



NOTICE OF MEETING

Notice is hereby given that the next Ordinary Meeting of Council will be held in the Council Chambers, 136 Vincent Street Beverley, on Tuesday 14 December 2021. If attending the meeting, please arrive at 2:50pm to register your attendance.

Program

3.00pm – 5.00pm Ordinary Meeting

A handwritten signature in black ink, appearing to read 'S. Gollan', written over a horizontal line.

Stephen Gollan
Chief Executive Officer

9 December 2021

DISCLAIMER

The recommendations contained in the Agenda are subject to confirmation by Council. The Shire of Beverley warns that anyone who has any application lodged with Council must obtain and should only rely on written confirmation of the outcomes of the application following the Council meeting, and any conditions attaching to the decision made by the Council in respect of the application. No responsibility whatsoever is implied or accepted by the Shire of Beverley for any act, omission or statement or intimation occurring during a Council meeting.



14 December 2021

ORDINARY MEETING

AGENDA

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1. OPENING

The Chairman to declare the meeting open.

2. ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE

2.1 Members Present

Cr DC White Shire President
Cr CJ Lawlor Deputy President
Cr DW Davis
Cr PJ Gogol
Cr SW Martin
Cr JR Maxwell
Cr AFC Sattler
Cr TWT Seed

2.2 Staff In Attendance

Mr SP Gollan Chief Executive Officer
Mr SK Marshall Deputy Chief Executive Officer
Mr SP Vincent Manager of Works
Mr BS de Beer Manager of Planning and Development Services
Mrs A Lewis Executive Assistant

2.3 Observers And Visitors

2.4 Apologies and Approved Leave of Absence

2.5 Applications for Leave of Absence

3. DECLARATIONS OF INTEREST

4. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil

5. PUBLIC QUESTION TIME

Maximum 3 questions per person

6. CONDOLENCES

The Shire of Beverley flew the flag at half-mast, as a mark of respect to:

McADAM

Colleen Frances

29 November 2021

7. CONFIRMATION OF MINUTES

7.1 Minutes Of The Ordinary Council Meeting Held 23 November 2021

OFFICER'S RECOMMENDATION

That the Minutes of the Ordinary Council Meeting held Tuesday 23 November 2021 be confirmed.

8. TECHNICAL SERVICES

Nil

9. PLANNING SERVICES

9.1 Development Application: Existing Motor Vehicle Repair – (Beverley Tyre Service) – Proposed change of RAV4 Route – 48 (Lot 8) Dawson Street & 47 (Lot 7) Queen Street, Beverley

Submission To:	Ordinary Council Meeting 14 December 2021
Report Date:	26 November 2021
Applicant:	Paddockseven Pty Ltd represented by D Henderson & A Emin
File Reference:	DAW 1107
Author and Position:	Stefan de Beer, Manager of Planning
Previously Before Council:	18 March 1997, 15 April 1997 and 24 October 2006
Disclosure(s) Of Interest:	Author declares Proximity Interest – Resident of 30A Dawson Street
Attachments:	Previous Planning Approvals, Locality Map, Application Documentation, Site Plan, Shed Plan, Demountable Office Building Image

SUMMARY

An application has been submitted to build a new workshop/shed, place a demountable office building, change the RAV4 route at 48 (Lot 8) Dawson Street and 47 (Lot 7) Queen Street, and formalize the *Motor Vehicle Repair* Land Use at 47 (Lot 7) Queen Street, Beverley. The application will be recommended for partial conditional approval.

The request for the addition of roads (Elizabeth, Dawson & Queen Streets) to the RAV network as described in the application, will be recommended for refusal.

The recommendations are presented separately as one and two.

BACKGROUND

Proposal

The applicant proposes to develop in the following manner – please refer to the attached submitted application documentation & drawings:

- Place and use demountable building as a personal office;
- Construct new Workshop/Shed building (5 year plan);
- Seek approval for use of 47 (Lot 7) Queen Street as a *Motor Vehicle Repair* land use (tyre service);
- Amend current RAV route to accommodate heavy vehicle access to Beverley Tyre Service;

In relation to the latter, the proposed change to the RAV route would see heavy vehicles enter and exit via Elizabeth Street from Hunt Road (Great Southern Highway), turn left and proceed North in Dawson Street to Beverley Tyre Service (BTS) business premises, exit BTS turning right onto Queen Street, proceed South on Queen street and right unto Elizabeth Street, and proceed to T-junction with Hunt Road/Great Southern Highway.

Application Site Details

The subject lots are as follows:

- 48 (Lot 8) Dawson Street in extent 860m² - contains the bulk of the existing Beverley Tyre Service Business premises and buildings;
- 47 (Lot 7) Queen Street in extent 860m² - being used as an extension (mainly for tyre storage) to the present Beverley Tyre Service Business activities primarily taking place on 48 (lot 8) Dawson Street.

Both lots are Zoned '*Rural Townsite*' pursuant to the Shire of Beverley Local Planning Scheme No 3 (LPS 3).

Previous Planning Approvals

An application for planning approval served before Council for then Lot 9 Dawson Street on 18 March 1997 & 15 April 1997 where conditional planning approval was granted for a *Tyre Distribution and Service Centre* (please refer to attached approval documents).

A further planning application on 48 (Lot 8) Dawson Street served before Council on 24 October 2006 where conditional planning approval was granted for a *Motor Vehicle Repair Land Use* – for purposes of a tyre and battery repair shop (please refer to attached approval documents). The approval cover letter is silent on whether 47 (Lot 7) Queen Street, which previously formed part of abovementioned Lot 9 Dawson Street, formed part of the planning approval. The approval documentation includes a Shire stamped site plan that would indicate this lot to have formed part of the issued planning approval.

To address this anomaly, this application will seek to clarify this aspect before Council and afford formal approval of such also to 47 (Lot 7) Queen Street, should Council resolve favourable on the matter.

COMMENT

The subject lots are zoned '*Rural Townsite*' under the Shire of Beverley Local Planning Scheme No. 3 (LPS 3).

The proposed Land Use is considered to fit the definition of '*Motor Vehicle Repair*' in terms of Table – 3 Zoning Table of LPS 3.

LPS 3 defines '*Motor Vehicle Repair*' as follows:

means premises used for or in connection with-

- (a) *Electrical and mechanical repairs, or overhauls, to vehicles other than panel beating, spray painting or chassis reshaping of vehicles; or*
- (b) *Repairs to tyres other than recapping or retreading of tyres*

In LPS 3 Table – 3 Zoning Table '*Motor Vehicle Repair*' is identified as an 'A' use in the '*Rural Townsite*' zone. An 'A' use means that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving notice in accordance with clause 64 of the deemed provisions.

Section 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) lists a number of matters which the local government must have

due regard to when determining an application for development approval. Below is a discussion of the matters which are deemed to be relevant to the application at hand, with Author's comments:

Section 67(a) of the Regulations:

'The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme Area':

Part 3 of LPS 3 establishes the objectives of the 'Rural Townsite' zone, with the following objectives considered relevant to this application:

- *To provide a range of land uses that would typically be found in a small country town*

It is submitted that the land use aligns with these objectives of LPS 3 as it is considered to provide an important service to the broader community.

Section 67(fa) of the Regulations:

'any local planning strategy for this scheme endorsed by the Commission':

The Strategy Plan for the Shire of Beverley Townsite in the 2014 WAPC endorsed Local Planning Strategy indicates the subject lots to be 'Town Centre' – this aspirational zone allocation is now called 'Rural Townsite' in the Shire of Beverley Local Planning Scheme No. 3 and is therefor considered to align with the intent and future intent of the immediate surrounding area.

Section 67(m) of the Regulations:

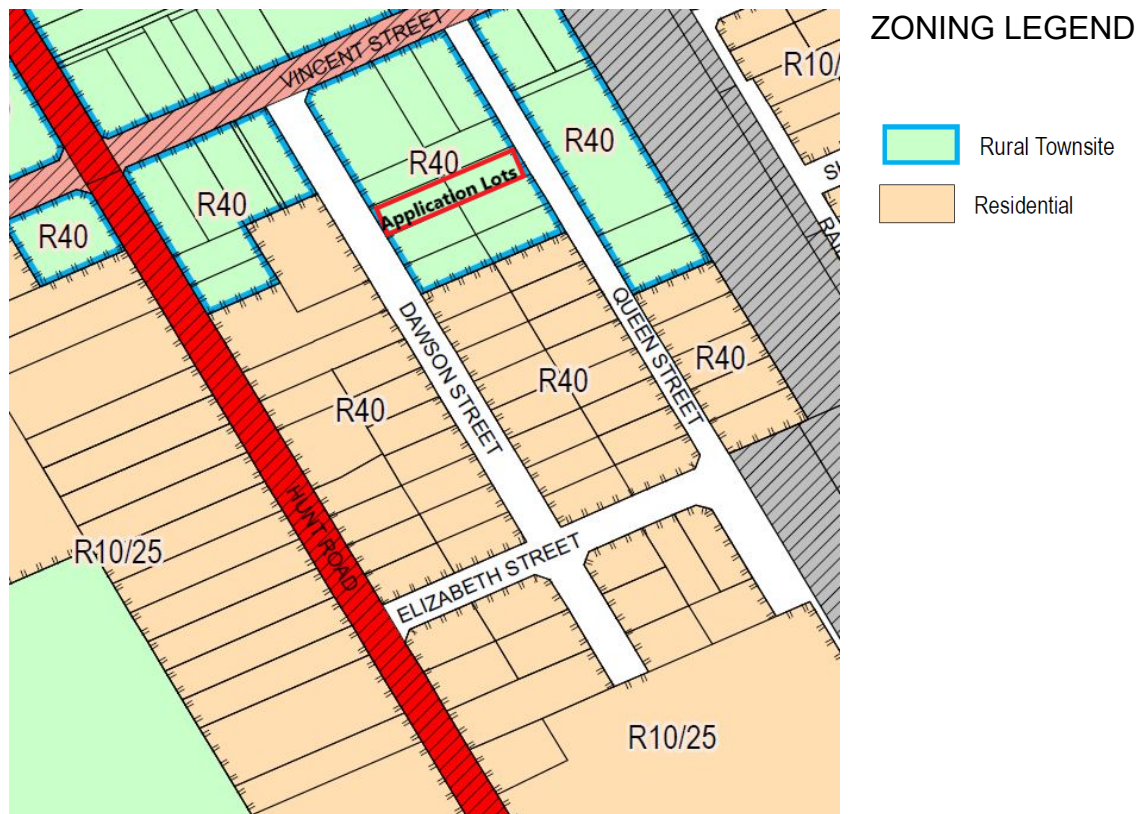
'the compatibility of the development with its setting including

- (i) the compatibility of the development with the desired future character of its setting; and*
- (ii) relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.'*

As mentioned above it is the opinion of Author that the use is compatible with the objectives of the 'Rural Townsite' zone and is appropriate in its present setting.

The property has legacy Planning Approvals in place which is appropriate in this Zone.

Below is an extract from the Zoning Map of LPS 3 for the precinct, showing the relevant Zoning of the subject and surrounding properties:



Section 67(n) of the Regulations:
'the amenity of the locality including the following –
(i) environmental impacts of the development;
(ii) the character of the locality;
(iii) social impacts of the development.'

Section 67 (s) of the Regulations:
'the adequacy of –
(i) the proposed means of access to and egress from the site'

Section 67(t) of the Regulations:
'the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety'.

The proposed addition of roads (Elizabeth, Dawson & Queen Streets) to the RAV network in order to perform tyre services to RAV 4 Class vehicles presents a number of concerns, as listed below:

- There are concerns in relation to safely entering or exiting Elizabeth Street to and from Hunt Road/Great Southern Highway. No traffic impact assessment, Approach Sight Distance (ASD) or Entering Sight Distance (ESD) data was submitted to properly justify this aspect;
- There are concerns as to the suitability of Elizabeth Street, Dawson Street and Queen Street to accommodate RAV4 size vehicles particularly in relation to physical constraints (i.e. Queen Street road width is deemed deficient) and sweep and turning Radii (on all street corners applicable to this application). No supporting evidence submitted to illustrate the contrary.

- Concerns as to RAV4 vehicle height constraints in relation to existing overhead services i.e. Western Power Conductors on all streets. No supporting evidence submitted to support the contrary.
- Council maintained roads will be impacted by RAV4 vehicles which would likely shorten maintenance intervals on such roads, potentially cause unforeseen road surface and kerb damage by larger & heavier vehicles and result in higher maintenance costs, impacting all ratepayers.

Section 67(y) of the Regulations:
'any submissions received on the application.'

The application was duly advertised to landowners considered to be affected by the proposal, as well as on the Shire Website.

A significant number of objections were received to the proposal to permit RAV4 vehicles to access the Tyre Service by adding Elizabeth, Dawson and Queen Street to the RAV4 Class network. More details on the contents of the submissions are discussed below.

Broader affected community concerns centred around the following:

- Adverse noise, vibration and dust from heavier vehicles using what is essentially quiet residential neighbourhood streets.
- Disturbance of the established quiet character of a residential neighbourhood.
- Safety concerns.

A number of suggestions were received to relocate the business to the Industrial Area. Shire Planner however respectfully submits that these should be dismissed as it has no bearing on the application as submitted. There are already planning approvals in place for the existing business and therefore the principle of the land use in this locality is not in contention.

What is to be considered is the request to add new roads to the RAV network, which will be recommended for refusal.

Advertising

In compliance with Clause 64 of the *Planning and Development (Local Planning Schemes) Regulations* the application was advertised to landowners considered to be affected by the proposal. The application was also posted on the Shire's Website for the duration of the advertising period pursuant to Clause 87(3)(a) of the Regulations. Please refer to the Schedule of Submissions below.

The Applicant was afforded an opportunity to respond to the submissions received. These are included in the below table. In their response document, the applicant submitted the following prologue:

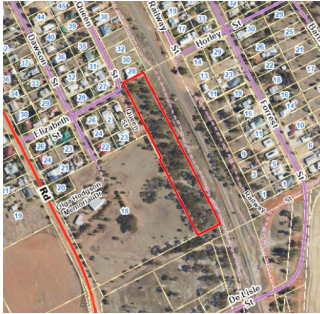
Quote – 'You cannot evolve unless you are willing to change' – Leon Brown

We are grateful for all the constructive feedback. It shows a keen interest in the Beverley Business Community.

Regarding the unsafe exit onto Hunt Street via Queen Street - we agree 100% with all of the constructive comments. We are in agreeance of the brilliant concept (thanks Eric Ellis) to extend Queen St down to DeLisle St – Fantastic!!. The local community, and Beverley Tyre Service, would indeed all benefit from this future improvement. A solution is what we are all, as a community, striving towards.

SCHEDULE OF SUBMISSIONS

No	Respondent	Summary of Submission	Applicant's comments	Planner's comments
1	Julie Paull 45A Dawson Street Beverley	No objection to proposal. I am very supportive of Alex & H in growing their business. They are a lovely hardworking couple and I wish them every success.	We thank you very much for your support, you are always a bright light when visiting us at Beverley Tyre Service.	Noted.
2	Travis James 46 Dawson Street Beverley	No objection to proposal. This would be good for the town to keep tyre purchases local. This should have no effect during working hours.	Thanks for your ongoing support and mateship.	Noted.
3	John Islip 45B Dawson Street Beverley	No objection to proposal.	We appreciate your support!	Noted.
4	Kaye Abrahams 35 Dawson Street Beverley	No objection to proposal.	Thank you for your support.	Noted.
5	Jack Britland 60 Queen Street Beverley	No objection to proposal. We need to support local business.	Thank you for your support, we appreciate you Jack.	Noted.
6	BR & KM Ferguson 21 Dawson Street Beverley	No objection to proposal.	Thank you for your support, we love seeing your delightful faces each day on your walks.	Noted.
7	Eric Ellis 40 Queen Street Beverley	Comment on the proposal. I don't have any problems with the tyre shop expanding its business but I do see a problem with road trains turning right onto Hunt Rd from Elizabeth St cars come over the hill there and they can't be seen until it's too late. My thoughts would be continue Queen St through to the industry area most of the road is there it would only	Awesome solution! Agreed! The concept to extend Queen St down to DeLisle St is fantastic! We give our 100% Support.	Council needs to determine the application as presented. A new Road Dedication to extend the Queen Street Road Reserve down to De Lisle Street (Mann Street) is beyond the scope of the application as submitted. Apart from this aspect, the land in between the Queen Street road reserve and the Mann Street road reserve to the south is privately owned, over which the

No	Respondent	Summary of Submission	Applicant's comments	Planner's comments
		<p>need the top section doing this would stop a hazard on hunt road and actually make it easier for the trucks.</p>		<p>Shire has no control. The land to the immediate East of this (see sketch below) is Crown land and likewise the Shire has no control over such.</p>  <p>Other considerations include the responsibility for cost of road dedication, design, road construction and clearing of native vegetation.</p> <p>A new road dedication could address one aspect of the development proposal but would not necessarily resolve issues in relation to the anticipated negative amenity impacts of RAV4 vehicles in the precinct.</p>
8	David Bell 32 Dawson Street Beverley	<p>Comment on proposal.</p> <p>My main concern would be road trains turning right at the end of Elizabeth Street onto Hunt Road which is right on the wrong side of a hill - vision is impaired for vehicles heading north and drivers entering Hunt Road has little vision of what's coming. Continuation of Queen</p>	<p>Agreed! The concept to extend Queen St down to DeLisle St is fantastic! We give our 100% support.</p>	<p>Please refer to Planner's Comments under Item 7 above.</p> <p>Council needs to determine the application as presented. A new Road Dedication to extend the Queen Street Road Reserve down to De Lisle Street</p>

No	Respondent	Summary of Submission	Applicant's comments	Planner's comments
		<p>Street down to De Lisle Street would be a much safer option (a good gravel road would suffice). We need this business in Beverley. It would be a pity to lose it for the sake of a bit of road.</p>		<p>(Mann Street) is beyond the scope of the application as submitted.</p>
9	<p>Valerie Lamb 28 Dawson Street Beverley</p>	<p>Comment on proposal.</p> <p>I do not think this is an appropriate suggestion. Thing is a road with most houses occupied, some with children. The best place for this is the industrial area.</p>	<p>Shire town speed limits are established, and enforced by local police, for all residents safety.</p> <p>Relocating to DeLisle Street, is not a financially viable option.</p>	<p>There are various concerns regarding the proposal on which the application as submitted is silent. These include:</p> <ul style="list-style-type: none"> - Amenity impacts on residents in and essentially residential neighbourhood; - Noise vibration and dust
10	<p>Bernadette Rawson 35 Queen Street Beverley</p>	<p>In reference to the development proposal described above, I would like to register a strong objection to this proposal.</p> <p>My comments for your consideration and that of Council are as follows:</p> <ul style="list-style-type: none"> • The area surrounding the Beverley Tyre Service is predominantly residential. It is unreasonable to all residents that the proposed RAV4 trucks access and exit the Beverley Tyre Services using surrounding residential roads. • Residents' amenity and quiet enjoyment will be severely diminished. • Wear and tear on the roads caused by RAV4 trucks will need to be repaired at ratepayers' expense, an unquantified burden. • The unsupported claims of business benefits to businesses in Beverley are minor and cannot be guaranteed, and do not make up for the disruption to residents, who do frequent local business. 	<p>The Beverley Tyre Service has been purchased, and verified prior to purchase, to its location being approved in its current location.</p> <p>Residents can expect minimal daytime noise, if any, to change.</p> <p>The road surface is uniform on all roads in the Shire.</p> <p>Business benefits, or growth, locally are not guaranteed, but would be financially welcomed in Beverley.</p> <p>Relocating to DeLisle Street, is not a financially viable option.</p> <p>Quiet country life must evolve in order to survive, or Beverley will diminish in its ability</p>	<p>There is a Planning Approval in place (dated 31 October 2006) for a Motor Vehicle Repairs for purposes of a tyre repair shop, for 48 (lot 8) Dawson Street.</p> <p>This land use approval is not in contention. Rather this application is focusing on confirming that 47 (lot 7) Queen Street is also being used as part of this business (this was unclear in the original 2006 approval), but more so in regards to the changing of the RAV4 route to enable RAV4 class vehicles to access the established business site.</p> <p>The objector raises a number of valid concerns in regards to the RAV4 route change proposal.</p>

No	Respondent	Summary of Submission	Applicant's comments	Planner's comments
		<ul style="list-style-type: none"> • This type of service, regardless of the designated land use, is better re-located to an appropriate location such as the light industrial area in Delisle St, where heavy vehicles can enter and exit via Great Southern Highway. • Visitors to Beverley will be put off by the sight of large trucks travelling in and about the townsite, even if these trucks do not use Vincent Street, and despite where, as a farming area, larger vehicles are the norm. This should not, however, excuse or condone encouraging the increased disruption and hinderance of more trucks being routed through residential streets. • Small and large business contribute to economic prosperity, but nothing in the proposal spells out any economic benefits, or employment opportunities for the residents of Beverley. • The residents of the surrounding streets that will be directly impacted by this proposal will be adversely affected and did not sign up to large trucks travelling up and down their streets. This will be a severe blow to living a quiet country life. • The Proposal offers no data or analysis of the impact of the RAV4 trucks on; <ul style="list-style-type: none"> - Noise (trucks with heavy trailers will be noisy) - Possible dust and debris blowing from empty trailers - Possible damage to houses (cracking/movement) - Safety to local residents especially elderly residents and children - Nothing in the proposal quantifies the likely number of heavy trucks. I do not believe that Council should consider that this proposal warrants approval, but especially without key information and data. 	<p>to service the local community. Thus residents will be driving to busy cities.</p> <p>No data or analysis has been requested.</p>	<p>In Shire Planner's opinion these concerns were not satisfactorily addressed by the applicant in the initial submitted application or when afforded an opportunity to respond to the objection. The fact that no specific additional data or information was requested on the application does not negate the fact that it is required to enable Council to make a fully considered assessment.</p> <p>The economic benefit to a single business must be weighed against the anticipated negative impact of the proposed RAV4 route change to the established amenity of the area and the vested interests of the present and future residents.</p>

No	Respondent	Summary of Submission	Applicant's comments	Planner's comments
		I request that the Council does not support this proposal.		
11	Anthony Henry 41 Queen Street Beverley	Object to the proposal. We object the proposal of heavy vehicles moving around our house and street because it's a safety issue. We think Beverley Tyre Service should move to the industrial area.	Shire town speed limits are established, and enforced by local police, for all residents safety. Relocating to DeLisle Street, is not a financially viable option.	There is a Planning Approval in place (dated 31 October 2006) for a Motor Vehicle Repairs for purposes of a tyre repair shop, for 48 (lot 8) Dawson Street. This established land use is not in contention. Rather this application is focusing on confirming that 47 (lot 7) Queen Street is also being used as part of this business (this was unclear in the original 2006 approval), but more so in regards to the changing of the RAV4 route to enable RAV4 class vehicles to access the established business site. The applicant did not satisfactorily address safety concerns in the submitted application or the response to the objection. Furthermore in regards to Assessment Vehicle turning geometry – no evidence was submitted that shows a RAV4 design vehicle can manoeuvre safely in the streets affected by this application, i.e. Elizabeth Street, Hunt Road, Queen Street and Dawson Street.

No	Respondent	Summary of Submission	Applicant's comments	Planner's comments
12	Arie Valkhoff 36 Dawson Street Beverley	Object to the proposal. Too much traffic.	Shire town speed limits are established, and enforced by local police, for all residents safety.	Noted. No traffic impact assessment was submitted as part of the proposal to present an informed response.
13	Ailsa Elston 34 Dawson Street Beverley	Object to the proposal. I am concerned about the proposal of Beverley Tyre Service expansion. I cannot see how BTS can guarantee no disturbance of road trains travelling down Dawson Street, Elizabeth Street and Queen Street. The premises seems too small a lot and the turning onto Queen Street is likely to cause trouble for other motorists coming off Vincent Street. My conclusion is this is the wrong sort of business for its location. I moved to my home in Dawson Street because it is a quiet location and within walking distance to town.	Residents can expect minimal daytime noise, if any, to change. We are in agreeance of the idea to extend Queen St. Relocating to DeLisle Street, is not a financially viable option.	No traffic impact assessment was submitted as part of the proposal to present an informed response. No information was presented to indicate expected increased traffic numbers in relation to RAV4 vehicles. There is a Planning Approval in place (dated 31 October 2006) for a Motor Vehicle Repairs for purposes of a tyre repair shop, for 48 (lot 8) Dawson Street. This established land use is not in contention. Rather this application is focusing on confirming that 47 (lot 7) Queen Street is also being used as part of this business (this was unclear in the original 2006 approval), but more so in regards to the changing of the RAV4 route to enable RAV4 class vehicles to access the established business site. Please also refer to Planner's Comments under Item 7 above.

No	Respondent	Summary of Submission	Applicant's comments	Planner's comments
14	Arne Jordanoff 30 Hunt Road Beverley	<p>Object to the proposal.</p> <p>Although I have only lived in this area a year, I really appreciate the quiet streets as I know the residents in Dawson Street. It seems a real shame to do anything to destroy these quiet suburban streets with what will be a noisy commercial operation. I have loved Beverley for many years and was very excited to be able to buy my beautiful old home over a year ago. I feel a better option should be found.</p>	<p>Can't read your writing sorry.</p> <p>Quiet country life must evolve in order to survive, or Beverley will diminish in its ability to service the local community. Thus residents will be driving to busy cities.</p> <p>Relocating to DeLisle Street, is not a financially viable option.</p>	<p>Concerns raised in terms of adverse amenity impacts on an otherwise quiet neighbourhood are deemed valid.</p> <p>The economic benefit to a single business must be weighed against the anticipated negative impact of the proposed RAV4 route change to the established amenity of the area and the vested interests of the present and future residents.</p>
15	M & M Bird 21 Grigson Street Beverley	<p>Object to the proposal.</p> <p>We would like to register our objection to the Heavy Vehicle development proposal by the BEVERLEY TYRE SERVICE.</p> <p>We believe this development is not in the best interests of the Shire in its current form.</p> <p>The Beverley Tyre Service is located adjacent to a largely residential area and close to the town. This type of service should be located in Delisle Street if this proposal is to be approved.</p> <p>It is concerning that the development is proposing that heavy vehicles travel up and down residential roads. This is particularly so for Elizabeth St, which exits onto a brow of the hill of Great Southern Highway/Hunt Rd, meaning slow moving heavy vehicles may not be visible to approaching vehicles as the heavy vehicles exit Elizabeth Street onto Great Southern Highway.</p>	<p>No data or analysis has been requested but currently ONE truck per week/fortnight is serviced.</p> <p>Shire town speed limits are established, and enforced by local police, for all residents safety.</p> <p>The road surface is uniform on all roads in the Shire.</p> <p>Residents can expect minimal daytime noise, if any, to change.</p> <p>Business benefits, or growth, locally are not guaranteed, but would be financially welcomed in Beverley.</p> <p>The Beverley Tyre Service has been purchased, and verified prior to purchase, to</p>	<p>Council can only consider the application as presented with the information at hand.</p> <p>The onus is first and foremost on the applicant to provide Council with sufficient information to make an informed decision.</p> <p>Concerns raised in terms of anticipated adverse amenity impacts on an otherwise quiet neighbourhood are deemed valid.</p> <p>No traffic impact assessment was submitted as part of the proposal to present an informed response.</p> <p>No information was presented to indicate expected increased traffic numbers in relation to RAV4 vehicles.</p>

No	Respondent	Summary of Submission	Applicant's comments	Planner's comments
		<p>We are concerned also that</p> <ol style="list-style-type: none"> 1. The development proposal does not indicate how many heavy vehicles will be using the RAV4 service. Will there be many or a few? 2. The town and the residents in the area will be affected by the movement of heavy vehicles. 3. Light vehicles will have to share residential roads with heavy vehicles. 4. Large trucks cause more damage to roads than light vehicles. The Shire will have to pay for the increased upkeep and repairs to the roads used by the heavy vehicles. 5. Residents and visitors of Beverley should not have to experience the noise and inconvenience of heavy vehicles moving around the town environs. This is a poor look for the town and we expect it would be disturbing for residents in the affected streets. 6. While it is good for everyone that a business is seeking to expand, there is no information about what Beverley will get out of this proposal. If there is no benefit to the residents of Beverley, why should the proposal be supported, when there is the prospect of a cost to the Shire in increased road maintenance, and to the residents in the areas surrounding the Beverley Tyre Service with heavy vehicles moving around their streets? 7. While the Beverley Tyre Service may be in a Shire zoning appropriate to the current service, we do not believe this zoning contemplated this significant change in the business use in the heavy vehicle RAV4 proposal. 	<p>its zone location being approved in its current location.</p>	<p>This established land use is not in contention. Rather this application is focusing on confirming that 47 (lot 7) Queen Street is also being used as part of this business (this was unclear in the original 2006 approval), but more so in regards to the changing of the RAV4 route to enable RAV4 class vehicles to access the established business site.</p>

No	Respondent	Summary of Submission	Applicant's comments	Planner's comments
		<p>Recent developments in Beverley are to be applauded.</p> <p>The Cornerstone Building, Moort Wabiny Park and the development and improvements currently underway in Vincent Street. These initiatives are measures that improve the attractiveness of Beverley and the wellbeing of residents. The heavy vehicle proposal is the antithesis of these initiatives and we would not like to see it approved.</p>		
16	<p>G & R McCallum 37 & 39 Dawson Street Beverley</p>	<p>Object to the proposal.</p> <p>We are not in favour of the request to have access to Dawson and Queen Streets by heavy vehicles. Dawson Street is mostly residential and as we have stated previously, the industrial part of Dawson Street should be relocated to the industrial area and the area in Dawson Street rezoned Residential.</p> <p>Having heavy vehicles driving down Dawson Street and then onto Queen Street will not add to the value of properties in either street. It seems odd that with the development in Vincent Street this proposal to streets that run directly off Vincent Street should even be proposed.</p>	<p>The Beverley Tyre Service had been purchased, and verified prior to purchase, to its zone location being approved in its current location.</p> <p>Relocating to DeLisle Street, is not a financially viable option.</p> <p>Financial value of properties is out of our control.</p>	<p>This established land use is not in contention. Rather this application is focusing on confirming that 47 (lot 7) Queen Street is also being used as part of this business (this was unclear in the original 2006 approval), but more so in regards to the changing of the RAV4 route to enable RAV4 class vehicles to access the established business site.</p> <p>It should be noted that Shire has no control over development proposals submitted.</p>
17	<p>Robert Bartram 33 Queen Street Beverley</p>	<p>Object to the proposal.</p> <p>I object because of the excessive noise and vibration to the houses. Queen Street is far too narrow for road trains.</p>	<p>Residents can expect minimal daytime noise, if any, to change.</p> <p>Shire town speed limits are established, and enforced by local police, for all residents safety. Any "hooning" should be reported to local police.</p>	<p>Concerns raised in terms of anticipated adverse amenity impacts on an otherwise quiet neighbourhood are deemed valid.</p>

