:</i> s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO)
Sub-Delegate/s: <i>Appointed by CEO</i>	Building Surveyor
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



2.1.5 Occupancy Permit or Building Approval Certificate

Delegator:	Permit Authority (Local Government)
Express Power to Delegate:	<i>Building Act 2011:</i> s.127(1) & (3) Delegation: special permit authorities and local government
Express Power or Duty Delegated:	<i>Building Act 2011:</i> s.55 Further information s.58 Grant of occupancy permit, building approval certificate s.62(1) and (3) Conditions imposed by permit authority s.65(4) Extension of period of duration Building Regulations 2012 r.40 Extension of period of duration of time limited occupancy permit or building approval certificate (s.65)
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to require an applicant to provide any documentation or information required in order to determine an application [s.55]. 2. Authority to grant, refuse to grant or to modify an occupancy permit or building approval certificate [s.58]. 3. Authority to impose, add, vary or revoke conditions on an occupancy permit [s.62(1) and (3)]. 4. Authority to extend, or refuse to extend, the period in which an occupancy permit or modification or building approval certificate has effect [s.65(4) and r.40].
Council Conditions on this Delegation:	Nil
Express Power to Sub-Delegate:	<i>Building Act 2011:</i> s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO)
Sub-Delegate/s: <i>Appointed by CEO</i>	Building Surveyor
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



2.1.6 Inspection and Copies of Building Records

Delegator:	Permit Authority (Local Government)
Express Power to Delegate:	<i>Building Act 2011:</i> s.127(1) & (3) Delegation: special permit authorities and local government
Express Power or Duty Delegated:	<i>Building Act 2011:</i> s.131(2) Inspection, copies of building records
Delegate:	Chief Executive Officer
Function:	1. Authority to determine an application from an interested person to inspect and copy a building record [s.131(2)].
Council Conditions on this Delegation:	Nil
Express Power to Sub-Delegate:	<i>Building Act 2011:</i> s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO)
Sub-Delegate/s: <i>Appointed by CEO</i>	Building Surveyor
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



2.1.7 Referrals and Issuing Certificates

Delegator:	Permit Authority (Local Government)
Express Power to Delegate:	<i>Building Act 2011:</i> s.127(1) & (3) Delegation: special permit authorities and local government
Express Power or Duty Delegated:	<i>Building Act 2011:</i> s.145A Local Government functions
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to refer uncertified applications under s.17(1) to a building surveyor who is not employed by the local government [s.145A(1)]. 2. Authority to issue a certificate for Design Compliance, Construction Compliance or Building Compliance whether or not the land subject of the application is located in the Shire of Exmouth [s.145A(2)].
Council Conditions on this Delegation:	Nil
Express Power to Sub-Delegate:	<i>Building Act 2011:</i> s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO)
Sub-Delegate/s: <i>Appointed by CEO</i>	Building Surveyor
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



2.1.8 Private Pool Barrier – Alternative and Performance Solutions

Delegator:	Permit Authority (Local Government)
Express Power to Delegate:	<i>Building Act 2011:</i> s.127(1) & (3) Delegation: special permit authorities and local government
Express Power or Duty Delegated:	<i>Building Regulations 2012:</i> r.51 Approvals by permit authority
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to approve requirements alternative to a fence, wall, gate or other component included in the barrier, if satisfied that the alternative requirements will restrict access by young children as effectively as if there were compliance with AS 1926.1 [r.51(2)] 2. Authority to approve a door for the purposes of compliance with AS 1926.1, where a fence or barrier would cause significant structural or other problem which is beyond the control of the owner / occupier or the pool is totally enclosed by a building or a fence or barrier between the building and pool would create a significant access problem for a person with a disability [r.51(3)] 3. Authority to approve a performance solution to a Building Code pool barrier requirement if satisfied that the performance solution complies with the relevant performance requirement [r.51(5)].
Council Conditions on this Delegation:	Nil
Express Power to Sub-Delegate:	<i>Building Act 2011:</i> s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO)
Sub-Delegate/s: <i>Appointed by CEO</i>	Building Surveyor
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



2.1.9 Smoke Alarms – Alternative Solutions

Delegator:	Permit Authority (Local Government)
Express Power to Delegate:	<i>Building Act 2011:</i> s.127(1) & (3) Delegation: special permit authorities and local government
Express Power or Duty Delegated:	<i>Building Regulations 2012:</i> r.55 Terms Used (alternative building solution approval) r.61 Local Government approval of battery powered smoke alarms
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to approve alternative building solutions which meet the performance requirement of the Building Code relating to fire detection and early warning [r.55]. 2. Authority to approve or refuse to approve a battery powered smoke alarm and to determine the form of an application for such approval [r.61].
Council Conditions on this Delegation:	Nil
Express Power to Sub-Delegate:	<i>Building Act 2011:</i> s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO)
Sub-Delegate/s: <i>Appointed by CEO</i>	Building Surveyor
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



2.1.10 Appointment of Authorised Persons (Swimming Pool Inspectors)

Delegator:	Permit Authority (Local Government)
Express Power to Delegate:	<i>Building Act 2011:</i> s.127(1) & (3) Delegation: special permit authorities and local government
Express Power or Duty Delegated:	<i>Building Regulations 2012:</i> r.53 Inspection of barrier to private swimming pool
Delegate:	Chief Executive Officer
Function:	1. To inspect the barrier of private swimming pools every 4 years to ensure compliance with the <i>Building Regulations 2012</i> [r.53]
Council Conditions on this Delegation:	a. Authorisation from Local Government, pursuant to section 3.93(2)(d), 96(3) of the <i>Building Act 2011 Regulation 5A of the Building Regulation 2012</i> to designate authorised persons for the purpose of that Act.
Express Power to Sub-Delegate:	<i>Building Act 2011:</i> s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO)
Sub-Delegate/s: <i>Appointed by CEO</i>	Building Surveyor Building Maintenance Officer
CEO Conditions on this Sub-Delegation:	Nil

DRAFT

3. FOOD ACT 2008

3.1 Council to CEO/Employees

3.1.1 Appoint Authorised Officers and Designated Officers

Delegator:	Local Government
Express Power to Delegate:	<i>Food Act 2008:</i> s.118 Functions of enforcement agencies and delegation (2)(b) Enforcement agency may delegate a function conferred on it (3) Delegation subject to conditions [s.119] and guidelines adopted [s.120] (4) Sub-delegation permissible only if expressly provided in regulations
Express Power or Duty Delegated:	<i>Food Act 2008:</i> s.122(1) Appointment of authorised officers s.126(6), (7) and (13) Infringement Officers
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to appoint a person to be an authorised officer for the purposes of the Food Act 2008 [s.122(2)]. 2. Authority to appoint an Authorised Officer appointed under s.122(2) of this Act or the s.24(1) of the <i>Public Health Act 2016</i>, to be a Designated Officer for the purposes of issuing Infringement Notices under the <i>Food Act 2008</i> [s.126(13)]. 3. Authority to appoint an Authorised Officer to be a Designated Officer (who is prohibited by s.126(13) from also being a Designated Officer for the purpose of issuing infringements), for the purpose of extending the time for payment of modified penalties [s.126(6)] and determining withdrawal of an infringement notice [s.126(7)].
Council Conditions on this Delegation:	<ol style="list-style-type: none"> a. In accordance with s.118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time, including but not limited to: <ul style="list-style-type: none"> • Appointment of Authorised Officers as Meat Inspectors • Appointment of Authorised Officers • Appointment of Authorised Officers – Designated Officers only • Appointment of Authorised Officers – Appointment of persons to assist with the discharge of duties of an Authorised Officer
Express Power to Sub-Delegate:	NIL – Food Regulations 2009 do not provide for sub-delegation.
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



3.1.2 Determine Compensation

Delegator:	Local Government
Express Power to Delegate:	Food Act 2008: s.118 Functions of enforcement agencies and delegation (2)(b) Enforcement agency may delegate a function conferred on it
Express Power or Duty Delegated:	Food Act 2008: s.118 Functions of enforcement agencies and delegation (3) Delegation subject to conditions [s.119] and guidelines adopted [s.120] (4) Sub-delegation permissible only if expressly provided in regulations s.56(2) Compensation to be paid in certain circumstances s.70(2) and (3) Compensation
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to determine applications for compensation in relation to any item seized, if no contravention has been committed and the item cannot be returned [s.56(2)]. 2. Authority to determine an application for compensation from a person on whom a prohibition notice has been served and who has suffered loss as the result of the making of the order and who considers that there were insufficient grounds for making the order [s.70(2) and (3)].
Council Conditions on this Delegation:	<ol style="list-style-type: none"> a. In accordance with s.118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time. b. Compensation under this delegation may only be determined upon documented losses up to a maximum of \$1000 Compensation requests above this value are to be reported to Council.
Express Power to Sub-Delegate:	NIL – Food Regulations 2009 do not provide for sub-delegation.
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



3.1.3 Prohibition Orders

Delegator:	Local Government
Express Power to Delegate:	<i>Food Act 2008:</i> s.118 Functions of enforcement agencies and delegation (2)(b) Enforcement agency may delegate a function conferred on it
Express Power or Duty Delegated:	<i>Food Act 2008:</i> s.118 Functions of enforcement agencies and delegation (3) Delegation subject to conditions [s.119] and guidelines adopted [s.120] (4) Sub-delegation permissible only if expressly provided in regulations s.65(1) Prohibition orders s.66 Certificate of clearance to be given in certain circumstances s.67(4) Request for re-inspection
Delegate:	Chief Executive Officer Environmental Health Officer
Function:	<ol style="list-style-type: none"> 1. Authority to serve a prohibition order on the proprietor of a food business in accordance with s.65 of the Food Act 2008 [s.65(1)]. 2. Authority to give a certificate of clearance, where inspection demonstrates compliance with a prohibition order and any relevant improvement notices [s.66]. 3. Authority to give written notice to proprietor of a food business on whom a prohibition order has been served of the decision not to give a certificate of clearance after an inspection [s.67(4)].
Council Conditions on this Delegation:	a. In accordance with s.118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time.
Express Power to Sub-Delegate:	NIL – Food Regulations 2009 do not provide for sub-delegation.
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



3.1.4 Food Business Registrations

Delegator:	Local Government
Express Power to Delegate:	Food Act 2008: s.118 Functions of enforcement agencies and delegation (2)(b) Enforcement agency may delegate a function conferred on it
Express Power or Duty Delegated:	Food Act 2008: s.118 Functions of enforcement agencies and delegation (3) Delegation subject to conditions [s.119] and guidelines adopted [s.120] (4) Sub-delegation permissible only if expressly provided in regulations s.110(1) and (5) Registration of food business s.112 Variation of conditions or cancellation of registration of food businesses
Delegate:	Environmental Health Officer
Function:	<ol style="list-style-type: none"> 1. Authority to consider applications and determine registration of a food business and grant the application with or without conditions or refuse the registration [s.110(1) and (5)]. 2. Authority to vary the conditions or cancel the registration of a food business [s.112].
Council Conditions on this Delegation:	In accordance with s.118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time, including but not limited to: <ol style="list-style-type: none"> i. Food Act 2008 Regulatory Guideline No.1 Introduction of Regulatory Food Safety Auditing in WA ii. Food Unit Fact Sheet 8 – Guide to Regulatory Guideline No.1 iii. WA Priority Classification System iv. Verification of Food Safety Program Guideline
Express Power to Sub-Delegate:	NIL – Food Regulations 2009 do not provide for sub-delegation.
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



3.1.5 Debt Recovery and Prosecutions

Delegator:	Local Government
Express Power to Delegate:	Food Act 2008: s.118 Functions of enforcement agencies and delegation (2)(b) Enforcement agency may delegate a function conferred on it
Express Power or Duty Delegated:	<i>Food Act 2008:</i> s.118 Functions of enforcement agencies and delegation (3) Delegation subject to conditions [s.119] and guidelines adopted [s.120] (4) Sub-delegation permissible only if expressly provided in regulations s.54 Cost of destruction or disposal of forfeited item s.125 Institution of proceedings
Delegate:	Chief Executive Officer (1,2) Environmental Health Officer (2)
Function:	<ol style="list-style-type: none"> 1. Authority to recover costs incurred in connection with the lawful destruction or disposal of an item (seized) including any storage costs [s.54(1)] and the costs of any subsequent proceedings in a court of competent jurisdiction [s.54(3)]. 2. Authority to institute proceedings for an offence under the Food Act 2008 [s.125].
Council Conditions on this Delegation:	a. In accordance with s.118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time.
Express Power to Sub-Delegate:	NIL – Food Regulations 2009 do not provide for sub-delegation.
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



3.1.6 Food Businesses List – Public Access

Delegator:	Local Government
Express Power to Delegate:	<i>Food Act 2008:</i> s.118 Functions of enforcement agencies and delegation (2)(b) Enforcement agency may delegate a function conferred on it
Express Power or Duty Delegated:	<i>Food Act 2008:</i> s.118 Functions of enforcement agencies and delegation (3) Delegation subject to conditions [s.119] and guidelines adopted [s.120] (4) Sub-delegation permissible only if expressly provided in regulations <i>r.51 Enforcement agency may make list of food</i>
Delegate:	Environmental Health Officer
Function:	1. Authority to decide to make a list of food businesses maintained under s.115(a) or (b) publicly available [r.51].
Council Conditions on this Delegation:	a. In accordance with s.118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time.
Express Power to Sub-Delegate:	NIL – Food Regulations 2009 do not provide for sub-delegation.
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

4. PUBLIC HEALTH ACT 2016

4.1 Council to CEO/Employees

4.1.1 Appoint Authorised Officer or Approved Officer (Asbestos Regs)

Delegator:	Local Government
Express Power to Delegate:	<i>Health (Asbestos) Regulations 1992:</i> r.15D(7) Infringement Notices
Express Power or Duty Delegated:	<i>Health (Asbestos) Regulations 1992:</i> r.15D(5) Infringement Notices
Delegate:	Chief Executive Officer Environmental Health Officer Building Surveyor
Function:	1. Authority to appoint a person or classes of persons as an authorised officer or approved officer for the purposes of the <i>Criminal Procedure Act 2004</i> Part 2 [r.15D(5)].
Council Conditions on this Delegation:	a. Subject to each person so appointed being issued with a certificate, badge or identity card identifying the officer as a person authorised to issue infringement notices [r.15D(6)].
Express Power to Sub-Delegate:	Nil – the <i>Health (Asbestos) Regulations 1992</i> do not provide a power to sub-delegate.
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



4.1.2 Designate Authorised Officers

Delegator:	Local Government
Express Power to Delegate:	<i>Public Health Act 2016:</i> s.21 Enforcement agency may delegate
Express Power or Duty Delegated:	<i>Public Health Act 2016</i> s.24(1) and (3) Designation of authorised officers
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to designate a person or class of persons as authorised officers for the purposes of: <ol style="list-style-type: none"> i. The Public Health Act 2016 or another specified Act ii. Specified provisions of the Public Health Act 2016 or another specified Act iii. Provisions of the Public Health Act 2016 or another specified Act, other than the specified provisions of that Act. Including: <ol style="list-style-type: none"> a. an environmental health officer or environmental health officers as a class; OR b. a person who is not an environmental health officer or a class of persons who are not environmental health officers, OR c. a mixture of the two. [s.24(1) and (3)].
Council Conditions on this Delegation:	<ol style="list-style-type: none"> a. Subject to each person so appointed being; <ul style="list-style-type: none"> • Appropriately qualified and experienced [s.25(1)(a)]; and • Issued with a certificate, badge or identity card identifying the authorised officer [s.30 and 31]. b. A Register (list) of authorised officers is to be maintained in accordance with s.27.
Express Power to Sub-Delegate:	Nil – Unless a Regulation enacted under the Public Health Act 2016, specifically authorises a delegated power or duty of an enforcement agency to be further delegated [s.21(4)].
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

5. CAT ACT 2011

5.1 Council to CEO

5.1.1 Appoint Authorised Persons

Delegator:	Local Government
Express Power to Delegate:	<i>Cat Act 2011:</i> s.44 Delegation by local government
Express Power or Duty Delegated:	<i>Cat Act 2011:</i> s. 48 Authorised persons
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to appoint authorised persons by issuing a certificate of authorisation [s.48]. 2. Authority to undertake the following functions as authorised persons: <ol style="list-style-type: none"> a. To seize a cat [s.27] b. To cause a cat to be destroyed [s. 49] c. To require a person's details [s. 50] d. To enter premises [s. 51] e. To carry out general powers of authorised person [s. 52] f. To apply for a warrant [s .57] g. To give an infringement notice [s. 62] 3. To commence a prosecution [s. 73]
Council Conditions on this Delegation:	Nil
Express Power to Sub-Delegate:	<i>Cat Act 2011:</i> s.45 Delegation by CEO of local government
Sub-Delegate/s: <i>Appointed by CEO</i>	Manager Works Coordinator Compliance Emergency Services Ranger
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



5.1.2 Cat Registrations

Delegator:	Local Government
Express Power to Delegate:	<i>Cat Act 2011</i> s.44 Delegation by local government
Express Power or Duty Delegated:	<i>Cat Act 2011:</i> s.9 Registration s.10 Cancellation of registration s.11 Registration numbers, certificates and tags <i>Cat Regulations 2012</i> Schedule 3, cl.1(4) Fees Payable
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to grant, or refuse to grant, a cat registration or renewal of a cat registration [s.9(1)]. 2. Authority to refuse to consider an application for registration or renewal where an applicant does not comply with a requirement to give any document or information required to determine the application [s.9(6)]. 3. Authority to cancel a cat registration [s.10]. 4. Authority to give the cat owner a new registration certificate or tag, if satisfied that the original has been stolen, lost, damaged or destroyed [s.11(2)]. 5. Authority to reduce or waive a registration or approval to breed fee, in respect of any individual cat or any class of cats within the Shire of Exmouth's District [Regs. Sch. 3 cl.1(4)].
Council Conditions on this Delegation:	a. Notices of decisions must include advice as to Objection and Review rights in accordance with Part 4, Division 5 of the <i>Cat Act 2011</i> .
Express Power to Sub-Delegate:	<i>Cat Act 2011:</i> s.45 Delegation by CEO of local government
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Manager Works Coordinator Compliance Emergency Services Administration officers (4 only)
CEO Conditions on this Sub-Delegation:	Nil

5.2 Chief Executive Officer to Employees

5.2.1 Infringement Notices – Extensions and Withdrawals

Delegator:	Chief Executive Officer
Express Power to Delegate:	<i>Cat Act 2011:</i> s.45 Delegation by CEO of local government
Express Power or Duty Delegated:	<i>Cat Act 2011:</i> s.45 Delegation by CEO of local government s.64 Extension of time s.65 Withdrawal of notice
Delegate/s:	Executive Manager Development Services Manager Works
Function:	<ol style="list-style-type: none"> Authority to extend the period of 28 days within which the modified penalty may be paid and the extension may be allowed whether or not the period of 28 days has elapsed [s.64]. Authority, within one year of the infringement notice being given and whether or not the modified penalty has been paid, to withdraw an infringement notice [s.65].
Council Conditions on this Delegation:	Nil
Express Power to Sub-Delegate:	<i>Cat Act 2011:</i> s.45 Delegation by CEO of local government
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

6. DOG ACT 1976

6.1 Council to CEO

6.1.1 Appoint Authorised Persons

Delegator:	Local Government
Express Power to Delegate:	<i>Dog Act 1976:</i> s.10AA Delegation of local government powers and duties
Express Power or Duty Delegated:	<i>Dog Act 1976:</i> s.10AA (3) Delegation of local government powers and duties
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to appoint Registration Officers to exercise the powers and duties conferred on a Registration Officer by this Act [s.3]. 2. Authority to appoint authorised persons to exercise the powers conferred on an authorised person by this Act [s.11(1) and s.29(1)].
Council Conditions on this Delegation:	a. The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation.
Express Power to Sub-Delegate:	<i>Dog Act 1976:</i> s.10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation)
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Manager Works Coordinator Compliance and Emergency Services
CEO Conditions on this Sub-Delegation:	

Delegation Register

Shire of Exmouth



6.1.2 Refuse or Cancel Registration

Delegator:	Local Government
Express Power to Delegate:	<i>Dog Act 1976:</i> s.10AA Delegation of local government powers and duties
Express Power or Duty Delegated:	<i>Dog Act 1976:</i> s.15(2) and (4A) Registration periods and fees s.16(3) Registration procedure s.17A(2) If no application for registration made s.17(4) and (6) Refusal or cancellation of registration
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Authority to determine to refuse a dog registration and refund the fee, if any [s.16(2)]. 2. Authority to direct the registration officer to refuse to effect or renew or to cancel the registration of a dog, and to give notice of such decisions, where: <ol style="list-style-type: none"> i. the applicant, owner or registered owner has been convicted of an offence or paid a modified penalty within the past 3-years in respect of 2 or more offences against this Act, the <i>Cat Act 2011</i> or the <i>Animal Welfare Act 2002</i>; or ii. the dog is determined to be destructive, unduly mischievous or to be suffering from a contagious or infectious disease or iii. the delegate is not satisfied that the dog is or will be effectively confined in or at premises where the dog is ordinarily kept iv. the dog is required to be microchipped but is not microchipped; or v. the dog is a dangerous dog [s.16(3) and s.17A(2)]. 3. Authority to discount or waive a registration fee, including a concessional fee, for any individual dog or any class of dogs within the Shire of Exmouth's District [s15(4A)]. 4. Authority to apply to a Justice of the Peace for an order to seize a dog where, following a decision to refuse or cancel a registration and the applicant / owner has not applied to the State Administration Tribunal for the decision to be reviewed. [s.17(4)]. <ol style="list-style-type: none"> i. Authority, following seizure, to determine to cause the dog to be detained or destroyed or otherwise disposed of as though it had be found in contravention of section 31, 32 or 33A and had not been claimed [s.17(6)]
Council Conditions on this Delegation:	a. The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation.
Express Power to Sub-Delegate:	<i>Dog Act 1976:</i> s.10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation)
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Manager Works Coordinator Compliance and Emergency Services
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



6.1.3 Kennel Establishments

Delegator:	Local Government
Express Power to Delegate:	<i>Dog Act 1976:</i> s.10AA Delegation of local government powers and duties
Express Power or Duty Delegated:	<i>Dog Act 1976:</i> s.27 Licensing of approved kennel establishments
Delegate:	Chief Executive Officer
Function:	1. Authority to grant, refuse to grant or cancel a kennel licence [s.27(4) and (6)].
Council Conditions on this Delegation:	a. The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation.
Express Power to Sub-Delegate:	<i>Dog Act 1976:</i> s.10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation)
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Manager Works
CEO Conditions on this Sub-Delegation:	Nil

DRAFT

Delegation Register

Shire of Exmouth



6.1.4 Declare Dangerous Dog

Delegator:	Local Government
Express Power to Delegate:	<i>Dog Act 1976:</i> s.10AA Delegation of local government powers and duties
Express Power or Duty Delegated:	<i>Dog Act 1976:</i> s.33E(1) Individual dog may be declared to be dangerous dog (declared)
Delegate:	Chief Executive Officer
Function:	1. Authority to declare an individual dog to be a dangerous dog [s.33E(1)].
Council Conditions on this Delegation:	a. The Chief Executive Officer permitted to sub-delegate to employees [s.10AA(3)].
Express Power to Sub-Delegate:	<i>Dog Act 1976:</i> s.10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation)
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Manager Works
CEO Conditions on this Sub-Delegation:	Nil

DRAFT

7. BUSH FIRES ACT 1954

7.1 Council to CEO, President and Bush Fire Control Officer

7.1.1 Appoint Authorised Persons

Delegator:	Local Government
Express Power to Delegate:	<i>Bush Fires Act 1954:</i> s.48 Delegation by local government
Express Power or Duty Delegated:	<i>Bush Fires Act 1954:</i> s.59 Prosecution of offences s.59A(2) Alternative procedure – infringement notices s.18(1) Prohibited burning times may be declared by Minister
Delegate:	Chief Executive Officer Shire President Chief Bush Fire Control Officer Deputy Bush Fire Control Officer
Function:	1. Authority to perform the functions of the local government under the Bush Fires Act 1954.
Council Conditions on this Delegation:	a. Authority excludes powers and duties that: b. Are prescribed in the Act with a requirement for a resolution of the local government; or c. Are prescribed by the Act for performance by other designated officers.
Express Power to Sub-Delegate:	<i>NIL – Sub-delegation is prohibited by s.48(3)</i>
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



7.1.2 Prosecution of Offences

Delegator:	Local Government
Express Power to Delegate:	<i>Bush Fires Act 1954:</i> s.48 Delegation by local government
Express Power or Duty Delegated:	<i>Bush Fires Act 1954:</i> s.59 Prosecution of offences s.59A(2) Alternative procedure – infringement notices s.18(1) Prohibited burning times may be declared by Minister
Delegate:	Chief Executive Officer Chief Bush Fire Control Officer Deputy Chief Bush Fire Control Officer
Function:	1. Authority to institute and carry on proceedings against a person for an offence alleged to be committed against this Act [s.59]. 2. Authority to serve an infringement notice for an offence against this Act [s.59A(2)].
Council Conditions on this Delegation:	Nil
Express Power to Sub-Delegate:	<i>NIL – Sub-delegation is prohibited by s.48(3)</i>
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



7.1.3 Prohibited and Restricted Burning Times Variation

Delegator:	Local Government
Express Power to Delegate:	Bush Fires Act 1954 s.48 Delegation by local government s.17(10) Prohibited burning times may be declared by Minister (power of delegation to mayor or president and Chief Bush Fire Control Officer for ONLY powers under s.17(7) and (8))
Express Power or Duty Delegated:	Bush Fires Act 1954: s.17(7) Prohibited burning times may be declared by Minister Bush Fire Regulations 1954: r.15 Permit to burn (Act s.18), form of and apply for after refusal etc. r.38C Harvesters, power to prohibit use of on certain days in restricted or prohibited burning times r.39B Crop dusters etc., use of in restricted or prohibited burning times
Delegate:	Shire President (jointly) Chief Bush Fire Control Officer
Function:	1. Authority, where seasonal conditions warrant it, to determine a variation of the prohibited burning times, after consultation with an authorised CALM Act officer [s.17(7)]
Council Conditions on this Delegation:	a. Decisions under s.17(7) must be undertaken jointly by both the Shire President and the Chief Bush Fire Control Officer and must comply with the procedural requirements of s.17(7B) and (8). b. This delegation may only be exercised in accordance with policies or strategies formally adopted by Council.
Express Power to Sub-Delegate:	Nil – Sub-delegation is prohibited by s.48(3)
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



7.1.4 Notices of Legal Proceedings – Bush Fires

Delegator:	Local Government
Express Power to Delegate:	Bush Fires Act 1954 s.48 Delegation by local government
Express Power or Duty Delegated:	Bush Fires Act 1954: s.59(3) Prosecution of Offences
Delegate:	Chief Executive Officer Chief Bush Fire Control Officer
Function:	1. Authority, where seasonal conditions warrant it, to determine a variation of the prohibited burning times, after consultation with an authorised CALM Act officer [s.17(7)]
Council Conditions on this Delegation:	a. Decisions under s,17(7) must be undertake jointly by both the Mayor and the Chief Bush Fire Control Officer and must comply with the procedural requirements of s.17(7B) and (8). b. This delegation may only be exercised in accordance with policies or strategies formally adopted by Council.
Express Power to Sub-Delegate:	Nil– Sub-delegation is prohibited by s.48(3)
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



7.1.5 Prosecution of Offences

Delegator:	Local Government
Express Power to Delegate:	Bush Fires Act 1954 s.48 Delegation by local government
Express Power or Duty Delegated:	Bush Fires Act 1954: s.59 Prosecution of offences s. 59A(2)(4) &(5) Alternative procedure – infringement notices
Delegate:	Chief Executive Officer Chief Bush Fire Control Officer Deputy Chief Bush Fire Control Officer
Function:	<ol style="list-style-type: none"> 1. Authority to institute and carry on proceedings against a person for an offence alleged to be committed against this Act [s.59]. 2. Authority to serve an infringement notice for an offence against this Act [s.59A(2)(4)(5)]
Council Conditions on this Delegation:	a. This delegation may only be exercised in accordance with policies or strategies formally adopted by Council.
Express Power to Sub-Delegate:	NIL – Sub-delegation is prohibited by s.48(3)
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

8. CARAVAN PARK AND CAMPING GROUNDS ACT 1995

8.1 Council to CEO/Employees

8.1.1 Appoint Authorised Persons

Delegator:	Local Government
Express Power to Appoint:	<i>Caravan Parks and Camping Ground Act 1995</i> s.17 Appointment of authorised Person
Express Power or Duty Appointed:	<i>Caravan Parks and Camping Ground Act 1995</i> s.18 Powers of Entry s.20 Entry of occupied Caravan or Camp s23(2) infringement notices
Delegate:	Chief Executive Officer (3, 5) Executive Manager Corporate Services (5) Executive Manager Development Services (2, 4, 5) Environmental Health Officer - (1, 2, 3,4) Manager Works (2, 4, 5) Coordinator Compliance and Emergency Services (2, 4) Ranger Services (2, 4)
Function:	For the purposes: <ol style="list-style-type: none"> 1. Division 1 of Part 2 - Regulation of caravan parks and camping grounds: 2. For the purposes of s.18 - Powers of Entry 3. For the purposes of s.22(1) – Legal Proceedings 4. For the purposes of 23(2) – Issue an infringement Notice 5. For the purposes of 23(5) – Extend the period the modified penalty is to be paid and 23(7) – withdraw an infringement notice
Conditions on this Appointment:	<ol style="list-style-type: none"> 1. Each authorised person must be issued with an identity card, in the prescribed form – Form 5, certifying that the person is an authorised person under this Act. [s.17(1)(b)] 2. An authorised person is to produce the identity card whenever required to do so by any person in respect of whom the authorised person has exercised, or is about to exercise, any of the powers of an authorised person. [s.17(2)]
Express Power to Sub-Delegate:	N/A
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

9. CONTROL OF VEHICLES (OFF-ROAD AREAS) ACT 1978

9.1 Council to CEO

9.1.1 Appoint Authorised Persons

Delegator:	Local Government
Express Power to Appoint:	<i>Control of Vehicles (Off-Road Areas) Act 1978</i> s.38(3)(a) Authorised Officers who are, employees of Local Government
Express Power or Duty Appointed:	<i>Control of Vehicles (Off-Road Areas) Act 1978</i> s. 37 Infringement notices s.38 Authorised officers, who are, functions of etc. s.40 Prosecutions, who may commence
Delegate:	Chief Executive Officer Executive Manager Development Services Manager Works Coordinator Compliance and Emergency Services (1,3) Ranger (1, 3)
Function:	The functions and powers of authorised officers under the <i>Control of Vehicles (Off Road Areas) Act 1978</i> : 1. To issue infringement notices [s37.(1)] 2. To withdraw and infringement notice [s.37(5)] 3. The powers and functions [s.38] 4. Institute a prosecution [s.40]
Conditions on this Appointment:	Nil
Express Power to Sub-Delegate:	Nil
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

10. LITTER ACT 1979

10.1 Council to CEO

10.1.1 Appoint Authorised Persons

Delegator:	Local Government
Express Power to delegate:	<i>Litter Act 1979</i> s.26(1)(C)(ii) Authorised Officers, appointment and jurisdiction of
Express Power or Duty Appointed:	<i>Litter Act 1979</i> s.27 Authorised officers, powers of s.27A Offences involving vehicles, presumptions as to offender etc. s.30 Infringement notices
Delegate:	Chief Executive Officer Manager Works Coordinator Compliance and Emergency Services Ranger
Function:	<ol style="list-style-type: none"> 1. To issue infringement notices [s.30(1)] 2. To withdraw an infringement notice [s.30(4)&(4A)] 3. The powers and functions of authorised officers [s.27] 4. To institute a prosecution [s.27A]
Conditions on this Appointment:	Nil
Express Power to Sub-Delegate:	Nil
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

11. PLANNING AND DEVELOPMENT ACT 2005

11.1 Council to CEO

11.1.1 Illegal Development

Delegator:	Local Government
Express Power to Delegate:	<p><i>Local Government Act 1995:</i> s.5.42(b) Delegation of some powers or duties to the CEO s5.43 Limitations on delegations to the CEO</p> <p><i>Planning and Development (Local Planning Schemes) Regulations 2015:</i> r.82 Delegations by local government r.79 Entry and Inspection powers</p>
Express Power or Duty Delegated:	<p><i>Planning and Development Act 2005:</i> Section 214(2), (3) and (5)</p>
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Give a written direction to the owner or any other person undertaking an unauthorised development to stop, and not recommence, the development or that part of the development that is undertaken in contravention of the planning scheme, interim development order or planning control area requirements; 2. Give a written direction to the owner or any other person who undertook an unauthorised development: <ol style="list-style-type: none"> (a) to remove, pull down, take up, or alter the development; and (b) to restore the land as nearly as practicable to its condition immediately before the development started, to the satisfaction of the responsible authority. 3. Give a written direction to the person whose duty it is to execute work to execute that work where it appears that delay in the execution of the work to be executed under a planning scheme or interim development order would prejudice the effective operation of the planning scheme or interim development order.
Conditions on this Appointment:	Nil
Express Power to Sub-Delegate:	<p>Local Government Act 1995: s.5.44 CEO may delegate some powers and duties to other employees</p>
Sub-Delegate/s: <i>Appointed by CEO</i>	<p>Executive Manager Development Services Senior Town Planner</p>
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



11.1.2 Subdivision and Amalgamation

Delegator:	Local Government
Express Power to Delegate:	<p><i>Local Government Act 1995:</i> s.5.42(b) Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> r.82 Delegations by local government</p>
Express Power or Duty Delegated:	<p><i>Planning and Development Act 2005</i> s.142 To make recommendations and objections with respect to a subdivision plan</p>
Delegate:	Chief Executive Officer
Function:	Provide correspondence regarding powers and function described below in the Planning and Development Act 2005, To make recommendations and objections with respect to a subdivision plan
Conditions on this Appointment:	<ul style="list-style-type: none"> • Recommendations and/or objections must be made within 42 day of receipt of the plan or copy being received by the local government. • Compliance with the relevant requirements of the Local Planning Scheme No. 4, R-Codes, Local Development Plan, Structure Plan, Local Planning Strategy and Council Planning Policies.
Express Power to Sub-Delegate:	<p><i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees</p>
Sub-Delegate/s: <i>Appointed by CEO</i>	<p>Executive Manager Development Services Senior Town Planner</p>
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



11.1.3 Built Strata Subdivision

Delegator:	Local Government
Express Power to Delegate:	<p><i>Local Government Act 1995:</i> s.5.42(b) Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> r.82 Delegations by local government</p>
Express Power or Duty Delegated:	<p><i>Planning and Development Act 2005</i> s. 16 Delegation by Commission</p>
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. approve built strata applications consistent with West Australian Planning Commission delegations; and 2. exercise discretion and make recommendations to the Western Australian Planning Commission where the local government is not delegated to make a determination on a built strata application.
Conditions on this Appointment:	<ul style="list-style-type: none"> • the imposition of relevant conditions and advice on any approval proposed to be granted, that are considered necessary to secure the objectives of any relevant planning document adopted by the local government or state governing body. • compliance with the relevant requirements of Local Planning Scheme No. 4, R-Codes, Local Development Plan, Structure Plan, Local Planning Strategy and Council Planning Policies. • The Chief Executive Officer is delegated authority to certify the conditions imposed on an approval granted to land contained within the municipality, that pertain to the Shire's jurisdiction, role and function, have been completed and fulfilled to the satisfaction of the Shire.
Express Power to Sub-Delegate:	<p><i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees</p>
Sub-Delegate/s: <i>Appointed by CEO</i>	Senior Town Planner
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



11.1.4 Enforcement Powers

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42(1b) Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Planning and Development Act 2005:</i> Section 214(2), (3) and (5)
Delegate:	Chief Executive Officer
Function:	The enforcement powers and functions described below in the <i>Planning and Development Act 2005:</i> 1. Apply for an injunction [s.216(1)] 2. Commence a prosecution [s.218]
Conditions on this Appointment:	Nil
Express Power to Sub-Delegate:	Local Government Act 1995: s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Senior Town Planner
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



11.1.5 Reports to the Development Assessment Panel

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42(1b) Delegation of some powers or duties to the CEO
Express Power or Duty Delegated:	<i>Planning and Development (Development Assessment) Panels Regulation 2011:</i> r.12 Responsible authority must report to DAP
Delegate:	Chief Executive Officer
Function:	Provide the presiding member of the DAP a report on the development application in a form approved by the Director General.
Conditions on this Appointment:	Nil
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Executive Manager Development Services Senior Town Planner
CEO Conditions on this Sub-Delegation:	Nil

DRAFT

11.1.6 Authorised Person – Infringement Notices and Enforcement Powers

Delegator:	Local Government
Express Power to Delegate:	<p><i>Local Government Act 1995:</i> s.5.42(b) Delegation of some powers or duties to the CEO</p> <p><i>Planning and Development (Local Planning Schemes) Regulations 2015:</i> r.82 Delegations by local government r.79 Entry and Inspection powers</p>
Express Power or Duty Delegated:	<p><i>Planning and Development Act 2005:</i> s. 214 Illegal development, responsible authority's powers as to s.228 Giving of infringement notice s.229 Content of infringement notice s.230 Extending time to pay modified penalty s.231 Withdrawal of infringement notice s.234 Designated person, appointment of s. 228</p>
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. Issue a direction notice, pursuant to section 214 and 218. 2. Appoint a Shire of Exmouth employee to give an infringement notice in accordance with section 228. 3. Determine the content of an infringement notice in accordance with section 229. 4. Grant an extension of up to 28 days in exceptional circumstances for the alleged offender to pay the infringement notice in accordance with section 230. 5. Withdraw an infringement notice in exceptional circumstances in accordance with section 231.
Conditions on this Appointment:	<p>*Please note the s. 234 of the <i>Planning and Development Act 2005</i> states: "234. Designated persons, appointment of 1) The chief executive officer of a responsible authority may, in writing, appoint persons or classes of persons to be designated persons for the purposes of section 228, 229, 230 or 231 or for the purposes of 2 or more of those sections. 2) A person who is authorised to give infringement notices under section 228 is not eligible to be a designated person for the purposes of any of the other sections."</p>
Express Power to Sub-Delegate:	<p>Local Government Act 1995: s.5.44 CEO may delegate some powers and duties to other employees</p>
Sub-Delegate/s: Appointed by CEO	Nil
CEO Conditions on this Sub-Delegation:	Nil

Delegation Register

Shire of Exmouth



11.1.7 Response to Applications for Public Works

Delegator:	Local Government
Express Power to Delegate:	<i>Local Government Act 1995:</i> s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express Power or Duty Delegated:	<i>Local Government Act 1995</i> s.5.42(b) Delegation of some powers or duties to the CEO <i>Planning and Development Act 2005:</i> s. 6 Public works, Act does not interfere with
Delegate:	Chief Executive Officer
Function:	1. Exercise discretion and make recommendations on applications referred to the Shire pursuant to section 6 of the <i>Planning and Development Act 2005</i> for public works subject to: <ul style="list-style-type: none"> The notification of relevant provisions that are considered necessary to ensure compliance with the relevant requirements of Local Planning Scheme No. 4, R-Codes, Local Development Plan, Structure Plan, Local Planning Strategy and Council Planning Policies; and The total value of works being less than \$1 million per application referred.
Conditions on this Appointment:	Nil
Express Power to Sub-Delegate:	<i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Senior Town Planner
CEO Conditions on this Sub-Delegation:	Nil

11.2 Local Planning Scheme - Council to CEO

11.2.1 Development Applications

Delegator:	Local Government
Express Power to Delegate:	<p><i>Local Government Act 1995:</i> s.5.42(b) Delegation of some powers or duties to the CEO</p> <p><i>Planning and Development (Local Planning Schemes) Regulations 2015:</i> r.82 Delegations by local government r.79 Entry and Inspection powers</p>
Express Power or Duty Delegated:	<p><i>Planning and Development Act 2005:</i> Section 214(2), (3) and (5)</p>
Delegate:	Chief Executive Officer
Function:	<p>1. To determine development applications and impose conditions [r.68]. To determine whether to amend or cancel development applications and impose conditions [r.77].</p>
Conditions on this Appointment:	<p>a. The delegated power under 1 and 2 (regulations 68 and 77) is conditional upon each of the following:</p> <ul style="list-style-type: none"> i. The use in the development application is listed in the zoning table in the local planning scheme; Either: ii. no third-party objections have been received (whether the application has been advertised or not); or iii. third party objections have been received but cannot be substantiated on planning grounds. iv. Is not a development application for a transient workers accommodation within 20km of the town site boundary that proposes 16 or more beds; and v. Has a development value of less than \$7,000,000.
Express Power to Sub-Delegate:	<p><i>Local Government Act 1995:</i> s.5.44 CEO may delegate some powers and duties to other employees</p>
Sub-Delegate/s: <i>Appointed by CEO</i>	Senior Town Planner
CEO Conditions on this Sub-Delegation:	Nil

11.2.2 Structure Plans and Local Development Plans

Delegator:	Local Government
Express Power to Delegate:	<p>Under Parts 4, 5 and 6 of Schedule 2 of the <i>Planning and Development (Local Planning Schemes) Regulations</i>:</p> <ul style="list-style-type: none"> r.17 Action by local government on receipt of application r.18 Advertising structure plan r.19 Consideration of submission r.20 Local government report to Commission r.29 Amendment of structure plan r.48 Preparation of local development plan r.50 Advertising of local development plan r.51 Consideration of submission r.52 Decision of local government r.53 Local development plan may provide for later approval of details of development r.59 Amendment of local development plan
Express Power or Duty Delegated:	<i>Planning and Development Act 2005</i> : Section 214(2), (3) and (5)
Delegate:	Chief Executive Officer
Function:	<ul style="list-style-type: none"> • To determine if a proposed structure plan complies with regulation 16(1) or if further information is required [r.17(1)]. • To determine whether to advertise a proposed structure plan and seek comment from any public authority or utility provider [r.18(1)]. • To consider any submissions made in respect of a proposed structure plan [r.19(1)]. • To prepare a report on the proposed structure plan and provide it to the Commission [r.20(1)]. • To determine if amendment to a Structure Plan requires advertising [r.29(3)]. • To determine if a proposed local development plan complies or if further information is required, and give the applicant an estimate of the fee for dealing with the application under regulation [r.49(1)]. • To determine whether to advertise a proposed local development plan and seek comment from any public authority or utility service provider [r.50(1)]. • To consider any submission made in respect of a proposed local development plan [r.51]. • To determine a local development plan for approval, approval subject to modification or refusal [r.52(1)]. • To approve a local development plan that provides for further details [r.53]. • To amend a local development plan [r.59(1)]. • To determine whether to advertise an amendment of a local development plan [r.59(4)].
Conditions on this Appointment:	Nil

Delegation Register

Shire of Exmouth



Express Power to Sub-Delegate:	Local Government Act 1995: s.5.44 CEO may delegate some powers and duties to other employees
Sub-Delegate/s: <i>Appointed by CEO</i>	Senior Town Planner
CEO Conditions on this Sub-Delegation:	Nil

REVIEW

12. FREEDOM OF INFORMATION ACT 1992

12.1 Chief Executive Officer to Employees

12.1.1 Decisions made under the Freedom of Information Act 1992

Delegator:	Chief Executive Officer
Express Power to delegate:	<i>Freedom of Information Act 1992:</i> s.100 Who in agency makes its decisions
Express Power or Duty Appointed:	<i>Litter Act 1979</i> s.27 Authorised officers, powers of s.27A Offences involving vehicles, presumptions as to offender etc. s.30 Infringement notices
Delegate:	Executive Manager Development Services Executive Manager Corporate Services Executive Manager Commercial and Community
Function:	1. All primary decisions made under the <i>Freedom of Information Act 1992</i> ; and 2. Internal review of primary decision as to access under section 41.
Conditions on this Appointment:	Nil
Express Power to Sub-Delegate:	Nil
Sub-Delegate/s: <i>Appointed by CEO</i>	Nil
CEO Conditions on this Sub-Delegation:	Nil

13. LIQUOR CONTROL ACT 1998

13.1 Council to CEO

13.1.1 Compliance Certificates

Delegator:	Local Government
Express Power to delegate:	<i>Liquor Control Act 1988:</i> s.39 Certificate of local government as to whether premises comply with laws s.40 Certificate of planning authority as to whether use of premises complies with planning laws
Express Power to sub-delegate:	<i>Liquor Control Act 1988:</i> s.39 Certificate of local government as to whether premises comply with laws s.40 Certificate of planning authority as to whether use of premises complies with planning laws
Delegate:	Chief Executive Officer
Function:	<ol style="list-style-type: none"> 1. To issue infringement notices [s.30(1)] 2. To withdraw an infringement notice [s.30(4)&(4A)] 3. The powers and functions of authorised officers [s.27] 4. To institute a prosecution [s.27A]
Conditions on this Appointment:	Nil
Express Power to Sub-Delegate:	Nil
Sub-Delegate/s: Appointed by CEO:	EnVironmental Health Officer Senior Town Planner Executive Manager Development Services
CEO Conditions on this Sub-Delegation:	Nil

14. STATUTORY AUTHORISATION AND DELEGATIONS TO LOCAL GOVERNMENT FROM STATE GOVERNMENT ENTITIES

14.1 Planning and Development Act 2005

14.1.1 Instrument of Authorisation – Sign Development Applications for Crown Land as Owner

Delegator:	The Minister of Lands pursuant to section 267A of the Act delegated this power directly to the CEO of any local government (see Government Gazette dated 2 June 2016)
Express Power to delegate:	The power to sign as owner in respect of Crown land relating to development applications under the <i>Planning and Development Act 2005</i> , subject to the below conditions.
Delegate:	Chief Executive Officer
Function:	1. The power to sign as owner in respect of Crown Land under Management Order and consistent with reserves purpose.
Conditions on this Appointment:	<p>The powers in Column 1 subject to the conditions in Column 3 of the Schedule to Government Gazette dated 2 June 2016:</p> <p><i>Signed only as acknowledgement that a development application is being made in respect of a proposal that includes Crown land, Crown reserves under management for the purpose, or a road and to permit this application to be assessed under the appropriate provision of the Planning and Development Act 2005 (including any planning scheme). The signature does not represent approval or consent for planning purposes. Further, in the event that development approval is granted for the proposal, the above signature should not be taken as an acknowledgement of or consent to the commencement or carrying out of the proposed development or to any modification of the tenure or reservation classification of the Crown land component.</i></p>

DoL FILE 1738/2002v8; 858/2001v9

PLANNING AND DEVELOPMENT ACT 2005

INSTRUMENT OF AUTHORISATION

I, **Donald Terrence Redman MLA**, Minister for Lands, a body corporate continued by section 7(1) of the *Land Administration Act 1997*, under section 267A of the *Planning and Development Act 2005*, HEREBY authorise, in respect of each local government established under the *Local Government Act 1995* and listed in Column 2 of the Schedule, the person from time to time holding or acting in the position of Chief Executive Officer of the relevant local government, to perform the powers described in Column 1 of the Schedule subject to the conditions listed in Column 3 of the Schedule.

Dated the 2nd day of June 2016



**HON DONALD TERRENCE REDMAN MLA
MINISTER FOR LANDS**

REVIEW

SCHEDULE

This is the Schedule referred to in an Instrument of Authorisation relating to Development Applications under the *Planning and Development Act 2005*

Column 1	Column 2	Column 3
<p>The power to sign as owner in respect of Crown land that is:</p> <ul style="list-style-type: none"> a reserve managed by the local government pursuant to section 46 of the <i>Land Administration Act 1997</i> and the development is consistent with the reserve purpose and the development is not for a commercial purpose; or the land is a road of which the local government has the care, control and management under section 55(2) of the <i>Land Administration Act 1997</i> and where there is no balcony or other structure proposed to be constructed over that road unless that structure comes within the definition of a "minor encroachment" in the Building Regulations 2012 (Regulation 45A), or is an "awning, verandah or thing" (Regulation 45B), or is a ground anchor, and where the development is consistent with the use of the land as a road, <p>in respect of development applications being made under or referred to in:</p> <p>(i) section 99(2) of the <i>Planning and Development Act 2005</i> in respect of development for which approval is required under a regional interim development order (as that term is defined in that Act);</p> <p>(ii) section 103(2) of the <i>Planning and Development Act 2005</i> in respect of development for which approval is required under a local interim development order (as that term is defined in that Act);</p> <p>(iii) section 115 of the <i>Planning and Development Act 2005</i> in respect of development within a planning control area (as that term is defined in that Act);</p> <p>(iv) section 122A of the <i>Planning and Development Act 2005</i> in respect of which approval is required under an improvement scheme (as that term is defined in that Act);</p> <p>(v) section 162 of the <i>Planning and Development Act 2005</i> in respect of developments for which approval is required under a planning scheme or interim development order (as those terms are defined in that Act);</p> <p>(vi) section 163 of the <i>Planning and Development Act 2005</i> in respect of development on land which is comprised within a place entered in the Register maintained by the Heritage Council under the <i>Heritage of Western Australia Act 1990</i>, or of which such a place forms part;</p> <p>(vii) section 171A of the <i>Planning and Development Act 2005</i> in respect of a prescribed development application (as that term is defined in that section of that Act).</p>	<p>City of Albany City of Amadale Shire of Ashburton Shire of Augusta-Margaret River Town of Bassendean City of Bayswater City of Belmont Shire of Beverley Shire of Boddington Shire of Boyup Brook Shire of Bridgetown-Greenbushes Shire of Brookton Shire of Broome Shire of Broomehill-Tambellup Shire of Bruce Rock City of Bunbury Shire of Busselton Town of Cambridge City of Canning Shire of Capel Shire of Carnamah Shire of Carnarvon Shire of Chapman Valley Shire of Chittering Shire of Christmas Island Town of Claremont City of Cockburn Shire of Cocos (Keeling) Islands Shire of Collie Shire of Coolgardie Shire of Coorow Shire of Corrigin Town of Cottesloe Shire of Cranbrook Shire of Cuballing Shire of Cue Shire of Cunderdin Shire of Dalwallinu Shire of Dandaragan Shire of Dardanup Shire of Denmark Shire of Derby/West Kimberley Shire of Donnybrook-Balingup Shire of Dowerin Shire of Dumbleyung Shire of Dundas Town of East Fremantle Shire of East Pilbara Shire of Esperance Shire of Exmouth City of Fremantle City of Greater Geraldton</p> <p>Shire of Gingin Shire of Gnowangerup Shire of Goomalling City of Gosnells Shire of Halls Creek Shire of Harvey Shire of Invin Shire of Jerramungup City of Joondalup Shire of Kalamunda City of Kalgoorlie-Boulder Shire of Kalbar Shire of Kellerberrin Shire of Kent Shire of Kojonup Shire of Kondinin Shire of Koorda Shire of Kulin City of Kwinana Shire of Lake Grace Shire of Laverton Shire of Leonora City of Mandurah Shire of Manjimup Shire of Meekatharra City of Melville Shire of Menzies Shire of Merredin Shire of Mingenew Shire of Moora Shire of Morawa Town of Mosman Park Shire of Mount Magnet Shire of Mt Marshall Shire of Mukinbudin Shire of Mundaring Shire of Murchison Shire of Murray</p>	<p>In accordance with and subject to approved Government Land policies.</p> <p>Any signature subject to the following endorsement: Signed only as acknowledgement that a development application is being made in respect of a proposal that includes Crown land, Crown reserves under management for the purpose, or a road and to permit this application to be assessed under the appropriate provision of the <i>Planning and Development Act 2005</i> (including any planning scheme). The signature does not represent approval or consent for planning purposes. Further, in the event that development approval is granted for the proposal, the above signature should not be taken as an acknowledgement of or consent to the commencement or carrying out of the proposed development or to any modification of the tenure or reservation classification of the Crown land component.</p>

Delegation Register

Shire of Exmouth



Shire of Nannup
Shire of Narembeen
Shire of Narrogin
Town of Narrogin
City of Nedlands
Shire of Ngaanyatjaraku
Shire of Northam
Shire of Northampton
Shire of Nungarin
Shire of Peppermint Grove
Shire of Perenjori
City of Perth
Shire of Pingelly
Shire of Plantagenet
Town of Port Hedland
Shire of Quairading
Shire of Ravensthorpe
City of Rockingham
Shire of Roebourne
Shire of Sandstone
Shire of Serpentine Jarrahdale
Shire of Shark Bay
City of South Perth
City of Stirling
City of Subiaco
City of Swan

Shire of Tammin
Shire of Three Springs
Shire of Toodyay
Shire of Trayning
Shire of Upper Gascoyne
Town of Victoria Park
Shire of Victoria Plains
Town of Vincent
Shire of Wagin
Shire of Wandering
City of Wanneroo
Shire of Waroona
Shire of West Arthur
Shire of Westonia
Shire of Wickiepin
Shire of Williams
Shire of Wiluna
Shire of Wongan-Ballidu
Shire of Woodanilling
Shire of Wyalkatchem
Shire of Wyndham-East Kimberley
Shire of Yalgoo
Shire of Yilgarn
Shire of York

HON DONALD TERENCE REDMAN MLA
MINISTER FOR LANDS

2nd day of June 2016

14.2 Environmental Protection Act 1986

14.2.1 Noise Control – Environmental Protection Notices [Reg.65(1)]

Published by:
Environment

GOVERNMENT GAZETTE
Western Australia
[Previous](#) [Close](#) [Next](#)

No. 47. 19-Mar-2004
Page: 919 Pdf - 476kb

EV401

ENVIRONMENTAL PROTECTION ACT 1986

Section 20

Delegation No. 52

Pursuant to section 20 of the *Environmental Protection Act 1986*, the Chief Executive Officer hereby delegates as follows—

Powers and duties delegated—

All the powers and duties of the Chief Executive Officer, where any noise is being or is likely to be emitted from any premises not being premises licensed under the Act, to serve an environmental protection notice under section 65(1) in respect of those premises, and where an environmental protection notice is so served in such a case, all the powers and duties of the Chief Executive Officer under Part V of the Act in respect of that environmental protection notice.

Persons to whom delegation made—

This delegation is made to any person for the time being holding or acting in the office of Chief Executive Officer under the *Local Government Act 1995*.

Pursuant to section 59(1)(e) of the *Interpretations Act 1984*, Delegation No. 32, dated 4 February 2000 is hereby revoked.

Dated this 9th day of January 2004.

Approved—

FERDINAND TROMP, A/Chief Executive Officer.

Dr JUDY EDWARDS MLA, Minister for the Environment.

14.2.2 Noise Management Plans – Keeping Log Books, Noise Control Notices, Calibration and Approval of Non-Complying Events

Published by:
Environment

GOVERNMENT GAZETTE
Western Australia
[Previous](#) [Close](#) [Next](#)

No. 232. 20-Dec-2013
Page: 6282 [Pdf](#) - [3Mb](#)

EV402

ENVIRONMENTAL PROTECTION ACT 1986

Delegation No. 112

I, Jason Banks, in my capacity as Acting Chief Executive Officer of the Department of Environment Regulation responsible for the administration of the *Environmental Protection Act 1986* ("the Act"), and pursuant to section 20 of the Act, hereby delegate to any person for the time being holding or acting in the office of a Chief Executive Officer under the *Local Government Act 1995*, my powers and duties under the *Environmental Protection (Noise) Regulations 1997*, other than this power of delegation, in relation to--

- (a) waste collection and other works--noise management plans relating to specified works under regulation 14A or 14B;
- (b) bellringing or amplified calls to worship--the keeping of a log of bellringing or amplified calls to worship requested under regulation 15(3)(c)(vi);
- (c) community activities--noise control notices in respect of community noise under regulation 16;
- (d) motor sport venues--noise management plans in relation to motor sport venues under Part 2 Division 3;
- (e) shooting venues--noise management plans in relation to shooting venues under Part 2 Division 4;
- (f) calibration results--requesting, under regulation 23(b), details of calibration results undertaken and obtained under Schedule 4;
- (g) sporting, cultural and entertainment events--approval of events or venues for sporting, cultural and entertainment purposes under Part 2 Division 7, subject to the following limitation--
 - (i) Subregulation 18(13)(b) is not delegated.

Under section 59(1)(e) of the *Interpretation Act 1984*, Delegation No. 68, gazetted 22 June 2007 is hereby revoked.

Dated the 12th day of December 2013.

JASON BANKS, Acting Chief Executive Officer.

Approved by--

JOHN DAY, Acting Minister for Environment; Heritage.

14.2.3 Noise Management Plans – Construction Sites

Published by:
Environment

GOVERNMENT GAZETTE
Western Australia
[Previous](#) [Close](#) [Next](#)

No. 71. 16-May-2014
Page: 1548 [Pdf](#) - [2Mb](#)

EV405

ENVIRONMENTAL PROTECTION ACT 1986

Delegation No. 119

I, Jason Banks, in my capacity as the Acting Chief Executive Officer of the Department responsible for the administration of the *Environmental Protection Act 1986* ("the Act"), and pursuant to section 20 of the Act, hereby delegate to the holder for the time being of the offices of--

(a) Chief Executive Officer under the *Local Government Act 1995*; and

(b) to any employee of the local government under the *Local Government Act 1995* who is appointed as an Authorised Person under section 87 of the Act,

all my powers and duties in relation to noise management plans under regulation 13 of the *Environmental Protection (Noise) Regulations 1997*, other than this power of delegation.

Under section 59(1)(e) of the *Interpretation Act 1984*, Delegation No. 111, gazetted 20 December 2013, is hereby revoked.

Dated the 1st day of May 2014.



JASON BANKS, Acting Chief Executive Officer.