No	Respondent	Summary of Submission	Applicant's comments	Planner's comments
		<p>Queen Street also had problems with noise recently with speeding and hooning up the street which could cause an accident.</p> <p>This type of trucks should be in the industrial site. After all why was the industrial site developed.</p>	<p>Relocating to DeLisle Street, is not a financially viable option.</p>	
18	<p>Roberta Pratt 26 Dawson Street Beverley</p>	<p>Object to the proposal.</p> <p>Elizabeth Street only has residential properties. Constant use of this street with heavy vehicles may result in cracking to walls and ceilings of residence houses. School children walk to and from school along these roads/streets posing an increased risk to them as well as residents who walk along these streets/roads. Noise level for houses increases for those getting traffic both in and out along the route doubles, i.e. 25, 26, 27 & 28 Dawson and also 26 and 30 Great Southern Highway.</p> <p>Serving RAV4 vehicles by changing the route to use residential streets and go past so many residential houses is unfair to the residents presently there and will impact on potential sale of their residences negatively going forward. Commendable staff are willing to guide customers in and out but they can't guarantee they'll always be available to do so (holidays, sickness, busy on phone, etc.) and doesn't eliminate the noise or the potential damage. Serving trucks should happen in the industrial estate.</p> <p>Trucks are likely to need to change gears driving up Queen Street no matter what speed they are travelling.</p>	<p>Shire town speed limits are established, and enforced by local police, for all residents safety.</p> <p>Residents can expect minimal daytime noise, if any, to change.</p> <p>Financial value of properties is out of our control.</p> <p>Relocating to DeLisle Street, is not a financially viable option.</p> <p>Mental well-being is always a concern and should be addressed by a professional.</p>	<p>Concerns raised in terms of anticipated adverse amenity impacts on an otherwise quiet neighbourhood are deemed valid.</p>

No	Respondent	Summary of Submission	Applicant's comments	Planner's comments
		<p>Queen Street isn't very wide and if cars are parked on it then trucks will find it difficult driving past. This all adds to noise levels too. Vehicles towing caravans seem to be using this route at the moment and it's increased the noise and the danger to those walking. The increase in noise is going to impact on mental wellbeing.</p>		
19	<p>Hazel Martin & Gar Lewis 26 Hunt Road Beverley</p>	<p>Object to the proposal.</p> <p>We are new residents to Beverley and have purchased our retirement home, which is 26 Hunt Road Beverley. We are on the corner of Hunt Road & Elizabeth Street. This application for such huge vehicles to access Dawson Street via Elizabeth Street is of extreme concern to us and have to strongly object to this proposal based on the following way in which we will negatively impacted:</p> <ul style="list-style-type: none"> • Noise. The noise of these heavy vehicles changing gears and breaking to turn into Elizabeth Street will be a huge increase to what we knew of and fully expected with purchasing a home on the main road through Beverley. We knew we would get the heavy trucks go through at the reduced speed, as they slow several 100 mtr's before our home and that is all expected. Having these vehicles turn into Elizabeth Street is a whole other matter and increase to the noise level dramatically. • Safety. We don't think that the turning space will be adequate and sincerely hope this doesn't result in the ruining of kerbing, let alone an accident if someone miss judges to corner. 	<p>Residents can expect minimal daytime noise, if any, to change.</p> <p>Shire town speed limits are established, and enforced by local police, for all residents safety.</p>	<p>Concerns raised in terms of anticipated adverse amenity impacts on an otherwise quiet neighbourhood are deemed valid.</p>
20	<p>Colleen McAdam 33 Dawson Street</p>	<p>Object to the proposal.</p>	<p>The Beverley Tyre Service had been purchased, and verified prior to purchase, to</p>	<p>This established land use is not in contention. Rather this application is</p>

No	Respondent	Summary of Submission	Applicant's comments	Planner's comments
	Beverley	<p>I object to allowing a heavy vehicle permit being granted as proposed. Whilst Commercial Zoned properties are located in Dawson Street it is essentially a residential street.</p> <p>Council would not allow access via Vincent Street, the main street – so a side residential street is unacceptable.</p> <p>Perhaps the business should relocate and be given incentive to do so.</p> <p>I object also on the principles of safety, noise and residential amenity.</p>	<p>its zone location being approved in its current location. Residents can expect minimal daytime noise, if any, to change. Shire town speed limits are established, and enforced by local police, for all residents Safety.</p> <p>Relocating to DeLisle Street, is not a financially viable option</p>	<p>focusing on confirming that 47 (lot 7) Queen Street is also being used as part of this business (this was unclear in the original 2006 approval), but more so in regards to the changing of the RAV4 route to enable RAV4 class vehicles to access the established business site.</p> <p>Concerns raised in terms of anticipated adverse amenity impacts on an otherwise quiet neighbourhood are deemed valid.</p>
21	Glenys Hastings 25 Dawson Street Beverley	<p>Object to the proposal.</p> <p>Access to Elizabeth Street from highway very dangerous as the hill doesn't allow sight of other vehicles. Elizabeth to Dawson very short distance and not much room for such large vehicles to turn. Dawson Street would be blocked by such large trucks making usual vehicle traffic difficult.</p> <p>Queen Street is very narrow making life difficult for locals. Noise levels would be dreadful – they're bad enough now with locals speeding. Why is it not being situated in the Industrial area where there is plenty of room!!</p>	<p>The concept to extend Queen St down to DeLisle St is fantastic! We give our 100% support.</p> <p>Shire town speed limits are established, and enforced by local police, for all residents safety. Any "hooning or speeding" should be reported to local police.</p> <p>Relocating to DeLisle Street, is not a financially viable option</p>	<p>Concerns raised in terms of anticipated adverse amenity impacts on an otherwise quiet neighbourhood are deemed valid.</p> <p>There is no supporting evidence to show that RAV4 Class vehicles can safely negotiate the route as proposed.</p>

No	Respondent	Summary of Submission	Applicant's comments	Planner's comments
22	Janine & Kevin Priest 31 Queen Street Beverley	<p>Object to the proposal.</p> <p>We are unhappy with the proposal. Queen Street is one of the narrowest streets in Beverley so the chance of an accident happening on the corner of Queen Street and Elizabeth Street is high. We will also be subjected to more vehicle noise than necessary. We have an industrial area in Beverley so why can't it be used for the proposed development?</p>	<p>The concept to extend Queen St down to DeLisle St, would address your concerns regarding narrow streets. Residents can expect minimal daytime noise, if any, to change.</p> <p>Relocating to DeLisle Street is not a financially viable option.</p>	<p>Concerns raised in terms of anticipated adverse amenity impacts on an otherwise quiet neighbourhood are deemed valid.</p> <p>There is no supporting evidence to show that RAV4 Class vehicles can safely negotiate the route as proposed.</p>

STATUTORY ENVIRONMENT

Shire of Beverley Local Planning Scheme No. 3.

FINANCIAL IMPLICATIONS

There are no financial implications relative to this application.

STRATEGIC IMPLICATIONS

The application is deemed to align with the Shire's Local Planning Strategy.

POLICY IMPLICATIONS

There are no policy implications relative to this application.

RISK IMPLICATIONS

It is considered that the proposal has significant risks should the RAV4 request be approved.

Consequence	Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood					
Almost Certain	Medium (5)	High (10)	High (15)	Severe (20)	Severe (25)
Likely	Low (4)	Medium (8)	High (12)	High (16)	Severe (20)
Possible	Low (3)	Medium (6)	Medium (9)	High (12)	High (15)
Unlikely	Low (2)	Low (4)	Medium (6)	Medium (8)	High (10)
Rare	Low (1)	Low (2)	Low (3)	Low (4)	Medium (5)

Risk Rating	Action
Low	Monitor for ongoing improvement.
Medium	Comply with risk reduction measures to keep risk as low as reasonably practical.
High	Review the risk and take additional measures to ensure risk is low as reasonably achievable.
Severe	Unacceptable risk level, reduction measures must be introduced before proceeding.

VOTING REQUIREMENTS

Simple Majority

OFFICER'S RECOMMENDATION ONE

That Council refuse the request to amend the RAV route to include Elizabeth Street, Dawson Street and Queen Street.

OFFICER'S RECOMMENDATION TWO

That Council grant planning approval for a Motor Vehicle Repair (tyre repair) land use at 47 (Lot 7) Queen Street, Beverley and proposed works at 48 (Lot 8) Dawson Street, subject to the following conditions and advice notes:

Conditions:

1. Development shall be carried out only in accordance with the terms of the application as approved herein and any approved plan, prepared by the applicant and endorsed by Council's Shire Planner.
2. The demountable office and new workshop/shed shall not be used for human habitation.
3. Onsite parking are to be provided to the satisfaction of the Shire.

Advice Notes:

Note 1: If the development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect.

Note 2: Where an approval has so lapsed, no development shall be carried out without the further approval of the local government having first been sought and obtained.

Note 3: Nothing in the approval or these conditions shall excuse compliance with all relevant written laws in the commencement and carrying out of the development.

Note 4: The applicant is advised a building permit is required prior to commencement of any building works, where applicable.

Note 5: If an applicant is aggrieved by this decision there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005 Part 14. An application must be made within 28 days of the determination.

Attachment 9.1 – Locality Map



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Attachment 9.1 – Application Documents



RAV NETWORK 4 APPROVAL
For access to
BEVERLEY TYRE SERVICE

DANIEL HENDERSON (H) & ALEX EMIN
OWNERS / DIRECTORS

Attachment 9.1 – Application Documents

To: Shire of Beverley & Our Beverley Community

Proposed Heavy Vehicle Access Permit RAV Network 4 into Beverley Tyre Service (48 Dawson St)

We have been the owners of Beverley Tyre Service for just over one year, and what a whirlwind of a year it has been! We have grown so much as a couple and have been welcomed into the community as business new owners. This alone has driven us to achieve more! By doing more, we need to have the support from you, our local Shire and community. Granting us the endorsement and support to have a Heavy Vehicle (RAC Network 4) Permit to access Beverley Tyre Service, is how we will achieve our goal.

We have all heard the saying 'without trucks, Australia stops', and this really resonates with H & I whole heartedly. Coming from both Trucking and agricultural backgrounds, this has 100% driven us to be able to help everyone, and we mean "everyone". Being able to swing a <27.5m Pocket Road Train (diagram below) through our gates, to get a set of brand new tyres on, is a goal of ours. And a proud moment it will be! We are proud to say, we can comfortably fit a set of 8 Drive tyres onto a truck, in under 1hour. Within this time, the operators/truckies can go off into the town, grab a coffee, do a local shop or even just sit with the newspaper while we fit their tyres. We encourage all of our customers to do this regardless of what they are here at the Tyre Shop for. We support our Local Community as much as we can.

Now, for us to provide this service for our Haulage and Ag locals, we of course need the support of you, behind us (Beverley Tyre Service). We have created plans (plans below), allowing access to the Tyre Shop from Elizabeth St, Entering our Yard from Dawson St, exiting right on Queen St and following it out via Elizabeth St (imagine a rather large round about). We have already started to look at widening our entrance and exit gates, to allow an easy, and safe, arrival and departure. This will also mean working with the Beverley Shire if permitted to remove some of the existing Kerbing to allow ease of access.

As for noise and speed limits - of course we are proposing to have noise restriction and speed limit signage erected on the proposed route. This will ensure all drivers are following the rules. We will be gaining these from 'Main Roads'. To help lessen the noise, we are also proposing a 'business hours only - 8am to 5pm' servicing time. This will also ensure trucks aren't entering or exiting out of business hours.

If this permit is granted to us, we will then be sending out Heavy Vehicle Information Packs to all of our account holders, and new Driver/Operators, who enquire with us. This information pack will ensure prior knowledge of the permitted route, ensuring all agreed terms and conditions are fully understood and met by all parties.

In Conclusion, this is what we are proposing; (please read below for a more details)

- Entry & Exit from Great Southern Highway - ELIZABETH ST
- Entrance into Beverley Tyre Service - DAWSON ST
- Exit from Beverley Tyre Service - QUEEN ST (RIGHT TURN)
- Widening gates & kerbs - allowing safe and easy access & exit
- Speed & Noise limit signs
- Access within business hours ONLY - 8am to 5pm
- Beverley Tyre Service - Heavy Vehicle Route Information Packs

We thank you for your time, and we hope that the community of Beverley can all get onboard with our proposal. By having this approved, we are ensuring everyone can access our business, Beverley Tyre Service.

Sincerely,
Daniel Henderson & Alex Emin
Beverley Tyre Service Owner / Directors

Attachment 9.1 – Application Documents

Proposed Guidelines & Conditions

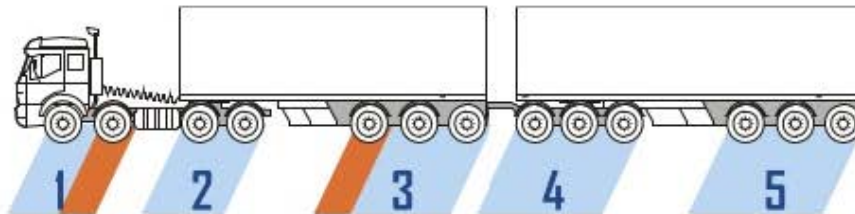
- **Entry & Exit from Great Southern Highway** - Entering via Elizabeth Street, turning left on Dawson Street and entering Beverley Tyre Service approx 200m on the right. Exiting right onto Queen Street, following it right onto Elizabeth Street and exiting onto Great Southern Highway. The gates will be widened for safety and ease for the driver. By widening the gates, not only will the truck be able to access BTS easier, but also safer too.
- **Entering & Exiting Beverley Tyre Service** - The gates will be widened for safety and ease for the driver. By widening the gates, not only will the truck be able to access BTS easier, but also safer too. If any driver is lost, they are encouraged to ring BTS on 0407 457 427, and Daniel or Alex will assist them, guiding them, via escort if needed, to Beverley Tyre Service.
- **Exit from Beverley Tyre Service** - Exiting right onto Queen Street. When exiting Daniel & Alex are more than happy to guide out, to make sure all traffic is halted, for ease and safety of the community. If the driver is not sure where to go, either Daniel or Alex will escort them to Great Eastern Highway.
- **Widening gates & kerbs** - The gates will be widened for safety and ease for the driver. By widening the gates, not only will the truck be able to access BTS easier, but also safer too. Daniel or Alex are also there to guide the truck into the Tyre Shop if needed.
- **Speed & Noise limits in built up areas** - We will be implementing a speed and noise restriction when entering the built up areas around BTS. This is to help keep any noise and speed to a minimum.
- **Access within operating hours ONLY (8am - 5pm)** - By only servicing Network 4 vehicles during these hours, it keeps the noise disruption to the bare minimum.
- **RAV Network 4 Route Information Packs** - RAV Network 4 Information packs will be sent to all owner/operators wanting to be serviced by Beverley Tyre Service. By sending this information pack to everyone, we are keeping everyone accountable for their actions. Along with keeping everyone in the loop about what is expected from all truck drivers.

Attachment 9.1 – Application Documents

WHAT A 27.5M RAV NETWORK 4 APPROVED HEAVY VEHICLE LOOKS LIKE

RAV Category 4

A. RAV Category 4 — Prime Mover, Semi Trailer towing a 6 axle Dog Trailer - 27.5 m, 87.5 t



Vehicle

11.1 This item applies to a vehicle combination that:

- (a) includes a prime mover with a single steer or twinsteer axle group and tandem axle drive group and semi trailer with two (2) or three (3) axles towing a dog trailer with six (6) axles; and
- (b) has a total of five (5) axle groups

Conditions

11.2 This vehicle combination may operate on the "RAV Network" prescribed below, provided that:

- (a) it complies with the minimum axle spacing requirements specified in Table A of Clause 5;
- (b) it does not exceed 27.5m in length;
- (c) where the semi trailers are:
 - (i) built to carry livestock;
 - (ii) carrying a crate built to carry livestock; or
 - (iii) carrying overheight indivisible load/s or multi modal container/s; the height may exceed 4.3 m, however must not exceed 4.6 m.

Network

11.3 The vehicle combination must not be driven on any road except a road specified in RAV Network 4, subject to the conditions (if any) specified in the Road Tables.

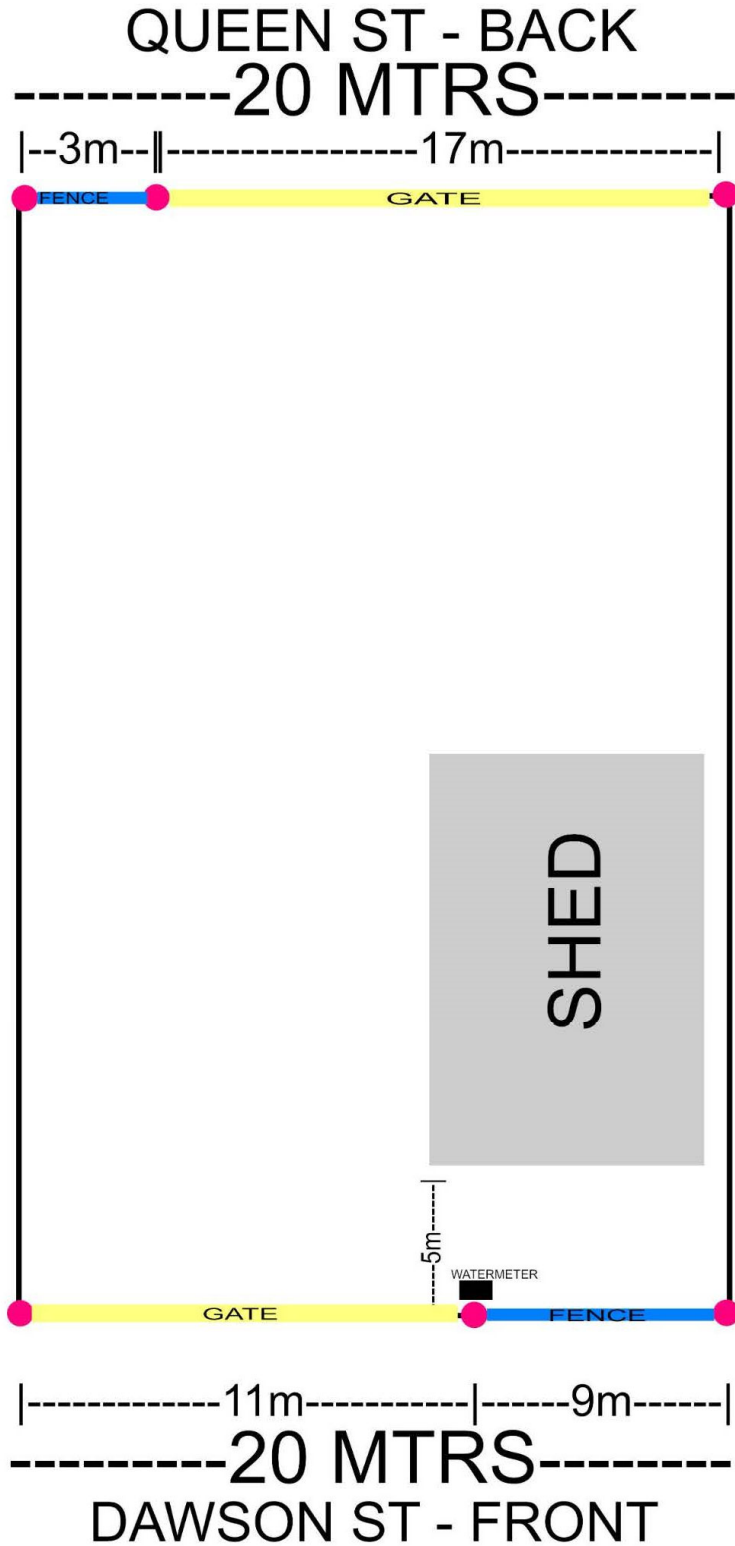
Exemptions

11.4 This vehicle combination is exempt from the following provisions:

- (a) Vehicle Standards Rule 66(1) (maximum height).

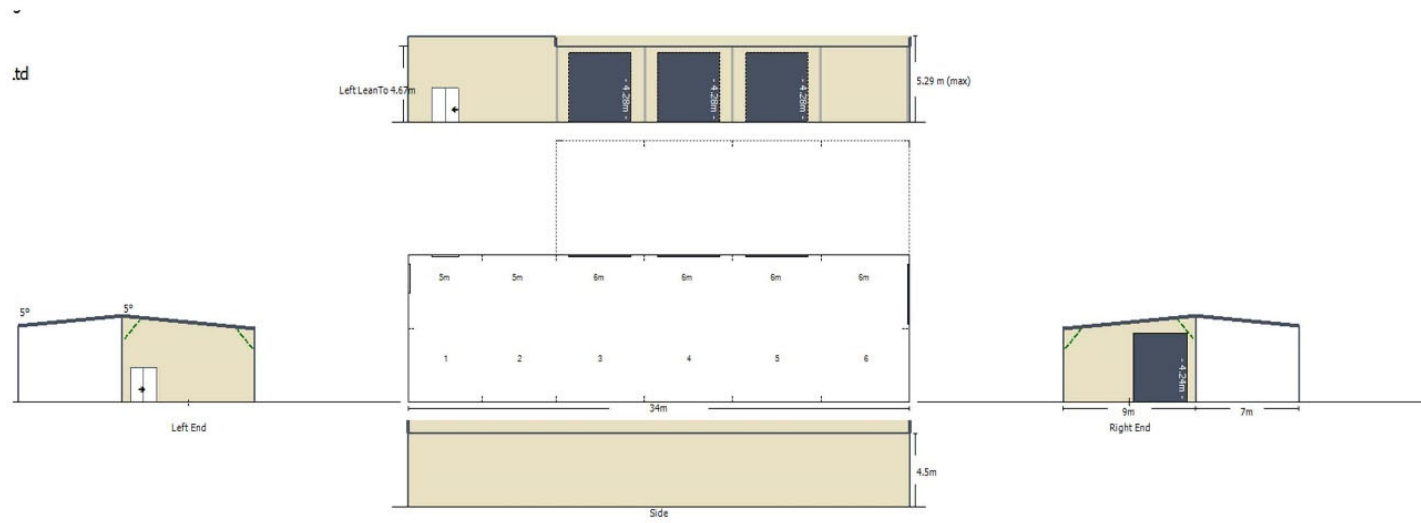
Attachment 9.1 – Application Documents

PROPOSED GATE RESTRUCTURE FOR ENTRY & EXIT



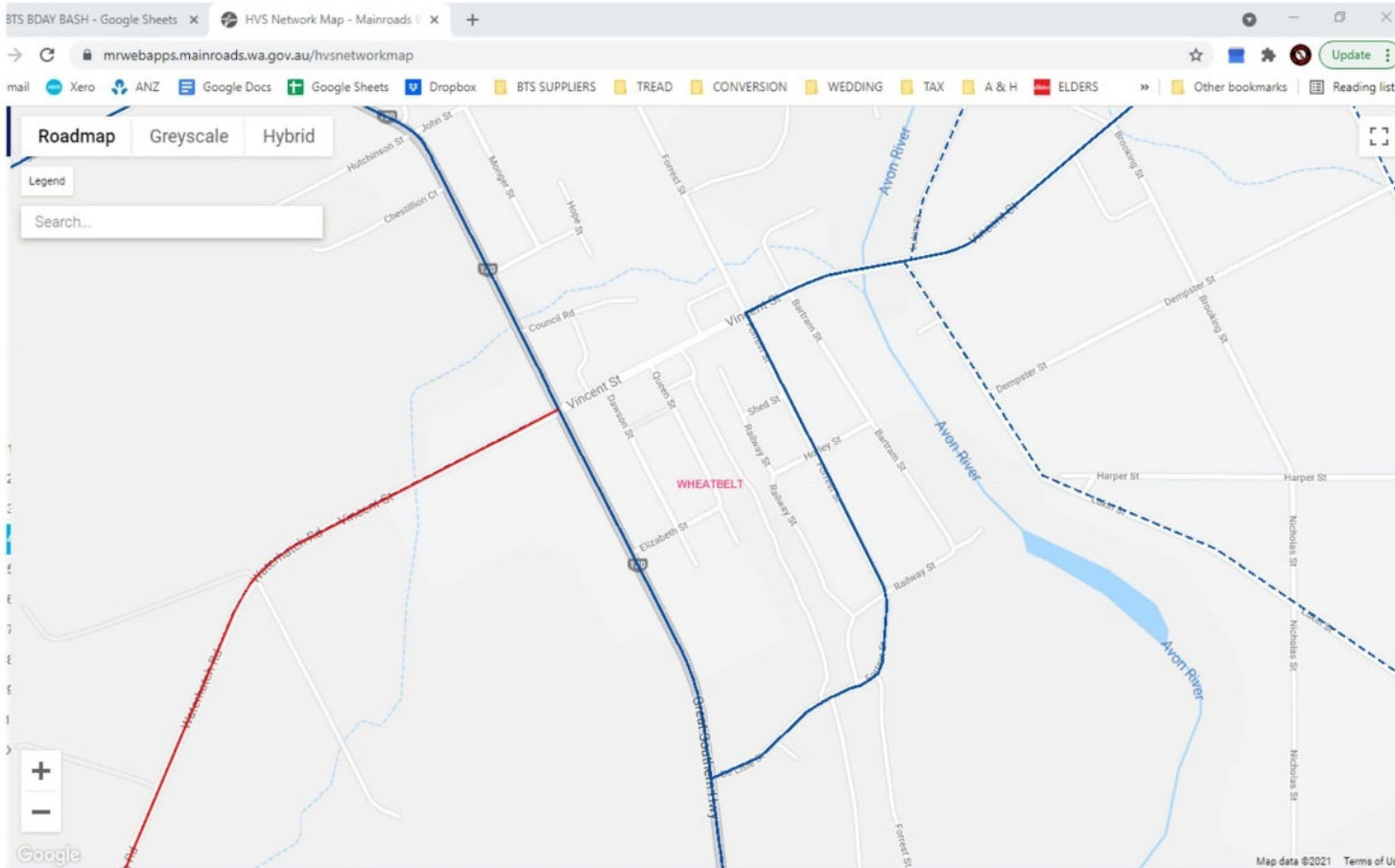
Attachment 9.1 – Application Documents

OUR 5 YEAR GOAL



Attachment 9.1 – Application Documents

Network for RAV Map - Beverley 6304



Attachment 9.1 – Application Documents

Proposed permit route - Network 4 - Access to Beverley Tyre Service ONLY



Attachment 9.1



Attachment 9.1 – Proposed RAV4 Information and Signage from BTS

WELCOME TO

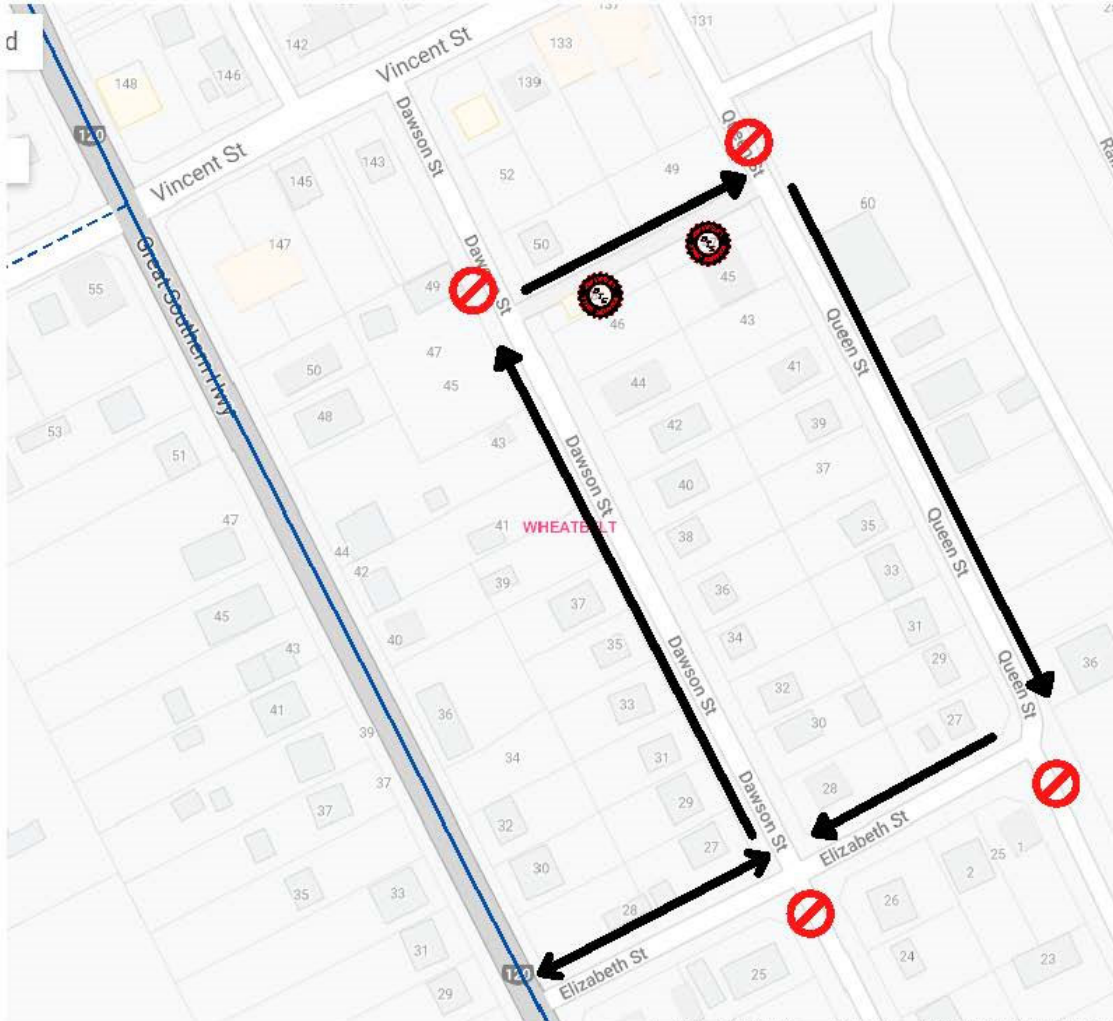


RAV NETWORK 4 INFORMATION PACK

Please read before entering BTS.
We are now a RAV Network 4 approved site.

Attachment 9.1 – Proposed RAV4 Information and Signage from BTS

YOUR ROUTE INTO BEVERLEY TYRE SERVICE



[CLICK HERE FOR GOOGLE MAPS](#)



LOST?