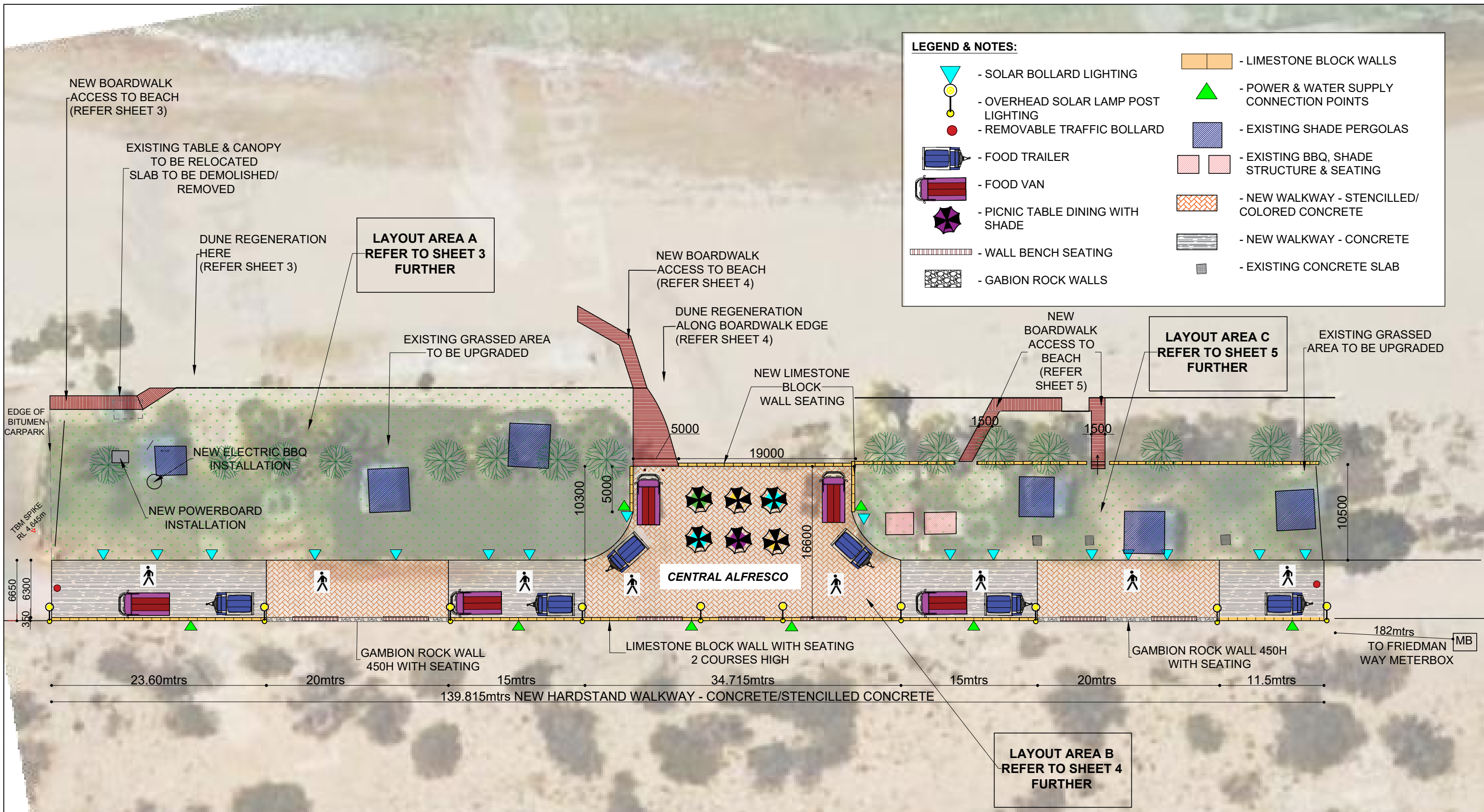
PRELIMINARY



EXMOUTH TOWN BEACH STAGE 1
DEVELOPMENT AREA PERIMETER

SITE LOCATION PLAN
1:400

<p>* NOTE* REGION 'D' TERRAIN CAT. 2 CLIMATE ZONE 1</p>	<p>N</p>	<p>PROPOSED TOWN BEACH DEVELOPMENT STAGE 1 WORKS FOR: SHIRE OF EXMOUTH ADDRESS: TOWN BEACH, EXMOUTH, WA</p>	<p>Drawing Title: SITE LOCATION PLAN</p>	<p>SHEET NO: 1 of 6</p>		<p>ALL CARE HAS BEEN TAKEN WITH ONSITE MEASUREMENT ACCURACY IN THE PREPARATION OF THESE DRAWINGS. CONTRACTORS TO VERIFY ALL DIMENSIONS & MEASUREMENTS BEFORE QUOTING & UNDERTAKING ANY WORK. DO NOT SCALE DRAWINGS</p>		<p>Kayfer Designs Building Designer: Kirsty Fleming (B.A., L.L.B., PGDp. Bldg Design, Member BDAWA) ABN 29 806 145 252 P O Box 1074, Exmouth, 6707 M: 0439769464 E: kayferdesigns@gmail.com</p>				
				<p>JOB: CDD-SofE-28</p>	<p>SCALE: 1:400 on A3</p>					<table border="1"> <tr> <td>1</td> <td>ADD EXISTING RL LEVELS, MATERIALS QUANTITIES SCHEDULE</td> <td>KF</td> <td>19/05/2021</td> <td>SF</td> </tr> <tr> <th>REV</th> <th>DESCRIPTION</th> <th>DRN</th> <th>DATE</th> <th>CHK</th> </tr> </table>	1	ADD EXISTING RL LEVELS, MATERIALS QUANTITIES SCHEDULE
1	ADD EXISTING RL LEVELS, MATERIALS QUANTITIES SCHEDULE	KF	19/05/2021	SF								
REV	DESCRIPTION	DRN	DATE	CHK								

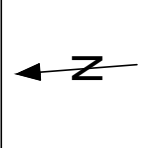


LEGEND & NOTES:

- SOLAR BOLLARD LIGHTING
- OVERHEAD SOLAR LAMP POST LIGHTING
- REMOVABLE TRAFFIC BOLLARD
- FOOD TRAILER
- FOOD VAN
- PICNIC TABLE DINING WITH SHADE
- WALL BENCH SEATING
- GABION ROCK WALLS
- LIMESTONE BLOCK WALLS
- POWER & WATER SUPPLY CONNECTION POINTS
- EXISTING SHADE PERGOLAS
- EXISTING BBQ, SHADE STRUCTURE & SEATING
- NEW WALKWAY - STENCILLED/ COLORED CONCRETE
- NEW WALKWAY - CONCRETE
- EXISTING CONCRETE SLAB

DEVELOPMENT LAYOUT PLAN
1:400

* NOTE*
REGION 'D'
TERRAIN CAT. 2
CLIMATE ZONE 1



PROPOSED TOWN BEACH DEVELOPMENT
STAGE 1 WORKS
FOR: SHIRE OF EXMOUTH
ADDRESS: TOWN BEACH, EXMOUTH, WA

Drawing Title:
DEVELOPMENT LAYOUT PLAN

SHEET NO: 2 of 6
JOB:
CDD-SofE-28
SCALE:
1:400 on A3
REVISION:
1
DATE:
19/05/2021

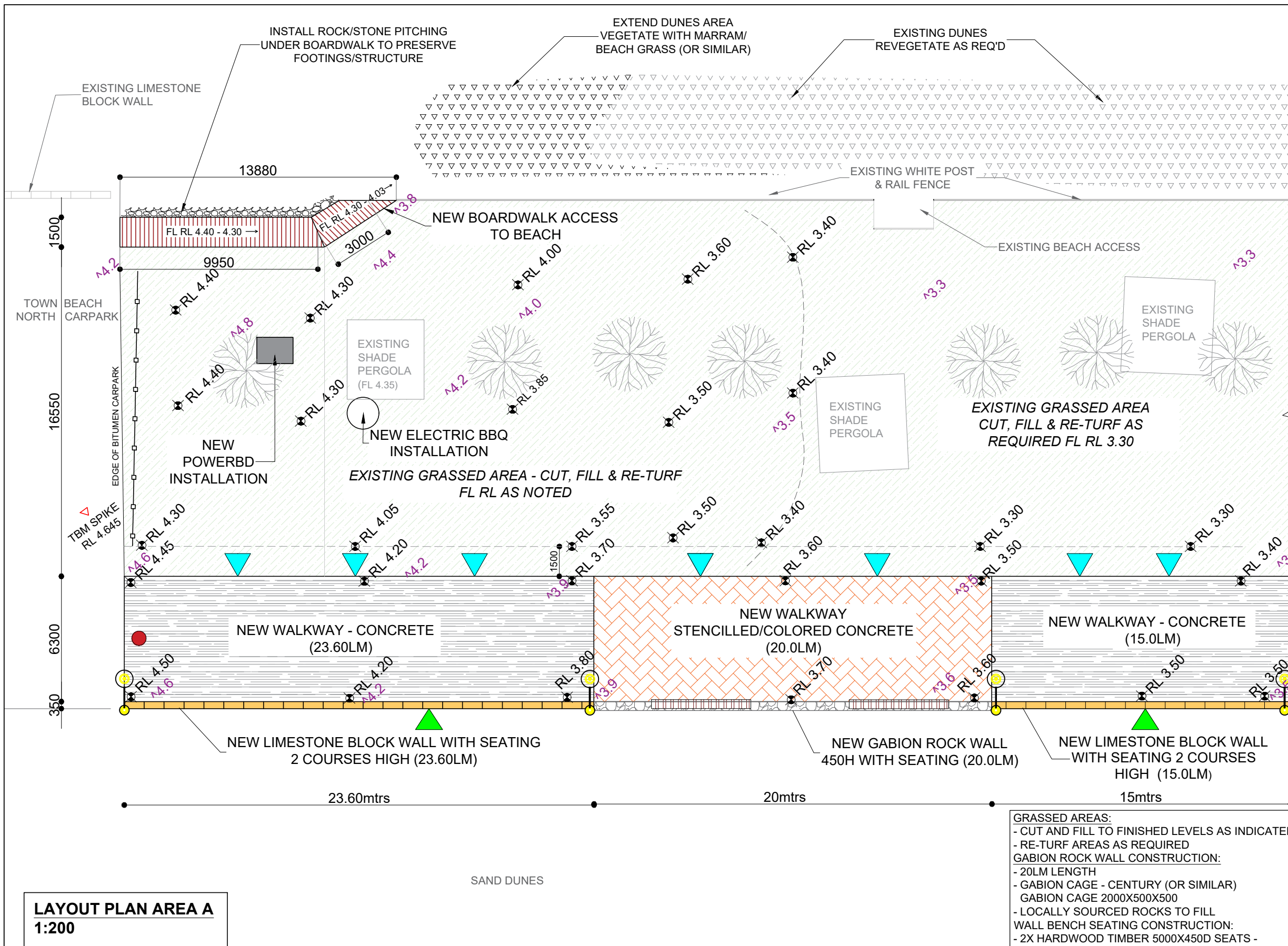
REV	DESCRIPTION	DRN	DATE	CHK
1	ADD EXISTING RL LEVELS. MATERIALS QUANTITIES SCHEDULE	KF	19/05/2021	SF

ALL CARE HAS BEEN TAKEN WITH ONSITE MEASUREMENT ACCURACY IN THE PREPARATION OF THESE DRAWINGS. CONTRACTORS TO VERIFY ALL DIMENSIONS & MEASUREMENTS BEFORE QUOTING & UNDERTAKING ANY WORK.
DO NOT SCALE DRAWINGS



Kayfer Designs
Building Designer: Kirsty Fleming
(B.A., L.L.B., PGDp. Bldg Design, Member BDAWA)
ABN 29 806 145 252
P O Box 1074, Exmouth, 6707
M: 0439769464
E: kayferdesigns@gmail.com





LEGEND:

- SOLAR BOLLARD LIGHTING
- OVERHEAD SOLAR LAMP POST LIGHTING
- REMOVABLE TRAFFIC BOLLARD
- POWER & WATER SUPPLY CONNECTION POINTS
- EXISTING TREES
- EXISTING TOWN BEACH CARPARK FENCE
- EXISTING RL LEVELS
- NEW FINISHED LEVELS

NOTES:

NEW BOARDWALK PREPARATION WORK:

- REMOVE EXISTING SHADE CANOPY & PICNIC TABLE, PRESERVE FOR REINSTALLATION ELSEWHERE
- DEMOLISH SLAB AND REMOVE DEBRIS FROM SITE

NEW BOARDWALK CONSTRUCTION WORK:

- 12.95LM
- TP 90X45 JOISTS & BEARERS, TP POSTS 90X90 INTO CONCRETE PIER FOOTINGS (350Ø X 350DEEP) - INDICATIVE
- MODWOOD COMPOSITE DECKING (OR SIMILAR), TOP SCREW FIXING (S/S SCREWS)
- FINISHED LEVEL AS NOTED (APPROX 100mm ABOVE NGL) GRADIENT NO STEEPER THAN 1 IN 20

NEW CONCRETE WALKWAYS PREPARATION WORK:

- EXISTING BOARD & RAIL FENCE BETWEEN ROAD & GRASSED AREAS TO BE REMOVED
- EXISTING SURFACE TO BE EXCAVATED, DEBRIS/SURPLUS MATERIALS TO BE REMOVED FROM SITE, SUBGRADE PREPARED, COMPACTED, TESTED AS REQ'D BY LA & TO REQ'D LEVEL FOR HIGH TRAFFIC FOOTPATH, PRIOR TO NEW WORKS COMMENCING.

NEW CONCRETE WALKWAYS (NATURAL & STENCILLED) CONSTRUCTION WORK:

- 6.3mtrs WIDE
- 58.6mtrs LENGTH
- PATHWAY CONCRETE MIN. BASE THICKNESS 100mm
- MIN. CONCRETE GRADE N25
- MIN. REINFORCING MESH - SL62
- PROVIDE CONTROL JOINTS MIN. EVERY 2mtrs
- PROVIDE EXPANSION JOINTS (10mm) AT MAX. 6mtr CTRS. JOINTS TO BE FILLED WITH SILICONE SEALANT, 10mm THICK COMPRESSED FILLER, OR OTHER AS SPECIFIED BY LA.
- FINISHED LEVELS AS INDICATED, SLIGHT FALL TOWARDS GRASSED AREAS
- PATH FINISH TO BE NON-SLIP BROOM FINISH. EDGES TO BE TOOLED TO ROUND EDGES

LIMESTONE BLOCK WALL CONSTRUCTION:

- 38.6LM LENGTH
- 350X350X1000mm LIMESTONE BLOCKS, 2 COURSES
- FOOTING AS REQ'D BY LA
- 1:1:6 (CEMENT, LIME, PUTTY) MORTAR JOINTS (TYPICAL)

GRASSED AREAS:

- CUT AND FILL TO FINISHED LEVELS AS INDICATED
- RE-TURF AREAS AS REQUIRED

GABION ROCK WALL CONSTRUCTION:

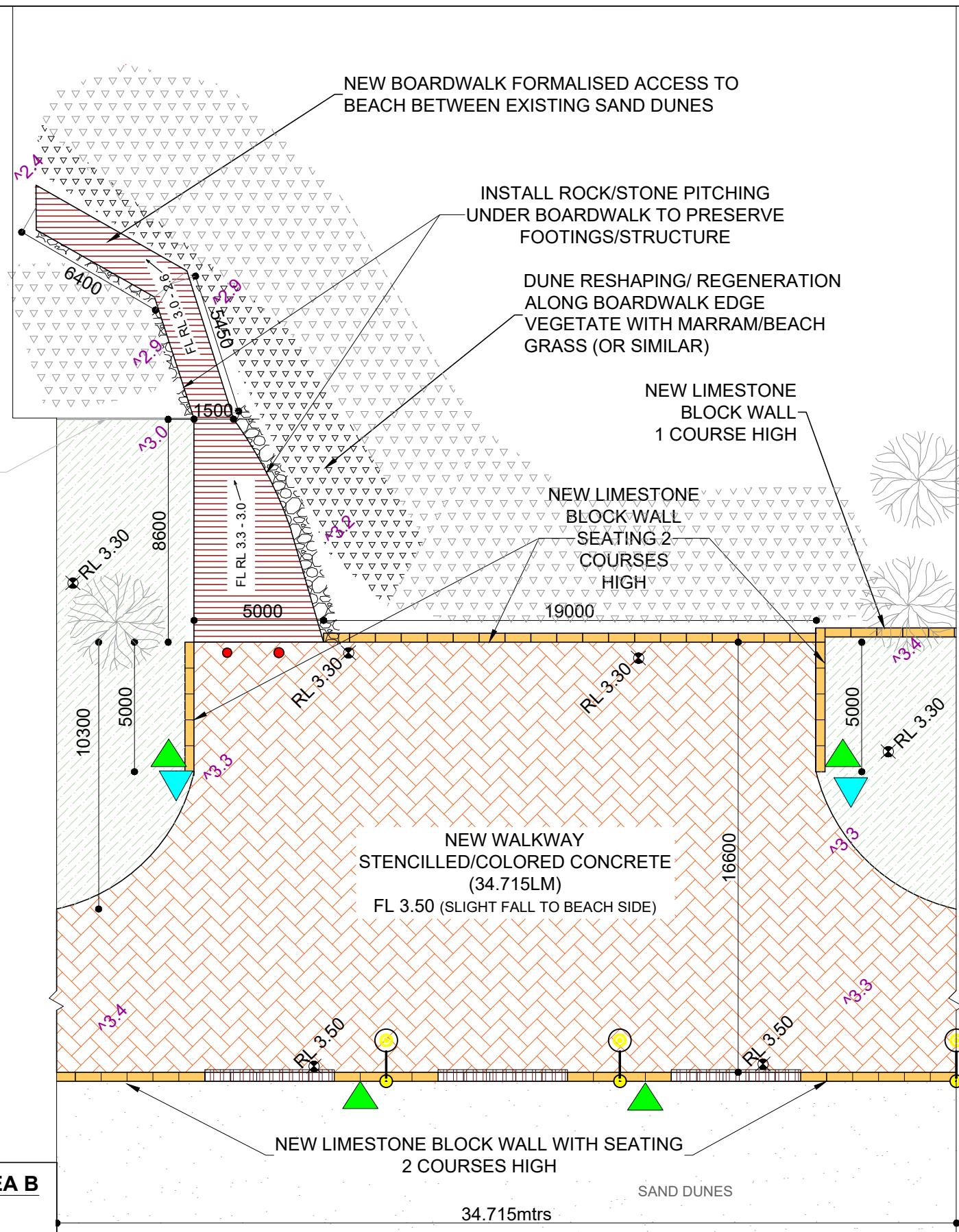
- 20LM LENGTH
- GABION CAGE - CENTURY (OR SIMILAR)
- GABION CAGE 2000X500X500
- LOCALLY SOURCED ROCKS TO FILL

WALL BENCH SEATING CONSTRUCTION:

- 2X HARDWOOD TIMBER 5000X450D SEATS - (DETAIL TBC BY LA)

LAYOUT PLAN AREA A
1:200

<p>* NOTE* REGION 'D' TERRAIN CAT. 2 CLIMATE ZONE 1</p>	<p>PROPOSED TOWN BEACH DEVELOPMENT STAGE 1 WORKS</p> <p>FOR: SHIRE OF EXMOUTH ADDRESS: TOWN BEACH, EXMOUTH, WA</p>	<p>Drawing Title: LAYOUT PLAN AREA A</p>	<p>SHEET NO: 3 of 6</p>	<p>JOB: CDD-SofE-28</p> <p>REVISION: 1</p>	<p>SCALE: 1:200 on A3</p> <p>DATE: 19/05/2021</p>	<p>ALL CARE HAS BEEN TAKEN WITH ONSITE MEASUREMENT ACCURACY IN THE PREPARATION OF THESE DRAWINGS. CONTRACTORS TO VERIFY ALL DIMENSIONS & MEASUREMENTS BEFORE QUOTING & UNDERTAKING ANY WORK. DO NOT SCALE DRAWINGS</p>		<p>Kayfer Designs Building Designer: Kirsty Fleming (B.A., L.L.B., PGDp. Bldg Design, Member BDAWA) ABN 29 806 145 252 P O Box 1074, Exmouth, 6707 M: 0439769464 E: kayferdesigns@gmail.com</p>	
---------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------	-------------------------	----------------------------------------------------	-----------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--



LEGEND:

- SOLAR BOLLARD LIGHTING
- OVERHEAD SOLAR LAMP POST LIGHTING
- BOLLARD
- POWER & WATER SUPPLY CONNECTION POINTS
- EXISTING TREES
- EXISTING GRASSED AREAS
- EXISTING RL LEVELS
- NEW FINISHED LEVELS

NOTES:

NEW BOARDWALK PREPARATION WORK:

- REMOVE EXISTING WHITE POST & RAIL FENCE BETWEEN CARPARK & DUNES
- REDISTRIBUTE SAND AS REQUIRED TO EXISTING DUNES FOR BOARDWALK FOOTPRINT

NEW BOARDWALK CONSTRUCTION WORK:

- 47m². WIDTHS AS NOTED
- TP 90X45 JOISTS & BEARERS, TP POSTS 90X90 INTO CONCRETE PIER FOOTINGS (350Ø X 350DEEP) INDICATIVE,
- MODWOOD COMPOSITE DECKING (OR SIMILAR), TOP SCREW FIXING (S/S SCREWS)
- FINISHED LEVEL AS INDICATED, GRADIENT NO STEEPER THAN 1 IN 20

NEW CONCRETE WALKWAY PREPARATION WORK:

- EXISTING BOARD & RAIL FENCE BETWEEN ROAD & GRASSED AREAS TO BE REMOVED
- EXISTING SURFACE TO BE EXCAVATED, DEBRIS/SURPLUS MATERIALS TO BE REMOVED FROM SITE, SUBGRADE PREPARED, COMPACTED, TESTED AS REQ'D BY LA & TO REQ'D LEVEL FOR HIGH TRAFFIC FOOTPATH, PRIOR TO NEW WORKS COMMENCING.

NEW CONCRETE WALKWAY - STENCILLED CONSTRUCTION WORK:

- 6.3mtrs WIDE, 486m²
- WALKWAY CONCRETE MIN. BASE THICKNESS 100mm
- MIN. CONCRETE GRADE N25
- MIN. REINFORCING MESH - SL62
- PROVIDE CONTROL JOINTS MIN. EVERY 2mtrs
- PROVIDE EXPANSION JOINTS (10mm) AT MAX. 6mtr CTRS. JOINTS TO BE FILLED WITH SILICONE SEALANT, 10mm THICK COMPRESSED FILLER, OR OTHER AS SPECIFIED BY LA.
- FINISHED LEVELS AS INDICATED
- WALKWAY FINISH TO BE NON-SLIP. FINISH EDGES TO BE TOOLED TO ROUND EDGES

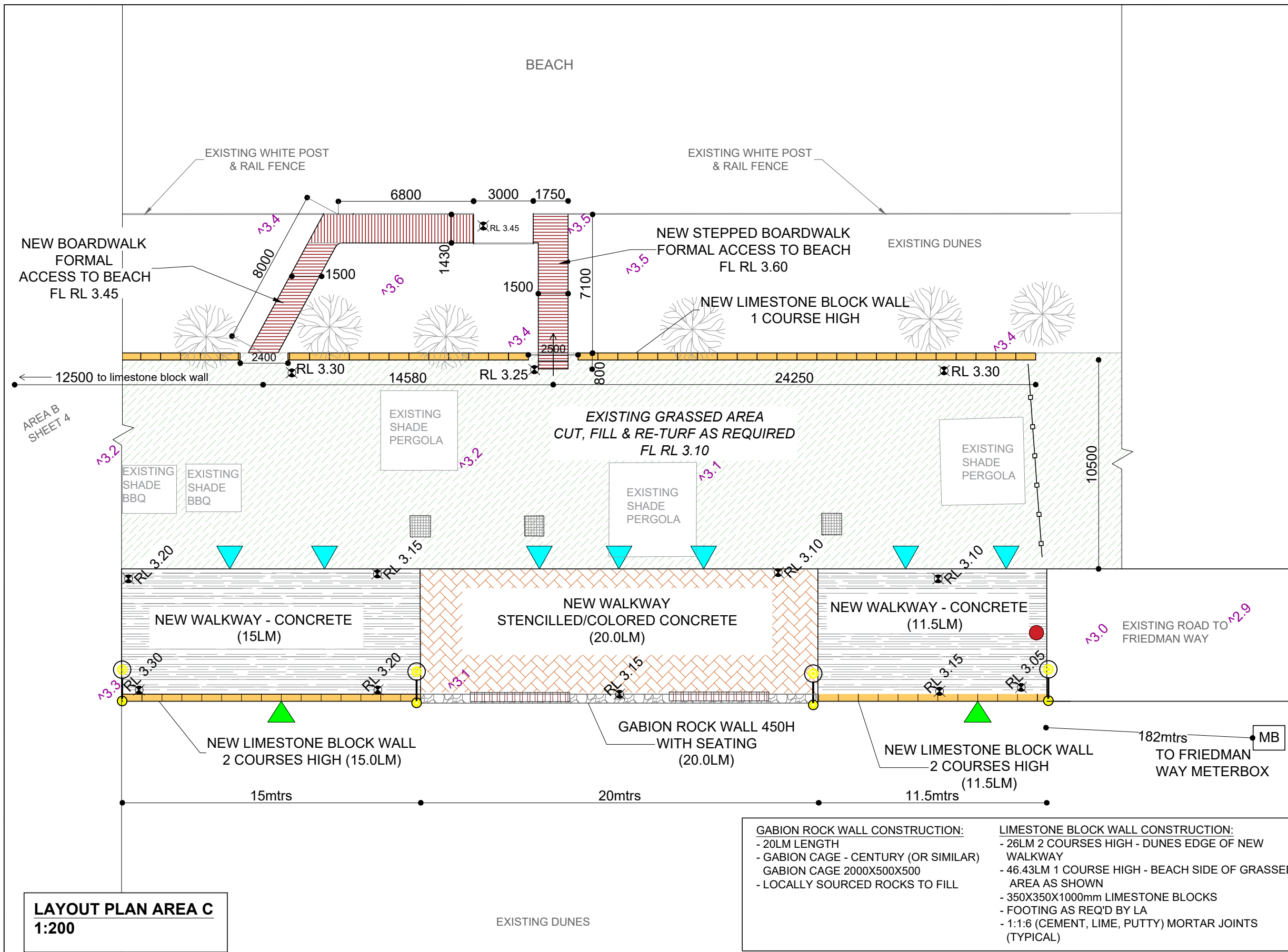
LIMESTONE BLOCK WALL CONSTRUCTION:

- 63.7LM, 2 COURSES HIGH
- 5LM 1 COURSE HIGH
- 350X350X1000mm LIMESTONE BLOCKS
- FOOTING AS REQ'D BY LA
- 1:1:6 (CEMENT, LIME, PUTTY) MORTAR JOINTS (TYPICAL)

WALL BENCH SEATING CONSTRUCTION:

- 2X HARDWOOD TIMBER 5000X450D SEATS (TBC BY LA)

LAYOUT PLAN AREA B
1:200



LEGEND:

- SOLAR BOLLARD LIGHTING
- OVERHEAD SOLAR LAMP POST LIGHTING
- REMOVABLE TRAFFIC BOLLARD
- POWER & WATER SUPPLY CONNECTION POINTS
- EXISTING TREES
- EXISTING GRASSED AREAS
- EXISTING CONCRETE SLAB
- EXISTING RL LEVELS
- NEW FINISHED LEVELS

NOTES:

NEW BOARDWALK PREPARATION WORK:

- REDISTRIBUTE SAND AS REQUIRED TO EXISTING DUNES FOR BOARDWALK FOOTPRINT

NEW BOARDWALK CONSTRUCTION WORK:

- 34m². WIDTHS AS SHOWN
- TP 90X45 JOISTS & BEARERS, TP POSTS 90X90 INTO CONCRETE PIER FOOTINGS (350Ø X 350DEEP), MODWOOD COMPOSITE DECKING, TOP SCREW FIXING (S/S SCREWS)
- STEPPED BOARDWALK - 400mm TREAD X 175 RISER X 2
- BOARDWALK FINISHED LEVELS AS INDICATED

NEW CONCRETE WALKWAY PREPARATION WORK:

- EXISTING BOARD & RAIL FENCE BETWEEN ROAD & GRASSED AREA TO BE REMOVED
- EXISTING SURFACE TO BE EXCAVATED, DEBRIS/SURPLUS MATERIALS TO BE REMOVED FROM SITE, SUBGRADE PREPARED, COMPACTED, TESTED AS REQ'D BY LA & TO REQ'D LEVEL FOR HIGH TRAFFIC FOOTPATH, PRIOR TO NEW WORKS COMMENCING.

NEW CONCRETE WALKWAY - STENCILLED & NATURAL CONSTRUCTION WORK:

- 6.3mtrs WIDE
- 46.5LM (26.5LM NATURAL, 20MTRS STENCILLED)
- WALKWAY CONCRETE MIN. BASE THICKNESS 100mm
- MIN. CONCRETE GRADE N25
- MIN. REINFORCING MESH - SL62
- PROVIDE CONTROL JOINTS MIN. EVERY 2mtrs
- PROVIDE EXPANSION JOINTS (10mm) AT MAX. 6mtr CTRS. JOINTS TO BE FILLED WITH SILICONE SEALANT, 10mm THICK COMPRESSED FILLER, OR OTHER AS SPECIFIED BY LA.
- FINISHED LEVELS AS INDICATED
- WALKWAY FINISH TO BE NON-SLIP. FINISH EDGES TO BE TOOLED TO ROUND EDGES

WALL BENCH SEATING CONSTRUCTION:

- 2X HARDWOOD TIMBER 5000X450D SEATS (TBC BY LA)

GRASSED AREAS:

- CUT AND FILL TO FINISHED LEVELS AS INDICATED
- RE-TURF AREAS AS REQUIRED

LAYOUT PLAN AREA C
1:200

GABION ROCK WALL CONSTRUCTION:

- 20LM LENGTH
- GABION CAGE - CENTURY (OR SIMILAR)
- GABION CAGE 2000X500X500
- LOCALLY SOURCED ROCKS TO FILL

LIMESTONE BLOCK WALL CONSTRUCTION:

- 26LM 2 COURSES HIGH - DUNES EDGE OF NEW WALKWAY
- 46.43LM 1 COURSE HIGH - BEACH SIDE OF GRASSED AREA AS SHOWN
- 350X350X1000mm LIMESTONE BLOCKS
- FOOTING AS REQ'D BY LA
- 1:1:6 (CEMENT, LIME, PUTTY) MORTAR JOINTS (TYPICAL)

MATERIALS SCHEDULE & QUANTITIES

NEW WALKWAY CONCRETE

- NONCOLOURED -	AREA A - 38.6LM (243.20m ²),	AREA C - 26.5LM (166.95m ²)		TOTAL 410.15m ²
- COLOURED/STENCILLED -	AREA A - 20LM (126m ²),	AREA B - 486m ² ,	AREA C - 20LM (126m ²)	TOTAL 738m ²

NEW LIMESTONE BLOCK WALLS

- 2 COURSES HIGH	AREA A - 38.6LM	AREA B - 63.715LM	AREA C - 26.5LM	TOTAL 128.8LM
- 1 COURSE HIGH			AREA C - 46.43LM	TOTAL 46.43LM

NEW GABION CAGE ROCK WALLS

- 450mm H, 500D	AREA A - 20LM		AREA C - 20LM	TOTAL 40LM
-----------------	---------------	--	---------------	------------

NEW BOARDWALKS



- 1.5mtrs WIDE (EXCEPT AREA B BOARDWALK)	AREA A - 12.95LM(19.43m ²)	AREA B 47m ²	AREA C - 34m ²	TOTAL 100.43m ²
---------------------------------------------	----------------------------------------	-------------------------	---------------------------	----------------------------

NEW WALL BENCH SEATING

- 5000X450D SEATS	AREA A - 2	AREA B - 3	AREA C - 2	TOTAL 7
-------------------	------------	------------	------------	---------

(SECURED TO TOP OF LIMESTONE BLOCK & GABION CAGE WALLS.
MATERIALS TBC BY LA)

MATERIALS SCHEDULE - QUANTITIES

* NOTE* REGION 'D' TERRAIN CAT. 2 CLIMATE ZONE 1	PROPOSED TOWN BEACH DEVELOPMENT STAGE 1 WORKS FOR: SHIRE OF EXMOUTH ADDRESS: TOWN BEACH, EXMOUTH, WA	Drawing Title: MATERIALS SCHEDULE - QUANTITIES	SHEET NO: 6 of 6				ALL CARE HAS BEEN TAKEN WITH ONSITE MEASUREMENT ACCURACY IN THE PREPARATION OF THESE DRAWINGS. CONTRACTORS TO VERIFY ALL DIMENSIONS & MEASUREMENTS BEFORE QUOTING & UNDERTAKING ANY WORK. DO NOT SCALE DRAWINGS		Kayfer Designs Building Designer: Kirsty Fleming (B.A., L.L.B., PGDp. Bldg Design, Member BDAWA) ABN 29 806 145 252 P O Box 1074, Exmouth, 6707 M: 0439769464 E: kayferdesigns@gmail.com	
			JOB: CDD-SofE-28	SCALE: N/A	1	ADD EXISTING RL LEVELS, MATERIALS QUANTITIES SCHEDULE				
			REVISION: 1	DATE: 19/05/2021	REV	DESCRIPTION	DRN	DATE	CHK	

PUBLIC/GOVERNMENT AGENCY SUBMISSIONS		
DRAFT LOCAL PLANNING POLICY - PUBLIC ART CONTRIBUTIONS		
No.	Public Summary of Submission(s)	Officer Comment and Recommendation
1.	<ul style="list-style-type: none"> The LPP should clearly set the intent and expectations for artworks produced. <p>Suggestions:</p> <p>Inclusion of a definition of public art, for the purposes of the policy</p> <ul style="list-style-type: none"> Artforms included and excluded from the definition of public art. Consider extending the definition to include performance art, ephemeral art installations, cultural events, and creative spaces such as galleries, studios, and artwork display areas. Recommended that functional equipment can be included as public art elements under the policy, such as bike racks, shading, play equipment, and benches. This allows enough scope in the policy to ensure public artworks produced are best suited to their site. Recommended the following stipulations are included: <ul style="list-style-type: none"> Functional artworks must be produced by a professional artist. Public artwork budget (1%) cannot be used to cover costs normally associated with building or architectural elements (e.g. cannot cover the cost of screening, but can cover the additional cost of artist-designed laser cutting on the screening). Exclusions to the definition of public art: <ul style="list-style-type: none"> Branding elements including logos and colours Directional or other signage 	<p>Noted.</p> <p>The draft Policy has been developed towards providing permanent artwork and sculptures. The policy has been updated to include a definition of what does and does not constitute 'Public Art'.</p> <p>The draft Policy now includes a definition of 'Public Art', which:</p> <p><i>means a permanent artistic work which:</i></p> <ul style="list-style-type: none"> <i>Is constructed of materials which may be maintained and repaired if necessary, including wood, metal, plastic, paint or any other durable material.</i> <i>Can be freestanding or integrated into the exterior of a building or other structure.</i> <i>Is created and located for public accessibility, either within the public realm or in view of the public realm, such as a street, park, or public building.</i> <i>May take the form of unique functional objects designed by an artist (such as seats, bike racks, play equipment, shade shelters).</i> <i>May take the form unique functional objects designed by an artist (such as seats, bike racks, play equipment, shade shelters).</i> <p>The draft Policy has been updated, to include the following:</p> <p><i>Public Art does not include:</i></p>

- Off-the-shelf artworks
- Artworks not created by professional artists
- Reproduction artworks

Inclusion of costs that can be covered by the 1% public art contribution

- Artist fees (option to include a minimum percentage to ensure artists are receiving fair pay).
- To facilitate commissions for local creatives, a further discount to the contribution may be offered if a local artist is commissioned.
- Materials and fabrication of artwork
- Transportation and installation of artwork including contractor fees (eg electrical, structural engineer, certification)
- Lighting of artwork
- Art consultant fees (option to include a maximum percentage – usually ~15%)
- Photography of artwork
- Interpretive plaque

Inclusion of the following stipulations

- A Public Art Plan/Brief must be approved by the Shire prior to the relevant building permit being issued (eg. such as the main works building permit, but not for example an early works building permit, as would typically be pursued for a large-scale/multi-component development).
- Public artwork must be installed and signed-off on by the Shire prior to the relevant occupancy permit being issued (ie. to

- *Mass produced or reproduced artworks.*
- *Directional signage or any form of commercial branding, promotional or advertising material either for the proposed development or any other businesses, product or development.*
- *Elements which would normally be associated with the development, or be any form of services or utilities.*

The draft policy has been updated to include the following provision:

Detailed plans and documentation are to be submitted for consideration. This is to include a public art plan/brief and a cost breakdown, which can include; artists fees, materials, labour, installation, operating costs and costs of any required permits or approvals.

Amendments to the draft policy have now included:

The Public Art is to be commissioned and installed prior to the initial occupation of the development or a later time as agreed by the Shire of Exmouth in writing.

contemplate a potential staging of occupancy for a large-scale/multi-component development).

Inclusion of a cash-in-lieu option for developers

- A cash-in-lieu option allowing developers to pay the 1% value to the Shire of Exmouth, rather than commissioning public art for their development.
- A cash-in-lieu option often includes a discount to incentivise this option if desired.
- Cash-in-lieu payments could be kept in a reserve fund by the Shire, and used to fund Shire-led public art initiatives and commissions.
- Considerations of the parameters of use of cash-in-lieu funds include:
 - Whether cash-in-lieu funded artworks can be located in any public space within the Shire, or whether they would need to be within a certain distance from the contributing development.
 - If cash-in-lieu payments can be pooled to fund large public art projects.
 - Typologies of public artworks eligible for commission through cash-in-lieu funds.
 - Time limits for how long the Shire can hold cash-in-lieu payments before spending them on public artworks.
 - Approval processes for cash-in-lieu funded public artworks.

Inclusion of a Public Art Contribution cap:

- Including a contribution cap of \$500,000 would bring the Shire's policy in line with many best practice WA local government policies including the City of Vincent, Town of Cambridge, City of Canning, City of Cockburn, Town of East

The draft policy has been updated to include;

A cash-in-lieu contribution can be paid into a special fund to be used by the Shire of Exmouth for the purpose of providing or maintaining public art within the general locality or area of the subject site. Individual funds can be accrued for more comprehensive or detailed public art projects. In the event funds are held, the Shire will endeavour to ensure the funds are spent within 5 years of their receipt.

The comments are noted. Shire officers have not recommended the draft Policy include a contribution cap. It is pertinent to note that a number of regional and other metropolitan local governments have not limited the contribution amount, including; the Shire of Broome, the City of Albany, City of Belmont, City of Busselton and City of Karratha. The requirement

<p>Fremantle, City of Gosnells, City of Kwinana, Shire of Serpentine-Jarrahdale, City of Subiaco, and City of Swan.</p> <ul style="list-style-type: none"> • A contribution cap is in recognition of \$500,000 being a significant investment in public art, with high-quality large-scale works easily achievable with this budget. • Quality, impact and calibre of Public Art Contribution outcomes are determined through clear criteria, objectives and process, rather than by budget. <p>Feedback on specific parts of the draft policy:</p> <ul style="list-style-type: none"> • <i>Private developments involving commercial, residential (not including single houses or grouped/multiple dwellings of less than 5 dwellings) and/or mixed residential/commercial developments over the value of \$2,000,000 are required to provide Public Art</i> – suggest that extensions and renovations are included in this definition • <i>Policy Objective 4: to improve visual amenity by use of public art to screen unattractive views and improve the appearance of places</i> — suggested to re-wording to remove ‘to screen unattractive views’ as this may encourage poor artistic results. Alternative wording could be ‘to improve visual amenity by use of public art to enhance streetscapes and improve the appearance of places. • <i>Public art, where provided on a development site to fulfil a condition of development approval, shall not require further development approval</i>—suggested to include statement about 	<p>for one (1) percent of the development cost has been nominated relative to the cost of the construction works. It is not common for other cash-in-lieu contributions such as public open space or carparking to be capped. Further, public art does not have to simply have to be a standalone sculpture or piece, it can be integrated into the exterior of buildings and/or other structures. It can also be used to provide functional elements required by the project such as bicycle parking racks, landscaping elements, and façade treatments. Staff recommend that a contribution cap not be applied to the Policy. If considered appropriate Council could introduce a limit on the contribution amount, for example no more than \$500,000. Alternatively, Council could also consider a reduced percentage over a certain value, i.e. the required contribution is 1% up to \$50 million and 0.5% for every construction cost dollar over \$50 million.</p> <p>Although additions and alterations are included in the definition of ‘development’ under the <i>Planning and Development 2005</i>, for clarity, this has been included in the draft policy.</p> <p>Noted, amendments made.</p> <p>Although public art under the draft policy may be exempt from requiring further development approval, this does not negate the requirement to</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>other required approvals— e.g. for a large freestanding sculpture, sign-off from a structural engineer and/or appropriate Shire staff member.</p> <ul style="list-style-type: none"> • <i>All Public Art applications are to be determined by Council—</i> suggest clarification of the decision-making process for Public Art Contribution applications. Will a recommendation by staff members/ an advisory panel with public art expertise be provided to council? Suggest consideration of an Arts Officer on the Shire staff, with the possibility of other regional Shires sharing this resource. Consideration of the time frames of Public Art approval also need consideration if public art must be approved prior to building permits being issued, to ensure that large-scale/multi-component developments pursuing staged building permits are not unnecessarily held-up. 	<p>comply with any other statutory legislation or obligation. However, for clarity, this has been included in the draft policy.</p> <p>The comments in relation to timing are noted. Elected members have requested direct involvement in the decision-making process. The initial draft Policy requires the Commissioning Agent to liaise with an appropriately suitable person throughout the entire project. This can be either a suitable qualified staff member or external person, such as, an artist or shared Arts Officer.</p>
2.	<ul style="list-style-type: none"> • It is considered that the current form of the policy is underdeveloped with sections missing that address matters of guiding principles. <ul style="list-style-type: none"> ○ Specific statements relating to principles guiding the process of commissioning, conservation standards and expectations, and the sensitive process of decommissioning. • Suggested that supporting guidelines should be developed, as well as a Public Art strategy. • Concerns for the lack of operational clarity created by the current content of the draft policy. <p>The submission includes the following questions:</p> <ul style="list-style-type: none"> • <i>In the policy statement reference is made to the 'public domain' and later in the draft policy text, further reference is made to Crown Land adjacent to the proponent's site – does this include land that is under title to holders other than that of the development or Crown Land such as that belonging to the Shire</i> 	<p>The draft Policy has been updated to include a number of amendments to provide further clarity and guidance following the submissions received as part of the advertising process.</p> <p>It is envisaged that supporting guidelines will be developed for the draft Policy.</p> <p>As mentioned in the initial draft Policy, the landowner shall be responsible for the ongoing maintenance of the Public Art. A cash-in-lieu contribution could be used by the Shire for maintaining public area. Like other infrastructure and developments that are installed on Council owned or</p>

	<p><i>itself or other agencies? If so, how can the development proponent be made to be responsible for the maintenance of such artworks as per the concluding draft policy section 'Maintenance'? Therefore, how does this affect policy liability? Overall, the question is whether the current draft policy can be enforceable as it appears there is no head of power in the local planning scheme to give effect to the policy.</i></p>	<p>managed land, this could be covered by the Shire's current public liability insurance.</p> <p>A local government may prepare a local planning policy on sound town planning principles under Division 2 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. It is common practise for local governments to have a Local Planning Policy for public art contributions for private developments.</p>
--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

6.26 – Public Art Contributions

Adoption		
Date	Meeting	Council Decision
	OCM	
Review		
Date	Meeting	Council Decision
Delegation		
No.	Title	

POLICY STATEMENT

This ~~Policy~~ ~~Shire of Exmouth~~ seeks to create and enhance a visible arts presence in the public domain throughout the ~~municipality~~.

~~To develop and promote community identity by~~ ~~municipality, by~~ requiring commissioned public art works as part of private development projects within the Shire of Exmouth.

POLICY OBJECTIVES

- ~~To develop and promote community identity by requiring commissioned public art works as part of private development projects within the Shire of Exmouth.~~
- To enhance a sense of place by encouraging public art forms which provide an interpretation and expression of the local area’s natural ~~physical~~ characteristics and social values.
- To improve local interpretation of cultural, environmental and built heritage.
- To improve visual amenity by use of public art to ~~enhance~~ ~~screen unattractive views and streetscapes and~~ improve the appearance of places.

POLICY

Private developments (including additions and alterations) involving commercial, residential (not including single houses or grouped/multiple dwellings of less than 5 dwellings) and or mixed residential/commercial developments over the value of \$2,000,000 are required to provide Public Art, to reflect or enhance local cultural identity.

The cost of any Public Art shall be no less than one percent (1%) of the estimated total project cost. The contribution can be the installation of Public Art or a cash-in-lieu option.

A cash-in-lieu contribution can be paid into a special fund to be used by the Shire of Exmouth for the purpose of providing or maintaining public art within the general locality or area of the subject site. Individual funds can be accrued for more comprehensive or detailed public art projects. In the event funds are held, the Shire will endeavour to ensure the funds are spent within 5 years of their receipt.

Definition of 'Public Art'

Means a permanent artistic work which:

- Is constructed of materials which may be maintained and repaired if necessary, including wood, metal, plastic, paint or any other durable material.
- Can be freestanding or integrated into the exterior of a building or other structure.
- Is created and located for public accessibility, either within the public realm or in view of the public realm, such as a street, park, or public building.
- May take the form of unique functional objects designed by an artist (such as seats, bike racks, play equipment, shade shelters).

Public Art does not include:

- Mass produced or reproduced artworks.
- Directional signage or any form of commercial branding, promotional or advertising material either for the proposed development or any other businesses, product or development.
- Elements which would normally be associated with the development, or be any form of services or utilities.

Public Art required pursuant to this Policy shall be provided on site, however may be permitted on Crown land immediately adjacent to the site, subject to approval.

Public Art, where provided on a development site to fulfil a condition of development approval, shall not require further development approval, [however may require a building permit and/or certification by a structural engineer.](#)

[A plaque or similar identifier is to be installed on, or in close proximity to, the public art which details the artist's name, name of the installation and date of the installation.](#)

Commissioning of works

The Shire of Exmouth must be advised of the project prior to the [c](#)ommissioning process commencing.

The Executive Manager – Development Services is to determine an appropriately suitable person(s) (internal or external) to liaise with the Commissioning Agent throughout the project, including its suitability.

[Detailed plans and documentation are to be submitted for consideration. This is to include a public art plan/brief and a cost breakdown, which can include; artists fees, materials, labour, installation, operating costs and costs of any required permits or approvals.](#)

All Public Art applications are to be determined by Council, generally at an Ordinary Council Meeting.

The Public Art is to be commissioned and installed prior to the initial occupation of the development or a later time as agreed in writing with the Shire of Exmouth.

Maintenance

Unless otherwise specified by the Shire, the landowner shall be responsible for the ongoing maintenance of the Public Art.

STATUTORY ENVIRONMENT

Shire of Exmouth Local Planning Scheme No.4

Planning and Development (Local Planning Schemes) Regulations 2015

SHIRE OF EXMOUTH
Local Planning Scheme No. 4
Amendment No. 2

'Public Open Space' to 'Light Industry'

Lot 100 Koolinda Way, Exmouth

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION TO ADOPT AMENDMENT TO LOCAL PLANNING SCHEME

**SHIRE OF EXMOUTH
LOCAL PLANNING SCHEME No. 4**

AMENDMENT No. 2

RESOLVED that the Shire of Exmouth pursuant to Section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

1. Rezoning a portion of Lot 100 Koolinda Way, Exmouth, from 'Public Open Space' to 'Light Industry'; and
2. Modify the Scheme Map accordingly.

The amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reasons:

1. The amendment is consistent with a local planning strategy for the scheme area that has been endorsed by the Commission; and
2. The amendment has minimal impact on land in the scheme area that is not the subject of the amendment.

Dated this _____ day of _____ 2021.

CHIEF EXECUTIVE OFFICER



SCHEME AMENDMENT REPORT

SHIRE OF EXMOUTH
LOCAL PLANNING SCHEME NO. 4



Scheme Amendment No. 2



Lot 100 Koolinda Way, Exmouth



14 December 2020 Version 3

Revision History

Version	Date	Author	Reviewed	Description of Change
1	12 June 2020	Deb Carson/ Kathryn Jackson	Client/BC	Preliminary Scheme Report for review
2	3 December 2020	Brad Collard	BC	Updates to reflect completion of crown land amalgamation
3	14 December 2020	Brad Collard	BC	Bushfire Management Plan incorporated into report

DISCLAIMER

This document is and shall remain the property of Hille Thompson and Delfos Surveyors and Planners. The document may only be used for the purposes for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised copying or use of this document in any form whatsoever is prohibited.

CONTENTS

1	PROPOSED SCHEME AMENDMENT	1
2	SITE LOCATION AND CONTEXT	2
2.1	REGIONAL LOCATION	2
2.2	LOCAL LOCATION	2
2.3	EXISTING IMPROVEMENTS & ACCESS	4
2.4	CADASTRAL INFORMATION	4
2.5	PHYSICAL CHARACTERISTICS.....	7
2.6	INFRASTRUCTURE AND SERVICING	7
3	PLANNING FRAMEWORK	9
3.1	LOCAL PLANNING STRATEGY (2015).....	9
3.2	LOCAL PLANNING SCHEME NO. 4.....	11
3.3	STATE PLANNING POLICY No. 3.7 – PLANNING IN BUSHFIRE PRONE AREAS (SPP 3.7) 12	
4	JUSTIFICATION FOR AMENDMENT	12
5	CONCLUSION	12

FIGURES

<i>Figures 1 & 2: Images of existing land and buildings</i>	2
<i>Figure 3: Aerial photo</i>	4
<i>Figure 4: Amalgamation of Lot 1134 and portion of Lot 600 to create Lot 100</i>	5
<i>Figure 5: Extract from Local Planning Strategy – Exmouth Townsite Spatial Plan</i>	9
<i>Figure 7: Extract of Map 2 of Local Planning Scheme No. 4</i>	11

PLANS

Plan 1: Location Plan	2
Plan 2: Existing Services Plan.....	7

APPENDICES

<i>Appendix A – Bushfire Management Plan</i>	17
----------------------------------------------------	-----------

SCHEME AMENDMENT REPORT

LOCAL GOVERNMENT:	SHIRE OF EXMOUTH
TYPE OF SCHEME:	DISTRICT ZONING SCHEME
TOWN PLANNING SCHEME:	LOCAL PLANNING SCHEME NO. 4
AMENDMENT NO:	2
PROPOSAL:	REZONE A PORTION OF LOT 100 KOOLINDA WAY, EXMOUTH FROM 'PUBLIC OPEN SPACE' TO 'LIGHT INDUSTRY'
TYPE:	STANDARD

1 PROPOSED SCHEME AMENDMENT

This scheme amendment report has been prepared to support modifications to the Shire of Exmouth Local Planning Scheme No. 4 (the 'Scheme'). The proposal seeks to amend the Scheme by rezoning a portion of Lot 100 Koolinda Way Exmouth, from 'Public Open Space' to 'Light Industry'.

The proposal seeks the amendment so as to rectify a structural encroachment within the subject area and have the zoning of the land under the Scheme reflect the recent amalgamation of Lot 1134 with a portion of Lot 600. The proposed rezoning will allow for the encroaching structures to be wholly accommodated within the 'Light Industry' zone and therefore be in line with the land uses designated by the zoning table of the Shire's Local Planning Scheme.

The current landowner is seeking the rezoning of a portion of what was formerly Lot 600 Reid Street to 'Light Industry' so as to support the recent amalgamation with what was formerly Lot 1134 Koolinda Way (the lots, once formally amalgamated became Lot 100 Koolinda Way). The land area and buildings are currently used as a steel and aluminium fabrication workshop with a caretaker's dwelling attached at the rear.

This report sets out the strategic planning context for the Scheme Amendment and is considered to adequately demonstrate the suitability and capability of the site for rezoning.

2 SITE LOCATION AND CONTEXT

2.1 REGIONAL LOCATION

The amendment is located in the municipality of the Shire of Exmouth within the Gascoyne region of Western Australia.

2.2 LOCAL LOCATION

The amendment area is located approximately 2.5km from the Exmouth Central Business District. The surrounding land is predominantly zoned 'Light Industry' whereby there are a number of established light industrial lots and businesses, including automotive mechanical and marine service workshops immediately adjacent to the subject land. To the north and east of the subject land parcel, the land is zoned 'Public Open Space' which is also identified within the Local Planning Scheme as SCA5, a Floodplain Special Control Area.

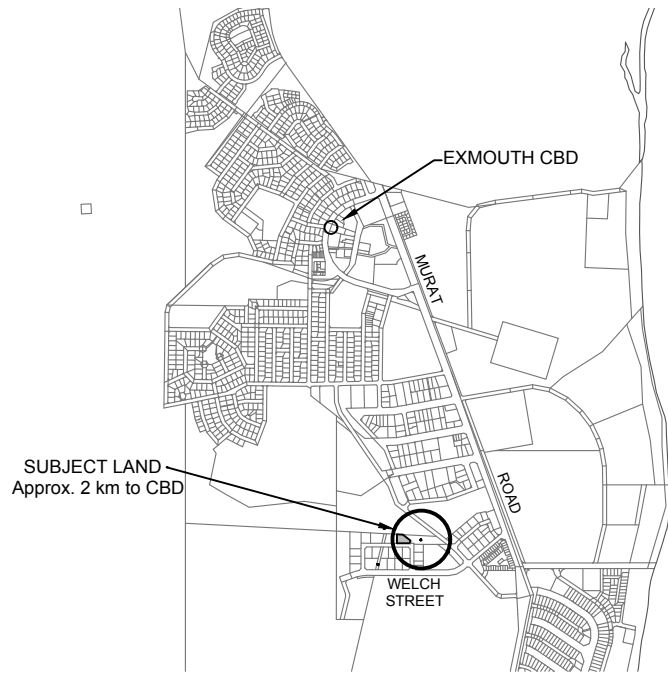
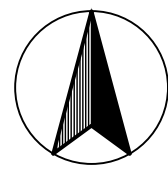
Refer to **Plan 1 – Location Plan**

Figures 1: existing buildings onsite

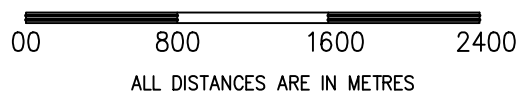


Figures 2: existing land and improvements

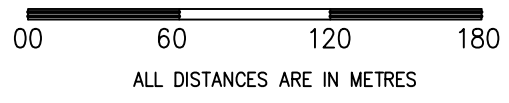




KEY PLAN
SCALE 1 : 40,000



LOCATION PLAN
SCALE 1 : 3,000



REVISIONS

0	23/03/20	ORIGINAL ISSUE	SL
---	----------	----------------	----

SURV:		AREA FILE : 2000
DWN:	SL 23/03/20	CONT. INT'VAL : N/A
CHK:	05/05/20	V DATUM : N/A
APP:	05/05/20	H DATUM : EXM94
		FIELD Bk :

HTD
SURVEYORS & PLANNERS
HILLE, THOMPSON & DELFOS

24 Durlacher Street, GERALDTON W.A.
PHONE: (08) 9921 3111
EMAIL: htdsurveys@htds.com.au
WEBSITE: http://www.htds.com.au

CLIENT: ADAM & AUTUMN FAMLONGA

LOT 100 ON DP418712
LOCATION PLAN

KOOLINDA WAY, EXMOUTH - SHIRE OF EXMOUTH

SCALE: AS SHOWN (A4) Drawing No: 08320MS1-1-0

2.3 EXISTING IMPROVEMENTS & ACCESS

The subject lot (Lot 100) contains an existing 660m² outbuilding and associated caretaker's dwelling to the rear north-western corner of the lot. A fence bounds the rear and side boundaries of the property.

Access to this lot is via the Koolinda Way road reserve.

Figure 3: Aerial photo



2.4 CADASTRAL INFORMATION

The subject land parcel, Lot 100 (DP 418712) has recently been the subject of a crown land amalgamation facilitated by State Land Services within the Department of Planning, Lands & Heritage.. The new lot, Lot 100, comprises the whole of former Lot 1134 (No. 13) Koolinda Way and a portion of Lot 600 Reid Street, Exmouth, as per Figure 4, below.

The subject lot is owned by A & A Famlonga and is to be 2,669m² in area with a 70m frontage to Koolinda Way. The lot is 47.72m deep and contains an existing outbuilding and attached caretaker's dwelling.

Report details hereon will refer to 'Lot 100' as being the land subject of this Scheme Amendment.

Figure 4: Amalgamation of Lot 1134 and portion of Lot 600 to create Lot 100



2.5 PHYSICAL CHARACTERISTICS

The subject land is generally flat and does not contain any significant or protected vegetation, being cleared of vegetation.