0407 457 427

Attachment 9.1 – Proposed RAV4 Information and Signage from BTS

OUR GUIDELINES



**Please travel
below 40kmph
when in built up
areas**

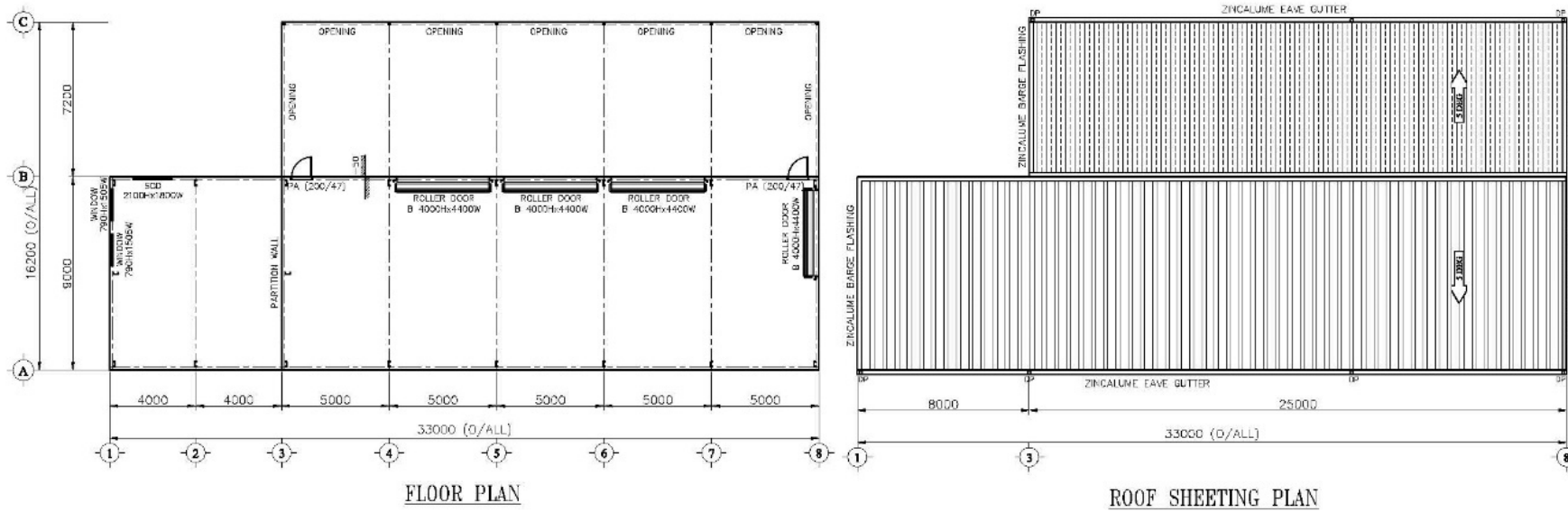


**Please do not use
your jake brake in
built up areas**

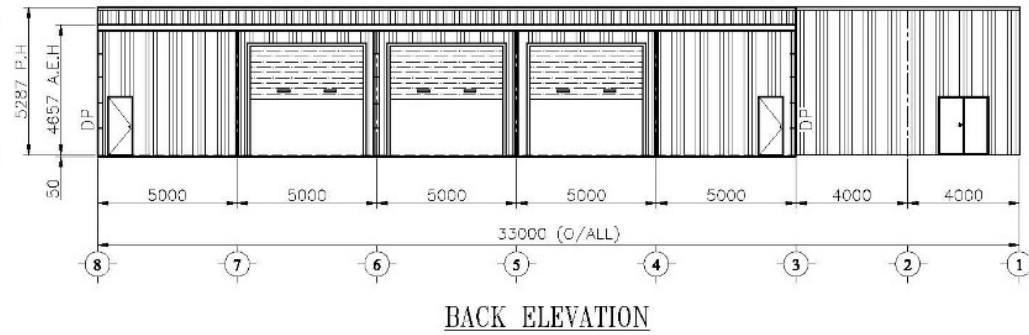
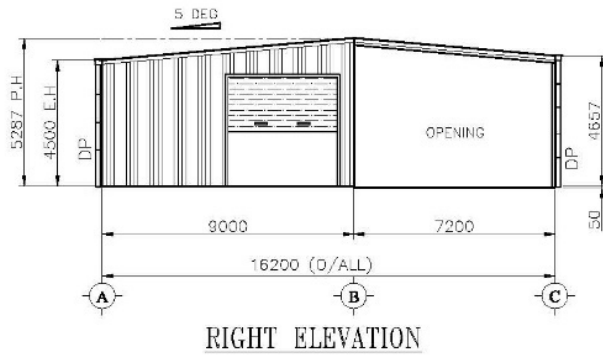
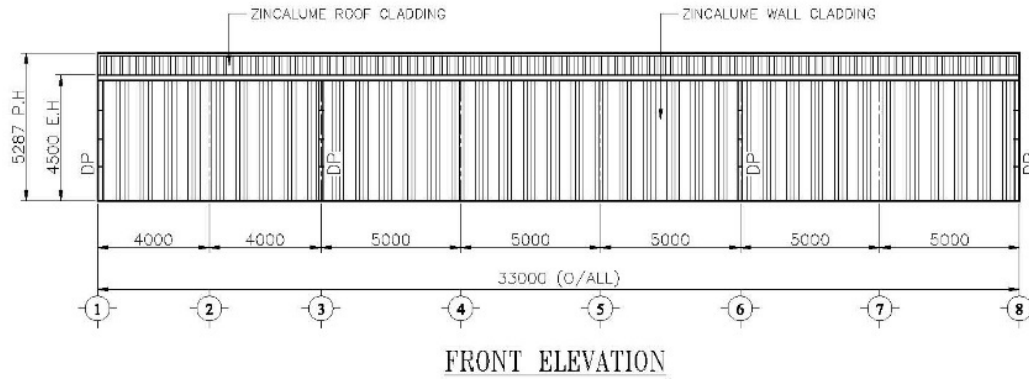
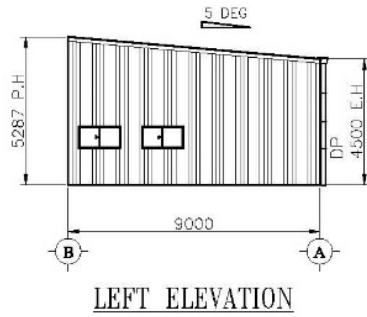


**Only servicing
drive throughs
within the hours
of 8am - 5pm**

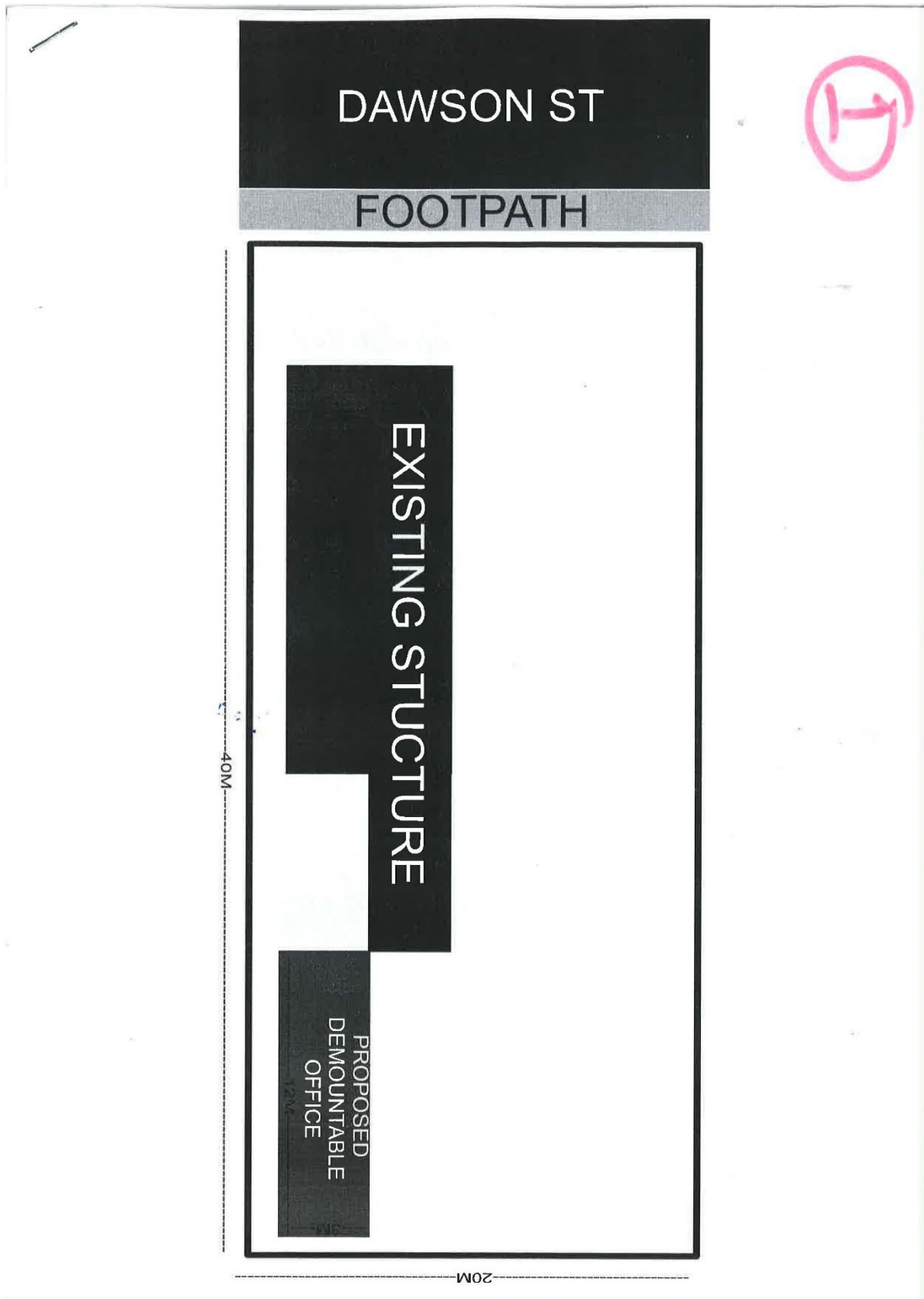
Attachment 9.1 – BTS Shed Plan



Attachment 9.1 – BTS Shed Plan



Attachment 9.1 – Demountable



Attachment 9.1 – Demountable



Attachment 9.1 – 1997 Planning Approval



DAW 1107

SHIRE OF BEVERLEY
BEVERLEY, WESTERN AUSTRALIA. 6304

Our Ref: G25 (RR:DJ)
Your Ref:

All communications to be addressed to
THE SHIRE CLERK,
P.O. Box 20 Beverley, 6304
Office: Telephone (096) 46 1200
Fax (096) 46 1409

17 April, 1997

Mr Michael Blechynden
38 Dempster Street
NORTHAM WA 6401

Dear Sir,

RE: PROPOSED TYRE DISTRIBUTION AND SERVICE CENTRE
- LOT 9 DAWSON STREET, BEVERLEY

Further to my correspondence to you dated the 19 March 1997, I write to advise, that as a result of the 21 day advertising period relating to your proposed project, closing on the 14 April 1997, Council gave its further consideration to your proposal at its meeting on the 15 April 1997. Since no written comment was received during the advertising period, Council at its meeting resolved to advise you that it supports the development you propose, subject to the following conditions:-


1. the applicant lodging all plans/specifications and detail necessary to, comply with the Town Centre Design Control Provisions of Town Planning Scheme No 2 and enable the issue of a building licence;
2. the applicant's agreement in writing that he will comply with any planning consent conditions imposed by Council;
3. any planning consent issued being valid for a period of 2 years only from its date of issue.

I trust that the above is to your satisfaction and I look forward to you lodging sufficient site plan detail along with a front elevation of the building you propose on lot 9, in the near future, in order that a formal Planning Consent can be issued for your project. In cases such as yours it is suggested that you obtain the necessary Planning Consent prior to your preparation of any detailed building plans necessary for the issue of a building licence.

Should you have any questions regarding this matter please feel free to contact the undersigned.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Russell Reid'.

 RUSSELL REID
Regional Shire Planner

Attachment 9.1 – 1997 Planning Approval

FILE COPY

SHIRE OF BEVERLEY

REPORT

TO: COUNCIL
FROM: REGIONAL SHIRE PLANNER
**SUBJECT: ITEM 2
PROPOSED TYRE DISTRIBUTION AND SERVICE CENTRE -
LOT 9 DAWSON STREET, BEVERLEY (M BLECHYNDEN)**
FILE: G25.11
DATE: 15 APRIL 1997

1 PRECIS

Council considered this matter at its meeting in March 1997 and resolved to:

- "(a) advertise via publication in the Beverley Blarney and the Avon Valley Advocate that it has received an application which proposes the construction of a "Tyre Distribution and Service Centre" on Lot 9 Dawson Street, Beverley and invite written comment with regard to the same within 21 days of the date of advertisement;
- (b) advise the applicant that Council, prior to considering support for the development he proposes, has undertaken the advertising procedure required under its Town Planning Scheme and will therefore give its further consideration to his project and any comment received during the 21 day advertising period, at its meeting in April 1997. In the event that no adverse comment is received regarding the project, conditional support will be given to the Tyre Distribution and Service Centre, subject to:
 - (i) the applicant lodging all plans/specifications and detail necessary to, comply with the Town Centre Design Control Provisions of Town Planning Scheme No 2 and enable the issue of a building licence;
 - (ii) the applicant's agreement in writing that he will comply with any planning consent conditions imposed by Council;
 - (iii) any planning consent issued being valid for a period of 2 years only from its date of issue."

Attachment 9.1 – 1997 Planning Approval

2

2 PLANNER'S COMMENT

2.1 The advertising process outlined in (a) above has been undertaken and the period for public comment closed on 14 April 1997. No comment was received from the public during the advertising period.

2.2 Due to the fact that no adverse comment has been received by the Shire, it would now be in order for Council to confirm it's conditional support to the project proposed by Mr M Blechynden.

3 PLANNER'S RECOMMENDATION

That Council confirm it's support for the development of a Tyre Distribution and Service Centre on Lot 9 Dawson Street, Beverley subject to advising the applicant that Council, prior to considering support for the development he proposes, has undertaken the advertising procedure required under it's Town Planning Scheme and will therefore give it's further consideration to his project and any comment received during the 21 day advertising period, at it's meeting in April 1997. In the event that no adverse comment is received regarding the project, conditional support will be given to the Tyre Distribution and Service Centre, subject to:

- 1 the applicant lodging all plans/specifications and detail necessary to, comply with the Town Centre Design Control Provisions of Town Planning Scheme No 2 and enable the issue of a building licence;**
- 2 the applicant's agreement in writing that he will comply with any planning consent conditions imposed by Council;**
- 3 any planning consent issued being valid for a period of 2 years only from its date of issue.**

R REID
Regional Shire Planner

Attachment 9.1 – 2006 Planning Approval



SHIRE OF BEVERLEY
BEVERLEY, WESTERN AUSTRALIA 6304

DAW 1107

**SCHEDULE 3
SHIRE OF BEVERLEY
TOWN PLANNING SCHEME NO. 2**

DECISION ON APPLICATION FOR PLANNING CONSENT

The Council having considered Application No. 290906:

Dated: 26 September 2006
Submitted by: N Gough
On behalf of: M Blechynden

hereby advises that it has decided to:

GRANT APPROVAL – TO COMMENCE DEVELOPMENT

For a Motor Vehicle Repairs (Covered Area) at 48 Dawson Street, Beverley in accordance with application dated 26 September 2006 and accompanying plans and subject to the following conditions:

1. The development shall be in complete accordance with the approved plans numbered 290906, prepared by the applicant and endorsed by Council's Shire Planner.
2. All stormwater be retained on site.


SHIRE PLANNER
31 October 2006

Note: Should the owner be aggrieved by this decision a right of review may exist under the provisions of the Scheme.

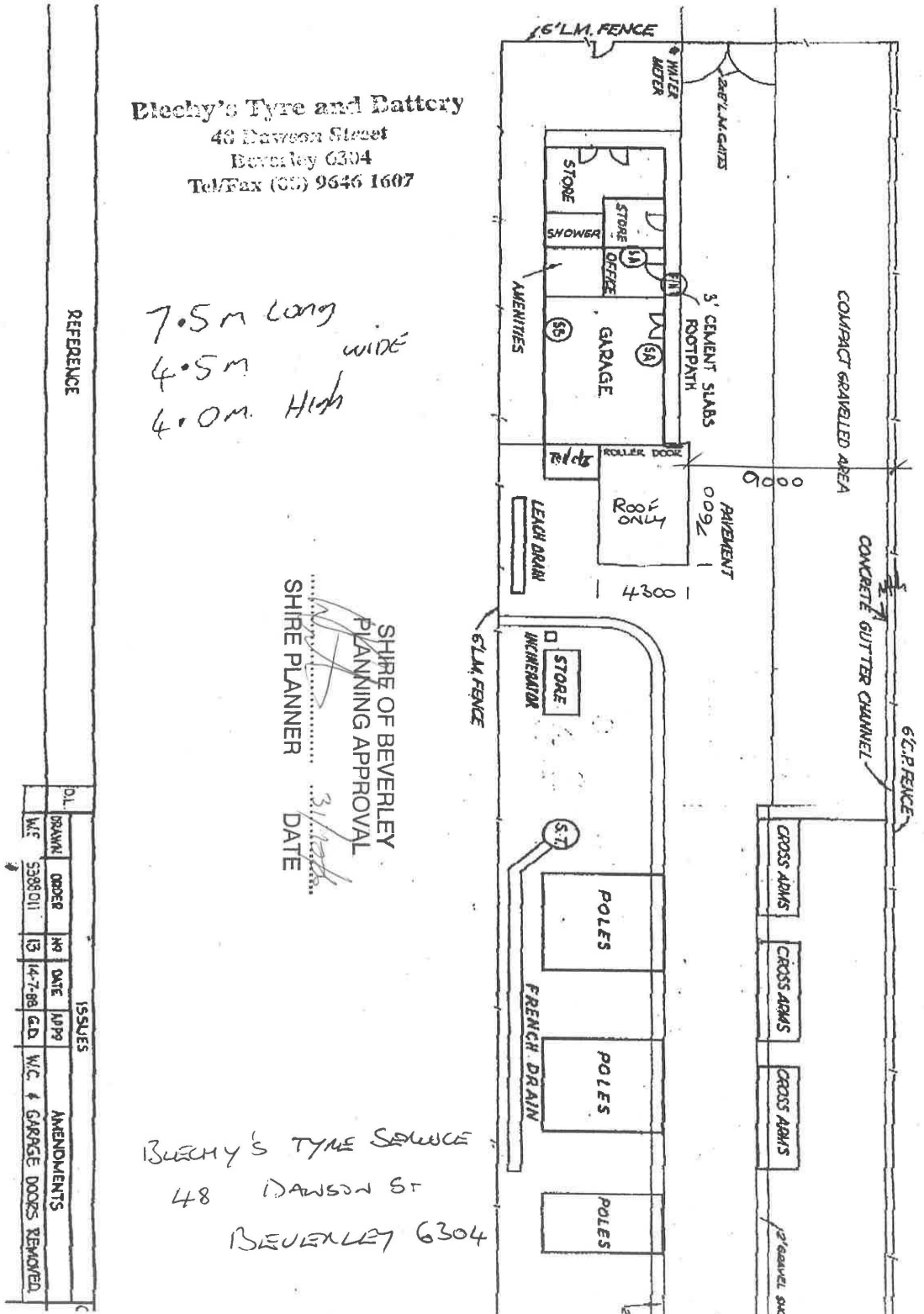
You may have the right of review through the State Administrative Tribunal in accordance with the Planning and Development Act 2006. The application for review must be lodged with the State Administrative Tribunal, Perth within 28 days of the date of this decision. Further information and review application forms can be obtained by contacting the State Administrative Tribunal on 9219 3111 or via Internet at www.sat.justice.wa.gov.au.

Attachment 9.1 – 2006 Planning Approval

22-03-2006 12:52 FROM:

TO: 0896223013

P: 01



REFERENCE		ISSUES		AMENDMENTS	
DL	BRAND	ORDER	NO	DATE	APP
W/E	5388011	13	14-7-98	G.D.	W.C. & GARAGE DOORS REMOVED

*Blechy's Tyre Service
 48 Dawson St
 Beverley 6304*

9.2 Development Application: Extension of Gallery Space – Beverley Station Arts – 120 (Lot 426 - Reserve 47116) Vincent Street, Beverley

Submission To:	Ordinary Council Meeting 14 December 2021
Report Date:	2 December 2021
Applicant:	Beverley Station Arts Inc
File Reference:	VIN 50049
Author and Position:	Stefan de Beer, Manager of Planning
Previously Before Council:	Funding only – October 2021
Disclosure(s) Of Interest:	Nil
Attachments:	Development Proposal, Heritage Impact Statement, Letter from Department of Planning, Lands & Heritage.

SUMMARY

An application has been submitted to enclose the railway platform of the Beverley Railway Station to provide additional exhibition space, located at 120 (lot 426) Vincent Street, Beverley. The application will be recommended for approval.

BACKGROUND

Proposal

As per the submitted application documentation, it is proposed to enclose the railway platform adjacent to the single storey section of the Beverley Railway Station to provide a “Platform Gallery” that will facilitate greater opportunities for travelling exhibitions, and to display the entire significant art collection.

The proposed enclosure will comprise framed (timber or steel) panels (flat sheet and corrugated iron cladding) to fit between the existing (non-original) round steel posts along the outer edge of the platform veranda (also not original). The frame will attach to the railway station building vertically at two points; at the south end, and north end. The existing (not original) bitumen platform floor will be removed and a steel framed timber floor constructed with an engineered ring beam around the perimeter, aligned along the inside of the platform posts.

The platform veranda will connect directly with the existing gallery spaces through the existing sets of original double doors that exit onto the platform.

The interior of the new gallery would be open floor plan with movable walls which could be strategically positioned for the art currently displayed or removed completely to open up the space for other indoor events. The space will also allow for the existing storeroom to become another gallery display and together with the Platform Gallery reveal the extent of the collection.

Expanding the gallery space would also provide greater opportunities to invite touring art exhibitions to be displayed in Beverley. The current gallery space is too small to accommodate medium-to-large exhibitions.

Application Site Details

The subject lot is described as follows:

- 120 (Lot 426) Vincent Street in extent 4,205m² - contains the existing State Heritage Listed Beverley Railway Station, Platform Theatre and public parking area.

The lot is Zoned *Local Scheme Reserve 'Railways'* pursuant to the Shire of Beverley Local Planning Scheme No 3 (LPS 3). The Shire of Beverley has a Management Order over the subject land.

Heritage Listing

The place was entered into the State Register of Heritage Places in 1996 and therefore requires Council's consideration through a planning application for the development proposed.

COMMENT

The proposal is recommended for approval as it supports the concept of adaptive reuse of Heritage Listed Buildings. It is expected to add significant value to the activities being undertaken in the art gallery.

It is also considered to add significant value to the Shire's Tourism Product.

CONSULTATION

The applicant submitted supportive documentation (Heritage Impact Statement, *et al*) and also a letter of supportive comments from the *Department of Planning, Lands and Heritage*.

STATUTORY ENVIRONMENT

Shire of Beverley Local Planning Scheme No. 3.

FINANCIAL IMPLICATIONS

There are no financial implications relative to this application.

STRATEGIC IMPLICATIONS

The application is deemed to align with the Shire's Local Planning Strategy.

POLICY IMPLICATIONS

There are no policy implications relative to this application.

RISK IMPLICATIONS

It is considered that the proposal has insignificant risks.

Consequence	Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood					
Almost Certain	Medium (5)	High (10)	High (15)	Severe (20)	Severe (25)
Likely	Low (4)	Medium (8)	High (12)	High (16)	Severe (20)
Possible	Low (3)	Medium (6)	Medium (9)	High (12)	High (15)
Unlikely	Low (2)	Low (4)	Medium (6)	Medium (8)	High (10)
Rare	Low (1)	Low (2)	Low (3)	Low (4)	Medium (5)

Risk Rating

Low

Medium

High

Severe

Action

Monitor for ongoing improvement.

Comply with risk reduction measures to keep risk as low as reasonably practical.

Review the risk and take additional measures to ensure risk is low as reasonably achievable.

Unacceptable risk level, reduction measures must be introduced before proceeding.

VOTING REQUIREMENTS

Simple Majority

OFFICER'S RECOMMENDATION

That Council grant approval for the proposed works (extension of gallery space) at the Beverley Railway Station at 120 (Lot 426) – (Reserve 47116) Vincent Street, Beverley, subject to the following condition and advice notes:

Conditions:

1. Development shall be carried out only in accordance with the terms of the application as approved herein and any approved plan, prepared by the applicant and endorsed by Council's Shire Planner.

Advice Notes:

Note 1: If the development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect.

Note 2: Where an approval has so lapsed, no development shall be carried out without the further approval of the local government having first been sought and obtained.

Note 3: Nothing in the approval or these conditions shall excuse compliance with all relevant written laws in the commencement and carrying out of the development.

Note 4: The applicant is advised a building permit is required prior to commencement of any building works, where applicable.

Note 5: If an applicant is aggrieved by this decision there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005 Part 14. An application must be made within 28 days of the determination.

Attachment 9.2 – Development Proposal

Beverley Station Arts Gallery & Platform Theatre **PLATFORM GALLERY** Platform enclosure to optimise gallery exhibitions



Beverley Railway Station is of State heritage significance, identified by entry onto the Heritage Council's Register of Heritage Places. The Statement of Significance reads as follows:

Beverley Railway Station, comprising a single storey stone and iron Main Station Building and double storey attached Station Master's Quarters; a single storey annexe; timber framed shed with water closet; gabled timber framed building; timber framed toilet block; a bitumen platform with canopy; and, a timber framed shed, has cultural heritage significance for the following reasons:

- the size and design of the place illustrates the importance of Beverley in the development of rail transportation in the South West of Western Australia and as an important transport interchange for the district;*
- the place has a landmark quality in the centre of Beverley because of its interesting architecture;*
- the place has social importance as the former transport hub in Beverley and for its contribution to the Beverley community's sense of place; and,*
- the place is an example of Federation Arts and Crafts style applied to railway architecture and, in this respect, is relatively uncommon in Western Australia.*



Attachment 9.2 – Development Proposal

Beverley Station Arts Gallery & Platform Theatre

PLATFORM GALLERY

Platform enclosure to optimise gallery exhibitions

Entry

The main entry to the Beverley Railway Station Gallery is the original entry on the west side of the building.

That entry is accessed by a staircase.

Feature

The view though from the main entry out the double doors on the east side of the railway station building provides a prime feature opportunity on the east wall.

Universal access to the railway platform currently exists via a ramp at the south end of the railway platform.

Platform Gallery access

An auto-slide timber door will provide universal access to the south end of the gallery from the ramp landing.

The entry is subject to get prevailing weather. A partition in the gallery will form a foyer to reduce any immediate weather impacts in the gallery.

The ledge and brace timber door



Gallery Spaces

Enclosure of the railway platform will provide approximately 15 lineal metres of hanging space in the existing store room, and a further 35 lineal metres in the Platform Gallery, along the east wall and the moveable partitions.

The east end allows for an interim space to facilitate loading and sorting exhibitions with access to an existing room for storage (the storage need minimised by the hanging space in the gallery), and the north platform and the loading dock.

Partitions

Moveable partitions provide flexibility to the gallery space to showcase a variety of arts exhibitions.

Format right angle partitions will provide stability and also provide for hangings against the original stone wall of the railway station, that should not have any intrusions. Extending the partitions along those section of walls achieves that outcome.

Flat white board both sides of lightweight steel framework that is balanced by lockable **wheels** at each end of the base, with no protruding elements.

Two sizes of partitions: 1500 wide x 1500 high and 1000 wide x 1500 high. Unobtrusive hanging rails along the top of each partition.

Spacing between viewers and the partition/walls is a minimum of 1.5 metres and 1.0 metre circulation



Interior wall lining

Flat sheet composite board on a jarrah timber frame will provide for any hanging requirements along the east wall, between the windows.

Attachment 9.2 – Development Proposal

Beverley Station Arts Gallery & Platform Theatre

PLATFORM GALLERY

Platform enclosure to optimise gallery exhibitions

Ceiling

Lined on the rake with treated pine tongue and groove boarding- painted white. Laid across the width of the Platform Gallery aligned with existing rafters.

The ceiling boarding responds to the ceiling in the railway station entry space that links directly through to the Platform Gallery.



Lighting

Multi spot lighting in several locations central along the platform ceiling at approximately 4.5 metre centres, and central over the four defined spaces provides a great degree of flexibility to ensure exhibitions are adequately showcased.

Floor

The existing bitumen platform floor is cracked and uneven. It will be removed for the entire area of the gallery enclosure, up to the inside alignment of the platform posts.

The site will be dug to a depth as shallow as possible to allow for concrete pads, steel stumps and timber bears as the timber floor subframe. A perimeter concrete ring beam will seal the space and provide a foundation for the platform wall enclosure.

Windows

Positioned in locations to ensure art walls are the priority.

The narrow vertical form of the windows maximises the art walls space.

The windows are timber-framed with fixed with safety glass tinted to protect the artworks.

The verticality of the windows replicates the form of the windows on the two storey Stationmasters residence on the same elevation as the Gallery Platform on the east side, facing the railway line.

External wall cladding

The existing round steel posts will remain as a dominant element on the east elevation, identifying the railway platform, despite it not being original fabric of the railway station.

The external wall enclosure of the platform to form the Platform gallery will be aligned on the inside of the posts to provide a continuum of lining on the interior and exterior (flush behind the posts).

In reviewing the platform, it is appropriate to clad the exterior with a modern material to differentiate from the original railway station. Given the Platform Theatre is a recent construction with a dominant east elevation, responding to that material provides a relevance and connection along the platform

Horizontal galvanised min-orb corrugated cladding to contrast with dark coloured round steel posts.



Attachment 9.2 – Heritage Impact Statement

HERITAGE IMPACT STATEMENT

Proposed platform enclosure BEVERLEY RAILWAY STATION



Name	Beverley Railway Station
Address	Vincent Street Beverley
Date	25 September 2021
Prepared by	Laura Gray, Heritage & Conservation Consultant trading as Heritage Intelligence (WA)
Prepared for	Beverley Station Arts Inc.
Heritage Listings	Register of Heritage Places (permanent entry 1996) DPLH: inHerit database No.0147 Shire of Beverley Heritage Inventory: 1996. Shire of Beverley Local Planning Scheme: 1996.

Statement of Significance Extract from Register documentation

Beverley Railway Station, comprising a single storey stone and iron Main Station Building and double storey attached Station Master's Quarters; a single storey annexe; timber framed shed with water closet; gabled timber framed building; timber framed toilet block; a bitumen platform with canopy; and, a timber framed shed, has cultural heritage significance for the following reasons:

the size and design of the place illustrates the importance of Beverley in the development of rail transportation in the South West of Western Australia and as an important transport interchange for the district;

Attachment 9.2 – Heritage Impact Statement

the place has a landmark quality in the centre of Beverley because of its interesting architecture;

the place has social importance as the former transport hub in Beverley and for its contribution to the Beverley community's sense of place; and,

the place is an example of Federation Arts and Crafts style applied to railway architecture and, in this respect, is relatively uncommon in Western Australia.

The place

Beverley Railway Station is the headquarters of Beverley Station Arts Inc. who manage a very successful Artist-in-Residence program, Awards program, Art Gallery and Platform Theatre.

The successful gallery and artist-in-residence program has resulted in a considerable art collection that is not able to be exhibited, and occupies a significant space that would otherwise be gallery space in the few single storey rooms of the gallery of the station building. Although the collection is rotated, the number of exhibitions, awards, artist-in residence exhibitions, and lack of space mean that much of the collection is not viewed. The remainder of the single storey and the double story above, is the residential part of the artist-in-residence program.

The proposal

It is proposed to enclose the railway platform adjacent to the single storey section of the Beverley Railway Station to provide a "Platform Gallery" that will facilitate greater opportunities for travelling exhibitions, and importantly to display the entire significant art collection.

The proposed enclosure will comprise framed (timber or steel) panels (flat sheet and corrugated iron cladding) to fit between the existing (non-original) round steel posts along the outer edge of the platform veranda (also not original). The frame will attach to the railway station building vertically at two points; at the south end, and north end. The existing (not original) bitumen platform floor will be removed and a steel framed timber floor constructed with an engineered ring beam around the perimeter, aligned along the inside of the platform posts.

The platform veranda will connect directly with the existing gallery spaces through the existing sets of original double doors that exit onto the platform.

The interior of the new gallery would be open floor plan with movable walls which could be strategically positioned for the art currently displayed or removed completely to open up the space for other indoor events. The space will also allow for the existing storeroom to become another gallery display and together with the Platform Gallery reveal the extent of the collection.

Expanding the gallery space would also provide greater opportunities to invite touring art exhibitions to be displayed in Beverley. The current gallery space is too small to accommodate medium-to-large exhibitions.

Aspects of the proposal that respect the heritage significance

The proposed platform enclosure respects the heritage value of the railway station by way of facilitating improved functionality of the existing uses that are successful for the local community

HERITAGE IMPACT STATEMENT

Proposed platform enclosure

BEVERLEY RAILWAY STATION

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Attachment 9.2 – Heritage Impact Statement

and have a broad regional, and, national and international exposure through the Artist-in-Residence program.

The proposed Platform Gallery will provide a point of difference that demonstrates adaptive re-use with minimal impact to the original heritage listed building, that is sustainable and provides positive outcomes for the community in recognition, tourism, local pride and the promotion of the arts and culture.

The physical impact on the original fabric of the railway station is minimal with only two vertical connections, and the entire proposal is removal. The streetscape view is minimal, being only a panel section at the south end of the platform where is setback a considerable distance from the street frontage and is partially obscured by plantings in the space in-between.

Aspects of the proposal that could have a detrimental impact on the heritage significance

The only impact on original fabric, is the fixing of two vertical frames. Any perceived detriment is negligible and will have no impact on the heritage significance of the place.

Alternative solutions that have been considered and why they have been discounted

There are no options for extra space within the railway station building so the enclosure of the adjoining platform area was considered an appropriate “addition” facilitating an uninterrupted flow of gallery space, allowing for display of the collection, and allows for enhancement of the existing programs and visitor experience, all within the railway station.

Conclusion about the nature and extent of the heritage impact of the proposal.

The proposed platform enclosure will have negligible impact on any original fabric or views of the Beverley Railway Station. It is respectful to the heritage significance of the railway station and enhances the functionality of the successful Beverley Station Arts Incorporated’s art gallery and Awards and Artist-in-Residence programs.

Adaptive re-use of railway stations and other infrastructure has very few success stories throughout regional Western Australia. Beverley Railway Station is an excellent representation of success, and the proposed Platform Gallery would be one of, if not, THE best example of minimal impact successful adaptive re-use.

- Appendix 1 Photographs
- Appendix 2 Ground floor Plan (Conservation Plan 2009)
- Appendix 3 Presentation document
(attached)

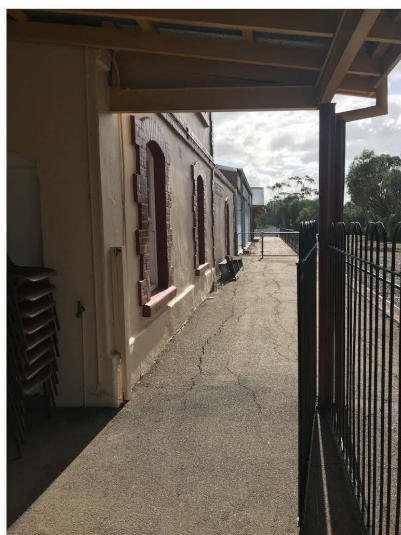
HERITAGE IMPACT STATEMENT
Proposed platform enclosure
BEVERLEY RAILWAY STATION

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Attachment 9.2 – Heritage Impact Statement

Appendix 1

Photographs



Photograph looking north along the platform proposed to be enclosed; the north end enclosure; and, typical double doors (2 sets) opening onto the platform. July 2021.

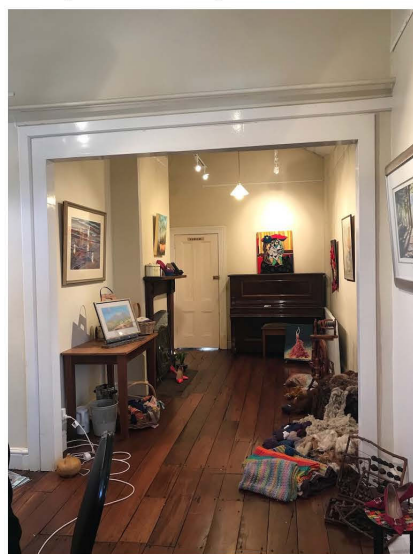
HERITAGE IMPACT STATEMENT
Proposed platform enclosure
BEVERLEY RAILWAY STATION

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Attachment 9.2 – Heritage Impact Statement



Existing collection storage in north room of station building.



One of the ground floor exhibition spaces.

HERITAGE IMPACT STATEMENT
Proposed platform enclosure
BEVERLEY RAILWAY STATION

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Attachment 9.2 – Heritage Impact Statement



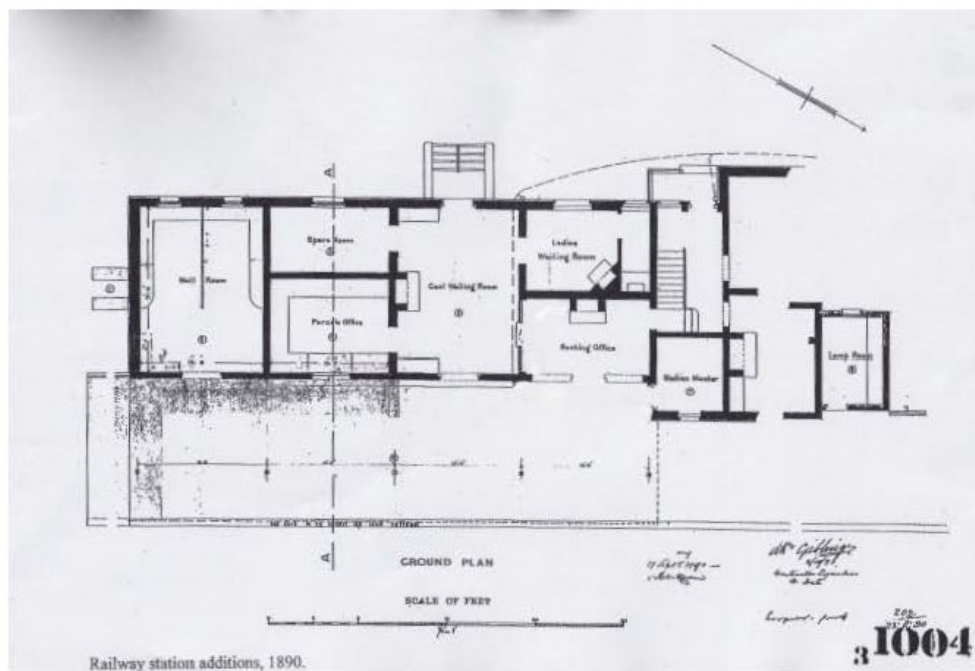
Views of the Platform Theatre looking south along the west side, and the east side that shows the proposed platform at the end on the left.

HERITAGE IMPACT STATEMENT
Proposed platform enclosure
BEVERLEY RAILWAY STATION

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Attachment 9.2 – Heritage Impact Statement

Appendix 2



Ground floor plan of the Railway station.
Extract from Conservation Plan. L Gray 2009.

Attachment 9.2 – DPLH Correspondence



Department of **Planning,
Lands and Heritage**

Your ref:
Our ref: P147-48963
Enquiries: Karen Jackson (08) 6552 4150

Joey Walter
Arts Administrator
Beverley Station Arts Inc.
admin@beverleystationarts.com

Dear Mr Walter

BEVERLEY RAILWAY STATION

Thank you for your email of 27 September 2021 regarding the following proposal:

Place Number	P147
Place Name	Beverley Railway Station
Street Address	Vincent Street, Beverley
Proposal Description	Platform Gallery to Railway Station

We received the following information:

- Heritage Impact Statement Proposed platform enclosure Beverley Railway Station, prepared by Laura Gray dated 25 September 2021
- Beverley Station Arts Gallery & Platform Theatre, Platform Gallery platform enclosure to optimise gallery exhibitions
- Quote by Hi Constructions dated 30 July 2021

As *Beverley Railway Station* is in the State Register of Heritage Places, the proposal has been considered in the context of its identified cultural heritage significance and the following comments are given:

Findings

- The proposal is for the enclosure of the station platform to the *Beverley Railway Station*, which is now Beverley Station Arts.
- The works comprise excavation and water-proofing platform area, sub-floor and floor-boards to platform, jarrah timber-framed walls lined with sheeting internally and mini ripple metal externally, windows to platform wall, fire exits to north, and moveable partitions to internal walls.
- The following are positive aspects of the proposal: the original external stone wall will not be impacted, but moveable partitions utilised for hanging space; the existing steel columns to the outer platform will be retained and the new external wall will be located flush behind the columns; the infill to the external wall will be vertical emphasis windows and mini orb to match the station and Platform Theatre, which is a recent building further along the platform.

Postal address: Locked Bag 2506 Perth WA 6001 Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 8002 info@dplh.wa.gov.au www.dplh.wa.gov.au
ABN 68 565 723 484
wa.gov.au

Attachment 9.2 – DPLH Correspondence

- A Heritage Impact Statement has been included, which notes that the platform verandah is not original, the new enclosure will fit between existing posts and provide additional space for travelling exhibitions and ability to display collections. The HIS concludes the 'Platform Gallery' will be a positive use for the community, has minimal impact for adaptive re-use, and promotes art & culture. The visual impact from the streetscape is minimal, and the physical impact is minimal and entirely reversible.

Comments

1. While the proposal will result in the enclosure to a historically open space and will have an impact on the association with the nearby railway line, it is no longer used for this purpose but as an art gallery.
2. Given that the proposed works will have a minimal impact and are reversible, the proposal is acceptable.
3. Further detail is to be provided for advice when available.

These comments are based on an assessment of the proposal's impact on *Beverley Railway Station* and are given from a heritage perspective to assist your application to the decision-maker. These comments do not replace the need for any required approvals from the decision-maker.

Should you have any queries regarding this advice please contact Karen Jackson at karen.jackson@dplh.wa.gov.au or on 6552 4150.

Yours sincerely



Adelyn Siew
Director Heritage Development

6 October 2021

9.3 Development Application – Glider Hanger - Reserve 32745 (Lot 29705), Bremner Road, Beverley Airfield

Submission To:	Ordinary Council Meeting 14 December 2021
Report Date:	2 December 2021
Applicant:	Shedrite – Phil Green
File Reference:	BRE 32745
Author and Position:	Stefan de Beer, Manager of Planning
Previously Before Council:	N/A
Disclosure(s) Of Interest:	None
Attachments:	Site Plan, Hanger Drawings, Lease Area

SUMMARY

An application has been received for the construction of a Glider Hanger at the Beverley Airfield. The application will be recommended for approval.

BACKGROUND

The Shire has received a proposal to construct a Colorbond Glider Hanger (in extent 20.5m x 9.2m = 188m²) at the Beverley Airfield, within the agreed *Beverley Soaring Society* lease area. In terms of the previous *Shire of Beverley Town Planning Scheme No. 2*, *Club Premises* Land Use is an extension to an existing non-conforming use recognised by Council at its 28 October 2008 meeting.

In terms of the present *Shire of Beverley Local Planning Scheme No. 3* (LPS3), the use of *Club Premises* is an 'A' use in the *Rural* zone, which requires advertising pursuant to Clause 64 of the deemed provisions. The *Department of Planning Lands and Heritage* however advised that exemption for advertising is appropriate pursuant to Clause 64(2).

The subject site is zoned '*Rural*', contains buildings associated with the *Beverley Soaring Society*, a number of on-site caravans, caravan shelters and existing glider hangers.

COMMENT

The application is for planning approval for the construction of a Glider Hanger associated with *Beverley Soaring Society* activities. The applicant submits that the hanger will be shared by two members for the hangarage of two gliders.

The hanger is proposed to be clad with Colorbond.

The proposal is regarded as conforming with the intent of the broader established land use and it is considered to add value to the club activities.

It is the opinion of planner that the proposal will enhance an activity (gliding) that promotes a positive image of Beverley to the wider community. It will therefore be recommended Council grant conditional Planning Approval for the application.

STATUTORY ENVIRONMENT

Shire of Beverley Local Planning Scheme No. 3.

FINANCIAL IMPLICATIONS

There are no Financial Implications relative to this issue.

STRATEGIC IMPLICATIONS

There are no Strategic Plan Implications relative to this issue.

POLICY IMPLICATIONS

There are no Policy Implications relative to this issue.

RISK IMPLICATIONS

It is considered that the proposal has insignificant risks.

Consequence	Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood					
Almost Certain	Medium (5)	High (10)	High (15)	Severe (20)	Severe (25)
Likely	Low (4)	Medium (8)	High (12)	High (16)	Severe (20)
Possible	Low (3)	Medium (6)	Medium (9)	High (12)	High (15)
Unlikely	Low (2)	Low (4)	Medium (6)	Medium (8)	High (10)
Rare	Low (1)	Low (2)	Low (3)	Low (4)	Medium (5)

Risk Rating	Action
Low	Monitor for ongoing improvement.
Medium	Comply with risk reduction measures to keep risk as low as reasonably practical.
High	Review the risk and take additional measures to ensure risk is low as reasonably achievable.
Severe	Unacceptable risk level, reduction measures must be introduced before proceeding.

VOTING REQUIREMENTS

Simple Majority

OFFICER'S RECOMMENDATION

That Council grant Planning Approval for the construction of a Glider Hanger on Reserve 32745 (Lot 29705), Bremner Road, Beverley, subject to the following conditions and advice notes: -

Conditions:

1. If the development, the subject of this approval, is not SUBSTANTIALLY COMMENCED within a period of 2 years from the date of this approval being granted, the approval shall lapse and be of no further effect. Where an approval has lapsed, no development shall be carried out without the further approval of the responsible authority having first been sought and obtained.
2. Development shall be carried out only in accordance with the terms of the application as approved herein and any approved plan, prepared by the applicant and endorsed by Council's Shire Planner.
3. The Glider Hanger shall not be used for human habitation, commercial or industrial use.
4. No trees are to be removed without the prior approval of the appropriate authorities.
5. Cladding for the proposed development is to be Colorbond or similar approved material, in a colour which is in harmony with the area.

Advice Notes:

Note 1: Nothing in the approval or these conditions shall excuse compliance with all relevant written laws in the commencement and carrying out of the development.

Note 2: The applicant is advised a building permit is required prior to commencement of any building works.

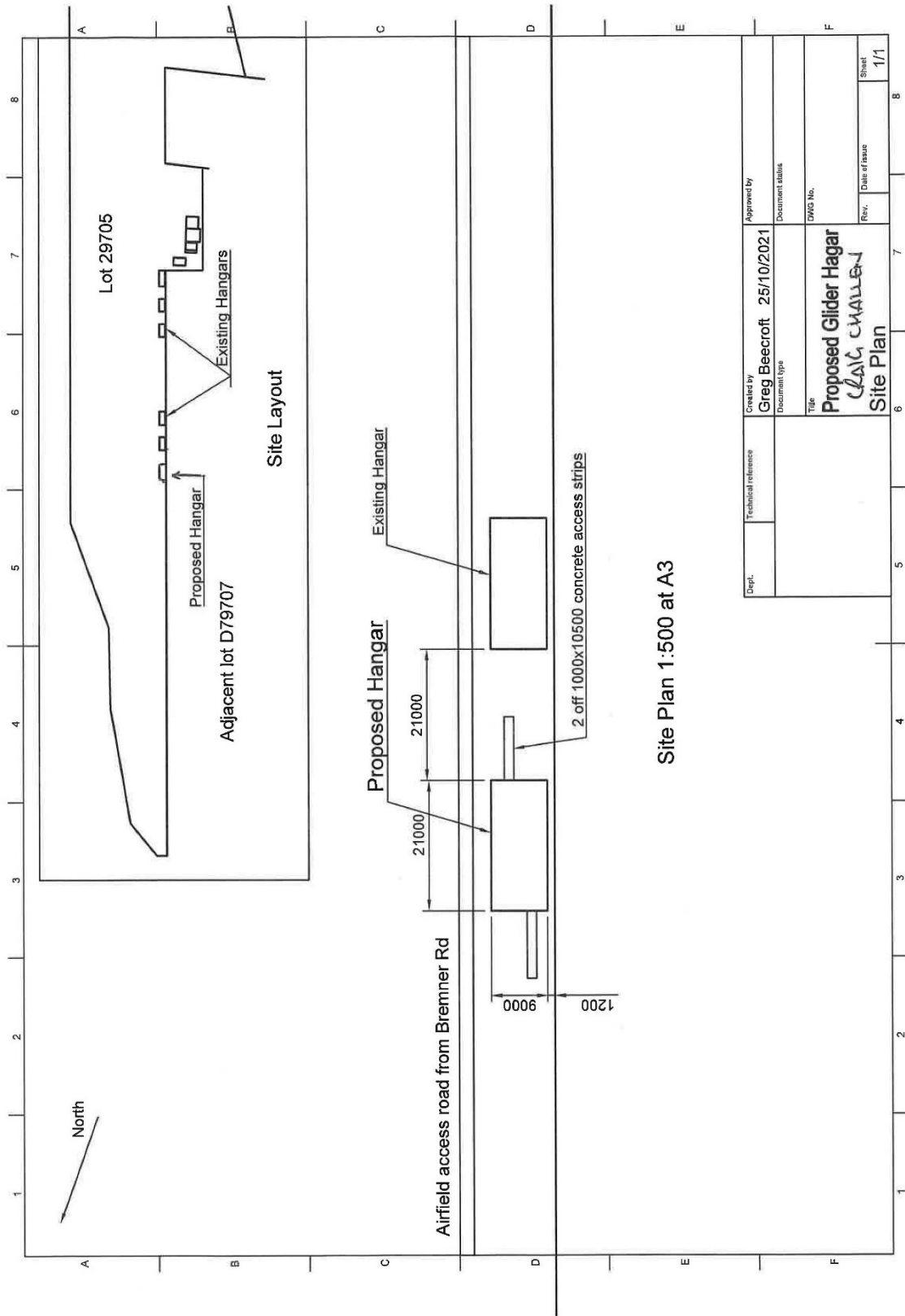
Note 3: The applicant is advised to consider the location of the safety zone of the Beverley Rifle Club.

Note 4: If an applicant is aggrieved by this decision there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005 Part 14. An application must be made within 28 days of the determination.

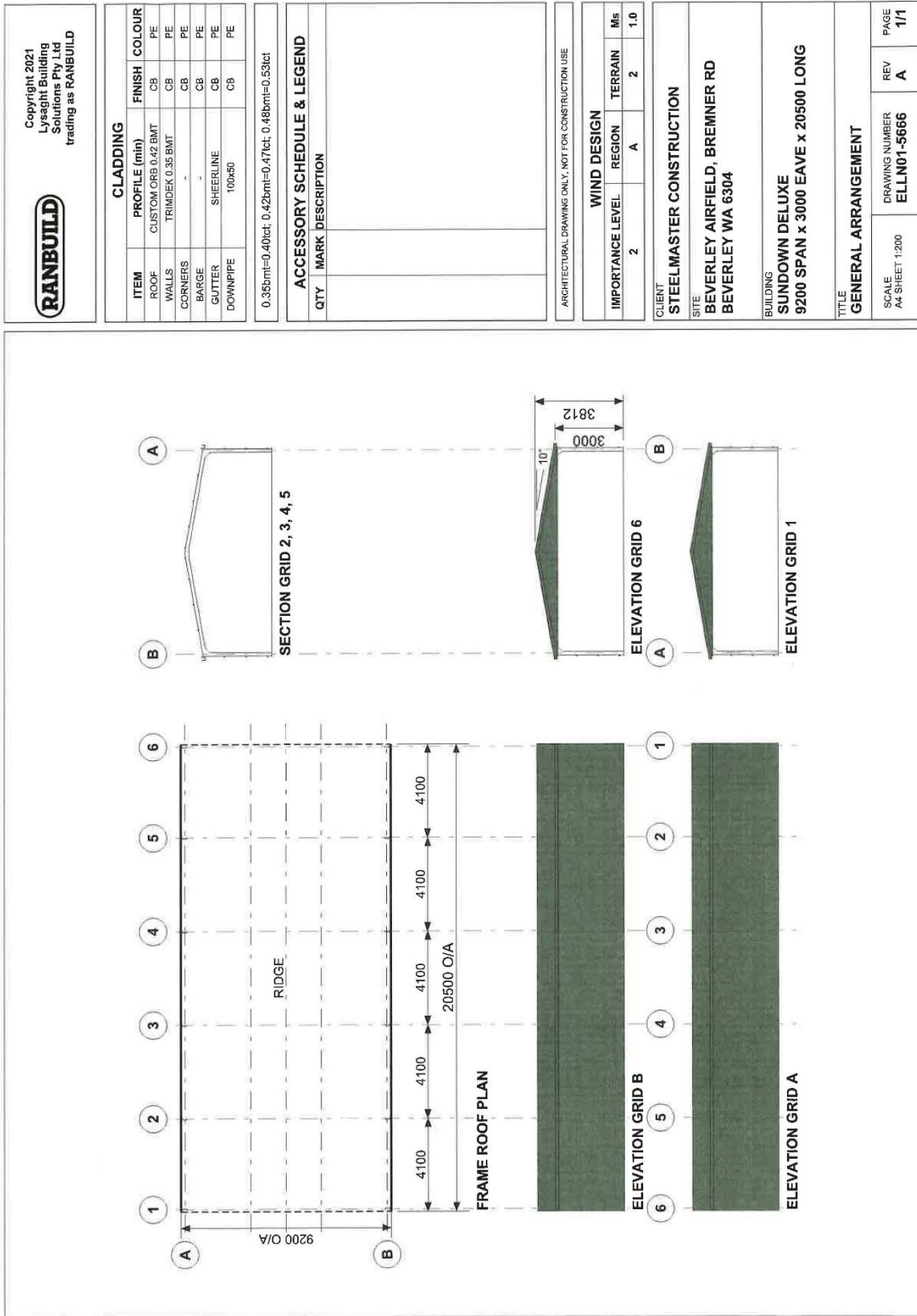
Attachment 9.3 – Locality Map



Attachment 9.3 – Site Plan



Attachment 9.3 – Shed Design



**9.4 Development Application – Glider Hanger - Reserve 32745 (Lot 29705),
Bremner Road, Beverley Airfield**

Submission To:	Ordinary Council Meeting 14 December 2021
Report Date:	2 December 2021
Applicant:	Kim Taylor
File Reference:	BRE 32745
Author and Position:	Stefan de Beer, Manager of Planning
Previously Before Council:	N/A
Disclosure(s) Of Interest:	None
Attachments:	Application Letter, Site Plan. Hanger Drawings, Lease Area

SUMMARY

An application has been received for the construction of a Glider Hanger at the Beverley Airfield. The application will be recommended for approval.

BACKGROUND

The Shire has received a proposal to construct a Colorbond Glider Hanger (in extent 21m x 9m = 189m²) at the Beverley Airfield, within the agreed *Beverley Soaring Society* lease area. In terms of the previous *Shire of Beverley Town Planning Scheme No. 2, Club Premises* Land Use is an extension to an existing non-conforming use recognised by Council at its 28 October 2008 meeting.

In terms of the present *Shire of Beverley Local Planning Scheme No. 3 (LPS3)*, the use of *Club Premises* is an 'A' use in the *Rural* zone, which requires advertising pursuant to Clause 64 of the deemed provisions. The *Department of Planning Lands and Heritage* however advised that exemption for advertising is appropriate pursuant to Clause 64(2).

The subject site is zoned '*Rural*', contains buildings associated with the *Beverley Soaring Society*, a number of on-site caravans, caravan shelters and existing glider hangers.

COMMENT

The application is for planning approval for the construction of a Glider Hanger associated with *Beverley Soaring Society* activities. The applicant submits in his application letter (attached) that the hanger will be used for storage of 2 x 18m sailplanes.

The hanger is proposed to be clad with Colorbond.

The proposal is regarded as conforming with the intent of the broader established land use and it is considered to add value to the club activities.

It is the opinion of the planner that the proposal will enhance an activity (gliding) that promotes a positive image of Beverley to the wider community. It will therefore be recommended Council grant conditional Planning Approval for the application.

STATUTORY ENVIRONMENT

Shire of Beverley Local Planning Scheme No. 3.

FINANCIAL IMPLICATIONS

There are no Financial Implications relative to this issue.

STRATEGIC IMPLICATIONS

There are no Strategic Plan Implications relative to this issue.

POLICY IMPLICATIONS

There are no Policy Implications relative to this issue.

RISK IMPLICATIONS

It is considered that the proposal has insignificant risks.

Consequence	Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood					
Almost Certain	Medium (5)	High (10)	High (15)	Severe (20)	Severe (25)
Likely	Low (4)	Medium (8)	High (12)	High (16)	Severe (20)
Possible	Low (3)	Medium (6)	Medium (9)	High (12)	High (15)
Unlikely	Low (2)	Low (4)	Medium (6)	Medium (8)	High (10)
Rare	Low (1)	Low (2)	Low (3)	Low (4)	Medium (5)

Risk Rating	Action
Low	Monitor for ongoing improvement.
Medium	Comply with risk reduction measures to keep risk as low as reasonably practical.
High	Review the risk and take additional measures to ensure risk is low as reasonably achievable.
Severe	Unacceptable risk level, reduction measures must be introduced before proceeding.

VOTING REQUIREMENTS

Simple Majority

OFFICER'S RECOMMENDATION

That Council grant Planning Approval for the construction of a Glider Hanger on Reserve 32745 (Lot 29705), Bremner Road, Beverley, subject to the following conditions and advice notes: -

Conditions:

1. If the development, the subject of this approval, is not SUBSTANTIALLY COMMENCED within a period of 2 years from the date of this approval being granted, the approval shall lapse and be of no further effect. Where an approval has lapsed, no development shall be carried out without the further approval of the responsible authority having first been sought and obtained.
2. Development shall be carried out only in accordance with the terms of the application as approved herein and any approved plan, prepared by the applicant and endorsed by Council's Shire Planner.
3. The Glider Hanger shall not be used for human habitation, commercial or industrial use.
4. No trees are to be removed without the prior approval of the appropriate authorities.
5. Cladding for the proposed development is to be Colorbond or similar approved material, in a colour which is in harmony with the area.

Advice Notes:

Note 1: Nothing in the approval or these conditions shall excuse compliance with all relevant written laws in the commencement and carrying out of the development.

Note 2: The applicant is advised a building permit is required prior to commencement of any building works.

Note 3: The applicant is advised to consider the location of the safety zone of the Beverley Rifle Club.

Note 4: If an applicant is aggrieved by this decision there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005 Part 14. An application must be made within 28 days of the determination.

Attachment 9.4 – Locality and Application



Proposed glider hangar application

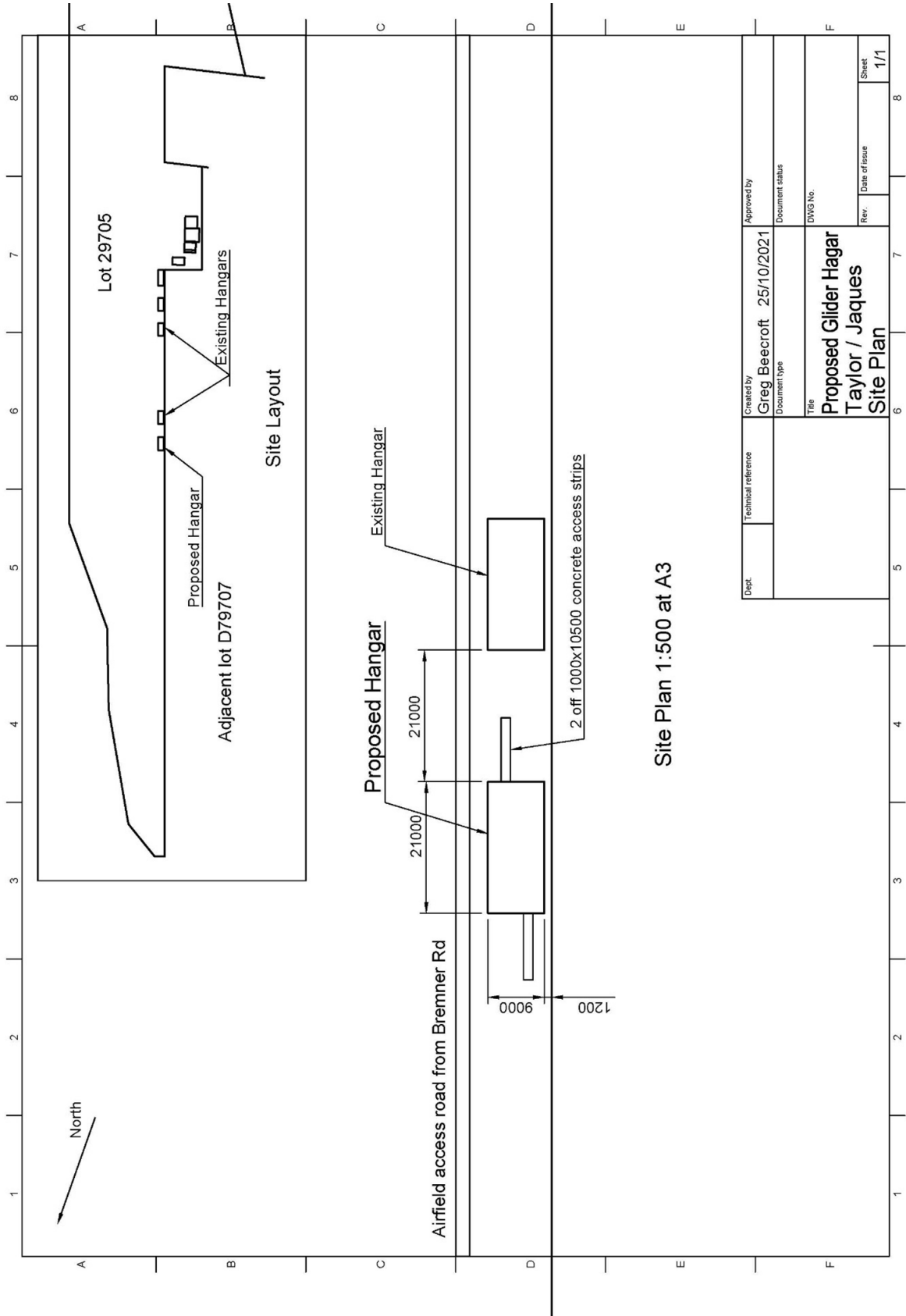
The application for development to construct a 21m X 9M shed is for the sole purpose of storing 2 x 18m sailplanes at Beverley airfield.

The aircraft will be operated and hangered there throughout the year.

K Taylor.

29.11.2021

Attachment 9.4 – Site Plan



Attachment 9.4 – Shed Design

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1 SIDEWALL EXTERIOR ELEVATION SCALE: 1:100

2 SIDEWALL EXTERIOR ELEVATION SCALE: 1:100

3 ENDWALL INTERIOR ELEVATION SCALE: 1:100

4 ENDWALL INTERIOR ELEVATION SCALE: 1:100

NOTES:
 - X BRACING IS REQUIRED IN 2 SIDE BAY(S) AND 2 ROOF BAY(S) (BOTH SIDES).
 - FLY BRACING IS INCLUDED TO BE PLACED ON EVERY SECOND PURLIN AND GIRT ON ENDWALL MULLIONS, INTERNAL COLUMNS AND INTERNAL RAFTERS.