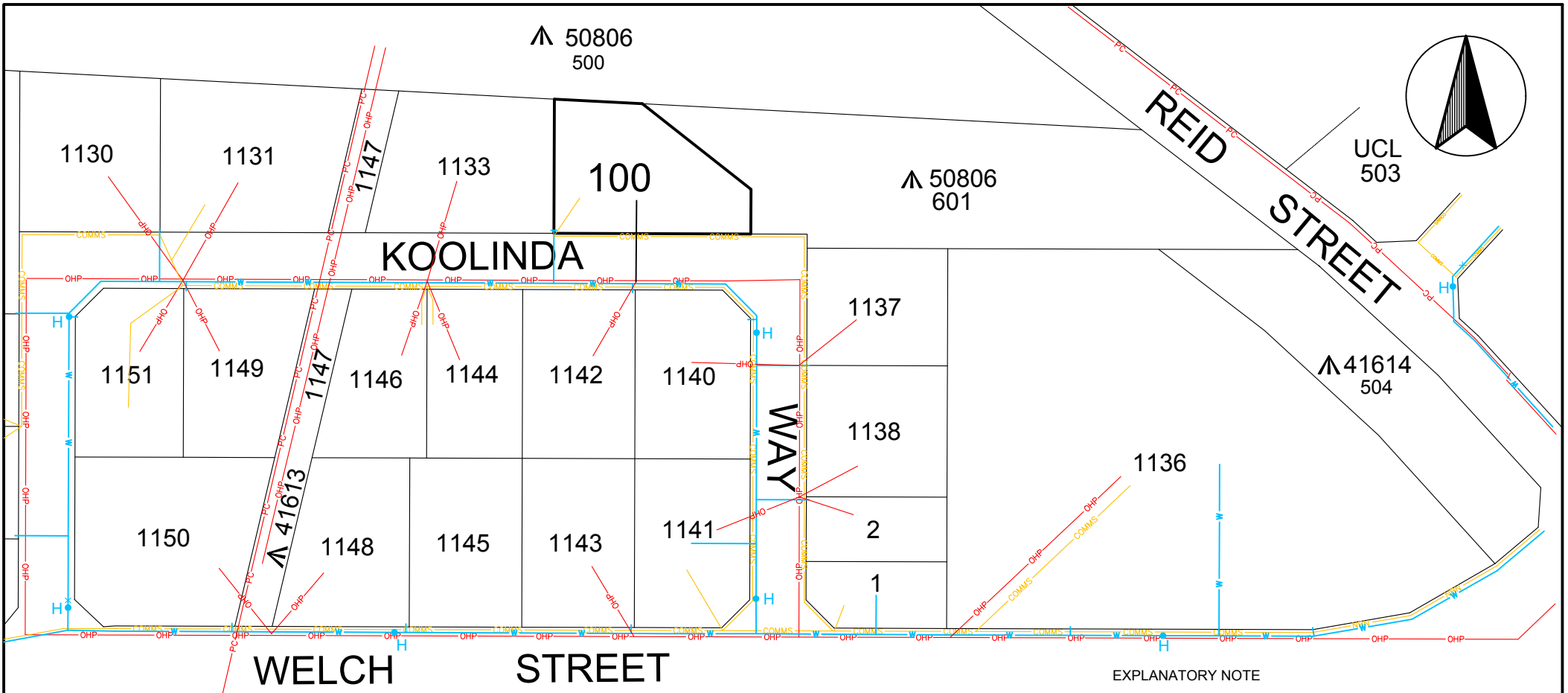
The subject lot and the area of lot 601 which adjoins it has been designated Bushfire Prone in mapping prepared by the Fire and Emergency Services Commissioner. In accordance with the requirements of the Western Australian Planning Commission State Planning Policy 3.7 – Planning in Bushfire Areas a Bushfire Management Statement has been prepared to support this application.

Refer to **Appendix A – Bushfire Management Plan** for an assessment of the bushfire risk in relation to this proposed scheme amendment.

2.6 INFRASTRUCTURE AND SERVICING

The subject lot has access to reticulated scheme water, mains power and the telecommunication network. The proposed scheme amendment does not propose any changes to the servicing of this property.

Refer to **Plan 2 – Existing Services Plan**

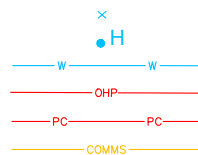


EXPLANATORY NOTE

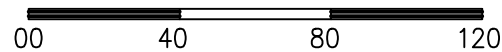
SERVICES HAVE BEEN PLOTTED FROM THE RECORDS OF RELEVANT AUTHORITIES WHERE AVAILABLE AND HAVE BEEN NOTED ACCORDINGLY ON THIS PLAN.

PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE, THE RELEVANT AUTHORITY SHOULD BE CONTACTED FOR POSSIBLE LOCATION OF FURTHER UNDERGROUND SERVICES AND DETAILED LOCATIONS OF ALL SERVICES.

LEGEND



× WATER VALVE (SOURCED FROM ESINET)
 ● H WATER HYDRANT (SOURCED FROM ESINET)
 — W — WATER (SOURCED FROM ESINET)
 — OHP — OVERHEAD POWER (SOURCED FROM DBYD)
 — PC — UNDERGROUND POWER (SOURCED FROM DBYD)
 — COMMS — NBN & TELSTRA (SOURCED FROM DBYD)



ALL DISTANCES ARE IN METRES

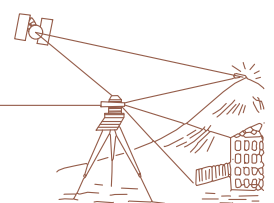
REVISIONS

0	25/03/20	ORIGINAL ISSUE	SL
---	----------	----------------	----

SURVEYED BY:	
DRAWN BY:	SL
CHECKED BY:	05/05/20
APPROVED BY:	05/05/20

AREA FILE:	2000
CONT. INT'VAL:	N/A
V DATUM:	N/A
H DATUM:	EXM94
FIELD BK:	

HTD
SURVEYORS & PLANNERS
 HILLE, THOMPSON & DELFOS
 24 Durlacher Street, GERALDTON W.A.
 PHONE: (08) 9921 3111
 EMAIL: ht dsurveys@ht ds.com.au
 WEBSITE: http://www.ht ds.com.au



CLIENT:	ADAM & AUTUMN FAMLONGA		
LOT 100 ON DP418712 EXISTING SERVICES PLAN KOOLINDA WAY, EXMOUTH - SHIRE OF EXMOUTH			
SCALE 1 :	2000	SHEET SIZE	A4
ALL DISTANCES IN METRES		DWG No.	08320MS2-1-0

3 PLANNING FRAMEWORK

3.1 LOCAL PLANNING STRATEGY (2015)

The Strategy aims to reinforce the Exmouth townsite as the only settlement area within the Shire and ensure the delivery of sustainable and well-planned areas, having regard to the efficient provision of infrastructure and services. The Strategy is used to guide long-term land use planning and provide the rationale for land use and development controls.

The Strategy outlines the key objective of Industrial land as being to:

“Provide an adequate supply of appropriately located service, light, general and marine based industrial land to encourage diversification of industrial activity to strengthen employment opportunities and broaden the economic base of the Shire.”

Koolinda Way, located within the townsite of Exmouth, is also subject to the following (relevant) strategic objective:

“1) Consolidate the location of service and light industrial land uses to existing industrial areas located within the townsite (Mixed Use and the Welch Street Industrial areas respectively).”

Figure 5: Extract from Local Planning Strategy – Exmouth Townsite Spatial Plan



It is considered that the proposed Scheme Amendment supports the overall objective for Industrial land under the Local Planning Strategy by optimising the area’s capacity to deliver light industrial land within the Welch Street locality. It is also considered that the proposed Scheme Amendment supports the objectives of the Local Planning Strategy in relation to industrial land within the townsite of Exmouth. The extension of light industrial land supports the consolidation of light industrial land within the Welch Street Industrial Area, with the minor proposed extension of light industrial land in that area.

Figure 6: Extract from Local Planning Strategy – Existing Industry Area 2



Figures 5 and 6 (above) of the Local Planning Strategy identifies “Existing Industry Area 2” as including lots located upon Welch Street and Koolinda Way, and west of Reid Street. The following (relevant) planning considerations are noted for that Area:

- 1) *This LPS identifies the area as being suitable for light industrial development with associated caretaker’s dwellings (west of Reid Street) to reflect the existing zoning and land use of the locality.*
- 3) *The existing ‘Public Open Space’ reserves within Area 2 abutting Reid Street to be retained.*
- 4) *The development of heavy, general or noxious industry land uses within Area 2 is not supported due to the potential for caretaker’s dwellings to be approved in the locality.*

It is considered that the proposed Scheme Amendment supports the ‘Existing Industry Area 2’ objectives. The existing development, being used as a steel and aluminium fabrication workshop with a caretaker’s dwelling attached at the rear, is not associated with any heavy, general or noxious land uses and therefore is appropriate for the ‘Light Industry’ zone. Whilst the proposed Scheme Amendment does seek to reduce the area of ‘Public Open Space’ abutting Reid Street to a small extent, the majority of ‘Public Open Space’ in the area will be retained, with Lot 600 being reduced by 357m² (from 8,350m² to 7,993m²) to become Lot 601.

3.2 LOCAL PLANNING SCHEME NO. 4

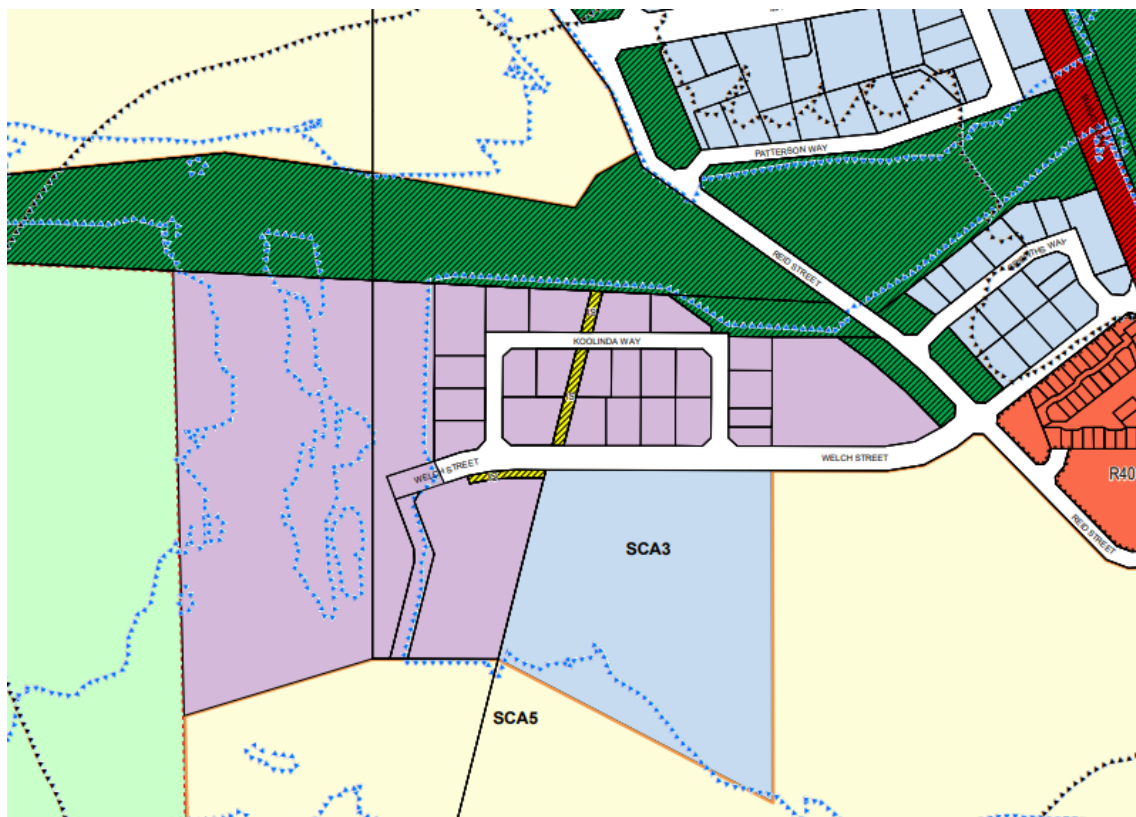
The Shire of Exmouth Local Planning Scheme No. 4 controls and regulates the development and use of land within the Exmouth area.

Given the amalgamation of Lot 1134 with a portion of Lot 600 to form the new lot, being Lot 100, this newly created lot will have a split zoning under the Scheme, with 2,312m² of the land parcel zoned 'Light Industry' and 357m² zoned 'Public Open Space'. This proposal seeks to rectify the zoning anomaly created by the land amalgamation, so as to rezone that portion of Lot 100 that is currently zoned 'Public Open Space' to 'Light Industry'. The Scheme lists the following objectives for the 'Light Industry' zone:

- a) *To provide for a range of industrial uses and service industries generally compatible with urban areas, that cannot be located in commercial zones.*
- b) *To ensure that where any development adjoins zoned or developed residential properties, the development is suitably set back, screened or otherwise treated so as not to detract from the residential amenity.*

The proposed Scheme Amendment is considered to be consistent with these objectives, as the site does not adjoin zoned or developed residential properties, and the current use of the land, being a steel and aluminium fabrication workshop, is generally compatible with urban areas but not appropriate for the commercial zone.

Figure 7: Extract of Map 2 of Local Planning Scheme No. 4



It is noted that the land, and land extension, falls within close proximity to Special Control Area No. 5 (SCA5), with that SCA being for the purposes of Floodplain Management. It is noted that the extension does bring the subject property's boundary line (and subsequent 'Light Industry' zone) closer to the SCA5 area, however the subject land will still fall outside of the Special Control Area. It is further noted that the extension of the lot has been specifically designed to accommodate the structural encroachment whilst also avoiding the SCA5 Floodplain area by retaining a diagonal boundary line that follows the boundary line of the SCA5 area.

3.3 STATE PLANNING POLICY No. 3.7 – PLANNING IN BUSHFIRE PRONE AREAS (SPP 3.7)

SPP 3.7 sets out a policy framework to manage development within mapped bushfire prone areas within Western Australia. The policy provisions seek to limit intensification of vulnerable land uses and development in areas of unacceptable bushfire risk.

The land which is the subject of the proposed scheme amendment is situated within a mapped bushfire prone area. An assessment of the bushfire hazard and compliance with bushfire protection criteria are outlined in **Appendix A – Bushfire Management Plan**.

4 JUSTIFICATION FOR AMENDMENT

This report demonstrates that the rezoning of a portion of Lot 100 from 'Public Open Space' to 'Light Industry' is supported for the following reasons:

- The proposal is consistent with the objectives and intent of the State and Local Planning framework as demonstrated in Section 3 of this report.
- A 'Light Industry' zoning over the amendment area is appropriate given its strategic location directly adjoining an existing light industry premise, being the Welch Street Industrial Area.
- The rezoning of a portion of Lot 100 to 'Light Industry' serves to rectify a structural encroachment upon the subject land.
- The land subject of rezoning considers the adjacent Floodplain Special Control Area No. 5 and does not encroach upon that SCA area.

5 CONCLUSION

The rezoning of a portion of Lot 100 is consistent with the overall strategic planning direction for light industrial land uses for the Exmouth area as defined by the planning framework. The proposal seeks only to amend the zoning of the land, and in doing so, rectifies a structural encroachment into Public Open Space, aligning it instead with the Light Industrial objectives and zoning table of the Local Planning Scheme as well as reflecting the newly approved amalgamation application made to the Western Australian Planning Commission.

It is considered that the proposal to rezone a portion of Lot 100 (as presented) is appropriate and should be supported.

PLANNING AND DEVELOPMENT ACT 2005

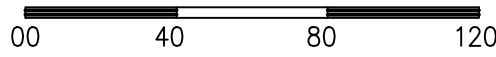
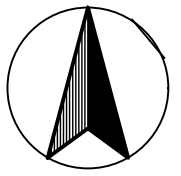
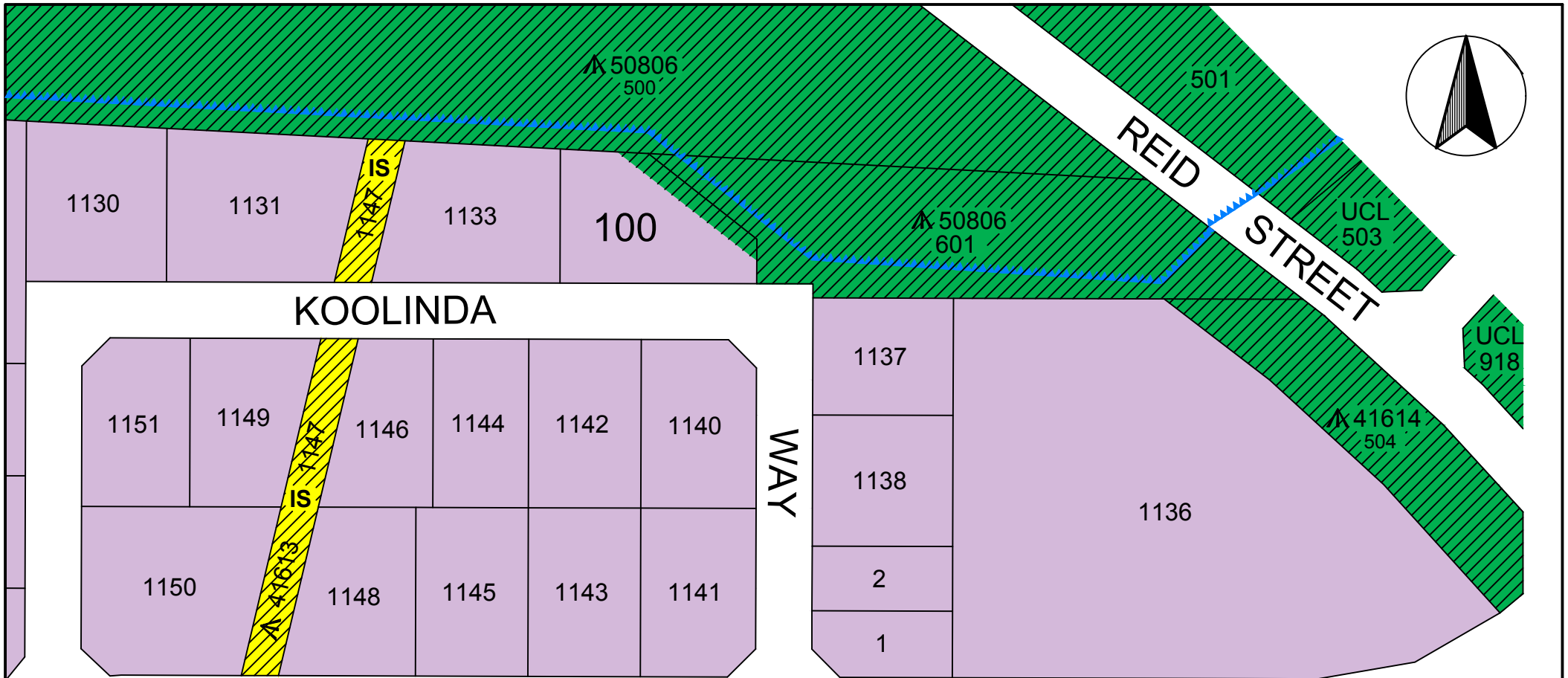
RESOLUTION TO AMEND LOCAL PLANNING SCHEME

**SHIRE OF EXMOUTH
LOCAL PLANNING SCHEME No. 4**

AMENDMENT No. 2

RESOLVED that the Local Government pursuant to Section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

1. Rezoning a portion of Lot 100 Koolinda Way, Exmouth from 'Public Open Space' to 'Light Industry'; and
2. Modify the Scheme Map accordingly.

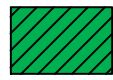



ALL DISTANCES ARE IN METRES

REVISIONS

0	25/03/20	ORIGINAL ISSUE	SL
---	----------	----------------	----

LOCAL SCHEME RESERVES



-  PUBLIC OPEN SPACE
-  PUBLIC PURPOSES: INFRASTRUCTURE SERVICES

LOCAL SCHEME ZONES

-  LIGHT INDUSTRY

OTHER CATEGORIES

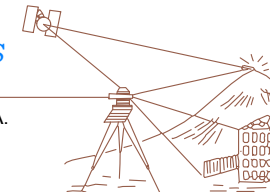
-  SCA5 FLOODPLAIN SPECIAL CONTROL AREA 5

SURVEYED BY:	
DRAWN BY:	SL
CHECKED BY:	 05/05/20
APPROVED BY:	 05/05/20

AREA FILE:	2000
CONT. INT'VAL:	N/A
V DATUM:	
H DATUM:	EXM94
FIELD BK:	

HTD
SURVEYORS & PLANNERS
 HILLE, THOMPSON & DELFOS

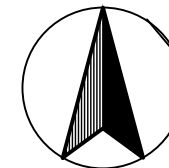
24 Durlacher Street, GERALDTON W.A.
 PHONE: (08) 9921 3111
 EMAIL: ht dsurveys@htds.com.au
 WEBSITE: http://www.htds.com.au




CLIENT:	ADAM & AUTUMN FAMLONGA		
LOT 100 ON DP 418712			
EXISTING ZONING MAP			
KOOLINDA WAY, EXMOUTH - SHIRE OF EXMOUTH			
SCALE 1 :	2000	SHEET SIZE	A4
ALL DISTANCES IN METRES		DWG No.	08320ZS1-1-0

▲ 50806
500

501



REID STREET

UCL
503

1130

1131

1147

1133

100

▲ 50806
601

UCL
918

KOOLINDA

▲ 41614
504

1151

1149

1146

1144

1142

1140

1137

WAY

1138

1136

1150

1148

1145

1143

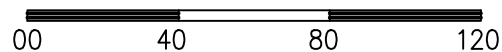
1141

2

1

WELCH STREET

LOCAL SCHEME ZONES



LIGHT INDUSTRY

REVISIONS

ALL DISTANCES ARE IN METRES

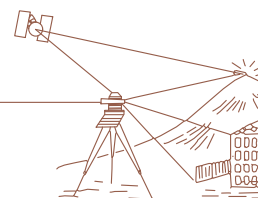
0	25/03/20	ORIGINAL ISSUE	SL
---	----------	----------------	----

SURVEYED BY:	
DRAWN BY:	SL
CHECKED BY:	
APPROVED BY:	

AREA FILE:	2000
CONT. INT'VAL:	N/A
V DATUM:	
H DATUM:	EXM94
FIELD BK:	

HTD
SURVEYORS & PLANNERS
HILLE, THOMPSON & DELFOS

24 Durlacher Street, GERALDTON W.A.
PHONE: (08) 9921 3111
EMAIL: ht dsurveys@ht ds.com.au
WEBSITE: http://www.ht ds.com.au



CLIENT:	ADAM & AUTUMN FAMLONGA		
	LOT 100 ON DP418712		
	PROPOSED ZONING MAP		
	KOOLINDA WAY, EXMOUTH - SHIRE OF EXMOUTH		
SCALE 1 :	2000	SHEET SIZE	A4
ALL DISTANCES IN METRES		DWG No.	08320ZS2-1-0

COUNCIL ADOPTION

This Standard Amendment was adopted by resolution of the Council of the Shire of Exmouth at the Ordinary Meeting of the Council held on the _____ day of _____, 20____.

.....
PRESIDENT

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RESOLUTION TO ADVERTISE

by resolution of the Council of the Shire of Exmouth at the Ordinary Meeting of the Council held on the _____ day of _____, 20____ proceed to advertise this Amendment.

.....
PRESIDENT

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended for support by resolution of the Shire of Exmouth at the Ordinary Meeting of the Council held on the _____ day of _____, 20____ and the Common Seal of the Shire of Exmouth was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
PRESIDENT

.....
CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)

.....
DELEGATED UNDER S.16 OF THE P&D ACT 2005

.....
DATE

APPROVAL GRANTED

.....
MINISTER FOR PLANNING

.....
DATE

APPENDIX A – BUSHFIRE MANAGEMENT PLAN

Bushfire management plan/Statement addressing the Bushfire Protection Criteria coversheet

Site address:

Site visit: Yes No

Date of site visit (if applicable): Day Month Year

Report author or reviewer:

WA BPAD accreditation level (please circle):

Not accredited Level 1 BAL assessor Level 2 practitioner Level 3 practitioner

If accredited please provide the following.

BPAD accreditation number: Accreditation expiry: Month Year

Bushfire management plan version number:

Bushfire management plan date: Day Month Year

Client/business name:

	Yes	No
Has the BAL been calculated by a method other than method 1 as outlined in AS3959 (tick no if AS3959 method 1 has been used to calculate the BAL)?		
Have any of the bushfire protection criteria elements been addressed through the use of a performance principle (tick no if only acceptable solutions have been used to address all of the bushfire protection criteria elements)?		

Is the proposal any of the following (see SPP 3.7 for definitions)?	Yes	No
Unavoidable development (in BAL-40 or BAL-FZ)		
Strategic planning proposal (including rezoning applications)		
High risk land-use		
Vulnerable land-use		


None of the above

Note: Only if one (or more) of the above answers in the tables is yes should the decision maker (e.g. local government or the WAPC) refer the proposal to DFES for comment.

Why has it been given one of the above listed classifications (E.g. Considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

The information provided within this bushfire management plan to the best of my knowledge is true and correct:

Signature of report author or reviewer



Date

BUSHFIRE MANAGEMENT PLAN

13 (Lot 100) Koolinda Way, Exmouth

VERSION: 1
REPORT DATE: 26 November 2020
DEVELOPMENT: Rezoning of Land




REPORT REFERENCES

Property Details and Description of Works				
Address Details	Unit no -	Street no 13	Lot no 100	Street name Koolinda Way
	Suburb Exmouth		State WA	Postcode 6707
Local government area	Shire of Exmouth			
Main BCA class of the building	N/A	Use(s) of the building	N/A	
Description of the building or works	Rezoning of land to Light Industry			

Client/Landowner	
Client Details	HTD Surveyors

Report Details (Job No. MAIN18)			
Details	Report Version	Assessment Date	Report Date
Final	1.0	16 August 2020	26 November 2020

BPAD Accredited Practitioner Details	
Kathryn Jackson WA Planning & Logistics Pty Ltd Contact: 0459 186 171 Email: Kathryn@waplanning.com.au	<i>I hereby certify that I have undertaken the assessment of the site and determined the Bushfire Attack Level stated in accordance with the requirements of A 3959-2018.</i> Signed:  (BPAD 39140)
<i>Reliance on the assessment and determination of the Bushfire Attack Level contained in this report should not extend beyond a period of 12 months from the date of issue of the report. If this report was issued more than 12 months ago, it is recommended that the validity of the determination be confirmed with an Accredited Practitioner and where required an updated report issued.</i>	

DISCLAIMER/LIMITATIONS STATEMENT

This Bushfire Management Statement outlines what are considered the minimum standards to be applied, and do not guarantee against damage or loss to property in a bushfire. It is recognised that bushfires are unpredictable and can be influenced by many factors such as, but not limited to, temperature, wind speed, wind direction, humidity, the slope of the land, vegetation fuel load, growth, planting or removal, level of implementation and maintenance of fire prevention measures and the construction of additional structures upon the property.

The recommendations, forecasts and projections supplied in this management statement are made in good faith from the information available to WA Planning & Logistics at the time.

As permitted by the law and to its greatest extent, WA Planning & Logistics Pty Ltd and its associated employees excludes all liability whatsoever for: Damage, loss, injury, death or claim to any property and/or person caused by a fire regardless of how that fire was caused and Errors and/or omissions in this management statement with the client expressly acknowledging that such exclusion of liability is reasonable in all circumstances.

I hereby certify that I have undertaken the assessment of the site and determined the Bushfire Attack Level stated in accordance with the requirements of AS3959-2018.



Kathryn Jackson
BPAD Accreditation No: 39140

CONTENTS

1.	PROPOSAL DETAILS	4
2.	BUSHFIRE ASSESSMENT RESULTS	8
2.1	ASSESSMENT INPUTS.....	8
2.2	ASSESSMENT OUTPUTS	12
3.	BUSHFIRE PROTECTION CRITERIA	13
4.	IMPLEMENTATION & MANAGEMENT OF BUSHFIRE MEASURES	20
5.	REFERENCES.....	21

1. PROPOSAL DETAILS

WA Planning and Logistics Pty Ltd has been engaged to undertake a Bushfire Management Plan (Simple) to accompany the lodgement of rezoning application for 13 (Lot 100) Koolinda Way, Exmouth.

The purpose of this Bushfire Management Plan is to fulfil the requirements of *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (WAPC, 2015) ('SPP 3.7'). As the assessed BAL Rating is above a BAL-LOW a BAL Assessment and an assessment against the bushfire protection criteria of the *Guidelines for Planning in Bushfire Prone Areas* (the 'Guidelines') is required.

The applicant seeks an amendment to the Shire of Exmouth's Local Planning Scheme so as to rectify a structural encroachment which recently saw the amalgamation of Lot 1134 with a portion of Lot 600 creating the new Lot 100 Koolinda Way, Exmouth. This is demonstrated in the Figure below.

This proposed rezoning will allow for the additional land area of the lot to be rezoned to 'Light Industry' zone and therefore be in line with the land uses designated by the zoning table of the Shire's Local Planning Scheme.

Figure 1: Aerial photograph of lot



A copy of the existing zoning plan has been included as **Figure 2** and the proposed Rezoning Plan has been included as **Figure 3**.

An extract of the designated bushfire prone area mapping as declared by the Department of Fire & Emergency Services showing the subject property has been included as **Figure 4**.

Figure 2: Existing Zoning

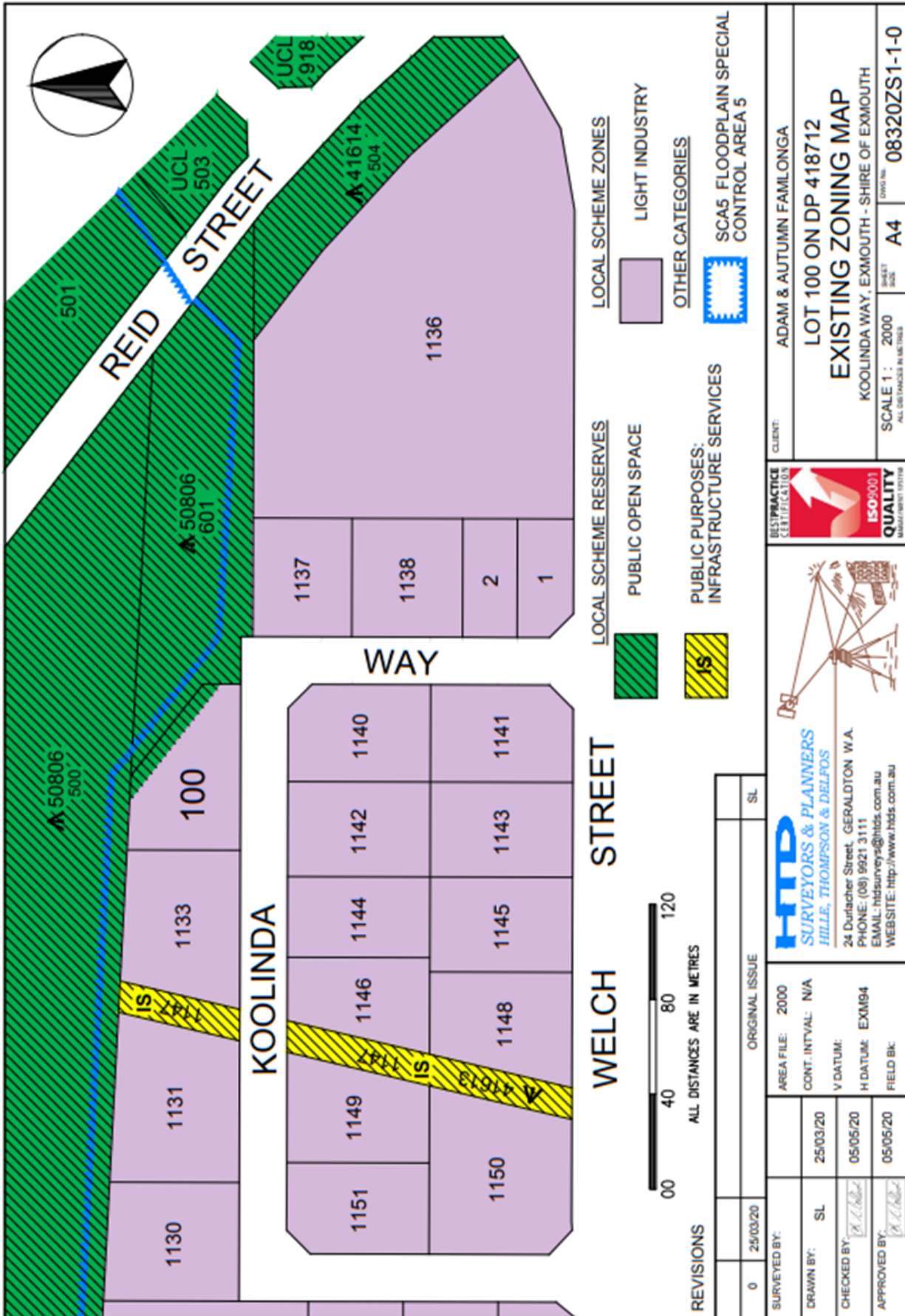


Figure 3: Development Application Site Plan

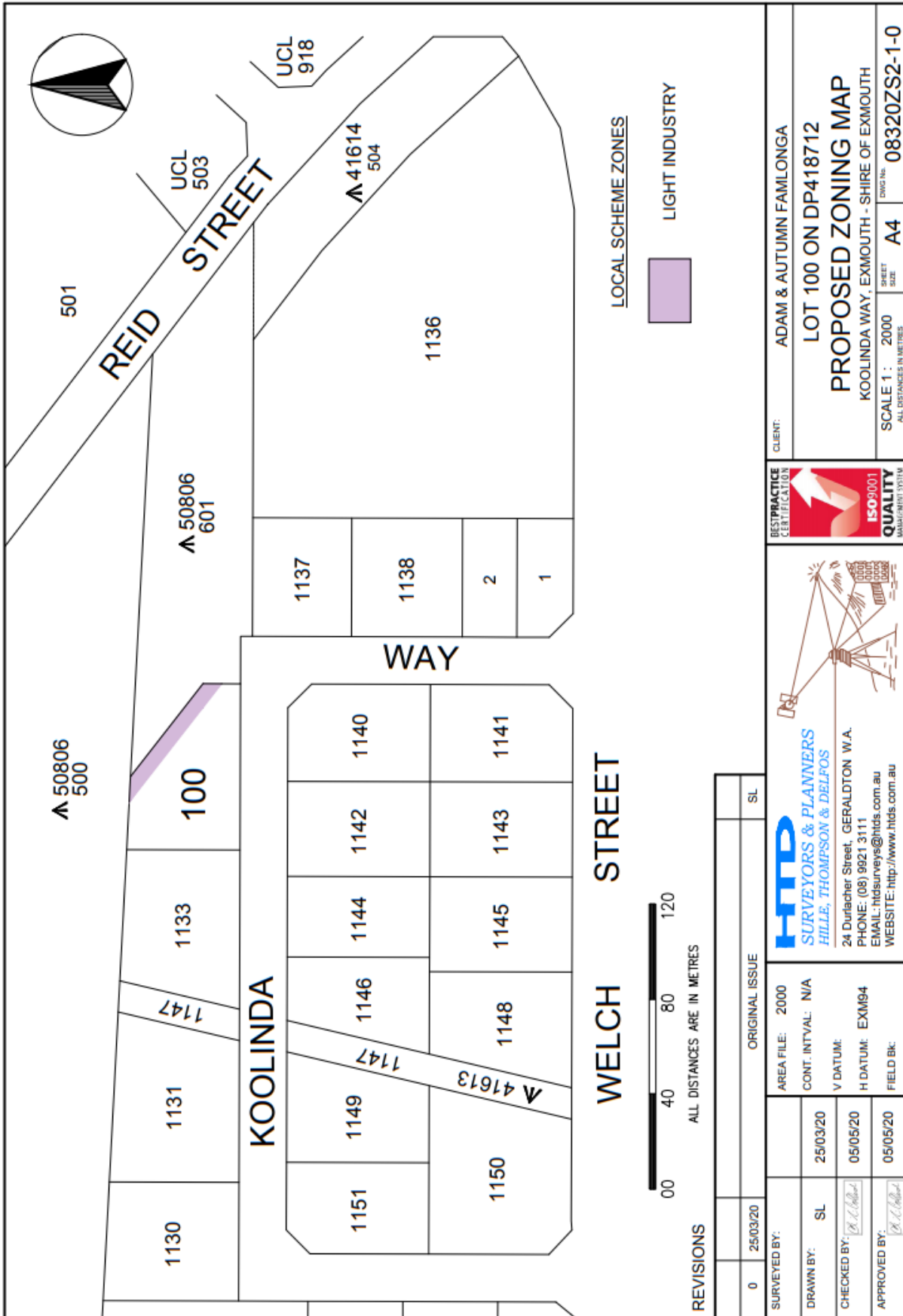
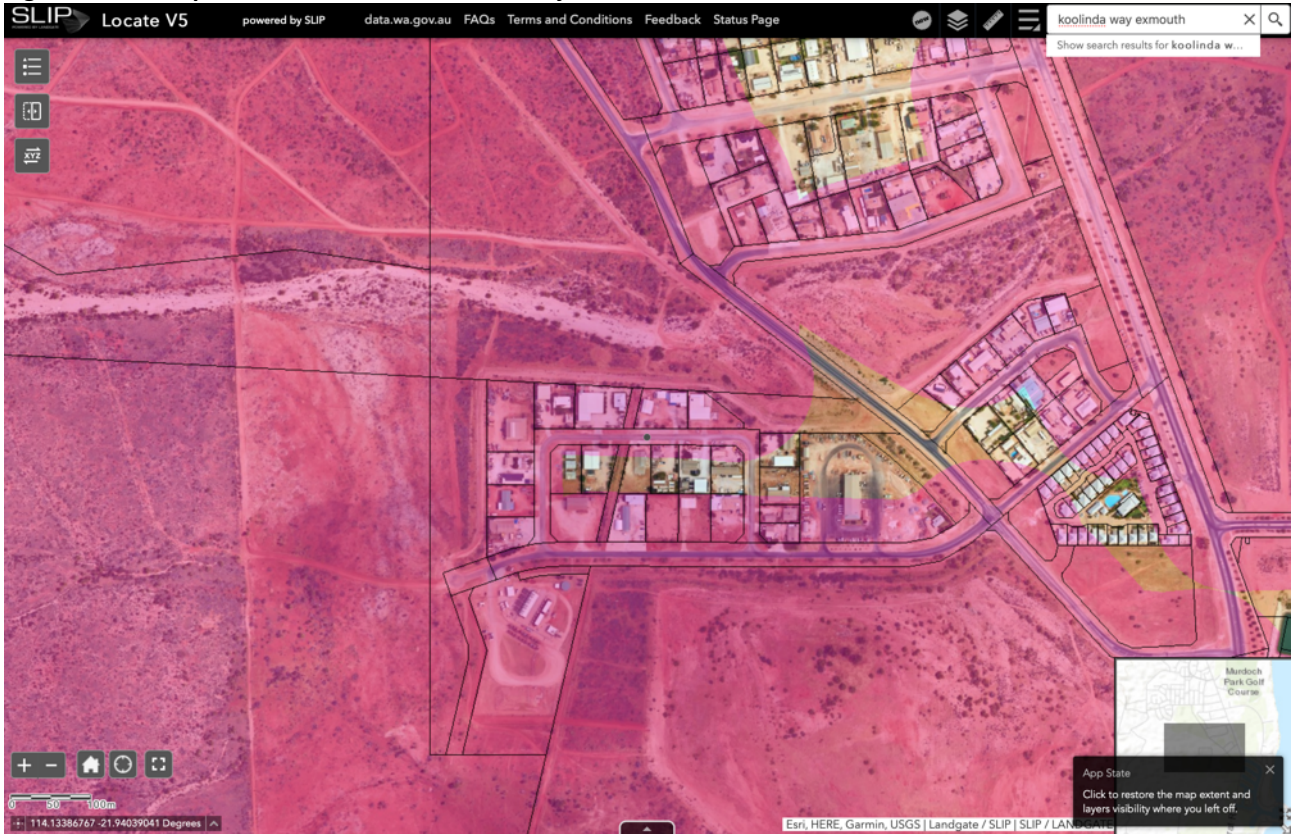


Figure 4: Map of Bushfire Prone Areas for subject site



2. BUSHFIRE ASSESSMENT RESULTS

2.1 ASSESSMENT INPUTS

Vegetation Classification

All vegetation within 150m of the site was classified in accordance with Clause 2.2.3 of AS 3959-2018.

Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level has been identified with the results of this assessment provided in the following tables with a Vegetation Classification Map included as **Figure 5** to this report.


Photo ID:	1	Plot:	1	
Vegetation Classification or Exclusion Clause				
Class C – Shrubland				
Description / Justification for Classification				
Vegetation under 2m in height, little to no understorey with rocky ground under. Open structure and low density and foliage cover. Occasional trees. Upslope				


Photo ID:	2	Plot:	2	
Vegetation Classification or Exclusion Clause				
Class C - Shrubland				
Description / Justification for Classification				
Vegetation under 2m in height, little to no understorey with rocky ground under. Open structure and low density and foliage cover. Occasional trees. Downslope 0-5 degrees				

Photo ID:	3	Plot:	3
Vegetation Classification or Exclusion Clause			
Class D - Scrub			
Description / Justification for Classification			
Vegetation between 2-4m in height with sparse shrub understorey and occasional grasses, rocky soil/ground.			
Upslope			



Photo ID:	4	Plot:	4
Vegetation Classification or Exclusion Clause			
Class C - Shrubland			
Description / Justification for Classification			
Vegetation under 2m in height, little to no understorey with rocky ground under. Open structure and low density and foliage cover. Occasional trees.			
Upslope			



Photo ID:	5	Plot:	5
Vegetation Classification or Exclusion Clause			
Class D - Scrub			
Description / Justification for Classification			
Vegetation between 2-4m in height with sparse shrub understorey and occasional grasses, rocky soil/ground.			
Upslope			




Photo ID:	6	Plot:	6	
Vegetation Classification or Exclusion Clause				
Excluded 2.2.3.2 (f) – vegetation to be modified to low threat state				
Description / Justification for Classification				
Vegetation between 2-4m in height with sparse shrub understorey and occasional grasses, rocky soil/ground.				


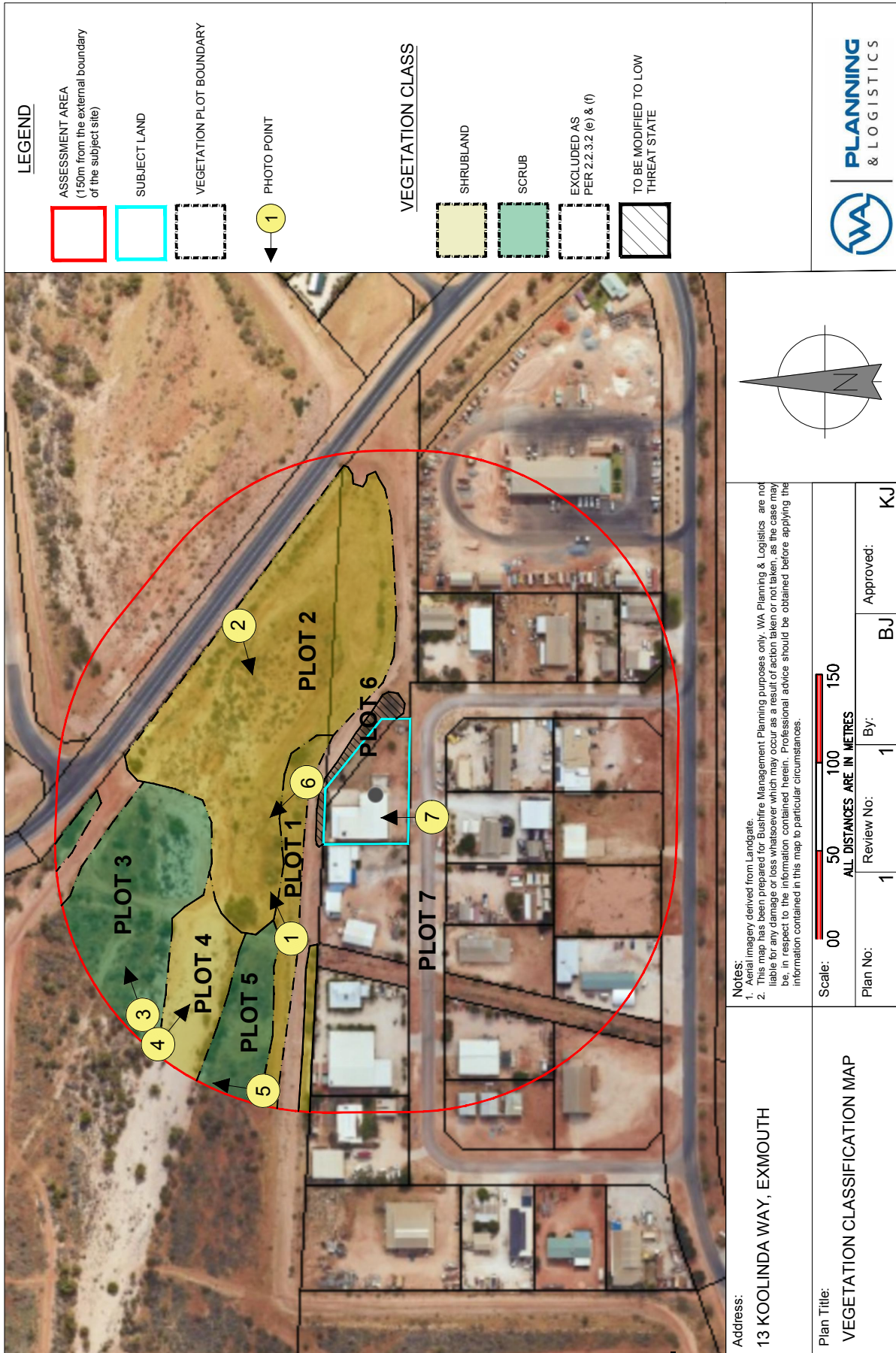
Photo ID:	7	Plot:	7	
Vegetation Classification or Exclusion Clause				
Excluded 2.2.3.2 (e) & (f)				
Description / Justification for Classification				
Built form, roads, non-vegetated areas and low threat vegetation.				

Figure 5: Vegetation Classification Map



2.2 ASSESSMENT OUTPUTS

Relevant Fire Danger Index

The fire danger index for this site has been determined in accordance with Table 2.1 or otherwise determined in accordance with a jurisdictional variation applicable to the site.

Fire Danger Index

FDI 40

Table 2.4.5

FDI 50

Table 2.4.4

FDI 80

Table 2.4.3

FDI 100

Table 2.4.2

Determined Potential Bushfire Attack Levels

The BAL Assessment was undertaken in accordance with AS3959-2018 Methodology 1 to determine the potential worst-case scenario radiant heat impact on the proposed development in the event of bushfire within vegetation classifiable in accordance with AS3959-2018.

The Asset Protection Zone must be maintained in accordance with Schedule 1 of the *Guidelines for Planning in Bushfire Prone Areas* to ensure that the potential BAL ratings determined within the table below are maintained in perpetuity.

SITE ASSESSMENT RESULTS (Method 1 BAL Determination based on installation of Asset Protection Zone)				
Plot	Vegetation Classification As applied by assessment	Effective Slope Under the Classified Vegetation (degrees)	Separation Distance (metres)	Bushfire Attack Level
1	Class C- Shrubland	Upslope	12.5m	BAL-29
2	Class C – Shrubland	Downslope 0-5	27m	BAL-12.5
3	Class D – Scrub	Upslope	67m	BAL-12.5
4	Class C – Shrubland	Upslope	72.4	BAL-12.5
5	Class D – Scrub	Upslope	57m	BAL-12.5
6	Excluded 2.2.3.2(f) – vegetation to be modified to low threat state	-	-	BAL-LOW
7	Excluded 2.2.3.2(e) and (f)	-	-	BAL-LOW
Highest Determined Bushfire Attack Level for subdivision				BAL-29

3. BUSHFIRE PROTECTION CRITERIA

The following Table provides an assessment against the bushfire protection criteria of the guidelines and provides details in relation to the proposed measures that are required to be undertaken upon the site by the landowners in order to ensure compliance with the Guidelines in the context of site-specific management measures for the proposed development. A Spatial Representation of Management Strategies map has been included as Figure 10.

Table 1: Compliance with Element 1 – Location

BUSHFIRE PROTECTION CRITERIA – ELEMENT 1 LOCATION		
Intent: To ensure that strategic planning proposals, subdivision and development applications are located in areas with the least possible risk of bushfire to facilitate the protection of people, property and infrastructure.		
Performance Principle: The intent may be achieved where the strategic planning proposal, subdivision or development application is located in an area where the bushfire hazard assessment is or will, on completion, be moderate or low OR a BAL-29 or below applies AND the risk can be managed. For unavoidable development in areas where BAL-40 or BAL-FZ applies, demonstrating that the risk can be managed to the satisfaction of DFES and the decision-maker.		
Acceptable Solution	Method of Compliance	Bushfire Management Strategies
A1.1 Development location The strategic planning proposal, subdivision and development application is located in an area that is or will, on completion, be subject to either a moderate or low bushfire hazard level, or BAL-29 or below.	Compliance with acceptable solution is achieved.	The development site is located within a designated Bushfire Prone Area. A BAL Assessment has been undertaken to determine the potential BAL rating for future development within the site. The proposal can achieve a BAL-29 rating. By implementing the recommendations of this BMS it is considered that the bushfire risk can be adequately managed.

Table 2: Compliance with Element 2 – Siting and Design

BUSHFIRE PROTECTION CRITERIA – ELEMENT 2 SITING AND DESIGN		
Intent: To ensure that the siting and design of development minimises the level of bushfire impact.		
Performance Principle: The siting and design of the strategic planning proposal, subdivision or development application, including roads, paths and landscaping, is appropriate to the level of bushfire threat that applies to the site. That it minimises the bushfire risk to people, property and infrastructure, including compliance with AS 3959 if appropriate.		
Acceptable Solution	Method of Compliance	Bushfire Management Strategies
A2.1 Asset Protection Zone (APZ) Every habitable building is surrounded by, and every proposed lot can achieve, an APZ depicted on submitted plans, which meets the following requirements: Width: Measured from any external wall or supporting post or column of the proposed	A2.1 Asset Protection Zone (APZ) Performance principle required.	Performance principle required as APZ cannot be contained with the boundaries of the lot. A combination of an APZ within the boundary and an APZ along the northern boundary is proposed to ensure that the radiant heat impact on the property is reduced as far as practicable without the need for unnecessary vegetation removal or modification. This approach is supported based on: <ul style="list-style-type: none"> the onsite land uses are industrial in form and nature and do not comprise of habitable land uses

building, and of sufficient size to ensure the potential radiant heat impact of a bushfire does not exceed 29kW/m² (BAL-29) in all circumstances.

Location: the APZ should be contained solely within the boundaries of the lot on which the building is situated, except in instances where the neighbouring lot or lots will be managed in a low-fuel state on an ongoing basis, in perpetuity.

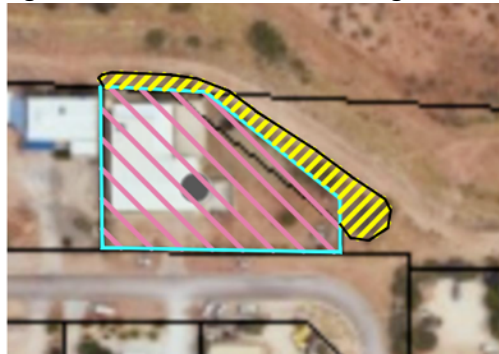
Management: the APZ is managed in accordance with the requirements of 'Standards for Asset Protection Zones'. (see Schedule 1).

- it is considered that this risk management measure is proportional to the risk and recognises the history and continued use of the site
- the minor nature of the amount of land being amalgamated into the existing property.
- The fact that it is considered that the grass that runs along the back of the property between the property boundary and the gravelled access road can be excluded under 2.2.3.2(f) as it does not increase the intensity of a future bushfire event given the lack of fuel load and height of the vegetation
- A separation distance of 12.5m can be achieved providing a BAL rating of BAL-29.

As you can see from the image below (**Figure 7**), the shrubland vegetation is fairly sparse, with an open structure. Vegetation is approx 1-1.5m in height with occasional individual trees and predominately the space between each shrub or small clump of shrubs is rocky earth with very minimal grass vegetation covering to carry fire across the land.

This results in the intensity of any fire in this area not gaining the same intensity than if it was a closed structure and containing a dense understorey of grasses or other fuel load.

Figure 6: Extract demonstrating Asset Protection Zones



ASSET PROTECTION ZONE
(Outside Lot boundary)



ASSET PROTECTION ZONE
(Inside Lot boundary)

**Alternative Solution: Asset Protection Zone within property
Responsibility: Landowner/Site Manager**

An Asset Protection Zone is not able to be wholly contained within the boundaries of the site.

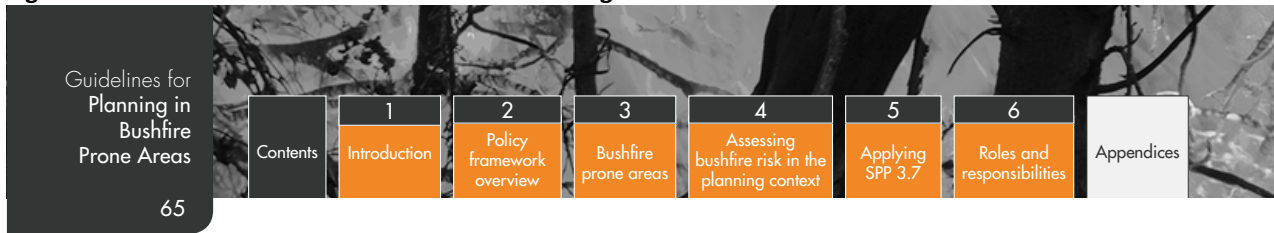
An Asset Protection Zone is recommended to be implemented within the extent of the boundaries of the site (as shown in **Figure 6** above) to reduce potential fire risk to life and property.

		<p>The APZ is to be implemented and maintained to the requirements of Schedule 1 of the Guidelines.</p> <p>Alternative Solution: Asset Protection Zone along northern boundary Responsibility: Landowner/Site Manager</p> <p>An APZ is to be established along the northern boundary as indicated in Figure 6 above.</p> <p>The Asset Protection Zone sits upon land that is under the ownership and control of the Shire of Exmouth. The implementation and maintenance of the APZ however is the responsibility of the landowner for the life of the development.</p> <p>The APZ is to be implemented and maintained to the requirements of Schedule 1 of the Guidelines.</p> <p>Written confirmation of the local governments agreement for the landowner to maintain the APZ is contained within Attachment 1.</p>
--	--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Figure 7: Vegetation located directly to the north of the lot, sparse shrubland (Class C)



Figure 8: Schedule 1 of the Guidelines for Planning in Bushfire Prone areas

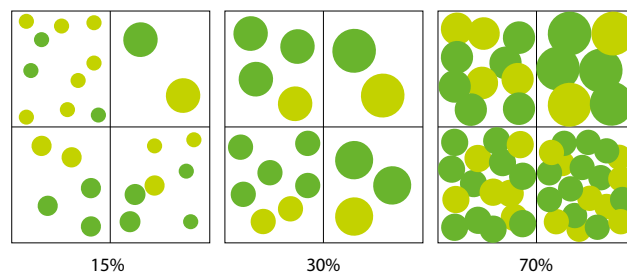


ELEMENT 2: SITING AND DESIGN OF DEVELOPMENT

SCHEDULE 1: STANDARDS FOR ASSET PROTECTION ZONES

- **Fences:** within the APZ are constructed from non-combustible materials (e.g. iron, brick, limestone, metal post and wire). It is recommended that solid or slatted non-combustible perimeter fences are used.
- **Objects:** within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors.
- **Fine Fuel load:** combustible dead vegetation matter less than 6 millimetres in thickness reduced to and maintained at an average of two tonnes per hectare.
- **Trees (> 5 metres in height):** trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy.

Figure 18: Tree canopy cover – ranging from 15 to 70 per cent at maturity



- **Shrubs (0.5 metres to 5 metres in height):** should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m² in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees.
- **Ground covers (<0.5 metres in height):** can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 millimetres in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs.
- **Grass:** should be managed to maintain a height of 100 millimetres or less.