STEEL BUILDING BY: **WESTERN SHEDS PTY LTD**
 08 94178880
KIM TAYLOR BEVERLY AIRFIELD
 LUKIN RD
 BEVERLY

FOR: [] AT: []
 DRAWN: FDS CHECK 1: []
 CERTIFIED: TM CHECK 2: []
 DATE: 1/11/2021
 JOB NO: PERH52142
 SHEET: **3** OF **08**

NORTHERN CONSULTING ENGINEERS
 Civil & Structural Engineers
 1111/1112/1113
 Curragh, QLD 4812
 Fax: 07 4725 5850
 Email: design@ncon.com.au
 Phone: 07 4725 3838
 Shop No. 225290
 Reg. No. 110290
 Registered Engineer - Civil & S/E
 Registered Engineer - Civil & S/E
 Registered Engineer - Civil & S/E
 Registered Engineer - Civil & S/E

Mr Timothy Roy Messer BE MIEAust RPEQ
 Signature: []
 Date: 11/11/2021
 Registered on the NPSR in the area of practice of Civil & Structural National Professional Engineers Register

fairdinkum SHEDS
SHED SAFE

Attachment 9.4 – Shed Design

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1 ROOF AND MEMBER LAYOUT
SCALE: 1:100

MEMBER LEGEND

C1	C2024
C2	2C20019
C3*	C15015
S1	C20019
DSB	100x50x3.0 RHS
WB	C15019
WB	C15024
MDB	C15015

(*) DENOTES MULLION DROPPER

CHANGES:
- REFER NCE ENGINEERING - FDP-113630

NOTES:
- XB - DENOTES X-BRACING IN WALL BAY
- S1 - DENOTES INLINE ROOF STRUT
- DSB - DENOTES DOOR SUPPORT BEAM
- WB - DENOTES WIND BEAM
- MDB - DENOTES MULLION DROPPER BRACE
- ROOF STRAP BRACING TO BE CONNECTED TO THE PURLINE CLOSEST TO THE LINE OF THE END WALL MULLION

WESTERN SHEDS PTY LTD
08 94178880
KIM TAYLOR BEVERLY AIRFIELD
LUKIN RD
BEVERLY

STEEL BUILDING BY (CONTACT)
FOR
AT

DRAWN	FDS	CHECK 1
CERTIFIED	TM	CHECK 2
DATE	1/11/2021	
JOB NO.	PERH52142	
SHEET	2 OF 8	

NORTHERN CONSULTING ENGINEERS
Civl & Structural Engineers
100/1000
Curnuttia, QLD 4812
Fax: 07 4725 9560
Email: design@noring.com.au
noring.com.au
Phone No: 07 4725 9550
Fax No: 07 4725 9560
Reg. No: 1937923
Reg. No: 1937923
Professional Engineer (Civil) (C) Queensland
Professional Engineer (Civil) (C) Queensland
Professional Engineer (Civil) (C) Queensland

Mr Timothy Roy Messer BE MIEAust RPEQ
Signature: *T. Messer*
Date: 1/11/2021
Registered in the State of Queensland
of Civil & Structural National Professional Engineers Register

fairdinkum SHEDS
SHED SAFE

9.5 Development Application – Glider Hanger - Reserve 32745 (Lot 29705), Bremner Road, Beverley Airfield

Submission To:	Ordinary Council Meeting 14 December 2021
Report Date:	2 December 2021
Applicant:	Karsten Bojesen
File Reference:	BRE 32745
Author and Position:	Stefan de Beer, Manager of Planning
Previously Before Council:	N/A
Disclosure(s) Of Interest:	None
Attachments:	Application Letter, Site Plan, Hanger Drawings, Lease Area

SUMMARY

An application has been received for the construction of a Glider Hanger at the Beverley Airfield. The application will be recommended for approval.

BACKGROUND

The Shire has received a proposal to construct a Colorbond Glider Hanger (in extent 21m x 9m = 189m²) at the Beverley Airfield, within the agreed *Beverley Soaring Society* lease area. In terms of the previous *Shire of Beverley Town Planning Scheme No. 2, Club Premises* Land Use is an extension to an existing non-conforming use recognised by Council at its 28 October 2008 meeting.

In terms of the present *Shire of Beverley Local Planning Scheme No. 3 (LPS3)*, the use of *Club Premises* is an 'A' use in the *Rural* zone, which requires advertising pursuant to Clause 64 of the deemed provisions. The *Department of Planning Lands and Heritage* however advised that exemption for advertising is appropriate pursuant to Clause 64(2).

The subject site is zoned '*Rural*', contains buildings associated with the *Beverley Soaring Society*, a number of on-site caravans, caravan shelters and existing glider hangers.

COMMENT

The application is for planning approval for the construction of a Glider Hanger associated with *Beverley Soaring Society* activities. The applicant submits in his application letter (attached) that the hanger will be used for hangarage of 2 Gliders throughout the year.

The hanger is proposed to be clad with Colorbond.

The proposal is regarded as conforming with the intent of the broader established land use and it is considered to add value to the club activities.

It is the opinion of planner that the proposal will enhance an activity (gliding) that promotes a positive image of Beverley to the wider community. It will therefore be recommended Council grant conditional Planning Approval for the application.

STATUTORY ENVIRONMENT

Shire of Beverley Local Planning Scheme No. 3.

FINANCIAL IMPLICATIONS

There are no Financial Implications relative to this issue.

STRATEGIC IMPLICATIONS

There are no Strategic Plan Implications relative to this issue.

POLICY IMPLICATIONS

There are no Policy Implications relative to this issue.

RISK IMPLICATIONS

It is considered that the proposal has insignificant risks.

Consequence	Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood					
Almost Certain	Medium (5)	High (10)	High (15)	Severe (20)	Severe (25)
Likely	Low (4)	Medium (8)	High (12)	High (16)	Severe (20)
Possible	Low (3)	Medium (6)	Medium (9)	High (12)	High (15)
Unlikely	Low (2)	Low (4)	Medium (6)	Medium (8)	High (10)
Rare	Low (1)	Low (2)	Low (3)	Low (4)	Medium (5)

Risk Rating	Action
Low	Monitor for ongoing improvement.
Medium	Comply with risk reduction measures to keep risk as low as reasonably practical.
High	Review the risk and take additional measures to ensure risk is low as reasonably achievable.
Severe	Unacceptable risk level, reduction measures must be introduced before proceeding.

VOTING REQUIREMENTS

Simple Majority

OFFICER'S RECOMMENDATION

That Council grant Planning Approval for the construction of a Glider Hanger on Reserve 32745 (Lot 29705), Bremner Road, Beverley, subject to the following conditions and advice notes: -

Conditions:

1. If the development, the subject of this approval, is not SUBSTANTIALLY COMMENCED within a period of 2 years from the date of this approval being granted, the approval shall lapse and be of no further effect. Where an approval has lapsed, no development shall be carried out without the further approval of the responsible authority having first been sought and obtained.
2. Development shall be carried out only in accordance with the terms of the application as approved herein and any approved plan, prepared by the applicant and endorsed by Council's Shire Planner.
3. The Glider Hanger shall not be used for human habitation, commercial or industrial use.
4. No trees are to be removed without the prior approval of the appropriate authorities.
5. Cladding for the proposed development is to be Colorbond or similar approved material, in a colour which is in harmony with the area.

Advice Notes:

Note 1: Nothing in the approval or these conditions shall excuse compliance with all relevant written laws in the commencement and carrying out of the development.

Note 2: The applicant is advised a building permit is required prior to commencement of any building works.

Note 3: The applicant is advised to consider the location of the safety zone of the Beverley Rifle Club.

Note 4: If an applicant is aggrieved by this decision there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005 Part 14. An application must be made within 28 days of the determination.

Attachment 9.5 – Locality and Application



Proposed Glider Hangar Application

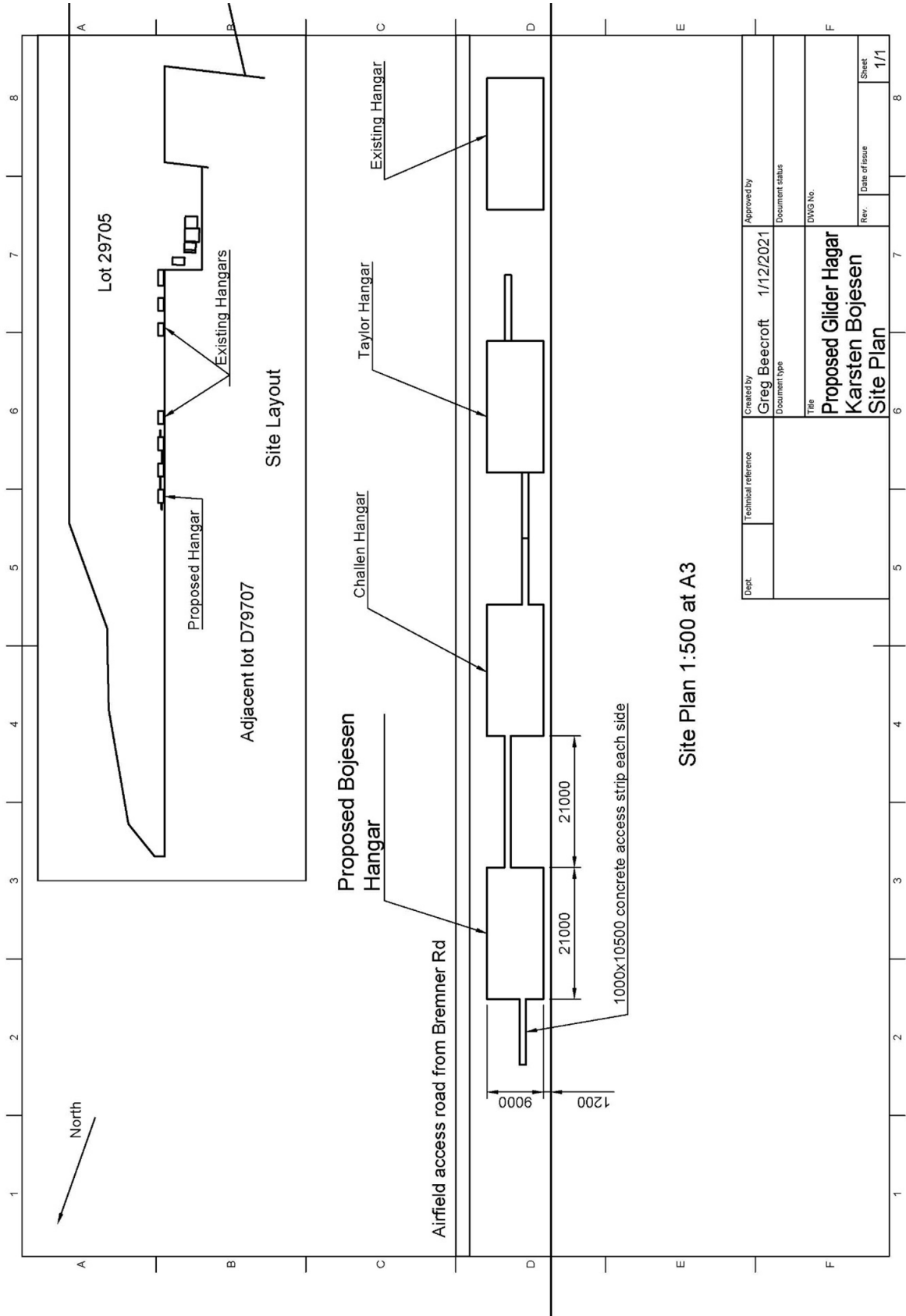
The application for development to construct a 21m x 9m Hanger for the purpose of storing two gliders at Beverley Airfield.

The aircraft will be hangered here throughout the year.

Karsten Bojesen

1/12-2021

Attachment 9.5 – Site Plan

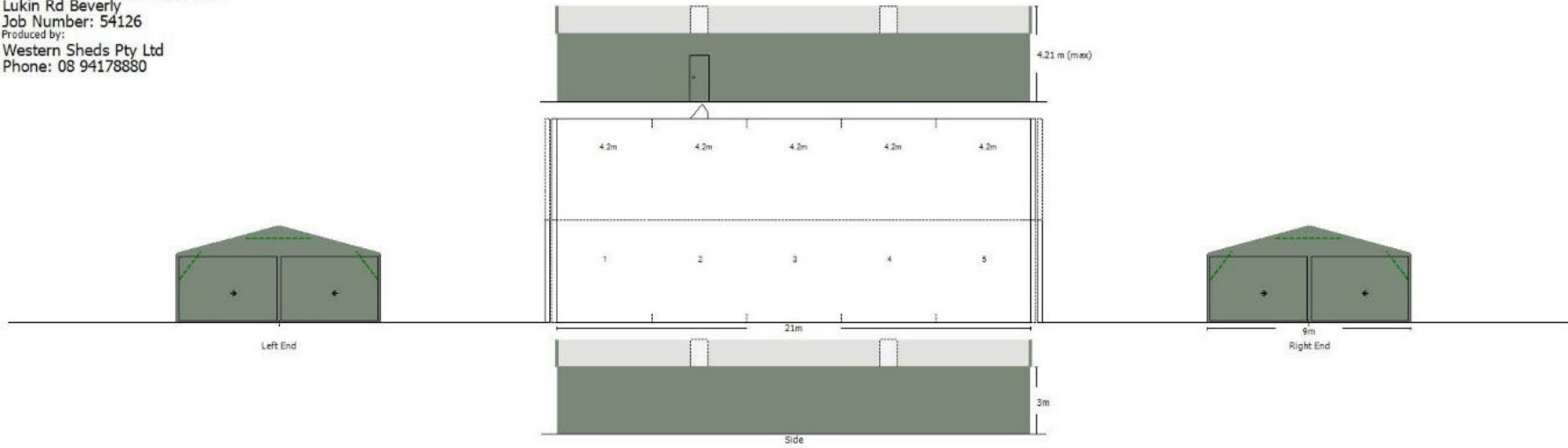


Site Plan 1:500 at A3

Dept.	Technical reference	Created by Greg Beecroft	1/12/2021	Approved by	
		Document type		Document status	
		Title		DWG No.	
		Proposed Glider Hagar Karsten Bojesen Site Plan		Rev.	Date of issue
					1/1

Attachment 9.5 – Hanger Design

Building For:
Karsten Bojesen Beverly Airfield
Lukin Rd Beverly
Job Number: 54126
Produced by:
Western Sheds Pty Ltd
Phone: 08 94178880



9.6 Development Application – Outbuilding (Storage Shed) – Lot 123 on Diagram 90799 Great Southern Highway, Beverley

Submission To:	Ordinary Council Meeting 14 December 2021
Report Date:	3 December 2021
Applicant:	Britt Hadlow and Jacob Hare
File Reference:	GRE 1471
Author and Position:	Stefan de Beer, Manager of Planning
Previously Before Council:	N/A
Disclosure(s) Of Interest:	None
Attachments:	Locality Map, Application Letter, Site Plan, Shed Drawings and Shed 3D Model

SUMMARY

An application has been received to construct a Colorbond Outbuilding (Storage Shed) at Lot 123 on Diagram 90799 Great Southern Highway. The application will be recommended for approval.

BACKGROUND

The subject site is located at Lot 123 on Diagram 90799 Great Southern Highway, is 1.3 Ha in extent and zoned *Rural Residential 2* in terms of the Shire of Beverley Local Planning Scheme No. 3 (LPS 3). It contains a newly constructed single house.

The proposal is to construct a Colorbond Outbuilding (Storage Shed) in extent 12 m x 6 m = 72 m².

The proposal for the storage shed requires departure from *Table 5 – General Site Requirements* in LPS 3 on the following matter:

- In terms of Table 5 the side setback for proposed development is to be 10 meters for the Rural Residential Zone, whereas the proposed side setback is 3m.

The applicant submitted a justification letter in support of the departure from *Table 5 – General Site Requirements* (attached hereto).

COMMENT

When considering the proposed departure beyond the requirements as per *Table 5 – General Site Requirements* in LPS 3, Shire planner is of the opinion that the following aspects of the development should be taken into consideration:

- The specific siting of the Outbuilding on the property;
- The general character of the immediate area;
- The size of the subject property.

It is the opinion that the proposed siting of the Outbuilding at the subject property is such that it will not have any negative visual impact on the surrounding area. The existing landscaping and position of the single house will effectively screen the development from the road so as to mitigate any perceived negative visual impact

that the proposed development might have. It is considered that the proposed development will be in pace with the character of the area.

No negative overshadowing from the Shed Building Bulk is anticipated onto neighbouring properties.

Given the above site specific considerations and the size of the property it is not anticipated that the granting of Planning Approval for this application will create an undesirable precedent.

The proposal complies with all aspects of the Outbuilding Policy.

Clause 30(2) of LPS3 reads as follows:

The local government may approve an application for a development approval that does not comply with an additional site and development requirement.

STATUTORY ENVIRONMENT

Shire of Beverley Local Planning Scheme No. 3.

FINANCIAL IMPLICATIONS

There are no Financial Implications relative to this issue.

STRATEGIC IMPLICATIONS

There are no Strategic Plan Implications relative to this issue.

POLICY IMPLICATIONS

There are no Policy Implications relative to this issue.

RISK IMPLICATIONS

It is considered that the proposal has insignificant risks.

Consequence	Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood					
Almost Certain	Medium (5)	High (10)	High (15)	Severe (20)	Severe (25)
Likely	Low (4)	Medium (8)	High (12)	High (16)	Severe (20)
Possible	Low (3)	Medium (6)	Medium (9)	High (12)	High (15)
Unlikely	Low (2)	Low (4)	Medium (6)	Medium (8)	High (10)
Rare	Low (1)	Low (2)	Low (3)	Low (4)	Medium (5)

Risk Rating	Action
Low	Monitor for ongoing improvement.
Medium	Comply with risk reduction measures to keep risk as low as reasonably practical.
High	Review the risk and take additional measures to ensure risk is low as reasonably achievable.
Severe	Unacceptable risk level, reduction measures must be introduced before proceeding.

VOTING REQUIREMENTS

Simple Majority

OFFICER'S RECOMMENDATION

That Council grant Planning Approval for an Outbuilding (Storage Shed) at Lot 123 on Diagram 90799, Great Southern Highway, Beverley, subject to the following conditions and advice notes: -

Conditions:

1. Development shall be carried out only in accordance with the terms of the application as approved herein and any approved plan, prepared by the applicant and endorsed by Council's Shire Planner.
2. The outbuilding shall not be used for human habitation, commercial or industrial purposes.

Advice Notes:

- Note 1: If the development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect.
- Note 2: Where an approval has so lapsed, no development shall be carried out without the further approval of the local government having first been sought and obtained.
- Note 3: The applicant is advised a building permit is required prior to commencement of any building works.
- Note 4: If the Outbuilding is to be used for the collection of rainwater for human consumption, all cladding and other material associated with water collection shall comply with Australian Standard 4020 (Products for use in contact with drinking water).
- Note 5: If an applicant is aggrieved by this decision there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005 Part 14. An application must be made within 28 days of the determination.

Attachment 9.6 – Locality Map

Locality Map



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Please refer to original documentation for all legal purposes.

Attachment 9.6 – Site Plan



Attachment 9.6 - Application

Shire of Beverley Council
136 Vincent Street
Beverley WA 6304

Britt Hadlow and Jacob Hare
Re: Lot 123 Great Southern Highway
Beverley WA 6304
0447 811 2167

To Stefan and the Beverley Shire Council

I am writing to request to build a shed 3m in from our neighbouring boundary line. I can confirm the shed that we are looking to erect is within the required specifications and is made of Colourbond material. I have sent the specifications to Stefan. The Shed will be blue with silver trimming which is going to match the colour scheme of our house. Many of our neighbouring properties also have their houses and sheds this colour scheme (dark to light blues and greys) so it will fit in with aesthetics of the area. I have attached a 3D image of the shed. We are altering it slightly in that the roller doors are getting moved, but nothing about the dimensions/materials is changing.

The reason we originally purchased our block is because it has the most beautiful view at the back. We have gorgeous hills, trees and when the sun sets it is stunning. If we were to put the shed 10 metres in from the boundary line, the view will be mostly blocked if we were to sit on the veranda. We are also planning to eventually build a small gazebo at ground level (as we are on an elevated pad), and if the shed is in the middle of the paddock, the view will almost certainly be completely blocked.

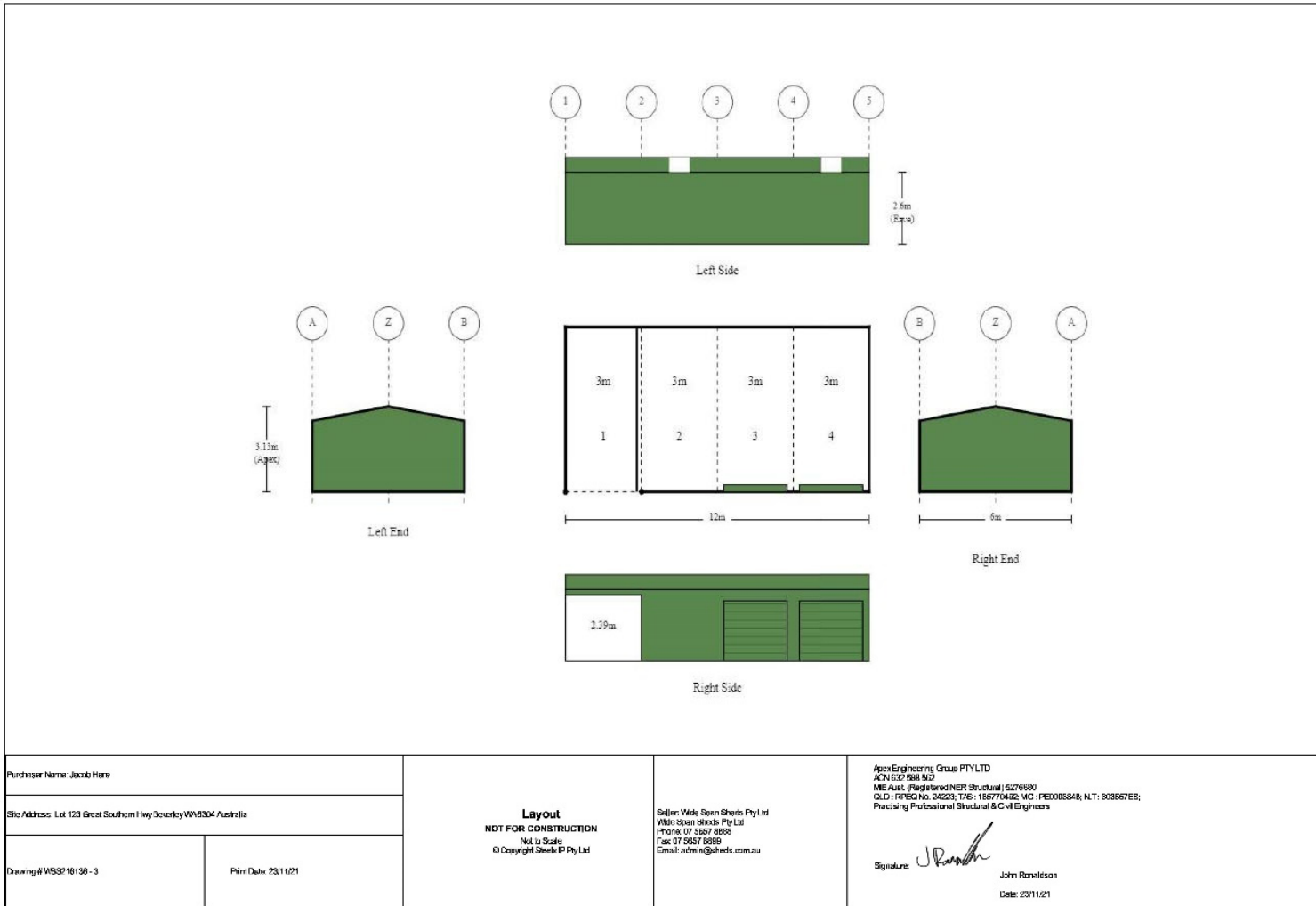
Our neighbouring properties will be minimally impacted as their house is elevated, and is slightly further from where the shed will be, so we won't be blocking their views – we took our neighbours comfort into consideration when we originally measured out where we wanted the shed to go. We also plan to grow trees and shrubs around the shed for two reasons – the main is to shield the shed from the sun and keep it cooler in warmer seasons, but also to make it look more aesthetically pleasing.

Thank you for your consideration on this matter.

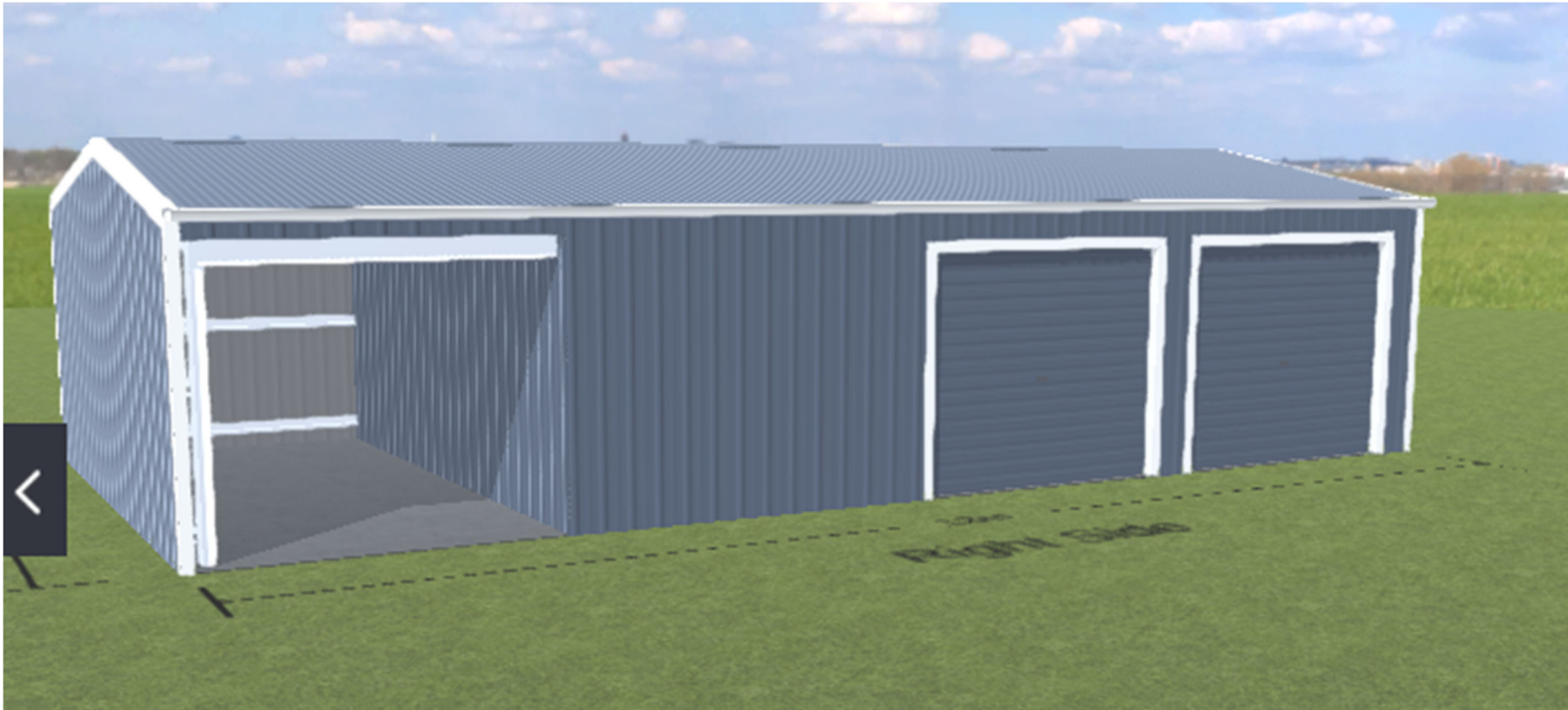
Kind Regards

Britt Hadlow and Jacob Hare

Attachment 9.6 – Shed Drawing



Attachment – 3D Shed Design



9.7 Development Application – Outbuilding (Storage Shed/Garage) – 42 (Lot 16) Great Southern Highway, Beverley

Submission To:	Ordinary Council Meeting 14 December 2021
Report Date:	3 December 2021
Applicant:	Ian and Victoria Newton
File Reference:	GRE 933
Author and Position:	Stefan de Beer, Manager of Planning
Previously Before Council:	N/A
Disclosure(s) Of Interest:	None
Attachments:	Locality Map, Application Letter, Site Plan, Shed Drawings

SUMMARY

An application has been received to construct a Colorbond Outbuilding (Storage Shed/Garage) at 42 (Lot 16) Great Southern Highway. The application will be recommended for approval.

BACKGROUND

The subject site is located at 42 (Lot 16) Great Southern Highway, is 3,002 m² in extent and zoned Residential R10/25 in terms of the Shire of Beverley Local Planning Scheme No. 3 (LPS 3). It contains a single house and two Outbuildings (existing Outbuildings in extent 69.88 m² and 12.96 m² respectively).

The proposal is to construct an additional Colorbond Outbuilding (Storage Shed/Garage) in extent 6 m x 7 m = 42 m².

The proposal for the storage shed/garage requires departure from the Shire's Outbuilding Policy on the following matters:

- The maximum total area of all outbuildings in this zone is 75 m² as per the Policy. The combined total of the existing Outbuildings and the proposed Outbuilding including the Lean-to will be 124.84 m².

The applicant submitted that the new outbuilding will be used as a double garage to store a campervan and a vehicle.

COMMENT

When considering the proposed departure beyond the parameters as set by the Outbuilding Policy, Shire planner is of the opinion that the following aspects of the development should be taken into consideration:

The specific siting of the existing Outbuildings towards the rear of the property;

The general character of the immediate area;

The proposed use and siting of the new Outbuilding;

The size of the subject property.

It is the opinion that the proposed siting of the Outbuilding at the subject property is such that it will not have any negative visual impact on the surrounding area. It is

considered that the proposed development will be in pace with the character of the area.

The Outbuilding will be used for amongst others the storage of a campervan and another vehicle.

It is also considered a better planning outcome to have sufficient under-roof storage available on a property as opposed to storage of items outside which could potentially negatively affect the visual amenity of an area.

The front Street Setback accords with the Residential Design Codes for this Zone.

Given the above site specific considerations and the size of the property it is not anticipated that the granting of Planning Approval for this application will create an undesirable precedent.

The proposal complies with other aspects of the Outbuilding Policy.

STATUTORY ENVIRONMENT

Shire of Beverley Local Planning Scheme No. 3.

FINANCIAL IMPLICATIONS

There are no Financial Implications relative to this issue.

STRATEGIC IMPLICATIONS

There are no Strategic Plan Implications relative to this issue.

POLICY IMPLICATIONS

There are no Policy Implications relative to this issue.

RISK IMPLICATIONS

It is considered that the proposal has insignificant risks.

Consequence Likelihood	Insignificant	Minor	Moderate	Major	Catastrophic
Almost Certain	Medium (5)	High (10)	High (15)	Severe (20)	Severe (25)
Likely	Low (4)	Medium (8)	High (12)	High (16)	Severe (20)
Possible	Low (3)	Medium (6)	Medium (9)	High (12)	High (15)
Unlikely	Low (2)	Low (4)	Medium (6)	Medium (8)	High (10)
Rare	Low (1)	Low (2)	Low (3)	Low (4)	Medium (5)

Risk Rating	Action
Low	Monitor for ongoing improvement.
Medium	Comply with risk reduction measures to keep risk as low as reasonably practical.
High	Review the risk and take additional measures to ensure risk is low as reasonably achievable.
Severe	Unacceptable risk level, reduction measures must be introduced before proceeding.

VOTING REQUIREMENTS

Simple Majority

OFFICER'S RECOMMENDATION

That Council grant Planning Approval for an Outbuilding (Storage Shed/Garage) at 42 (Lot 16) Great Southern Highway, Beverley, subject to the following conditions and advice notes: -

Conditions:

1. Development shall be carried out only in accordance with the terms of the application as approved herein and any approved plan, prepared by the applicant and endorsed by Council's Shire Planner.
2. The outbuilding shall not be used for human habitation, commercial or industrial purposes.

Advice Notes:

- Note 1: If the development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect.
- Note 2: Where an approval has so lapsed, no development shall be carried out without the further approval of the local government having first been sought and obtained.
- Note 3: The applicant is advised a building permit is required prior to commencement of any building works.
- Note 4: If the Outbuilding is to be used for the collection of rainwater for human consumption, all cladding and other material associated with water collection shall comply with Australian Standard 4020 (Products for use in contact with drinking water).
- Note 5: If an applicant is aggrieved by this decision there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005 Part 14. An application must be made within 28 days of the determination.

Attachment 9.7 – Locality Map



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Please refer to original documentation for all legal purposes.

Attachment 9.7 - Application

Application For development

Ian and Victoria Newton wish to erect a double garage on our property at 42 Great Southern Hwy.

We will be using this to store a camper van and vehicle.

Regards

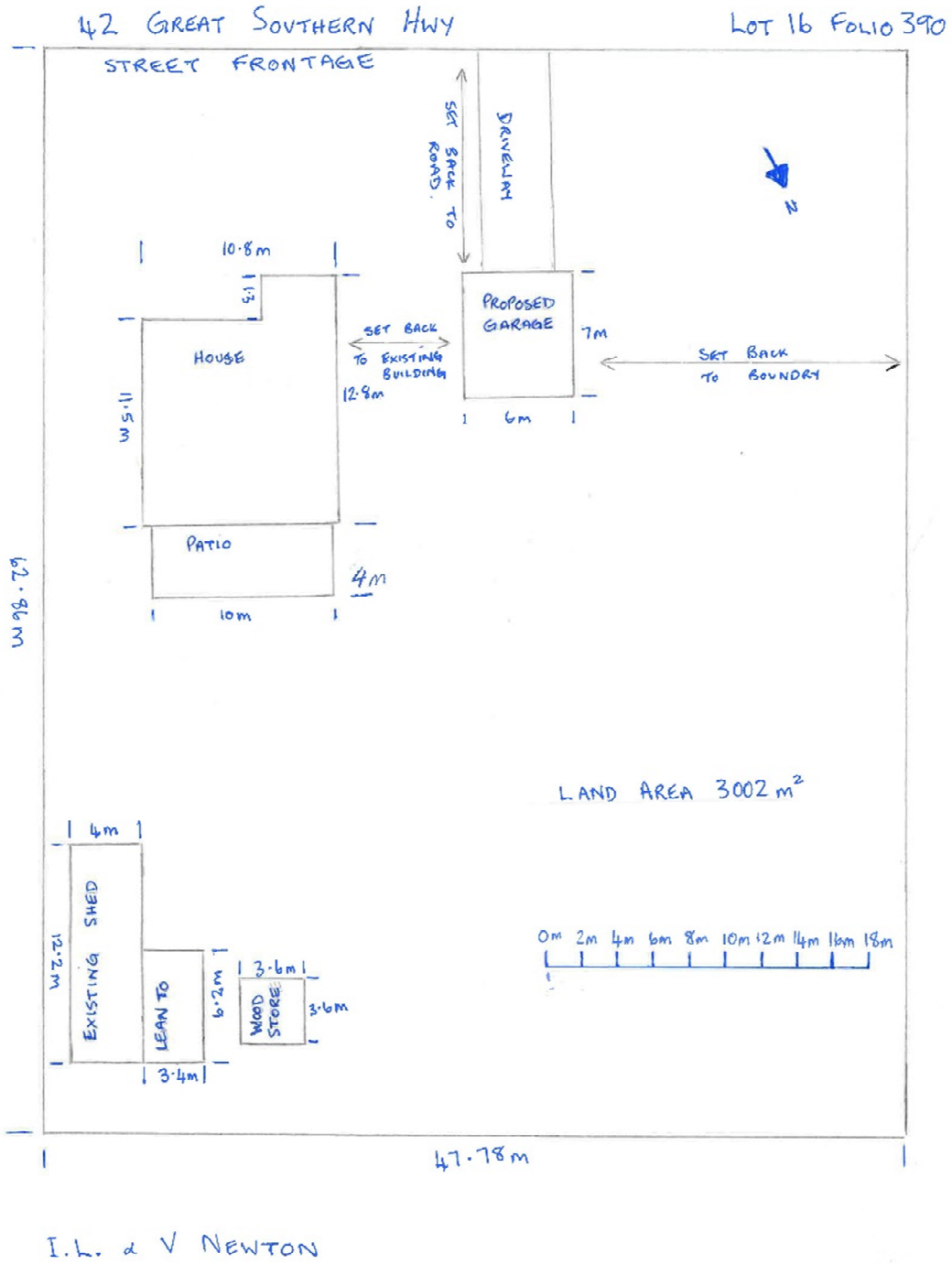
I L Newton

V Newton



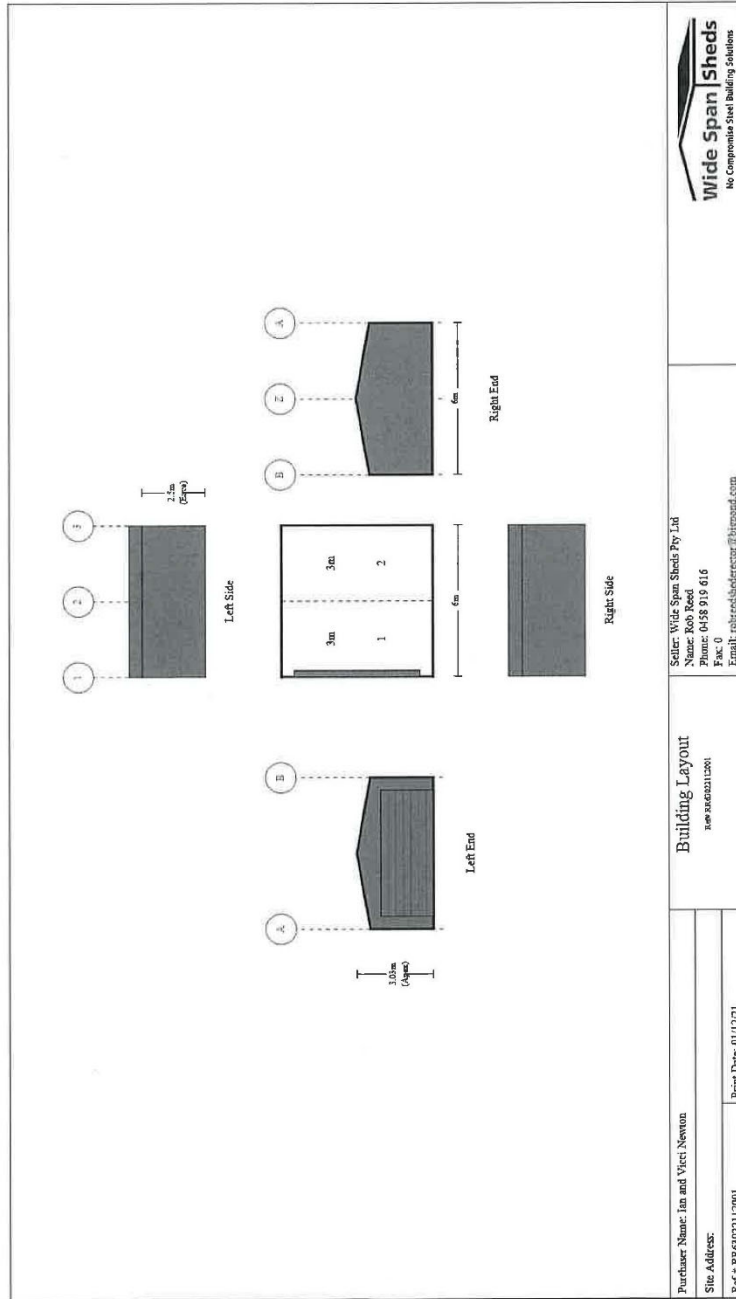
The image shows two handwritten signatures in blue ink. The top signature is for Ian Newton, and the bottom signature is for Victoria Newton. The signatures are written in a cursive style.

Attachment 9.7 – Site Plan



Attachment 9.7 – Shed Plan

Building Layout



*Colorbond - U.N
SMA*

10. BUILDING SERVICES & ENVIRONMENTAL HEALTH SERVICES

Nil

11. FINANCE

11.1 Monthly Financial Report

Submission To:	Ordinary Council Meeting 14 December 2021
Report Date:	7 December 2021
Applicant:	N/A
File Reference:	N/A
Author and Position:	S.K. Marshall, Deputy Chief Executive Officer
Previously Before Council:	N/A
Disclosure(s) Of Interest:	Nil
Attachments:	November 2021 Financial Reports

SUMMARY

Council to consider accepting the financial report for the period ending 30 November 2021.

BACKGROUND

There is a statutory requirement that the Local Government is to prepare, each month, a statement of financial activity reporting on sources and applications of its funds and to present the statement to Council.

Council adopted a budget variance reporting parameter of 10% on budgeted items of \$10,000 or greater at the July 2021 Ordinary Meeting, item 11.3.

COMMENT

The monthly financial reports for the period ending 30 November 2021 have been provided and include:

- Financial Activity Statement;
- Statement of Net Current Assets;
- Statement of Financial Position; and
- Supplementary information, including;
 - Operating Statement by Nature and Type;
 - Road Maintenance Report; and
 - Investment of Surplus Funds Report.

STATUTORY ENVIRONMENT

Section 6.4(1) of the *Local Government Act* provides that a local government is to prepare an annual financial report for the preceding financial year and such other financial reports as are prescribed.

Regulation 34 of the *Local Government (Financial Management) Regulations* requires a Statement of Financial Activity to be prepared each month which is to contain the following details:

- (a) annual budget estimates;
- (b) budget estimates to the end of the month;
- (c) actual amount of expenditure and revenue;
- (d) material variances between comparable amounts in (b) and (c) above; and
- (e) the net current assets at the end of the month to which the statement relates (i.e. surplus / (deficit) position).

The Statement is to be accompanied by:

- (a) explanation of the composition of net current assets, less committed assets and restricted assets;
- (b) explanation of the material variances; and
- (c) such other information considered relevant by the local government.

FINANCIAL IMPLICATIONS

All revenue and expenditure, unless disclosed in the notes to material variances, are as per the 2021/22 Budget.

STRATEGIC IMPLICATIONS

Nil

POLICY IMPLICATIONS

AF004 – Investing Surplus Funds

RISK IMPLICATIONS

It is a requirement of the *Local Government (Financial Management) Regulations 1996* that a Statement of Financial Activity is prepared within two months of the end of the reporting period. This report mitigates the risk of non-compliance.

Consequence	Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood					
Almost Certain	Medium	High	High	Severe	Severe
Likely	Low	Medium	High	High	Severe
Possible	Low	Medium	Medium	High	High
Unlikely	Low	Low	Medium	Medium	High
Rare	Low	Low	Low	Low	Medium

Risk Rating	Action
Low	Monitor for ongoing improvement.
Medium	Comply with risk reduction measures to keep risk as low as reasonably practical.
High	Review the risk and take additional measures to ensure risk is low as reasonably achievable.
Severe	Unacceptable risk level, reduction measures must be introduced before proceeding.

VOTING REQUIREMENTS

Simple Majority

OFFICER'S RECOMMENDATION

That the monthly financial report for the month of November 2021 be accepted and material variances be noted.

**SHIRE OF BEVERLEY
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDING
30 November 2021**

Description	Budget 2021/22	YTD Budget 2021/22	YTD Actual 2021/22	YTD Variance	Notes To Material Variances
Operating Revenue					
General Purpose Funding	3,388,968.00	3,155,643.00	3,144,762.45	(10,880.55)	LGGC General Grant funding allocation lower than anticipated for 21/22.
Governance	2,100.00	2,000.00	16,570.10	14,570.10	CCZ Golf Day Sponsorship and Green Fees unbudgeted.
Law, Order & Public Safety	242,100.00	54,676.00	54,808.83	132.83	
Health	300.00	80.00	200.00	120.00	
Education & Welfare	0.00	0.00	0.00	0.00	
Housing	129,692.00	56,824.00	56,851.70	27.70	
Community Amenities	211,385.00	194,421.00	199,882.33	5,461.33	
Recreation & Culture	218,434.00	46,747.00	77,709.68	30,962.68	Moort Wabiny Park Retention Fee \$33,963 transfer from Trust partially offset by final retention fee repayment to Contractor.
Transport	3,950,230.00	1,315,798.00	1,318,309.47	2,511.47	
Economic Activities	197,344.00	111,573.00	109,485.83	(2,087.17)	
Other Property & Services	43,100.00	14,425.00	18,295.79	3,870.79	
Total Operating Revenue	8,383,653.00	4,952,187.00	4,996,876.18	44,689.18	
Operating Expenditure					
General Purpose Funding	(162,227.00)	(58,880.00)	(53,937.93)	4,942.07	
Governance	(306,541.00)	(140,360.00)	(137,978.82)	2,381.18	
Law, Order & Public Safety	(432,526.00)	(158,028.00)	(146,548.88)	11,479.12	ESL expenditure lower than anticipated YTD.
Health	(154,777.00)	(59,730.00)	(53,569.21)	6,160.79	
Education & Welfare	(111,017.00)	(31,620.00)	(31,794.62)	(174.62)	
Housing	(205,724.00)	(86,560.00)	(78,954.71)	7,605.29	
Community Amenities	(666,749.00)	(255,417.00)	(242,658.20)	12,758.80	Stormwater drainage maintenance \$8,446 lower than anticipated YTD.
Recreation & Culture	(1,592,700.00)	(625,592.00)	(617,778.27)	7,813.73	
Transport	(2,519,187.00)	(1,154,795.00)	(1,147,725.90)	7,069.10	
Economic Activities	(593,888.00)	(208,231.00)	(199,700.56)	8,530.44	
Other Property & Services	(15,050.00)	73,066.00	89,076.13	16,010.13	PWOH & POC allocation timing versus expenditure.
Total Operating Expenditure	(6,760,386.00)	(2,706,147.00)	(2,621,570.97)	84,576.03	
Net Operating	1,623,267.00	2,246,040.00	2,375,305.21	129,265.21	
Capital Income					
Self Supporting Loan - Principal Repayment	14,285.00	0.00	0.00	0.00	
Proceeds from Sale of Assets	359,000.00	214,545.00	214,545.45	0.45	
New Loan Raised	1,000,000.00	1,000,000.00	1,000,000.00	0.00	
Total Capital Income	1,373,285.00	1,214,545.00	1,214,545.45	0.45	

**SHIRE OF BEVERLEY
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDING
30 November 2021**

Description	Budget 2021/22	YTD Budget 2021/22	YTD Actual 2021/22	YTD Variance	Notes To Material Variances
Capital Expenditure					
Land and Buildings	(329,893.00)	(213,055.00)	(234,235.20)	(21,180.20)	Moort Wabiny Park final retention fee payment (\$15,438) offset by transfer from Trust. Onsite Cabin Carports (\$3,789) greater than anticipated due to internal labour and plant allocations.
Plant and Equipment	(946,980.00)	(506,500.00)	(462,001.82)	44,498.18	Grader purchase \$41,500 and DCEO Vehicle \$2,998 less than anticipated.
Office Furniture and Equipment	0.00	0.00	0.00	0.00	
Road Construction	(4,784,186.00)	(363,800.00)	(366,717.51)	(2,917.51)	
Other Infrastructure	(2,017,912.00)	(1,191,000.00)	(1,184,561.46)	6,438.54	
Land Under Control	0.00	0.00	0.00	0.00	
Loans - Principal Repayments	(102,053.00)	(22,753.00)	(22,753.12)	(0.12)	
Total Capital Expenditure	(8,181,024.00)	(2,297,108.00)	(2,270,269.11)	26,838.89	
Net Capital	(6,807,739.00)	(1,082,563.00)	(1,055,723.66)	26,839.34	
Adjustments					
Depreciation Written Back	2,405,056.00	992,465.00	990,786.02	(1,678.98)	
Movement in Leave Reserve Cash Balance	0.00	0.00	70.42	70.42	
Movement in Non-Current Loan Repayments	0.00	0.00	0.00	0.00	
Movement in Non-Current SSL Income	0.00	0.00	0.00	0.00	
Movement in Non-Current Lease Repayments	0.00	0.00	0.00	0.00	
Movement in Non-Current Investments	0.00	0.00	0.00	0.00	
Movement in Non-Current LSL Provision	0.00	0.00	0.00	0.00	
Movement in Non-Current Deferred Pensioner Rates	0.00	0.00	0.00	0.00	
(Profit)/Loss on Disposal of Assets Written Back	(35,100.00)	(64,000.00)	(64,367.87)	(367.87)	
Loss on Revaluation of Non-Current Assets Written Back	0.00	0.00	0.00	0.00	
Rounding	0.00	0.00	0.00	0.00	
Add Funding From					
Transfer (To)/From Reserves	1,160,706.00	246,073.00	246,073.01	0.01	
Opening Surplus/(Deficit)	1,653,810.00	1,653,810.00	1,653,809.54	(0.46)	
Total Adjustments	5,184,472.00	2,828,348.00	2,826,371.12	(1,976.88)	
CLOSING SURPLUS/(DEFICIT)	0.00	3,991,825.00	4,145,952.67	154,127.67	

**SHIRE OF BEVERLEY
STATEMENT OF NET CURRENT ASSETS
FOR THE PERIOD ENDING
30 November 2021**

Description	Actual 2020/21	YTD Actual 2021/22
Current Assets		
Cash at Bank	2,311,028.21	4,349,257.04
Cash - Unrestricted Investments	0.00	0.00
Cash - Restricted Reserves	2,830,708.90	2,584,635.89
Cash on Hand	300.00	700.00
Accounts Receivable	460,327.66	813,691.55
Prepaid Expenses	0.00	0.00
Self Supporting Loan - Current	14,284.95	14,284.95
Inventory - Fuel	10,281.78	10,471.21
Total Current Assets	5,626,931.50	7,773,040.64
Current Liabilities		
Accounts Payable	(908,299.23)	(808,408.67)
Loan Liability - Current	(102,053.23)	(99,775.75)
Annual Leave Liability - Current	(252,079.13)	(252,079.13)
Long Service Leave Liability - Current	(107,438.93)	(107,438.93)
Doubtful Debts	0.00	0.00
Total Current Liabilities	(1,369,870.52)	(1,267,702.48)
Adjustments		
Less Restricted Reserves	(2,830,708.90)	(2,584,635.89)
Less Self Supporting Loan Income	(14,284.95)	(14,284.95)
Add Leave Reserves - Cash Backed	139,689.18	139,759.60
Add Loan Principal Expense	102,053.23	99,775.75
Total Adjustments	(2,603,251.44)	(2,359,385.49)
NET CURRENT ASSETS	1,653,809.54	4,145,952.67

SHIRE OF BEVERLEY
STATEMENT OF FINANCIAL POSITION
AS AT
30 November 2021

Description	Actual 2020/21	YTD Actual 2021/22	Movement
Current Assets			
Cash and Cash Equivalents	5,142,037.11	6,934,592.93	1,792,555.82
Accounts Receivable	360,327.66	713,691.55	353,363.89
Contract Asset - Current	100,000.00	100,000.00	0.00
Prepaid Expenses	0.00	0.00	0.00
Self Supporting Loan - Current	14,284.95	14,284.95	0.00
Inventory	10,281.78	10,471.21	189.43
Total Current Assets	5,626,931.50	7,773,040.64	2,146,109.14
Current Liabilities			
Accounts Payable	(438,600.91)	(345,547.05)	93,053.86
Contract Liability - Current	(462,861.62)	(462,861.62)	0.00
Loan Liability - Current	(102,053.23)	(99,775.75)	2,277.48
Lease Liability - Current	(6,836.70)	0.00	6,836.70
Annual Leave Liability - Current	(252,079.13)	(252,079.13)	0.00
Long Service Leave Liability - Current	(107,438.93)	(107,438.93)	0.00
Doubtful Debts	0.00	0.00	0.00
Total Current Liabilities	(1,369,870.52)	(1,267,702.48)	102,168.04
Non-Current Assets			
Non-Current Debtors	134,837.98	134,837.98	0.00
Non-Current Investments	55,355.13	55,355.13	0.00
Land and Buildings	30,374,265.91	30,305,014.32	(69,251.59)
Plant and Equipment	1,902,265.11	2,110,696.11	208,431.00
Furniture and Equipment	124,354.85	111,158.86	(13,195.99)
Infrastructure	60,266,728.95	61,247,297.92	980,568.97
Self Supporting Loan - Non Current	10,968.23	10,968.23	0.00
Total Non-Current Assets	92,868,776.16	93,975,328.55	1,106,552.39
Non-Current Liabilities			
Loan Liability - Non Current	(1,277,171.79)	(2,256,696.15)	(979,524.36)
Lease Liability - Non Current	(13,673.30)	(13,673.30)	0.00
Annual Leave - Non Current	0.00	0.00	0.00
Long Service Leave Liability - Non Current	(98,416.32)	(98,416.32)	0.00
Total Non Current Liabilities	(1,389,261.41)	(2,368,785.77)	(979,524.36)
Net Assets	95,736,575.73	98,111,880.94	2,375,305.21

**SHIRE OF BEVERLEY
STATEMENT OF FINANCIAL POSITION
AS AT
30 November 2021**

Description	Actual 2020/21	YTD Actual 2021/22	Movement
Equity			
Accumulated Surplus	(44,609,994.71)	(47,231,372.93)	(2,621,378.22)
Reserves - Cash Backed	(2,830,708.90)	(2,584,635.89)	246,073.01
Reserve - Revaluations	(48,295,872.12)	(48,295,872.12)	0.00
Total Equity	(95,736,575.73)	(98,111,880.94)	(2,375,305.21)

SHIRE OF BEVERLEY OPERATING STATEMENT BY NATURE & TYPE FOR THE PERIOD ENDING 30 November 2021		
Description	Budget 2021/22	YTD Actual 2021/22
Income		
Rates	2,940,151.00	2,938,064.99
Operating Grants, Subsidies and Contributions	1,063,533.00	524,798.33
Profit On Asset Disposal	72,600.00	39,822.42
Service Charges	0.00	0.00
Fees & Charges	648,180.00	399,026.44
Interest Earnings	25,831.00	10,576.46
Other Revenue	60,500.00	78,182.96
Non-Operating Grants, Subsidies and Contributions	3,659,796.00	1,049,065.00
Total Income by Nature & Type	8,470,591.00	5,039,536.60
Expenditure		
Employee Costs	(2,245,286.00)	(833,207.52)
Materials & Contracts	(2,000,424.00)	(580,727.48)
Utilities	(199,182.00)	(80,472.76)
Depreciation On Non-Current Assets	(2,405,056.00)	(990,786.02)
Interest Expenses	(65,273.00)	(11,465.23)
Insurance Expenses	(227,251.00)	(229,583.75)
Other Expenditure	(107,725.00)	(60,144.25)
Loss On Asset Disposal	(37,500.00)	24,545.45
Loss on Revaluation of Non-Current Assets	0.00	0.00
Total Expenditure by Nature & Type	(7,287,697.00)	(2,761,841.56)
Allocations		
Reallocation Codes Expenditure	440,373.00	97,610.17
Reallocation Codes Income	0.00	0.00
Total Allocations	440,373.00	97,610.17
Net Operating by Nature & Type	1,623,267.00	2,375,305.21

**SHIRE OF BEVERLEY
ROAD MAINTENANCE REPORT
FOR THE PERIOD ENDING
30 November 2021**

Job #	Job Description	YTD Actual 2021/22
	Rural Road Maintenance	
RR001	Aikens Rd (RoadID: 51) (Maintenance)	3,115.20
RR002	Athol Rd (RoadID: 26) (Maintenance)	9,772.09
RR003	Avoca Rd (RoadID: 98) (Maintenance)	0.00
RR004	Balkuling Rd (RoadID: 32) (Maintenance)	336.69
RR005	Balkuling North Rd (RoadID: 177) (Maintenance)	0.00
RR006	Bally-Bally Countypeak Rd (RoadID: 25) (Maintenance)	6,348.60
RR007	Bally-Bally Rd (RoadID: 9) (Maintenance)	5,288.33
RR008	Barrington Rd (RoadID: 13) (Maintenance)	4,093.26
RR009	Batemans Rd (RoadID: 78) (Maintenance)	2,023.92
RR010	Batys Rd (RoadID: 60) (Maintenance)	0.00
RR011	Bellrock Rd (RoadID: 158) (Maintenance)	404.86
RR012	Bennetts Rd (RoadID: 91) (Maintenance)	1,095.27
RR013	Beringer Rd (RoadID: 29) (Maintenance)	10,942.69
RR014	Bethany Rd (RoadID: 148) (Maintenance)	861.38
RR015	Billabong Rd (RoadID: 179) (Maintenance)	0.00
RR016	Blackburn Rd (RoadID: 46) (Maintenance)	0.00
RR017	Bremner Rd (RoadID: 6) (Maintenance)	8,124.32
RR018	Buckinghams Rd (RoadID: 94) (Maintenance)	1,784.06
RR019	Bushhill Road (RoadID: 183) (Maintenance)	0.00
RR020	Butchers Rd (RoadID: 20) (Maintenance)	7,672.34
RR021	Cannon Hill Rd (RoadID: 176) (Maintenance)	243.64
RR022	Carrs Rd (RoadID: 47) (Maintenance)	1,612.97
RR023	Cattle Station Road (RoadID: 181) (Maintenance)	0.00
RR024	Caudle Rd (RoadID: 140) (Maintenance)	868.41
RR025	Chocolate Hills Rd (RoadID: 138) (Maintenance)	0.00
RR026	Clulows Rd (RoadID: 16) (Maintenance)	923.85
RR027	Collins Rd (RoadID: 66) (Maintenance)	3,190.48
RR028	Cookes Rd (RoadID: 61) (Maintenance)	1,552.89
RR029	Corberding Rd (RoadID: 43) (Maintenance)	4,312.71
RR030	County Peak Rd (RoadID: 96) (Maintenance)	0.00
RR031	Dale Kokeby Rd (RoadID: 10) (Maintenance)	10,318.25
RR032	Dalebin North Rd (RoadID: 24) (Maintenance)	9,020.12
RR033	Deep Pool Rd (RoadID: 82) (Maintenance)	5,248.66
RR034	Dobaderry Rd (RoadID: 102) (Maintenance)	9,440.97
RR035	Dongadilling Rd (RoadID: 18) (Maintenance)	2,941.92
RR036	Drapers Rd (RoadID: 79) (Maintenance)	0.00
RR037	East Lynne Rd (RoadID: 52) (Maintenance)	0.00

**SHIRE OF BEVERLEY
ROAD MAINTENANCE REPORT
FOR THE PERIOD ENDING
30 November 2021**

Job #	Job Description	YTD Actual 2021/22
RR038	Edison Mill Rd (RoadID: 5) (Maintenance)	34,887.73
RR039	Ewert Rd (RoadID: 27) (Maintenance)	3,775.77
RR040	Fergusons Rd (RoadID: 64) (Maintenance)	736.85
RR041	Fishers Rd (RoadID: 75) (Maintenance)	2,094.57
RR042	Glencoe Rd (RoadID: 33) (Maintenance)	237.46
RR043	Gors Rd (RoadID: 30) (Maintenance)	1,224.51
RR044	Greenhills South Rd (RoadID: 36) (Maintenance)	462.94
RR045	Heals Rd (RoadID: 95) (Maintenance)	1,831.13
RR046	Hills Rd (RoadID: 76) (Maintenance)	9,485.48
RR047	Hobbs Rd (RoadID: 40) (Maintenance)	3,621.45
RR048	Jacksons Rd (RoadID: 57) (Maintenance)	0.00
RR049	Jacobs Well Rd (RoadID: 15) (Maintenance)	366.58
RR050	Jas Rd (Maintenance)	888.98
RR051	Johnsons Rd (RoadID: 73) (Maintenance)	2,348.09
RR052	Jones Rd (RoadID: 48) (Maintenance)	2,814.15
RR053	K1 Rd (RoadID: 85) (Maintenance)	2,041.79
RR054	Kennedys Rd (RoadID: 92) (Maintenance)	299.23
RR055	Kevills Rd (RoadID: 69) (Maintenance)	0.00
RR056	Kieara Rd (RoadID: 55) (Maintenance)	733.67
RR057	Kilpatricks Rd (RoadID: 74) (Maintenance)	2,115.29
RR058	Kokeby East Rd (RoadID: 4) (Maintenance)	259.19
RR059	Kokendin Rd (RoadID: 11) (Maintenance)	13,084.65
RR060	Lennard Rd (RoadID: 58) (Maintenance)	5,730.34
RR061	Little Hill Rd (RoadID: 180) (Maintenance)	0.00
RR062	Luptons Rd (RoadID: 22) (Maintenance)	7,307.77
RR063	Maitland Rd (RoadID: 39) (Maintenance)	7,165.35
RR064	Mandiakon Rd (RoadID: 87) (Maintenance)	3,101.67
RR065	Manns Rd (RoadID: 59) (Maintenance)	3,144.80
RR066	Manuels Rd (RoadID: 37) (Maintenance)	0.00
RR067	Mawson Rd (RoadID: 100) (Maintenance)	2,702.40
RR068	Mawson North Rd (RoadID: 167) (Maintenance)	0.00
RR069	Mcdonalds Rd (RoadID: 54) (Maintenance)	34.09
RR070	Mckellars Rd (RoadID: 93) (Maintenance)	0.00
RR071	Mclean Rd (RoadID: 84) (Maintenance)	0.00
RR072	Millers Rd (RoadID: 49) (Maintenance)	3,807.83
RR073	Mills Rd (RoadID: 80) (Maintenance)	187.92
RR074	Morbinning Rd (RoadID: 1) (Maintenance)	12,790.74
RR075	Murrays Rd (RoadID: 71) (Maintenance)	67.57
RR076	Negus Rd (RoadID: 50) (Maintenance)	1,750.58

**SHIRE OF BEVERLEY
ROAD MAINTENANCE REPORT
FOR THE PERIOD ENDING
30 November 2021**

Job #	Job Description	YTD Actual 2021/22
RR077	Northbourne Rd (RoadID: 28) (Maintenance)	2,904.33
RR078	Oakdale Rd (RoadID: 17) (Maintenance)	1,108.55
RR079	Patten Rd (RoadID: 53) (Maintenance)	0.00
RR080	Petchells Rd (RoadID: 38) (Maintenance)	0.00
RR081	Piccadilly Rd (RoadID: 70) (Maintenance)	1,002.44
RR082	Pike Rd (RoadID: 45) (Maintenance)	3,914.17
RR083	Potts Rd (RoadID: 14) (Maintenance)	4,341.47
RR084	Qualandary Rd (RoadID: 19) (Maintenance)	869.30
RR085	Rickeys Rd (RoadID: 35) (Maintenance)	1,204.59
RR086	Rickeys Siding Rd (RoadID: 137) (Maintenance)	2,170.93
RR087	Rifle Range Rd (RoadID: 56) (Maintenance)	1,141.34
RR088	Rigoll Rd (RoadID: 157) (Maintenance)	886.70
RR089	Rogers Rd (RoadID: 62) (Maintenance)	689.97
RR090	Rossi Rd (RoadID: 156) (Maintenance)	381.07
RR091	Rumble Rd (Maintenance)	456.51
RR092	Schillings Rd (RoadID: 65) (Maintenance)	434.65
RR093	Shaw Rd (RoadID: 184) (Maintenance)	0.00
RR094	Sheahans Rd (RoadID: 90) (Maintenance)	2,159.72
RR095	Simmons Rd (RoadID: 101) (Maintenance)	0.00
RR096	Sims Rd (RoadID: 155) (Maintenance)	0.00
RR097	Ski Rd (RoadID: 83) (Maintenance)	958.24
RR098	Smith Rd (RoadID: 72) (Maintenance)	2,397.44
RR099	Southern Branch Rd (RoadID: 41) (Maintenance)	2,329.17
RR100	Spavens Rd (RoadID: 44) (Maintenance)	537.73
RR101	Springhill Rd (RoadID: 23) (Maintenance)	5,705.35
RR102	Steve Edwards Drv (RoadID: 173) (Maintenance)	475.43
RR103	St Jacks Rd (RoadID: 34) (Maintenance)	1,177.71
RR104	Talbot West Rd (RoadID: 12) (Maintenance)	1,977.13
RR105	Thomas Rd (RoadID: 31) (Maintenance)	2,685.24
RR106	Top Beverley York Rd (RoadID: 8) (Maintenance)	5,215.39
RR107	Turner Gully Rd (RoadID: 169) (Maintenance)	2,263.07
RR108	Vallentine Rd (RoadID: 21) (Maintenance)	3,582.48
RR109	Walgy Rd (RoadID: 42) (Maintenance)	4,257.41
RR110	Walkers Rd (RoadID: 86) (Maintenance)	0.00
RR111	Wansbrough Rd (RoadID: 77) (Maintenance)	0.00
RR112	Warradale Rd (RoadID: 67) (Maintenance)	3,307.22
RR113	Waterhatch Rd (RoadID: 2) (Maintenance)	22,768.87
RR114	Westdale Rd (RoadID: 166) (Maintenance)	10,480.93
RR115	Williamsons Rd (RoadID: 63) (Maintenance)	0.00