Table 3: Compliance with Element 3 – Vehicular Access

BUSHFIRE PROTECTION CRITERIA – ELEMENT 3 VEHICULAR ACCESS		
Intent: To ensure that the vehicular access serving a subdivision/development is available and safe during a bushfire event.		
Performance Principle: The internal layout, design and construction of public and private vehicular access and egress in the subdivision/ development allow emergency and other vehicles to move through it easily and safely at all times.		
Acceptable Solution	Method of Compliance	Bushfire Management Strategies
<p>A3.1 Two access routes</p> <p>Two different vehicular access routes are provided, both of which connect to the public road network, provide safe access and egress to two different destinations and are available to all residents/the public at all times and under all weather conditions.</p>	<p>Compliance with acceptable solution achieved.</p>	<p>Koolinda way does not have two public road access routes available directly from the lot. A user must travel 185m back to Welch Street and another 315m back to Reid Street.</p> <p>Reid Street provides options to travel to two different destinations.</p> <p>In the event of an emergency people evacuating the lots are provided with two different routes once they reach Reid Street leading to two different destinations depending on the direction of any potential fire front:</p> <ol style="list-style-type: none"> 1. Northern Route via Redi Street to Exmouth. 2. Southern Route via Redi Street and Murat Road to Coral Bay and beyond.
<p>A3.2 Public road</p> <p>A public road is to meet the requirements in Table 6, Column 1.</p>	<p>Compliance with acceptable solution achieved.</p>	<p>Existing road constructed to requirements of Table 6 Column 1 (see below figure)</p>
<p>A3.3 Cul-de-sac</p> <p>A cul-de-sac and/or a dead end road should be avoided in bushfire prone areas.</p> <p>Where no alternative exists (i.e. the lot layout already exists and/or will need to be demonstrated by the proponent), the following requirements are to be achieved:</p> <ul style="list-style-type: none"> - Requirements in Table 6, Column 2; - Maximum length: 200 metres (if public emergency access is provided between cul-de-sac heads maximum length can be increased to 600 metres provided no more than eight lots are serviced and the emergency access way is no more than 600 metres); and - Turn-around area requirements, including a minimum 17.5 metre diameter 	<p>Compliance with acceptable solution achieved.</p>	<p>Koolinda Way is not on a dead-end road however the industrial estate is located within an area with only one exit via Welch Street.</p> <p>The lot is 500m from the intersection of Welch Street and Reid Street, with Reid Street providing access to different destinations.</p> <p>The road is existing and has been constructed to a standard that meets with the requirements of Table 6 Column 2 and turn around areas.</p> <p>This is a legacy issue and not one that can be addressed as part of this application. In consideration of the low risk presented by the emergency route there is also no justification for major road construction as part of this application.</p> <p>This is considered a reasonable outcome as the lot does not contain habitable land uses and the emergency exit route being surrounded by land containing built development or only low-lying</p>

head.		vegetation which would not inhibit the ability to use this route in the event of an emergency.
A3.4 Battle-axe	N/A	N/A
A3.5 Private driveway longer than 50 metres	N/A	N/A
A3.6 Emergency access way	N/A	N/A
A3.7 Fire service access routes	N/A	N/A
A3.8 Firebreak width	N/A	N/A

Table 4: Compliance with Element 4 – Water


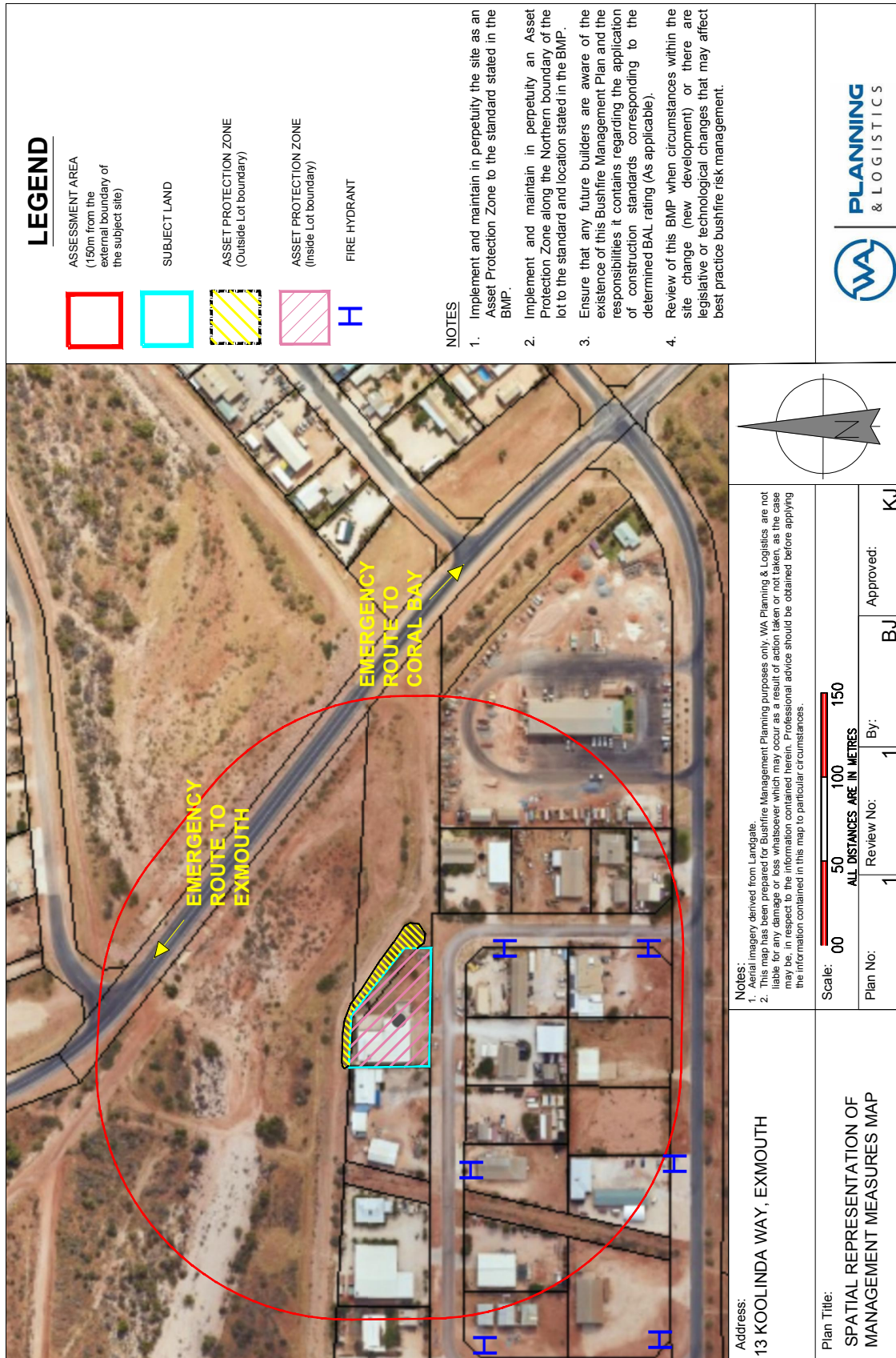
BUSHFIRE PROTECTION CRITERIA – ELEMENT 4 WATER		
Intent: To ensure that water is available to the subdivision, development or land use to enable people, property and infrastructure to be defended from bushfire.		
Performance Principle: The subdivision, development or land use is provided with a permanent and secure water supply that is sufficient for fire fighting purposes.		
Acceptable Solution	Method of Compliance	Bushfire Management Strategies
A4.1 Reticulated areas	N/A	<p>Scheme water is available to the site.</p> <p>Fire hydrants are installed within the industrial estate which is considered to provide sufficient water for firefighting purposes.</p> <p>Figure 9: Hydrant locations within industrial area</p> 
A4.2 Non-reticulated areas	N/A	N/A
A4.3 Individual lots within non-reticulated areas	N/A	N/A

Figure 10: Spatial Representation of Management Strategies



4. IMPLEMENTATION & MANAGEMENT OF BUSHFIRE MEASURES

Table 5: Landowner / Site manager Responsibility – Prior to commencement and ongoing

DEVELOPER - PRIOR TO COMMENCEMENT OF USE	
No.	Implementation action
1	Implement and maintain in perpetuity the site as an Asset Protection Zone to the standard stated in the BMP.
2	Implement and maintain in perpetuity an Asset Protection Zone along the northern boundary of the lot to the standard and location stated in the BMP.
3	Ensure any future builders are aware of the existence of the BMP and the responsibilities it contains regarding the application of construction standards corresponding to the determined BAL rating (as applicable to habitable building Classes)
4	Review of this BMP when circumstances within the site change or there are legislative or technological changes that may affect best practice bushfire risk management.

Table 6: Local Government Responsibility

LOCAL GOVERNMENT RESPONSIBILITY – ONGOING	
No.	Management Action
1	Administer the Bushfire Act 1954 and monitor compliance.
2	Administer the requirements of the Planning and Development Act and Building Act 2011.

5. REFERENCES

- Building Regulations 2012. Retrieved from: http://www.austlii.edu.au/cgi-bin/viewdb/au/legis/wa/consol_reg/br2012200/
- Department of Fire and Emergency Services (DFES) (2019), *Map of Bush Fire Prone Areas*. Retrieved from: <https://maps.slip.wa.gov.au/landgate/bushfireprone/>
- Department of Planning & Heritage (DPH) (2016), *Visual Guide for Bushfire Risk Assessment in Western Australia*. Retrieved from: https://www.planning.wa.gov.au/dop_pub_pdf/Visual_guide_for_bushfire_risk_assessment_in_Western_Australia.pdf
- Planning and Development Act (2005). Retrieved from: http://www.austlii.edu.au/cgi-bin/viewdb/au/legis/wa/consol_act/pada2005236/
- Planning and Development (Local Planning Schemes) Regulations 2015. Retrieved from: http://www.austlii.edu.au/cgi-bin/viewdb/au/legis/wa/consol_reg/padpsr2015527/
- Standards Australia (2018), *Australian Standard AS 3959–2018 Construction of Buildings in Bushfire-Prone Areas*. Purchased from SAI Global.
- Western Australian Planning Commission (WAPC) (2017), *Guidelines for Planning in Bushfire Prone Areas*. Retrieved from: <https://www.planning.wa.gov.au/8194.asp>
- Western Australian Planning Commission (WAPC) (2016), *Planning Bulletin 111/2016: Planning in Bushfire Prone Areas (Version 1.3)*. Retrieved from https://www.planning.wa.gov.au/dop_pub_pdf/Planning_Bulletin_111_2016.pdf
- Western Australian Planning Commission (WAPC) (2015), *State Planning Policy 3.7: Planning in Bushfire Prone Areas*. Retrieved from: https://www.planning.wa.gov.au/dop_pub_pdf/SPP_3.7_Planning_in_Bushfire_Prone_Areas.pdf



Local Planning Scheme No. 4

Amendment No. 5

Planning and Development Act 2005

RESOLUTION TO PREPARE AMENDMENT TO LOCAL PLANNING SCHEME

Shire of Exmouth Local Planning Scheme 4 - Amendment No. 5

Resolved that the Local Government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

- (i) Inserting 'Additional Use (A8)' into Schedule 2 – Additional Uses.
- (ii) Amending the Scheme Map accordingly by applying 'Additional Use (A8)' to Lot 1423 on Deposited Plan 219750 (Reserve 45539 and No. 600) Murat Road, Exmouth and to portion of Lot 1419 on Plan 219750 (Reserve 50807), Exmouth.
- (iii) Adding conditions relating to development within Additional Use A8.

The amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

- (a) The amendment is consistent with the Shire of Exmouth Local Planning Strategy;
and
- (b) The amendment is not a complex or basic amendment.

Dated this _____ day of _____ 2021

(Chief Executive Officer)

1.0 INTRODUCTION

The Local Planning Scheme Amendment Report has been prepared for the purpose of implementing an amendment to the *Shire of Exmouth Local Planning Scheme No. 4* (LPS4) by applying an 'Additional Use' (Additional Use (A8)) in Schedule 2 of LPS4 to Lot 1423 on Deposited Plan 219750 (Reserve 45539 and No. 600) Murat Road, Exmouth and a portion of Lot 1419 on Plan 219750 (Reserve 50807) Murat Road, Exmouth zoned 'Tourism' (subject land).

The 'Additional Use' relates to the inclusion of 'workforce accommodation' as a discretionary ('A') use (rather than an 'X' use) and conditions to guide assessment of proposals for workforce accommodation on the subject land.

2.0 SITE DETAILS

Location

The subject land is highlighted below in **Figure 1**, and is located approximately 500m north east from the activity centre of Exmouth townsite and directly north of Exmouth's main recreation precinct, which includes the Koobooro and Talanjee ovals.

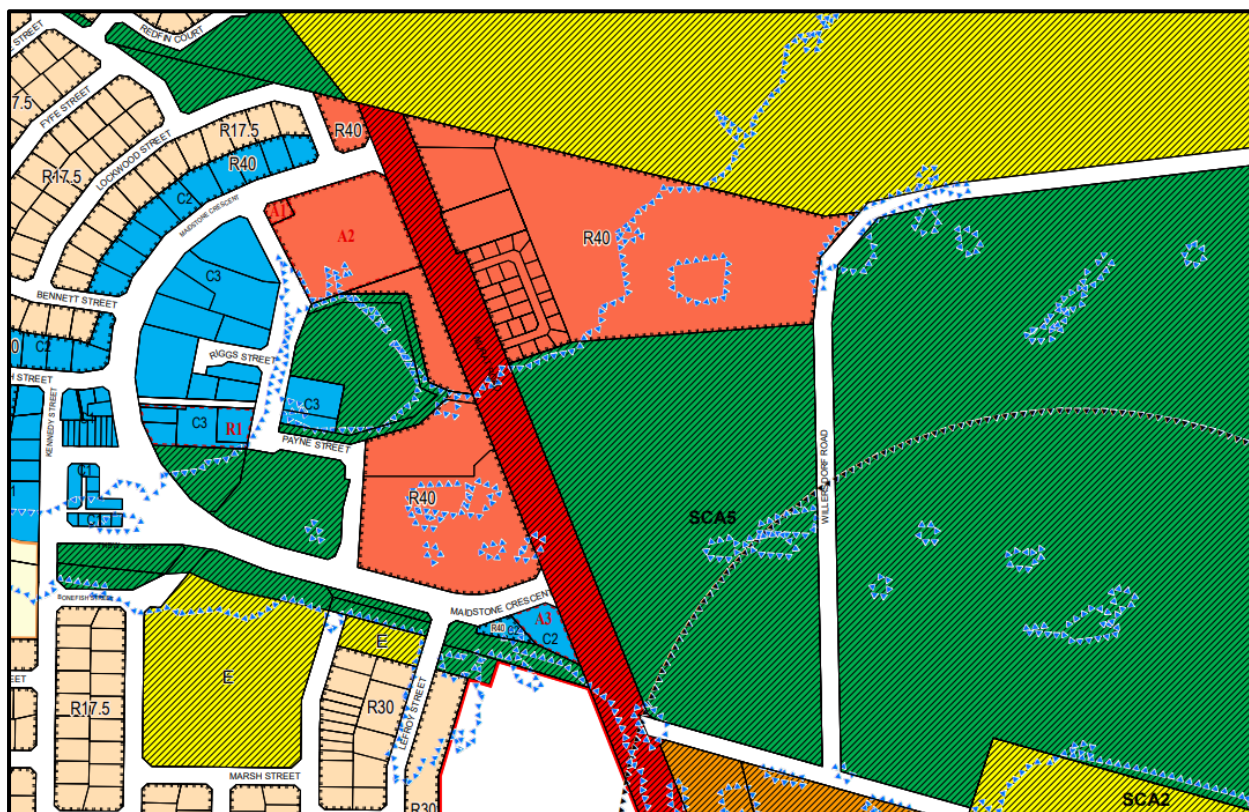
Figure 1



Site Area

The subject land is approximately 5.8ha and zoned 'Tourism' under LPS4 as shown in **Figure 2** below.

Figure 2



Titles & Ownership

The ownership details are shown in the below table.

Lot	Street	Volume/Folio	Deposited Plan	Land Area (m ²)	Owner
1419 (R50807)	(Willesdorf Road)	LR3143/279	DP 219750	55,000	STATE OF WA
Lot 1423 (R45539)	(No. 600) Murat Road	LR3093/122	DP 219750	2,336	STATE OF WA

The subject land includes Lot 1423 on Deposited Plan 219750 (Reserve 45539 and No. 600) Murat Road, Exmouth and a portion of Lot 1419 on Plan 219750 (Reserve 50807) Murat Road, Exmouth, which are currently zoned ‘Tourism’.

Lot 1419, which forms part of Reserve 50807 and Lot 1423, being Reserve 45539 are currently set aside for the purposes of *Recreation and Research Centre* and *Drainage* respectively, with management orders to the Shire of Exmouth.

Discussions are ongoing with the Shire of Exmouth (Shire) and Department of Planning, Lands and Heritage (DPLH) regarding the appropriate future tenure of the subject land.

According to the Gnulli, Gnulli #2 and Gnulli #3 – Yinggarda, Baiyungu and Thalanyji People Native Title Determination dated 17 December 2019 (WCD2019/016), native title has been determined not to exist over the subject land.

Site Context

The western boundary of the site abuts several tourism properties fronting Murat Road, including the Ningaloo Breeze Holiday and Osprey Holiday Village complexes.

To the south of the site is Exmouth's main recreation precinct, which includes the Koobooroo and Talanjee ovals, skate park facility, tennis club and other small community groups.

The land to the east on the opposite side of Willersdorf Road is the Exmouth Golf Club.

To the north, is Department of Defence landholdings.

Site Physical Characteristics

Landform and vegetation

The subject land is relatively flat, largely cleared, consisting of sparse scattered vegetation. **Section 3.0** below outlines that a portion of the subject land is impacted by flood risk from Town Creek. From a desktop investigation, the subject land does not contain any significant or protected vegetation.

Flora/fauna

A desktop investigation of available spatial information shows that there are no threatened fauna species or habitats that are of significance under State or Federal legislation.

Bushfire prone areas

The subject land falls within an area declared bushfire prone by the Commissioner for Fire and Emergency Services, pursuant to s. 18P of the *Fire and Emergency Services Act 1998*. *State Planning Policy 3.7: Planning in Bushfire Prone Areas* (SPP 3.7) will apply to future developments. A detailed Bushfire Management Plan (BMP) will be prepared during later planning and design stages, as part of the LDP process.

Development of the subject land would result in some clearing of vegetation, reducing the bushfire risk of the subject land and neighbouring properties. Road connections to Murat Road would provide for routes in two directions. Firebreaks, fire service access routes and/or emergency access ways could be provided to integrate with Willersdorf Road, consistent with SPP 3.7 and the associated Guidelines.

Infrastructure

Information has been obtained from Dial Before You Dig in relation to the existing services at and in proximity to the subject which is summarised below.

Water

Reticulated scheme water is currently available along Murat Road.

Wastewater

The subject land is located within a mapped sewerage sensitive area. In line with the *Government Sewerage Policy 2019*, connection to the reticulated sewerage system should be undertaken where possible. It is noted that reticulated sewerage currently exists along Murat Road.

Electricity

Horizon Power overhead distribution lines are located within the subject land holdings, and along Murat Road and Willersdorf Roads.

Telstra and NBN

There is some Telstra and NBN infrastructure located within the subject land.

3.0 PLANNING CONTEXT/CONTROLS

State & Regional Planning Context

Gascoyne Regional Planning and Infrastructure Framework

The purpose of the Gascoyne Regional Planning and Infrastructure Framework (Planning and Infrastructure Framework) is to establish a regional vision and basis for decision-making. The Planning and Infrastructure Framework introduces relevant planning initiatives that aim to address challenges for the region's prospects for economic development. The strategic goals of the Planning and Infrastructure Framework include:

- A globally competitive region;
- A strong and resilient Gascoyne region; and
- Sustainable communities and Infrastructure planning and coordination (supporting economic diversity, innovation and resilience).

Workforce Accommodation – Position Statement

The Western Australian Planning Commission (WAPC) has prepared a Position Statement on workforce accommodation to assist users of the planning system in understanding the land use planning considerations for workforce accommodation. The purpose of the Position Statement is to:

- outline the development requirements for workforce accommodation under the *Planning and Development Act 2005* and associated regulations; and
- provide guidance to local governments on the role of the local planning framework in the planning and development of workforce accommodation.

The WAPC's position is that where practicable, workforce accommodation should be provided in established towns, in locations suitable to its context, and to facilitate their ongoing sustainability. Planning and development of workforce accommodation should be consistent with local planning strategies and schemes, except where the *Mining Act 1978* and State Agreement Acts prevail.

Local Planning Framework

Shire of Exmouth Local Planning Scheme No.4 (LPS4)

The subject land is zoned 'Tourism' in LPS4.

The eastern lower portion of the site is located within the Special Control Area 5 – Floodplain (SCA 5).

The purpose of the SCA 5 is to reflect floodplain mapping for a number of flood routes and waterways in Exmouth. The objectives of the SCA 5 are:

- (a) *To minimise impacts on the floodplain from inappropriate encroachment of development.*
- (b) *To avoid subdivision and development within the high hazard floodplain.*
- (c) *To ensure that proposed floodplain development has adequate flood protection and does not impact on the existing flood regime of the area.*

In accordance with clause 5.6.2, the Scheme reinforces the general presumption against subdivision and development within the floodplain unless –

- (i) *Hydraulic modelling has been prepared to the satisfaction and approval of the Department of Water and Environmental Regulation;*
- (ii) *In respect of land within the high hazard floor plain, suitable controls are in place to ensure no development will encroach into the high hazard floodplain, excluding earthworks for the provision of essential roads, bridges, footpaths and jetties.*

Future development would need to consider surface and groundwater management in line with the Shire's– District Water Management Strategy. However, there are parts of the land that are outside of the modelled floodplain.

The following aims of LPS4 are relevant to the proposal:

- Facilitate planning for the appropriate balance between economic and social development, public health, conservation of the natural environment, and improvements in lifestyle and amenity.
- To provide for a range of housing and choice of residential densities to meet the needs of the community.

Consistent with the objectives of the Tourism zone, the proposal provides for additional residential uses where appropriate.

This amendment and the provision of a defined suitable site for providing workforce accommodation, ultimately assists the Shire in promoting the regional development of the area and supports diversification of land uses.

Shire of Exmouth Local Planning Strategy

The local planning strategy (the Strategy) sets out the Shire's objectives for the future planning and development of its local government area, and includes a broad strategic framework by which to pursue those objectives. Local planning strategies are required to address WAPC policy.

The Strategy identifies the subject land as 'Tourism/Residential' under 'Future Tourism Area 5'. The Strategy supports the approval of residential uses.

The Strategy also recommends:

- Ensuring access to Lot 1423 is obtained from Murat Road.
- The development interface between future tourism residential uses and the existing Murat Road Recreation Precinct. The built form is to address (front) the proposed future road link between Murat Road and Willersdorf Road abutting the Recreation Precinct.

- The landscape and built form treatment of the Murat Road frontage recognising its importance as a townsite entry statement. Development fronting Murat Road shall be subject to the Murat Road Design Guidelines.

Future development of the subject land will need to result in high quality-built form that addresses Murat Road and the Recreation Precinct and considers and integrates with existing tourism and residential uses along Murat Road. Consequently, prior to any development, a Local Development Plan (LDP) to guide future development may be required to be adopted under the Scheme.

4.0 PROPOSAL

Workforce accommodation is currently an 'X' use in the 'Tourism' zone as set out in Table 1 – Zoning Table of LPS4. Therefore, proposals for 'workforce accommodation' cannot be considered for development approval.

The amendment proposes to change the permissibility to an 'A' use over the subject land. This means the Shire can consider a development application for workforce accommodation following advertising. This provides the opportunity to consult with neighbouring properties. As required, the Shire can also consult with relevant agencies.

The proposed permissibility of an 'A' use, for workforce accommodation in the Tourism zone, is consistent with the permissibility of an 'A' use in the Rural zone, and Amendment No.4 which at the time of this report is still under assessment to allow for workforce accommodation to be considered in some areas of the Service Commercial zone. Workforce accommodation is not permitted in other zones.

The amendment proposal seeks to insert an 'Additional Use' into LPS4 at 'Schedule 2 – Additional Uses' in accordance with the provisions of Schedule 1, Part 1, cl. 19 of the *Planning and Development (Local Planning Scheme) Regulations 2015*; and to amend the Scheme Map accordingly.

The table within Schedule 2 of LPS4 will be populated with information to guide assessment of any future proposals for 'workforce accommodation' on the site.

JUSTIFICATION

Workforce accommodation

It is widely acknowledged that there is currently a significant demand for workforce accommodation in Exmouth. This proposal aims to respond to the local market and context. Other proposals have, or are being progressed, to combat the lack of housing for staff and workers within the locality. Given the transient workforce, it is considered suitable to allow sufficient flexibility to encourage temporary accommodation which can either service the surrounding resource sector (either permanently or for a temporary period) or local workforce.

Proposed development

Key issues to be investigated as part of future proposals are outlined below.:

Impacts on visual amenity

The visual impact of any proposed workforce accommodation facility must be considered, particularly in relation to the tourism development located to the west of the site and views of the site from Murat Road. Measures, such as siting of the development, screening (through

materials – fencing) and landscaping, should be defined to ensure development is adequately screened from surrounding land uses, and provides a high-quality interface with the public realm.

Design

The Shire will assess development applications against any approved LDPs, the Residential Design Codes, LPS4 and relevant Local Planning Policies. As this is a prominent location, the design should be of high-quality, allowing for the development to be easily adapted and reused for short-stay accommodation if needed in the future. Accordingly, it is proposed to remove the current provision which limits each workforce accommodation unit to no more than one (1) bedroom under clause 4.11.2 of LPS4. Consideration also needs to be given to the colours and materials of any future development to ensure compatibility with existing development within the area and the Shire's adopted colour palette.

Parking and vehicle access

A workforce accommodation facility should provide adequate parking bays for occupants. Access points and locations will need to be carefully considered.

Servicing

In line with the *Government Sewerage Policy 2019*, connection to the reticulated sewerage system should be undertaken where possible, it is noted that reticulated sewerage currently exists along Murat Road.

Additional Use

It is considered appropriate to include an additional use for 'workforce accommodation' on the subject land only rather than altering the permissibility of the 'workforce accommodation' land use across all land zoned Tourism. Due to other sites being located in prominent and higher tourism amenity areas, such as those directly facing Murat Road and in close proximity to Town Beach and the Marina. The proposed additional use is also consistent with WAPC's Position Statement on Workforce Accommodation, which recommends that proposals for workforce accommodation be considered on a case-by-case basis.

The Scheme amendment includes specific conditions that will be considered when assessing development proposals within the subject land. In this instance, there are a number of conditions that are over and above the standard provisions of the Scheme, including:

- The requirement for a Local Development Plan to be prepared to guide future development and address a number of items;
- The need, considering the capacity in local housing and supply markets;
- Numbers of units;
- Occupancy limitations – number of persons occupying the site and employer;
- Provision of suitable setbacks and siting of development in a manner that considers surrounding land uses;
- Measures to manage visual amenity impacts (screening, fencing and landscaping etc.);
- Decommissioning/transitioning plans;
- Time limited approvals;
- Rubbish disposal;
- On-site carparking;
- Stormwater drainage and impacts on the floodplain;

- Provision of a full-time on-site manager or caretaker;
- Development to be of a high standard and capable of being adapted and used for future residential and/or tourism purposes;
- Remove the need for permanent residential accommodation to be limited to 40%, and a tourist development to be constructed initially;
- No limit on each workforce accommodation unit to contain no more than one (1) bedroom; and
- Workforce accommodation subject to the R40 Density Code.

Amendment type

The amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

- (a) The amendment is consistent with the Shire of Exmouth Local Planning Strategy; and
- (b) The amendment is not a complex or basic amendment.

5.0 CONCLUSION

The amendment has been prepared to allow greater opportunities for workers accommodation within the Shire of Exmouth.

The proposed scheme amendment is considered to be a 'standard' amendment to the Shire of Exmouth's Local Planning Scheme 4 as per the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Planning and Development Act 2005

RESOLUTION TO AMEND LOCAL PLANNING SCHEME

Shire of Exmouth Local Planning Scheme No. 4 Amendment Number 5

Resolved that the Local Government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

- (i) Inserting 'Additional Use (A8)' into Schedule 2 – Additional Uses.**
- (ii) Amending the Scheme Map accordingly by applying 'Additional Use (A8)' to Lot 1423 on Deposited Plan 219750 (Reserve 45539 and No. 600) Murat Road, Exmouth and to portion of Lot 1419 on Plan 219750 (Reserve 50807) Murat Road, Exmouth.**
- (iii) Adding conditions relating to development within Additional Use A8.**

No	Address	Additional Use	Conditions
A8	Lot 1423 on Deposited Plan 219750 (Reserve 45539 and No. 600) Murat Road, Exmouth and portion of Lot 1419 on Deposited Plan 219750 (Reserve 50807) Murat Road, Exmouth.	As an 'A' use <ul style="list-style-type: none"> • Workforce Accommodation 	1. The Local Government may require a Local Development Plan to be prepared in accordance with Part 6 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> , to address the following: <ul style="list-style-type: none"> • Landform and topography; • Vehicular access arrangements; • Internal vehicle and pedestrian movements; • Indicative site layout, including provision of suitable setbacks and siting of development in a manner that considers surrounding land uses; • Servicing, including sewer, water, drainage and power; • A bushfire management plan to address State Planning Policy 3.7 – <i>Planning in Bushfire Prone Areas</i>; and • Such other information as may be required by the local government. 2. In considering an application for development approval, the local government shall consider the following matters in addition to those which it may have regard to under the Scheme

			<p>and any approved Local Development Plan:</p> <ul style="list-style-type: none"> • The need, considering the capacity in local housing and supply markets; • Numbers of units; • Occupancy limitations – number of persons occupying the site and employer; • Measures to manage visual amenity impacts (screening, fencing and landscaping etc.); • Decommissioning/transitioning plans; • Time limited approvals; • Rubbish disposal; • On-site carparking; and • Stormwater drainage and impacts on the floodplain. <p>3. The local government is to be satisfied that the proponent has identified appropriate strategies to manage issues by siting of land use in the context of surrounding existing and proposed land uses; and providing adequate screening measures, such as fencing and landscaping.</p> <p>4. Provision of a full-time on-site manager or caretaker.</p> <p>5. Development is to be of a high standard and be compatible with the overall landscape, colours and textures of the areas.</p> <p>6. Development should be designed so that it is capable of being adapted and used for future tourism and/or residential purposes.</p> <p>7. All development shall be in accordance with the local government's adopted colour palette.</p> <p>8. Notwithstanding other Scheme provisions, there are no limitations on:</p> <ul style="list-style-type: none"> • The gross floor area being limited to 40% for permanent residential accommodation, or • Each workforce accommodation unit to contain no more than one (1) bedroom, or • The need to initially approve and construct new or refurbished tourist
--	--	--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

			<p>development where associated with workforce accommodation.</p> <p>9. Workforce accommodation shall comply with the minimum and average lot sizes as per the R40 Density Code.</p>
--	--	--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

COUNCIL ADOPTION

This Standard Amendment was adopted by resolution of the Council of the Shire of Exmouth at the Ordinary Meeting of the Council held on the ___ day of _____, 2021

.....
SHIRE PRESIDENT

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RESOLUTION TO ADVERTISE

by resolution of the Council of the Shire of Exmouth at the Ordinary Meeting of the Council held on the ___ day of _____ 2021, proceed to advertise this Amendment.

.....
SHIRE PRESIDENT

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended for support by resolution of the Shire of Exmouth at the Ordinary Meeting of the Council held on the ___ day of _____, 20____ and the Common Seal of the Shire of Exmouth was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
SHIRE PRESIDENT

.....
CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)

.....

**DELEGATED UNDER S.16 OF
THE P&D ACT 2005**

DATE.....

APPROVAL GRANTED

.....

MINISTER FOR PLANNING

DATE.....



Monthly Financial Report

For the period ended

May 2021

PO Box 21
2 Truscott Crescent
Exmouth
Western Australia 6707

Phone: (08) 9949 3000
Fax: (08) 9949 3050
Email: records@exmouth.wa.gov.au
Web: www.exmouth.wa.gov.au

ABN: 32 865 822 043

SHIRE OF EXMOUTH
MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
For the period ending 31 May 2021

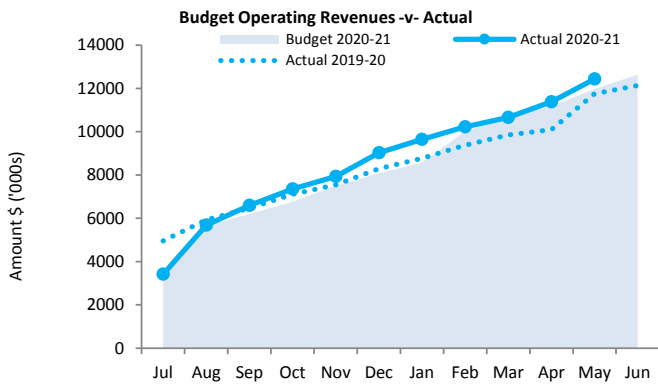
LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

TABLE OF CONTENTS

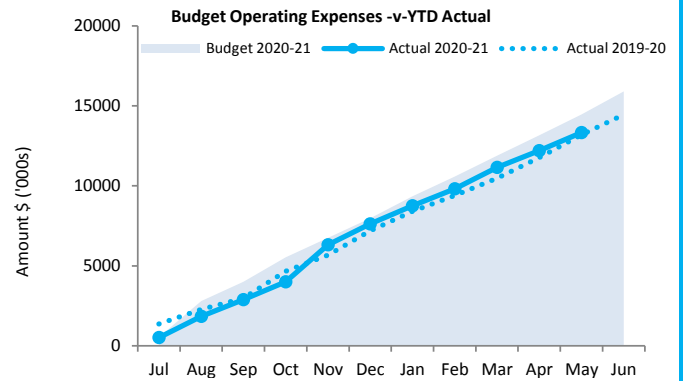
Statement of Financial Activity by Nature or Type	4
Statement of Financial Activity by Program	6
Explanation Explanation of Material Variances	7
Basis of Preparation	8
Note 1 Statement of Financial Activity Information	9
Note 2 Cash and Financial Assets	10
Note 3 Reserves	11
Note 4 Receivables	12
Note 5 Rate Revenue	13
Note 6 Other Current Assets	14
Note 7 Disposal of Assets	15
Note 8 Capital Acquisitions	16
Note 9 Payables	17
Note 10 Borrowings	18
Note 11 Lease Liabilities	19
Note 12 Other Current Liabilities	20
Note 13 Operating grants and contributions	21
Note 14 Non operating grants and contributions	22
Note 15 Trust Fund	23

OPERATING ACTIVITIES

OPERATING REVENUE

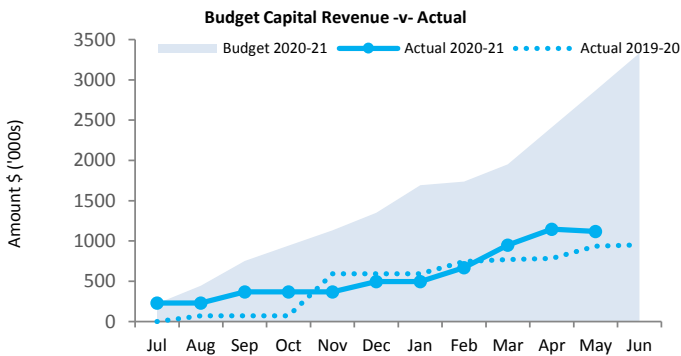


OPERATING EXPENSES

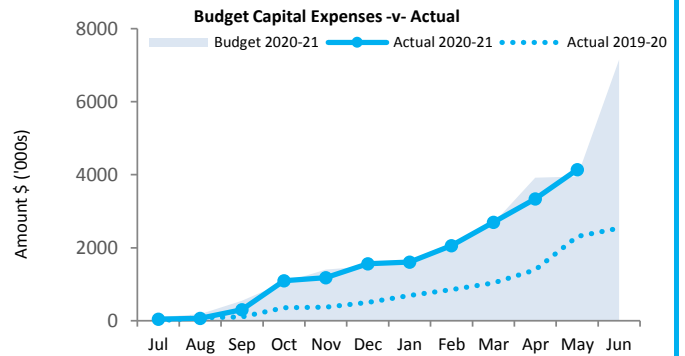


INVESTING ACTIVITIES

CAPITAL REVENUE

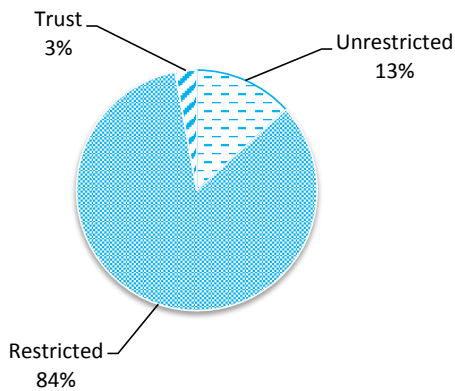


CAPITAL EXPENSES

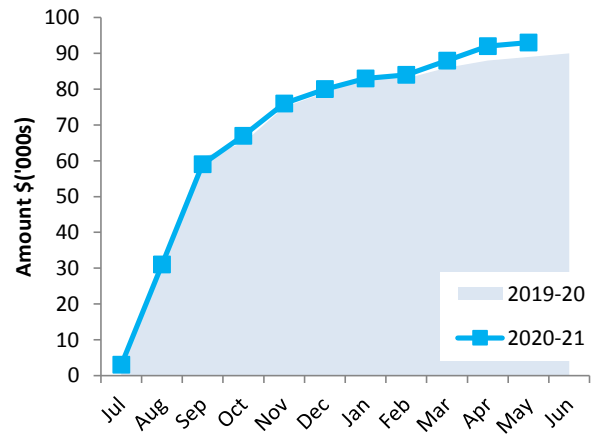


FINANCING ACTIVITIES

Cash and Cash Equivalents



Rates Receivable



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

KEY TERMS AND DESCRIPTIONS

FOR THE PERIOD ENDED 31 MAY 2021

REVENUE

RATES

All rates levied under the *Local Government Act 1995*. Includes general, differential, specified area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts and concessions offered. Exclude administration fees, interest on instalments, interest on arrears, service charges and sewerage rates.

OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Refers to all amounts received as grants, subsidies and contributions that are not non-operating grants.

NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Amounts received specifically for the acquisition, construction of new or the upgrading of identifiable non financial assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

REVENUE FROM CONTRACTS WITH CUSTOMERS

Revenue from contracts with customers is recognised when the local government satisfies its performance obligations under the contract.

FEES AND CHARGES

Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

SERVICE CHARGES

Service charges imposed under *Division 6 of Part 6 of the Local Government Act 1995*. *Regulation 54 of the Local Government (Financial Management) Regulations 1996* identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services. Exclude rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

INTEREST EARNINGS

Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

OTHER REVENUE / INCOME

Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

PROFIT ON ASSET DISPOSAL

Excess of assets received over the net book value for assets on their disposal.

NATURE OR TYPE DESCRIPTIONS

EXPENSES

EMPLOYEE COSTS

All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

MATERIALS AND CONTRACTS

All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)

Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

INSURANCE

All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

LOSS ON ASSET DISPOSAL

Shortfall between the value of assets received over the net book value for assets on their disposal.

DEPRECIATION ON NON-CURRENT ASSETS

Depreciation expense raised on all classes of assets.

INTEREST EXPENSES

Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

OTHER EXPENDITURE

Statutory fees, taxes, allowance for impairment of assets, member's fees or State taxes. Donations and subsidies made to community groups.

**STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MAY 2021**

BY NATURE OR TYPE

	Ref Note	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	%	
Opening funding surplus / (deficit)	1(c)	2,691,280	2,691,280	2,691,280	0	0.00%	
Revenue from operating activities							
Rates	5	3,422,000	3,421,326	3,439,996	18,670	0.55%	
Specified area rates	5	48,000	48,000	48,842	842	1.75%	
Operating grants, subsidies and contributions	13	1,293,500	1,277,788	1,341,008	63,220	4.95%	
Fees and charges		7,136,000	6,544,109	7,011,278	467,169	7.14%	
Interest earnings		131,000	120,065	58,668	(61,397)	(51.14%)	▼
Other revenue		608,000	564,054	536,318	(27,736)	(4.92%)	
Profit on disposal of assets	7	0	0	0	0	0.00%	
		12,638,500	11,975,342	12,436,110	460,768	(3.85%)	
Expenditure from operating activities							
Employee costs		(6,480,000)	(5,922,934)	(5,619,882)	303,052	5.12%	
Materials and contracts		(3,797,500)	(3,588,000)	(3,051,278)	536,722	14.96%	▲
Utility charges		(940,000)	(776,646)	(733,695)	42,951	5.53%	
Depreciation on non-current assets		(3,722,000)	(3,306,226)	(3,284,942)	21,284	0.64%	
Interest expenses		(66,000)	(48,826)	(41,376)	7,450	15.26%	
Insurance expenses		(390,000)	(390,000)	(389,821)	179	0.05%	
Other expenditure		(510,500)	(423,981)	(209,771)	214,210	50.52%	▲
Loss on disposal of assets	7	0	0	0	0	0.00%	
		(15,906,000)	(14,456,613)	(13,330,765)	1,125,848	7.79%	
Non-cash amounts excluded from operating activities	1(a)	4,686,000	4,270,226	4,249,304	(20,922)	(0.49%)	
Amount attributable to operating activities		1,418,500	1,788,955	3,354,649	1,565,694		
Investing activities							
Proceeds from non-operating grants, subsidies and contributions	14	3,331,500	2,866,985	1,198,197	(1,668,788)	(58.21%)	▼
Proceeds from disposal of assets	7	200,000	0	0	0	0.00%	
Payments for property, plant and equipment		(7,150,000)	(3,947,815)	(4,140,389)	(192,574)	(4.88%)	
Amount attributable to investing activities		(3,618,500)	(1,080,830)	(2,942,192)	(1,861,362)		
Financing Activities							
Proceeds from new debentures	10	540,000	0	0	0	0.00%	
Transfer from reserves	3	2,419,000	0	(45,000)	(45,000)	0.00%	▼
Payments for principal portion of lease liabilities		0	0	0	0	0.00%	
Proceeds from community loans		23,000	0	17,450	17,450	0.00%	
Repayment of debentures	10	(232,000)	(143,740)	(143,740)	0	0.00%	
Transfer to reserves	3	(3,177,000)	(33,810)	(33,810)	0	0.00%	
Amount attributable to financing activities		(427,000)	(177,550)	(205,100)	(27,550)		
Closing funding surplus / (deficit)	1(c)	64,280	3,221,855	2,898,637	(323,218)		

KEY INFORMATION

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

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

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

KEY TERMS AND DESCRIPTIONS

FOR THE PERIOD ENDED 31 MAY 2021

STATUTORY REPORTING PROGRAMS

Shire operations as disclosed in these financial statements encompass the following service orientated activities/programs.

PROGRAM NAME AND OBJECTIVES

GOVERNANCE

To provide a decision making process for the efficient allocation of resources.

ACTIVITIES

Includes the activities of members of council and the administrative support available to the council for the provision of governance of the district. Other costs relate to the task of assisting elected members and ratepayers on matters which do not concern specific council services.

GENERAL PURPOSE FUNDING

To collect revenue to allow for the provision of services.

The collection of rate revenue and the maintenance of valuation and rating records to support the collection process. General purpose government grants and interest revenue.

LAW, ORDER, PUBLIC SAFETY

To provide services to help ensure a safer as environmentally conscious community.

The provision of bushfire control services, animal control and support for emergency services, as well as the maintenance and enforcement of local laws.

HEALTH

To provide an operational framework for environmental and community health.

Maternal and Infant health, preventative service and environmental health.

EDUCATION AND WELFARE

To provide services to disadvantaged persons, the elderly, children and youth.

Maintenance on playgroup and senior citizen buildings.

HOUSING

To provide housing for staff members.

Administration and operation of residential housing for council staff.

COMMUNITY AMENITIES

To provide services required by the community.

Maintenance of rubbish service to residents and maintenance of sanitary landfill sites. Town planning and regional development, maintenance of cemeteries and other community amenities.

RECREATION AND CULTURE

To establish and effectively manage infrastructure and resources which will help the social wellbeing of the community.

Maintenance of public halls, centres, swimming pools, beaches, recreation centre and various sporting facilities. Provision and maintenance of parks, gardens and playgrounds. Operation of library and radio broadcasting facilities.

TRANSPORT

To provide safe, effective and efficient transport services to the community.

Construction and maintenance of roads, streets, footpaths, depot, cycleways, parking facilities and traffic control. Cleaning of streets and maintenance of street trees, street lighting etc. Administration and operation of airport and aerodrome.

ECONOMIC SERVICES

The promotion of the district to increase economic activities and the provision of building control within the shire.

Tourism, area promotion and building control.

OTHER PROPERTY AND SERVICES

To monitor and control Council's overheads operating accounts.

The provision of private works to the public and the maintenance of cost pools for plant operating, public works overheads and administration costs.

**STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MAY 2021**

STATUTORY REPORTING PROGRAMS

	Ref Note	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	%	
Opening funding surplus / (deficit)	1(c)	2,691,280	2,691,280	2,691,280	0	0.00%	
Revenue from operating activities							
Governance		500	451	2,565	2,114	468.74%	
General purpose funding - general rates	5	3,422,000	3,421,326	3,439,996	18,670	0.55%	
General purpose funding - other		910,000	897,141	894,401	(2,740)	(0.31%)	
Law, order and public safety		12,000	11,728	17,712	5,984	51.02%	
Health		47,500	43,527	41,986	(1,541)	(3.54%)	
Education and welfare		0	0	3,020	3,020	0.00%	
Housing		56,500	51,788	53,057	1,269	2.45%	
Community amenities		1,288,500	1,235,146	1,433,604	198,458	16.07%	▲
Recreation and culture		1,201,500	1,037,347	1,157,664	120,317	11.60%	▲
Transport		4,229,000	3,892,543	3,889,429	(3,114)	(0.08%)	
Economic services		1,053,000	968,269	1,078,637	110,368	11.40%	▲
Other property and services		418,000	416,076	424,039	7,963	1.91%	
		12,638,500	11,975,342	12,436,110	460,768	3.85%	
Expenditure from operating activities							
Governance		(926,500)	(828,548)	(777,133)	51,415	6.21%	
General purpose funding		(154,000)	(141,119)	(118,469)	22,650	16.05%	
Law, order and public safety		(393,000)	(360,699)	(344,718)	15,981	4.43%	
Health		(259,500)	(237,711)	(188,472)	49,239	20.71%	▲
Education and welfare		(75,500)	(70,831)	(60,437)	10,394	14.67%	
Housing		(82,000)	(79,956)	(205,740)	(125,784)	(157.32%)	▼
Community amenities		(1,844,000)	(1,692,317)	(1,377,422)	314,895	18.61%	▲
Recreation and culture		(5,357,000)	(4,931,838)	(4,578,328)	353,510	7.17%	
Transport		(5,154,500)	(4,628,360)	(4,192,547)	435,813	9.42%	
Economic services		(1,375,500)	(1,252,580)	(1,166,275)	86,305	6.89%	
Other property and services		(284,500)	(232,302)	(321,224)	(88,922)	(38.28%)	▼
		(15,906,000)	(14,456,613)	(13,330,765)	1,125,848	(7.79%)	
Non-cash amounts excluded from operating activities	1(a)	4,686,000	4,270,226	4,249,304	(20,922)	(0.49%)	
Amount attributable to operating activities		1,418,500	1,788,955	3,354,649	1,565,694		
Investing Activities							
Proceeds from non-operating grants, subsidies and contributions	14	3,331,500	2,866,985	1,198,197	(1,668,788)	(58.21%)	▼
Proceeds from disposal of assets	7	200,000	0	0	0	0.00%	
Payments for property, plant and equipment and infrastructure		(7,150,000)	(3,947,815)	(4,140,389)	(192,574)	(4.88%)	
Amount attributable to investing activities		(3,618,500)	(1,080,830)	(2,942,192)	(1,861,362)		
Financing Activities							
Proceeds from new debentures	10	540,000	0	0	0	0.00%	
Transfer from reserves	3	2,419,000	0	(45,000)	(45,000)	0.00%	▼
Proceeds from community loans		23,000	0	17,450			
Repayment of debentures	10	(232,000)	(143,740)	(143,740)	0	0.00%	
Transfer to reserves	3	(3,177,000)	(33,810)	(33,810)	0	0.00%	
Amount attributable to financing activities		(427,000)	(177,550)	(205,100)	(27,550)		
Closing funding surplus / (deficit)	1(c)	64,280	3,221,855	2,898,637			

KEY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold. Refer to threshold. Refer to Note for an explanation of the reasons for the variance.

The material variance adopted by Council for the 2020-21 year is \$25,000 or 10.00% whichever is the greater.

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

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MAY 2021**

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 2020-21 year is \$25,000 or 10.00% whichever is the greater.

Reporting Program	Var. \$	Var. %	Timing/ Permanent	Explanation of Variance
	\$	%		
Revenue from operating activities				
Fees and charges	467,169	7.14%	▲ Timing	Increased exhibition and merchandise sales at Ningaloo Centre. Increased revenue for sanitation and planning and building applications. Increased aviation revenue.
Interest earnings	(61,397)	(51.14%)	▼ Timing	Timing of term deposits and low interest rate.
Expenditure from operating activities				
Employee costs	303,052	5.12%	▲ Timing	Employee vacancies and timing of training and relocation costs.
Materials and contracts	536,722	14.96%	▲ Timing	Timing of maintenance programmes.
Other expenditure	214,210	50.52%	▲ Timing	Construction stimulus grant applications pending.
Investing activities				
Proceeds from non-operating grants, subsidies and contributions	(1,668,788)	(58.21%)	▼ Timing	Timing of projects.
Payments for property, plant and equipment and infrastructure	(192,574)	(4.88%)	▼ Timing	See note 8.
Financing activities				
Transfer from reserves	(45,000)	0.00%	▼ Timing	Community Loan.

BASIS OF PREPARATION

REPORT PURPOSE

This report is prepared to meet the requirements of *Local Government (Financial Management) Regulations 1996, Regulation 34*. Note: The statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

BASIS OF ACCOUNTING

This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board, and the *Local Government Act 1995* and accompanying regulations.

The *Local Government (Financial Management) Regulations 1996* take precedence over Australian Accounting Standards. Regulation 16 prohibits a local government from recognising as assets Crown land that is a public thoroughfare, such as land under roads, and land not owned by but under the control or management of the local government, unless it is a golf course, showground, racecourse or recreational facility of State or regional significance. Consequently, some assets, including land under roads acquired on or after 1 July 2008, have not been recognised in this financial report. This is not in accordance with the requirements of *AASB 1051 Land Under Roads paragraph 15* and *AASB 116 Property, Plant and Equipment paragraph 7*.

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 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.

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 12 June 2021

SIGNIFICANT ACCOUNTING POLICES

CRITICAL ACCOUNTING 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 that are 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 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.

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

All monies held in the Trust Fund are excluded from the financial statements. A separate statement of those monies appears at Note 15 to these financial statements.

GOODS AND SERVICES TAX

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

ROUNDING OFF FIGURES

All figures shown in this statement are rounded to the nearest dollar.

(a) Non-cash items 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.

	Notes	Amended Budget	YTD Budget (a)	YTD Actual (b)
Non-cash items excluded from operating activities				
		\$	\$	\$
Adjustments to operating activities				
Movement in inventory (non-current)		964,000	964,000	964,362
Add: Depreciation on assets		3,722,000	3,306,226	3,284,942
Total non-cash items excluded from operating activities		4,686,000	4,270,226	4,249,304

(b) Adjustments to net current assets in the Statement of Financial Activity

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.

		Last Year Closing 30 June 2020	This Time Last Year 31 May 2020	Year to Date 31 May 2021
Adjustments to net current assets				
Less: Reserves - restricted cash	3	(9,009,299)	(9,384,035)	(9,043,109)
Less: Loans receivable		(22,700)	(15,250)	(5,250)
Less: Land held for resale			(206,611)	
Add: Borrowings	10	231,702	112,807	87,962
Add: Provisions - employee	12	770,177	958,906	769,874
Add: Lease liabilities	11	148,937		148,937
Add: Contract Liabilities		217,000		
Total adjustments to net current assets		(7,664,183)	(8,534,183)	(8,041,586)

(c) Net current assets used in the Statement of Financial Activity

Current assets				
Cash and cash equivalents	2	12,209,277	14,599,597	10,785,967
Rates receivables	4	510,805	1,036,312	229,788
Receivables	4	758,669	898,655	1,700,825
Other current assets	6	83,264	38,646	93,899
Less: Current liabilities				
Payables	9	(1,838,736)	(295,017)	(863,482)
Borrowings	10	(231,702)	(112,807)	(87,962)
Contract liabilities	12	(217,000)		0
Lease liabilities	11	(148,937)	0	(148,937)
Provisions	12	(770,177)	(958,906)	(769,874)
Less: Total adjustments to net current assets	1(b)	(7,664,183)	(8,534,183)	(8,041,586)
Closing funding surplus / (deficit)		2,691,280	6,672,295	2,898,637

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.

Description	Classification	Unrestricted	Restricted	Trust	Total Cash	Institution	Interest Rate	Maturity Date
		\$	\$	\$	\$			
Cash on hand								
Petty Cash and Floats	Cash and cash equivalents	2,050			2,050			
Municipal Fund	Cash and cash equivalents	430,431			430,431	Westpac		At Call
Reserve Fund	Cash and cash equivalents	0	31,174		31,174	Westpac		At Call
Trust Fund	Cash and cash equivalents	0	0	310,374	310,374	Westpac		At Call
		0						
		0						
Term Deposits								
Muni Term Deposit	Cash and cash equivalents	1,000,000			1,000,000	Macquarie	0.70%	05-Oct-21
Reserve Term Deposit	Cash and cash equivalents	0	2,511,938		2,511,938	AMP	0.55%	31 day notice
Reserve Term Deposit	Cash and cash equivalents	0	3,000,000		3,000,000	Macquarie	0.30%	11-Jun-21
Reserve Term Deposit	Cash and cash equivalents	0	3,500,000		3,500,000	Westpac	0.60%	90 day notice
Total		1,432,481	9,043,112	310,374	10,785,967			
Comprising								
Cash and cash equivalents		1,432,481	9,043,112	310,374	10,785,967			
		1,432,481	9,043,112	310,374	10,785,967			

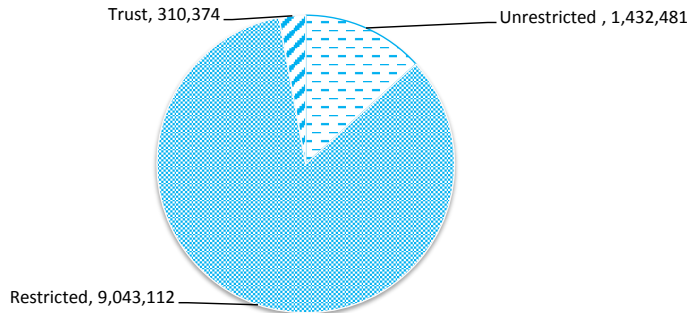
KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments 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 and bank overdrafts. 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 assets.



**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MAY 2021**

**OPERATING ACTIVITIES
NOTE 3
CASH RESERVES**

Cash backed reserve

Reserve name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Amend Budget Transfers In (+)	Actual Transfers In (+)	Amend Budget Transfers Out (-)	Actual Transfers Out (-)	Amended Budget Closing Balance	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Leave Reserve	695,562	9,000	2,674	0	0	0	0	704,562	698,236
Aviation Reserve	1,166,579	15,000	4,485	0	0	0	0	1,181,579	1,171,064
Building Infrastructure Reserve	595,760	8,000	2,291	0	0	(517,000)	0	86,760	598,051
Community Development Reserve	1,375,459	18,000	5,288	0	0	(11,000)	0	1,382,459	1,380,747
Community Interest Free Reserve	321,450	4,000	1,231	0	0	0	(45,000)	325,450	277,681
Insurance/Natural Disaster Reserve	183,016	2,000	704	0	0	0	0	185,016	183,720
Land Acquisition Reserve	736,873	10,000	2,833	1,300,000	0	(570,000)	0	1,476,873	739,706
Marina Canal Reserve	360,269	5,000	1,385	48,000	0	0	0	413,269	361,654
Marine Village Asset Replacement Reserve	33,268	0	128	0	0	0	0	33,268	33,396
Mosquito Management Reserve	10,108	0	39	0	0	0	0	10,108	10,147
Ningaloo Centre Reserve	255,836	3,000	984	0	0	0	0	258,836	256,820
Plant Reserve	187,979	2,000	723	550,000	0	(189,000)	0	550,979	188,702
Public Radio Infrastructure Reserve	5,158	0	20	0	0	0	0	5,158	5,178
Rehabilitation Reserve	252,116	3,000	969	0	0	0	0	255,116	253,085
Roads Reserve	592,844	8,000	2,279	765,000	0	(460,000)	0	905,844	595,123
Shire President COVID-19 Relief Fund	136,378	1,000	153	0	0	0	0	137,378	136,531
Shire Staff Housing Reserve	40,000	2,000	524	0	0	0	0	42,000	40,524
Swimming Pool Reserve	547,831	7,000	2,109	100,000	0	0	0	654,831	549,940
Tourism Development Reserve	200,008	3,000	769	50,000	0	0	0	253,008	200,777
Town Planning Scheme Reserve	21,855	0	84	0	0	0	0	21,855	21,939
Waste & Recycle Reserve	1,073,950	14,000	4,138	0	0	(530,000)	0	557,950	1,078,088
Unspent Grants & Contributions Reserve	217,000	0		250,000	0	(142,000)	0	325,000	217,000
	9,009,299	114,000	33,810	3,063,000	0	(2,419,000)	(45,000)	9,767,299	8,998,109

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MAY 2021**

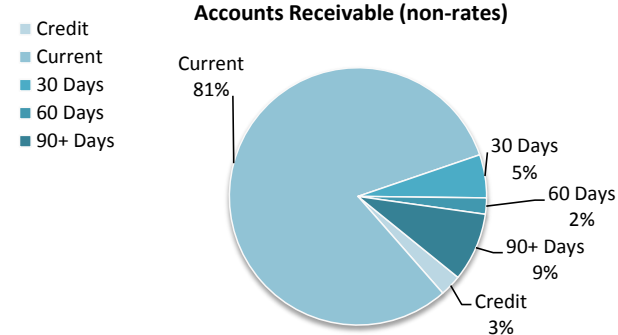
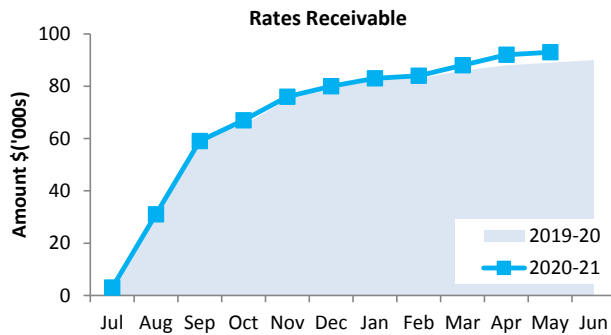
**OPERATING ACTIVITIES
NOTE 4
RECEIVABLES**

Rates receivable	30 June 2020	31 May 2021
	\$	\$
Opening arrears previous years	328,585	465,458
Levied this year	3,443,640	3,488,838
Less - collections to date	(3,306,767)	(3,677,662)
Less - deferred rates		(46,846)
Equals current outstanding	465,458	229,788
Net rates collectable	465,458	229,788
% Collected	87.7%	93%

Receivables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Receivables - general	(42,371)	1,268,659	84,823	31,818	134,445	1,477,374
Percentage	(2.9%)	85.9%	5.7%	2.2%	9.1%	
Balance per trial balance						
Sundry receivable						1,477,374
GST receivable						213,766
Community Loans						17,450
Property service charges						(7,765)
Total receivables general outstanding						1,700,825
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. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for impairment of receivables is raised when there is objective evidence that they will not be collectible.



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MAY 2021

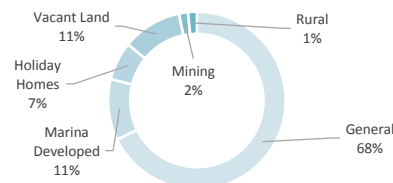
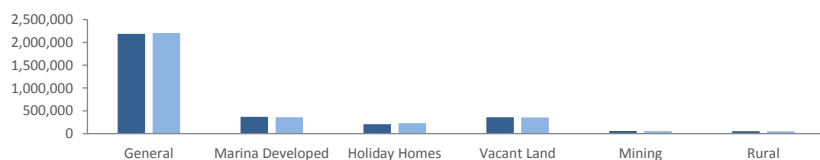
OPERATING ACTIVITIES
NOTE 5
RATE REVENUE

General rate revenue	Budget							YTD Actual			
	Rate in \$ (cents)	Number of Properties	Rateable Value	Rate Revenue	Interim Rate	Back Rate	Total Revenue	Rate Revenue	Interim Rates	Back Rates	Total Revenue
RATE TYPE				\$	\$	\$	\$	\$	\$	\$	\$
Gross rental value											
General	0.07510	1,181	29,059,377	2,182,000	5,000	1,000	2,188,000	2,178,025	30,432	(2,630)	2,205,827
Marina Developed	0.10130	101	3,621,207	367,000	0	0	367,000	361,640	(7)	169	361,801
Holiday Homes	0.10410	78	1,992,380	207,000	0	0	207,000	218,747	9,026	0	227,773
Vacant Land	0.15010	232	2,383,884	358,000	0	0	358,000	357,821	(3,653)	0	354,168
Unimproved value											
Mining	0.15990	12	359,652	58,000	1,000	0	59,000	57,508	(544)	(3,268)	53,696
Rural	0.08000	7	658,420	53,000	0	0	53,000	51,874	0	0	51,874
Sub-Total		1,611	38,074,920	3,225,000	6,000	1,000	3,232,000	3,225,615	35,254	(5,730)	3,255,139
Minimum payment	Minimum \$										
Gross rental value											
General	930	84	842,002	78,000	0	0	78,000	78,855	0	0	78,855
Marina Developed	930	1	0	1,000	0	0	1,000	3,135	0	0	3,135
Vacant Land	735	146	483,700	107,000	0	0	107,000	104,370	0	0	104,370
Unimproved value											
Mining	230	10	8,426	2,000	0	0	2,000	2,300	0	0	2,300
Rural	735	1	5,800	1,000	0	0	1,000	735	0	0	735
Sub-total		242	1,339,928	189,000	0	0	189,000	189,395	0	0	189,395
Concession/Write off							0				(4,538)
Total general rates							3,421,000				3,439,996
Specified area rates	Rate in \$ (cents)										
Marina Specified Area	0.013390		3,621,207	48,000	0	0	48,000	48,554	287	0	48,842
Total specified area rates			3,621,207	48,000	0	0	48,000	48,554	287	0	48,842
Total							3,469,000				3,488,838

KEY INFORMATION

Prepaid rates are, until the taxable event for the rates has occurred, refundable at the request of the ratepayer. Rates received in advance give rise to a financial liability. On 1 July 2020 the prepaid rates were recognised as a financial asset and a related amount was recognised as a financial liability and no income was recognised. When the taxable event occurs the financial liability is extinguished and income recognised for the prepaid rates that have not been refunded.

■ Budget ■ YTD Actual



Other current assets	Opening Balance 1 July 2020	Asset Increase	Asset Reduction	Closing Balance 31 May 2021
	\$	\$	\$	\$
Inventory				
Fuel and materials on hand	14,591	125,695	(115,060)	24,926
Stock - Visitor Centre Merchandise	68,673			68,973
Total other current assets	83,264	125,695	(115,060)	93,899
Amounts shown above do not include GST (where applicable)				

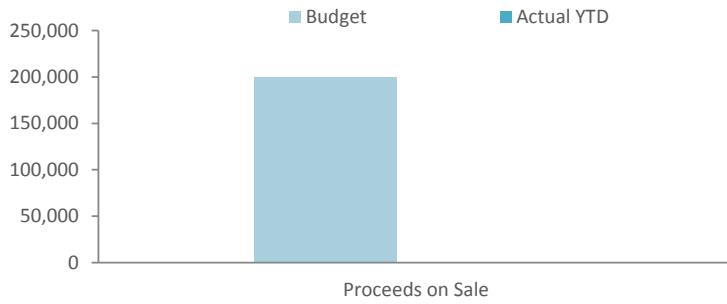
KEY INFORMATION

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.

Asset Ref.	Asset description	Budget				YTD Actual			
		Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	\$
	Plant and equipment								
	Transport								
	Plant replacement	200,000	200,000	0	0	0	0	0	0
		200,000	200,000	0	0	0	0	0	0



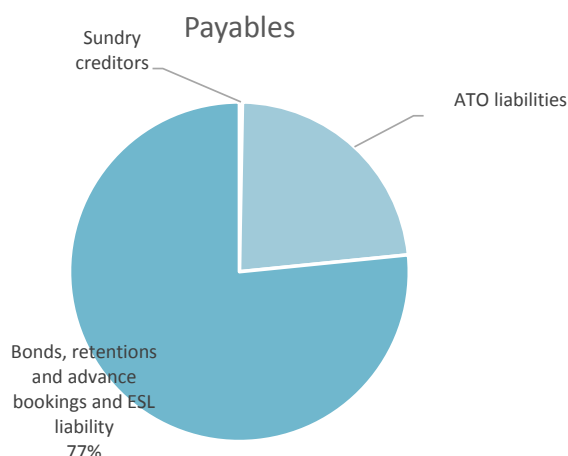
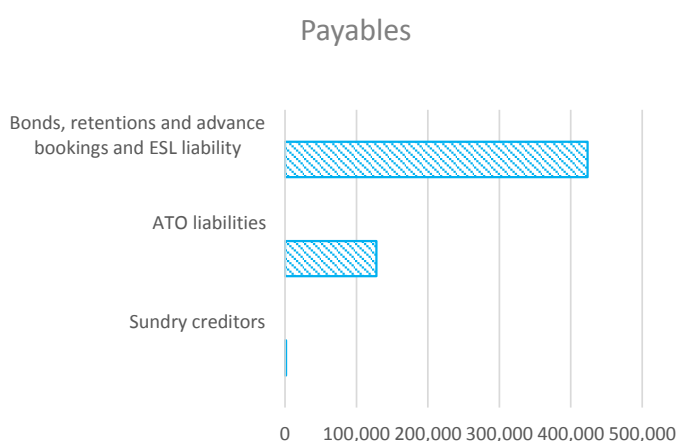
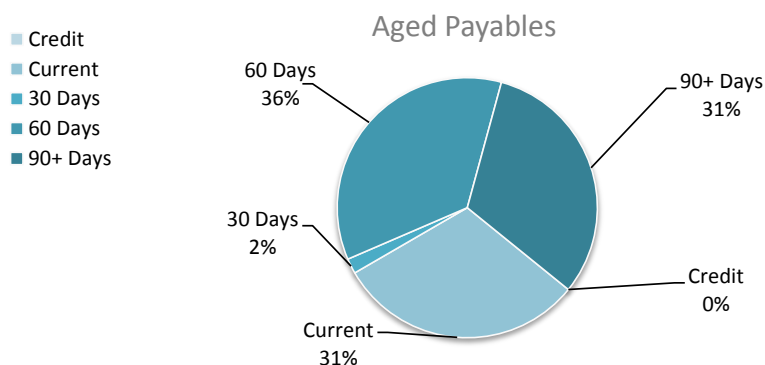
Project Description	Amended		YTD Actual	Variance (Under)/Over	Timing		Comments
	Budget	YTD Budget			Start	Finish	
Land							
Purchase Lot 1416	325,000	325,000	329,289	4,289	Q1	Q2	Purchase finalised
Purchase Lot 349	0	0	0	0			
Buildings - Non Specialised							
Property renewals	65,000	55,000	31,034	(23,966)	Q1	Q4	Annual programme
Staff Housing Tonge Place	540,000	540,000	544,699	4,699			Purchased October 2020
Municipal Building renewals							
Buildings - Specialised							
Ningaloo Centre solar panels	1,160,000	1,045,000	758,113	(286,887)	Q2	Q3	To be installed in June 2021
Ningaloo Centre Building Renewal	75,000	0	940	940			
Community/Business Hub	140,000		125,546	125,546	Q2	Q3	Completed
Recreation Centre change room upgrade	335,000	0	158,558	158,558	Q2	Q4	
Depot Buildings - Crib room	0	0	1,418	1,418			19/20 project finalised
Aviation Screening Point	245,000	0	0	0			
Furniture and equipment							
Skimmer replacement	50,000	45,826	48,349	2,523	Q1	Q3	Completed
Airport Vending Machines	25,000	25,000	19,270	(5,675)			Completed
Plant and equipment							
Plant Replacement	436,000	436,000	39,983	(396,017)	Q1	Q4	
Airport Belt Loader			4,901	4,901			19/20 project finalised
LED Roadside Trailer	38,000	38,000	28,760	(9,240)			Purchase finalised
Infrastructure - Roads							
New Footpaths - Murat and Payne Street	145,000	145,000	130,020	(14,980)	Q2	Q3	Murat Rd complete
Footpath - renewal	50,000	50,000	23,657	(26,343)	Q3	Q4	
Yardie Creek Road	679,000	0	661,000	661,000	Q3	Q4	Completed
Murat Road	864,000	864,000	856,373	(7,627)	Q2	Q4	Completed
Street Lighting			541	541			19/20 project finalised
Infrastructure - Other							
Relocate Dog Pound	15,000	0	3,217	3,217	Q2	Q3	
Federation Park	0	0	6,938	6,938			Carried over from 19/20
Goal posts - Talanjee & Koobooroo Ovals	21,000	21,000	20,890	(110)	Q1	Q1	Installed
Dog agility relocation	27,000	0	0	0	Q2	Q4	
Kart Club relocation	33,000	0	0	0	Q2	Q4	
Strategic master planning	90,000	100,826	0	(100,826)	Q2	Q4	
Fairy Queen	20,000		375	375			
Pool Development	0		41,335	41,335			
Installation and leasing 8 jetties	320,000	0	616	616	Q2	Q4	Tender awarded
Town Beach Revitalisation	728,000	0	5,715	5,715			
Artist festival mural and sculptural installations	0	0	0	0	Q4	Q4	
Recycling Solutions (Baler & Shed)	67,000	61,413	76,870	15,457			
Bring it Recycling Centre	75,000	68,750	33,878	(34,872)			
Septage Ponds	135,000	0	0	0	Q3	Q4	
Waste Site Setup	30,000	0	500	500	Q3	Q4	
Tip Shop	20,000	0	0	0			
Waste Compactor	260,000	0	9,123	9,123			
Container Deposit Scheme	5,000	0	3,700	3,700			
Waste Site Survey	5,000	0	0	0			
Water meters near giant prawn	0	0	35,228	35,228			19/20 project finalised
Overflow ablutions	77,000	77,000	93,435	16,435			Installed in March
Aerodrome Taxiway upgrade	50,000	50,000	45,415	(4,585)			Completed
	7,150,000	3,947,815	4,140,389	192,629			
Capital acquisitions							
	Budget	YTD Budget	YTD Actual	YTD Actual Variance			
	\$	\$	\$	\$			
Land	325,000	325,000	329,289	4,289			
Buildings	605,000	595,000	575,733	(19,267)			
Buildings - specialised	1,955,000	1,045,000	1,044,575	(425)			
Furniture and equipment	75,000	70,826	67,619	(3,152)			
Plant and equipment	474,000	474,000	73,644	(400,356)			
Infrastructure - Roads	1,738,000	1,059,000	1,671,591	612,591			
Infrastructure - Other	1,978,000	378,989	377,939	(1,050)			
	7,150,000	3,947,815	4,140,389	192,629			
Capital Acquisitions Funded By:							
Capital grants and contributions	3,039,000		790,860				
Borrowings	540,000						
Lease liabilities	0						
Other (disposals & C/Fwd)	0						
Cash backed reserves	2,094,000						
Contribution - operations	1,477,000						
Capital funding total	7,150,000		790,860				

Payables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Payables - general	0	1,712	105	(1,986)	1,756	1,588
Percentage	0%	107.8%	6.6%	-125%	110.6%	
Balance per trial balance						
Sundry creditors						1,588
ATO liabilities						127,888
Bonds, retentions and advance bookings and ESL liability						423,632
Trust Liabilities						310,374
Total payables general outstanding						863,482

Amounts shown above include GST (where applicable)

KEY INFORMATION

Trade and other payables represent liabilities for goods and services provided to the Shire 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.



**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MAY 2021**

**FINANCING ACTIVITIES
NOTE 10
BORROWINGS**

Repayments - Borrowings

Information on borrowings Particulars	Loan No.	1 July 2020	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
			Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
		\$	\$	\$	\$	\$	\$	\$	\$	
Housing										
Staff Dwellings	80	548,983	0	0	62,874	69,000	486,109	479,983	22,574	24,000
Staff Dwellings	NEW			540,000			0	540,000		
Community amenities										
Rubbish Truck	81	169,915	0	0	41,719	84,000	128,196	85,915	2,047	4,000
Recreation and culture										
Ningaloo Centre	82	837,550	0	0	28,674	58,000	808,876	779,550	13,945	27,000
Other property and services										
1 Bennett Street	76	218,875	0	0	10,473	21,000	208,402	197,875	5,516	11,000
Total		1,775,323	0	540,000	143,740	232,000	1,631,583	2,083,323	44,082	66,000
Current borrowings		232,000					87,962			
Non-current borrowings		1,543,323					1,543,621			
		1,775,323					1,631,583			

All debenture repayments were financed by general purpose revenue.

KEY INFORMATION

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs. After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are included as part of the carrying amount of the loans and borrowings.

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MAY 2021**

**FINANCING ACTIVITIES
NOTE 11
LEASE LIABILITIES**

Movement in carrying amounts

Information on leases Particulars	Lease No.	1 July 2020	New Leases		Principal Repayments		Principal Outstanding		Interest Repayments	
			Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
		\$	\$	\$	\$	\$	\$	\$	\$	\$
Housing										
25/30 Dugong Close		30,755	0	0	0	0	30,755	30,755	0	0
Transport										
Aviation - X-Ray Scanner		109,503	0	0	0	0	109,503	109,503	0	0
Aviation - RAAF Airport Lease		8,679	0	0	0	0	8,679	8,679	0	0
Total		148,937	0	0	0	0	148,937	148,937	0	0
Current lease liabilities		148,937					148,937			
Non-current lease liabilities		140,867					140,867			
		289,804					289,804			

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.

Other current liabilities	Note	Opening Balance 1 July 2020	Liability Increase	Liability Reduction	Closing Balance 31 May 2021
		\$	\$	\$	\$
Provisions					
Annual leave		412,384			412,384
Long service leave		314,446		(303)	314,143
Total Provisions		726,830	0	(303)	726,527
Total other current assets		726,830	0	(303)	726,527
Amounts shown above include GST (where applicable)					

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.

Employee benefits

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 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.

Provider	Unspent operating grant, subsidies and contributions liability					Operating grants, subsidies and contributions revenue					
	Liability 1 July 2020	Increase in Liability	Liability Reduction (As revenue)	Liability 31 May 2021	Current Liability 31 May 2021	Amended Budget Revenue	YTD Budget	Annual Budget	Budget Variations	Expected	YTD Revenue Actual
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Operating grants and subsidies											
General purpose funding											
Grants Commission - <i>General Purpose</i>				0		708,000	708,000	900,000	(192,000)	708,000	767,669
Recreation and culture											
Zoos and aquarium grant				0		205,000	205,000	85,000	120,000	205,000	204,924
DLGSC - Community grant				0		10,000	10,000	10,000		10,000	10,000
Various - Community Grant				0		31,500	28,038	0	31,500	31,500	52,355
Transport											
Grants Commission - <i>Untied Road Grant</i>				0		192,000	192,000	0	192,000	192,000	144,215
RASI -Security screen operating				0		87,000	79,750	0	87,000	87,000	0
Main Roads - Murat Road				0		0	0	0	0	0	13,340
Economic services											
RED - Booking Platform				0		30,000	27,500	33,000	(3,000)	30,000	0
	0	0	0	0	0	1,263,500	1,250,288	1,028,000	235,500	1,263,500	1,192,502
Operating contributions											
Governance											
Memebers Reimbursements				0		0	0	0	0	0	985
Recreation and culture											
Ningaloo Visitor Centre transition				0		0	0	0	0	0	97,847
Community Volunteer & Sports Award				0		12,000	11,000	8,000	4,000	12,000	0
Tourism Traineeship				0		0	0	0	0	0	35,000
Other property and services											
ATO - Diesel Fuel Subsidy				0		18,000	16,500	18,000		18,000	14,674
	0	0	0	0	0	30,000	27,500	26,000	4,000	30,000	148,506
TOTALS	0	0	0	0	0	1,293,500	1,277,788	1,054,000	239,500	1,293,500	1,341,008

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MAY 2021

NOTE 14
NON-OPERATING GRANTS AND CONTRIBUTIONS

Provider	Unspent non operating grants, subsidies and contributions liability					Non operating grants, subsidies and contributions revenue					
	Liability 1 July 2020	Increase in Liability	Liability Reduction (As revenue)	Liability 31 May 2021	Current Liability 31 May 2021	Amended Budget Revenue	YTD Budget	Annual Budget	Budget Variations	Expected	YTD Revenue Actual (b)
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Non-operating grants and subsidies											
Recreation and culture											
Various - Recreation Facilities				0		414,500	379,951	610,000	(195,500)	414,500	265,227
Lotterywest - Solar panel grant				0		870,000	797,500	870,000	0	870,000	0
BHP - Town Beach revitalisation				0		728,000	480,480	0	728,000	728,000	0
Transport											
MRWA - Footpaths				0		100,000	91,663	100,000	0	100,000	0
MRWA - Regional Road Group				0		632,000	579,326	632,000	0	632,000	307,967
Local Roads and Community Infrastructure				0		304,000	278,663	304,000	0	304,000	138,295
RADS - Grant Learmonth Aviation				0		260,000	238,326	20,000	240,000	260,000	79,370
RADS - Grant Exmouth Aerodrome				0		23,000	21,076	23,000	0	23,000	0
	0	0	0	0	0	3,331,500	2,866,985	2,559,000	772,500	3,331,500	790,860
Transport											
RAC Tourism Assets - Footpath				0		0	0	0	0	0	9,837
DBCA - Roads Contribution				0		0	0	0	0	0	397,500
	0	0	0	0	0	0	0	0	0	0	407,337
TOTALS	0	0	0	0	0	3,331,500	2,866,985	2,559,000	772,500	3,331,500	1,198,197

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MAY 2021**

**NOTE 15
TRUST FUND**

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

Description	Opening Balance 1 July 2020	Amount Received	Amount Paid	Closing Balance 31 May 2021
	\$	\$	\$	\$
BCITF	6,830	41,890	(27,134)	21,586
BSL Levy	1,410	39,141	(33,279)	7,272
Cash in Lieu POS	212,473	29	0	212,502
Bond Deed Exmouth Marina Holdings	18,186	0	0	18,186
Exmouth Volunteer Fire & Rescue	50,828	0	0	50,828
	289,727	81,060	(60,413)	310,374

MONTHLY LIST OF PAYMENTS - MAY 2021

Municipal Account:

Cheque numbers 13778-13781	\$	42.20
Direct Debits and EFT Payments EFT19582-EFT19848	\$	1,537,343.67
Credit Card Purchases	\$	8,422.93
Total Municipal Account	\$	1,545,808.80

Trust Account:

Cheque number	\$	-
EFT Payments	\$	2,058.78
Total Trust Account	\$	2,058.78

TOTAL PAYMENTS - MAY 2021 \$ **1,547,867.58**

Reference	Date	Name	Description	Municipal Account	Trust Account
13784	28/05/2021	DEPARTMENT OF TRANSPORT	YARDIE CREEK COMMUNITY JETTY ANNUAL RENEWAL FEE	\$ 42.20	
			TOTAL CHEQUES	\$ 42.20	\$ -
DD6440.1	05/05/2021	PIVOTEL SATELLITE PTY LTD / GLOBALSTAR AUSTRALIA PTY LTD	TRAK SPOT MONTHLY SATELLITE CHARGES	\$ 31.00	
DD6457.1	12/05/2021	NAYAX	MONTHLY SERVICE & MERCHANT FEES FOR AIRPORT VENDING MACHINES	\$ 54.34	
DD6459.1	10/05/2021	HP FINANCIAL SERVICES	HPE EQUIPMENT LEASE	\$ 4,367.00	
DD6459.2	10/05/2021	WESTNET PTY LTD	MONTHLY CHARGES FOR SATELLITE SERVICES	\$ 129.99	
DD6459.3	10/05/2021	WESTPAC BANKING CORPORATION	MONTHLY BANK, ACTIVITY AND MERCHANT FEES MAY 2021	\$ 2,634.81	
DD6466.1	05/05/2021	SUPERANNUATION	PAYROLL DEDUCTIONS	\$ 38,404.02	
DD6480.1	03/05/2021	WESTNET PTY LTD	MONTHLY CHARGES FOR SATELITE SERVICES	\$ 49.99	
DD6489.1	27/05/2021	PAYMATE	MONTHLY WATER DISPENSER FEES	\$ 165.00	
DD6491.1	19/05/2021	SUPERANNUATION	PAYROLL DEDUCTIONS	\$ 36,516.86	
DD6493.1	28/05/2021	MESSAGE4U PTY LTD	MESSAGE MEDIA BUNDLE MAY 2021	\$ 105.34	
DD6506.1	21/05/2021	NAYAX	SERVICE FEE AND MONTHLY ACCOUNT FEE	\$ 54.34	
DD6512.1	15/05/2021	PIVOTEL SATELLITE PTY LTD / GLOBALSTAR AUSTRALIA PTY LTD	TRAK SPOT MONTHLY SATELLITE CHARGES	\$ 31.00	
			TOTAL DIRECT DEBIT PAYMENTS	\$ 82,543.69	\$ -
EFT19582	10/05/2021	AFFORDABLE SIGNS	NINGALOO CENTRE DOOR SIGNAGE	\$ 176.00	
EFT19583	10/05/2021	ALCOLIZER PTY LTD	AIRPORT BREATHALYSER CALIBRATIONS	\$ 462.00	
EFT19584	10/05/2021	APOD PTY LTD	EXMOUTH WATER PARK ARCHITECTUAL CONCEPT DRAWINGS	\$ 3,427.26	
EFT19585	10/05/2021	AUSTRALIAN TAX OFFICE (PAYG)	PAYROLL DEDUCTIONS	\$ 53,025.23	
EFT19586	10/05/2021	BOYA EQUIPMENT	DEPOT PARTS	\$ 297.88	
EFT19587	10/05/2021	CALTEX STARMART EXMOUTH	DEPOT TYRE REPAIR	\$ 878.10	
EFT19588	10/05/2021	CAPRICORN EXTINGUISHERS	FIRE EXTINGUISHER SERVICES AT VARIOUS LOCATIONS	\$ 1,749.50	
EFT19589	10/05/2021	CAPRICORN PEST CONTROL	ANT SPRAY AT LEFROY ST UNITS	\$ 1,518.00	
EFT19590	10/05/2021	CARNARVON MOTOR GROUP	DEPOT PARTS	\$ 100.65	
EFT19591	10/05/2021	ERA CONTRACTORS	ELECTRICAL UPGRADE TO OLD SHIRE OFFICES	\$ 6,850.11	
EFT19592	10/05/2021	EXMOUTH BETTA HOME LIVING	WASHING MACHINE FOR U1 LEFROY ST & OVEN FOR REC CENTRE	\$ 1,645.85	
EFT19593	10/05/2021	EXMOUTH CIVIL PTY LTD	ANZAC DAY TRAFFIC MANAGEMENT	\$ 4,338.40	
EFT19594	10/05/2021	EXMOUTH CONCIERGE	CLEANING OF MANDU FUNCTION CENTRE LINEN	\$ 235.54	
EFT19595	10/05/2021	EXMOUTH HARDWARE & BUILDING SUPPLIES	AIRPORT HARDWARE ACCOUNT APRIL 2021	\$ 210.30	
EFT19596	10/05/2021	EXMOUTH NEWSAGENCY & TOYWORLD	NEWSAGENCY ACCOUNT APRIL 2021	\$ 89.27	

Reference	Date	Name	Description	Municipal Account	Trust Account
EFT19597	10/05/2021	EXMOUTH TACKLE AND CAMPING SUPPLIES	LED LIGHT FOR ANZAC DAY DAWN SERVICE	\$ 9.99	
EFT19598	10/05/2021	EXMOUTH VET CLINIC	SENTINEL CHICKENS MEDICATION	\$ 36.05	
EFT19599	10/05/2021	EXMOUTH WHOLESALERS	WATER SPRAY PARK CONSUMABLES	\$ 858.15	
EFT19600	10/05/2021	EXY PLUMBING & CONTRACTING	PLUMBING WORKS AT FEDERATION PARK	\$ 1,889.76	
EFT19601	10/05/2021	GASCOYNE OFFICE EQUIPMENT	LIBRARY NEW PHOTOCOPIER	\$ 4,394.50	
EFT19602	10/05/2021	GREAT SOUTHERN FUEL SUPPLIES - GERALDTON	BULK FUEL PURCHASE	\$ 24,508.25	
EFT19603	10/05/2021	GROUND CONTROL AND GARDENS	TREE PRUNING	\$ 880.00	
EFT19604	10/05/2021	HORIZON POWER - ACCOUNTS	UTILITIES	\$ 6,909.71	
EFT19605	10/05/2021	HT CLEANING SERVICES PTY LTD	ADDITIONAL CLEANING OF NINGALOO CENTRE	\$ 132.00	
EFT19606	10/05/2021	IT VISION	STAFF TRAINING	\$ 3,410.00	
EFT19607	10/05/2021	JASON SIGNMAKERS	ROAD SIGNS	\$ 2,138.25	
EFT19608	10/05/2021	JESS HADDEN	NINGALOO VISITOR CENTRE MERCHANDISE	\$ 687.50	
EFT19609	10/05/2021	JULIANE BUSH	PRAWN TO BE WILD COMPETITION PRIZE CAPS	\$ 260.60	
EFT19610	10/05/2021	KCTT (KC TRAFFIC AND TRANSPORT PTY LTD)	MURAT ROAD STAGE 1B ROAD WORKS	\$ 5,330.16	
EFT19611	10/05/2021	LOCAL GOVT RACING & CEMETERIES EMP UNION	PAYROLL DEDUCTIONS	\$ 19.40	
EFT19612	10/05/2021	MOORE AUSTRALIA (WA) PTY LTD	STAFF TRAINING	\$ 990.00	
EFT19613	10/05/2021	MUMBY'S AUTO ELECTRICAL AND AIR CONDITIONING	DEPOT PARTS	\$ 1,683.00	
EFT19614	10/05/2021	NETWORK POWER SOLUTIONS PTY LTD	WASTE COMPACTOR SITE ELECTRICAL WORKS	\$ 12,967.00	
EFT19615	10/05/2021	NGT GLOBAL PTY LTD T/AS NGT EXPRESS	FREIGHT	\$ 444.81	
EFT19616	10/05/2021	NINGALOO BAKEHOUSE	CONSUMABLES	\$ 34.56	
EFT19617	10/05/2021	NINGALOO BUILDING AND RENOVATIONS	RECYCLING STORAGE SHED INSTALLATION	\$ 56,639.41	
EFT19618	10/05/2021	PATHWEST LABORATORY WA	RECRUITMENT COSTS	\$ 140.00	
EFT19619	10/05/2021	POTSHOT RESORT HOTEL	RECEPTIONS COSTS	\$ 244.93	
EFT19620	10/05/2021	PUREWATER POOL SERVICES	POOL PARTS	\$ 368.28	
EFT19621	10/05/2021	RAE-WENDY CREATIONS	GASCOYNE GAMES 2021 ARTWORK	\$ 2,200.00	
EFT19622	10/05/2021	SEEK LIMITED	RECRUITMENT COSTS	\$ 544.50	
EFT19623	10/05/2021	SPYKER BUSINESS SOLUTIONS	MONTHLY IT SUPPORT MARCH 2021	\$ 6,706.04	
EFT19624	10/05/2021	ST JOHN AMBULANCE WESTERN AUSTRALIA LTD	EVENT FIRST AID KIT REPLACEMENT ITEMS	\$ 34.72	
EFT19625	10/05/2021	STATE LIBRARY OF WESTERN AUSTRALIA	LIBRARY FREIGHT RECOUP 2020-2021	\$ 515.50	
EFT19626	10/05/2021	TENNANT AUSTRALIA PTY LTD	DEPOT PARTS	\$ 5,603.62	
EFT19627	10/05/2021	THE AUSTRALIAN LOCAL GOVERNMENT JOB DIRECTORY PTY LTD	RECRUITMENT COSTS	\$ 247.50	
EFT19628	10/05/2021	TNT EXPRESS AUSTRALIA - ACCOUNTS	FREIGHT	\$ 729.34	
EFT19629	10/05/2021	TOTALLY WORKWEAR MIDLAND	UNIFORMS	\$ 333.88	
EFT19630	10/05/2021	VIBRA AIR FILTER CLEANING	DEPOT PARTS	\$ 1,065.02	
EFT19631	10/05/2021	VISUAL CONTRAST	ARTWORK FOR "BOOK A TOUR" MARKETING PACKAGE	\$ 308.00	
EFT19632	10/05/2021	WA COUNTRY HEALTH SERVICE - MIDWEST	EMPLOYEE COSTS	\$ 1,210.10	
EFT19633	10/05/2021	WESTRAC PTY LTD	LOADER REPAIRS	\$ 36,063.03	
EFT19634	11/05/2021	EXMOUTH EAGLES FOOTBALL CLUB	INTEREST FREE LOAN TO EXMOUTH EAGLES FOOTBALL CLUB	\$ 45,000.00	
EFT19730	14/05/2021	AIRSAFE TRANSPORT TRAINING	STAFF TRAINING	\$ 160.00	
EFT19731	14/05/2021	EMPLOYEE	STAFF REIMBURSEMENT	\$ 55.80	
EFT19732	14/05/2021	ALL DECOR PTY LTD	BLINDS FOR STAFF HOUSE	\$ 2,112.90	
EFT19733	14/05/2021	AUTOPRO/NINGALOO CAR BOAT HIRE	DEPOT PARTS	\$ 125.00	
EFT19734	14/05/2021	BAY BEANS PTY LTD	CONSUMABLES	\$ 300.86	

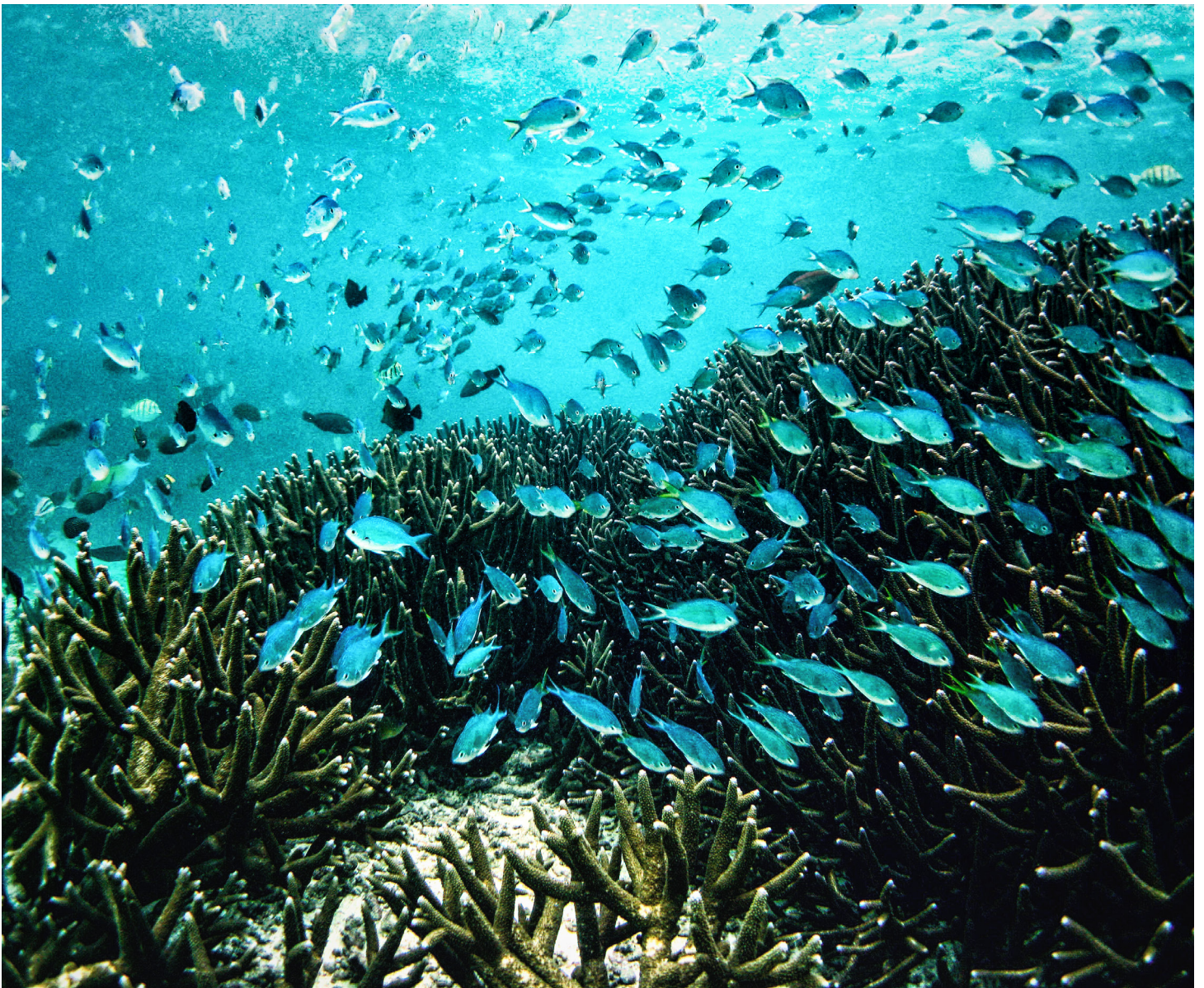
Reference	Date	Name	Description	Municipal Account	Trust Account
EFT19735	14/05/2021	BLACKWOODS (J.BLACKWOOD & SON PTY LTD)	DEPOT PARTS	\$ 438.84	
EFT19736	14/05/2021	CHADSON ENGINEERING PTY LTD	WATER SPRAY PARK CHLORINE	\$ 280.50	
EFT19737	14/05/2021	CITY OF KARRATHA	ADVERTISING CONTRIBUTION TO NORTH WEST DEFENCE ALLIANCE	\$ 1,100.00	
EFT19738	14/05/2021	CORSIGN WA PTY LTD	DEPOT SIGNS	\$ 1,445.40	
EFT19739	14/05/2021	DANTHONIA DESIGNS	ELECTRONIC SIGN REPLACEMENT PART	\$ 248.60	
EFT19740	14/05/2021	DARRYL PAUL TURNER	WINDOW CLEANING	\$ 2,236.43	
EFT19741	14/05/2021	ERA CONTRACTORS	ECAC BUILDING ELECTRICAL WORKS	\$ 718.86	
EFT19742	14/05/2021	EXMOUTH BUS CHARTERS	AIRPORT SHUTTLE SERVICE FEE FOR APRIL 2021	\$ 6,000.00	
EFT19743	14/05/2021	EXMOUTH CIVIL PTY LTD	FLOAT PLANT TO DEPOT	\$ 330.00	
EFT19744	14/05/2021	EXMOUTH FUEL SUPPLIES	FUEL ACCOUNT FOR APRIL 2021	\$ 115.25	
EFT19745	14/05/2021	EXMOUTH HARDWARE & BUILDING SUPPLIES	BUILDING HARDWARE ACCOUNT FOR APRIL 2021	\$ 2,556.83	
EFT19746	14/05/2021	EXMOUTH HIRE	PLANT HIRE	\$ 3,200.00	
EFT19747	14/05/2021	EXMOUTH IGA	CONSUMABLES	\$ 395.02	
EFT19748	14/05/2021	EXY PLUMBING & CONTRACTING	AIRPORT WATER SOFTENER REPLACEMENT	\$ 5,119.70	
EFT19749	14/05/2021	FUSION FABRICATION AND MARINE	FINAL PAYMENT FOR PEDESTRIAN BRIDGE PROJECT	\$ 15,275.70	
EFT19750	14/05/2021	GROUND CONTROL AND GARDENS	TREE PRUNING	\$ 165.00	
EFT19751	14/05/2021	KLEENIT PTY LTD	PUBLIC AMENITIES CLEANING CONTRACT F/E 2/5/21	\$ 12,911.80	
EFT19752	14/05/2021	CUSTOMER	BOND REFUND	\$ 500.00	
EFT19753	14/05/2021	MARK'S SIGNS	POOL SERVICE AT 19 SKIPJACK FOR APRIL 2021	\$ 176.00	
EFT19754	14/05/2021	NGT GLOBAL PTY LTD T/AS NGT EXPRESS	FREIGHT	\$ 828.94	
EFT19755	14/05/2021	NINGALOO COOKING STUDIO	CATERING	\$ 261.50	
EFT19756	14/05/2021	NINGALOO WATER & ICE	CONSUMABLES	\$ 96.00	
EFT19757	14/05/2021	PERITUS TECHNOLOGY PTY LTD	AIRPORT PAID PARKING PROCESSING FEES	\$ 137.15	
EFT19758	14/05/2021	STAMP IT RUBBER STAMP CO	STATIONERY	\$ 51.20	
EFT19759	14/05/2021	VISUAL CONTRAST	HOLIDAY PLANNER WITH ARTWORK	\$ 8,365.72	
EFT19760	14/05/2021	VIVID ADS PTY LTD	MEDIA WALL REPLACEMENT BANNER	\$ 588.50	
EFT19761	14/05/2021	ZURICH AUSTRALIAN INSURANCE LTD	EXCESS CLAIM ON INSURANCE	\$ 500.00	
EFT19762	14/05/2021	AQUATIC ADVENTURE EXMOUTH	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 2,295.00	
EFT19763	14/05/2021	BULLARA ESTATES PTY LTD	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 232.90	
EFT19764	14/05/2021	CAPE IMMERSION TOURS	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 408.00	
EFT19765	14/05/2021	COASTAL ADVENTURE TOURS	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 1,139.00	
EFT19766	14/05/2021	CORAL BAY CHARTERS & GLASS BOTTOM BOATS	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 1,712.75	
EFT19767	14/05/2021	CRUISE NINGALOO PTY LTD	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 459.00	
EFT19768	14/05/2021	DIVE NINGALOO	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 2,346.00	
EFT19769	14/05/2021	EXMOUTH ADVENTURE COMPANY	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 306.00	
EFT19770	14/05/2021	EXMOUTH BUS CHARTERS	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 905.25	
EFT19771	14/05/2021	EXMOUTH DIVE & WHALESHARKS NINGALOO	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 9,902.50	
EFT19772	14/05/2021	GIRALIA STATION	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 38.25	
EFT19773	14/05/2021	KINGS NINGALOO REEF TOURS	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 2,048.50	
EFT19774	14/05/2021	NINGALOO AVIATION	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 884.00	
EFT19775	14/05/2021	NINGALOO CARAVAN AND HOLIDAY PARK (PHOBOS NOMINEES)	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 6,411.27	
EFT19776	14/05/2021	NINGALOO CORAL BAY BACKPACKERS	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 2,261.85	
EFT19777	14/05/2021	NINGALOO DISCOVERY	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 5,219.45	

Reference	Date	Name	Description	Municipal Account	Trust Account
EFT19778	14/05/2021	NINGALOO ECOLOGY CRUISES	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 7,135.75	
EFT19779	14/05/2021	NINGALOO REEF DIVE	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 1,428.00	
EFT19780	14/05/2021	NINGALOO REEF TO RANGE TOURS	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 238.00	
EFT19781	14/05/2021	NINGALOO SAFARI TOURS	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 1,037.00	
EFT19782	14/05/2021	NINGALOO WHALESARK N DIVE	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 3,846.25	
EFT19783	14/05/2021	NORWEST AIR WORKS	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 1,045.50	
EFT19784	14/05/2021	OCEAN ECO ADVENTURES	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 763.30	
EFT19785	14/05/2021	POTSHOT RESORT HOTEL	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 3,524.95	
EFT19786	14/05/2021	RAC TOURISM ASSETS PTY LTD	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 323.85	
EFT19787	14/05/2021	RAY WHITE EXMOUTH/EXMOUTH HOLIDAY HOMES (GETAWAY VILLAS)	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 1,503.66	
EFT19788	14/05/2021	SHIRE OF EXMOUTH	NINGALOO VISITOR CENTRE COMMISSION FOR OPERATOR PAYMENTS APRIL	\$ 13,268.09	
EFT19789	14/05/2021	SKYHAVEN PTY LTD T/AS NINGALOO BLUE CHARTERS	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 2,528.75	
EFT19790	14/05/2021	THREE ISLANDS WHALE SHARK DIVE	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 12,618.25	
EFT19791	14/05/2021	VIEW NINGALOO	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 1,034.45	
EFT19792	14/05/2021	YARDIE CREEK BOAT TOURS	NINGALOO VISITOR CENTRE OPERATOR PAYMENTS APRIL 2021	\$ 4,390.25	
EFT19793	21/05/2021	AUSTRALIAN TAX OFFICE (PAYG)	PAYROLL DEDUCTIONS	\$ 43,788.00	
EFT19794	21/05/2021	BLUE OCEAN PUBLICATIONS	NINGALOO VISITOR CENTRE MERCHANDISE	\$ 1,152.00	
EFT19795	21/05/2021	DEPARTMENT OF DEFENCE - TREASURY AND BANKING	AIRPORT UTILITIES MARCH TO APRIL 2021	\$ 35,416.12	
EFT19796	21/05/2021	ERA CONTRACTORS	ELECTRICAL WORKS AT SKATE PARK	\$ 318.15	
EFT19797	21/05/2021	FUSION FABRICATION AND MARINE	OLD POWER STATION FENCE INSTALLATION	\$ 5,720.00	
EFT19798	21/05/2021	HORIZON POWER - ACCOUNTS	UTILITIES	\$ 57,506.41	
EFT19799	21/05/2021	LOCAL GOVT RACING & CEMETERIES EMP UNION	PAYROLL DEDUCTIONS	\$ 19.40	
EFT19800	21/05/2021	MARIHKY TRUST T/A RAY WHITE EXMOUTH	RENT FOR 25/30 DUGONG CLOSE	\$ 2,607.14	
EFT19801	21/05/2021	NINGALOO BUILDING AND RENOVATIONS	CONCRETE APRON AT OLD POWER STATION	\$ 3,410.00	
EFT19802	21/05/2021	SAFE ROADS WA	YARDIE CREEK ROAD EDGE AND SHOULDER WIDENING	\$ 727,100.00	
EFT19803	28/05/2021	CONSTRUCTION TRAINING FUND	BCITF INV-100833-R7P1G4		\$ 875.80
EFT19804	28/05/2021	DEPARTMENT OF MINES, INDUSTRY REGULATION AND SAFETY	BSL PAYMENTS APRIL 2021		\$ 1,109.98
EFT19805	28/05/2021	SHIRE OF EXMOUTH	BSL COMMISSION APRIL 2021		\$ 73.00
EFT19806	28/05/2021	AFFORDABLE SIGNS	SIGNAGE FOR FRONT DOORS	\$ 580.00	
EFT19807	28/05/2021	AUSTRALIA POST	AUSTRALIA POST ACCOUNT APRIL 2021	\$ 1,218.43	
EFT19808	28/05/2021	BLUE MEDIA EXMOUTH	COMMUNITY VOLUNTEER AND SPORTING AWARDED PHOTOGRAPHY	\$ 700.00	
EFT19809	28/05/2021	BOOEASY PTY LTD	BOOEASY COMMISSIONS FOR NINGALOO VISITOR CENTRE OPERATOR	\$ 3,221.42	
EFT19810	28/05/2021	EMPLOYEE	STAFF REIMBURSEMENT	\$ 260.55	
EFT19811	28/05/2021	CAPRICORN PEST CONTROL	ADULTCIDE MOSQUITO FOGGING	\$ 6,044.50	
EFT19812	28/05/2021	CELLARBRATIONS AT SAM'S CELLARS	COMMUNITY VOLUNTEER AND SPORTING AWARDS EVENT	\$ 389.00	
EFT19813	28/05/2021	CJ LORD BUILDING AND RENOVATION WA PTY LTD	LABOUR HIRE	\$ 2,183.50	
EFT19814	28/05/2021	CUSTOMER	BOND RETURN	\$ 500.00	
EFT19815	28/05/2021	ERA CONTRACTORS	REPAIR POWER AND DATA POINTS	\$ 829.31	
EFT19816	28/05/2021	EXEUS PTY LTD	STRUCTURAL DESIGN AND DOCUMENTATION FOR ACCOMMODATION	\$ 1,936.00	
EFT19817	28/05/2021	EXMOUTH BITUMEN SERVICES CRAIG REGAN	FOOTPATH CONSTRUCTON CLAIM 3	\$ 5,742.00	
EFT19818	28/05/2021	EXMOUTH BOWLING CLUB	COMMUNITY AND SPORTING GRANT ROUND 2 2020/2021	\$ 1,650.00	
EFT19819	28/05/2021	EXMOUTH CIVIL PTY LTD	MURAT ROAD UPGRADE PROGRESS CLAIM #3	\$ 41,333.40	
EFT19820	28/05/2021	EXMOUTH DISTRICT HIGH SCHOOL	SHARED COMMUNITY COURTS ELECTRICITY USE APRIL 2021	\$ 159.46	

Reference	Date	Name	Description	Municipal Account	Trust Account
EFT19821	28/05/2021	EXMOUTH DISTRICT HIGH SCHOOL PARENTS AND CITIZENS (P&C)	COMMUNITY AND SPORTING GRANT	\$ 1,500.00	
EFT19822	28/05/2021	EXMOUTH HIRE	FLOAT EXCAVATOR	\$ 3,245.00	
EFT19823	28/05/2021	EXMOUTH PHARMACY	AVIATION CONSUMABLES	\$ 125.79	
EFT19824	28/05/2021	EXMOUTH WHOLESALERS	AIRPORT VENDING MACHINE MERCHANDISE	\$ 3,529.32	
EFT19825	28/05/2021	EXY PLUMBING & CONTRACTING	PLUMBING WORKS FOR WASTE POND TREATMENT SHED	\$ 2,324.93	
EFT19826	28/05/2021	FUSION FABRICATION AND MARINE	COVERS FOR POWER OUTLETS	\$ 539.00	
EFT19827	28/05/2021	GERALDTON TROPHY AND ENGRAVING CENTRE	TROPHIES	\$ 991.90	
EFT19828	28/05/2021	HORIZON POWER - ACCOUNTS	UTILITIES	\$ 1,055.71	
EFT19829	28/05/2021	INMARSAT AUSTRALIA PTY LTD	SATELLITE PHONE SERVICE	\$ 81.05	
EFT19830	28/05/2021	JESS HADDEN	NINGALOO VISITOR CENTRE MERCHANDISE	\$ 2,750.00	
EFT19831	28/05/2021	KLEENIT PTY LTD	PUBLIC AMENITIES CLEANING CONTRACT F/E 16/5/21	\$ 12,845.80	
EFT19832	28/05/2021	EMPLOYEE	STAFF REIMBURSEMENT	\$ 35.00	
EFT19833	28/05/2021	LANDGATE	CERTIFICATES OF TITLE X2	\$ 53.40	
EFT19834	28/05/2021	MARKETFORCE	ADVERTISING	\$ 794.06	
EFT19835	28/05/2021	MUMBY'S AUTO ELECTRICAL AND AIR CONDITIONING	DEPOT PARTS	\$ 1,188.00	
EFT19836	28/05/2021	McLEODS BARRISTERS AND SOLICITORS	LEGAL SERVICES	\$ 1,005.87	
EFT19837	28/05/2021	NAPA (COVS GERALDTON)	FREIGHT	\$ 12.00	
EFT19838	28/05/2021	NETWORK POWER SOLUTIONS PTY LTD	PART PAYMENT OF LEARMONTH AIRPORT NORTH GATE REPAIRS	\$ 3,950.00	
EFT19839	28/05/2021	NINGALOO COOKING STUDIO	CATERING	\$ 10,759.44	
EFT19840	28/05/2021	NINGALOO HARVEST IGA	CONSUMABLES	\$ 18.00	
EFT19841	28/05/2021	NORWEST CRANE HIRE #2 PTY LTD	CRANE HIRE	\$ 633.60	
EFT19842	28/05/2021	OFFICEWORKS	STATIONERY	\$ 1,383.60	
EFT19843	28/05/2021	SCOPE BUSINESS IMAGING	PRINTING SUPPLIES	\$ 866.45	
EFT19844	28/05/2021	TOLL TRANSPORT PTY LTD	FREIGHT	\$ 544.77	
EFT19845	28/05/2021	TONY HOWARD DESIGNS/ CREATIVE TONES	SPRAY PARK SIGNS REPAIRED	\$ 1,380.00	
EFT19846	28/05/2021	TOTALLY WORKWEAR MIDLAND	UNIFORMS	\$ 316.54	
EFT19847	28/05/2021	VISIMAX	RANGER SUPPLIES	\$ 216.39	
EFT19848	28/05/2021	WA LIBRARY SUPPLIES	LIBRARY BOOKS	\$ 274.65	
			TOTAL EFT PAYMENTS	\$ 1,454,799.98	\$ 2,058.78
	27/04/2021	MAILCHIMP	IT SUBSCRIPTION	\$ 76.75	
	28/04/2021	FRESHFOOD SERVICES	VENDING MACHINE PARTS	\$ 26.03	
	29/04/2021	AIRTABLE	CONTENT PLANNING AND REPORTING	\$ 320.01	
	30/04/2021	VISTAPRINT	BANNERS	\$ 1,028.33	
	30/04/2021	WANNEWS	IT SUBSCRIPTION	\$ 84.00	
	30/04/2021	HOLYSHIRT	HI-VIS VESTS	\$ 59.93	
	30/04/2021	FACEBOOK	ADVERTISEMENT TOP TOURISM TOWN COMPETITION	\$ 90.64	
	03/05/2021	MAGSHOP	LIBRARY SUBSCRIPTIONS	\$ 149.98	
	04/05/2021	APPLE	IT SUBSCRIPTION	\$ 17.99	
	05/05/2021	GETSLING	EMPLOYEE SCHEDULING APP	\$ 91.11	
	06/05/2021	NESUTO GERALDTON	ACCOMODATION FOR TOP TOURISM TOWN AWARDS	\$ 483.30	
	10/05/2021	REZDY	IT SUBSCRIPTION	\$ 369.21	
	18/05/2021	TOURISM COUNCIL WA	MEMBERSHIP	\$ 190.00	
	19/05/2021	TOURISM COUNCIL WA	MEMBERSHIP	\$ 190.00	
	26/05/2021	SOUNDBAY	SOUND EQUIPMENT	\$ 218.54	
			TOTAL CREDIT CARD ACTING CEO	\$ 3,395.82	

Reference	Date	Name	Description	Municipal Account	Trust Account
	08/05/2021	QANTAS	FLIGHTS	\$ 365.58	
	17/05/2021	ZOOM	IT SUBSCRIPTIONS	\$ 23.78	
	20/05/2021	QANTAS	FLIGHTS	\$ 900.87	
	20/05/2021	QANTAS	FLIGHTS	\$ 2,015.77	
	22/05/2021	QANTAS	FLIGHTS	\$ 1,249.06	
			TOTAL CREDIT CARD EMCS	\$ 4,555.06	
	26/04/2021	LIBERTY FUEL KARRATHA	FUEL	\$ 67.60	
	30/04/2021	SAI GLOBAL	HEALTH STANDARDS	\$ 222.44	
	23/05/2021	NANUTARRA ROADHOUSE	FUEL	\$ 55.01	
	25/05/2021	DEPT OF HEALTH	POISONS PERMIT	\$ 127.00	
			TOTAL CREDIT CARD EMDS	\$ 472.05	
			TOTAL CREDIT CARD PURCHASES	\$ 8,422.93	
			TOTAL PAYMENTS - MAY 2021	\$ 1,545,808.80	\$ 2,058.78

ANNUAL BUDGET 2021/22



The Shire of Exmouth's Annual Budget indicates our community's civic priorities, projected revenue and costs, and plan for the future - what revenue will pay for which departmental services and for whom those services exist.

SHIRE OF EXMOUTH
BUDGET
FOR THE YEAR ENDED 30 JUNE 2022

TABLE OF CONTENTS

Statement of Comprehensive Income by Nature or Type	2
Basis of Preparation	3
Statement of Comprehensive Income by Program	4
Statement of Cash Flows	6
Rate Setting Statement	7
Index of Notes to the Budget	8

Community Vision

To be a prosperous and sustainable community living in harmony with our natural environment

SHIRE OF EXMOUTH
STATEMENT OF COMPREHENSIVE INCOME
BY NATURE OR TYPE
FOR THE YEAR ENDED 30 JUNE 2022

	NOTE	2021/22 Budget	2020/21 Actual	2020/21 Budget
		\$	\$	\$
Revenue				
Rates	1(a)	3,679,000	3,488,773	3,470,000
Operating grants, subsidies and contributions	10(a)	2,119,500	2,305,026	1,054,000
Fees and charges	9	8,887,000	7,583,898	6,585,000
Interest earnings	13(a)	85,000	67,464	131,000
Other revenue	13(b)	267,500	704,521	209,000
		15,038,000	14,149,682	11,449,000
Expenses				
Employee costs		(7,014,000)	(6,159,143)	(6,523,000)
Materials and contracts		(4,053,000)	(3,434,099)	(3,785,000)
Utility charges		(720,500)	(769,082)	(830,000)
Depreciation on non-current assets	5	(3,666,000)	(3,694,488)	(3,607,000)
Interest expenses	13(d)	(68,000)	(72,506)	(66,000)
Insurance expenses		(482,000)	(389,321)	(430,000)
Other expenditure		(695,000)	(240,462)	(518,000)
		(16,698,500)	(14,759,101)	(15,759,000)
Subtotal		(1,660,500)	(609,419)	(4,310,000)
Non-operating grants, subsidies and contributions	10(b)	2,783,000	1,376,714	2,659,000
		2,783,000	1,376,714	2,659,000
Net result		1,122,500	767,295	(1,651,000)
Other comprehensive income				
Changes on revaluation of non-current assets		0	0	0
Total other comprehensive income		0	0	0
Total comprehensive income		1,122,500	767,295	(1,651,000)

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

SHIRE OF EXMOUTH

FOR THE YEAR ENDED 30 JUNE 2022

BASIS OF PREPARATION

The budget has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and interpretations of the Australian Accounting Standards Board, and the *Local Government Act 1995* and accompanying regulations.

The *Local Government Act 1995* and accompanying Regulations take precedence over Australian Accounting Standards where they are inconsistent.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost. All right-of-use assets (other than vested improvements) under zero cost concessionary leases are measured at zero cost rather than at fair value. The exception is 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.

Accounting policies which have been adopted in the preparation of this budget have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the budget 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 of Exmouth controls resources to carry on its functions have been included in the financial statements forming part of this budget.

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

All monies held in the Trust Fund are excluded from the financial statements. A separate statement of those monies appears at Note 15 to the budget.

2020/21 ACTUAL BALANCES

Balances shown in this budget as 2020/21 Actual are estimates as forecast at the time of budget preparation and are subject to final adjustments.

CHANGE IN ACCOUNTING POLICIES

On the 1 July 2021 no new accounting policies are to be adopted and no new policies are expected to impact the annual budget.

KEY TERMS AND DEFINITIONS - NATURE OR TYPE

REVENUES

RATES

All rates levied under the *Local Government Act 1995*. Includes general, differential, specified area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts and concessions offered. Exclude administration fees, interest on instalments, interest on arrears, service charges and sewerage rates.

SERVICE CHARGES

Service charges imposed under Division 6 of Part 6 of the *Local Government Act 1995*. Regulation 54 of the *Local Government (Financial Management) Regulations 1996* identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services.

Excludes rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

PROFIT ON ASSET DISPOSAL

Profit on the disposal of assets including gains on the disposal of long term investments. Losses are disclosed under the expenditure classifications.

REVENUES (CONTINUED)

OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Refer to all amounts received as grants, subsidies and contributions that are not non-operating grants.

NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Amounts received specifically for the acquisition, construction of new or the upgrading of non-current assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

FEES AND CHARGES

Revenue (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

INTEREST EARNINGS

Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

OTHER REVENUE / INCOME

Other revenue, which can not be classified under the above headings, includes dividends, discounts, and rebates. Reimbursements and recoveries should be separated by note to ensure the correct calculation of ratios.

EXPENSES

EMPLOYEE COSTS

All costs associated with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences safety expenses, medical examinations, fringe benefit tax, etc.

MATERIALS AND CONTRACTS

All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)

Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

INSURANCE

All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

LOSS ON ASSET DISPOSAL

Loss on the disposal of fixed assets includes loss on disposal of long term investments.

DEPRECIATION ON NON-CURRENT ASSETS

Depreciation and amortisation expense raised on all classes of assets.

INTEREST EXPENSES

Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

OTHER EXPENDITURE

Statutory fees, taxes, provision for bad debts, member's fees or State taxes. Donations and subsidies made to community groups.