**SHIRE OF BEVERLEY
ROAD MAINTENANCE REPORT
FOR THE PERIOD ENDING
30 November 2021**

Job #	Job Description	YTD Actual 2021/22
RR116	Woods Rd (RoadID: 68) (Maintenance)	1,589.51
RR117	Woonderlin Rd (RoadID: 175) (Maintenance)	2,180.58
RR118	Wyalgima Rd (RoadID: 154) (Maintenance)	370.17
RR119	Yenyening Lakes Rd (RoadID: 7) (Maintenance)	3,856.60
RR120	York-Williams Rd (RoadID: 3) (Maintenance)	7,968.87
RR121	Young Rd (RoadID: 81) (Maintenance)	0.00
RR777	Contract Road Side Spraying	24,395.00
RR888	Tree Lopping - Rural Roads (Maintenance)	0.00
RR999	Rural Roads Various (Maintenance)	44,551.43
WANDRRA	Disaster Recovery Works	0.00
Sub Total	Rural Road Maintenance	421,335.16
	Town Street Maintenance	
TS001	Barnsley St (RoadID: 162) (Maintenance)	0.00
TS002	Bartram St (RoadID: 114) (Maintenance)	829.66
TS003	Brockman St (RoadID: 129) (Maintenance)	0.00
TS004	Brooking St (RoadID: 122) (Maintenance)	106.05
TS005	Broun St (RoadID: 144) (Maintenance)	329.40
TS006	Chestillion Ct (RoadID: 139) (Maintenance)	0.00
TS007	Chipper St (RoadID: 126) (Maintenance)	0.00
TS008	Council Rd (RoadID: 149) (Maintenance)	5,331.43
TS009	Courtney St (RoadID: 153) (Maintenance)	0.00
TS010	Dawson St (RoadID: 106) (Maintenance)	149.75
TS011	Delisle St (RoadID: 120) (Maintenance)	0.00
TS012	Dempster St (RoadID: 111) (Maintenance)	716.98
TS013	Duffield St (RoadID: 160) (Maintenance)	139.90
TS014	Edward St (RoadID: 107) (Maintenance)	0.00
TS015	Elizabeth St (RoadID: 131) (Maintenance)	106.05
TS016	Ernest Drv (RoadID: 135) (Maintenance)	0.00
TS017	Forrest St (RoadID: 103) (Maintenance)	2,381.51
TS018	George St North (RoadID: 161) (Maintenance)	0.00
TS019	George St South (RoadID: 145) (Maintenance)	0.00
TS020	Grigson St (RoadID: 172) (Maintenance)	318.19
TS021	Hamersley St (RoadID: 130) (Maintenance)	80.71
TS022	Harper St (RoadID: 109) (Maintenance)	495.16
TS023	Hope St (RoadID: 115) (Maintenance)	0.00
TS024	Hopkin St (RoadID: 128) (Maintenance)	0.00

SHIRE OF BEVERLEY ROAD MAINTENANCE REPORT FOR THE PERIOD ENDING 30 November 2021		
Job #	Job Description	YTD Actual 2021/22
TS025	Horley St (RoadID: 127) (Maintenance)	0.00
TS026	Hunt Rd (Maintenance)	1,567.02
TS027	Husking St (RoadID: 117) (Maintenance)	0.00
TS028	Hutchinson St (RoadID: 168) (Maintenance)	50.71
TS029	John St (RoadID: 105) (Maintenance)	611.95
TS030	Langsford St (RoadID: 152) (Maintenance)	1,071.91
TS031	Lennard St (RoadID: 113) (Maintenance)	80.71
TS032	Ludgate St (RoadID: 143) (Maintenance)	296.84
TS033	Lukin St (RoadID: 104) (Maintenance)	2,955.14
TS034	Mcneil St (RoadID: 141) (Maintenance)	0.00
TS035	Monger St (RoadID: 116) (Maintenance)	0.00
TS036	Morrison St (RoadID: 112) (Maintenance)	0.00
TS037	Nicholas St (RoadID: 123) (Maintenance)	0.00
TS038	Prior Pl (RoadID: 174) (Maintenance)	0.00
TS039	Queen St (RoadID: 110) (Maintenance)	76.05
TS040	Railway Pde (RoadID: 147) (Maintenance)	0.00
TS041	Railway St (RoadID: 146) (Maintenance)	25.36
TS042	Richardson St (RoadID: 124) (Maintenance)	1,424.65
TS043	Seabrook St (RoadID: 118) (Maintenance)	0.00
TS044	Sewell St (RoadID: 119) (Maintenance)	0.00
TS045	Shed St (RoadID: 136) (Maintenance)	0.00
TS046	Short St (RoadID: 121) (Maintenance)	50.71
TS047	Smith St (RoadID: 108) (Maintenance)	75.65
TS048	Taylor St (RoadID: 165) (Maintenance)	0.00
TS049	Vincent St (RoadID: 125) (Maintenance)	1,827.36
TS050	Wright St (RoadID: 150) (Maintenance)	0.00
TS051	Great Southern Hwy (Maintenance)	1,366.48
TS555	Road Sign Updates	0.00
TS888	Tree Lopping - Town Streets (Maintenance)	0.00
TS999	Town Streets Various (Maintenance)	4,342.03
Sub Total	Town Streets Maintenance	26,807.36
Total	Road Maintenance	448,142.52

SHIRE OF BEVERLEY						
INVESTMENT OF SURPLUS FUNDS						
AS AT 30 November 2021						
Account #	Account Name	Amount Invested (\$)	Total	Term	Interest Rate	Maturation
3630922	Reserve Funds Bendigo					
	Long Service Leave	0.00				
	Airfield Emergency	40,150.65				
	Plant	171,679.51				
	Emergency Services	28,715.44				
	Building	290,467.40				
	Recreation Ground	577,751.95				
	Cropping Committee	190,798.69				
	Avon River Development	25,971.98				
	Annual Leave	139,759.60				
	Community Bus	38,034.93				
	Infrastructure	551,307.74				
	Senior Housing	162,135.86				
	Mainstreet Development	307,556.87				
Avondale Mach Museum	60,305.27	2,584,635.89	3 mnths	0.25%	21/01/2022	
	Total		2,584,635.89			

11.2 Accounts Paid by Authority

Submission To:	Ordinary Council Meeting 14 December 2021
Report Date:	3 December 2021
Applicant:	N/A
File Reference:	N/A
Author and Position:	S.K. Marshall, Deputy Chief Executive Officer
Previously Before Council:	N/A
Disclosure(s) Of Interest:	Nil
Attachments:	November 2021 List of Reports (Contact Shire)

SUMMARY

Council to consider authorising the payment of accounts.

BACKGROUND

The following list represents accounts paid by authority for the month of November 2021.

COMMENT

Unless otherwise identified, all payments have been made in accordance with Council's 2021/22 Budget.

STATUTORY ENVIRONMENT

Regulation 12 of the *Local Government (Financial Management) Regulations* provides that:

- (1) A payment may only be made from the municipal fund or the trust fund —
 - (a) if the local government has delegated to the CEO the exercise of its power to make payments from those funds — by the CEO; or
 - (b) otherwise, if the payment is authorised in advance by a resolution of the council.
- (2) The council must not authorise a payment from those funds until a list prepared under regulation 13(2) containing details of the accounts to be paid has been presented to the council.

Regulation 13 of the *Local Government (Financial Management) Regulations* provides that:

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

and

(b) the date of the meeting of the Council to which the list is to be presented.

(3) A list prepared under sub regulation (1) or (2) is to be —

(a) presented to the Council at the next ordinary meeting of the council after the list is prepared; and

(b) recorded in the minutes of that meeting.

FINANCIAL IMPLICATIONS

Unless otherwise identified, all payments have been made in accordance with Council's 2021/22 Budget.

STRATEGIC IMPLICATIONS

Nil

POLICY IMPLICATIONS

Authority to Purchase – All acquisitions should be in accordance with budget provisions or to a maximum specified cost.

RISK IMPLICATIONS

Failure to present a detailed listing in the prescribed form would result in non-compliance *Local Government (Financial Management) Regulations 1996*, this report mitigates the risk of non-compliance.

Consequence Likelihood	Insignificant	Minor	Moderate	Major	Catastrophic
Almost Certain	Medium	High	High	Severe	Severe
Likely	Low	Medium	High	High	Severe
Possible	Low	Medium	Medium	High	High
Unlikely	Low	Low	Medium	Medium	High
Rare	Low	Low	Low	Low	Medium

Risk Rating	Action
Low	Monitor for ongoing improvement.
Medium	Comply with risk reduction measures to keep risk as low as reasonably practical.
High	Review the risk and take additional measures to ensure risk is low as reasonably achievable.
Severe	Unacceptable risk level, reduction measures must be introduced before proceeding.

VOTING REQUIREMENTS

Simple Majority

OFFICER'S RECOMMENDATION

That the List of Accounts as presented, be received:

November 2021:

(1) **Municipal Fund** – Account 016-540 259 838 056

Cheque vouchers

09 November 2021 1849-1849 (1) \$ 983.00 (auth by CEO S Gollan and DCEO S Marshall)
17 November 2021 1850-1850 (3) \$ 47.77 (auth by DCEO S Marshall and Cr D White)

Total of cheque vouchers for November 2021 incl \$ 1,030.77 previously paid.

EFT vouchers

01 November 2021 EFT 7599-7600 (2) \$ 28,324.52 (auth by DCEO S Marshall and Cr D White)
09 November 2021 EFT 7603-7624 (22) \$ 69,791.04 (auth by CEO S Gollan and DCEO S Marshall)
10 November 2021 EFT 1-39 (39) \$ 59,456.72 (auth by CEO S Gollan and DCEO S Marshall)
17 November 2021 EFT 7629-7654 (29) \$ 201,938.40 (auth by DCEO S Marshall and Cr D White)
17 November 2021 EFT 7656-7656 (1) \$ 15,337.43 (auth by DCEO S Marshall and Cr D White)
22 November 2021 EFT 7657-7657 (1) \$ 13,629.76 (auth by CEO S Gollan and DCEO S Marshall)
23 November 2021 EFT 1-41 (17) \$ 61,644.68 (auth by CEO S Gollan and DCEO S Marshall)
24 November 2021 EFT 7658-7674 (17) \$ 50,225.83 (auth by CEO S Gollan and DCEO S Marshall)

Total of EFT vouchers for November 2021 incl \$ 500,348.38 previously paid.

(2) **Trust Fund** – Account 016-259 838 128

Cheque vouchers

Total of cheque vouchers for November 2021 incl \$ 0.00 previously paid.

EFT vouchers

08 November 2021 EFT 7602-7602 (1) \$ 84.09 (authorised by CEO S Gollan and DCEO S Marshall)
27 November 2021 EFT 7625-7625 (1) \$ 5,994.00 (authorised by DCEO S Marshall and Cr D White)

Total of EFT vouchers for November 2021 incl \$6,078.09 previously paid.

(3) **Direct Debit** Payments totalling \$69,658.32 previously paid.

(4) **Credit Card** Payments totalling \$4,291.52 previously paid.

11.3 Proposed Recreation and Function Centre Terrace Development

Submission To:	Ordinary Council Meeting 14 December 2021
Report Date:	3 December 2021
Applicant:	Beverley Football Club
File Reference:	ADM 0036
Author and Position:	Stephen Gollan, Chief Executive Officer
Previously Before Council:	November 2021 Information Bulletin
Disclosure(s) Of Interest:	Author declares Social Membership of Beverley Football Club
Attachments:	Terrace Concept Plan and Costing Schedule

SUMMARY

Council to consider proceeding with a terrace development at the Recreation and Function Centre building as proposed by the Beverley Football Club.

BACKGROUND

The Beverley Football Club, after liaising with the Chief Executive Officer, undertook to produce a concept plan detailing a terrace development to replace the bitumised slope area at the front of the bar/function area at the Recreation Ground.

The Football Club deem the area in its current state to be dysfunctional given the current gradient of the surface and believe that a terraced area would lead to better utilisation of the space particularly for functions, sporting events and the annual Show.

Further the area does pose a safety risk, particularly in the wet.

The concept plan (attached) was produced by landscape architects, Sprout Studios.

The estimated cost of the project is \$51,359 inc GST. The Football Club has indicated they would be willing to contribute \$5,000 and in kind labour towards the development.

COMMENT

The proposal has merit and it is agreed that the area could be better utilised.

There has been no budget allocation made for this project in the 2021/22 Budget, however given the financial and labour contribution offered by the Football Club and savings realised in some budgeted expenditure items this project could be funded from general revenue and completed this financial year (2021/22) in time for the 2022 Football season which is scheduled to begin in April.

It is envisaged that the project would be managed in house by Shire Staff, demolition of the area would be completed in house and that local businesses would be utilised to complete the construction portion of the project.

STATUTORY ENVIRONMENT

Local Government Act 1995, part 6, division 4, section 6.8

6.8. Expenditure from municipal fund not included in annual budget

(1) A local government is not to incur expenditure from its municipal fund for an additional purpose except where the expenditure —

- (a) is incurred in a financial year before the adoption of the annual budget by the local government; or
- (b) is authorised in advance by resolution*; or
- (c) is authorised in advance by the mayor or president in an emergency.

* *Absolute majority required.*

(1a) In subsection (1) —

additional purpose means a purpose for which no expenditure estimate is included in the local government's annual budget.

(2) Where expenditure has been incurred by a local government —

- (a) pursuant to subsection (1)(a), it is to be included in the annual budget for that financial year; and
- (b) pursuant to subsection (1)(c), it is to be reported to the next ordinary meeting of the council.

CONSULTATION

Beverley Football Club

FINANCIAL IMPLICATIONS

Unbudgeted project cost estimate of \$51,359 inc GST

Unbudgeted cash contribution of \$5,000 from the Football Club.

STRATEGIC IMPLICATIONS

Goal 7 – Increase all forms of club participation; strategy 7.1 support the forward planning process by clubs in our shire.

Goal 8 – Beverley continues to be an inclusive community.

Goal 9 – We have a healthy and safe community; strategy 9.3 continue to improve our facilities and assets.

Goal 12 – Council leads the organisation and engages with the community in an accountable and professional manner.

POLICY IMPLICATIONS

Purchasing and Procurement Policy AF 007:

\$50,000 to \$249,999

For the procurement of goods or services where the value exceeds \$50,000 but is less than or equal to \$249,999, it is required to obtain at least three written quotations containing price and a sufficient amount of information relating to the specification of goods and services being purchased.

RISK IMPLICATIONS

Medium (6) - There is a minimal risk that the cost of the project may go over the cost estimate and there is also a risk present with the utilisation of volunteer labour (based on the Football Club's offer of in kind support during construction).

It is considered in respect to risk mitigation that if the defined costs of the project exceed Councils cost allocation, the project will be deferred and considered in the 2022/23 Budget or additional funding sort and that volunteer labour only be used if it will present a cost saving to the project.

Consequence	Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood					
Almost Certain	Medium (5)	High (10)	High (15)	Severe (20)	Severe (25)
Likely	Low (4)	Medium (8)	High (12)	High (16)	Severe (20)
Possible	Low (3)	Medium (6)	Medium (9)	High (12)	High (15)
Unlikely	Low (2)	Low (4)	Medium (6)	Medium (8)	High (10)
Rare	Low (1)	Low (2)	Low (3)	Low (4)	Medium (5)

Risk Rating	Action
Low	Monitor for ongoing improvement.
Medium	Comply with risk reduction measures to keep risk as low as reasonably practical.
High	Review the risk and take additional measures to ensure risk is low as reasonably achievable.
Severe	Unacceptable risk level, reduction measures must be introduced before proceeding.

VOTING REQUIREMENTS

Absolute Majority

OFFICER'S RECOMMENDATION

That Council proceed with the Recreation and Function Centre Terrace project and allocate up to \$55,000 ex GST towards the project from 2021/22 general revenue.

Attachment 11.3



KEY

- 1. EXISTING CONCRETE PAVED FORECOURT
- 2. 1.5m WIDE 1:14 RAMP WITH TACTILE, HANDRAIL & TOE RAIL TO AS1428
- 3. BREAK IN EXISTING WALL & HANDRAIL TO ACCOMMODATE RAMP LANDING
- 4. PROPOSED CONCRETE OR BRICK ENTRY STAIRS
- 5. WALL/BENCH APPROX HEIGHT 400mm BRICK (TO MATCH BUILDING) OR LIMESTONE BLOCK
- 6. SYNTHETIC GRASS TERRACE
- 7. CONCRETE FOOTPATH
- 8. 1.5m WIDE STEPS & LANDINGS
- 9. TURF GRASS
- 10. EXISTING WALKWAY

NOTE: LEVELS SHOWN INDICATIVELY - CHECK ON SITE

LANDSCAPE ARCHITECT
SPROUT STUDIO
210 MACCOSH STREET
BEDFORD HILL
1522 NSW
Wap@sproutstudio.com.au

IN COLLABORATION WITH

CLIENT

NOTES

1. Do not scale from drawings. Verify all dimensions and levels on site.
2. All levels shown are in metres Australian Height Datum and dimensions in millimetres unless otherwise specified.
3. This drawing should be read in conjunction with the project specification and details. Should a conflict exist advice and direction should be sought from the superintendent.
4. The copyright subsisting in these drawings lies with Sproout. They must not be used, copied or reproduced without the prior written consent of Sproout.

drawing references
consultant
AOC PROJECTS

issue date
JUNE 2019

revision
date
16/09/21



project
BEVERLEY FOOTBALL CLUB
drawing
CONCEPT

project no.
2107
date
16/09/21
scale
1:50 @ A1
drawn
NP

drawing no.
rev
CO 01 C

Attachment 11.3

SPROUT STUDIO
t 0425 294 822

OPINION OF PROBABLE COST

BEVERLEY FOOTBALL CLUB - ASPHALT SLOPE UPGRADE

EXTERNAL WORKS

Version: 2 17.09.2021

1.0 PRELIMINARIES

REF	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT
1.0	PRELIMINARIES				
1.1	Insurances	item	1	\$ 1,100.00	\$ 1,100.00
1.2	OH & S	item	1	\$ 1,000.00	\$ 1,000.00

2.0 SITE ESTABLISHMENT

2.1	Site fencing	item	1	\$ 500.00	\$ 500.00
2.2	Erosion control	item	1	\$ 500.00	\$ 500.00

3.0 GROUNDWORKS

3.1	Minor excavation & levelling	item	1	\$ 6,000.00	\$ 6,000.00
3.2	Stripping & disposal of existing turf and asphalt from site	item	1	\$ 5,000.00	\$ 5,000.00

4.0 WALLING

4.1	Reconstituted limestone block wall 400mm high	Lm	60	\$ 180.00	\$ 10,800.00
4.2	Double brick wall 400m high	Lm	0	\$ 210.00	\$ -
4.3	Steel handrail - galvanised	Lm	10	\$ 150.00	\$ 1,500.00

5.0 PAVING

5.1	In situ concrete pavement - 110mm thick reinforced concrete slab, broom finish	m2	65	\$ 140.00	\$ 9,100.00
5.2	In situ concrete steps	m2	6	\$ 180.00	\$ 1,080.00
5.3	Synthetic turf	m2	57	\$ 60.00	\$ 3,420.00
5.4	Tactile ground indicator studs	item	1	\$ 600.00	\$ 600.00

Subtotal					\$ 40,600.00
Contingency 15%					\$ 6,090.00
G.S.T					\$ 4,669.00
Total					\$ 51,359.00

11.4 2022-32 Property Asset Management Plan

Submission To:	Ordinary Council Meeting 14 December 2021
Report Date:	3 December 2021
Applicant:	Administration
File Reference:	ADM 0251
Author and Position:	Simon Marshall, Deputy Chief Executive Officer
Previously Before Council:	February 2016
Disclosure(s) Of Interest:	No
Attachments:	2022-32 Property Asset Management Plan and Works Programme

SUMMARY

Council to consider adopted the revised Property Asset Management Plan.

BACKGROUND

Under the integrated planning reporting (IPR) framework, Council is to prepare asset management plans (AMPs) for its various asset classes. Following the revision of the Local Government Act regulations regarding Asset Valuations, Councils Asset Management focus is directed to its Infrastructure (Roads, Bridges, Drainage and Footpaths) and its Property (Buildings and Structure) assets.

These asset classes, under the regulations, are to be revalued at least every five years. The update of the AMPs coincides with these valuations, the most recent being a revaluation of Councils Property portfolio in 2020/21.

COMMENT

Following the property revaluation undertaken by APV Valuers, Ben Symmons from Asset Infrastructure Management (AIM) was contracted to update Councils Property Asset Management Plan.

The revised Property AMP is attached to this report. The AMP outlines Councils projected maintenance requirements for its property assets over a 10 year period and also projects capital expenditure estimates which have been informed by Councils Long Term Financial Plan.

The Property AMP is intended to inform future budgets and is also used to calculate Asset based Ratios in our annual financial reports.

STATUTORY ENVIRONMENT

The *Local Government Act 1995* section 5.56. Planning for the future provides:

- (1) A local government is to plan for the future of the district.
- (2) A local government is to ensure that plans made under subsection (1) are in accordance with any regulations made about planning for the future of the district.

The *Local Government (Administration) Regulations 1996* regulation 19DA. Corporate business plans, requirements for (Act s. 5.56) provides:

- (3) A corporate business plan for a district is to —
 - (c) develop and integrate matters relating to resources, including asset management, workforce planning and long-term financial planning.

CONSULTATION

Ben Symmons – Asset Infrastructure Management

FINANCIAL IMPLICATIONS

Informing future Budgets.

STRATEGIC IMPLICATIONS

Shire of Beverley Strategic Community Plan 2017-2027 provides:

12.1 Develop and maintain our strategic plan, corporate business plan, asset management plan, workforce plan and long term financial plan.

12.2 Service level plans detail operational roles, responsibilities and resources.

POLICY IMPLICATIONS

A007 Asset Management Policy

RISK IMPLICATIONS

Low (4) – The Asset Management Plan is primarily created for compliance with IPR requirements. Council considers maintenance and capital expenditure annually through its budgeting process.

Consequence	Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood					
Almost Certain	Medium (5)	High (10)	High (15)	Severe (20)	Severe (25)
Likely	Low (4)	Medium (8)	High (12)	High (16)	Severe (20)
Possible	Low (3)	Medium (6)	Medium (9)	High (12)	High (15)
Unlikely	Low (2)	Low (4)	Medium (6)	Medium (8)	High (10)
Rare	Low (1)	Low (2)	Low (3)	Low (4)	Medium (5)

Risk Rating	Action
Low	Monitor for ongoing improvement.
Medium	Comply with risk reduction measures to keep risk as low as reasonably practical.
High	Review the risk and take additional measures to ensure risk is low as reasonably achievable.
Severe	Unacceptable risk level, reduction measures must be introduced before proceeding.

VOTING REQUIREMENTS

Simple Majority

OFFICER'S RECOMMENDATION

That Council adopt the 2022-2032 Property Asset Management Plan.

Attachment 11.4 – Works Programme Summary

FINANCIAL PLAN	Year 1 2022/23	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27	Year 6 2027/28	Year 7 2028/29	Year 8 2029/30	Year 9 2030/31	Year 10 2031/32
Transport										
<i>Transport Operation Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Transport Maintenance Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Transport Renewal Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Transport Upgrade Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Transport New Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Transport Disposal Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transport Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Recreation										
<i>Recreation Operation Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Recreation Maintenance Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Recreation Renewal Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Recreation Upgrade Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Recreation New Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Recreation Disposal Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Recreation Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Property										
<i>Property Operation Total</i>	\$480,300	\$496,346	\$512,955	\$530,148	\$547,947	\$566,375	\$585,455	\$605,213	\$625,672	\$646,860
<i>Property Maintenance Total</i>	\$383,636	\$395,145	\$407,000	\$419,210	\$431,786	\$444,740	\$458,082	\$471,824	\$485,979	\$500,558
<i>Property Renewal Total</i>	\$20,000	\$2,038,000	\$555,000	\$15,000	\$15,000	\$0	\$0	\$1,500,000	\$0	\$0
<i>Property Upgrade Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
<i>Property New Total</i>	\$0	\$0	\$75,000	\$1,100,000	\$75,000	\$900,000	\$75,000	\$900,000	\$75,000	\$300,000
<i>Property Disposal Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Property Total	\$883,936	\$2,929,491	\$1,549,955	\$2,064,358	\$1,069,733	\$1,911,115	\$1,118,537	\$3,477,037	\$1,186,651	\$1,797,419
Fleet, Equipment & IT										
<i>Fleet, Equipment & IT Operation Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Fleet, Equipment & IT Maintenance Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Fleet, Equipment & IT Renewal Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Fleet, Equipment & IT Upgrade Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Fleet, Equipment & IT New Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Fleet, Equipment & IT Disposal Total</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fleet, Equipment & IT Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL EXPENDITURE	\$883,936	\$2,929,491	\$1,549,955	\$2,064,358	\$1,069,733	\$1,911,115	\$1,118,537	\$3,477,037	\$1,186,651	\$1,797,419

Attachment 11.4 – Works Programme Comparison

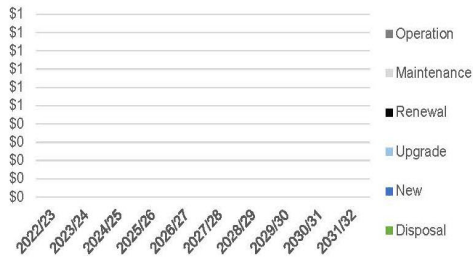
FINANCIAL PLAN	Year 1 2022/23	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27	Year 6 2027/28	Year 7 2028/29	Year 8 2029/30	Year 9 2030/31	Year 10 2031/32
Transport										
AMP Capital Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LTFP Capital Total										
Transport Total -ve (shortfall) / +ve (overfund)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Recreation										
AMP Capital Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LTFP Capital Total										
Recreation Total -ve (shortfall) / +ve (overfund)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fleet, Equipment & IT										
AMP Capital Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LTFP Capital Total										
Fleet, Equipment & IT Total -ve (shortfall) / +ve (overfund)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Property										
AMP Capital Total	\$20,000	\$2,038,000	\$630,000	\$1,115,000	\$90,000	\$900,000	\$75,000	\$2,400,000	\$75,000	\$650,000
LTFP Capital Total	\$20,000	\$2,038,000	\$630,000	\$1,115,000	\$90,000	\$900,000	\$75,000	\$2,400,000	\$75,000	\$650,000
Property Total -ve (shortfall) / +ve (overfund)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL EXPENDITURE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Attachment 11.4 – Property Assets Works Programme Detailed

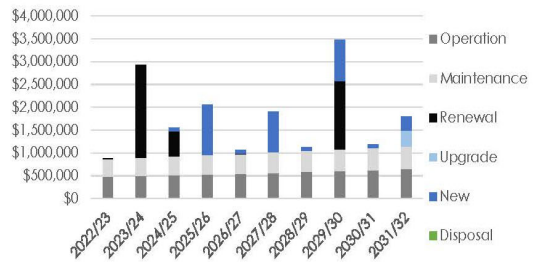
Property Assets Works Programme													
Asset Sub Type	Activity Type	Activity Description	Funding Type	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
Buildings & Land													
All buildings	Operation	Utility Charges (water, gas & electricity)	Municipal	\$199,029	\$205,000	\$211,150	\$217,485	\$224,009	\$230,730	\$237,652	\$244,781	\$252,125	\$259,688
All buildings	Operation	Cleaning & Rubbish Collection	Municipal	\$110,861	\$114,186	\$117,612	\$121,140	\$124,775	\$128,518	\$132,373	\$136,345	\$140,435	\$144,648
All buildings	Operation	Insurance	Municipal	\$81,838	\$85,930	\$90,226	\$94,737	\$99,474	\$104,448	\$109,670	\$115,154	\$120,912	\$126,957
All buildings	Operation	Electrical Test and Tagging	Municipal	\$12,653	\$13,033	\$13,424	\$13,826	\$14,241	\$14,669	\$15,109	\$15,562	\$16,029	\$16,510
All buildings	Operation	Condition Inspections	Municipal	\$25,306	\$26,066	\$26,848	\$27,653	\$28,483	\$29,337	\$30,217	\$31,124	\$32,057	\$33,019
All buildings	Operation	Disability Access Audit	Municipal	\$25,306	\$26,066	\$26,848	\$27,653	\$28,483	\$29,337	\$30,217	\$31,124	\$32,057	\$33,019
All buildings	Operation	Health & Safety Audit	Municipal	\$25,306	\$26,066	\$26,848	\$27,653	\$28,483	\$29,337	\$30,217	\$31,124	\$32,057	\$33,019
All buildings	Maintenance	General Maintenance & Repairs	Municipal	\$383,636	\$395,145	\$407,000	\$419,210	\$431,786	\$444,740	\$458,082	\$471,824	\$485,979	\$500,558
Housing	Renewal	Hunt Road Village - Unit 2 Refurbishment	Municipal	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Housing	Renewal	6 Barnsley Street - Painting	Municipal	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Housing	Renewal	Hunt Road Village - Unit 3 Refurbishment	Municipal	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Law Order Public Safety	Renewal	Old Fire Station Roof Refurbishment	Municipal	\$0	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Recreation & Culture	Renewal	Swimming Pool Redevelopment - Stage 2	Municipal	\$0	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Recreation & Culture	Renewal	Swimming Pool Redevelopment - Stage 2	External Funding	\$0	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Housing	Renewal	6 Barnsley Street - Carpets, Patio & Paving	Municipal	\$0	\$0	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Housing	Renewal	Hunt Road Village - Unit 4 Refurbishment	Municipal	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Economic Services	Renewal	Avon River Park Buildings Redevelopment	Municipal	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Economic Services	Renewal	Avon River Park Buildings Redevelopment	External Funding	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Housing	Renewal	59 Smith Street - Painting	Municipal	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0
Housing	Renewal	59 Smith Street - Carpets	Municipal	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0
Recreation & Culture	Renewal	Recreation Ground Buildings Redevelopment	Municipal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0
Recreation & Culture	Renewal	Recreation Ground Buildings Redevelopment	External Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0
Transport	Renewal	Depot Relocation	Municipal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$333,000	\$0	\$0
Transport	Renewal	Depot Relocation	External Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$667,000	\$0	\$0
Economic Services	Upgrade	Caravan Park Extension	Municipal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
Land	New	Housing Land Acquisition	Municipal	\$0	\$0	\$75,000	\$0	\$75,000	\$0	\$75,000	\$0	\$75,000	\$0
Housing	New	Residential Housing Construction	Municipal	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0	\$300,000	\$0	\$300,000
Housing	New	Aged Housing Development - Stage 1	Municipal	\$0	\$0	\$0	\$266,000	\$0	\$0	\$0	\$0	\$0	\$0
Housing	New	Aged Housing Development - Stage 1	External Funding	\$0	\$0	\$0	\$534,000	\$0	\$0	\$0	\$0	\$0	\$0
Housing	New	Aged Housing Development - Stage 2	Municipal	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
Housing	New	Aged Housing Development - Stage 2	External Funding	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0
Housing	New	Aged Housing Development - Stage 3	Municipal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0
Housing	New	Aged Housing Development - Stage 3	External Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0
BUILDINGS & LAND TOTAL				\$883,936	\$2,929,491	\$1,549,955	\$2,064,358	\$1,069,733	\$1,911,115	\$1,118,537	\$3,477,037	\$1,186,651	\$1,797,419
TOTAL PROPERTY WORKS EXPENDITURE				\$883,936	\$2,929,491	\$1,549,955	\$2,064,358	\$1,069,733	\$1,911,115	\$1,118,537	\$3,477,037	\$1,186,651	\$1,797,419