SHIRE OF EXMOUTH
STATEMENT OF COMPREHENSIVE INCOME
BY PROGRAM
FOR THE YEAR ENDED 30 JUNE 2022

	NOTE	2021/22 Budget	2020/21 Actual	2020/21 Budget
Revenue	1,9,10(a),13(a),13(b)	\$	\$	\$
Governance		0	3,078	0
General purpose funding		5,244,000	4,920,154	4,477,000
Law, order, public safety		80,000	19,828	12,000
Health		42,500	46,525	47,000
Education and welfare		3,000	3,438	0
Housing		50,000	59,742	59,000
Community amenities		1,341,000	1,638,013	1,279,000
Recreation and culture		999,000	1,211,404	907,000
Transport		6,224,000	4,576,194	3,735,000
Economic services		1,022,500	1,164,661	909,000
Other property and services		32,000	506,645	24,000
		15,038,000	14,149,682	11,449,000
Expenses excluding finance costs	4(a),5,13(c)(e)(e)			
Governance		(192,500)	(880,734)	(840,500)
General purpose funding		(161,500)	(138,066)	(129,000)
Law, order, public safety		(436,500)	(384,154)	(356,000)
Health		(320,500)	(204,666)	(300,500)
Education and welfare		(75,000)	(68,280)	(75,500)
Housing		(20,000)	(216,401)	(58,000)
Community amenities		(2,206,500)	(1,523,046)	(1,707,500)
Recreation and culture		(5,857,000)	(5,044,546)	(5,376,000)
Transport		(5,666,500)	(4,667,463)	(5,145,500)
Economic services		(1,397,500)	(1,299,463)	(1,261,000)
Other property and services		(297,000)	(259,776)	(443,500)
		(16,630,500)	(14,686,595)	(15,693,000)
Finance costs	7,6(a),13(d)			
Housing		(30,000)	(24,000)	(24,000)
Community amenities		(1,000)	(3,000)	(3,000)
Recreation and culture		(25,000)	(28,000)	(28,000)
Transport		(2,000)	(6,506)	0
Other property and services		(10,000)	(11,000)	(11,000)
		(68,000)	(72,506)	(66,000)
Subtotal		(1,660,500)	(609,419)	(4,310,000)
Non-operating grants, subsidies and contributions	10(b)	2,783,000	1,376,714	2,659,000
		2,783,000	1,376,714	2,659,000
Net result		1,122,500	767,295	(1,651,000)
Other comprehensive income				
Changes on revaluation of non-current assets		0	0	0
Total other comprehensive income		0	0	0
Total comprehensive income		1,122,500	767,295	(1,651,000)

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

KEY TERMS AND DEFINITIONS - REPORTING PROGRAMS

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

OBJECTIVE

ACTIVITIES

GOVERNANCE

To provide a decision making process for the efficient allocation of resources.

Includes the activities of members of council and the administrative support available to the council for the provision of governance of the district. Other costs relate to the task of assisting elected members and ratepayers on matters which do not concern specific council services.

GENERAL PURPOSE FUNDING

To collect revenue to allow for the provision of services.

The collection of rate revenue and the maintenance of valuation and rating records to support the collection process. General purpose government grant and interest revenue.

LAW, ORDER, PUBLIC SAFETY

To provide services to help ensure a safer and environmentally conscious community.

The provision of bushfire control services, animal control and support for emergency services, as well as the maintenance and enforcement of local laws.

HEALTH

To provide an operational framework for environment and community health.

Maternal and infant health, preventative service and environmental health.

EDUCATION AND WELFARE

To provide services to disadvantaged persons, the elderly, children and youth.

Maintenance of play group and senior citizens buildings.

HOUSING

To provide housing to staff members.

Administration and operation of residential housing for council staff.

COMMUNITY AMENITIES

To provide services required by the community.

Maintenance of rubbish service to residents and maintenance of sanitary landfill sites. Town planning and regional development, maintenance of cemeteries and other community amenities.

RECREATION AND CULTURE

To establish and effectively manage infrastructure and resources which will help the social well being of the community.

Maintenance of public halls, centres, swimming pool, beaches, recreation centre and various sporting facilities. Provision and maintenance of parks, gardens and playgrounds. Operation of library and radio re-broadcasting facilities.

TRANSPORT

To provide safe, effective and efficient transport services to the community.

Construction and maintenance of roads, street, footpaths, depot, cycleways, parking facilities and traffic control. Cleaning of streets and maintenance of street trees, street lighting etc. Administration and operation of airport and aerodrome.

ECONOMIC SERVICES

The promotion of the district to increase economic activities and the provision of building control within the shire.

Tourism, area promotion and building control.

OTHER PROPERTY AND SERVICES

To monitor and control Council's overheads operating accounts.

The provision of private works to the public and the maintenance of cost pools for plant operating, public works overheads and administration costs.

SHIRE OF EXMOUTH
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED 30 JUNE 2022

	NOTE	2021/22 Budget	2020/21 Actual	2020/21 Budget
		\$	\$	\$
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts				
Rates		3,679,000	3,714,425	3,470,000
Operating grants, subsidies and contributions		2,119,500	1,909,604	1,054,000
Fees and charges		8,887,000	7,583,898	6,585,000
Interest received		85,000	67,464	131,000
Other revenue		267,500	704,521	209,000
		15,038,000	13,979,912	11,449,000
Payments				
Employee costs		(7,014,000)	(5,992,268)	(6,523,000)
Materials and contracts		(3,753,000)	(3,076,798)	(3,785,000)
Utility charges		(720,500)	(769,082)	(830,000)
Interest expenses		(68,000)	(81,731)	(66,000)
Insurance paid		(482,000)	(389,321)	(430,000)
Goods and services tax paid		0	(188,975)	0
Other expenditure		(695,000)	(240,462)	(518,000)
		(12,732,500)	(10,738,637)	(12,152,000)
Net cash provided by (used in)				
operating activities	3	2,305,500	3,241,275	(703,000)
CASH FLOWS FROM INVESTING ACTIVITIES				
Payments for purchase of property, plant & equipment	4(a)	(3,005,000)	(2,089,168)	(2,859,000)
Payments for construction of infrastructure	4(a)	(8,093,000)	(1,949,280)	(3,041,000)
Non-operating grants, subsidies and contributions	10(b)	2,783,000	1,376,714	2,659,000
Proceeds from sale of plant and equipment	4(b)	110,000	200,000	200,000
Net cash provided by (used in)				
investing activities		(8,205,000)	(2,461,734)	(3,041,000)
CASH FLOWS FROM FINANCING ACTIVITIES				
Repayment of borrowings	6(a)	(290,500)	(231,701)	(232,000)
Proceeds from self supporting loans		15,000	23,000	23,000
Principal elements of lease payments	7	(135,000)	(148,434)	0
Proceeds from new borrowings	6(a)	4,800,000	540,000	0
Net cash provided by (used in)				
financing activities		4,389,500	182,865	(209,000)
Net increase (decrease) in cash held		(1,510,000)	962,406	(3,953,000)
Cash at beginning of year		13,171,683	12,209,277	11,651,318
Cash and cash equivalents				
at the end of the year	3	11,661,683	13,171,683	7,698,318

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

SHIRE OF EXMOUTH
RATE SETTING STATEMENT
FOR THE YEAR ENDED 30 JUNE 2022

	NOTE	2021/22 Budget	2020/21 Est. Actual	2020/21 Budget
		\$	\$	\$
OPERATING ACTIVITIES				
Net current assets at start of financial year - surplus/(deficit)	2	2,887,155	2,691,280	2,642,432
		2,887,155	2,691,280	2,642,432
Revenue from operating activities (excluding rates)				
Specified area and ex gratia rates	1(e)	51,000	48,842	48,000
Operating grants, subsidies and contributions	10(a)	2,119,500	2,305,026	1,054,000
Fees and charges	9	8,887,000	7,583,898	6,585,000
Interest earnings	13(a)	85,000	67,464	131,000
Other revenue	13(b)	267,500	704,521	209,000
		11,410,000	10,709,751	8,027,000
Expenditure from operating activities				
Employee costs		(7,014,000)	(6,159,143)	(6,523,000)
Materials and contracts		(4,053,000)	(3,434,099)	(3,785,000)
Utility charges		(720,500)	(769,082)	(830,000)
Depreciation on non-current assets	5	(3,666,000)	(3,694,488)	(3,607,000)
Interest expenses	13(d)	(68,000)	(72,506)	(66,000)
Insurance expenses		(482,000)	(389,321)	(430,000)
Other expenditure		(695,000)	(240,462)	(518,000)
		(16,698,500)	(14,759,101)	(15,759,000)
Non-cash amounts excluded from operating activities	2(b)	3,666,000	4,658,663	3,607,000
Amount attributable to operating activities		1,264,655	3,300,593	(1,482,568)
INVESTING ACTIVITIES				
Non-operating grants, subsidies and contributions	10(b)	2,783,000	1,376,714	2,659,000
Payments for property, plant and equipment	4(a)	(3,005,000)	(2,089,168)	(2,859,000)
Payments for construction of infrastructure	4(a)	(8,093,000)	(1,949,280)	(3,041,000)
Proceeds from disposal of assets	4(b)	110,000	200,000	200,000
Amount attributable to investing activities		(8,205,000)	(2,461,734)	(3,041,000)
Amount attributable to investing activities		(8,205,000)	(2,461,734)	(3,041,000)
FINANCING ACTIVITIES				
Repayment of borrowings	6(a)	(290,500)	(231,701)	(232,000)
Proceeds from community loans		15,000	23,000	23,000
Principal elements of finance lease payments	7	(135,000)	(148,434)	0
Proceeds from new borrowings	6(b)	4,800,000	540,000	0
Transfers to cash backed reserves (restricted assets)	8(a)	(3,857,000)	(3,488,500)	(1,027,000)
Transfers from cash backed reserves (restricted assets)	8(a)	2,793,000	1,914,000	2,385,000
Amount attributable to financing activities		3,325,500	(1,391,635)	1,149,000
Budgeted deficiency before general rates		(3,614,845)	(552,776)	(3,374,568)
Estimated amount to be raised from general rates	1(a)	3,628,000	3,439,931	3,422,000
Net current assets at end of financial year - surplus/(deficit)	2	13,155	2,887,155	47,432

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

SHIRE OF EXMOUTH
INDEX OF NOTES TO THE BUDGET
FOR THE YEAR ENDED 30 JUNE 2022

Rates	9
Net Current Assets	15
Reconciliation of cash	18
Asset Acquisitions	19
Asset Disposals	20
Asset Depreciation	21
Borrowings	22
Leases	24
Reserves	25
Fees and Charges	26
Grant Revenue	26
Revenue Recognition	27
Elected Members Remuneration	28
Other Information	29
Trading Undertakings and Major Trading Undertakings	30
Trust	31
Significant Accounting Policies - Other Information	32

SHIRE OF EXMOUTH
NOTES TO AND FORMING PART OF THE BUDGET
FOR THE YEAR ENDED 30 JUNE 2022
1. RATES AND SERVICE CHARGES

(a) Rating Information

RATE TYPE	Rate in	Number of properties	Rateable value	2021/22 Budgeted rate revenue	2021/22 Budgeted interim rates	2021/22 Budgeted back rates	2021/22 Budgeted total revenue	2020/21 Actual total revenue	2020/21 Budget total revenue
	\$		\$	\$	\$	\$	\$	\$	\$
Differential general rate or general rate									
Gross rental valuations									
General	0.07870	1,202	29,743,464	2,341,000	6,000	2,000	2,349,000	2,206,562	2,188,000
Marina Developed	0.10620	101	3,624,847	385,000	0	0	385,000	363,940	367,000
Holiday Homes	0.10910	87	2,197,000	240,000	0	0	240,000	227,773	207,000
Vacant Land	0.15730	235	2,374,330	373,000	0	0	373,000	351,228	358,000
Unimproved valuations									
Mining	0.16760	11	356,252	60,000	0	0	60,000	53,696	60,000
Rural	0.08380	6	648,420	54,000	0	0	54,000	47,337	53,000
Sub-Totals		1,642	38,944,313	3,453,000	6,000	2,000	3,461,000	3,250,536	3,233,000
	Minimum								
Minimum payment									
	\$								
Gross rental valuations									
General	950	60	549,082	57,000	0	0	57,000	78,120	78,000
Marina Developed	950	1	950	1,000	0	0	1,000	930	1,000
Holiday Homes	950	0	0	0	0	0	0	0	0
Vacant Land	750	141	465,880	106,000	0	0	106,000	107,310	107,000
Unimproved valuations									
Mining	250	10	8,426	2,000	0	0	2,000	2,300	2,000
Rural	750	1	5,800	1,000	0	0	1,000	735	1,000
Sub-Totals		213	1,030,138	167,000	0	0	167,000	189,395	189,000
		1,855	39,974,451	3,620,000	6,000	2,000	3,628,000	3,439,931	3,422,000
Total amount raised from general rates							3,628,000	3,439,931	3,422,000
Specified area rates (Refer note 1(e))							51,000	48,842	48,000
Total rates							3,679,000	3,488,773	3,470,000

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

The general rates detailed for the 2021/22 financial year have been determined by Council on the basis of raising the revenue required to meet the deficiency between the total estimated expenditure proposed in the budget and the estimated revenue to be received from all sources other than rates and also considering the extent of any increase in rating over the level adopted in the previous year.

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

SHIRE OF EXMOUTH
 NOTES TO AND FORMING PART OF THE BUDGET
 FOR THE YEAR ENDED 30 JUNE 2022

1. RATES AND SERVICE CHARGES (CONTINUED)

(b) Interest Charges and Instalments - Rates and Service Charges

The following instalment options are available to ratepayers for the payment of rates and service charges.

Instalment options	Date due	Instalment plan admin charge	Instalment plan interest rate	Unpaid rates interest rates
		\$	%	%
Option one				
Single full payment	3/09/2021	0.00	0.0%	7.0%
Option two				
First instalment	3/09/2021	0.00	0.0%	7.0%
Second instalment	15/11/2021	14.75	5.5%	7.0%
Option three				
First instalment	3/09/2021	0.00	0.0%	7.0%
Second instalment	15/11/2021	14.75	5.5%	7.0%
Third instalment	21/01/2022	14.75	5.5%	7.0%
Fourth instalment	1/04/2022	14.75	5.5%	7.0%

	2021/22 Budget revenue	2020/21 Actual revenue	2020/21 Budget revenue
	\$	\$	\$
Instalment plan admin charge revenue	15,000	0	0
Instalment plan interest earned	15,000	0	0
Unpaid rates and service charge interest earned	25,000	22,565	17,000
	55,000	22,565	17,000

1. RATES AND SERVICE CHARGES (CONTINUED)

(c) Objectives and Reasons for Differential Rating

To provide equity in the rating of properties across the Shire the following rate categories have been determined for the implementation of differential rating.

Differential general rate

Description	Characteristics	Objects	Reasons
GRV General	This rating category consists of properties zoned as: <ul style="list-style-type: none"> •Residential •Urban Development •Commercial •Tourism •Light Industry •Service Commercial •General Industry •Industrial Development •Rural Residential •Properties within Wilderness Estate 	Revenue derived from this category assists funding to operate efficiently the service levels expected by the community as outlined in our Strategic Plan and Corporate Business Plan.	Means any land that is predominantly used for singular and multi-dwelling and is zoned in accordance with the characteristics detailed.
GRV Marina Developed	This rating category consists of developed properties zoned as: <ul style="list-style-type: none"> •Marina 	The object of the rate for this category is to reflect the additional revenue required to fund the costs associated with the higher level of maintenance provided to these properties including maintaining the seawall to the north of the marina, maintain public jetties, canal footbridge, beach stabilisation, landscaping, road sweeping, and maintenance of street furniture, canal drainage and footbridge lighting. Also responsible for boat ramps and associated with cost within the area and maintenance of water way adjoining public open space.	This rate applies to developed properties zoned as marina.
GRV Holiday Homes	This rating category consists of residential properties that have received Town Planning approval to operate as short term holiday accommodation.	This category is rated higher than the GRV General Rate to assist with contribution to tourism, marketing and related projects throughout the district. Additionally, it includes the development of tourist related services and infrastructure.	Means any land approved and predominantly used to provide holiday accommodation.

SHIRE OF EXMOUTH

NOTES TO AND FORMING PART OF THE BUDGET

FOR THE YEAR ENDED 30 JUNE 2022

1. RATES AND SERVICE CHARGES (CONTINUED)

GRV Vacant Land	This rating category consists of all vacant land within Town site boundaries.	The object of the rate for this category is to reflect the additional revenue required to fund the costs associated with the higher level of service provided to properties in this category, including but not limited to firebreaks maintenance, upgrade and renewal of the street network, roadside sweeping, CBD car parking, landscaping, dust control management, drainage, footbridge lighting, street furniture and other amenities.	This rate is to encourage development of vacant land and to assist with the higher level of service provided to these properties.
UV Mining	This rating category consists of properties used for mining, exploration or prospecting purposes.	The object of the rate for this category is to raise revenue to fund additional costs to Council including, but not limited to frequent heavy vehicle use over extensive lengths of Shire roads throughout the year.	This rate is to raise additional revenue to fund costs associated with mining activity.
UV Rural	This rating category consists of properties zoned Rural.	This rate is required to meet our community expectations and needs in our Strategic Community and Corporate Business Plans. The object of the rate for this category is to be the base rate by which all other UV rated properties are assessed.	The reason is these properties are large extensive parcels of land with little commercial activity.

(d) Differential Minimum Payment

Description	Characteristics	Objects	Reasons
GRV Rate Categories	Includes all GRV rated properties.	This rate is considered the minimum contribution for basic services and infrastructure.	This is considered to be the base minimum for GRV rated properties.
UV Rate Categories	Includes all UV rated properties.	This rate is considered the minimum contribution for basic services and infrastructure.	This is considered to be the base minimum for UV rated properties.

1. RATES AND SERVICE CHARGES (CONTINUED)

(e) Specified Area Rate

	Basis of valuation	Rate in	Rateable value	2021/22 Budget specified area rate revenue	2021/22 Interim specified area rate revenue	2021/22 Back specified area rate revenue	2021/22 Total budget specified area rate revenue	2020/21 Actual revenue	2020/21 Budget revenue
Specified area rate		\$	\$	\$	\$	\$	\$	\$	\$
Marina Specified Area	GRV Marina	0.01400	3,624,847	51,000			51,000	48,842	48,000
			3,624,847	51,000	0	0	51,000	48,842	48,000

	Purpose of the rate	Area or properties rate is to be imposed on	Budgeted rate applied to costs	Budgeted rate set aside to reserve	Reserve Amount to be applied to costs
Specified area rate			\$	\$	\$
Marina Specified Area	The proceeds of these funds are applied in full on environmental monitoring and maintenance of the canal waterway, dredging and entrance channel navigation including both onshore & offshore, cost of clearing the sand traps, maintaining the main breakwaters including all breakwaters and groynes surrounding and protecting the outer harbour and other preservation works in accordance with the Exmouth Marina Village Agreement between the Minister for Transport, Landcorp & Shire of Exmouth.	This Specified Area Rate applies to properties zoned Marina that have canal frontage in the Exmouth Marina Precinct.	0	51,000	0
			0	51,000	0

SHIRE OF EXMOUTH

NOTES TO AND FORMING PART OF THE BUDGET

FOR THE YEAR ENDED 30 JUNE 2022

1. RATES AND SERVICE CHARGES (CONTINUED)

(f) Service Charges

The Shire did not raise service charges for the year ended 30th June 2022.

(g) Waivers or concessions

The Shire does not anticipate any waivers or concessions for the year ended 30th June 2022.

SHIRE OF EXMOUTH
 NOTES TO AND FORMING PART OF THE BUDGET
 FOR THE YEAR ENDED 30 JUNE 2022
 2. NET CURRENT ASSETS

(a) Composition of estimated net current assets

Current assets

Cash and cash equivalents- unrestricted
 Cash and cash equivalents - restricted
 Receivables
 Inventories

Less: current liabilities

Trade and other payables
 Contract liabilities
 Lease liabilities
 Long term borrowings
 Employee provisions

Net current assets

Less: Total adjustments to net current assets

Net current assets used in the Rate Setting Statement

Note	2021/22 Budget 30 June 2022	2020/21 Actual 30 June 2021	2020/21 Budget 30 June 2021
	\$	\$	\$
3	14,297	2,327,950	47,432
3	11,647,386	10,843,733	7,650,886
	1,822,283	1,922,253	1,933,000
	82,724	82,724	56,000
	13,566,690	15,176,660	9,687,318
	(1,689,275)	(1,389,275)	(1,989,000)
	(217,000)	(217,000)	
7	(6,369)	(141,369)	
6	(488,500)	(290,000)	(240,000)
	(769,874)	(769,874)	(958,000)
	(3,171,018)	(2,807,518)	(3,187,000)
	10,395,672	12,369,142	6,500,318
2.(c)	(10,382,517)	(9,481,987)	(6,452,886)
	13,155	2,887,155	47,432

2. NET CURRENT ASSETS (CONTINUED)

EXPLANATION OF DIFFERENCE IN NET CURRENT ASSETS AND SURPLUS/(DEFICIT)

Items excluded from calculation of budgeted deficiency

When calculating the budget deficiency for the purpose of Section 6.2 (2)(c) of the *Local Government Act 1995* the following amounts have been excluded as provided by *Local Government (Financial Management) Regulation 32* which will not fund the budgeted expenditure.

(b) Operating activities excluded from budgeted deficiency

The following non-cash revenue or expenditure has been excluded from amounts attributable to operating activities within the Rate Setting Statement in accordance with *Financial Management Regulation 32*.

Adjustments to operating activities

Add: Depreciation on assets

Movement of non-current inventory

Non cash amounts excluded from operating activities

(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 Rate Setting Statement in accordance with *Financial Management Regulation 32* to agree to the surplus/(deficit) after imposition of general rates.

Adjustments to net current assets

Less: Cash - restricted reserves

Less: Current assets not expected to be received at end of year

- Current portion of community loans receivable

Add: Current liabilities not expected to be cleared at end of year

- Current portion of borrowings

- Current portion of lease liabilities

- Current portion of employee benefit provisions held in reserve

Total adjustments to net current assets

Note	2021/22 Budget 30 June 2022	2020/21 Actual 30 June 2021	2020/21 Budget 30 June 2021
	\$	\$	\$
5	3,666,000	3,694,488	3,607,000
	0	964,175	0
	3,666,000	4,658,663	3,607,000
8	(11,647,386)	(10,583,386)	(7,650,886)
	0	(2,000)	0
	488,500	290,000	240,000
	6,369	43,399	0
	770,000	770,000	958,000
	(10,382,517)	(9,481,987)	(6,452,886)

SIGNIFICANT ACCOUNTING POLICIES

CURRENT AND NON-CURRENT CLASSIFICATION

An asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Shire's operational cycle. In the case of liabilities where the Shire does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current or non-current based on the Shire's intentions to release for sale.

TRADE AND OTHER PAYABLES

Trade and other payables represent liabilities for goods and services provided to the Shire prior to the end of the financial year that are unpaid and arise when the Shire of Exmouth 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.

PREPAID RATES

Prepaid rates are, until the taxable event has occurred (start of the next financial year), refundable at the request of the ratepayer. Rates received in advance are initially recognised as a financial liability. When the taxable event occurs, the financial liability is extinguished and the Shire recognises revenue for the prepaid rates that have not been refunded.

INVENTORIES

General

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.

Superannuation

The Shire of Exmouth contributes to a number of superannuation funds on behalf of employees.

All funds to which the Shire of Exmouth contributes are defined contribution plans.

LAND HELD FOR RESALE

Land held for development and sale is valued at the lower of cost and net realisable value. Cost includes the cost of acquisition, development, borrowing costs and holding costs until completion of development. Finance costs and holding charges incurred after development is completed are expensed.

Gains and losses are recognised in profit or loss at the time of signing an unconditional contract of sale if significant risks and rewards, and effective control over the land, are passed on to the buyer at this point.

CONTRACT ASSETS

A contract asset is the right to consideration in exchange for goods or services the entity has transferred to a customer when that right is conditioned on something other than the passage of time.

TRADE AND OTHER RECEIVABLES

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 uncollectible 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.

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

Due to the short term nature of current receivables, their carrying amount is considered to be the same as their fair value. Non-current receivables are indexed to inflation, any difference between the face value and fair value is considered immaterial.

The Shire applies the AASB 9 simplified approach to measuring expected credit losses using a lifetime expected loss allowance for all trade receivables. To measure the expected credit losses, rates receivable are separated from other trade receivables due to the difference in payment terms and security for rates receivable.

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.

EMPLOYEE BENEFITS

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

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

3. RECONCILIATION OF CASH

For the purposes of the Statement of Cash Flows, cash includes cash and cash equivalents, net of outstanding bank overdrafts. Estimated cash at the end of the reporting period is as follows:

	Note	2021/22 Budget	2020/21 Actual	2020/21 Budget
		\$	\$	\$
Cash at bank and on hand		11,661,683	13,171,683	7,698,318
Total cash and cash equivalents		11,661,683	13,171,683	7,698,318
Held as				
- Unrestricted cash and cash equivalents		14,297	2,327,950	47,432
- Restricted cash and cash equivalents		11,647,386	10,843,733	7,650,886
		11,661,683	13,171,683	7,698,318
Restrictions				
The following classes of assets have restrictions imposed by regulations or other externally imposed requirements which limit or direct the purpose for which the resources may be used:				
- Cash and cash equivalents		11,647,386	10,843,733	7,650,886
		11,647,386	10,843,733	7,650,886
The restricted assets are a result of the following specific purposes to which the assets may be used:				
Reserves - cash/financial asset backed	8	11,647,386	10,583,386	7,650,886
Contract liabilities		0	217,000	
Capital expenditure provisions		0	43,347	
		11,647,386	10,843,733	7,650,886
Reconciliation of net cash provided by operating activities to net result				
Net result		1,122,500	767,295	(1,651,000)
Depreciation	5	3,666,000	3,694,488	3,607,000
(Increase)/decrease in receivables		0	(663,389)	
(Increase)/decrease in inventories		0	964,715	
Increase/(decrease) in payables		300,000	(144,817)	
Increase/(decrease) in employee provisions		0	(303)	
Non-operating grants, subsidies and contributions		(2,783,000)	(1,376,714)	(2,659,000)
Net cash from operating activities		2,305,500	3,241,275	(703,000)

SIGNIFICANT ACCOUNTING POLICES**CASH AND CASH EQUIVALENTS**

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks, other short term highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts.

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.

SHIRE OF EXMOUTH
NOTES TO AND FORMING PART OF THE BUDGET
FOR THE YEAR ENDED 30 JUNE 2022
4. FIXED ASSETS

(a) Acquisition of Assets

The following assets are budgeted to be acquired during the year.

Asset class	Reporting program						2021/22 Budget total	2020/21 Actual total	2020/21 Budget total
	Health	Housing	Community amenities	Recreation and culture	Transport	Other property and services			
	\$	\$	\$	\$	\$	\$	\$	\$	
<i>Property, Plant and Equipment</i>									
Land - freehold land	0	0	0	0	0	0	329,380	325,000	
Buildings - non-specialised	0	1,970,000	0	0	0	1,970,000	575,733	0	
Buildings - specialised	0	0	10,000	15,000	355,000	380,000	1,042,822	1,818,000	
Furniture and equipment	0	0	0	0	0	0	67,619	60,000	
Plant and equipment	0	0	0	0	655,000	655,000	73,614	656,000	
	0	1,970,000	10,000	15,000	1,010,000	0	3,005,000	2,089,168	2,859,000
<i>Infrastructure</i>									
Infrastructure - roads	0		0	0	1,835,000	0	1,835,000	1,640,815	1,738,000
Other infrastructure - other	20,000		505,000	5,678,000	35,000	20,000	6,258,000	308,465	1,303,000
	20,000	0	505,000	5,678,000	1,870,000	20,000	8,093,000	1,949,280	3,041,000
Total acquisitions	20,000	1,970,000	515,000	5,693,000	2,880,000	20,000	11,098,000	4,038,448	5,900,000

A detailed breakdown of acquisitions on an individual asset basis can be found in the supplementary information attached to this budget document as follows:

SIGNIFICANT ACCOUNTING POLICIES

RECOGNITION OF ASSETS

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.

SHIRE OF EXMOUTH
 NOTES TO AND FORMING PART OF THE BUDGET
 FOR THE YEAR ENDED 30 JUNE 2022
 4. FIXED ASSETS

(b) Disposals of Assets

The following assets are budgeted to be disposed of during the year.

	2021/22 Budget Net Book Value	2021/22 Budget Sale Proceeds	2021/22 Budget Profit	2021/22 Budget Loss	2020/21 Actual Net Book Value	2020/21 Actual Sale Proceeds	2020/21 Actual Profit	2020/21 Actual Loss	2020/21 Budget Net Book Value	2020/21 Budget Sale Proceeds	2020/21 Budget Profit	2020/21 Budget Loss
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
By Program												
Transport	110,000	110,000	0	0	200,000	200,000	0	0	200,000	200,000	0	0
	110,000	110,000	0	0	200,000	200,000	0	0	200,000	200,000	0	0
By Class												
<i>Property, Plant and Equipment</i>												
Plant and equipment	110,000	110,000			200,000	200,000			200,000	200,000		
	110,000	110,000	0	0	200,000	200,000	0	0	200,000	200,000	0	0

A detailed breakdown of disposals on an individual asset basis can be found in the supplementary information attached to this budget document as follows:

- Staff housing programme
- Plant replacement programme

SIGNIFICANT ACCOUNTING POLICIES

GAINS AND LOSSES ON DISPOSAL

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains and losses are included in profit or loss in the period which they arise.

SHIRE OF EXMOUTH
NOTES TO AND FORMING PART OF THE BUDGET
FOR THE YEAR ENDED 30 JUNE 2022
5. ASSET DEPRECIATION

By Program

Governance
Law, order, public safety
Education and welfare
Housing
Community amenities
Recreation and culture
Transport
Economic services
Other property and services

By Class

Buildings - non-specialised
Buildings - specialised
Furniture and equipment
Plant and equipment
Infrastructure - roads
Other infrastructure - other
Right of use - leases

2021/22	2020/21	2020/21
Budget	Actual	Budget
\$	\$	\$
7,500	6,711	13,000
13,500	13,510	17,500
38,000	38,400	39,000
91,000	91,735	111,500
117,000	116,864	113,500
1,019,000	1,065,019	1,027,500
2,020,000	2,002,584	1,913,000
49,000	49,204	52,000
311,000	310,461	320,000
3,666,000	3,694,488	3,607,000
0	46,974	82,500
1,011,000	1,011,391	955,500
157,000	154,523	260,500
379,000	376,542	375,000
1,483,000	1,482,956	1,441,000
505,000	507,102	492,500
131,000	115,000	0
3,666,000	3,694,488	3,607,000

SIGNIFICANT ACCOUNTING POLICIES

DEPRECIATION

The depreciable amount of all fixed assets including buildings but excluding freehold land, are depreciated on a straight-line basis over the individual asset's useful life from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful life of the improvements.

The assets residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

AMORTISATION

The depreciable amount of all intangible assets with a finite useful life, are depreciated on a straight-line basis over the individual asset's useful life from the time the asset is held for use.

The assets residual value of intangible assets is considered to be zero and useful live and amortisation method are reviewed at the end of each financial year.

Amortisation is included within Depreciation on non-current assets in the Statement of Comprehensive Income.

SHIRE OF EXMOUTH
NOTES TO AND FORMING PART OF THE BUDGET
FOR THE YEAR ENDED 30 JUNE 2022
6. INFORMATION ON BORROWINGS

(a) Borrowing repayments

Movement in borrowings and interest between the beginning and the end of the current financial year.

Purpose	Loan Number	Institution	Interest Rate	Budget	2021/22	2021/22	Budget	2021/22	Actual	2020/21	2020/21	Actual	2020/21	Budget	2020/21	2020/21	Budget	2020/21
				Principal	Budget	Budget	Principal	Principal		Actual	Actual	Actual	Principal		Budget	Budget	Principal	Principal
				1 July 2021	New Loans	Repayments	Principal outstanding 30 June 2022	Repayments	1 July 2020	New Loans	Repayments	Principal outstanding 30 June 2021	Repayments	1 July 2020	New Loans	Repayments	Principal outstanding 30 June 2021	Repayments
				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Housing																		
80 - Staff Dwellings				1,020,257	1,800,000	(122,500)	2,697,757	(29,000)	548,983	540,000	(68,726)	1,020,257	(24,490)	548,983	0	(69,000)	479,983	(24,000)
Community amenities																		
81 - Rubbish Truck				85,975	0	(86,000)	(25)	(2,000)	169,915	0	(83,940)	85,975	(3,592)	219,915	0	(84,000)	135,915	(4,000)
Recreation and culture																		
82 - Ningaloo Centre				779,725	0	(60,000)	719,725	(25,000)	837,551	0	(57,826)	779,725	(27,413)	837,551	0	(58,000)	779,551	(27,000)
Swimming Pool				0	3,000,000	0	3,000,000	0	0	0	0	0	0	0	0	0	0	0
Other property and services																		
76 - 1 Bennett Street				197,666	0	(22,000)	175,666	(10,000)	218,875	0	(21,209)	197,666	(10,767)	218,875	0	(21,000)	197,875	(11,000)
				2,083,623	4,800,000	(290,500)	6,593,123	(66,000)	1,775,324	540,000	(231,701)	2,083,623	(66,262)	1,825,324	0	(232,000)	1,593,324	(66,000)
				2,083,623	4,800,000	(290,500)	6,593,123	(66,000)	1,775,324	540,000	(231,701)	2,083,623	(66,262)	1,825,324	0	(232,000)	1,593,324	(66,000)

All borrowing repayments, other than self supporting loans, will be financed by general purpose revenue.
The self supporting loan(s) repayment will be fully reimbursed.

SHIRE OF EXMOUTH
 NOTES TO AND FORMING PART OF THE BUDGET
 FOR THE YEAR ENDED 30 JUNE 2022

6. INFORMATION ON BORROWINGS

(b) New borrowings - 2021/22

Particulars/Purpose	Institution	Loan type	Term (years)	Interest rate	Amount borrowed budget	Total interest & charges	Amount used budget	Balance unspent
				%	\$	\$	\$	\$
Staff Housing	WATC	P&I	10	TBC	1,000,000	0	1,000,000	0
Ingleton Housing	WATC	P&I	10	TBC	800,000	0	800,000	0
Pool Renewal	WATC	P&I	20	TBC	3,000,000	0	3,000,000	0
					4,800,000	0	4,800,000	0

(c) Unspent borrowings

The Shire had no unspent borrowing funds as at 30th June 2021 nor is it expected to have unspent borrowing funds as at 30th June 2022.

(d) Credit Facilities

	2021/22 Budget	2020/21 Actual	2020/21 Budget
	\$	\$	\$
Undrawn borrowing facilities credit standby arrangements			
Bank overdraft limit	400,000	400,000	400,000
Bank overdraft at balance date	0	0	0
Credit card limit	24,000	24,000	24,000
Credit card balance at balance date	0	0	0
Total amount of credit unused	424,000	424,000	424,000
Loan facilities			
Loan facilities in use at balance date	6,593,123	2,083,623	1,593,324

SIGNIFICANT ACCOUNTING POLICIES

BORROWING COSTS

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset until such time as the asset is substantially ready for its intended use or sale.

SHIRE OF EXMOUTH
NOTES TO AND FORMING PART OF THE BUDGET
FOR THE YEAR ENDED 30 JUNE 2022
7. LEASE LIABILITIES

Purpose	Lease Number	Institution	Lease Interest Rate	Lease Term	Budget Lease Principal	2021/22 Budget Lease Principal	Budget Lease Principal outstanding	2021/22 Budget Lease Interest	Actual Principal	2020/21 Actual Lease Principal	Actual Lease Principal outstanding	2020/21 Actual Lease Interest	Budget Principal	2020/21 Budget Lease Principal	Budget Lease Principal outstanding	2020/21 Budget Lease Interest	
					1 July 2021	2021/22 Budget New Leases	2021/22 Budget Repayments	30 June 2022	Repayments	1 July 2020	2020/21 Actual New Leases	2020/21 Actual repayments	30 June 2021	2020/21 Actual repayments	1 July 2020	2020/21 Budget New Leases	2020/21 Budget repayments
					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Housing																	
Rental Dugong Close		Ray White		24 mths	12,979	0	(13,000)	(21)	0	43,734	0	(30,755)	12,979	(531)	0	0	0
Transport																	
Airport X-Ray Scanner		Maia Leasing		72 mths	113,320	0	(113,000)	320	(2,000)	222,320	0	(109,000)	113,320	(5,108)	0	0	0
RAAF Airport Lease		DOD		30 years	15,070	0	(9,000)	6,070	0	23,749	0	(8,679)	15,070	(605)	0	0	0
					141,369	0	(135,000)	6,369	(2,000)	289,803	0	(148,434)	141,369	(6,244)	0	0	0

SIGNIFICANT ACCOUNTING POLICIES

LEASES

At the inception of a contract, the Shire assesses whether the contract is, or contains, 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 a lease liability, at the present value of the lease payments that are not paid at 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.

LEASE LIABILITIES

The present value of future lease payments not paid at the reporting date discounted using the incremental borrowing rate where the implicit interest rate in the lease is not readily determined.

SHIRE OF EXMOUTH
NOTES TO AND FORMING PART OF THE BUDGET
FOR THE YEAR ENDED 30 JUNE 2022
8. CASH BACKED RESERVES

(a) Cash Backed Reserves - Movement

	2021/22 Budget Opening Balance	2021/22 Budget Transfer to	2021/22 Budget Transfer (from)	2021/22 Budget Closing Balance	2020/21 Actual Opening Balance	2020/21 Actual Transfer to	2020/21 Actual Transfer (from)	2020/21 Actual Closing Balance	2020/21 Budget Opening Balance	2020/21 Budget Transfer to	2020/21 Budget Transfer (from)	2020/21 Budget Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
(a) Leave reserve	698,134	3,000	0	701,134	695,534	2,600	0	698,134	695,534	9,000	0	704,534
(b) Aviation reserve	1,171,028	5,000	(80,000)	1,096,028	1,166,528	4,500	0	1,171,028	1,166,528	15,000	(10,000)	1,171,528
(c) Building infrastructure reserve	80,935	0	0	80,935	595,735	2,200	(517,000)	80,935	595,735	8,000	(517,000)	86,735
(d) Community development reserve	1,369,602	5,000	0	1,374,602	1,375,402	5,200	(11,000)	1,369,602	1,375,402	18,000	(11,000)	1,382,402
(e) Community interest free loan reserve	184,009	1,000	0	185,009	182,809	1,200	0	184,009	321,436	4,000	0	325,436
(f) Insurance/natural disaster reserve	322,636	1,000	0	323,636	321,636	1,000	0	322,636	183,009	2,000	0	185,009
(g) Land acquisition reserve	1,469,825	7,000	(250,000)	1,226,825	736,825	1,303,000	(570,000)	1,469,825	736,825	10,000	(570,000)	176,825
(h) Marina canal reserve (Specified area rates)	409,753	51,000	0	460,753	360,253	49,500	0	409,753	360,253	52,000	0	412,253
(i) Marina village asset replacement reserve	33,267	0	0	33,267	33,267	0	0	33,267	33,267	0	0	33,267
(j) Mosquito management reserve	10,108	0	0	10,108	10,108	0	0	10,108	10,108	0	0	10,108
(k) Ningaloo centre reserve	256,826	38,000	0	294,826	255,826	1,000	0	256,826	255,826	3,000	0	258,826
(l) Plant reserve	549,938	532,000	(650,000)	431,938	187,938	551,000	(189,000)	549,938	187,938	502,000	(189,000)	500,938
(m) Public radio infrastructure reserve	5,158	0	0	5,158	5,158	0	0	5,158	5,158	0	0	5,158
(n) Rehabilitation reserve	253,106	1,000	0	254,106	252,106	1,000	0	253,106	252,106	3,000	0	255,106
(o) Roads reserve	900,020	4,000	0	904,020	592,820	767,200	(460,000)	900,020	592,820	273,000	(460,000)	405,820
(p) Shire President COVID-19 relief fund	41,000	0	0	41,000	40,000	1,000	0	41,000	40,000	0	0	40,000
(q) Staff housing reserve	137,373	1,501,000	(100,000)	1,538,373	136,373	1,000	0	137,373	136,373	2,000	0	138,373
(r) Swimming pool reserve	649,908	1,703,000	(450,000)	1,902,908	547,808	102,100	0	649,908	547,808	107,000	0	654,808
(s) Tourism development reserve	251,000	1,000	0	252,000	200,000	51,000	0	251,000	200,000	3,000	0	203,000
(t) Town planning scheme reserve	21,854	0	0	21,854	21,854	0	0	21,854	21,854	0	0	21,854
(u) Waste & recycling management reserve	1,052,906	4,000	(548,000)	508,906	1,073,906	4,000	(25,000)	1,052,906	1,073,906	16,000	(485,000)	604,906
(v) Unspent grants & contributions reserve	715,000	0	(715,000)	0	217,000	640,000	(142,000)	715,000	217,000	0	(143,000)	74,000
	10,583,386	3,857,000	(2,793,000)	11,647,386	9,008,886	3,488,500	(1,914,000)	#####	9,008,886	1,027,000	(2,385,000)	7,650,886

(b) Cash Backed Reserves - Purposes

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

Reserve name	Purpose of the reserve
(a) Leave reserve	To be used for annual and long service leave requirements.
(b) Aviation reserve	To be used to fund aviation improvements.
(c) Building infrastructure reserve	To be used for the development, preservation and maintenance of building infrastructure with the Shire of Exmouth.
(d) Community development reserve	To be used for major community development initiatives.
(e) Community interest free loan reserve	To be to fund major community development projects.
(f) Insurance/natural disaster reserve	To be used for the purpose of funding insurance claims where the excess is higher than the cost of repairs in addition to any weather related insurance/WANDRRRA claims.
(g) Land acquisition reserve	To be used to fund the acquisition and disposal of land and buildings and provide contributions for land development within the Shire of Exmouth.
(h) Marina canal reserve (Specified area rates)	These funds are derived from levying specified area rate titles Marina Specified Area Rates.
(i) Marina village asset replacement reserve	To be used for the preservation and maintenance of infrastructure related to the Exmouth Marina Village.
(j) Mosquito management reserve	To be used in years where mosquito-borne disease/nuisance is greater than normal.
(k) Ningaloo centre reserve	To be used for the preservation and maintenance of the Ningaloo Centre.
(l) Plant reserve	To be used for the purchase of major plant and equipment.
(m) Public radio infrastructure reserve	To be used to maintain the rebroadcasting infrastructure.
(n) Rehabilitation reserve	To be used to manage the funds associated with the environmental rehabilitation of the sand and gravel pits within the Shire of Exmouth.
(o) Roads reserve	To be used for the preservation and maintenance of roads.
(p) Shire President COVID-19 relief fund	To be used to support the community who are severely financially affected by COVID-19.
(q) Staff housing reserve	To be used to fund housing for staff.
(r) Swimming pool reserve	To be used to fund swimming pool upgrades.
(s) Tourism development reserve	To be used to fund the development and implementation of initiatives to achieve the strategic tourism and economic developments of the Shire of Exmouth.
(t) Town planning scheme reserve	To be used for the purpose of funding a review of the future Town Planning Scheme.
(u) Waste & recycling management reserve	To be used to fund capital and operational costs of Refuse Site including implementation of post closure plan.
(v) Unspent grants & contributions reserve	To be used to contain funds that are derived from unspent grants or prepaid grants and contributions from external parties.

9. FEES & CHARGES REVENUE

	2021/22 Budget	2020/21 Actual	2020/21 Budget
	\$	\$	\$
General purpose funding	30,000	18,682	23,000
Law, order, public safety	9,500	14,670	8,000
Health	39,000	46,525	47,500
Education and welfare	1,000	1,694	0
Housing	50,000	59,742	59,000
Community amenities	1,281,000	1,635,492	1,258,500
Recreation and culture	742,000	843,933	577,500
Transport	5,710,000	3,914,980	3,735,000
Economic services	1,022,500	1,043,482	876,000
Other property and services	2,000	4,698	500
	8,887,000	7,583,898	6,585,000

10. GRANT REVENUE

	2021/22 Budget	2020/21 Actual	2020/21 Budget
	\$	\$	\$
By Program:			
(a) Operating grants, subsidies and contributions			
Governance	0	1,182	0
General purpose funding	1,450,000	1,659,163	900,000
Health	3,500	0	0
Community amenities	60,000	0	0
Recreation and culture	72,000	266,854	18,000
Transport	514,000	245,003	85,000
Economic services	0	117,417	33,000
Other property and services	20,000	15,407	18,000
	2,119,500	2,305,026	1,054,000
(b) Non-operating grants, subsidies and contributions			
Recreation and culture	1,728,000	318,272	1,580,000
Transport	1,055,000	1,058,442	1,079,000
	2,783,000	1,376,714	2,659,000
Total grants, subsidies and contributions	4,902,500	3,681,740	3,713,000

SHIRE OF EXMOUTH
NOTES TO AND FORMING PART OF THE BUDGET
FOR THE YEAR ENDED 30 JUNE 2022
11. REVENUE RECOGNITION

SIGNIFICANT ACCOUNTING POLICIES

Recognition of revenue is dependant on the source of revenue and the associated terms and conditions associated with each source of revenue and recognised as follows:

Revenue Category	Nature of goods and services	When obligations typically satisfied	Payment terms	Returns/Refunds/Warranties	Determination of transaction price	Allocating transaction price	Measuring obligations for returns	Revenue recognition
Rates	General Rates	Over time	Payment dates adopted by Council during the year	None	Adopted by council annually	When taxable event occurs	Not applicable	When rates notice is issued
Specified area rates	Rates charge for specific defined purpose	Over time	Payment dates adopted by Council during the year	Refund in event monies are unspent	Adopted by council annually	When taxable event occurs	Not applicable	When rates notice is issued
Service charges	Charge for specific service	Over time	Payment dates adopted by Council during the year	Refund in event monies are unspent	Adopted by council annually	When taxable event occurs	Not applicable	When rates notice is issued
Grant contracts with customers	Community events, minor facilities, research, design, planning evaluation and services	Over time	Fixed terms transfer of funds based on agreed milestones and reporting	Contract obligation if project not complete	Set by mutual agreement with the customer	Based on the progress of works to match performance obligations	Returns limited to repayment of transaction price of terms breached	Output method based on project milestones and/or completion date matched to performance obligations as inputs are shared
Grants, subsidies or contributions for the construction of non-financial assets	Construction or acquisition of recognisable non-financial assets to be controlled by the local government	Over time	Fixed terms transfer of funds based on agreed milestones and reporting	Contract obligation if project not complete	Set by mutual agreement with the customer	Based on the progress of works to match performance obligations	Returns limited to repayment of transaction price of terms breached	Output method based on project milestones and/or completion date matched to performance obligations as inputs are shared
Grants with no contractual commitments	General appropriations and contributions with no specific contractual commitments	No obligations	Not applicable	Not applicable	Cash received	On receipt of funds	Not applicable	When assets are controlled
Licences/ Registrations/ Approvals	Building, planning, development and animal management, having the same nature as a licence regardless of naming.	Single point in time	Full payment prior to issue	None	Set by State legislation or limited by legislation to the cost of provision	Based on timing of issue of the associated rights	No refunds	On payment and issue of the licence, registration or approval
Pool inspections	Compliance safety check	Single point in time	Equal proportion based on an equal annually fee	None	Set by State legislation	Apportioned equally across the inspection cycle	No refunds	After inspection complete based on a 4 year cycle
Other inspections	Regulatory Food, Health and Safety	Single point in time	Full payment prior to inspection	None	Set by State legislation or limited by legislation to the cost of provision	Applied fully on timing of inspection	Not applicable	Revenue recognised after inspection event occurs
Waste management collections	Kerbside collection service	Over time	Payment on an annual basis in advance	None	Adopted by council annually	Apportioned equally across the collection period	Not applicable	Output method based on regular weekly and fortnightly period as proportionate to collection service
Waste management entry fees	Waste treatment, recycling and disposal service at disposal sites	Single point in time	Payment in advance at gate or on normal trading terms if credit provided	None	Adopted by council annually	Based on timing of entry to facility	Not applicable	On entry to facility
Airport landing charges	Permission to use facilities and runway	Single point in time	Monthly in arrears	None	Adopted by council annually	Applied fully on timing of landing/take-off	Not applicable	On landing/departure event
Property hire and entry	Use of halls and facilities	Single point in time	In full in advance	Refund if event cancelled within 7 days	Adopted by council annually	Based on timing of entry to facility	Returns limited to repayment of transaction price	On entry or at conclusion of hire
Memberships	Gym and pool membership	Over time	Payment in full in advance	Refund for unused portion on application	Adopted by council annually	Apportioned equally across the access period	Returns limited to repayment of transaction price	Output method Over 12 months matched to access right
Fees and charges for other goods and services	Cemetery services, library fees, reinstatements and private works	Single point in time	Payment in full in advance	None	Adopted by council annually	Applied fully based on timing of provision	Not applicable	Output method based on provision of service or completion of works
Sale of stock	Aviation fuel, kiosk and visitor centre stock	Single point in time	In full in advance, on 15 day credit	Refund for faulty goods	Adopted by council annually, set by mutual agreement	Applied fully based on timing of provision	Returns limited to repayment of transaction price	Output method based on goods
Commissions	Commissions on licencing and ticket sales	Over time	Payment in full on sale	None	Set by mutual agreement with the customer	On receipt of funds	Not applicable	When assets are controlled
Reimbursements	Insurance claims	Single point in time	Payment in arrears for claimable event	None	Set by mutual agreement with the customer	When claim is agreed	Not applicable	When claim is agreed

12. ELECTED MEMBERS REMUNERATION

	2021/22 Budget	2020/21 Actual	2020/21 Budget
	\$	\$	\$
Shire President			
President's allowance	37,000	36,957	37,000
Meeting attendance fees	25,000	25,342	25,000
ICT expenses	1,000		1,000
	63,000	62,299	63,000
Deputy President			
Deputy President's allowance	9,000	9,239	9,000
Meeting attendance fees	13,000	13,094	13,000
ICT expenses	1,000		1,000
	23,000	22,333	23,000
Councillors			
Meeting attendance fees	52,000	52,376	52,000
Annual allowance for ICT expenses	2,000	1,800	2,000
	54,000	54,176	54,000
	140,000	138,808	140,000
President's allowance	37,000	36,957	37,000
Deputy President's allowance	9,000	9,239	9,000
Meeting attendance fees	90,000	90,812	90,000
ICT expenses	2,000	0	2,000
Annual allowance for ICT expenses	2,000	1,800	2,000
	140,000	138,808	140,000

SHIRE OF EXMOUTH
 NOTES TO AND FORMING PART OF THE BUDGET
 FOR THE YEAR ENDED 30 JUNE 2022
13. OTHER INFORMATION

	2021/22 Budget	2020/21 Actual	2020/21 Budget
	\$	\$	\$
The net result includes as revenues			
(a) Interest earnings			
Investments			
- Reserve funds	40,000	39,899	114,000
- Other funds	5,000	5,000	0
Other interest revenue (refer note 1b)	40,000	22,565	17,000
	85,000	67,464	131,000
(b) Other revenue			
Reimbursements and recoveries	267,500	704,521	209,000
	267,500	704,521	209,000
The net result includes as expenses			
(c) Auditors remuneration			
Audit services	60,000	47,000	55,000
Other services	3,500	1,960	11,000
	63,500	48,960	66,000
(d) Interest expenses (finance costs)			
Borrowings (refer Note 6(a))	66,000	66,262	66,000
Interest expense on lease liabilities (refer Note 7)	2,000	6,244	0
	68,000	72,506	66,000

14. TRADING UNDERTAKINGS AND MAJOR TRADING UNDERTAKINGS

Learmonth Airport

(a) Details

Learmonth Airport is the general aviation and regular transport for the Shire of Exmouth. It is the main regional base for aircraft charter operations and private flying in Exmouth.

The Shire is responsible for operating the civil terminal, apron and taxiway; the RAAF are responsible for maintaining the other civil facilities used for civil aviation to comply with defence legislations and regulations.

(b) Statement of Comprehensive Income

	2021/22	2020/21	2020/21
	Budget	Actual	Budget
	\$	\$	\$
Revenue			
Fees and charges	5,614,500	3,829,178	3,618,000
Operating grants, subsidies and contributions	79,000	0	0
	5,693,500	3,829,178	3,618,000
Expenditure			
Employee costs	(1,174,000)	(1,030,091)	(946,000)
Materials and contracts	(1,046,000)	(742,547)	(1,019,500)
Utility charges	(110,000)	(69,502)	(116,000)
Depreciation on non-current assets	(424,000)	(407,120)	(338,500)
Interest expenses	(2,000)	(2,000)	0
Insurance expenses	(60,000)	(58,443)	(56,000)
Other expenditure	(200,000)	(16,036)	(500)
	(3,016,000)	(2,325,739)	(2,476,500)
NET RESULT	2,677,500	1,503,439	1,141,500
TOTAL COMPREHENSIVE INCOME	2,677,500	1,503,439	1,141,500

SHIRE OF EXMOUTH
 NOTES TO AND FORMING PART OF THE BUDGET
 FOR THE YEAR ENDED 30 JUNE 2022
15. TRUST FUNDS

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:

Detail	Balance 30 June 2021	Estimated amounts received	Estimated amounts paid	Estimated balance 30 June 2022
	\$	\$	\$	\$
BCITF	22,895	0	0	22,895
BSL Levy	8,477	0	0	8,477
Cash in Lieu POS	212,502	0	0	212,502
Bond Deed Exmouth Marina Holdings	18,186	0	0	18,186
Exmouth Volunteer Fire & Rescue	50,828	0	0	50,828
	312,888	0	0	312,888

16. SIGNIFICANT ACCOUNTING POLICIES - OTHER INFORMATION

GOODS AND SERVICES TAX (GST)

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO).

Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position.

Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

CRITICAL ACCOUNTING ESTIMATES

The preparation of a budget 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 that are 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.

ROUNDING OFF FIGURES

All figures shown in this statement are rounded to the nearest dollar.

COMPARATIVE FIGURES

Where required, comparative figures have been adjusted to conform with changes in presentation for the current financial year.

BUDGET COMPARATIVE FIGURES

Unless otherwise stated, the budget comparative figures shown in the budget relate to the original budget estimate for the relevant item of disclosure.

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



	Notes	\$ Fee Charge	GST	Statutory/Council
Community Notices				
Community Noticeboard				
Clubs & Community Organisations General Community Information / Notices - A5 Size	per week	\$ 5.00	Y	Council
Clubs & Community Organisations General Community Information / Notices - A4 Size	per week	\$ 10.25	Y	Council
Personal / Individual Advertising - A5 Size	per week	\$ 7.50	Y	Council
Personal / Individual Advertising - A4 Size	per week	\$ 15.25	Y	Council
Commercial / Corporate Advertising - A5 Size	per week	\$ 10.25	Y	Council
Commercial / Corporate Advertising - A5 Size	per month	\$ 39.50	Y	Council
Commercial / Corporate Advertising - A4 Size	per week	\$ 20.25	Y	Council
Commercial / Corporate Advertising - A4 Size	per month	\$ 79.00	Y	Council
Digital Advertising	per week	\$ 20.25	Y	Council
Digital Advertising	per month	\$ 79.00	Y	Council
Digital Display Kiosk Advertising	per month	\$ 167.25	Y	Council
Venue Hire				
Bonds (not applicable to Ningaloo Centre)				
Bond - Without Alcohol		\$ 200.00		Council
Bond - With Alcohol		\$ 500.00		Council
Equipment Bond		\$ 100.00		Council
Key Bond		\$ 50.00		Council
24 Maidstone Crescent				
Meeting Room Hire (Community / not-for-profit use)	per hour	\$ 10.25	Y	Council
Meeting Room Hire (Commercial / corporate use)	per hour	\$ 20.50	Y	Council
Meeting Room Hire (Community / not-for-profit use)	per day	\$ 50.75	Y	Council
Meeting Room Hire (Commercial / corporate use)	per day	\$ 101.50	Y	Council
Cleaning fee (per hour or part thereof)	per hour	\$ 66.75	Y	Council
Community Centre				
Community Centre (Community / not-for profit use)	per day	\$ 110.00	Y	Council
Community Centre (Commercial / corporate use)	per day	\$ 220.00	Y	Council
Community Centre (Community / not-for profit use)	per hour	\$ 15.75	Y	Council
Community Centre (Commercial / corporate use)	per hour	\$ 31.50	Y	Council
Kitchen (Booking Fee)		\$ 15.75	Y	Council
Trestles	each	\$ 4.25	Y	Council
Chairs	each	\$ 3.00	Y	Council
Cleaning Fee (Hourly Rate)	per hour	\$ 66.75	Y	Council
Shire Hall				
Hall Hire (Community / not-for-profit use)	per day	\$ 110.00	Y	Council
Hall Hire (Commercial / corporate use)	per day	\$ 220.00	Y	Council
Hall Hire (Community / not-for-profit use)	per hour	\$ 15.75	Y	Council
Hall Hire (Commercial / corporate use)	per hour	\$ 31.50	Y	Council
Hall Foyer Only (Community / not-for-profit use)	per hour	\$ 15.75	Y	Council
Hall Foyer Only (Commercial / corporate use)	per hour	\$ 31.50	Y	Council
Trestles	each	\$ 4.25	Y	Council
Chairs	each	\$ 3.00	Y	Council
Kitchen	per hour	\$ 15.75	Y	Council
Cleaning Fee (minimum fee)	per hour	\$ 66.75	Y	Council
Recreation Centre				
Recreation Centre (Community / not-for profit use)	per day	\$ 110.00	Y	Council
Recreation Centre (Commercial / corporate use)	per day	\$ 220.00	Y	Council
Recreation Centre (Community / not-for profit use)	per hour	\$ 15.75	Y	Council
Recreation Centre (Commercial / corporate use)	per hour	\$ 31.50	Y	Council
Kitchen (Booking Fee)		\$ 15.75	Y	Council
Trestles	each	\$ 4.25	Y	Council
Chairs	each	\$ 3.00	Y	Council
Cleaning Fee (Hourly Rate)	per hour	\$ 66.75	Y	Council
Oval Hire				
Oval Hire: Talanjee Oval	per day	\$ 152.00	Y	Council
Oval Hire: Talanjee Oval	per hour	\$ 20.25	Y	Council
Oval Hire: Kooboaroo Oval	per day	\$ 111.50	Y	Council
Oval Hire: Kooboaroo Oval	per hour	\$ 11.25	Y	Council
Oval Lights (2 Towers x 4 hours)		\$ 30.00	Y	Council
Oval Lights (4 Towers x 4 hours)		\$ 60.00	Y	Council
Cleaning Fee (Hourly Rate)	per hour	\$ 66.75	Y	Council
Exmouth District High School Hard Courts				
Courts Hire	per day	\$ 45.00	Y	Council
Courts Hire	per hour	\$ 15.75	Y	Council
Court Lights	per hour	\$ 26.00	Y	Council
Cleaning Fee (Hourly Rate)	per hour	\$ 66.75	Y	Council

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



	Notes	\$ Fee Charge	GST	Statutory/Council
Ningaloo Centre				
Shire Overflow Caravan Park & Camping Facility				
Unpowered Site				
Adults (up to 2)	per night	\$ 50.00	Y	Council
Additional Person (Children under 4 years Free)	per night	\$ 11.00	Y	Council
Powered Site				
Adults (up to 2)	per night	\$ 60.00	Y	Council
Additional Person (Children under 4 years Free)	per night	\$ 15.00	Y	Council
Water from public dispensers				
Purchase of water from public dispensers (min 50L)	per litre	\$ 0.05	Y	Council
Bonds				
Commercial	per event	\$ 500.00		Council
Community not-for-profit	per event	\$ 500.00		Council
Additional bond with alcohol	per event	\$ 500.00		Council
Mandu Mandu Function Centre				
<i>*All hire rates include chairs, tables, standard audio visual, staging, basic lighting and kitchen facilities</i>				
Mandu Mandu Function Centre (min 3 hour hire)	per hour	\$ 210.00	Y	Council
Mandu Mandu Function Centre	per day	\$ 990.00	Y	Council
Mandu Mandu Function Centre whole - 15% discount to day rate for hires greater than 3 days		15% discount	Y	Council
Mandu Mandu Function Centre local community group/not for profit/EDHS hire discount 50%, conditions apply		50% discount	Y	Council
Mandu Mandu Function centre (part of)				
<i>*All hire rates include chairs, tables, standard audio visual and kitchen facilities</i>				
Mandu West (95sqm) (min 2 hour hire)	per hour	\$ 160.00	Y	Council
Mandu West (95sqm) Day Rate	per day	\$ 670.00	Y	Council
Mandu East (205sqm) (min 2 hour hire)	per hour	\$ 185.00	Y	Council
Mandu East (205sqm) Day Rate	per day	\$ 820.00	Y	Council
Mandu Mandu Function Centre West or East - 15% discount to day rate for hires greater than 3 consecutive days		15% discount	Y	Council
Mandu Mandu Function Centre West or East - local community group/not for profit/EDHS hire discount 50%, conditions apply		50% discount	Y	Council
Meeting rooms				
<i>*All hire rates include chairs and tables</i>				
Bundegi Boardroom (40sqm) (min 2 hour hire) *	per hour	\$ 95.00	Y	Council
Bundegi Boardroom (40sqm) Day Rate *	per day	\$ 670.00	Y	Council
Bundegi Boardroom (40sqm) - 15% discount to day rate for hires greater then 3 consecutive days		15% discount		Council
Jurabi and Tulki Meeting Rooms (13sqm)	per hour	\$ 75.00	Y	Council
Jurabi and Tulki Meeting Room (13sqm) Day Rate	per day	\$ 370.00	Y	Council
Jurabi and Tulki Meeting Rooms (13sqm) - 15% discount to day rate for hires greater than 3 consecutive days		15% discount		Council
Bundegi, Tulki and Jurabi Rooms - local community group/not for profit/EDHS hire discount 50%, conditions apply.		50% discount		Council
<i>* includes standard audio visual</i>				
Tantabiddi Art Gallery				
<i>*All hire rates include chairs and tables and standard audio visual</i>				
Tantabiddi Gallery (245sqm) per hour (min 2 hour hire)		\$ 160.00	Y	Council
Tantabiddi Gallery (245sqm) Day Rate		\$ 670.00	Y	Council
Tantabiddi Gallery (245sqm) - 15% discount to day rate for hires greater then 3 consecutive days		15% discount		Council
Tantabiddi Gallery (245sqm) - local community group/not for profit/EDHS hire discount 50%, conditions apply.		50% discount		Council
Other Venue Hire				
Osprey Gardens (min 2 hours)	per hour	\$ 71.00	Y	Council
Foyer, Murat Room (outside normal gallery opening hours) (min 2 hours)	per hour	\$ 152.00	Y	Council
Exmouth Galleries - Terrestrial or On-Route (outside normal gallery opening hours) (min 2 hours)	per hour	\$ 202.50	Y	Council
Ningaloo Aquarium Marine Gallery (outside normal gallery opening hours) (min 2 hours)	per hour	\$ 304.00	Y	Council
Venue staff				
Venue cleaning fees	per hour	\$ 66.75	Y	Council
Venue setup/pack away (2 staff) minimum charge 1 hour	per hour	\$ 133.75	Y	Council
Venue event staff hire (during office hours)	per hour	\$ 66.75	Y	Council
Venue event staff hire (out of office hours)	per hour	\$ 126.50	Y	Council
Venue event staff - On call fee (after hours)		\$ 50.75	Y	Council
Venue event staff - After hours call out	per hour	\$ 126.50	Y	Council
Other				
Video conferencing (plus call costs)		\$ 71.00	Y	Council
IT Support	per hour	\$ 78.00	Y	Council
Tea and coffee self service	per person	\$ 5.50	Y	Council
Venue Cancellation - less than 60 days notice 50% refund		50% refund		Council
Venue Cancellation - less than 14 days notice no refund		No refund		Council

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



	Notes	\$ Fee Charge	GST	Statutory/Council
Ningaloo Centre				
Wi-Fi Charges				
Individual User	30 minutes	\$ 4.00	Y	Council
Individual User	per hour	\$ 5.00	Y	Council
20-50 Users				
Set up fee	per event	\$ 152.00	Y	Council
Access fee	per user, per day	\$ 2.50	Y	Council
50-99 Users				
Set up fee	per event	\$ 253.25	Y	Council
Access fee	per user, per day	\$ 2.50	Y	Council
100+ Users				
Set up fee	per event	\$ 253.25	Y	Council
Access fee	per user, per event	\$ 2.50	Y	Council
Cabled Internet				
Per day	per day	\$ 222.75	Y	Council
for each additional day	per day	\$ 131.75	Y	Council
Ningaloo Aquarium & Discovery Centre				
Adults & Working Youths	per entry	\$ 20.00	Y	Council
Children and Concession Card Holders (<i>Seniors, Health Care and Student Card Holders</i>)	per entry	\$ 14.50	Y	Council
Children under 5		FREE		Council
Family (<i>2 Adults & 3 Children</i>)		\$ 60.00	Y	Council
Travel Industry Wholesale Rate		10%-50% discount reflecting volumes		Council
Friends of Ningaloo Centre - local resident (<i>resides within postcode 6707</i>)		FREE		Council
Group Rate (20-49)	per entry	\$ 17.50	Y	Council
Group Rate (50-99)	per entry	\$ 15.50	Y	Council
Group Rate (100-249)	per entry	\$ 13.75	Y	Council
Group Rate (250-499)	per entry	\$ 11.75	Y	Council
Group Rate (500+)	per entry	\$ 9.50	Y	Council
60 Minute Guided Tour (<i>excluding entry costs</i>)	per entry	\$ 14.25	Y	Council
45 Minute Back of house Aquarium Tour (<i>excluding entry costs</i>)	per entry	\$ 19.25	Y	Council
60 Minute Gold Tour (<i>excluding entry costs</i>)	per entry	\$ 65.75	Y	Council
7 Day Pass - Family (<i>2 Adults & 3 Children</i>)	per 7 days	\$ 100.25	Y	Council
7 Day Pass - Adult	per 7 days	\$ 28.75	Y	Council
7 Day Pass - Child	per 7 days	\$ 21.25	Y	Council
7 Day Pass - Concession	per 7 days	\$ 22.75	Y	Council
Ningaloo Visitor Centre				
Hire Equipment - Prices as marked on hire items	per item	various	Y	Council
Booking commission rates as % of total booking value		up to 15%		
Cancellation fees as per operator terms and conditions		various		
Retail Merchandise - Prices as marked on retail items in gift shop	per item	various	Y	Council
Advertising				
TV Display - Low season	per month	\$ 55.75	Y	Council
TV Display - High season	per month	\$ 162.00	Y	Council
TV Display - Low season	6 months	\$ 300.75	Y	Council
TV Display - High season	6 months	\$ 875.25	Y	Council
TV Display - 12 months	per year	\$ 1,089.00	Y	Council
Digital Display - Low season	per month	\$ 35.50	Y	Council
Digital Display - High season	per month	\$ 96.25	Y	Council
Digital Display - Low season	6 months	\$ 191.50	Y	Council
Digital Display - High season	6 months	\$ 519.75	Y	Council
Digital Display - 12 months	per year	\$ 658.50	Y	Council
DL Brochure	per year	\$ 121.50	Y	Council
A4 Brochure	per year	\$ 167.25	Y	Council
*Low season is October-March High season is April-September				

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



	Notes	\$ Fee Charge	GST	Statutory/Council
Library				
Library Services				
Damaged/Lost Items		At Cost		Council
Computer Use	10 minutes	\$ 1.50	Y	Council
Computer Use	30 minutes	\$ 4.00	Y	Council
Computer Use	1 hour	\$ 5.00	Y	Council
Computer Use - printing	black, per page	\$ 0.50	Y	Council
Computer Use - printing	colour, per page	\$ 2.00	Y	Council
Assisted Scanning 1 to 5 sheets		\$ 2.00	Y	Council
Assisted Scanning > 5 sheets		\$ 6.00	Y	Council
Black Photocopying - A4	per sheet	\$ 0.50	Y	Council
Black Photocopying - A3	per sheet	\$ 0.75	Y	Council
Colour Photocopying - A4	per sheet	\$ 1.50	Y	Council
Colour Photocopying - A3	per sheet	\$ 2.50	Y	Council
Laminating - A4	per sheet	\$ 3.00	Y	Council
Laminating - A3	per sheet	\$ 4.00	Y	Council
Outgoing Fax	up to 3 pages	\$ 3.50	Y	Council
Outgoing Fax	per page for extra pages	\$ 1.00	Y	Council
Outgoing International Fax	up to 3 pages	\$ 5.00	Y	Council
Outgoing International Fax	per page for extra pages	\$ 1.50	Y	Council
Incoming Fax	per page	\$ 1.00	Y	Council
Ring Binding (up to 1cm, including clear front, back cover and binder)		\$ 5.00	Y	Council
Ring Binding	per extra cm	\$ 2.50	Y	Council
Bond for Library Materials	2 Items	\$ 50.00		Council
Bond for Library Materials	up to 5 Items	\$ 80.00		Council
<i>Total item value is not to exceed bond paid</i>				
Administration Fee		\$ 84.75	Y	Council
Library Bags		\$ 1.50	Y	Council
Book Sales	as per book condition	various	Y	Council
Administration fee for overdue items at invoice stage	per invoice	\$ 10.25	Y	Council
Swimming Pool				
General Entry				
Scuba Diving Classes		\$ 21.00	Y	Council
Adults & Working Youths		\$ 5.50	Y	Council
Concession - Child/Seniors (Children under 2 years Free)		\$ 4.00	Y	Council
School Children (During School Event)		\$ 3.00	Y	Council
Spectators (Non-Pool Users)		\$ 2.00	Y	Council
Spectator accompanying a child		FREE		Council
Parent and Child (Swimming lessons only)		\$ 4.00	Y	Council
Family - 2 adults and 3 children under 16 years		\$ 17.50	Y	Council
<i>*Any person with a letter from their doctor confirming they require use of the swimming pool for therapy or rehabilitation shall be permitted multiple entries in one day for the price of a single entry.</i>				
10 Entry Pool Pass				
Adults & Working Youths		\$ 50.00	Y	Council
Concession - Child/Seniors		\$ 36.00	Y	Council
Season Tickets				
Annual Season Fee				
Family		\$ 385.00	Y	Council
Additional Child when purchasing Family Pass		\$ 21.00	Y	Council
Adults & Working Youths		\$ 243.00	Y	Council
Concession - Child/Seniors		\$ 152.00	Y	Council
Replacement Season Pass		\$ 5.00	Y	Council
<i>*Children under 2 years are Free</i>				
<i>*Season tickets purchased after 15 January will be charges at: Family \$253.00, Extra child \$13.50, Adult \$160.00, Concession \$99.50</i>				
<i>*Season passes are non-refundable. All season passes expire at the end of pool season, no season passes purchased in the last 6 weeks of the pool season.</i>				
Entry Fees for 'Dive-In Movies'				
Adults and working youths		\$ 12.50	Y	Council
Concession: Child/Seniors (4 y/o and under free)		\$ 8.00	Y	Council
Family Pass		\$ 40.50	Y	Council

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



	Notes	\$ Fee Charge	GST	Statutory/Council
Swimming Pool				
Hire Rates				
Private Pool Hire (Minimum 1 Hours) outside pool hours	per hour	\$ 225.00	Y	Council
Not For Profit Clubs (Minimum 1 Hours) outside pool hours	per hour	\$ 97.00	Y	Council
Exmouth Amateur Swimming Race Night Max 2 HRS		\$ 97.00	Y	Council
14 metre Aqua-run Hire (during private pool hire) includes cost of 1 lifeguard	per hour	\$ 76.00	Y	Council
Aqua-Run Fun Day	per person	\$ 3.00	Y	Council
Lifeguards per hour: (Minimum 2 Hours)	per hour	\$ 71.00	Y	Council
School Carnivals hourly rate outside normal opening hours (<i>plus Pool entry fee as above</i>)	per hour	\$ 76.00	Y	Council
Mat Hire	per hour	\$ 1.00	Y	Council
Commercial Lane Hire (during opening hours, max 3 lanes with 8 people/lane, subject to availability)	per lane, per hour	\$ 11.50	Y	Council
NFP Lane Hire (during opening hours, max 3 lanes with 8 people/lane, and subject to availability)	per lane, per hour	\$ 5.50	Y	Council
Swimming Club lane hire (during opening hours max 3 lanes, min 8 per lane before allocating 2nd and 3rd lanes)		FREE		
Meeting Room Hire	per hour	\$ 10.50	Y	Council
<i>*Large Private Functions to be arranged with Pool Manager as additional costs may apply</i>				
Local Govt Property Local Laws - Group Instruction Paltridge Memorial Swimming Pool				
Application for Access to Paltridge Memorial Swimming Pool (Businesses/Groups)		\$ 253.25		Council
Application for Access to Paltridge Memorial Swimming Pool (Individual, non scuba, commercial)		\$ 50.75		Council
Ranger Services				
Stock Control Fee (Cattle, Horses, Goats etc)				
Horses, mules, asses, camels, bulls or boars (per head):		\$ 52.75		Council
Horses, mules, asses, camels, bulls or boars (per head, + 2 yrs) first 24 hrs or part		\$ 3.50		Council
Horses, mules, asses, camels, bulls or boars (per head, + 2 yrs) subsequently each 24 hr or part		\$ 2.00		Council
Horses, mules, asses, camels, bulls or boars (per head, - 2 yrs) first 24 hrs or part		\$ 2.50		Council
Horses, mules, asses, camels, bulls or boars (per head, - 2 yrs) subsequently each 24 hr or part		\$ 1.50		Council
Mares, geldings, colts, fillies, foals, oxen, cows, steers, calves, rams or pigs (per head): first 24 hrs or part		\$ 2.00		Council
Mares, geldings, colts, fillies, foals, oxen, cows, steers, calves, rams or pigs (per head): subsequently each 24 hr or part		\$ 1.50		Council
Wethers, ewes, lambs or goats (per head) - first 24 hrs or part		\$ 1.50		Council
Wethers, ewes, lambs or goats (per head) - subsequently each 24 hr or part		\$ 1.50		Council
no charge is payable of a suckling animal under age of 6 months with its mother		FREE		Council
Mares, geldings, colts, fillies, foals, oxen, cows, steers, calves, rams or pigs (per head):		\$ 40.50		Council
Wethers, ewes, lambs or goats (per head):		\$ 27.25		Council
Impounding Fee				
All stock	per head, per day	\$ 8.50		Council
Sustenance Fee				
All stock (per head, per day)		\$ 38.50	Y	Council
Horses, mules, asses, camels, bulls, mares, geldings, colts, fillies, foals, oxen, cows, steers, heifers or calves (per head) - first 24 hrs or part		\$ 2.00	Y	Council
Pigs of any description (per head) - first 24hrs or part		\$ 2.00	Y	Council
Rams, wethers, ewes, lambs or goats (per head) - first 24 hrs or part		\$ 1.50	Y	Council
No charge is payable of a suckling animal under age of 6 months with its mother		FREE		Council

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



	Notes	\$ Fee Charge	GST	Statutory/Council
Ranger Services - Dog Control				
Impounding Fees				
Impounding Fee		\$ 97.75		Council
After Hours Release Fee		\$ 79.50	Y	Council
Daily Sustenance Fee		\$ 27.25	Y	Council
Third Dog Application Fee				
Third Dog Application Fee		\$ 103.25		Council
Dog Registrations				
Annual Registration				
Sterilised Dog or Bitch		\$ 20.00		Statutory
Unsterilised Dog or Bitch		\$ 50.00		Statutory
Three Year Registration				
Sterilised Dog or Bitch		\$ 42.50		Statutory
Unsterilised Dog or Bitch		\$ 120.00		Statutory
Lifetime Registration				
Sterilised Dog or Bitch		\$ 100.00		Statutory
Unsterilised Dog or Bitch		\$ 250.00		Statutory
Dog Registration - Concessions				
Guide Dogs		FREE		Statutory
Dogs used for Droving or Tending Stock		25% of Fee		Statutory
Dogs Owned by Pensioners		50% of Fee		Statutory
Registration after 31st May		50% of Fee		Statutory
Surrender of Dog				
Sterilised Dog Surrender		\$ 160.00	Y	Council
Unsterilised Dog Surrender		\$ 331.00	Y	Council
Dog Infringements				
Refer to Shire of Exmouth Dogs Local Law and Dog Act 1976				Statutory
Ranger Services				
Ranger Services	per hour	\$ 77.50	Y	Council
Ranger Services - Cat Control				
Impounding Fees				
Impounding Fee		\$ 94.00		Council
Daily Sustenance Fee	per day	\$ 27.75	Y	Council
Cat Registrations				
Annual Registration		\$ 20.00		Statutory
Three Year Registration		\$ 42.50		Statutory
Lifetime Registration		\$ 100.00		Statutory
Cat Registration - Concessions				
Annual Registration		\$ 10.00		Statutory
Three Year Registration		\$ 21.25		Statutory
Lifetime Registration		\$ 50.00		Statutory
Registration after 31st May		50% of Fee		Statutory
Cat Breeder				
Application (per annum)		\$ 100.00		Statutory
Cat Infringements				
Refer to: Cat Act 2011				Statutory
Cat Trap Hire				
Trap Hire	per week	\$ 14.00	Y	Council
Bond Required		\$ 182.25		Council
Ranger Services				
Ranger Services	per hour	\$ 77.50	Y	Council
Law, Order, Public Safety				
Impounded Items				
Vehicles				
Abandoned Vehicles Towing Fee		At Cost		Council
Initial Impounding Fee		\$ 97.75		Council
plus: Daily Impounded Fee		\$ 16.00		Council
All other items				
Initial Impounding Fee		\$ 49.25		Council
plus: Daily Impounded Fee		\$ 16.00		Council
Use of Council Facilities for Emergency Exercises (Emergency Services Organisations)				
Use of Council Facilities for holding of Emergency Exercises (At discretion of CEO)	per day	\$ 45.50	Y	Council
Parking Infringements - Refer to Shire of Exmouth Local Law Relating to Parking				

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



	Notes	\$ Fee Charge	GST	Statutory/Council
Sanitation				
Bin Services - Rateable Properties				
120Lt Domestic Bin Charge	per bin, per annum	\$ 253.75		Council
240Lt Domestic Bin Charge	per bin, per annum	\$ 362.00		Council
240Lt Commercial Bin Charge	per bin, per annum	\$ 362.00		Council
Refuse Bins				
Purchase 120Lt Bin		\$ 147.00	Y	Council
Purchase 240Lt Bin		\$ 151.25	Y	Council
Replacement Parts:				
Wheels	each	\$ 12.50	Y	Council
Lids	each	\$ 19.50	Y	Council
Lid Pins	each	\$ 2.00	Y	Council
Axles	each	\$ 10.50	Y	Council
Refuse Contracts				
240L Bin lift Fee (travel charges apply) per lift:		\$ 7.00	Y	Council
Travel Charge (per km or by agreement)		\$ 10.75	Y	Council
<i>*Note: Kilometre rate is based on full cost recovery</i>				
General Waste to be landfilled (General Tipping Face): (per m3)				
<i>*Note: Determination of any of the above fees is based on the origin and source of the waste material eg: yard clean up by resident = Residential/Domestic rates, yard clean up by contractor = Contractor rates</i>				
Residential/Domestic, Non-Commercial:				
Sorted General Waste up to max 1m3 Sorted General Waste = Waste NOT containing materials that could be separated for recycling/reuse or burning prior to landfill		FREE		Council
Unsorted General Waste up to max 1m3		\$ 10.00	Y	Council
Sorted General Waste over 1m3		\$ 25.00	Y	Council
Unsorted General Waste over 1m3		\$ 50.00	Y	Council
Non-Domestic, Contractors and Commercial:				
Sorted General Waste (Min charge = 1m3)		\$ 45.00	Y	Council
Unsorted General Waste (Min charge = 1m3)		\$ 90.00	Y	Council
Non Rateable Properties				
Sorted General Waste (Min charge = 1m3)		\$ 75.00	Y	Council
Unsorted General Waste (Min charge = 1m3)		\$ 135.00	Y	Council
<i>*Note: When loads/load levels are not visible at ground level, volume to be calculated on maximum carrying capacity of vehicle/bin</i>				
Uncovered/Unsecured Trailer Load				
Uncovered/Unsecured Trailer Load (In addition to waste fee)		\$ 40.00	Y	Council
Clean Fill				
Sand/soil free of any rubble, waste or construction/demolition material		FREE		Council
Construction/Demolition Waste: (per m3)				
<i>*Clean inert waste: sand, bricks & concrete as rubble (not large slabs or concrete blocks):</i>				
Residential/domestic, non-commercial: up to 1m3		FREE		Council
Residential/domestic, non-commercial: Large concrete slabs and/or blocks (over 1m3)		\$ 28.00	Y	Council
Non-Domestic: Contractors and Commercial: Fee doubled for Large concrete slabs and/or blocks		\$ 35.00	Y	Council
Non Rateable Properties: Fee doubled for Large concrete slabs and/or blocks		\$ 45.00	Y	Council
<i>*Note: When loads/load levels are not visible at ground level, volume to be calculated on maximum carrying capacity of vehicle/bin</i>				
<i>*Note: Large concrete = slabs > 1.0m2 or blocks > 0.5m x 0.5m x 0.5m. Increased fee due to additional processing requirements</i>				
Green Waste/Cardboard				
Residential/Domestic, Non-Commercial:		FREE	Y	Council
Non-Domestic: Contractors and Commercial: (Min Charge 1m3)		\$ 15.00	Y	Council
Non Rateable Properties (Min Charge 1m3)		\$ 50.00	Y	Council
<i>*Note: When loads/load levels are not visible at ground level, volume to be calculated on maximum carrying capacity of vehicle/bin. Cardboard must be free of contaminants eg. Plastic and packaging</i>				
Waste Oil: (per Litre) Maximum 20 Litres				
Residential/Domestic and Non-Commercial	per litre	\$ 1.50	Y	Council
Non-domestic, Contractors and Commercial	per litre	\$ 3.00	Y	Council
Non Rateable Properties	per litre	\$ 4.00	Y	Council
Liquid Waste: (per Kilolitre) - Minimum Fee \$21.65 (incl GST)				
Liquid Waste (residential, industrial & commercial)	per kilolitre	\$ 87.75	Y	Council
Non Rateable Properties	per kilolitre	\$ 95.00	Y	Council
Scrap Metal General \$ per m3 - including Car Bodies, Trailers, Heavy Gauge Steel ('Stack Size') etc.				
Residential/Domestic and Non-Commercial <1m3		FREE		Council
Residential/Domestic and Non-Commercial >1m3		\$ 22.00	Y	Council
Non-domestic, Contractors and Commercial		\$ 38.00	Y	Council
Non Rateable Properties		\$ 45.00	Y	Council
General - \$ per m3				
Cars		\$ 50.00	Y	Council
Caravans		\$ 64.00	Y	Council
Trucks and Buses etc		\$ 152.00	Y	Council
<i>*Note: 'Stack Size' = Not more than 1.2m Length x 0.5m Wide x 6mm Thick</i>				
<i>*Note: For environmental and WHS compliance, before arriving to the landfill site, any motor vehicles entering the site for disposal must have the battery removed, be emptied of fuel/gas and oils. Failure to do so will result in the m3 charge for Mixed Waste being applied.</i>				
Steel Drums not cleaned and/or lids not removed (e.g. 44Gal)				
Rateable Properties - Domestic, Contractors and Commercial		\$ 55.00	Y	Council
Non Rateable Properties		\$ 76.00	Y	Council

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



Notes	\$ Fee Charge	GST	Statutory/Council
Sanitation			
Tyres: (per Tyre)			
Passenger Vehicles, Motorbikes (ea)	\$ 17.00	Y	Council
Four Wheel Drive & Light Truck (ea)	\$ 25.25	Y	Council
Truck	\$ 58.00	Y	Council
Tractor/Large Plant	\$ 81.00	Y	Council
Haul Pack and/or similar	\$ 1,140.00	Y	Council
<i>*Note: Non Rateable Properties attract a fee loading of 50% additional to the above fees</i>			
Special Burials/Document Disposal			
<i>*Asbestos waste, medical waste, animal remains, documents etc</i>			
Special Burials up to 1m3	\$ 70.00	Y	Council
Special Burials over 1m3	\$ 125.00	Y	Council
Non Rateable Properties	\$ 195.00	Y	Council
Batteries:			
Residential/Domestic, Non-Commercial, Non-domestic, Contractors and Commercial			
Car & Motorcycle	each \$ 11.75	Y	Council
Truck & Commercial Marine	each \$ 15.75	Y	Council
Non Rateable Properties			
Car & Motorcycle	each \$ 20.00	Y	Council
Truck & Commercial Marine	each \$ 25.00	Y	Council
Refrigerators, Freezers & Air Conditioners (where gas to be reclaimed)			
Rateable Premises - domestic, Contractors and Commercial	\$ 53.50	Y	Council
Non Rateable Properties	\$ 70.00	Y	Council
<i>*Note: Items that have had refrigerant gas reclaimed may be disposed as scrap metal subject to presentation of documentary evidence e.g. gas reclaiming detailed on an invoice</i>			
<i>*Note: Determination of any of the above Tip Fees is based on the origin and source of the waste material eg: yard clean up by resident= Residential/Domestic rates; yard clean up by contractor = Contractor rates</i>			
Sanitation Account Card			
Initial Card	FREE		Council
Replacement or second or multiple card/s (per card)	\$ 12.00	Y	Council
Cemetery			
Cemetery Charges (in accordance with Cemeteries Act 1986 Section 53)			
Grant of Right of Burial			
Applies to Gravesites and Niche Wall Memorials			
Grant of Right of Burial	\$ 162.50		Council
Renewal of Right of Burial	\$ 162.50		Council
Gravesite Burial Charges			
Interment of Adult	\$ 840.75	Y	Council
Interment of Child (under 18)	\$ 517.75	Y	Council
Interment of Ashes in Family Grave	\$ 271.50	Y	Council
Memorial Charges			
Spread of Ashes in Cemetery	\$ 96.25	Y	Council
Purchase / Pre-Purchase of Niche Memorial	\$ 380.75	Y	Council
Niche Pre-Purchase Refund Fee	\$ 39.50	Y	Council
Installation of Plaque	\$ 90.25	Y	Council
Family Graves (under existing Grant of Right of Burial)			
Reopening of Family Grave for Interment of Adult	\$ 840.75	Y	Council
Reopening of Family Grave for Interment of Child	\$ 517.75	Y	Council
Reopening of Family Grave for Interment of Ashes	\$ 271.75	Y	Council
Monument Removal by the Shire (prior to Reopening)	\$ 169.00	Y	Council
Licences/Late Fees & Additional Fees			
Funeral Directors Licence - Annual	\$ 310.00		Council
Funeral Directors Licence - Single Funeral Permit	\$ 51.75		Council
Weekend / Public Holiday Memorials / Burials - Additional Charge	\$ 195.25	Y	Council

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



	Notes	\$ Fee Charge	GST	Statutory/Council
Health Administration and Inspections				
Other Health Fees and Charges				
Lodging House per annum - minimum \$337.00 per establishment	per room	\$ 13.50		Council
Lodging House per annum when on same property as a Licensed Caravan Park - minimum \$204.00 per establishment	per room	\$ 13.50		Council
Licence for the Collection, Removal or Disposal of Sewage per annum		\$ 176.00		Council
Skin Penetration Premises: Application/Notification Fee		\$ 116.50		Council
Inspection Fee per hour: Minimum fee \$40.00 Eg Food Business, Skin Penetration establishments	per hour	\$ 74.50	Y	Council
Liquor Licence Application (Section 39 Health Certificate)		\$ 114.50		Council
Application for Public Building Approval: Low Risk		\$ 145.75		Council
Application for Public Building Approval: Low Risk - Not for Profit Organisations		\$ 73.00		Council
Application for Public Building Approval: Medium Risk		\$ 437.50		Council
Application for Public Building Approval: Medium Risk - Not for Profit Organisations		\$ 218.75		Council
Application for Public Building Approval: High Risk		\$ 583.50		Council
Application for Public Building Approval: High Risk - Not for Profit Organisations		\$ 291.75		Council
Application for Temporary Public Building: Low Risk		\$ 57.00		Council
Application for Temporary Public Building: Low Risk - Not for Profit Organisations		\$ 28.50		Council
Application for Temporary Public Building: Medium Risk		\$ 145.75		Council
Application for Temporary Public Building: Medium Risk - Not for Profit Organisations		\$ 73.00		Council
Application for Temporary Public Building: High Risk		\$ 291.75		Council
Application for Temporary Public Building: High Risk - Not for Profit Organisations		\$ 145.75		Council
Application to vary a current Public Building Approval		\$ 145.75		Council
Application to vary a current Public Building Approval - Not for Profit Organisations		\$ 73.00		Council
Application for Temporary Accommodation - Caravan/Camping up to 3mths:		FREE		Council
Application for Temporary Accommodation - Caravans whilst building House		\$ 220.25	Y	Council
Property Sales Environmental Health Enquiries (Approvals/Orders):		\$ 63.75		Council
Application for Registration/ Notification of a Food Business				
New Food Business Premises (Building or Fit Out)		\$ 291.75		Council
Existing Food Business Premises (Already fitted out as FP)		\$ 145.75		Council
Temporary Food Business Fee (Once Off Food Stalls - Max 2 days)		\$ 35.50		Council
Seasonal Food Business Fee (> two days, < 6mths)		\$ 113.50		Council
Transfer/Change of Registration Details		\$ 73.00		Council
<i>*When the above fees apply to sporting clubs, community groups and the like not-for-profit organisations, the stated fee is reduced by 50% (Subject to Reg. 10 of the Food Regulations 2009, charitable and community groups may be exempt from a Notification Fee)</i>				
Food Business Annual Inspection Fees According to Risk Rating Pro Rata @ 30 September				
Low Risk Food Business (includes 1 inspection per year)		\$ 73.00		Council
Medium Risk Food Business (includes 3 inspections per year)		\$ 218.75		Council
High Risk Food Business (includes 4 inspections per year)		\$ 437.50		Council
<i>*The above inspection fees are applied at a 50% concession to sporting clubs, community groups and the like not-for-profit groups that operate a food business from permanent establishments and to Food Businesses registered as Seasonal Operators. Inspections per year greater than listed above will incur additional inspection fee as detailed under 'Other Health Fees and Charges'</i>				
Seasonal/Temporary Food Business Inspection Fees				
One day event/stall		Nil		Council
Food Stall > 2 days pa : Charged per inspection as detailed under 'Other Health Fees & Charges' above				
<i>*The above inspection fees also apply to sporting clubs, community groups and the like not-for-profit groups</i>				
Offensive Trades Licence Statutory Fees				
Artificial manure depots		\$ 211.00		Statutory
Manure Works		\$ 211.00		Statutory
Laundries, dry-cleaning establishments		\$ 147.00		Statutory
Poultry Farming		\$ 298.00		Statutory
Fish Processing Establishments (in which whole fish are cleaned and prepared)		\$ 298.00		Statutory
Shellfish and crustacean processing establishments		\$ 298.00		Statutory
Fish curing establishment		\$ 211.00		Statutory
Any other offensive trade not specified		\$ 298.00		Statutory
Water Sampling:				
<i>*Fees below are for reimbursement of sampling & freight costs only. Any analytical fees will be on-charged with an additional 20% admin fee</i>				
Within Townsite:				
Statutory, Private/Public/Commercial (per sample):		\$ 26.00	Y	Council
Within 50 km's of Townsite				
Statutory, Private/Public/Commercial (initial sample):		\$ 82.75	Y	Council
Subsequent Samples (per sample):		\$ 26.00	Y	Council
Water Sampling/Monitoring of non-Rateable properties	apply 20% surcharge to the above			Council
Over 50km's but under 100km's from Townsite				
Statutory, Private/Public/Commercial (initial sample):		\$ 131.00	Y	Council
Subsequent Samples (per sample):		\$ 26.00	Y	Council
Water Sampling/Monitoring of non-Rateable properties	apply 20% surcharge to the above			Council
Over 100km's from Townsite but under 200km's				
Statutory, Private/Public/Commercial (initial sample):		\$ 276.75	Y	Council
Subsequent Samples (per sample):		\$ 26.00	Y	Council
Water Sampling/Monitoring of non-Rateable properties	apply 20% surcharge to the above			Council
<i>*Note: Fees for Laboratory analysis and reporting will be full cost recovery of laboratory invoice + Administration Fee. The Administration Fee is equivalent to the Health Inspection Fee per hour as listed under 'Other Health Fees and Charges'</i>				

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



Notes	\$ Fee Charge	GST	Statutory/Council
Health Administration and Inspections			
Aquatic Facilities			
Application for Approval of Aquatic Facility (Max 2 inspections)	\$ 241.00		Council
<i>> 2 inspections, a re-inspection fee is applicable as per "Inspection Fee" as detailed above (Other Health Fees and Charges)</i>			
Licensed Caravan Parks & Camping Grounds Statutory Fees			
Application for grant or renewal of licence: (minimum fee \$200)			
Long Stay Sites	\$ 6.00		Statutory
Short Stay Sites and Sites in Transit Parks	\$ 6.00		Statutory
Camp Site	\$ 3.00		Statutory
Overflow Site	\$ 1.50		Statutory
Temporary Licence: pro-rata of above -minimum \$100			
Additional fee for renewal after expiry	\$ 20.00		Statutory
Transfer of Licence	\$ 100.00		Statutory
Application to review licence	\$ 178.00	Y	Council
Sewage, Effluent and Liquid Waste			
Local Government Application Fee	\$ 118.00		Statutory
Local Government Report Fee (Application to Health Dept)	\$ 118.00		Statutory
Fee for grant of Permit to Use an Apparatus	\$ 118.00		Statutory
Re-inspection Fee (if 2 > Inspections required)			
<i>> 2 inspections, a re-inspection fee is as per "Inspection Fee" as detailed above (Other Health Fees and Charges)</i>			
Building Control			
Applications for Building & Demolition Permit			
Certified application for a building permits (s.16(1))			
For building work for a Class 1 or Class 10 building or incidental structure the fee 0.19% of the estimated value of the building work as determined by the relevant permit authority, but not less than \$105.00			Statutory
For building work for a Class 2 to Class 9 building or incidental structure the fee is 0.09% of the estimated value of the building work as determined by the relevant permit authority but no less than \$105.00			Statutory
Uncertified application for a building permit (s.16(1))			
The fee is 0.32% of the estimated value of the building work as determined by the relevant permit authority, but not less than \$105.00			Statutory
Application for a Demolition Permit (s.16(1))			
For demolition work in respect of a Class 1 or 10 building or incidental structure the fee is \$105.00	\$ 105.00		Statutory
For demolition work in respect of Class 2 to Class 9 (per storey)	\$ 105.00		Statutory
Application to extend the time during which a building or demolition permit has effect. (s.32(3)(f)) the fee is \$105.00	\$ 105.00		Statutory
Application for approval of battery powered smoke alarm (regulation 61) the fee is \$179.40	\$ 179.40		Statutory
Application for occupancy permits and building approval certificates			
Application for occupancy permit for a completed building.(s.46)	\$ 105.00		Statutory
Application for a temporary occupancy permit for incomplete building.(s.47)	\$ 105.00		Statutory
Application for modification of an occupation permit for additional use of a building on temporary basis.(s.48)	\$ 105.00		Statutory
Application for replacement occupancy permit for a permanent change of the building's use, classification.(s.49)	\$ 105.00		Statutory
Application for an occupancy permit or building approval certificate for registration of strata scheme, plan or re-subdivision (s.50(1) and (2)). The fee is \$11.60 for each strata unit covered by the application, but not less than \$115.00			Statutory
Application for occupancy permit for a building in respect of which unauthorised work has been done(s.51(2)) The fee is 0.18% of the estimated value of the unauthorised work as determined by the relevant permit authority but not less than \$105.00			Statutory
Application for a building approval certificate for a building in respect of which unauthorised work has been done (s.51(3)) 0.38% of the estimated value of the unauthorised work as determined by the relevant permit authority, but not less than \$105.00			Statutory
Application to replace an occupancy permit for an existing building.(s.52(1))	\$ 105.00		Statutory
Application for a building approval certificate for an existing building where unauthorised work has not been done.(s.52(2))	\$ 105.00		Statutory
Application to extend the time during which an occupancy permit or a building approval certificate has effect(s.65(3)(a))	\$ 105.00		Statutory
Application as defined in regulation 31 (for each building standard in respect of which a declaration is sought)	\$ 2,160.15		Statutory
BCITF			
BCITF (all construction over \$20,000)	0.2% of the estimated cost of proposed construction.		Statutory

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



	Notes	\$ Fee Charge	GST	Statutory/Council
Building Control				
BUILDING SERVICES LEVY (BSL)				
BSL (value \$45,000 or less)				
Building permit		\$ 61.65		Statutory
Demolition permit		\$ 61.65		Statutory
Occupancy permit or building approval certificate for approved building work under s47, 49, 50 or 52 of the Building Act		\$ 61.65		Statutory
Occupancy permit or building approval certificate for unauthorised building work under s52 of the Building Act		\$ 123.30		Statutory
Occupancy permit under s46 of the Building Act		no levy is payable		Statutory
Modification of occupancy permit for additional use of building on temporary basis under s48 of Building Act		no levy is payable		Statutory
BSL (value over \$45,000)				
Building Permit		0.137% of work Value		Statutory
Demolition Permit		0.137% of work Value		Statutory
Occupancy permit or building approval certificate for approved building work under s47, 49, 50 or 52 of the Building Act		\$ 61.65		Statutory
Occupancy permit or building approval certificate for unauthorised building work under s52 of the Building Act		0.274% of the work value		Statutory
Occupancy permit under s46 of the Building Act		no levy is payable		Statutory
Modification of occupancy permit for additional use of building on temporary basis under s48 of Building Act		no levy is payable		Statutory
Swimming Pools				
Private Swimming Pool Inspections (Building Reg. 2012 reg53 [2]):	per inspection	\$ 58.45		Statutory
Statutory Fees:- Not set by the Council, may be amended by the State				
Non Statutory Fees				
Request to provide Certificate of Design Compliance – Class 2 to 9 Buildings within the Shire of Exmouth. - Minimum \$175.00		0.15% of estimated cost		Council
Request from another Local Govt to provide Certificate of Design Compliance - For that LG's work – Any Class. - Minimum \$220.00		0.2% of estimated cost		Council
Request to provide Certificate of Design Compliance for buildings outside the Shire of Exmouth – Class 1 & 10 buildings. - Minimum \$302.00		0.32% of estimated cost		Council
Request to provide Certificate of Design Compliance for buildings outside the Shire of Exmouth – Class 2 to 9 buildings. - Minimum \$302.00		0.32% of estimated cost		Council
Request to provide Certificate of Construction Compliance. - Minimum \$203.75		0.1% of estimated cost		Council
Request to provide Certificate of Building Compliance. - Minimum \$203.75		0.1% of estimated cost		Council
Amended Plan Processing Fee per hour: (Min fee paid on submission \$55)		\$ 63.50	Y	Council
Request for additional Building Service advice. Qualified Building Surveyor. (per hr) (Min fee paid on submission \$55)		\$ 120.25	Y	Council
Minimum Charge per inspection (hourly rate)				
Class 10 - Minor Structures, sheds and the like		\$ 69.75	Y	Council
Classes 1 to 9		\$ 97.50	Y	Council
BAL Assessment using Shire's BAL Contour Mapping		\$ 179.25	Y	Council
Miscellaneous				
Private Swimming Pool written report		\$ 130.75	Y	Council
Local Government approval for a park home		0.35% of the estimated cost of construction inclusive of GST		Council
Use of Shire's Structural Engineer Certified Specifications		\$ 150.50	Y	Council
Application for approval Fencing Local Laws: e.g. Overheight fence		\$ 97.50		Council
Property Sales Building Enquiries (Approvals/Orders)		\$ 84.00		Council
Inspection & Report to verify legality of buildings: (ie confirmation that all buildings and structures on site are approved)		\$ 220.75	Y	Council
Search Fee (per hour) for Release of Copies of Building Plans: (minimum fee \$22 incl GST)	per hour	\$ 86.50	Y	Council
Provision of Monthly Building Approval Statistics (annual charge - email only)		\$ 71.75	Y	Council
Photocopying of Building Plans to support current Building Permit Applications				
A4 Copy	per sheet	\$ 1.25	Y	Council
A3 Copy	per sheet	\$ 1.50	Y	Council

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



Notes

\$
Fee
Charge

GST

Statutory/Council

Town Planning			
FIXED FEES			
1	Determination of a development application (other than for an extractive industry) where the development has not commenced or been carried out and		
	a) not more than \$50,000	\$ 147.00	Statutory
	b) more than \$50,000 but not more than \$500,000	0.32% of estimated cost of development	Statutory
	c) more than \$500,000 but not more than \$2.5 million	\$1,700 + 0.257% for every \$1 in excess of \$500,000	Statutory
	d) more than \$2.5 million but not more than \$5 million	\$7,161 + 0.206% for every \$1 in excess of \$2.5 million	Statutory
	e) more than \$5 million but not more than \$21.5 million	\$12,633 + 0.123% for every \$1 in excess of \$5 million	Statutory
	f) more than \$21.5 million	\$ 34,196.00	Statutory
2	Determining a development application (other than for an extractive industry) where the development has commenced or been carried out	The fee in item 1 plus, by way of penalty, twice that fee	Statutory
3	Determination of development application for an extractive industry where the development has not commenced or been carried out	\$ 739.00	Statutory
4	Determining a development application for an extractive industry where the development has commenced or been carried out	The fee in item 3 plus, by way of penalty, twice that fee	Statutory
5A	Determining an application to amend or cancel development approval	\$ 295.00	Statutory
5	Providing a subdivision clearance for -		
	a) not more than 5 lots	per lot \$ 73.00	Statutory
	b) more than 5 lots but not more than 195 lots (first five lots):	per lot \$ 73.00	Statutory
	b) more than 5 lots but not more than 195 lots (after five lots):	per lot \$ 35.00	Statutory
	c) more than 195 lots:	\$ 7,393.00	Statutory
6	Determining an initial application for approval of a home occupation where the home occupation has not commenced	\$ 222.00	Statutory
7	Determining an initial application for approval of a home occupation where the home occupation has commenced	The fee in item 6 plus, by way of penalty, twice that fee	Statutory
8	Determining an application for the renewal of an approval of a home occupation where the application is made before the approval expires	\$ 73.00	Statutory
9	Determining an application for the renewal of an approval of home occupation where the application is made after the approval has expired	The fee in item 8 plus, by way of penalty, twice that fee	Statutory
10	Determining an application for a change of use or for an alteration or extension or change of a non conforming use to which item 1 does not apply, where the change or the alteration, extension or change has not commenced or been carried out	\$ 295.00	Statutory
11	Determining an application for a change of use or for an alteration or extension or change of a non conforming use to which item 2 does not apply, where the change or the alteration, extension or change has commenced or been carried out	The fee in item 10 plus, by way of penalty, twice that fee	Statutory
12	Providing a zoning certificate	\$ 73.00	Statutory
13	Replying to a property settlement questionnaire	\$ 73.00	Statutory
14	Providing written planning advice	\$ 73.00	Statutory
Developer Contribution Fee (per lot or strata lot upon clearance of development conditions)			
	Incorporating admin, headworks, drainage, community facilities, mtce and future asset replacement, this fee will not be imposed until statutory amendments are made to Town Planning Scheme No. 4	As gazetted in Town Planning Scheme Amendment.	
Adoption/Amendment of Local Planning Scheme, Structure Plan, Activity Centre Plan or Local Development Plan			
Total estimated fees for Scheme Amendments and Structure plans are calculated in accordance with part 7 - "Local Government Planning Charges" of the Planning and Development Regulations 2009.			
Hourly rates for fee for service as follows:			
	Person in charge of town planning at local government	As per the	Statutory
	Senior Planner or Manager	maximum set out	Statutory
	Planning Officer, Environmental Health Officer or other Officer with qualification relevant to the request	by the Planning and	Statutory
	Secretary or Administrative Officer	Development	Statutory
		Regulations 2009	Statutory

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



	Notes	\$ Fee Charge	GST	Statutory/Council
Town Planning				
Additional costs and expenses payable by applicants (e.g. advertising)				
BAL Assessment using Shire's BAL Contour Mapping		\$ 179.25	Y	Council
All other costs and expenses	As set out by the Planning and Development Regulations 2009			Statutory
Holiday Accommodation				
Application for Renewal of Development Approval for Holiday Accommodation		\$ 250.00	Y	Council
LIQUOR LICENCE				
Liquor Licence Applications (Section 40 Town Planning Certificate)		\$ 149.00		Council
INSPECTION FEES				
Inspection hourly rate (Minimum Charge):		\$ 107.00	Y	Council
Temporary Advertising				
Temporary Banner Display Advertising				
Permit Fee (per week)				
Non-profit		\$ 15.50	Y	Council
Commercial/Community		\$ 46.75	Y	Council
Activities on Local Government Property, Thoroughfares and Public Places				
Application Fee*		\$ 50.75		Council
Permit amendment application fee*		\$ 30.00		Council
*Community, charitable, government and other organisations or events which are not for profit are exempt from any permit fees (application fee applies)				
Itinerant Traders				
Permit Fee (standard hire space size = 10sqm)				
Town Centre (including Federation Park) incl power, water bin usage where applicable	per hour per std. hire space	\$ 6.25	Y	Council
Town Beach including power, water, bin usage where applicable	per hour per std. hire space	\$ 3.25	Y	Council
Payne Street including power, water, bin usage where applicable	per hour per std. hire space	\$ 3.25	Y	Council
Murat and Yardie Creek Road turnoff	per hour per std. hire space	\$ 1.50	Y	Council
Tantabiddi Boat Ramp precinct	per hour per std. hire space	\$ 1.50	Y	Council
Lighthouse precinct	per hour per std. hire space	\$ 1.50	Y	Council
Dunes carpark	per hour per std. hire space	\$ 1.50	Y	Council
Hunters carpark	per hour per std. hire space	\$ 1.50	Y	Council
Licence Fee (applied at 50% discount to above permit fee rates)	per hour per std. hire space			Council
Miscellaneous				
Permit Fee				
Weddings	per permit	\$ 121.75	Y	Council
Events / Functions	per permit	\$ 129.25	Y	Council
BOND Event / Functions	per permit	\$ 557.25		Council
Coastal (Town Beach; Tantabiddi to Mildura Wreck Rd: McLeods to Learmonth Jetty)	per sqm per day	\$ 1.00	Y	Council
Parks (other than Federation park)	per sqm per day	\$ 1.00	Y	Council
Federation park	per sqm per day	\$ 5.00	Y	Council
Busker/Raffle Tickets	per sqm per day	\$ 2.25	Y	Council
Outdoor Eating Permits AND Town Centre Public Space Permits				
Application Fee				
3 year permit		\$ 109.50	Y	Council
Expired Permit		\$ 152.00	Y	Council
Permit Fee (Annual Usage Fee)				
Outdoor eating permit AND Town Centre Public Space*	per sqm per year	\$ 52.25	Y	Council
*Pro rata for remainder of year (minimum 4 weeks)				
Shire Depot, Traffic Management and Signs				
Traffic Management Signs				
Traffic Management Sign Hire	per sign, per day	\$ 16.00	Y	Council
Traffic Cones	per cone, per day	\$ 15.50	Y	Council
Signs				
Stack Sign - Purchase, installation and initial display fee until 30 September		\$ 276.00	Y	Council
Stack Sign - Display fee	per annum	\$ 120.25	Y	Council
Directional Sign - Purchase, installation and initial display fee until 30 September		\$ 276.00	Y	Council
Directional Sign - Display fee	per annum	\$ 120.25	Y	Council

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



	Notes	\$ Fee Charge	GST	Statutory/Council
Private Works				
Mobile Ablution Caravan				
Bond		\$ 210.00		Council
Rate per day delivered to location and returned to Shire Depot by Shire staff (cleaned and holding tanks pumped out by hirer).	per day	\$ 348.25	Y	Council
Travel fee if outside of town boundaries	per kilometre	\$ 11.00	Y	Council
Plant Hire with Operators (per hour):				
Grader (12H)	per hour	\$ 162.50	Y	Council
Front-end Loader (WA250)	per hour	\$ 154.50	Y	Council
Tip Truck (12 tonne)	per hour	\$ 140.75	Y	Council
Tip Truck (10 tonne)	per hour	\$ 132.75	Y	Council
Steel Drum Roller (15 tonne)	per hour	\$ 140.75	Y	Council
Mini Digger	per hour	\$ 111.50	Y	Council
Tip Truck (Canter)	per hour	\$ 111.50	Y	Council
Bobcat	per hour	\$ 111.50	Y	Council
Road Sweeper	per hour	\$ 140.75	Y	Council
Tractor (Massey 393)	per hour	\$ 125.00	Y	Council
Tractor & Slasher	per hour	\$ 132.75	Y	Council
Excavator	per hour	\$ 240.00	Y	Council
Line Marker	per hour	\$ 87.00	Y	Council
Paddock Single Drum Vibrating Roller with Honda motor	per hour	\$ 87.00	Y	Council
Generator Hire - including delivery and pick-up	per day	\$ 152.00	Y	Council
General Labour Rate	per hour	\$ 58.75	Y	Council
Minimum call out charge		\$ 217.75	Y	Council
+ additional labour (per hour)	per hour	\$ 117.50	Y	Council
<i>*Note: Private Works will only be undertaken subject to plant and operator availability</i>				
In addition to the above, the following rates will apply:				
For works exceeding \$2,000, a deposit of 50% of the total job is required to be paid.				
For any accounts that are 30 days outstanding will incur a 10% penalty calculated daily by simple interest.				
For work on a Saturday an additional 50% will be charged.				
For work on a Sunday an additional 75% will be charged.				
All works are charged to a minimum of 3 hours.				
Learmonth Airport				
Passenger Head Fee (Regular Passenger Transport)				
Passenger Head Fee	per head	\$ 24.25		Council
Security Levy				
Security Levy (minimum \$1,000 per departing flight)	per departing passenger	\$ 23.50	Y	Council
After Hours (1700 to 0700) RPT Security Screening Fee per hour (charge in addition to security Levy per departing passenger fee)		\$ 393.00	Y	Council
Airport Landing Fees				
Airport Landing Fees (RPT) per Tonne of Maximum Take-off Weight (MTOW)	per tonne	\$ 15.75	Y	Council
Airport Landing Fees per Tonne of Maximum Take-off Weight > 5,700kg	per tonne	\$ 24.25	Y	Council
Landing Fees - Light Aircraft - > 1,500kg but < 5,700kg	fixed rate	\$ 20.75	Y	Council
Landing Fees - Microlight Aircraft - < 1,500kg	fixed rate	\$ 7.50	Y	Council
Training flights - single landing weight based per tonne per hour	per tonne, per hour	\$ 24.25	Y	Council
Training flights - Light Aircraft - > 1,500kg but < 5,700kg - single landing per hour - Fixed Rate		\$ 20.75	Y	Council
Training flights - Microlight Aircraft - < 1,500kg - single landing per hour - Fixed Rate		\$ 7.50	Y	Council
After Hours Duty ARO Callout Fee (1700-0700), min 3 hour charge	per hour	\$ 76.50	Y	Council
Aircraft Parking Fees				
Overnight Parking Fee - Aircraft < 1,500kg Fixed Rate		\$ 11.25	Y	Council
Overnight Parking Fee - Aircraft >= 1,500kg but < 5,700kg Fixed Rate		\$ 19.25	Y	Council
Overnight Parking Fee - Aircraft >= 5,700kg Fixed Rate		\$ 32.00	Y	Council
Weekly Parking Fee - Aircraft < 1,500kg Fixed Rate		\$ 38.00	Y	Council
Weekly Parking Fee - Aircraft >= 1,500kg but < 5,700kg Fixed Rate		\$ 67.75	Y	Council
Weekly Parking Fee - Aircraft >= 5,700kg Fixed Rate		\$ 111.50	Y	Council
Monthly Parking Fee - Aircraft < 1,500kg Fixed Rate (by prior arrangement)		\$ 65.75	Y	Council
Monthly Parking Fee - Aircraft >= 1,500kg but < 5,700kg Fixed Rate (by prior arrangement)		\$ 118.50	Y	Council
Monthly Parking Fee - Aircraft >= 5,700kg Fixed Rate (by prior arrangement)		\$ 194.00	Y	Council
Annual Parking Fee - Aircraft < 1,500kg Fixed Rate (by prior arrangement)		\$ 788.00	Y	Council
Annual Parking Fee - Aircraft >= 1,500kg but < 5,700kg Fixed Rate (by prior arrangement)		\$ 1,418.25	Y	Council
Annual Parking Fee - Aircraft >= 5,700kg Fixed Rate (by prior arrangement)		\$ 2,324.75	Y	Council
Airside Environmental Charge				
Where aircraft operators are responsible and do not complete their own clean up to the Operator's satisfaction, Council will clean up any fuel or oil spills at the following rates.		\$ 89.25	Y	Council
<i>*This charge applies only to clean up of fuel and oil on the Airport.</i>				
Solar Lights				
Replacement Solar Lights - Exmouth Aerodrome		\$ 913.75	Y	Council
Electronic Access Keys				
Key issue / Replacement key		\$ 164.00	Y	Council
Tenants Lease				
<i>*Subject to negotiation and Council Policy</i>				
Internet Access Fee per month		\$ 25.75	Y	Council
Temporary Airport Office Space				
Single office	per day	\$ 149.00	Y	Council