Attachment 11.4 – Works Programme Graphs

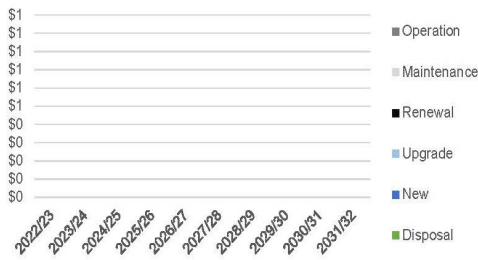
Transport



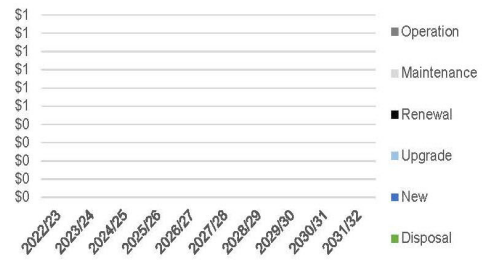
Property



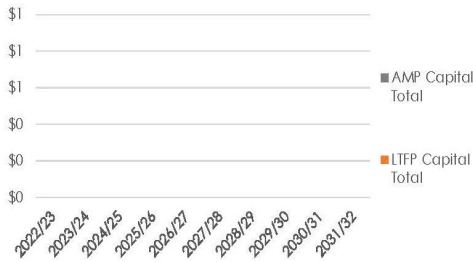
Recreation



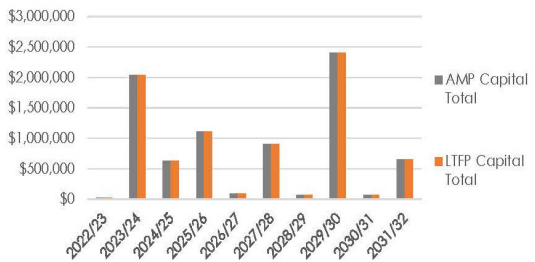
Fleet & IT



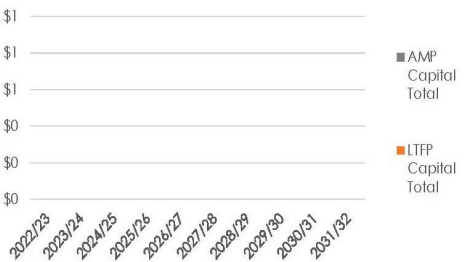
AMP vs LTFP Capital Works - Transport



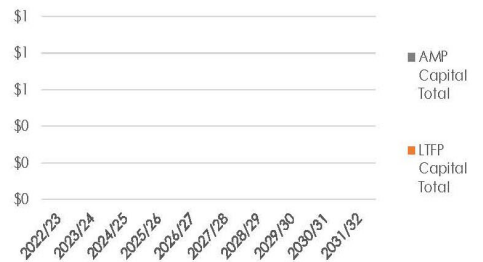
AMP vs LTFP Capital Works - Property



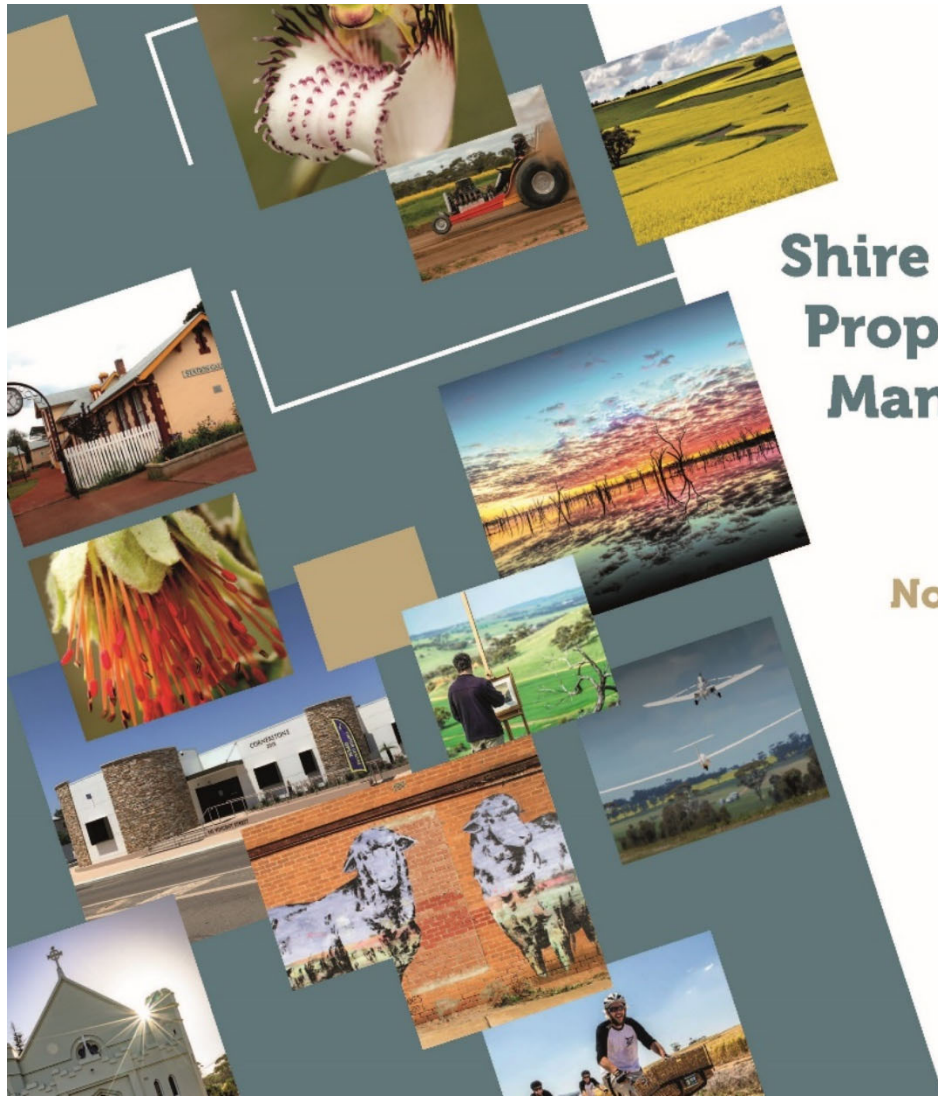
AMP vs LTFP Capital Works - Recreation



AMP vs LTFP Capital Works - Fleet & Equipment



Attachment 11.4



Shire of Beverley: Property Asset Management Plan

November 2021



Attachment 11.4

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Author: Ben Symmons – AIM Consultants
Date: 12 November 2021

Attachment 11.4

Executive summary

The Shire owns and manages a range of buildings on reserves and freehold land that make up its property portfolio. This portfolio then enables diverse services to be provided such as municipal administration, economic services, health, housing and recreation & culture. These services are typically delivered either directly by the Shire, or indirectly by other organisations who lease or hire space within Shire buildings.

Ensuring that the Shire meets the current and future property needs of users is important. To do this, the Shire takes a long-term management view. This view, and the plans and strategies that the Shire has for its properties, are referenced within this document. This Property Asset Management Plan (PAMP) is maintained as a live document to ensure that it remains up-to-date. It integrates with the Shire's Strategic Community Plan, to ensure that it is balanced against the other services that the Shire delivers. This PAMP considers a future planning view of ten years.

Looking forward, the Shire understands that community service needs are likely to change. In support, the way buildings are built, operated and maintained may also have to change. The Shire believes that climate change, demographic change, financial sustainability, participation rates, technology and tourism are potentially the most significant drivers of future change.

In total, the Shire has 54 buildings and 42 freehold land parcels. These properties have a combined fair value of \$276million. The building assets depreciate by about \$0.45m each year as they age and wear. The Shire aims to replace building components prior to the end of their physical

lives, so that the services delivered to our community can be maintained at desired service levels.

At the last time of inspection, the Shire's building assets were determined to be generally in a good to average condition. Only 1% of the portfolio was assessed as being in either a poor or very poor condition. The cost to renew these components would be around \$0.4million. Although this represents some level of renewal backlog, with an asset consumption ratio of 79%, there is no immediate financial sustainability concern.

The Shire strives to ensure that the property service quality is provided at the level required by our community, at a cost that it can afford. While the Shire does not routinely monitor the community's satisfaction levels with property-based services, it is starting to monitor service level indicators. In future versions of the PAMP, these indicators will assist the Shire in its decision making.



Attachment 11.4

Why does the Shire provide assets?

Physical infrastructure assets exist for the single purpose of facilitating the delivery of services. This includes core services such as governance and administration, transport, parks & recreation, waste management and health. These services contribute to the Shire achieving its vision, 'a vibrant and progressive community which values its history in a welcoming and friendly place to live, work and visit'.

This document is the Shire's Property Asset Management Plan (PAMP). It seeks to outline the activities and strategies that will be carried out for the Shire's buildings and land parcels, with consideration of the Strategic Community Plan, over the next ten financial years.

What is Asset Management?

The role of Council is to deliver services that help realise the community's vision for the Shire. This vision is defined within the Shire's Strategic Community Plan. The various services that are then required to be delivered, often demand the provision of infrastructure assets.

Infrastructure assets can be challenging to provide, operate, maintain and renew in a sustainable way and with limited financial resources. Good asset management practices seek to take a long-term planning view, that balances the service quality, against the cost to the community.

Our Properties

The Shire's portfolio consists of a broad range of properties, that enhance the public realm within which our community live, play and work. All properties are classified into one of nine categories that reflect their primary purpose. It is the Shire's obligation as the current custodian of these assets to manage them in an efficient manner, to ensure sustainable service delivery for both current and future generations.



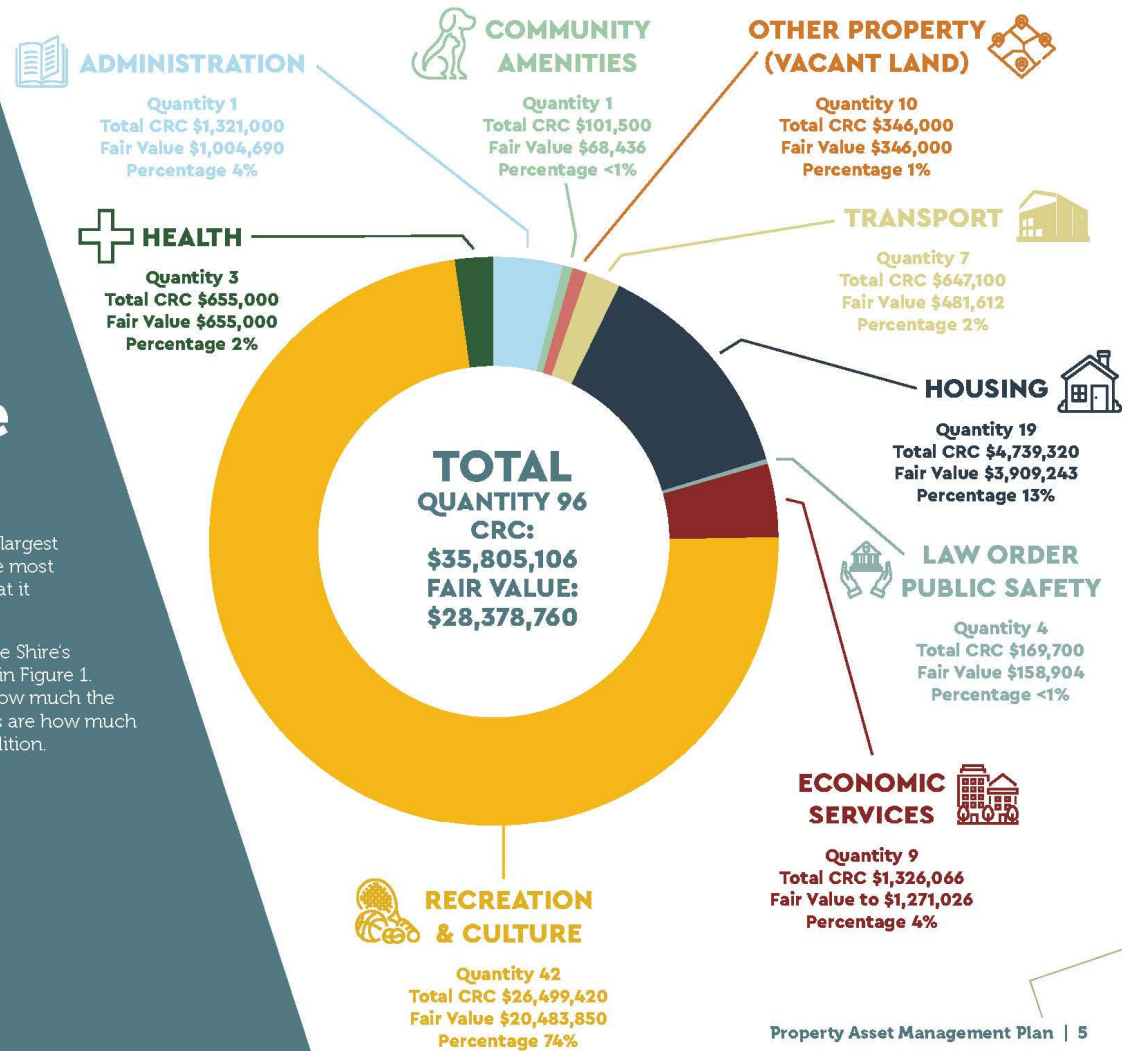
Attachment 11.4

What do we have and what are they worth?

While our property asset portfolio is not our largest asset class in terms of size and value, it is the most complex in terms of the range of services that it underpins.

The different property types that make up the Shire's portfolio, and their total values, are outlined in Figure 1. The Current Replacement Costs (CRC) are how much the properties are worth 'as new'. The Fair Values are how much they are worth in their current physical condition.

Figure 1: Quantity & Value of Properties



Attachment 11.4

What is their condition?

The physical condition of infrastructure assets affects their ability to deliver the intended service at the required quality. Therefore, the Shire periodically inspects assets and records their condition. For consistency, the condition of all building assets is reported on a 1 (very good) to 5 (very poor) rating scale. The condition data is used for a variety of other outputs, including predicting when assets may need renewing, and calculating how much they are worth in their current state.

The condition of our building assets at the last time of inspection is detailed in Figure 2. Further, the Shire has identified that there is opportunity to improve its building condition inspection process. This has been listed as an improvement action.

State of our Assets

- Very Good
- Good
- Average
- Poor
- Very Poor
- Unknown



Figure 2: Condition of Buildings by Replacement Cost

Attachment 11.4

How confident are we?

Although the Shire records data on its assets for inventory, condition and value, it is important to understand how confident it is of the data accuracy. This is important to determine the confidence that we can put in the outcomes that result (e.g. valuations). It also allows the Shire to target where data improvements are required. The Shire has assessed its confidence in property asset data using the following grading scale.

Confidence Grade	Accuracy	Confidence Grade General Meaning
Highly Reliable	± 2%	Data based on sound records, procedures, investigations and analysis which is properly documented and recognised as the best method of assessment.
Reliable	± 10%	Data based on sound records, procedures, investigations and analysis which is properly documented but has minor shortcomings; for example the data is old, some documentation is missing and reliance is placed on unconfirmed reports or some extrapolation.
Uncertain	± 25%	Data based on sound records, procedures, investigations and analysis which are incomplete or unsupported, or extrapolation from a limited sample for which highly reliable or reliable grade data is available.
Very Uncertain	± 40%	Data based on unconfirmed verbal reports and/or cursory inspection and analysis.
Unknown	Nil	None or very little data held.

Table 1: Data Confidence Grading

The current confidence in the town's asset data is:

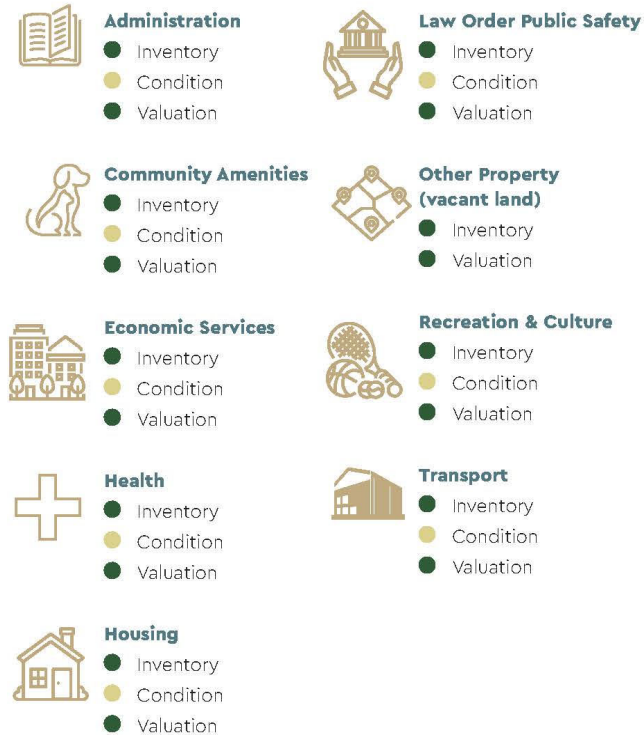


Figure 3: Property Asset Data Confidence

Attachment 11.4

How is the service performing?

The Shire seeks to ensure that the service performance delivered by our property assets meets the needs of users. However, the quality of these services can be varied, and in turn this has an effect on overall cost. As a general rule, as the service quality gets higher, so too does cost. Therefore, the Shire needs to balance this and deliver the property service at a level that the community desires and is willing to pay.

Service Levels

Service levels describe the quality performance that the Shire aims to provide for its property service. These have been developed through consideration of strategic and customer inputs.



Strategic Inputs

The Strategic Community Plan (SCP – 2017 to 2027) and Disability Access and Inclusion Plan (DAIP – 2018 to 2023) were reviewed to identify any drivers that may directly relate to the property service. This showed that the following service outcomes are of high importance. Service levels have then been selected for these outcomes, so that their performance can be monitored.

Input	Strategic Outcome	KPIs
SCP	Goal 1 – Shire infrastructure is prepared for economic gains and an increase in our population	Usage/Visitation
SCP	Goal 2 – Community infrastructure of significance, economic value and history adds value to our identity	Usage/Visitation
SCP	Goal 7 – Increase all forms of club participation	Usage/Visitation
SCP	Goal 9 – We have a healthy and safe community	Safety
DAIP	Outcome Area 2 – People with disability have the same opportunities as other people to access the buildings and other facilities of the Shire of Beverley	Accessibility

Table 2: Strategic Inputs Influencing the Property Service

Attachment 11.4

Customer Inputs

As a service provider, it is important that the Shire clearly understands the needs of its stakeholders (e.g. customers). Shire staff considered who the major stakeholders are of its property service. Seven were identified, as outlined in Figure 4. While there may be other minor stakeholders, they have not been specifically considered by this PAMP.



Figure 4: Property Service Stakeholders

Analysis of stakeholders' service needs determined that the following attributes were most frequently required.

- Accessibility (5 occurrences)
- Condition/Quality (6 occurrences)
- Safety (6 occurrences)



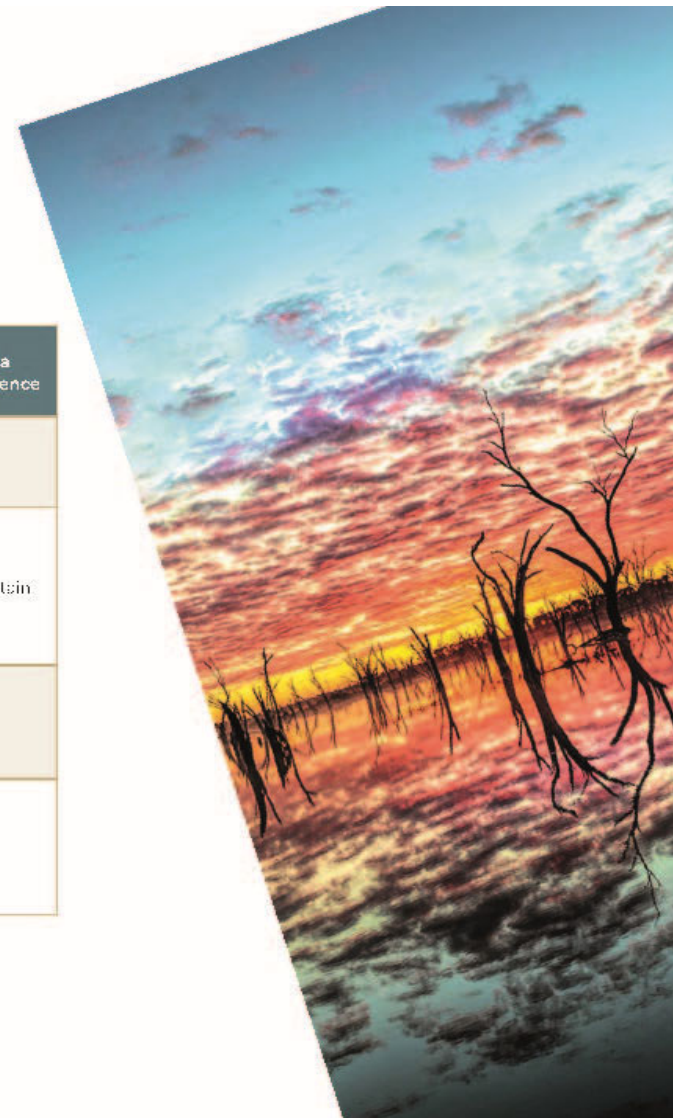
Attachment 11.4

Service Level Targets and Performance

The Strategic Input KPIs have been combined with the customer service needs. These informing service attributes have been selected for service levels. The following KPIs are used to monitor property service delivery performance.

KPI	Driver	Performance Measure	Target	Current	Data Confidence
Accessibility	DAIP & Stakeholders	Percentage of buildings that are accessible to all.	100%		
Condition/Quality	Stakeholders	Percentage of building components that are in an average condition or better, by replacement value.	90% or greater	95%	Uncertain
Safety	SCP & Stakeholders	Percentage of users that feel as though Shire buildings are safe to use.	100%		
Usage/Visitation	SCP	Percentage of users that are satisfied with their ability to use buildings when required.	100%		

Table 3: PAMP Service Levels



Attachment 11.4

How is the service changing?

Generally, the demand for property services changes over time. As a result, the assets that support this service, and the way in which they are managed, may also change.

Historic change

Looking backwards, a number of drivers may have changed the demand for the Shire's property service, they were:

- Population – Rose from 1,466 to 1,746 (2001 to 2016).
- Demographics – Median rose from 43 to 53 (2001 to 2016).
- Tourism – Number of visitors to the golden outback region fell from 1.40m to 1.16m (YE March 2020 to March 2021).
- Rainfall – Fell from ~440mm to ~400mm per annum (1886 to 2020).
- Temperature – Rose from annual mean maximum ~34.4C to ~35.4C (1969 to 2020).
- Recreation participation – Possibly fell from 1,098 to 1,065 participants (2001 to 2016).

Future change drivers

Looking forward, over the life of this Plan, the Shire considers the following drivers to likely affect the demand for property services.

- Demographic change
- Financial sustainability
- Participation rates
- Technology change
- Tourism numbers

Change mitigation

To meet the challenges that will arise from service change, the Shire plans to:

- Continue to inform Council on the performance of the property asset portfolio.
- Investigate environmental sustainability initiatives for Shire buildings, and implement when economically viable.
- Engage with the community to understand what its future service needs are likely to be as the population demographic and participation rates change.
- Keep abreast of technology changes, and identify when their implementation adds value to Shire buildings.
- Continue to implement disability and access inclusion initiatives for buildings.



Attachment 11.4

How is the service managed?

Our property assets have varying lengths of physical life. However, a key goal is to try to maximise life, so as to keep costs down. We manage each stage of our assets' lives as follows.



Operation and Maintenance Works

The Shire operates and maintains its property assets by employing planned maintenance strategies wherever possible. We do this through regular inspection, and by applying planned operation and maintenance schedules. For example, this includes tasks such as cleaning, servicing and painting. Each task occurs at defined periods, and are specific to each building. Where buildings are leased, then the operation and maintenance strategy is managed in conjunction with the lease agreement. However, there is scope to improve the breadth and robustness of the schedules. This is an improvement action within the PAMP.



Renewal Works

Property assets are periodically inspected to determine their physical condition. Using this information, the Shire then predicts assets' potential year of renewal. Staff then consider these assets to determine the final timing, scope and budget of any future renewal project. Projects are then listed on to a long term AMP Works Programme. The Shire has identified that there is opportunity to improve its inspection process, and the accuracy of its future renewal works programme. These tasks have been listed on to the improvement plan.

In addition to condition, other Shire strategies can also trigger renewal works. For example, the Shire's DAIP can also trigger works to occur. These works are also captured within the AMP Works Programme.



Upgrade & New Works

The need for new and/or upgraded assets (e.g. to meet a service deficiency) are identified from a number of potential sources, such as the SCP and the DAIP. Each potential project is investigated and considered by Shire staff and where valid, often prioritised against other projects. Approved projects are then listed onto the AMP Works Programme.



Attachment 11.4



What will the service cost?

Properties represent a significant ongoing cost commitment to our community. To ensure that we can continue to sustainability provide the service, the Shire maintains a long term AMP Works Programme. This programme contains all planned works activities, and sets out how much the service will cost, to deliver the agreed performance (Figure 5). On an annual basis, the capital projects within the AMP Works Programme inform the Shire's broader Long Term Financial Plan (LTFP). In the event that the AMP Works Programme and the LTFP do not balance financially, then the Shire can adjust its practices (e.g. service level performance) to reach a sustainable point (Figure 6).

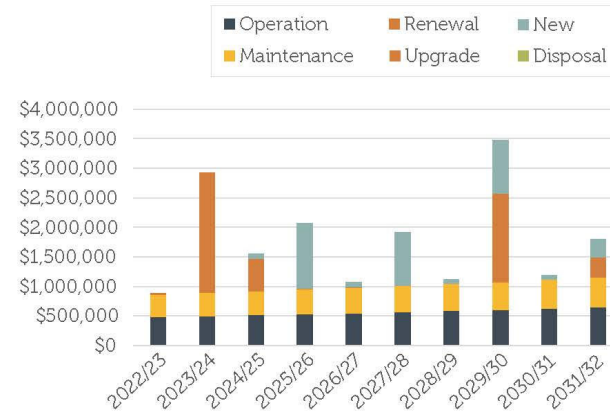


Figure 5: Projected Service Cost

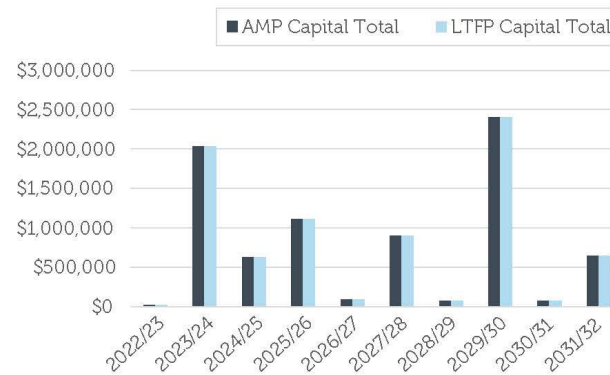


Figure 6: PAMP vs LTFP Capital Works Forecasts

Attachment 11.4

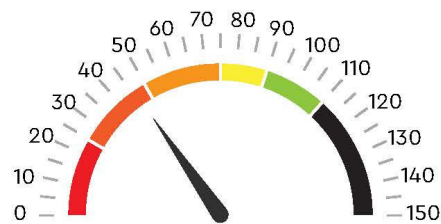
Is the service sustainable?

The Shire monitors the effectiveness of the PAMP through three financial ratios. They measure the past, present and future ability to renew assets when required.

Past - Sustainability Ratio (ASR)

This ratio indicates whether a local government is replacing or renewing existing non-financial assets at the same rate that its overall asset base is wearing out. The ratio compares the average actual expenditure on asset renewal (over the past three financial years) to the annual depreciation expense.

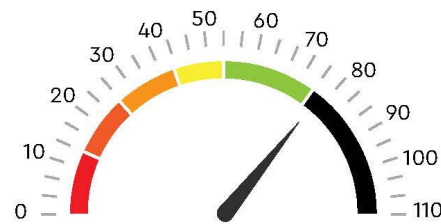
The standard is met if the ratio can be measured and is 90% (or 0.90). The standard is improving if this ratio is between 90% and 110% (or 0.90 and 1.10).



Present - Consumption Ratio

This ratio seeks to highlight the aged condition of a local government's physical assets by comparing their fair value (worth in current state) to their replacement cost (worth in as new state).

The standard is met if the ratio can be measured and is 50% or greater (0.50 or >). The standard is improving if the ratio is between 60% and 75% (0.60 and 0.75).



Future - Renewal Funding Ratio

This ratio is a measure of the ability of a local government to fund its projected asset renewal/replacements in the future. It compares the available renewal funding in the LTFFP with the required renewal funding in the AMP.

The standard is met if the ratio is between 75% and 95% (or 0.75 and 0.95). The standard is improving if the ratio is between 95% and 105% (or 0.95 and 1.05), and the sustainability ratio falls within the range 90% to 110%, and consumption ratio falls within the range 50% to 75%.

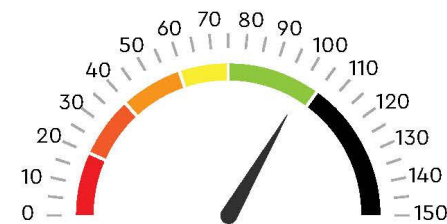


Figure 7: PAMP Financial Sustainability Measures

Attachment 11.4

How will the Shire improve its asset management?

Where possible, and appropriate, the Shire is committed to improving its asset management practices. The following actions have been identified by this PAMP for future implementation.

Task
Review and enhance the current building inspection process and methodology.
Continue to improve the robustness of the works programme, ensuring alignment with all Shire strategies and plans.
Further develop, and document, asset planned operation and maintenance schedules.
Monitor all service level KPIs.

Table 4: Property AMP Improvement Plan



Attachment 11.4

Further reading

Shire of Beverley – Strategic Community Plan 2017-2027

Shire of Beverley – Disability Access and Inclusion Plan 2018 – 2023

Shire of Beverley – Asset Management Policy

Shire of Beverley – Long Term Financial Plan

Shire of Beverley – AMP Works Programme 2022-2032



12. ADMINISTRATION

Nil

13. ELECTED MEMBERS' MOTIONS WHERE NOTICE HAS BEEN GIVEN

Nil

14. NEW BUSINESS ARISING BY ORDER OF THE MEETING

New Business of an urgent matter only arising by order of the meeting.

15. CLOSURE

The Chairman to declare the meeting closed.