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



	Notes	\$ Fee Charge	GST	Statutory/Council
Learmonth Airport				
Meeting / Rest Room Hire (Non-Exclusive Use)				
Per hour (or part thereof)		\$ 8.00	Y	Council
Per Day		\$ 41.50	Y	Council
Annual fee (Subject to negotiation and Council Policy)			Y	Council
Cleaning fee (per hour or part thereof)	per hour	\$ 36.00	Y	Council
Advertising Space				
Advertising space (wall/windows)	per square meter, per month	\$ 154.25	Y	Council
Baggage carousel (back lit poster)	per annum	\$ 2,622.00	Y	Council
Pillar Stands (Information Stands approx. 0.6m x 0.6m x 2.4m)	per month	\$ 52.25	Y	Council
Free-standing Banner (Maximum 2.1m x 1m)	per month	\$ 52.25	Y	Council
A-frame (Maximum 1m x 0.8m)	per month	\$ 31.00	Y	Council
A4 Brochure Holders (block of 3)	per annum	\$ 82.00	Y	Council
A4 Brochure Holders (block of 3)	per month	\$ 15.50	Y	Council
Pamphlet (DL) Brochure Holders (block of 3)	per annum	\$ 61.75	Y	Council
Pamphlet (DL) Brochure Holders (block of 3)	per month	\$ 7.75	Y	Council
Single A4 Display Holder	per annum	\$ 36.00	Y	Council
Single A4 Display Holder	per month	\$ 5.50	Y	Council
Single A3 Display Holder	per annum	\$ 72.00	Y	Council
Public Vehicle Parking Area				
Pay and display ticket parking	first 4 hours	FREE		Council
Pay and display ticket parking	per day (24 hour period)	\$ 8.00	Y	Council
Pay and display ticket parking	per week	\$ 45.00	Y	Council
Overflow Car Park - Annual Pass		\$ 440.00	Y	
Rental Vehicle Parking Area				
Rental Vehicle Car Park (Learmonth Airport) - Annual Licence	per bay	\$ 405.25	Y	Council
Overflow Car Park - Annual Licence	per bay	\$ 202.50		Council
Ground Transport Parking Area				
Ground Transport Operator Fee (Learmonth Airport) - Annual Licence		\$ 231.00	Y	Council
Ground Transport Parking Area Gate Key Fob - Replacement/Additional (Learmonth Airport)		\$ 67.75	Y	Council
Learmonth Heliport				
<i>*Learmonth Operating Deed Hours 0600 to 2200hrs</i>				
Monday to Friday				
For each DEPARTURE of helicopter within the Learmonth Operating Deed Hours		\$ 1,106.25	Y	Council
For each DEPARTURE of helicopter outside the Learmonth Operating Deed Hours		\$ 1,272.25	Y	Council
For each ARRIVAL of helicopter within the Learmonth Operating Deed Hours		\$ 645.25	Y	Council
For each ARRIVAL of helicopter outside the Learmonth Operating Deed Hours		\$ 741.50	Y	Council
Weekends & Public Holidays				
For each DEPARTURE of helicopter within the Learmonth Operating Deed Hours		\$ 1,637.00	Y	Council
For each DEPARTURE of helicopter outside the Learmonth Operating Deed Hours		\$ 1,882.75	Y	Council
For each ARRIVAL of helicopter within the Learmonth Operating Deed Hours		\$ 955.25	Y	Council
For each ARRIVAL of helicopter outside the Learmonth Operating Deed Hours		\$ 1,098.00	Y	Council
Heliport Passenger Levy				
Levy per passenger DEPARTING and ARRIVING by Helicopter through the Heliport		\$ 22.75	Y	Council
Levy per passenger DEPARTING by Helicopter through the Heliport (Full screening)		\$ 25.25	Y	Council
<i>*Note: Above Heliport Processing Fees are applicable when a minimum of 24 hours prior notice provided. A requirement to provide services outside of those previously notified will</i>				
<i>(a) Less than 12 hours notice and the flight goes ahead - 30% surcharge on the applicable base departure or arrival fee (whichever applicable)</i>				
<i>(b) Cancellation with less than 12 hours notice - base departure or arrival fee (whichever applicable) charged on the basis of previously notified scheduled departure/arrival time</i>				
Exmouth Aerodrome				
Aerodrome Landing Fees				
Landing Fees per Tonne of Maximum Take-off Weight > 5,700kg		\$ 8.00	Y	Council
Landing Fees - Light Aircraft - Minimum Charge		\$ 10.75	Y	Council
Landing Fees - Light Aircraft - > 1,200kg but < 5,700kg - Rate per Ton plus Minimum Charge \$10		\$ 3.50	Y	Council
Landing Fees - Microlight Aircraft - < 1,200kg Fixed Rate		\$ 6.00	Y	Council
Training flights - single landing weight based per tonne per hour		\$ 38.50	Y	Council
Training flights - Light Aircraft - > 1,200kg but < 5,700kg - single landing per hour - Fixed Rate		\$ 10.50	Y	Council
Training flights - Microlight Aircraft - < 1,200kg - single landing per hour - Fixed Rate		\$ 4.00	Y	Council
After Hours Duty ARO Callout Fee per hour (1700-0700), min 3 hour charge		\$ 76.75	Y	Council
Aircraft Parking Fees				
Overnight Parking Fee - Aircraft < 1,500kg Fixed Rate		\$ 5.50	Y	Council
Overnight Parking Fee - Aircraft >= 1,500kg but < 5,700kg Fixed Rate		\$ 9.50	Y	Council
Overnight Parking Fee - Aircraft >= 5,700kg Fixed Rate		\$ 16.00	Y	Council
Weekly Parking Fee - Aircraft < 1,500kg Fixed Rate		\$ 19.00	Y	Council
Weekly Parking Fee - Aircraft >= 1,500kg but < 5,700kg Fixed Rate		\$ 34.00	Y	Council
Weekly Parking Fee - Aircraft >= 5,700kg Fixed Rate		\$ 45.25	Y	Council
Monthly Parking Fee - Aircraft < 1,500kg Fixed Rate (by prior arrangement)		\$ 33.00	Y	Council
Monthly Parking Fee - Aircraft >= 1,500kg but < 5,700kg Fixed Rate (by prior arrangement)		\$ 59.25	Y	Council
Monthly Parking Fee - Aircraft >= 5,700kg Fixed Rate (by prior arrangement)		\$ 97.00	Y	Council
Annual Parking Fee - Aircraft < 1,500kg Fixed Rate (by prior arrangement)		\$ 394.25	Y	Council
Annual Parking Fee - Aircraft >= 1,500kg but < 5,700kg Fixed Rate (by prior arrangement)		\$ 709.00	Y	Council
Annual Parking Fee - Aircraft >= 5,700kg Fixed Rate (by prior arrangement)		\$ 1,337.75	Y	Council

2021/22 Schedule of Fees and Charges

Effective - 1 July 2021

2021/22



	Notes	\$ Fee Charge	GST	Statutory/Council
Administration				
Rates				
Instalment administration charges				
If paid in two instalments:		\$ 14.75		Council
If paid in four instalments:		\$ 44.25		Council
Interest charge on instalment option		5.5%		Council
Penalty Interest charges is calculated daily and imposed on rates outstanding more than 35 days after the issue of the rate notice. This also included instalments not paid by the due date.		7%		Council
Advice of Sale Change of Ownership - Rates Enquiry Fee		\$ 71.00		Council
Debt Recovery - Legal Costs		At Cost		Council
Rates Reprint		\$ 15.25		Council
Debtors				
Penalty Interest charges is calculated daily and imposed on invoices outstanding more than 35 days after issue.		7%		Council
Finance				
Dishonoured payments - cheque or direct debit payment		At Cost		Council
Photocopying				
Council Documents				
Agenda/Minutes	each	\$ 22.25	Y	Council
Annual Report	each	\$ 22.25	Y	Council
Miscellaneous				
Document Search Fee (min charge \$20)	per hour	\$ 79.50		Council
Shire staff administration support	per hour	\$ 87.25	Y	Council
Shire senior staff administration support	per hour	\$ 162.00	Y	Council
Postage		At Cost		Council
Shire Special Series Number Plates				
Shire Special Series Number Plates		At Cost + \$70		Council
Freedom of Information				
FOI Application Fee for Non Personal Information	per application	\$ 30.50		Council
FOI Search Fee	per hour (or part thereof)	\$ 30.50		Council
Photocopying	per page	\$ 1.50	Y	Council
Community Loan Application Fee				
Funded from Community Development Interest Free Loans Reserve Account		5% of Loan Amount		Council
Staff Housing				
Housing Residential				
Transit House Rent - Units 1-3 Lefroy Street	per night	\$ 50.75	Y	Council
Transit House Rent - Units 1-3 Lefroy Street	per week	\$ 324.25	Y	Council
Bond (includes key bond)		\$ 253.25		Council
Transit House Cleaning (flat fee) - Units 1-3 Lefroy Street		\$ 116.50	Y	Council

2021/2022 Projects

No.	Department	Project Name	Expense		Specify Revenue Source to match total project cost			
			Capital/Operational	Project Cost	Grants & Contributions	Reserve Transfer	New Loan	General Revenue
1	Aviation	Learmonth Airport Check-In Airconditioning	Capital	50,000		50,000		
2	Aviation	LEA Airport Check-In Counters Upgrade	Capital	25,000		25,000		
3	Aviation	LEA Tandem Trailer	Capital	5,000		5,000		
4	Aviation	Exmouth Aerodrome - AVGAS Installation - Power supply/Earth works	Capital	10,000				10,000
5	Planning	Coastal Hazard Risk Management and Adaption Plan (CHRMAP)	Operational	120,000	60,000			60,000
6	Planning	Car Parking Strategy	Operational	40,000				40,000
7	Engineering	Plant Replacement Program	Capital	650,000		650,000		
8	Engineering	Depot Office Expansion	Capital	60,000				60,000
9	Engineering	Sentinel Chicken Pen Upgrades	Operational	15,000				15,000
10	Engineering	Property Renewals	Capital	170,000		100,000		70,000
11	Engineering	Public Building Roofing Inspections	Operational	20,000				20,000
12	Engineering	Footpath Program	Capital	200,000				200,000
13	Engineering	Murat Road - Edge Repairs	Capital	335,000	302,000			33,000
14	Engineering	Yardie Creek Road - Reseal and Line Marking	Capital	1,250,000	1,188,000			62,000
15	Engineering	Walk Bridge Replacement	Capital	50,000				50,000
16	Building	Ingleton Housing	Capital	800,000			800,000	
17	Building	Bike Park	Capital	350,000	150,000	150,000		50,000
18	Building	Youth Precinct	Capital	250,000	100,000	100,000		50,000
19	Building	Ningaloo Centre Ladder for Solar Panels	Capital	15,000				15,000
20	Building	Swimming Pool Renewal	Capital	4,200,000	750,000	450,000	3,000,000	
22	Building	Executive House	Capital	1,000,000			1,000,000	
23	Building	Ningaloo Turtle Rehabilitation Centre	Capital	150,000		150,000		
24	Waste	Boundary Fencing Qualing Scarp Waste Site	Capital	10,000		10,000		
25	Waste	Qualing Scarp Waste Management Software	Operational	33,000		33,000		
26	Health	Fight the Bite	Operational	7,000	3,500			3,500
27	Health	Wastewater Treatment Plant Upgrade	Capital	20,000				20,000
28	Finance	Altus Software	Operational	100,000				100,000
29	ICT	Wireless Link Replacement	Capital	20,000				20,000
30	Community/Recreation	Gascoyne Games	Operational	45,000	35,000			10,000
31	Community/Recreation	Cape Range Crossing Trail Plan & Signage	Operational	62,000	22,000			40,000
32	Community	Construction Stimulus Grant	Operational	250,000		250,000		
33	Community	Aged Care Facility Investigation	Operational	40,000				40,000
34	Engineering	Septage Ponds	Capital	135,000		135,000		
35	Waste	Tip Shop	Capital	20,000		20,000		
36	Waste	Waste Site Setup	Capital	30,000		30,000		
37	Waste	Waste Compactor	Capital	245,000		245,000		
38	Waste	Recycling bins & bring it recycling centre	Capital	75,000		75,000		
39	Aviation	Screening Point Upgrade	Capital	245,000		240,000		5,000
40	Engineering	Town Beach Upgrade	Capital	728,000	728,000			
				11,830,000	3,338,500	2,718,000	4,800,000	973,500



STATEMENT OF RATING OBJECTS AND REASONS

FOR THE 2021/22 FINANCIAL YEAR

In accordance with Section 6.36 of the Local Government Act 1995 and the Notice of the Council's intention to Levy Differential Rates for the 2021/22 Financial Year on certain properties within the Shire, the Shire is required to publish its Objects and Reasons for implementing differential rates.

Overall Objective

The overall objective of the proposed rates and charges in the 2021/22 budget is to provide for the net funding requirement of Council's operational and capital activities after taking into account all other forms of revenue.

Property valuations are provided by the Valuer General of WA for two types of values; Gross Rental Value (GRV) which generally applies for urban areas; and Unimproved Value (UV) which generally applies for rural land.

GRV's for all properties are revalued as part of a five year cycle of revaluations, six yearly after the next valuation with the next valuation scheduled for 1 July 2024. For properties on UV, the values are set annually. Interim valuations are issued for properties where changes have occurred such as subdivisions, construction, additions etc.

These valuations are used as the basis for the calculation of rates each year.

Rating Provisions

The Local Government Act 1995 sets out the basis on which differential general rates may be based as follows: Section 6.32 (1) and 6.33 of the Local Government Act 1995 States:

6.32 Rates and service charges

- (1) When adopting the annual budget, a local government —
 - (a) in order to make up the budget deficiency, is to impose* a general rate on rateable land within its district, which rate may be imposed either —
 - (i) uniformly; or
 - (ii) differentially;

6.33. Differential general rates

- (1) A local government may impose differential general rates according to any, or a combination, of the following characteristics —
 - (a) the purpose for which the land is zoned, whether or not under a local planning scheme or improvement scheme in force under the *Planning and Development Act 2005*; or
 - (b) a purpose for which the land is held or used as determined by the local government; or
 - (c) whether or not the land is vacant land; or
 - (d) any other characteristic or combination of characteristics prescribed.
- (2) Regulations may —
 - (a) specify the characteristics under subsection (1) which a local government is to use; or
 - (b) limit the characteristics under subsection (1) which a local government is permitted to use.
- (3) In imposing a differential general rate a local government is not to, without the approval of the Minister, impose a differential general rate which is more than twice the lowest differential general rate imposed by it.

- (4) If during a financial year, the characteristics of any land which form the basis for the imposition of a differential general rate have changed, the local government is not to, on account of that change, amend the assessment of rates payable on that land in respect of that financial year but this subsection does not apply in any case where section 6.40(1)(a) applies.
- (5) A differential general rate that a local government purported to impose under this Act before the *Local Government Amendment Act 2009* section 39(1)(a) came into operation¹ is to be taken to have been as valid as if the amendment made by that paragraph had been made before the purported imposition of that rate.

6.35. Minimum payment

- (1) Subject to this section, a local government may impose on any rateable land in its district a minimum payment which is greater than the general rate which would otherwise be payable on that land.
- (2) A minimum payment is to be a general minimum but, subject to subsection (3), a lesser minimum may be imposed in respect of any portion of the district.
- (3) In applying subsection (2) the local government is to ensure the general minimum is imposed on not less than —
 - (a) 50% of the total number of separately rated properties in the district; or
 - (b) 50% of the number of properties in each category referred to in subsection (6), on which a minimum payment is imposed.
- (4) A minimum payment is not to be imposed on more than the prescribed percentage of —
 - (a) the number of separately rated properties in the district; or
 - (b) the number of properties in each category referred to in subsection (6), unless the general minimum does not exceed the prescribed amount.
- (5) If a local government imposes a differential general rate on any land on the basis that the land is vacant land it may, with the approval of the Minister, impose a minimum payment in a manner that does not comply with subsections (2), (3) and (4) for that land.
- (6) For the purposes of this section a minimum payment is to be applied separately, in accordance with the principles set forth in subsections (2), (3) and (4) in respect of each of the following categories —
 - (a) to land rated on gross rental value; and
 - (b) to land rated on unimproved value; and
 - (c) to each differential rating category where a differential general rate is imposed.

2021/22 rates schedule

The Shire of Exmouth proposes to impose differential general rates based on the following categories for 2021/22 financial year:

Rate Category	Rate in Dollar	Minimum Payment
	\$	\$
GRV General	0.0787	950.00
GRV Marina Developed	0.1062	950.00
GRV Holiday Homes	0.1091	950.00
GRV Vacant Land	0.1573	750.00
UV Mining	0.1676	250.00

UV Rural	0.0838	750.00
----------	--------	--------

The proposed 2021/22 differential rating categories, rate in the dollar amount and minimum payment amount continue to provide fairness and equity by ensuring that all properties pay a consistent minimum payment. These funds continue to deliver our community expectations and needs as outlined in our Strategic Community Plan and Corporate Business Plan.

Marina Specified Area Rate

Included in the 2021/22 Differential Rating proposal is a Specified Area Rate to be applied to properties zoned Marina that have canal frontage in the Exmouth Marina Precinct. As in previous years, these funds are used for environmental monitoring costs, periodic dredging, clearing and maintenance of the canal waterways.

Specified Area Rate	Basis of Valuation	Rate in \$	Minimum Payment
Marina Specified Area	GRV Marina Developed	0.0140	N/A

OBJECTS AND REASONS FOR PROPOSED DIFFERENTIAL AND MINIMUM RATES

Following are the objects and reasons for each of the differential rates for properties zoned and whether the land is vacant in accordance with Shire of Exmouth Town Planning Scheme No.4:

GROSS RENTAL VALUE

GRV General

This rating category consists of properties zoned as:

- Residential
- Urban Development
- Commercial
- Tourism
- Light Industry
- Service Commercial
- General Industry
- Industrial Development
- Rural Residential

The proposed rate in \$ is 0.0787 of GRV Value. Rates provided by this category, including minimum rates at \$950 are approximately 66% of the total rate requirements of Council. Revenue derived from this category assists funding to operate efficiently the service levels expected by the community as outlined in our Strategic Plan and Corporate Business Plan. The rate for this category is to be the base rate by which all other GRV rated properties are assessed. It excludes all vacant land, Holiday Homes and properties developed in the Marina as these categories have a higher demand on Shire resources.

GRV Marina Developed

This rating category consists of developed properties zoned as:

- Marina

The proposed rate in \$ is 0.1062 of GRV Value. Rates provided by this category, including minimum rates at \$950 are approximately 11% of the total rate requirements of Council. The object of the rate for this category is to reflect the additional revenue required to fund the costs associated with the higher level of maintenance provided to these

properties including maintaining the seawall to the north of the marina, maintain public jetties, canal footbridge, beach stabilisation, landscaping, road sweeping, and maintenance of street furniture, canal drainage and footbridge lighting. Also responsible for boat ramps and associated with cost within the area and maintenance of water way adjoining public open space.

GRV Holiday Homes

This rating category consists of residential properties that have received Town Planning approval to operate as short term holiday accommodation.

The proposed rate in \$ is 0.1091 of GRV Value. Rates provided by this category, including minimum rates at \$950 are approximately 7% of the total rate requirements of Council. This category is rated higher than the GRV General Rate to assist with contribution to tourism, marketing and related projects throughout the district. Additionally it includes the development of tourist related services and infrastructure.

GRV Vacant Land

This rating category consists of all vacant land within Town site boundaries.

The proposed rate in \$ is 0.1573 of GRV Value. Rates provided by this category, including minimum rates at \$750 are approximately 13% of the total rate requirements of Council. The object of the rate for this category is to reflect the additional revenue required to fund the costs associated with the higher level of service provided to properties in this category, including but not limited to firebreaks maintenance, upgrade and renewal of the street network, roadside sweeping, CBD car parking, landscaping, dust control management, drainage, footbridge lighting, street furniture and other amenities.

UV Mining

This rating category consists of properties used for mining, exploration or prospecting purposes.

The proposed rate in \$ is 0.1676 of UV Value. Rates provided by this category, including minimum rates at \$250 are approximately 2% of the total rate requirements of Council. The object of the rate for this category is to raise revenue to fund additional costs to Council including, but not limited to frequent heavy vehicle use over extensive lengths of Shire roads throughout the year.

UV Rural

This rating category consists of properties zoned Rural.

The proposed rate in \$ is 0.0838 of UV Value. Rates provided by this category, including minimum rates at \$750 are approximately 2% of the total rate requirements of Council. This rate is required to meet our community expectations and needs in our Strategic Community and Corporate Business Plans. The object of the rate for this category is to be the base rate by which all other UV rated properties are assessed. The reason is these properties are large extensive parcels of land with little commercial activity.

SPECIFIED AREA RATE

GRV Specified Area Rate

This Specified Area Rate applies to properties zoned Marina that have canal frontage in the Exmouth Marina Precinct.

The proposed rate in \$ is 0.0140 of GRV Value. Specified Rates provided by this category. The proceeds of these funds are applied in full on environmental monitoring and maintenance of the canal waterway, dredging and entrance channel navigation including both onshore & offshore, cost of clearing the sand traps, maintaining the main breakwaters including all breakwaters and groynes surrounding and protecting the outer harbour and other

preservation works in accordance with the Exmouth Marina Village Agreement between the Minister for Transport, Landcorp & Shire of Exmouth.

SUBMISSIONS

All submissions are required to be made in writing to the Chief Executive Officer with respect to the proposed differential general rates, minimum payments and specified area rate within 21 days of the date of the notice of intent. Submissions must be received by the Shire of Exmouth no later than 4pm Wednesday 26 May 2021. Submissions may be:

- Mailed to PO Box 21, Exmouth WA 6707
- By email to: info@exmouth.wa.gov.au

MATTHEW BIRD
ACTING CHIEF EXECUTIVE OFFICER

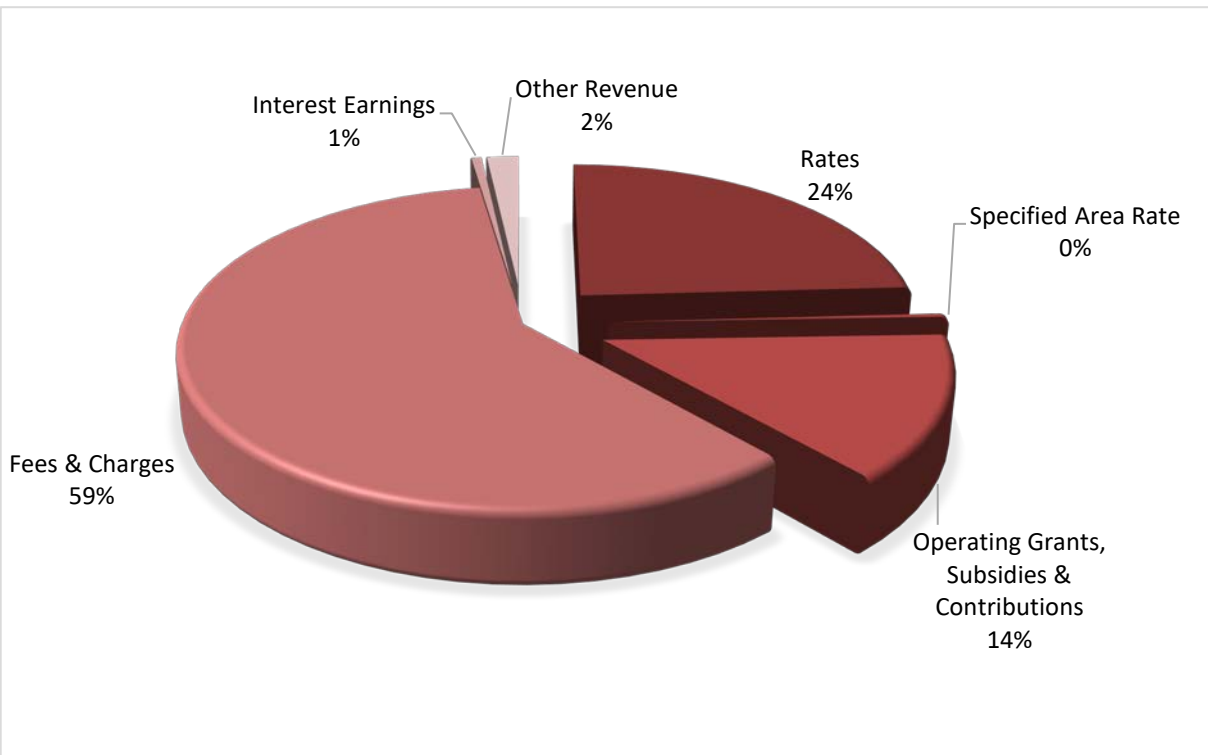


Long Term Financial Plan

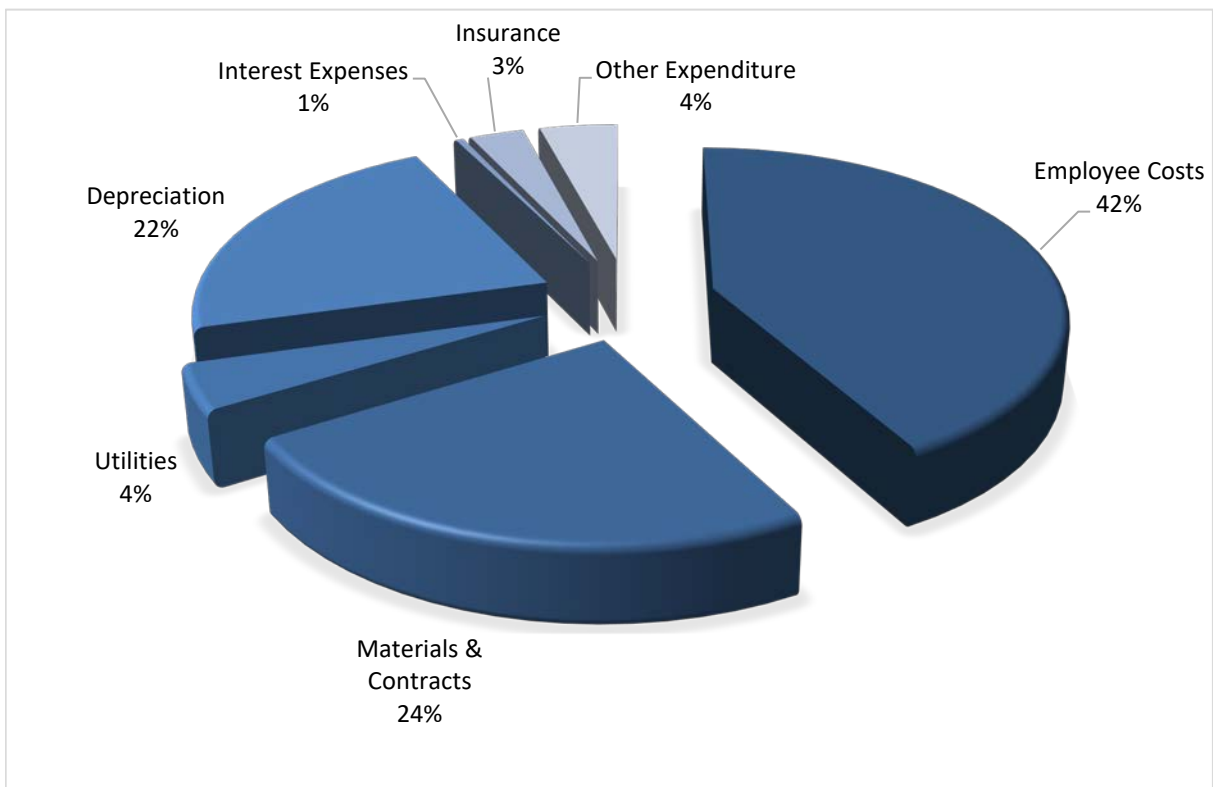
2021 - 2031

Adopted by Council: 24 June 2021

2021/22 Operating Revenue



2021/22 Operating Expenditure



Long Term Financial Plan
Statement of Comprehensive Income by Nature and Type

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	Actual	Actual	Est Closing	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s
INCOME: REVENUES FROM ORDINARY ACTIVITIES													
Rates	3,364	3,393	3,440	3,628	3,755	3,886	4,022	4,163	4,309	4,460	4,616	4,777	4,945
Specified Area Rate	53	48	49	51	53	55	57	59	61	63	65	67	70
Operating Grants, Subsidies & Contributions	2,382	2,135	2,305	2,120	2,173	2,227	2,283	2,340	2,399	2,459	2,520	2,583	2,648
Fees & Charges	7,569	6,102	7,584	8,887	9,109	9,337	9,570	9,810	10,055	10,306	10,564	10,828	11,099
Interest Earnings	239	181	67	85	58	120	177	177	177	179	234	230	230
Other Revenue	416	298	705	267	274	281	288	295	302	310	317	325	333
Total Revenue	14,023	12,157	14,150	15,038	15,422	15,905	16,397	16,843	17,302	17,776	18,316	18,811	19,324
EXPENDITURE: EXPENSES FROM ORDINARY ACTIVITIES													
Employee Costs	(6,358)	(5,999)	(6,159)	(7,014)	(7,154)	(7,297)	(7,443)	(7,592)	(7,744)	(7,899)	(8,057)	(8,218)	(8,382)
Materials & Contracts	(2,754)	(2,886)	(3,434)	(4,053)	(4,154)	(4,258)	(4,365)	(4,474)	(4,586)	(4,700)	(4,818)	(4,938)	(5,062)
Utilities	(843)	(942)	(769)	(721)	(739)	(758)	(776)	(796)	(816)	(836)	(857)	(878)	(900)
Depreciation	(4,802)	(3,744)	(3,694)	(3,666)	(3,691)	(3,718)	(3,744)	(3,772)	(3,800)	(3,829)	(3,858)	(3,888)	(3,888)
Interest Expenses	(83)	(125)	(73)	(68)	(177)	(162)	(147)	(132)	(115)	(101)	(88)	(76)	(66)
Insurance	(439)	(424)	(389)	(482)	(494)	(506)	(519)	(532)	(545)	(559)	(573)	(587)	(602)
Other Expenditure	(206)	(487)	(240)	(695)	(712)	(730)	(748)	(767)	(786)	(806)	(826)	(847)	(868)
Total Expenditure	(15,485)	(14,607)	(14,758)	(16,699)	(17,123)	(17,429)	(17,743)	(18,065)	(18,392)	(18,730)	(19,077)	(19,433)	(19,769)
Sub-total	(1,462)	(2,450)	(608)	(1,661)	(1,701)	(1,524)	(1,346)	(1,221)	(1,090)	(954)	(761)	(623)	(445)
Non-Operating Grants, Subsidies & Contributions	4,404	952	1,377	2,783	-	-	-	-	-	-	-	-	-
Profit on Asset Disposals	11	6	-	-	-	-	-	-	-	-	-	-	-
Loss on Asset Disposals	(39)	(41)	-	-	-	-	-	-	-	-	-	-	-
Fair Value Adjustment to financial assets through P&L	-	107	-	-	-	-	-	-	-	-	-	-	-
Sub-total	4,376	1,024	1,377	2,783	-	-	-	-	-	-	-	-	-
NET RESULT	2,914	(1,426)	769	1,122	(1,701)	(1,524)	(1,346)	(1,221)	(1,090)	(954)	(761)	(623)	(445)
Other Comprehensive Income													
Changes in Valuation of non-current assets	-	214	-	-	-	-	-	-	-	-	-	-	-
Total Other Comprehensive Income	-	214	-	-	-	-	-	-	-	-	-	-	-
TOTAL COMPREHENSIVE INCOME	2,914	(1,212)	769	1,122	(1,701)	(1,524)	(1,346)	(1,221)	(1,090)	(954)	(761)	(623)	(445)

**Long Term Financial Plan
Statement of Financial Position**

	2018/19 Actual \$000s	2019/20 Actual \$000s	2020/21 Est Closing \$000s	2021/22 Budget \$000s	2022/23 Forecast \$000s	2023/24 Forecast \$000s	2024/25 Forecast \$000s	2025/26 Forecast \$000s	2026/27 Forecast \$000s	2027/28 Forecast \$000s	2028/29 Forecast \$000s	2029/30 Forecast \$000s	2030/31 Forecast \$000s
ASSETS													
CURRENT ASSETS													
Cash and Cash Equivalents	12,182	12,209	13,172	11,662	11,965	11,828	11,814	11,791	11,952	11,718	11,490	11,513	11,618
Receivables	1,818	1,269	1,933	2,004	1,925	2,185	2,360	2,450	2,667	2,800	2,955	3,020	3,067
Inventories	56	83	83	85	87	89	92	94	96	99	101	104	106
Other Current Assets	41	-	-	-	-	-	-	-	-	-	-	-	-
Total Current Assets	14,097	13,561	15,188	13,751	13,978	14,102	14,265	14,334	14,715	14,616	14,546	14,637	14,791
NON-CURRENT ASSETS													
Receivables	127	129	129	129	129	129	129	129	129	129	129	129	129
Other Financial Assets	-	107	107	107	107	107	107	107	107	107	107	107	107
Inventories	1,286	964	-	-	-	-	-	-	-	-	-	-	-
Infrastructure, Property, Plant and Equipment	119,028	119,001	119,145	126,577	124,150	122,305	120,555	118,887	117,141	116,032	115,075	114,009	113,030
Right of use assets	-	286	286	286	286	286	286	286	286	286	286	286	286
Total Non-Current Assets	120,441	120,487	119,667	127,099	124,672	122,827	121,077	119,409	117,663	116,554	115,597	114,531	113,552
TOTAL ASSETS	134,538	134,048	134,855	140,850	138,650	136,929	135,342	133,743	132,378	131,170	130,144	129,168	128,344
LIABILITIES													
CURRENT LIABILITIES													
Payables	1,005	1,839	1,389	1,124	1,152	1,181	1,210	1,240	1,271	1,303	1,336	1,369	1,403
Contract liabilities	-	217	217	217	217	217	217	217	217	217	217	217	217
Lease liabilities	-	149	141	141	141	141	141	141	141	141	141	141	141
Current Portion of Long Term Borrowings	224	232	290	489	504	519	535	541	471	468	464	474	428
Provisions	959	770	770	769	768	767	766	765	764	763	762	761	760
Total Current Liabilities	2,188	3,207	2,807	2,740	2,782	2,825	2,869	2,904	2,864	2,892	2,920	2,962	2,949
NON-CURRENT LIABILITIES													
Lease liabilities	-	141	141	141	141	141	141	141	141	141	141	141	141
Long Term Borrowings	1,775	1,543	1,793	6,104	5,600	5,081	4,546	4,005	3,534	3,066	2,602	2,128	1,700
Provisions	90	102	102	104	106	108	110	113	115	117	119	122	124
Total Non-Current Liabilities	1,865	1,786	2,036	6,349	5,847	5,330	4,797	4,259	3,790	3,324	2,862	2,391	1,965
TOTAL LIABILITIES	4,053	4,993	4,843	9,089	8,629	8,155	7,666	7,163	6,654	6,216	5,782	5,353	4,914
NET ASSETS	130,485	129,055	130,012	131,761	130,021	128,775	127,676	126,580	125,724	124,954	124,362	123,816	123,429
EQUITY													
Retained Surplus	66,419	65,117	64,501	65,185	63,365	62,119	61,030	59,899	58,894	58,384	58,042	57,426	57,009
Reserves - Cash Backed	9,351	9,009	10,582	11,647	11,727	11,727	11,717	11,752	11,901	11,641	11,391	11,461	11,491
Revaluation Surplus	54,715	54,929	54,929	54,929	54,929	54,929	54,929	54,929	54,929	54,929	54,929	54,929	54,929
TOTAL EQUITY	130,485	129,055	130,012	131,761	130,021	128,775	127,676	126,580	125,724	124,954	124,362	123,816	123,429

Long Term Financial Plan
Statement of Cash Flows

	2018/19 Actual \$000s	2019/20 Actual \$000s	2020/21 Est Closing \$000s	2021/22 Budget \$000s	2022/23 Forecast \$000s	2023/24 Forecast \$000s	2024/25 Forecast \$000s	2025/26 Forecast \$000s	2026/27 Forecast \$000s	2027/28 Forecast \$000s	2028/29 Forecast \$000s	2029/30 Forecast \$000s	2030/31 Forecast \$000s
CASH FLOWS FROM OPERATING ACTIVITIES													
RECEIPTS													
Rates	3,351	3,300	3,714	3,679	3,808	3,941	4,079	4,222	4,369	4,522	4,681	4,845	5,014
Operating Grants, Subsidies & Contributions	2,214	2,830	1,910	2,120	2,173	2,227	2,283	2,340	2,399	2,459	2,520	2,583	2,648
Fees & Charges	7,569	6,102	7,584	8,887	9,109	9,337	9,570	9,810	10,055	10,306	10,564	10,828	11,099
Interest Earnings	239	181	67	85	58	120	177	177	177	179	234	230	230
Goods and Services Tax	-	-	-	-	-	-	-	-	-	-	-	1	2
Other Revenue	416	298	705	267	274	281	288	295	302	310	317	325	333
Sub-total	13,789	12,711	13,980	15,038	15,422	15,905	16,397	16,844	17,302	17,776	18,317	18,812	19,327
PAYMENTS													
Employee Costs (Operating Only)	(6,374)	(6,138)	(5,992)	(7,014)	(7,154)	(7,297)	(7,443)	(7,592)	(7,744)	(7,899)	(8,057)	(8,218)	(8,382)
Materials & Contracts	(3,009)	(1,765)	(3,077)	(3,753)	(4,154)	(4,258)	(4,365)	(4,474)	(4,586)	(4,700)	(4,818)	(4,938)	(5,062)
Utilities (gas, electricity, water, etc.)	(843)	(942)	(769)	(721)	(739)	(758)	(776)	(796)	(816)	(836)	(857)	(878)	(900)
Interest	(77)	(125)	(82)	(68)	(177)	(162)	(147)	(132)	(115)	(101)	(88)	(76)	(66)
Insurance	(439)	(424)	(389)	(482)	(494)	(506)	(519)	(532)	(545)	(559)	(573)	(587)	(602)
Goods and Services Tax	105	-	(189)	-	-	-	-	-	-	-	-	1	2
Other Expenditure	(206)	(487)	(240)	(695)	(712)	(730)	(748)	(767)	(786)	(806)	(826)	(847)	(868)
Sub-total	(10,843)	(9,881)	(10,738)	(12,733)	(13,430)	(13,711)	(13,998)	(14,293)	(14,592)	(14,901)	(15,219)	(15,543)	(15,878)
Net Cash Provided by (Used in) Operating Activities	2,946	2,830	3,242	2,305	1,992	2,194	2,399	2,551	2,710	2,875	3,098	3,269	3,449
CASH FLOWS FROM INVESTING ACTIVITIES													
Receipts:													
Non-Operating Grants, Subsidies & Contributions	4,405	952	1,377	2,783	-	-	-	-	-	-	-	-	-
Sale of infrastructure, property, plant & equipment	108	137	200	110	55	35	90	55	40	75	45	40	40
Payments:													
Payments for Development of Land Held for Resale	-	-	-	-	-	-	-	-	-	-	-	-	-
Purchase of infrastructure, property, plant & equipment	(4,144)	(3,539)	(4,038)	(11,098)	(1,265)	(1,873)	(1,994)	(2,104)	(2,054)	(2,719)	(2,902)	(2,822)	(2,910)
Net Cash Provided by (Used in) Investing Activities	369	(2,450)	(2,461)	(8,205)	(1,210)	(1,838)	(1,904)	(2,049)	(2,014)	(2,644)	(2,857)	(2,782)	(2,870)
CASH FLOWS FROM FINANCING ACTIVITIES													
Receipts:													
Proceeds from Self Supporting Loans	-	-	-	-	-	-	-	-	-	-	-	-	-
Proceeds from New Debentures	-	-	540	4,800	-	-	-	-	-	-	-	-	-
Proceeds from Community Loans	65	25	23	15	10	10	10	10	6	6	-	-	-
Payments:													
Repayment of Debentures	(264)	(224)	(232)	(290)	(489)	(504)	(519)	(535)	(541)	(471)	(468)	(464)	(474)
Advances to Community Groups	(60)	(22)	-	-	-	-	-	-	-	-	-	-	-
Principal portion of lease liability	-	(132)	(149)	(135)	-	-	-	-	-	-	-	-	-
Net Cash Provided by (Used in) Financing Activities	(259)	(353)	182	4,390	(479)	(494)	(509)	(525)	(535)	(465)	(468)	(464)	(474)
NET INCREASE (DECREASE) IN CASH HELD	3,056	27	963	(1,510)	303	(138)	(14)	(23)	161	(234)	(227)	23	105
Cash at Beginning of Year	9,126	12,182	12,209	13,172	11,662	11,965	11,828	11,814	11,791	11,952	11,718	11,490	11,513
Cash at the End of Year	12,182	12,209	13,172	11,662	11,965	11,828	11,814	11,791	11,952	11,718	11,490	11,513	11,618

Long Term Financial Plan
Rate Setting Statement

	2018/19 Actual \$000s	2019/20 Actual \$000s	2020/21 Est Closing \$000s	2021/22 Budget \$000s	2022/23 Forecast \$000s	2023/24 Forecast \$000s	2024/25 Forecast \$000s	2025/26 Forecast \$000s	2026/27 Forecast \$000s	2027/28 Forecast \$000s	2028/29 Forecast \$000s	2029/30 Forecast \$000s	2030/31 Forecast \$000s
OPERATING ACTIVITIES													
Net current assets at start of financial year - surplus/(deficit)	2,893	3,717	2,691	2,887	13	236	99	96	39	52	79	103	54
REVENUES from operating activities (excluding rates)													
Specified Area Rate	53	48	49	51	53	55	57	59	61	63	65	67	70
Operating Grants, Subsidies & Contributions	2,382	2,135	2,305	2,120	2,173	2,227	2,283	2,340	2,399	2,459	2,520	2,583	2,648
Fees & Charges	7,569	6,102	7,584	8,887	9,109	9,337	9,570	9,810	10,055	10,306	10,564	10,828	11,099
Interest Earnings	239	181	67	85	58	120	177	177	177	179	234	230	230
Other Revenue	416	405	705	267	274	281	288	295	302	310	317	325	333
Profit on Asset Disposals	11	6	-	-	-	-	-	-	-	-	-	-	-
Revenues Sub-total	10,670	8,877	10,710	11,410	11,667	12,019	12,375	12,680	12,993	13,316	13,700	14,033	14,379
EXPENSES													
Employee Costs	(6,358)	(5,999)	(6,159)	(7,014)	(7,154)	(7,297)	(7,443)	(7,592)	(7,744)	(7,899)	(8,057)	(8,218)	(8,382)
Materials & Contracts	(2,754)	(2,886)	(3,434)	(4,053)	(4,154)	(4,258)	(4,365)	(4,474)	(4,586)	(4,700)	(4,818)	(4,938)	(5,062)
Utilities	(843)	(942)	(769)	(721)	(739)	(758)	(776)	(796)	(816)	(836)	(857)	(878)	(900)
Depreciation	(4,802)	(3,744)	(3,694)	(3,666)	(3,691)	(3,718)	(3,744)	(3,772)	(3,800)	(3,829)	(3,858)	(3,888)	(3,888)
Interest Expenses	(83)	(125)	(73)	(68)	(177)	(162)	(147)	(132)	(115)	(101)	(88)	(76)	(66)
Insurance	(439)	(424)	(389)	(482)	(494)	(506)	(519)	(532)	(545)	(559)	(573)	(587)	(602)
Other Expenditure	(206)	(487)	(240)	(695)	(712)	(730)	(748)	(767)	(786)	(806)	(826)	(847)	(868)
Loss on Asset Disposals	(39)	(41)	-	-	-	-	-	-	-	-	-	-	-
Expenses Sub-total	(15,524)	(14,648)	(14,758)	(16,699)	(17,123)	(17,429)	(17,743)	(18,065)	(18,392)	(18,730)	(19,077)	(19,433)	(19,769)
NON CASH ITEMS													
(Profit)/Loss on Asset Disposals	28	35	-	-	-	-	-	-	-	-	-	-	-
Fair Value Adjustment to financial assets through P&L	-	(107)	-	-	-	-	-	-	-	-	-	-	-
Movement in pensioner deferred rates (non-current)	-	(5)	-	-	-	-	-	-	-	-	-	-	-
Movement in Non Current Debtors	-	-	-	-	-	-	-	-	-	-	-	-	-
Movement in inventory (non-current)	160	322	964	-	-	-	-	-	-	-	-	-	-
Movement in provisions	129	(177)	-	1	1	1	1	1	1	1	1	1	1
Depreciation on Assets	4,802	3,744	3,694	3,666	3,691	3,718	3,744	3,772	3,800	3,829	3,858	3,888	3,888
Sub-total	5,119	3,812	4,658	3,667	3,693	3,719	3,745	3,773	3,801	3,830	3,860	3,890	3,890
Total Operating Activities	3,158	1,758	3,301	1,265	(1,750)	(1,456)	(1,524)	(1,516)	(1,559)	(1,532)	(1,438)	(1,407)	(1,445)
INVESTING ACTIVITIES													
Receipts:													
Non-Operating Grants, Subsidies & Contributions	4,405	952	1,377	2,783	-	-	-	-	-	-	-	-	-
Sale of infrastructure, property, plant & equipment	108	137	200	110	55	35	90	55	40	75	45	40	40
Payments:													
Payments for Development of Land Held for Resale	-	-	-	-	-	-	-	-	-	-	-	-	-
Purchase of infrastructure, property, plant & equipment	(4,144)	(3,539)	(4,038)	(11,098)	(1,265)	(1,873)	(1,994)	(2,104)	(2,054)	(2,719)	(2,902)	(2,822)	(2,910)
Net Cash From Investing Activities	369	(2,450)	(2,461)	(8,205)	(1,210)	(1,838)	(1,904)	(2,049)	(2,014)	(2,644)	(2,857)	(2,782)	(2,870)
FINANCING ACTIVITIES													
Receipts:													
Proceeds from Self Supporting Loans	-	-	-	-	-	-	-	-	-	-	-	-	-
Proceeds from New Debentures	-	-	540	4,800	-	-	-	-	-	-	-	-	-
Proceeds from Community Loans	65	25	23	15	10	10	10	10	6	6	-	-	-
Transfer from reserves	1,169	1,385	1,914	2,793	450	530	540	495	381	790	780	460	500
Payments:													
Repayment of Debentures	(264)	(224)	(232)	(290)	(489)	(504)	(519)	(535)	(541)	(471)	(468)	(464)	(474)
Advances to Community Groups	(60)	(22)	-	-	-	-	-	-	-	-	-	-	-
Principal portion of lease liability	-	(132)	(149)	(135)	-	-	-	-	-	-	-	-	-
Transfer to reserves	(4,083)	(1,043)	(3,487)	(3,858)	(530)	(530)	(530)	(530)	(530)	(530)	(530)	(530)	(530)
Net Cash From Financing Activities	(3,173)	(11)	(1,391)	3,325	(559)	(494)	(499)	(560)	(684)	(205)	(218)	(534)	(504)
Surplus/(deficit) before imposition of general rates	354	(703)	(553)	(3,615)	(3,519)	(3,787)	(3,927)	(4,125)	(4,257)	(4,381)	(4,513)	(4,723)	(4,819)
Total amount raised from general rates	3,364	3,393	3,440	3,628	3,755	3,886	4,022	4,163	4,309	4,460	4,616	4,777	4,945
Surplus/(deficit) after imposition of general rates	3,717	2,690	2,887	13	236	99	96	39	52	79	103	54	126

**Long Term Financial Plan
Cash Reserves**

	2018/19 Actual \$000s	2019/20 Actual \$000s	2020/21 Est Closing \$000s	2021/22 Budget \$000s	2022/23 Forecast \$000s	2023/24 Forecast \$000s	2024/25 Forecast \$000s	2025/26 Forecast \$000s	2026/27 Forecast \$000s	2027/28 Forecast \$000s	2028/29 Forecast \$000s	2029/30 Forecast \$000s	2030/31 Forecast \$000s
Leave reserve													
Opening Balance	255	688	695	698	701	701	701	701	701	701	701	701	701
Transfer to Reserve	433	7	3	3	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance 30 June	688	695	698	701	701	701	701	701	701	701	701	701	701
Aviation Reserve													
Opening Balance	1,174	1,245	1,167	1,171	1,096	1,096	1,096	1,096	1,096	1,096	1,096	851	851
Transfer to Reserve	171	13	4	5	-	-	-	-	-	-	-	-	-
Transfer From Reserve	(100)	(91)	-	(80)	-	-	-	-	-	-	(245)	-	-
Balance 30 June	1,245	1,167	1,171	1,096	1,096	1,096	1,096	1,096	1,096	1,096	851	851	851
Building Infrastructure Reserve													
Opening Balance	369	629	596	81	81	81	81	81	81	81	81	81	81
Transfer to Reserve	260	7	2	-	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	(40)	(517)	-	-	-	-	-	-	-	-	-	-
Balance 30 June	629	596	81	81	81	81	81	81	81	81	81	81	81
Community Development Fund													
Opening Balance	1,660	1,361	1,375	1,369	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375
Transfer to Reserve	40	14	5	6	-	-	-	-	-	-	-	-	-
Transfer From Reserve	(339)	-	(11)	-	-	-	-	-	-	-	-	-	-
Balance 30 June	1,361	1,375	1,369	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375
Community Interest Free Loans Reserve													
Opening Balance	390	340	322	323	324	324	324	324	324	324	324	324	324
Transfer to Reserve	10	4	1	1	-	-	-	-	-	-	-	-	-
Transfer From Reserve	(60)	(22)	-	-	-	-	-	-	-	-	-	-	-
Balance 30 June	340	322	323	324	324	324	324	324	324	324	324	324	324
Insurance/Natural Disaster Reserve													
Opening Balance	176	181	183	184	185	185	185	185	185	185	185	185	185
Transfer to Reserve	5	2	1	1	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance 30 June	181	183	184	185	185	185	185	185	185	185	185	185	185
Land Acquisition & Disposal Reserve													
Opening Balance	-	718	737	1,470	1,227	1,227	1,227	1,227	1,227	1,227	1,227	1,227	1,227
Transfer to Reserve	718	444	1,303	7	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	(425)	(570)	(250)	-	-	-	-	-	-	-	-	-
Balance 30 June	718	737	1,470	1,227	1,227	1,227	1,227	1,227	1,227	1,227	1,227	1,227	1,227
Marina Canal Reserve													
Opening Balance	255	309	360	409	460	460	460	460	460	460	460	460	460
Transfer to Reserve	54	51	49	51	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance 30 June	309	360	409	460	460	460	460	460	460	460	460	460	460

**Long Term Financial Plan
Cash Reserves**

	2018/19 Actual \$000s	2019/20 Actual \$000s	2020/21 Est Closing \$000s	2021/22 Budget \$000s	2022/23 Forecast \$000s	2023/24 Forecast \$000s	2024/25 Forecast \$000s	2025/26 Forecast \$000s	2026/27 Forecast \$000s	2027/28 Forecast \$000s	2028/29 Forecast \$000s	2029/30 Forecast \$000s	2030/31 Forecast \$000s
Marina Village Asset Replacement Reserve													
Opening Balance	6	33	33	33	33	33	33	33	33	33	33	33	33
Transfer to Reserve	27	-	-	-	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance 30 June	33	33	33	33	33	33	33	33	33	33	33	33	33
Mosquito Management Reserve													
Opening Balance	-	10	10	10	10	10	10	10	10	10	10	10	10
Transfer to Reserve	10	-	-	-	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance 30 June	10	10	10	10	10	10	10	10	10	10	10	10	10
Ningaloo Centre Reserve													
Opening Balance	-	253	256	257	295	295	295	295	295	295	295	295	295
Transfer to Reserve	253	3	1	38	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance 30 June	253	256	257	295	295	295	295	295	295	295	295	295	295
Plant Reserve													
Opening Balance	719	984	188	550	432	512	512	502	537	686	426	421	491
Transfer to Reserve	615	11	551	532	530	530	530	530	530	530	530	530	530
Transfer From Reserve	(350)	(807)	(189)	(650)	(450)	(530)	(540)	(495)	(381)	(790)	(535)	(460)	(500)
Balance 30 June	984	188	550	432	512	512	502	537	686	426	421	491	521
Public Radio Infrastructure Reserve													
Opening Balance	-	5	5	5	5	5	5	5	5	5	5	5	5
Transfer to Reserve	5	-	-	-	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance 30 June	5	5	5	5	5	5	5	5	5	5	5	5	5
Rehabilitation Reserve													
Opening Balance	204	249	252	253	254	254	254	254	254	254	254	254	254
Transfer to Reserve	45	3	1	1	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance 30 June	249	252	253	254	254	254	254	254	254	254	254	254	254
Roads Reserve													
Opening Balance	-	586	593	900	904	904	904	904	904	904	904	904	904
Transfer to Reserve	586	7	767	4	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	(460)	-	-	-	-	-	-	-	-	-	-
Balance 30 June	586	593	900	904	904	904	904	904	904	904	904	904	904
Shire President COVID-19 Relief Fund													
Opening Balance	-	-	40	41	41	41	41	41	41	41	41	41	41
Transfer to Reserve	-	40	1	-	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance 30 June	-	40	41	41	41	41	41	41	41	41	41	41	41

**Long Term Financial Plan
Cash Reserves**

	2018/19 Actual \$000s	2019/20 Actual \$000s	2020/21 Est Closing \$000s	2021/22 Budget \$000s	2022/23 Forecast \$000s	2023/24 Forecast \$000s	2024/25 Forecast \$000s	2025/26 Forecast \$000s	2026/27 Forecast \$000s	2027/28 Forecast \$000s	2028/29 Forecast \$000s	2029/30 Forecast \$000s	2030/31 Forecast \$000s
Shire Staff Housing Reserve													
Opening Balance	34	135	136	137	1,538	1,538	1,538	1,538	1,538	1,538	1,538	1,538	1,538
Transfer to Reserve	101	1	1	1,501	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	-	(100)	-	-	-	-	-	-	-	-	-
Balance 30 June	135	136	137	1,538	1,538	1,538	1,538	1,538	1,538	1,538	1,538	1,538	1,538
Swimming Pool Reserve													
Opening Balance	430	542	548	650	1,903	1,903	1,903	1,903	1,903	1,903	1,903	1,903	1,903
Transfer to Reserve	112	6	102	1,703	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	-	(450)	-	-	-	-	-	-	-	-	-
Balance 30 June	542	548	650	1,903	1,903	1,903	1,903	1,903	1,903	1,903	1,903	1,903	1,903
Tourism Development Fund													
Opening Balance	-	-	200	251	252	252	252	252	252	252	252	252	252
Transfer to Reserve	-	200	51	1	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance 30 June	-	200	251	252	252	252	252	252	252	252	252	252	252
Town Planning Scheme Reserve													
Opening Balance	21	21	22	22	22	22	22	22	22	22	22	22	22
Transfer to Reserve	-	1	-	-	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance 30 June	21	22	22	22	22	22	22	22	22	22	22	22	22
Waste Management Reserve													
Opening Balance	649	1,062	1,074	1,053	509	509	509	509	509	509	509	509	509
Transfer to Reserve	413	12	4	4	-	-	-	-	-	-	-	-	-
Transfer From Reserve	-	-	(25)	(548)	-	-	-	-	-	-	-	-	-
Balance 30 June	1,062	1,074	1,053	509	509	509	509	509	509	509	509	509	509
Unspent Grants & Contributions Reserve													
Opening Balance	95	-	217	715	-	-	-	-	-	-	-	-	-
Transfer to Reserve	225	217	640	-	-	-	-	-	-	-	-	-	-
Transfer From Reserve	(320)	-	(142)	(715)	-	-	-	-	-	-	-	-	-
Balance 30 June	-	217	715	-	-	-	-	-	-	-	-	-	-
TOTAL RESERVES													
Opening Balance	6,437	9,351	9,009	10,582	11,647	11,727	11,727	11,717	11,752	11,901	11,641	11,391	11,461
Transfer to Reserve	4,083	1,043	3,487	3,858	530	530	530	530	530	530	530	530	530
Transfer From Reserve	(1,169)	(1,385)	(1,914)	(2,793)	(450)	(530)	(540)	(495)	(381)	(790)	(780)	(460)	(500)
Total Reserves 30 June	9,351	9,009	10,582	11,647	11,727	11,727	11,717	11,752	11,901	11,641	11,391	11,461	11,491
Other Restricted Assets													
Unspent Grants	571	-	-	-	-	-	-	-	-	-	-	-	-
Bond & Deposits	17	-	-	-	-	-	-	-	-	-	-	-	-
Unspent Loans	410	-	-	-	-	-	-	-	-	-	-	-	-
Contract Liabilities	-	217	-	-	-	-	-	-	-	-	-	-	-
Total Reserves 30 June	998	217	-	-	-	-	-	-	-	-	-	-	-

Long Term Financial Plan Key Performance Indicators

	2018/19 Actual \$000s	2019/20 Actual \$000s	2020/21 Est Closing \$000s	2021/22 Budget \$000s	2022/23 Forecast \$000s	2023/24 Forecast \$000s	2024/25 Forecast \$000s	2025/26 Forecast \$000s	2026/27 Forecast \$000s	2027/28 Forecast \$000s	2028/29 Forecast \$000s	2029/30 Forecast \$000s	2030/31 Forecast \$000s
Current Ratio													
This ratio measures Council's ability to cover short-term obligations													
Benchmark - Greater than 1:1 Current assets - restricted assets / current liabilities - liabilities associated with restricted assets	2.499	1.889	2.184	1.032	1.082	1.118	1.175	1.172	1.301	1.358	1.422	1.405	1.468
ASSET SUSTAINABILITY RATIO													
This ratio is an approximation of the extent to which assets managed by Council are being replaced as these reach the end of their useful lives													
Benchmark - Greater than 90% Capital Renewal and Replacement Expenditure / Depreciation	76.66%	43.11%	(2.63%)	299.73%	32.77%	49.44%	50.85%	54.32%	53.01%	69.06%	74.05%	71.55%	73.80%
DEBT SERVICE COVERAGE RATIO													
This ratio measures the ability to service debt including interest, principal and lease payments													
Benchmark - Greater than 2 Operating Surplus before interest and depreciation/principal and interest	9.76	5.00	10.60	5.82	3.26	3.54	3.82	4.02	4.31	5.20	5.73	6.19	6.50
Operating Surplus Ratio													
This ratio measures Council's ability to contain operating expenditure within operating revenue													
Benchmark - Between 0% and 15% Operating revenue - operating expenditure / own source operating revenue	(0.13)	(0.24)	(0.05)	(0.13)	(0.13)	(0.11)	(0.10)	(0.08)	(0.07)	(0.06)	(0.05)	(0.04)	(0.03)
Own Source Revenue Coverage Ratio													
This ratio measures Council's ability to cover its costs through its own revenue efforts													
Benchmark - Greater than 40% Own Source Operating Revenue / Operating Expenditure	75.25%	68.65%	80.26%	77.36%	77.38%	78.48%	79.55%	80.28%	81.03%	81.78%	82.80%	83.50%	84.36%

Long Term Financial Plan
Variable Assumptions Underpinning the Plan

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	Actual	Actual	Est Closing	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s
INCOME STATEMENT													
Rates - Annual Increases				4.8%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Rates - Growth in Rate Base				1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Non-operating Grants, Subsidies, Contbns (averaged over 4 years)													
General index			2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Investment interest Rate			1.5%	0.5%	0.5%	1.0%	1.5%	1.5%	1.5%	1.5%	2.0%	2.0%	2.0%
Employee Cost Index			1.9%	1.9%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Rates Recovery Rate		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Debtor Recovery Rate		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Overdue Rates Interest Rate			8.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
Payables Rate		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%